Metro

Metro Ad Hoc Board Composition Committee

Community Engagement Summary Report

May 2026

Acknowledgment

The development of this Community Engagement Summary Report was made possible through the collaboration and participation of many individuals and organizations who supported the outreach and engagement process from beginning to end. Their efforts helped ensure that community input and rider perspectives remained central throughout the governance review process.

This report reflects the contributions of those who supported community listening sessions, stakeholder briefings, pop-up outreach, communications, survey administration, event coordination, and public participation efforts across Los Angeles County. The breadth of engagement captured in this report would not have been possible without their time and commitment to inclusive and meaningful community outreach.

Special recognition is extended to Ad Hoc Committee Members, Marisa Perez, Lilian De Loza-Gutierrez, Karen Swift, Jeff Logan, Brian Gavidia, Matthew Marquez, Kim Tachiki-chin, JC Montenegro, Mary Kohav, Andy Sywak, Rosalba Gonzalez, Umayyah Rashid, Brett Roberts, Conchita Flores, Alondra Lopez, Eduardo Davis, Juan Solorio, Sara Canas, Mindy Lake, Ned Racine, Metro Service Council Staff: Dolores Ramos, Maria Cardenas, and Diego Quijada, Jeremy Tong, Metro AV team: Adam Barron, Steve Martinez, Alejandro Reyes, Tommy Khamlue, Patty Soto, Danielle Valentino, and Alexander Melendrez, Metro LIFE staff Michael Cortez and Heidi Jackson and their outreach team, the Metro Public Safety team, Metro Ambassadors staff, the Metro SAFE 511, Metro Service Councils, the Accessibility Advisory Committee (AAC), Community Advisory Council (CAC), and Public Safety Advisory Committee (PSAC), Metro On the Move, Metro Youth Council, and MBI Media for their invaluable support and contributions throughout this process.

Their partnership played an important role in helping elevate a broad range of community perspectives and ensuring that this report reflects the voices and experiences shared throughout the engagement process.

Table of Contents

Acknowledgment 3
Table of Contents 4
Executive Summary 7
1. Introduction 8
1.1. Purpose of the Report 8
1.2. Engagement Goals 8
1.3. Engagement Objectives 8
1.4. Overview of Engagement Activities 9
2. Engagement Approach 12
2.1. Engagement Design 12
2.1.1 Principles 12
2.1.2 Multi-Pronged Approach 12
2.1.3 Equitable and Geographical Outreach Strategy 13
2.1.4 Strategic Pop-Up Tabling Outreach 13
2.1.5 Qualitative and Survey-Based Findings 13
2.2. Participation Overview 13
2.2.1 Engagement Types 14
2.2.2 Presentations and Briefings 15
3. Key Themes and Findings 18
3.1. Emphasis on Metro Board Representations that reflects community and rider perspectives 18
3.2. Strong interest in balancing lived Experience and Expertise 18
3.3. Accountability and Transparency in Metro Board Decision-Making 19
3.4. Alignment Across Engagement Methods 20
4. Survey and Live Poll Findings and Alignment 22
4.1. About the Survey and Live-Poll 22
4.2. Perception of How well the Metro Board Reflects Participants' Community Needs 23
4.3. Participants' Priorities for Metro Board Composition 24
5. Conclusion 27

Appendices

Appendix A: Engagement Activities and Presentations Summary
- Appendix A.1: Overview of Presentations
- Appendix A.2: Overview of Tabling Efforts
- Appendix A.3: Overview of Marketing Efforts

Appendix B: Materials
- Appendix B.1: Presentation (English and Spanish)
- Appendix B.2: Fact Sheet and FAQs (English and Spanish)
- Appendix B.3: Flyer (English and Spanish)
- Appendix B.4: Digital Toolkit
- Appendix B.5: Survey Board

Appendix C: Listening Sessions and Online Survey Results
- Appendix C.1: Listening Session and Online Survey Questions
- Appendix C.2: Listening Session and Online Survey Results

Appendix D: Public Comment Received
- Appendix D.1: Listening Session Public Comments Received
- Appendix D.2: Position Letters Received
- Appendix D.3: Transit Intercept Key Themes

Introduction

Metro

Executive Summary

Metro conducted a comprehensive community and stakeholder engagement effort to gather input on Metro Board composition in light of the changes that will occur following the voter approved Los Angeles County Measure G 2024. This effort was designed to ensure that perspectives from across Los Angeles County reflect diverse geographies, communities, riders, and stakeholder interests. The community and stakeholder input will inform the work of the Ad Hoc Board Composition Committee (Committee) as it assesses the impacts of expanded County leadership and considers potential recommendations for the Metro Board's review.

Engagement activities included educational campaigns and community listening sessions held across Metro Service Councils and advisory bodies, Councils of Governments (COGs), city associations including California Contract Cities and the League of California Cities, business organizations, and transit-focused pop-up outreach. Feedback was collected through interactive polling, an online survey, public comments shared during listening sessions, and comments submitted by email and telephone. These activities took place from early February through mid-May 2026 and were supported by targeted outreach and marketing efforts to expand countywide awareness and participation.

Across engagement methods, participants consistently emphasized the importance of a Metro governance framework that is representative, informed, and accountable. Discussions and survey responses emphasized interest in governance structures that better reflect community and transit rider perspectives, incorporate lived transit experience alongside professional expertise, and promote transparency and trust in decision making.

Key Themes Identified Across Engagement

- **Governance that better reflects community and rider perspectives**
  Participants emphasized the value of ensuring that Metro Board composition reflects the communities and riders.
- **Strong interest in balancing lived experience and expertise**
  Participants emphasized that Metro Board members should regularly ride the transit system to better understand rider experiences, operational challenges, safety concerns, accessibility needs.
- **Accountability and transparency in Metro Board decision making**
  Participants consistently raised the importance of clear governance roles, transparent processes, and accountability mechanisms to strengthen public trust.

The insights summarized in this report provide a consolidated and transparent record of community and stakeholder perspectives that are designed to inform discussion and deliberation as Metro completes its governance review.

1. Introduction

1.1. Purpose of the Report

The Metro Board formed the Ad Hoc Board Composition Committee to review Metro's current Board governance structure and consider how voter-approved Measure G may affect Metro's governance in the future. Measure G, approved by Los Angeles County voters in November 2024, changes several aspects of County governance, including the creation of a countywide elected Chief Executive Officer beginning in 2028 and the expansion of the Los Angeles County Board of Supervisors from five to nine members in 2032, following the 2030 Census and redistricting. The Committee's work is focused on review and stakeholder engagement only, providing an opportunity to hear from Metro's stakeholders as County governance changes begin to be implemented.

This report is intended to support the Ad Hoc Board Composition Committee's work by providing a consolidated summary of perspectives from residents, stakeholders, and community members regarding Metro Board composition, regional representation, and governance considerations.

1.2. Engagement Goals

The goal of the engagement effort was to hear from as many perspectives as possible and ensure that the review was informed by the diverse communities Metro serves. The Committee serves in an advisory capacity to the full Metro Board, and its work is focused on listening, reviewing input, and identifying key considerations related to regional representation, effective oversight, accountability, and public trust.

1.3. Engagement Objectives

Metro initiated this engagement effort to ensure that the governance review process is informed by broad and meaningful public participation.

Specifically, the objectives of the engagement include:

- Increasing public understanding of the Metro Board's role in shaping transportation policy and investments across Los Angeles County
- Gathering community perspectives on who should represent residents on the Metro Board and how regional voices are reflected in transportation decision-making
- Providing accessible opportunities for residents, stakeholders, and community partners to share feedback and ask questions about the governance review
- Supporting transparency and public trust throughout the review process

1.4. Overview of Engagement Activities

Metro implemented a multimethod engagement approach designed to reach community members through a variety of formats and settings.

Engagement activities included:

- Community Listening Sessions (through existing organizational meetings), providing residents with the opportunity to learn about the governance review, ask questions, and share perspectives
- Stakeholder briefings and presentations to advisory bodies, regional and jurisdictional groups, and other stakeholder organizations
- Community events and pop--up outreach, such as tabling at music festivals, community events, transit rider intercepts at high traffic locations, and other public venues, to collect informal feedback in accessible community settings
- An online survey, offered in multiple languages to provide a flexible, low--barrier option for participation

Feedback was collected during the public comment period from early March 2026, through mid-May 2026, and compiled for review by the Ad Hoc Board Composition Committee as part of its consideration of Metro's governance framework.

Engagement Approach

Metro

2. Engagement Approach

Metro designed the engagement process for the governance review to be community-centered, inclusive, and reflective of diverse perspectives across Los Angeles County. The approach emphasized transparency, and multiple opportunities for participation to ensure that residents and stakeholders could engage in ways that best suit their preferences and comfort levels.

2.1. Engagement Design

2.1.1 Principles

The engagement strategy was developed using community and equity-focused principles to elevate voices that have historically been underrepresented in public decision-making. Materials and participation options were designed to clearly explain the governance review, the purpose of the Ad Hoc Board Composition Committee, and how community input would be used. Metro sought to create engagement spaces that encouraged open dialogue, supported meaningful participation, and fostered trust by clearly communicating the purpose and scope of the Committee's role.

To support this effort, Metro developed a range of bilingual outreach materials in English and Spanish, including:

- Fact sheets
- Frequently Asked Questions
- Community Listening Session flyers and bus take-ones
- Social media graphics

These materials helped provide consistent, accessible information across engagement settings and supported broader awareness and participation throughout Los Angeles County.

2.1.2 Multi-Pronged Approach

Recognizing that different engagement formats produce different types of insights, Metro intentionally used a multi-pronged approach that combined qualitative, interactive engagement with broader, survey-based participation. Community listening sessions and stakeholder briefings were designed to capture input and perspectives through facilitated dialogue. Community events and pop-up outreach provided informal, low-barrier opportunities for residents to share high-level feedback in everyday settings.

The online survey, by contrast, was designed to reach a larger and more geographically diverse audience and to capture patterns, trends, and relative priorities across a broad set of respondents. Together, these methods allowed Metro to balance depth and breadth in gathering feedback.

2.1.3 Equitable and Geographical Outreach Strategy

Engagement activities were intentionally distributed across Metro's subregions to reflect the diversity of communities served by the agency and the varying transportation needs throughout the county. This approach was intended to avoid overconcentration of outreach in any single area and to support balanced regional input as part of the governance review.

Community listening sessions and stakeholder briefings were strategically aligned with existing regional and jurisdictional structures, including Metro Service Councils and advisory committees, Councils of Governments (COGs), and other established meetings including City Associations, business organizations and local chambers of commerce. Aligning engagement with these forums supported participation from local elected officials, city and county staff, regional planners, and community representatives while facilitating discussions in familiar and accessible settings. Reference Appendix A for full outreach list.

2.1.4 Strategic Pop-Up Tabling Outreach

In this effort, Metro incorporated pop-up tabling, transit intercepts, and large community events to expand participation beyond traditional meetings and provide community members with more accessible opportunities to engage and share feedback. As documented in the event list (see Appendix A), these activities were intentionally scheduled during periods of high rider and community activity, including peak commute times, evenings, weekends, and well-attended community events. Pop-up outreach took place at major transit hubs, stations, service centers, and community events to engage riders and community members in familiar, high-traffic locations.

2.1.5 Qualitative and Survey-Based Findings

Metro used both qualitative engagement methods, such as feedback from community listening sessions, presentations, and stakeholder discussions, and survey-based methods, including online surveys and interactive polling, to capture a broad range of community and stakeholder input. Each method served a different purpose and provided a different type of insight. Qualitative feedback helped identify themes, concerns, and perspectives shared by participants, while survey and polling data helped identify trends, priorities, and response patterns. For this reason, findings were analyzed and reported separately by engagement type to support a clear and accurate interpretation of the input received.

2.2. Participation Overview

Prior to launching the primary outreach, staff conducted informational presentations to Metro's Service Councils, business organizations and local government agencies to introduce the Metro Ad Hoc Board Composition Committee and the goals of the Ad Hoc Board Composition listening sessions to inform, educate and gauge awareness. These efforts, which began in early February, helped shape the outreach focus, language, collateral and methodology.

Metro developed a dedicated website that steered the public to additional ways to engage and submit feedback via project email and telephone:

gometro.la/governance
governance@metro.net
213.922.3992

Community members were able to share feedback throughout the public comment period, offering additional low-barrier opportunities to participate outside of scheduled meetings.

Metro also supported participation through targeted outreach and marketing efforts. An outreach toolkit, including digital content and printed materials, was distributed to Metro Board of Directors including the Los Angeles County Board of Supervisors, City of LA Mayor Karen Bass, City Councilmembers and Sector Representatives, local elected officials, Service Councils and advisory bodies, COGs, business organizations, and community partners to amplify awareness of the Metro Board Composition Listening Sessions, educational materials about the governance review, and participation opportunities. Outreach included social media posts, newsletters, flyer distribution at community locations and events, and on -the -ground dissemination of Take One cards through Metro program partners including the Metro LIFE Team and Metro Ambassadors. Reference Appendix B for master list.

Friday Weekly Email	Sent	Email Distribution	Open Rate
Monthly Newsletter article announcing the listening sessions and survey	3/24/2026	199,919	42.80%
Dedicated email announcing the listening sessions and survey	4/9/2026	304,907	42.70%
Friday Email article announcing the listening sessions and survey	4/10/2026	51,017	39.50%
Friday Email article announcing the listening sessions and survey	5/1/2026	50,691	42.70%
Friday Email article announcing the listening sessions and survey	5/8/2026	50,279	41.60%
Dedicated email announcing the listening sessions and survey	5/12/2026	50,238	39.50%

2.2.1 Engagement Types

Participation occurred through the following engagement types:

- **Metro Service Council Listening Sessions and Advisory Committees**
  Listening sessions were hosted through all five Metro Service Councils, including South Bay, San Fernando Valley, San Gabriel Valley, Gateway Cities, and Westside/Central. Metro included briefings with advisory bodies such as the Community Advisory Council, Public Safety Advisory Committee, Accessibility Advisory Committee, Youth Council, and other Metro advisory groups. These sessions were all held in a hybrid format allowing participation in person and virtually via Zoom with Spanish interpretation. The presentation was designed to provide structured

opportunities for residents, riders, and stakeholders to share perspectives. These engagements elevated perspectives from transit advocates, riders with disabilities, youth, and other stakeholder constituencies.

- **Stakeholder Briefings**
  Metro hosted two full virtual Zoom community listening sessions, one in the evening and one during the lunch hour targeting a North Los Angeles County audience.
- **Councils of Governments (COGs) and Jurisdictional Outreach**
  Metro engaged multiple COGs and regional governance bodies, including the San Gabriel Valley COG, Westside Cities COG, Las Virgenes–Malibu COG, Gateway Cities COG, South Bay COG, San Fernando Valley Council of Governments, Arroyo Verdugo Communities JPA, and North Los Angeles County Transportation Coalition JPA (NCTC). These presentations provided an opportunity to hear concerns from local city staff regarding the impact of the Metro Board Composition and Measure G changes to their regions and representation on the Metro Board. The LAs-Virgenes Malibu and South Bay COGs expressed their desire not to see changes to the Metro Board of Directors or the inclusion of the elected County Chief Executive Officer; whereas the San Fernando Valley COG shared their concerns about losing representation. Letters of response submitted by COGs can be referenced in Appendix D.
- **Business Organization Outreach**
  Engagement included meetings with chambers of commerce, business associations, and economic partnerships, such as the Valley Industry & Commerce Association, Greater San Fernando Valley Chamber of Commerce, Central City Association, San Gabriel Valley Economic Partnership, Long Beach Chamber of Commerce, BizFed committees, and other business councils.
- **Pop-Up Outreach**
  In addition to scheduled meetings, Metro conducted pop-up engagement at transit centers, stations, and community events to reach riders and community members in real-world, high activity environments.

2.2.2 Presentations and Briefings

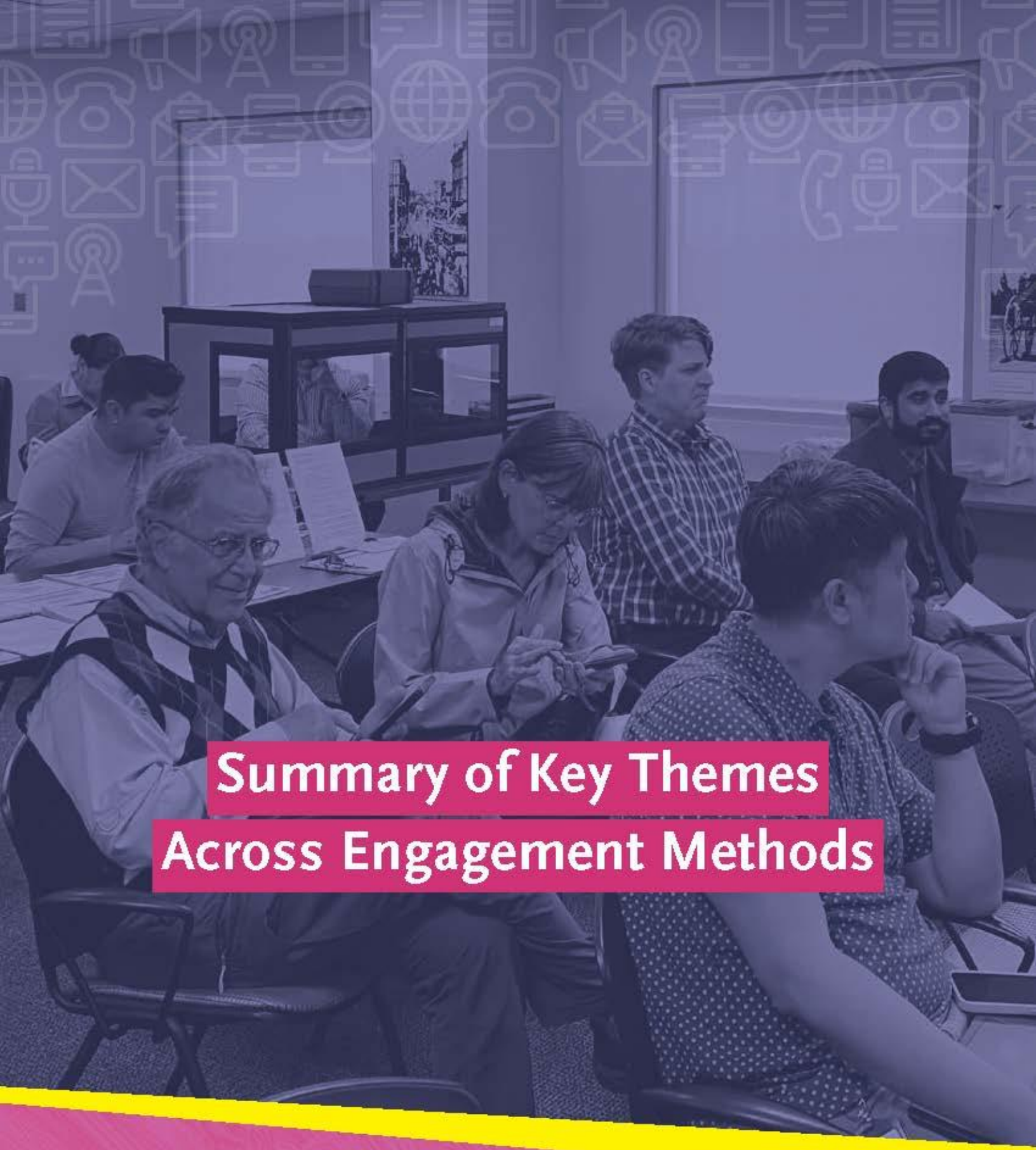
Engagement settings included both centrally located Metro facilities and community-based venues such as transit centers, community centers, city halls, and virtual platforms. Spanish interpretation was offered at each meeting to enhance accessibility.

Across engagement activities, participants included:

- Transit riders and residents
- Service Council members
- Youth and students
- Older Adults
- Accessibility and public safety advocates

- City and County representatives
- COG representatives
- Business and economic stakeholders

This participation framework reflects Metro's intent to ensure equitable, geographically representative, and stakeholder-diverse participation in the governance review.



Summary of Key Themes Across Engagement Methods

Metro

3. Key Themes and Findings

Across Metro's engagement efforts, several key themes emerged consistently across in-person engagement, stakeholder briefings, pop-up outreach, interactive polling, and survey responses. While each engagement method provided a different type of input, participants frequently raised overlapping priorities related to representation, lived experience, expertise, accountability, and transparency.

This section summarizes the primary themes identified through the engagement process and presents the key findings heard from community members, riders, advisory bodies, COGs, business organizations, and other stakeholders.

3.1. Emphasis on Metro Board Representations that reflects community and rider perspectives

Across engagement activities, participants raised questions and perspectives about who is represented on the Metro Board and whose voices are reflected in governance decisions. Many participants expressed interest in a Board structure that more directly reflects the communities, riders, and regions served by Metro.

Participants often described representation in terms of both regional identity and lived experience, including the value of Board members who understand the realities of using the Metro system, local transportation needs, and the impacts of Metro policies and investments on communities across Los Angeles County.

At the same time, feedback from several COGs reflected support for the current Board structure and a desire for it to remain unchanged. Letters submitted by COGs are included in Appendix D.

Key findings included:

- Interest in stronger representation of regular transit riders and transit-dependent communities
- Desire for governance structures that better reflect communities across Los Angeles County
- Questions about how community input and lived experience influence Board decisions
- Opportunities to strengthen public trust by improving representation and inclusivity

3.2. Strong interest in balancing lived Experience and Expertise

Participants consistently emphasized the importance of balancing lived transit experience with technical and professional expertise in Metro governance. Rather than viewing these perspectives as separate or competing, many participants described them as complementary.

Feedback reflected the view that effective governance benefits from both firsthand understanding of rider experiences and the technical knowledge needed to address complex transportation, planning, financial, and policy issues. This theme appeared across listening sessions, stakeholder briefings, COG meetings, business outreach, advisory body meetings, and survey responses.

Key findings included:

• Interest in Board members having sufficient transportation, policy, and planning expertise
• Recognition that lived experience can help ground governance decisions in real-world impacts
• Support for governance approaches that value both rider perspectives and professional skill sets
• Opportunities to strengthen decision-making by incorporating both technical expertise and community experience

3.3. Accountability and Transparency in Metro Board Decision-Making

Accountability and transparency were also recurring themes across engagement methods. Participants frequently asked how the Metro Board operates, how members are selected, how decisions are made, and how public input is considered in the decision-making process.

These discussions often connected governance structure with public trust. Participants expressed interest in clearer communication about Board roles, responsibilities, and authority, as well as greater transparency around how stakeholder and community feedback informs Metro's governance review.

Key findings included:

• Desire for clearer explanations of Metro Board authority, roles, and responsibilities
• Questions about accountability mechanisms for Board members and governance decisions
• Interest in greater transparency around how public and stakeholder input is incorporated
• Opportunities to strengthen trust through clearer communication, oversight, and governance clarity

3.4. Alignment Across Engagement Methods

The recurrence of these themes across multiple engagement formats indicates areas of alignment among participants. In-person and hybrid engagement provided opportunities for deeper discussion, while online surveys and interactive polling helped identify broader trends and priorities across respondents.

Together, these findings show that participants were most focused on whether Metro governance reflects community and rider perspectives, whether decision-makers have both lived experience and technical expertise, and whether the governance process is transparent, accountable, and easy to understand.

Survey Findings and Alignment

Metro

4. Survey and Live Poll Findings and Alignment

4.1. About the Survey and Live-Poll

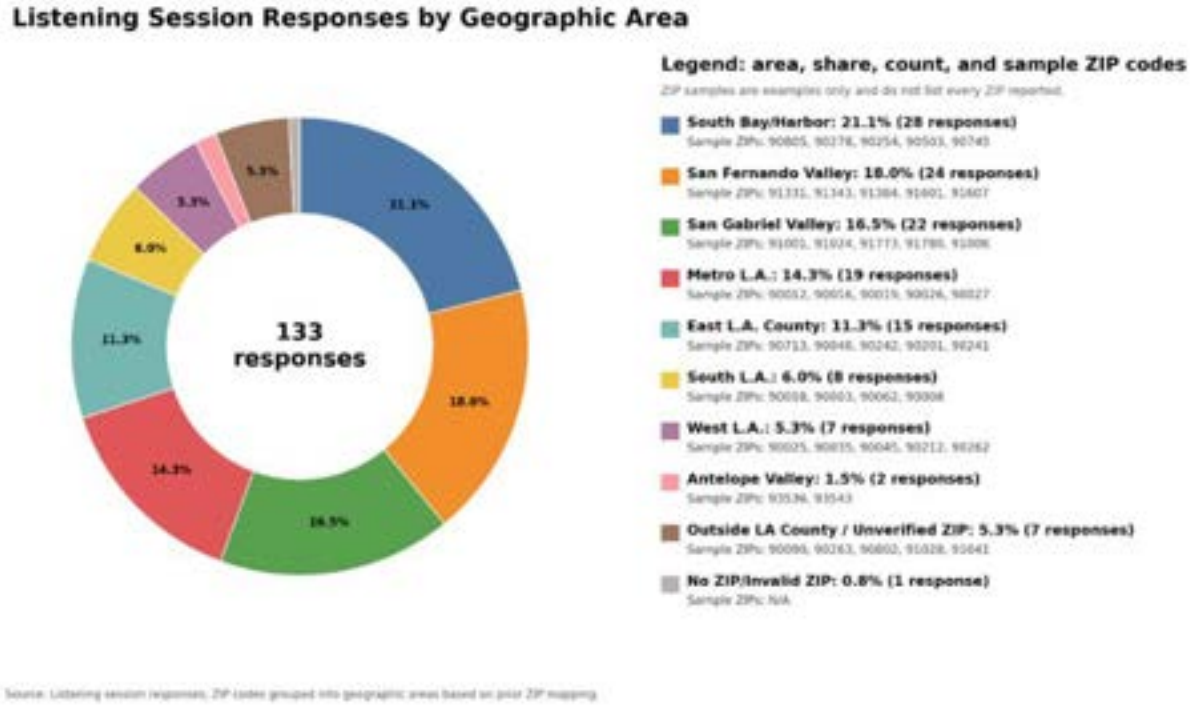
Metro gathered feedback through both survey responses and live polling conducted during listening sessions and advisory group presentations. The online survey was shared through Metro communications channels, the project website, and QR codes included on Ad Hoc Board Composition materials. Live polling was conducted during listening sessions and presentations using Slido, providing participants attending in-person or online with an opportunity to respond in real time.

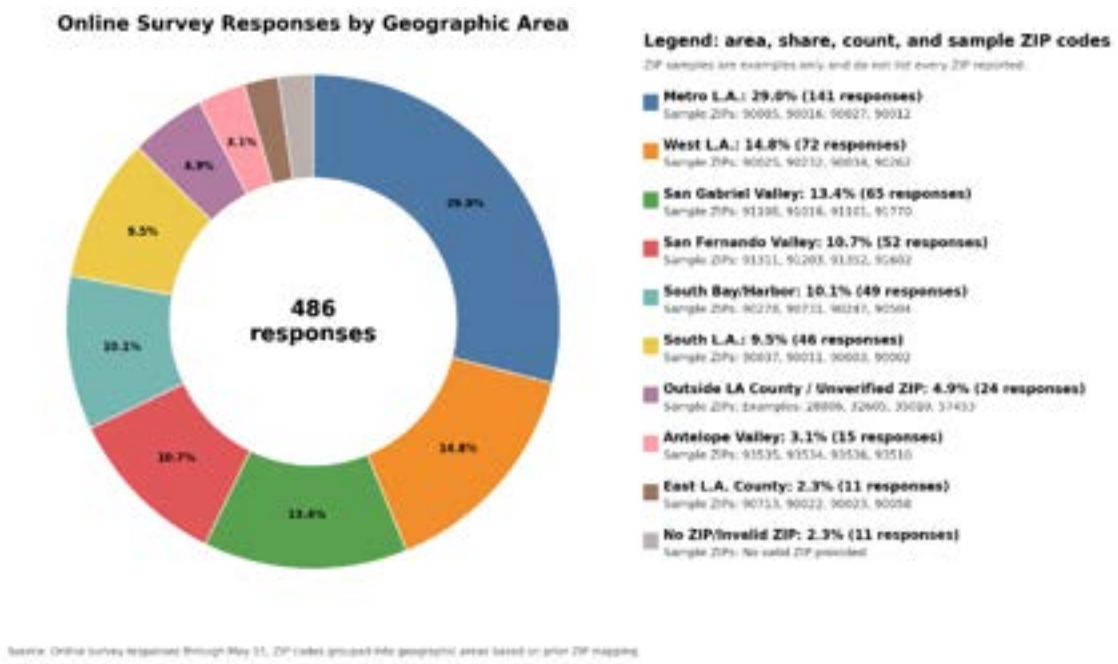
Overall Metro:

- Heard from 200 participants during the listening sessions
- Received nearly 500 survey responses

The survey and live polling responses demonstrate that Metro received input from a broad cross-section of Los Angeles County. Responses were grouped by geographic area using respondent ZIP codes. This approach helped show where feedback was coming from.

Taken together, the survey and live polling results show that feedback was not concentrated in one area. Metro received input from participants in central Los Angeles, the San Fernando Valley, San Gabriel Valley, West L.A., South Bay/Harbor, South L.A., East L.A. County, and the Antelope Valley.





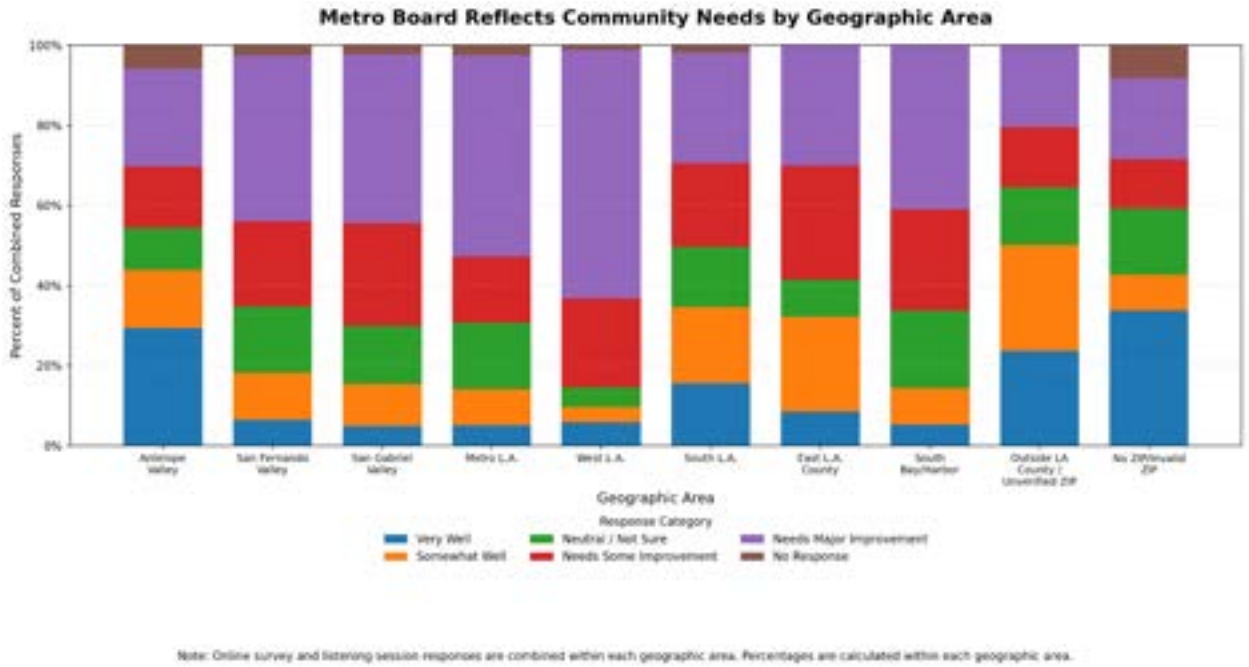
Source: Online survey responses through May 31. ZIP codes grouped into geographic areas based on prior ZIP mapping.

4.2. Perception of How well the Metro Board Reflects Participants' Community Needs

The survey helped confirm that these issues resonated broadly across a larger group of participants. Survey and listening session responses showed a consistent pattern: many participants felt the current Metro Board could do more to reflect community needs.

Across both the survey and live polling, nearly two-thirds of respondents said the Board needs either some improvement or major improvement. This finding was consistent across both engagement formats, suggesting that the concern was not limited to one audience or outreach method.

Overall, participants expressed a clear desire for a Metro Board structure that better reflects the communities it serves, particularly as Metro continues its governance review process focused on regional representation, accountability, and effective leadership

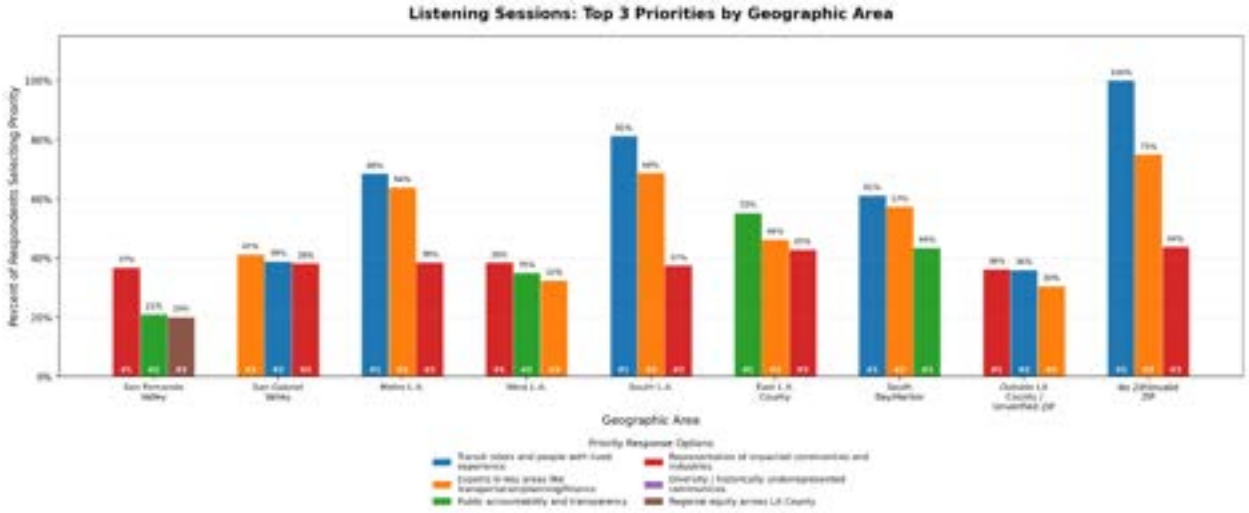


4.3. Participants' Priorities for Metro Board Composition

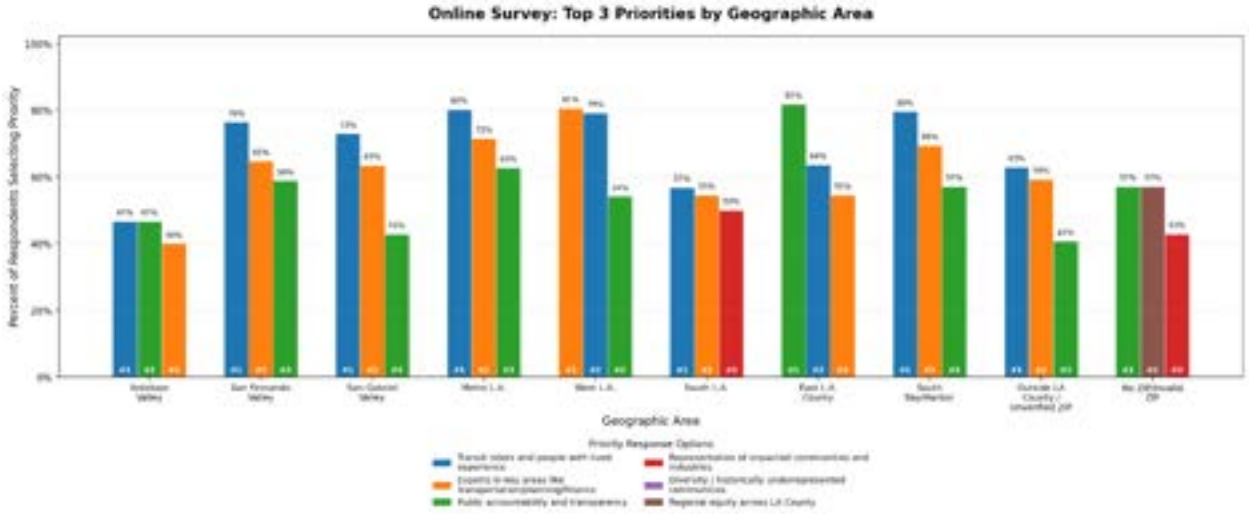
Participants were asked to identify the top three factors they believe should be prioritized when shaping the future composition of the Metro Board. Because respondents could select more than one option, the results show which priorities rose to the top across both the online survey and live polling.

Across both formats, participants placed the strongest emphasis on representation of transit riders and people with lived transit or mobility experience. This was followed by technical expertise in areas such as transportation, planning, or finance, and public accountability and transparency.

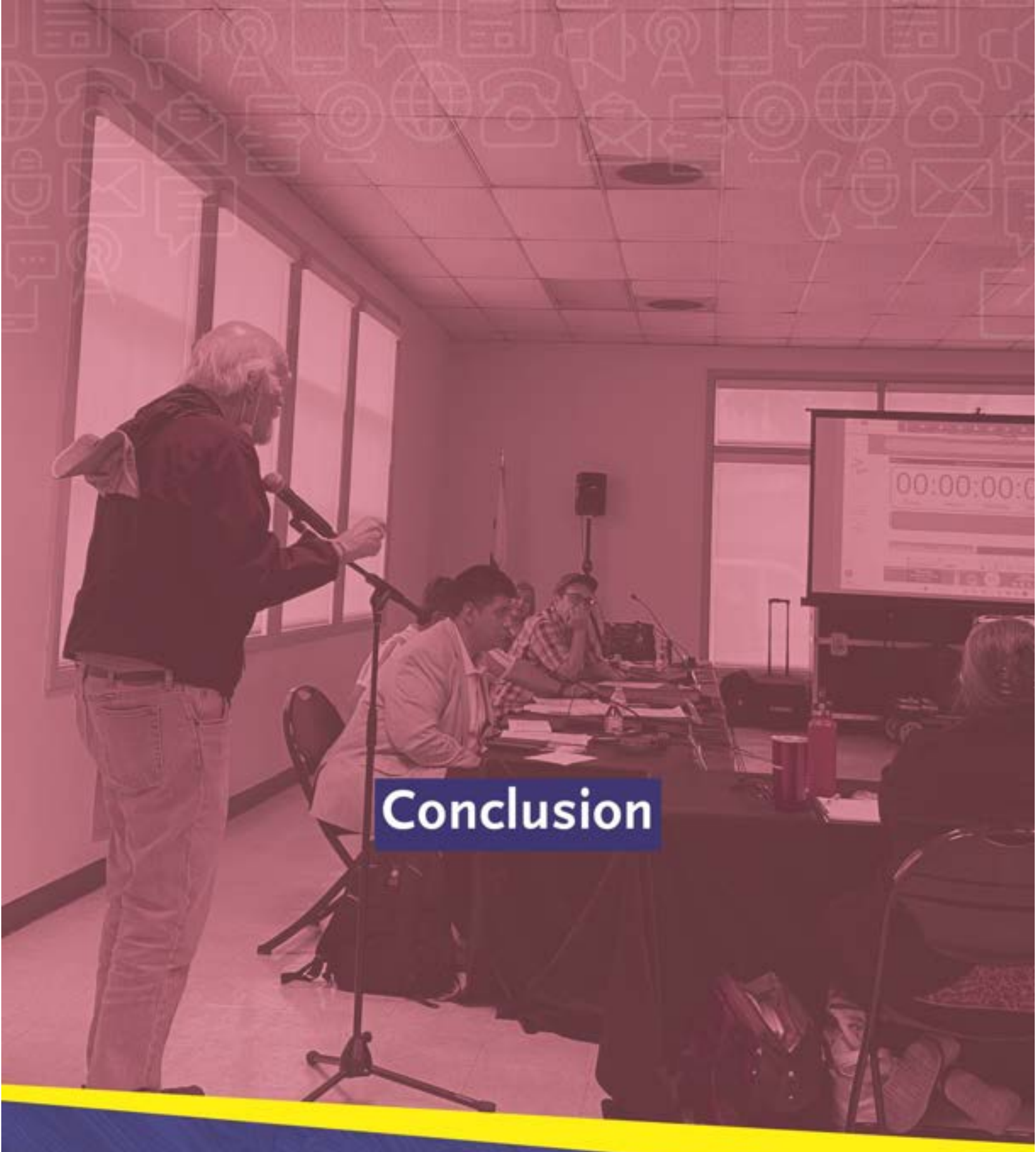
The survey and live polling results were closely aligned. Both showed that participants want a Metro Board that reflects the communities it serves while also bringing in the knowledge and accountability needed to guide a large regional transportation agency. This aligns with Metro's governance review process, which is intended to gather public input and study governance considerations before any recommendations are considered.



Note: Only the top three selected priorities are shown for each geographic area. Respondents could select up to three priorities.



Note: Only the top three selected priorities are shown for each geographic area. Respondents could select up to three priorities.



Conclusion

Metro

5. Conclusion

This report reflects the input of residents, riders, advisory bodies, COGs, business organizations, and community stakeholders who participated in the governance review, through listening sessions, stakeholder briefings, pop-up outreach, surveys, and written and phone comments submitted during the public comment period (outlined in the timeline below).

The perspectives summarized in this report provide important context for the work of the Committee, capturing countywide input related to representation, lived experience, expertise, accountability, and transparency in Metro governance.

As Los Angeles County governance evolves, this engagement provides timely public input to inform Metro's consideration of its governance framework.

Appendices

Metro®

Appendix A: Engagement Activities and Presentations Summary

Appendix A.1: Overview of Presentations

Appendix A.2: Overview of Tabling Efforts

Appendix A.3: Overview of Marketing Efforts

Appendix A: Engagement Activities and Presentations Summary

Appendix A.1: Overview of Presentations

Ad Hoc Governance Outreach

CONFIRMED MEETINGS

Event Name	Date	Number of Attendees	What we heard? (Max 3 bullets)
South Bay Service Council	3/2/2026	17	Meeting attendees were encouraged to prepare feedback for next month's listening session.
Valley Industry Commerce Association Transportation Committee	3/3/2026	23	Meeting attendees were provided with information regarding Metro's upcoming Ad Hoc Governance Outreach. A full listeling session will be conducted at VICA's Transportation Committee on Tuesday, 5/12.
San Fernando Valley Service Council	3/4/2026	19	Make listening session information clearer to understand. -Reach out to non-traditional community organizations including Buddhist organizations; there is a large Korean community in Porter Ranch
San Gabriel Valley Service Council	3/9/2026	16	One Councilmember had a difficult time understanding the Measure G legislative requirements and implications of a larger Board to smaller cities.
Greater San Fernando Valley Chamber of Commerce	3/11/2026	9	-Please send a info graphic that is vertical to share on social media.
Westside/Central Service Council	3/11/2026	30	No significant feedback provided.
Gateway Cities Service Council	3/12/2026	20	Service Council did not provide any feedback.
Las Virgenes-Malibu COG	3/17/2026	22	Malibu Mayor Riggins mentioned that she would attend a service council listening session.
Central City Association (CCA) Transportation and Infrastructure Committee Meeting	3/18/2026	20	Recommended to emphasize ways that members of the public currently participate in the Metro process (e.g. Service Councils, advisory bodies, committees)
Westside Cities COG Transportation Working Group	3/24/2026	20	Group did not ask any questions about Metro Board Composition.
LA City Council Transportation Committee	3/25/2026	25	Councilmember Heather Hutt recommended additional outreach to South LA, Councilmember Eunisses Hernandez requested additional outreach to McArthur Park area and transit riders.
San Gabriel Valley Economic Partnership Legislative Action Committee	3/25/2026	45	Recommended to include more business folks in the committee and to add "goods movement" to the primary Board responsibilities.
San Gabriel Valley COG Transportation Committee	4/1/2026	30	Listening session for virtual and SGV information will be announced the April 16 Governing Board meeting.
Gateway Cities COG Board	4/1/2026	32	Deputy Chief Marisa Perez did the presentation. We collected the surveys. She has them.
Contract Cities Executive Board Meeting	4/1/2026	15	Make up of the Ad-hoc committee; what was the representation of Gateway Cities on the committee; Font on poll print out was too small to read.
San Fernando Valley Service Council	4/1/2026	20	Does the Metro Board have oversight over Paratransit services?; Metro Board Members should use Metro regularly
South Bay Service Council	4/6/2026	26	Want less politicians and more transit riders on the board; enthusiasm for strong overhaul of Metro Board composition
Greater LA Realtors Group	4/8/2026	25	No signifcant feedback received post-presentation. Would not recommend presenting to this group again.
Westside/Central Service Council	4/8/2026	24	Ensure Board members regularly use public transit. Balance rider experience with professional transit expertise. Explore governance reforms improving accountability and representation. Expand public participation and address Service Council impacts.
Gateway Cities Service Council	4/8/2026	26	Comments for a more transit-focused Metro Board made up of regular riders and transit advocates who prioritize rider experience, accountability, and system improvement. Concerns that the current Board is dominated by elected officials, limiting diverse perspectives and creating a perception that political priorities outweigh transit-focused decision-making. Strong support for governance reforms, including reducing the proportion of elected officials, expanding the Board to improve regional representation, and exploring more accountable member selection processes.
LADOT Transportation Commission	4/9/2026	30	Emphasized desire for additional outreach, including transit intercepts and youth groups.
Public Safety Advisory Committee	4/9/2026	10	Restructure Board to reduce political influence and improve accountability. Include riders and experts to strengthen transparency and operations. Support rider elections, term limits, and expanded regional representation.
San Fernando Valley Council of Governments Board	4/13/2026	20	Emphasized their desire for SFV representation on the Board of Directors.
North Los Angeles County Transportation Committee	4/13/2026	30	Board requested additional outreach
South Bay COG - Steering Committee	4/13/2026	25	COG doesn't see the need to change the composition of the board and voted to submit a letter opposing any changes. Headed to 4/23 Board meeting.
San Gabriel Valley Service Council	4/13/2026	25	A main theme was wanting Board Members to be composed of transit riders.

USC/Keck's HSC Student Council	4/15/2026	20	Feedback was positive. Members excited to see the results.
Westside Cities COG Board	4/16/2026	25	No feedback post presentation. Time was very limited. We passed out about 10 surveys.
Las Virgenes Malibu COG	4/21/2026	25	COG adopted motion to maintain the current composition of the Metro Board
Metro Community Advisory Council	4/22/2026	10	Increase Metro rider representation beyond elected officials. Include technical experts without conflicts of interest. Balance technical expertise with strong community input.
League of Cities, LA County Division	4/22/2026	10	Questions about how governance recommendations will be transmitted to the State Legislature upon conclusion, schedule/timeline of Ad Hoc recommendations; and recap of Gateway Service Council listening session (transit rider). Also asked about the process of Chair Dutra's replacement.
South Bay COG Board Meeting	4/23/2026	25	No significant feedback provided.
Los Angeles City Youth Development Youth Council	4/28/2026	20	Feedback was positive, with a lot of questions about rider experience and safety. We received feedback related to having additional transit riders on the board, as well as the potential of exploring and elected board.
Arroyo Verdugo Communities JPA	4/29/2026	7	Meeting was cancelled due to lack of quorum. Presentation was included in Board packet and AVCJPA staff will send a reminder on the last virtual listening session scheduled for 5/6.
BizFed Goods Movement, Mobility and Transportation Committee	4/28/2026	15	BizFed shared the survey with their membership and collected feedback which they shared with Metro.
LA Area Chamber Transportation & Goods Movement Council	4/30/2026	30	Got a bunch of surveys; not lots of questions
San Fernando Valley Council of Government Transportation Committee	5/4/2026	10	This organization chose to send a letter to Metro outlining their position on the Measure G Board composition.
Metro Virtual Listening Session	5/6/2026	18	Add transit professionals and rider advocates to the Board. Reduce political influence through stronger Board accountability. Require Board members to regularly ride Metro. Prioritize infrastructure, operations and customer service improvements.
Los Angeles County Youth Climate Commission	5/7/2026	3	We received good engagement from the youth commissioners and they mentioned they will take the survey and share it with their colleagues on the commission.
VICA Transportation Committee	5/12/2026	20	1) VICA members asked why there were not any economic health questions in the survey. 2) Another member commented on the possibility of one of the Mayoral appointee's to Metro's board be required to be from the San Fernando Valley. 3) VICA members also shared the idea of replacing the sector Metro board directors with the new county board of supervisors.
Metro Virtual Listening Session - North Los Angeles County	5/13/2026	23	Support stronger Metro and Metrolink coordination and funding. Address station restroom conditions, weather exposure, and cleanliness. Improve rider safety, security, and critical transportation infrastructure.
Long Beach Chamber Government Affairs Committee	5/14/2026	20	Participant shared: he was a big Metro fan and rider and that he really wants to see transit riders have a voice on the Board; he believes that electeds who do not ride the system should not be decision makers - if they are going to sit they have to make a minimum number of Metro rides a month. Other comments shared by other riders was that they believe the system (especially near DT Long Beach) is not particularly safe.
Metro Accessibility Advisory Committee	5/14/2026	14	Attendees expressed Board Members should be composed of transit riders and representative of individuals with disabilities.
Metro Youth Council	5/18/2026	24	Representation: A significant majority feel that Metro needs to be more representative of their communities, with "Not sure," "Needs some improvement," and "Needs major improvement" emerging as the top responses. Board Priorities: When asked what should be prioritized when shaping the future composition of the Metro Board, the top three choices were: Transit riders and individuals with firsthand experience using transit; Diversity; Regional equity

Appendix A: Engagement Activities and Presentations Summary

Appendix A.2: Overview of Tabling Efforts

Ad Hoc Governance Outreach

CONFIRMED - Events and Transit Intercepts

Area	Event Name	Date	Time	Location
South LA	Metro Bikeshare Community Meeting	4/9/2026	10:00 am - 12:00 pm	DTLA/South LA
South LA	Metro LIFE - South LA Office Open House	4/10/2026	10:00 am - 2:00 pm	South LA
NLA County	Santa Clarita Cowboy Festival	4/11/2026	9:00 am - 6:00 pm	Newhall
SGV	Pomona Night Market	4/12/2026	5:00 - 10:00 pm	Pomona North Station
SFV	Sherman Oaks Touch a Truck	4/13/2026	8:00 am - 2:00 pm	Fashion Square
Westside	CicLAvia	4/14/2026	9:00 am - 4:00 pm	Westside
SGV	El Monte Transit Center	4/15/2026	7:00 - 9:00 am	El Monte Bus Station/Transit Center
SGV	Metro North Hollywood Transit Intercepts	5/5/2026	7:00 - 9:00 am	North Hollywood Station
Central	CD 14 - Cinco de Mayo	5/5/2026	5:00 - 9:00 pm	Mariachi Plaza
SGV	Metro Rosa Parks/Willowbrook Transit Intercepts	5/7/2026	7:00 - 9:00 am	Rosa Parks/Willobrook Station
Gateway	Metro Norwalk Transit Intercepts	5/11/2026	7:30 - 9:30 am	Norwalk Station
Central	Westlake/MacArthur Park and 7th Street/Metro Center Transit Intercepts	5/14/2026	7:00 - 9:00 am	7th Street/Metro Center Station
North County	Lancaster Metrolink Station Transit Intercepts	5/15/2026	11:30 - 1:00 pm	Lancaster Metrolink Station
SGV	Metro On the Move - Older Adults Expo	5/15/2026	12:00 - 2:00 pm	Pasadena Convention Center

Appendix A: Engagement Activities and Presentations Summary

Appendix A.3: Overview of Marketing Efforts

Ad Hoc Governance Outreach

CONFIRMED MARKETING - Outreach Toolkit Distribution

Org/Elected Official	Date	Service Area
Metro Board Director LA City Council Member Imelda Padilla	3/30/2026	San Fernando Valley
Metro Board Director LA City Mayor Karen Bass	3/30/2026	All LA City
Metro Board Director LA City Council Member Katy Yaroslavsky	3/30/2026	Westside
Metro Board Director Jacqueline Dupont Walkert	3/30/2026	South LA/Central LA
Metro Board Director Supervisory Kathryn Barger	3/30/2026	North LA County/SGV
Metro Board Director Supervisor Hilda Solis	3/30/2026	SGV/Gateway Cities/Central LA
Metro Board Director Supervisor Holly Mitchell	3/30/2026	South LA/South Bay
Metro Board Director Supervisor Lindsey Horvath	3/30/2026	SFV/Westside/Central LA
Metro Board Director Supervisor Janice Hahn	3/30/2026	South Bay/Gateway Cities
Metro Board Chair Fernando Dutra	3/30/2026	Gateway Cities
Metro Board Director Glendale Councilmember Ara Najarian	3/30/2026	North LA Counth/SFV
Metro Board Director Inglewood Mayor James Butts	3/30/2026	South Bay/Westside
Metro Board Director CalTrans District Director Gloria Robers	3/30/2026	All LA Counthy
El Monte Division (Bus)	3/30/2026	El Monte
Division 8 (Bus)	3/30/2026	San Fernando Valley
Metro LIFE Team	3/31/2026	LA County Wide
LA City Council District 3	4/1/2026	San Fernando Valley
LA City Council District 8	4/3/2026	Central LA
LA City Council District 10	4/3/2026	Central LA
LA City Council District 12	4/2/2026	San Fernando Valley
LA City Council District 15	4/3/2026	South Bay/Gateway Cities
LA City Council District 2	4/3/2026	San Fernando Valley
LA City Council District 7	4/4/2026	San Fernando Valley
VICA	4/5/2026	San Fernando Valley
Greater SFV Chamber of Commerce	4/6/2026	San Fernando Valley
Metro 511	4/7/2026	LA County Wide
San Gabriel Valley Economic Partnership	4/8/2026	San Gabriel Valley
SGVCPG	4/9/2026	San Gabriel Valley
Crenshaw Chamber of Commerce	4/3/2026	South LA
Metro Ambassadors	4/10/2026	LA County Wide
LVM COG	4/11/2026	Las Virgenes-Malibu
SFV COG	4/12/2026	San Fernando Valley
NCTC	4/13/2026	North LA County
Metro LIFE Team	4/10/2026	South Bay
Metro LIFE Team	4/13/2026	Gateway Cities
Metro LIFE Team	4/17/2026	South Bay
Metro LIFE Team	4/17/2026	Westside/Central LA
Castaic Sports Complex	4/18/2026	North LA County
Westside Cities COG Board	4/16/2026	Westside LA
ACT-LA	5/1/2026	South LA/South Bay

Appendix B: Materials

Appendix B.1: Presentation (English and Spanish)

Appendix B.2: Fact Sheet and FAQs (English and Spanish)

Appendix B.3: Flyer (English and Spanish)

Appendix B.4: Digital Toolkit (Social Media Post Shared)

Appendix B.5: Survey Board

Appendix B: Materials

Appendix B.1: Presentation (English and Spanish)

Metro

Metro Board Composition Listening Session

May 13, 2026

Metro

Karen Swift

Deputy Executive Officer,
Community Relations

Interpretation Available

Via Zoom

> If you wish to hear **Spanish** interpretation, please click the Interpretation button at the bottom right of your Zoom screen

> If you are joining via the Zoom smartphone app:
- Select your language by clicking “More” or the three dots in the bottom right corner of your screen.
- Select “Language Interpretation,” then choose **“Spanish”** and click “Done.”

> If you wish to hear only the interpreters and not the original speakers, be sure to click Mute Original Audio.

> **EVERYONE** must select a language (English or Spanish).

> Do not stay in the default *off*.

Metro

Interpretación disponible

Interpretación sobre Zoom

> Si desea escuchar la interpretación en **español**, haga clic en el botón Interpretation (interpretación) en la parte inferior derecha de la pantalla Zoom

> Si se está uniendo a través de la aplicación Zoom para smartphone:
  - Seleccione su idioma haciendo clic en "More" (más) o en los tres puntos en la esquina inferior derecha de la pantalla.
  - Seleccione "Language Interpretation" (interpretación del idioma), luego elija “**Spanish**” y haga clic en "Done" (listo).

> Si desea escuchar solo a los intérpretes y no a los oradores originales, asegúrese de hacer clic en "Mute Original Audio" (silenciar audio original).

> **TODOS** deben elegir un idioma (ingles o español). No se quede en la posición de apagado predeterminada.

Metro

Meeting Protocols

Public attendees may join via Zoom meeting format. Attendee cameras are off, and microphones are muted.

We will invite your feedback during the public comment period after each agenda item.

During the public comment period, use the ‘raise hand’ icon or submit your comment using the ‘Q&A’ feature. *Those joining by phone press *9 to raise hand and *6 to Unmute.*

Community Meeting Guidelines

Metro is committed to ensuring that all participants can fairly and clearly share their ideas, comments, and concerns at this meeting. Help us provide a safe and equitable process.

During this meeting, please:

- Respect the format and protocols of the meeting
- Allow everyone an opportunity to comment
- Treat fellow community members and Metro staff with respect
- Address all comments to Metro staff
- Maintain a conversational tone

Metro

Welcome Remarks

Renee Berlin

Vice Chair, North County Transportation Coalition – Joint Powers Authority

Agenda

- About Metro
- About Measure G
- Current Metro Board and Responsibilities
- About LA County
- Peer Agency Comparison
- Listening Session and Public Comment

Metro

Metro's Unique Role – Operator, Builder, Funder, Planner

Los Angeles Transit Governance History

Agency	Year	Board Size	Selection Type	Composition/ Members
LAMTA	1957–1964	7	Governor-appointed	All members appointed by Governor
SCRTD	1964–1993	11	Appointed + Elected mix	LA County Residents 5 LA Mayor plus 2 City Selection Committee 4
LACTC	1976–1993	11	All elected officials	LA County Supervisor 5 LA Mayor plus 3 Long Beach Mayor 1 City Selection Committee 2
Metro	1993–Present	13	Mixed elected + appointed	LA County Supervisor 5 LA Mayor plus 3 City Selection 4 Governor 1 (non-voting)

State Laws Governing Metro's Board Composition

AB152 (Katz) the state law that created Metro, includes details on when and how Metro's Board composition can be changed.

> AB 152 (PUC §130051): Board composition may be reconsidered based on population shifts or modifications to the size of the LA County Board of Supervisors.

If the **City of LA** population falls below 35% of all incoporated cities in the LA County, one mayoral appointee seat would be vacated and filled by a City Selection Committee appointee from a city not already represented.

If the **LA County Board of Supervisors** expands, Metro must submit a revised board composition plan to the Legislature within 60 days.

The Metro Board does not change automatically in 2028 or 2032. Any change would require approval by the State Legislature.

Measure G Overview

In November 2024, voters approved amendments to the LA County Charter that initiates a multi-year process to restructure the County's governance system.

The measure requires no additional costs or taxes.

Measure G does not change how the County Board of Supervisors makes appointments to outside agencies, commissions, or other non-county entities, including Metro.

Key milestones under Measure G include:

Year	Milestone
2026	• Establish Independent Ethics Commission • Hire a County Legislative Analyst
2028	• Elect County Executive
2032	• Expand Los Angeles County Board of Supervisors from 5 to 9; following 2030 Census
2034 and Beyond	• Convene Charter Review Commission that meets every 10 years

Creation Of Metro Ad Hoc Board Composition Committee

- Metro Board Chair Dutra established An Ad Hoc Committee in January 2026 to focus on potential changes to the Metro Board arising from Measure G.
- Ad Hoc Committee members include representatives from the Metro Board, business, labor, the Council of Governments, the County’s Governance Reform Task Force, and a transit rider.
- In January 2026, the Metro Board directed staff to provide demographic, historical, and comparative context to support the Committee’s review and deliberations, and to develop an outreach plan to stakeholders.

Metro Board Of Directors – 13 Members

Los Angeles County Supervisors

Supervisor Hilda Solis
District 1

Supervisor Holly Mitchell
District 2

Supervisor Lindsey Horvath
District 3

Supervisor Janice Hahn
District 4

Supervisor Kathryn Barger
District 5

Service Sectors

Councilmember Fernando Dutra, Chair
City of Whittier
Representing South East Long Beach

Councilmember Ara Najarian
City of Glendale
Representing North County/San Fernando Valley

Mayor Tim Sandoval
City of Pomona
Representing San Gabriel Valley

Mayor James Butts
City of Inglewood
Representing Southwest Corridor

City of Los Angeles

Mayor Karen Bass
City of Los Angeles

Councilmember Katy Yaroslavsky
Council District 5

Councilmember Imelda Padilla
Council District 6

Jacquelyn Dupont-Walker
Public (Non-Elected) Appointee

Governor Appointee (Non-Voting)

Gloria Roberts, District Director
Caltrans – District 7

Metro Board Responsibilities

- Set agency policy and strategic direction
- Adopt annual budget and oversee financial stewardship
- Approve major capital projects and debt issuance
- Authorize labor agreements and significant policy decisions
- Appoint and oversee the Chief Executive Officer
- Provide regional governance representing County and city jurisdictions
- Oversee planning, funding, building, and operation of the transit system and highways.
- Ensure accountability, transparency, and alignment with climate and equity goals

LA County – Demographic Snapshot

Year	City of Los Angeles	% of Total County	All of LA County (Combined)	% of County	LA City % Compared to all incorporated Cities	Unincorporated Areas	% of County	Total LA County Population
1950	1,970,358	47.5%	1,863,000	44.9%	51.4%	318,329	7.6%	4,151,687
1960	2,479,015	41.3%	3,050,000	50.8%	44.8%	465,000	7.9%	5,994,000
1970	2,816,061	39.1%	3,650,000	50.7%	43.6%	735,000	10.2%	7,201,000
1980	2,968,528	38.5%	3,900,000	50.6%	43.2%	850,000	10.9%	7,718,000
1990	3,485,398	39.3%	4,407,046	49.7%	44.2%	970,720	11.0%	8,863,164
2000	3,694,820	38.8%	4,836,981	50.8%	43.3%	987,537	10.4%	9,519,338
2010	3,792,621	38.6%	4,968,558	50.6%	43.3%	1,057,426	10.8%	9,818,605
2020	3,898,747	38.9%	5,093,095	50.9%	43.4%	1,022,167	10.2%	10,014,009

If the **City of LA** population falls below 35% of all incorporated cities in LA County, one City of Los Angeles Mayoral appointee seat would be vacated and filled by a City Selection Committee appointee from a city not already represented.

Source: U.S. Census Bureau, Decennial Census (1950-2020); figures for “All Other Cities” and “Unincorporated Areas” are calculated based on published county and city-level data.

Peer Agencies

KEY
COUNTY
CITY
STATE
OTHER

Agency	Service Region	Voting Members	Board Composition	Division of Representation
Metro Los Angeles, CA	1 County 88 Cities	13	5 County Supervisor 5 LA Mayor plus 3 4 City Selection 4 1 Governor Appointee (non-voting)	
NYMTA New York City, NY	12 Counties 2 Counties in CT (partial) 250+ Cities & Municipalities	14	4 County Appointees 6 Governor Appointees 4 City Appointees	
NJ Transit Newark, NJ	21 Counties 2 Counties in NY (partial) 564 Municipalities	11	9 Governor Appointees Commissioner of Transportation State Treasurer	
MBTA Boston, MA	8 Counties 176 Cities and Towns	9	6 Governor Appointees Secretary of Transportation 1 City Appointee 1 Advisory Appointee	
SEPTA Philadelphia, PA	5 Counties 1 City	15	8 County Appointments 1 Governor Appointee 4 State Legislature Appointees 2 City Appointees	
WMATA Washington, D.C.	1 Federal District (DC), 2 States (MD, VA) 5 Counties 4 Cities	8	6 State Appointees 2 Federal Appointees	
CTA Chicago, IL	1 County 1 City	7	3 Governor Appointees 4 City Appointees	
BART San Francisco, CA	5 Counties 22 Cities	9	9 Elected to the board	

We Want to Hear From You / Queremos escuchar de usted

Use your smartphone to scan the QR code to take part in our live poll. Your feedback matters and will be shared in real time.

Sus comentarios son importantes y se compartirán en tiempo real. Use su teléfono móvil para escanear el código QR y participar en nuestra encuesta en vivo.

Join Live Poll at slido.com
Enter # 1539962

Metro

What is your favorite ice cream flavor? / ¿Cuál es su sabor de helado favorito?

Please type in your response / Por favor escriba su respuesta

What is your home Zip code? / ¿Cuál es el código postal de tu casa?

Please type in your response / **Por favor escriba su respuesta**

Metro

Do you use Metro? / ¿Es usuario de Metro?

- Yes / Sí
- No / No

Before today, how familiar were you with Metro's Board structure? /

Antes de hoy, ¿qué tan familiarizado(a) estaba con la estructura de la Junta Directiva de Metro?

- Very well / Muy bien
- Somewhat well / Algo bien
- Neutral / unsure / Neutral / No estoy seguro(a)
- Somewhat familiar / Algo familiarizado(a)
- Not familiar / No estoy familiarizado(a)

How well do you think the current Metro Board reflects your community's needs? / ¿Qué tan bien cree que la actual Junta Directiva de Metro refleja las necesidades de su comunidad?

- Very well / Muy bien
- Somewhat well / Bastante bien
- Neutral / not sure / Neutral / no estoy seguro(a)
- Needs some improvement / Necesita algunas mejoras
- Needs major improvement / Necesita mejoras importantes

Looking ahead, what factors should be prioritized when shaping the future composition of the Metro Board? Please select your Top Three / Pensando en el futuro, ¿qué factores deben priorizarse al definir la futura composición de la Junta Directiva de Metro? Seleccione sus tres opciones principales.

- Transit riders and people with firsthand experience using transit and dealing with mobility challenges / Usuarios del transporte público y de las personas con experiencia directa usando el transporte y enfrentando desafíos de movilidad
- Diversity: representation of historically underserved communities / Diversidad: representación de las comunidades históricamente desatendidas
- Experts in key areas like transportation, planning, and finance / Personas expertas en áreas clave como transporte, planificación y finanzas
- Regional equity: representation from the county and local cities / Equidad regional: representación del condado y de las ciudades locales
- Public accountability and transparency / Rendición de cuentas y transparencia ante el público
- Represents communities and industries that rely on the safe and efficient movement of people and goods / Representa a las comunidades y a las industrias que dependen del movimiento seguro y eficiente de personas y mercancías

Public Comment

Additional Opportunities to Share Your Thoughts

Friday, May 15, 11:30 a.m. – 2:30 p.m.
Transit Rider Intercepts – Lancaster Metrolink Station

Find the survey on the Ad Hoc Board Composition website.

gometro.la/governance

governance@metro.net

(213) 922-3992

Scan QR Code to go to website

Metro has changed how LA moves!
Now Open - 3 new D Line stations at:

Wilshire/La Brea
Wilshire/Fairfax
Wilshire/La Cienega

This first phase of the D Line Extension offers a safer, faster and more reliable way to travel across the city. Travel times between Wilshire/La Cienega and Union Station will be about 20 minutes with no transfers required.

Key Connections

- Direct access to Museum Row and more.
- Metro Bus Line 217 connects to the Farmers Market and The Grove.
- Metro Bus Line 105 connects to the Beverly Center.

For more information, call 323.466.3876 or visit metro.net/dlineopening.

Metro

Beat the Heat
(Metro Awareness Campaign)

Campaign designed to raise awareness and help transit riders, spectators, and the workforce stay safe during extreme events, including the expected rise in temperatures across the region.

- Receive key information on cooling and hydration resources
- Sign-up for heat and weather alerts
- Multi-language access via Google translation
- Scan QR Code to gain access to Metro's *Heat Awareness Guidebook*

Stay Connected with Metro Updates

STAY CONNECTED WITH METRO UPDATES

SERVICE CHANGES AND RIDER ALERTS

COMMUNITY EVENTS AND MILESTONES

PROJECT UPDATES ACROSS THE REGION

RESOURCES THAT HELP YOU PLAN AHEAD

Visit the Website:

- https://metro.net

Get the Emails:

- https://gometro.la/MetroEmail

Friday Email:

- https://gometro.la/friday

The Newsletter

- https://gometro.la/Newsletter

Metro

Metro

Junta de Metro
Composición
Sesión de escucha

13 de Mayo 2026

Metro

Karen Swift

Subdirector Ejecutivo,

Relaciones Comunitarias

Interpretation Available

Via Zoom

> If you wish to hear **Spanish** interpretation, please click the Interpretation button at the bottom right of your Zoom screen

> If you are joining via the Zoom smartphone app:
- Select your language by clicking “More” or the three dots in the bottom right corner of your screen.
- Select “Language Interpretation,” then choose **“Spanish”** and click “Done.”

> If you wish to hear only the interpreters and not the original speakers, be sure to click Mute Original Audio.

> **EVERYONE** must select a language (English or Spanish).

> Do not stay in the default *off*.

Metro

Interpretación disponible

Interpretación sobre Zoom

> Si desea escuchar la interpretación en **español**, haga clic en el botón Interpretation (interpretación) en la parte inferior derecha de la pantalla Zoom

> Si se está uniendo a través de la aplicación Zoom para smartphone:
  - Seleccione su idioma haciendo clic en "More" (más) o en los tres puntos en la esquina inferior derecha de la pantalla.
  - Seleccione "Language Interpretation" (interpretación del idioma), luego elija “**Spanish**” y haga clic en "Done" (listo).

> Si desea escuchar solo a los intérpretes y no a los oradores originales, asegúrese de hacer clic en "Mute Original Audio" (silenciar audio original).

> **TODOS** deben elegir un idioma (ingles o español). No se quede en la posición de apagado predeterminada.

Metro

Protocolos de reuniones

Los asistentes del publico pueden unirse mediante formato de reunión en Zoom. Las cámaras de los asistentes estarán apagadas y los micrófonos en silencio.

Invitaremos a comentarios del publico después de cada punto de la agenda.

Durante el periodo de comentarios públicos, utilice el icono de "**levantar la mano"** o envié su comentario mediante la función de "**Q&A**" (Preguntas y Respuestas). *Quienes se unan por teléfono:*

- *Presionen *9 para levantar la mano*
- *Presionen *6 para activar o desactivar su micrófono*

Guías Para la Reunión Comunitaria

Metro se compromete a garantizar que todas las personas participantes puedan compartir sus ideas, comentarios e inquietudes de manera justa y clara durante esta reunión. Ayúdenos a mantener un proceso seguro y equitativo.

Durante esta reunión, por favor:

- Respete el formato y los protocolos de la reunión
- Permita que todas las personas tengan oportunidad de comentar
- Trate con respeto o otros miembros de la comunidad, al personal de Metro y a los Miembros del CAC
- Dirija todos los comentarios al personal de Metro y a los miembros del CAC
- Mantenga un tono respetuoso y de diálogo.

PALABRAS DE BIENVENIDA

Renee Berlin

Vicepresidente, Coalición de Transporte del Condado del Norte — Autoridad de Poderes Conjuntos

Agenda

Bienvenida y Presentaciones

Información General Sobre Metro

Información Sobre la Medida G

Junta Directiva Actual de Metro
y sus Responsabilidades

Información Sobre el Condado
de Los Ángeles

Comparación con Agencias Similares

Sesión de Escucha y Comentarios del Público

Metro

El papel único de Metro:
Operador, Constructor, Financiador y Planificador

Historia de la Gobernanza del Transporte en Los Ángeles

Nombres	Anos	Tamaño del Tablero	Tipo de Selección	Composición / Miembros
LAMTA	1957–1964	7	Nombrado por el gobernador	Todos los miembros son nombrados por el gobernador.
SCRTD	1964–1993	11	Combinación de cargos designados y electos	Residentes del condado de Los Ángeles: 5 Alcalde de Los Ángeles más 2: 3 Comité de Selección de la Ciudad: 4
LACTC	1976–1993	11	Combinación de cargos designados y electos	Supervisor del Condado de Los Ángeles (Distrito 5) Alcalde de Los Ángeles (más 3) Alcalde de Long Beach (1) Comité de Selección de la Ciudad (2)
Metro	1993–Presente	13	Mixto (electos y designados)	Supervisor del Condado de Los Ángeles (Distrito 5) Alcalde de Los Ángeles más 3 Selección de la Ciudad (4) Gobernador (1, sin derecho a voto)

Leyes Estatales que Regulan La Composición de la Junta Directiva de Metro

AB152 (Katz), la ley estatal que creo Metro, incluye disposiciones especificas sobre cuando y como puede modificarse la composición de la Junta Directiva.

> AB 152 (PUC §130051): La composición puede revisarse con base en cambios poblacionales o modificaciones al tamaño de la Junta de Supervisores del Condado.

Si la población de la **Ciudad de Los Ángeles** cae por debajo del 35% del total de ciudades incorporadas del Condado, uno de los puestos designados por el alcalde quedaría vácate y seria ocupado por un nombramiento del Comité de Selección de Ciudades.

Si se amplia la Junta de Supervisores del Condado, Metro debe presentar un plan revisado de composición de la Junta ante la Legislatura Estatal en un plazo de **60 días**.

La Junta Directiva de Metro no cambia automáticamente en 2028 ni en 2032. Cualquier cambio requeriría aprobación de la Legislatura Estatal.

Resumen de la Medida G

En noviembre de 2024, los votantes aprobaron enmiendas a la Carta del Condado de Los Ángeles que inician un proceso de varios anos para reestructurar su sistema de gobierno..

La Medida G **no requiere impuestos ni costos adicionales.**

La Medida G **no cambia** la forma en que la Junta de Supervisores designa representantes a agencias externas, incluyendo Metro.

Hitos clave de la Medida G

Año	Hito
2026	• Establecer una Comisión de Ética Independiente • Contratar a un Analista Legislativo del Condado
2028	• Elegir al Ejecutivo del Condado
2032	• Ampliar la Junta de Supervisores del Condado de Los Ángeles de 5 a 9 miembros, tras el Censo de 2030.
2034 y más allá	• Convocar a la Comisión de Revisión de la Carta, que se reúne cada 10 años.

Creación del Comité Ad Hoc de Composición de la Junta de Metro

- El presidente de la Junta de Metro, Dutra, estableció un Comité Ad Hoc en enero de 2026 para centrarse en los posibles cambios en la Junta de Metro derivados de la Medida G.

- Entre los miembros del Comité Ad Hoc se incluyen representantes de la Junta de Metro, el sector empresarial, el sector laboral, el Consejo de Gobiernos, el Grupo de Trabajo para la Reforma de la Gobernanza del Condado y un usuario del transporte público.

- En enero de 2026, la Junta de Metro instruyó al personal para que proporcionara contexto demográfico, histórico y comparativo con el fin de respaldar la revisión y las deliberaciones del Comité, y para que desarrollara un plan de divulgación dirigido a las partes interesadas.

Junta Directiva de Metro – 13 miembros

Supervisoras del Condado de Los Ángeles

Supervisora
Hilda Solís
Distrito 1

Supervisora
Holly Mitchell
Distrito 2

Supervisora
Lindsey Horvath
Distrito 3

Supervisora
Janice Hahn
Distrito 4

Supervisora
Kathryn Barger
Distrito 5

Sectores de servicios

Presidente del Concejal Fernando Dutra
Ciudad de Whittier
Representando al sureste de Long Beach

Concejal Ara Najarian
Ciudad de Glendale
Representando al Norte del Condado / Valle de San Fernando

Alcalde Tim Sandoval
Ciudad de Pomona
Representando al Valle de San Gabriel

Alcalde James Butts
Ciudad de Inglewood
Representando al Corredor Suroeste

Ciudad de Los Ángeles

Alcaldesa Karen Bass
Ciudad de Los Ángeles

Concejal Imelda Padilla
Consejo de Distrito 6

Concejal Katy Yaroslavsky
Consejo de Distrito 5

Jacquelyn Dupont-Walker
Funcionario público designado (no electo)

Designado por el Gobernador (sin derecho a voto)

Gloria Roberts, Director de Distrito
Caltrans – Distrito 7

Responsabilidades de la Junta de Metro

- Establecer la política y la dirección estratégica de la agencia.
- Aprobar el presupuesto anual y supervisar la gestión financiera.
- Aprobar proyectos de capital importantes y la emisión de deuda.
- Autorizar convenios laborales y decisiones políticas significativas.
- Nombrar y supervisar al Director Ejecutivo.
- Proporcionar una gobernanza regional que represente a las jurisdicciones del condado y de la ciudad.
- Supervisar la planificación, la financiación, la construcción y la operación del sistema de transporte público y de las autopistas.
- Garantizar la rendición de cuentas, la transparencia y la alineación con los objetivos de clima y equidad.

Condado de Los Ángeles – Radiografía demográfica

Año	Ciudad de Los Ángeles	% del total del Condado	Todo el condado de Los Ángeles (combinado)	% del condado	% de la ciudad de Los Ángeles en comparación con todas las ciudades incorporadas	Áreas no incorporadas	% del Condado	Población total del condado de Los Ángeles
1950	1,970,358	47.5%	1,863,000	44.9%	51.4%	318,329	7.6%	4,151,687
1960	2,479,015	41.3%	3,050,000	50.8%	44.8%	465,000	7.9%	5,994,000
1970	2,816,061	39.1%	3,650,000	50.7%	43.6%	735,000	10.2%	7,201,000
1980	2,968,528	38.5%	3,900,000	50.6%	43.2%	850,000	10.9%	7,718,000
1990	3,485,398	39.3%	4,407,046	49.7%	44.2%	970,720	11.0%	8,863,164
2000	3,694,820	38.8%	4,836,981	50.8%	43.3%	987,537	10.4%	9,519,338
2010	3,792,621	38.6%	4,968,558	50.6%	43.3%	1,057,426	10.8%	9,818,605
2020	3,898,747	38.9%	5,093,095	50.9%	43.4%	1,022,167	10.2%	10,014,009

Fuente: Oficina del Censo de los EE. UU., Censo Decenal (1950-2020); las cifras correspondientes a «Todas las demás ciudades» y «Áreas no incorporadas» se han calculado a partir de datos publicados a nivel de condado y ciudad.

Si la población de la ciudad de **Los Ángeles** desciende por debajo del 35 % del total de las ciudades incorporadas del condado de Los Ángeles, quedaría vacante un puesto designado por el alcalde de la ciudad de Los Ángeles, el cual sería cubierto por un designado del Comité de Selección de Ciudades proveniente de una ciudad que aún no cuente con representación.

Agencias homólogas

KEY
- CONDADO
- CIUDAD
- ESTADO
- OTRO

Agencia	Región de servicio	Miembros con derecho a voto	Composición del Consejo	División de Representación
Metro Los Angeles, CA	1 County 88 Cities	13	5 County Supervisor 5 LA Mayor plus 3 4 City Selection 4 1 Governor Appointee (non-voting)	
NYMTA New York City, NY	12 Counties 2 Counties in CT (partial) 250+ Cities & Municipalities	14	4 County Appointees 6 Governor Appointees 4 City Appointees	
NJ Transit Newark, NJ	21 Counties 2 Counties in NY (partial) 564 Municipalities	11	9 Governor Appointees Commissioner of Transportation State Treasurer	
MBTA Boston, MA	8 Counties 176 Cities and Towns	9	6 Governor Appointees Secretary of Transportation 1 City Appointee 1 Advisory Appointee	
SEPTA Philadelphia, PA	5 Counties 1 City	15	8 County Appointments 1 Governor Appointee 4 State Legislature Appointees 2 City Appointees	
WMATA Washington, D.C.	1 Federal District (DC), 2 States (MD, VA) 5 Counties 4 Cities	8	6 State Appointees 2 Federal Appointees	
CTA Chicago, IL	1 County 1 City	7	3 Governor Appointees 4 City Appointees	
BART San Francisco, CA	5 Counties 22 Cities	9	9 Elected to the board	

We Want to Hear From You / Queremos escuchar de usted

Use your smartphone to scan the QR code to take part in our live poll. Your feedback matters and will be shared in real time.

Sus comentarios son importantes y se compartirán en tiempo real. Use su teléfono móvil para escanear el código QR y participar en nuestra encuesta en vivo.

Únete a la encuesta en vivo en slido.com
Ingresa el no. 2047568

Metro

What is your favorite ice cream flavor? / ¿Cuál es su sabor de helado favorito?

Please type in your response / Por favor escriba su respuesta

What is your home Zip code? / ¿Cuál es el código postal de tu casa?

Please type in your response / **Por favor escriba su respuesta**

Do you use Metro? / ¿Es usuario de Metro?

- Yes / Sí
- No / No

Before today, how familiar were you with Metro's Board structure? /

Antes de hoy, ¿qué tan familiarizado(a) estaba con la estructura de la Junta Directiva de Metro?

- Very well / Muy bien
- Somewhat well / Algo bien
- Neutral / unsure / Neutral / No estoy seguro(a)
- Somewhat familiar / Algo familiarizado(a)
- Not familiar / No estoy familiarizado(a)

How well do you think the current Metro Board reflects your community's needs? / ¿Qué tan bien cree que la actual Junta Directiva de Metro refleja las necesidades de su comunidad?

- Very well / Muy bien
- Somewhat well / Bastante bien
- Neutral / not sure / Neutral / no estoy seguro(a)
- Needs some improvement / Necesita algunas mejoras
- Needs major improvement / Necesita mejoras importantes

Looking ahead, what factors should be prioritized when shaping the future composition of the Metro Board? Please select your Top Three / Pensando en el futuro, ¿qué factores deben priorizarse al definir la futura composición de la Junta Directiva de Metro? Seleccione sus tres opciones principales.

- Transit riders and people with firsthand experience using transit and dealing with mobility challenges / Usuarios del transporte público y de las personas con experiencia directa usando el transporte y enfrentando desafíos de movilidad
- Diversity: representation of historically underserved communities / Diversidad: representación de las comunidades históricamente desatendidas
- Experts in key areas like transportation, planning, and finance / Personas expertas en áreas clave como transporte, planificación y finanzas
- Regional equity: representation from the county and local cities / Equidad regional: representación del condado y de las ciudades locales
- Public accountability and transparency / Rendición de cuentas y transparencia ante el público
- Represents communities and industries that rely on the safe and efficient movement of people and goods / Representa a las comunidades y a las industrias que dependen del movimiento seguro y eficiente de personas y mercancías

Comentarios del Público

Otras Oportunidades Para Compartir Sus Opiniones

Viernes, 15 de mayo, 11:30 a.m. – 2:30 p.m.
Encuestas a usuarios del transporte publico –
Estacion Metrolink de Lancaster

Encuentre la encuesta en el sitio web del Comité Ad Hoc sobre la Composición de la Junta Directiva.

gometro.la/governance

governance@metro.net

(213) 922-3992

Escanee el Codigo QR para acceder al sitio web.

¡Metro ha cambiado la forma en que se mueve LA! Ya abiertas: 3 nuevas estaciones de la Línea D en:

Wilshire/La Brea
Wilshire/Fairfax
Wilshire/La Cienega

Esta primera fase de la extensión de la Línea D ofrece una forma más segura, rápida y confiable de viajar por la ciudad. Los tiempos de viaje entre Wilshire/La Cienega y Union Station serán de aproximadamente 20 minutos, sin necesidad de transbordos.

Conexiones Clave

Acceso directo a Museum Row y más.

- La línea de autobús Metro 217 conecta con el Farmers Market y The Grove.
- La línea de autobús Metro 105 conecta con el Beverly Center.

Para más información, llame al 323.466.3876 o visite metro.net/dlineopening.

Proyecto de extensión de la línea D del Metro

Sección 1

Metro

Combata el calor
(Campaña de concienciación de Metro)

Campaña diseñada para crear conciencia y ayudar a los usuarios del transporte público, a los espectadores y a la fuerza laboral a mantenerse seguros durante eventos extremos, incluido el aumento previsto de las temperaturas en toda la región.

Reciba información clave sobre recursos de refrigeración e hidratación.
Suscríbase para recibir alertas sobre el calor y las condiciones meteorológicas.
Acceso multilingüe mediante la traducción de Google.

Escanee el código QR para acceder a la Guía de Concientización sobre el Calor de Metro.

Mantente conectado con las actualizaciones del Metro.

Mantente conectado con las actualizaciones de Metro

Cambios en el servicio y avisos para los pasajeros

Eventos y hitos de la comunidad

Actualizaciones de proyectos en toda la región

Recursos que te ayudan a planificar con antelación

Visite el sitio web:
https://metro.net

Recibe los correos:
https://gometro.la/MetroEmail

Correo del viernes:
https://gometro.la/friday

El boletín
https://gometro.la/Newsletter

Metro

Appendix B: Materials

Appendix B.2: Fact Sheet and FAQs (English and Spanish)

Ad Hoc Board Composition Committee
Metro Composition Review in Light of Measure G - Factsheet

Why is Metro Seeking Community Input?

In November 2024, Los Angeles County voters approved Measure G, a charter amendment that changes several aspects of County governance. Measure G provides for a countywide elected CEO beginning in 2028, and expansion of the Board of Supervisors from 5 to 9 members in 2032 following the 2030 Census and redistricting. As County governance evolves, Metro is seeking community input to ensure its governance framework continues to support strong regional oversight, accountability, and effective decision-making.

What Does the Metro Board Do?

The Metro Board provides policy direction and oversight for the region's transportation system. Its responsibilities include:

- Setting agency policy and strategic priorities
- Approving Metro's annual budget
- Authorizing major transportation investments and capital projects
- Overseeing financial stewardship and performance
- Appointing and evaluating the Chief Executive Officer

What is the Current Board Composition?

- Five Los Angeles County Supervisors
- The Mayor of the City of Los Angeles
- Three additional members appointed by the Mayor of Los Angeles (at least one must be a Los Angeles City Councilmember)
- Four members appointed by the Los Angeles County City Selection Committee, representing the other 87 cities in the County
- One non-voting representative appointed by the Governor (traditionally the Caltrans District 7 Director)

How You Can Share Your Feedback?

- Attending an upcoming community listening sessions at regional Metro Service Councils and Advisory Committees
- Submitting comments via email
- Share feedback through a survey
- Connecting with Metro at local community events and more

What Happens Next?

An Ad Hoc Board Composition Committee has been established to study governance considerations over the coming months. Community feedback will help inform the Committee's discussions and support thoughtful, transparent decision-making.

Stay Informed

Sign up for updates and check back for meeting materials, summaries, and next steps at metro.net/governance

FOLLOW FOR MORE INFORMATION

213.922.3992

governance@metro.net

gometro.la/governance

Metro

Comité Ad Hoc de Composición de la Junta Directiva de Metro
Revisión de la Composición de Metro a la Luz de la Medida G
Hoja Informativa

¿Por qué Metro está solicitando la opinión de la comunidad?

En noviembre de 2024, los votantes del Condado de Los Ángeles aprobaron la Medida G, una enmienda a la carta constitucional que modifica varios aspectos de la gobernanza del Condado. La Medida G establece la elección de un Director Ejecutivo del Condado a nivel regional a partir de 2028, así como la expansión de la Junta de Supervisores de 5 a 9 miembros en 2032, tras el Censo de 2030 y el proceso de redistribución de distritos. A medida que evoluciona la gobernanza del Condado, Metro está solicitando la opinión de la comunidad para asegurar que su estructura de gobernanza continúe apoyando una sólida supervisión regional, la rendición de cuentas y una toma de decisiones efectiva.

¿Qué hace la Junta de Metro?

La Junta de Metro proporciona dirección de directivas y supervisión del sistema de transporte de la región. Sus responsabilidades incluyen:

- Establecer políticas de la agencia y prioridades estratégicas
- Aprobar el presupuesto anual de Metro
- Autorizar inversiones importantes en transporte y proyectos de capital
- Supervisar la administración financiera y el desempeño
- Nombrar y evaluar al Director Ejecutivo

Composición actual de la Junta de Metro

- Cinco Supervisores del Condado de Los Ángeles
- El Alcalde de la Ciudad de Los Ángeles
- Tres miembros adicionales designados por el Alcalde de Los Ángeles (al menos uno debe ser miembro del Concejo Municipal de Los Ángeles)
- Cuatro miembros designados por el Comité de Selección de Ciudades del Condado de Los Ángeles, en representación de las otras 87 ciudades del Condado
- Un representante sin derecho a voto designado por el Gobernador (tradicionalmente el Director del Distrito 7 de Caltrans)

Cómo puede participar y compartir sus comentarios

- Asistir a una próxima sesión de escucha comunitaria en los Consejos de Servicio regionales de Metro y Comités Asesores
- Enviar comentarios por correo electrónico
- Compartir su opinión a través de una encuesta
- Conectarse con Metro en eventos comunitarios locales y más

¿Qué sigue?

Se ha establecido un Comité Ad Hoc sobre la Composición de la Junta Directiva para analizar consideraciones de gobernanza durante los próximos meses. Los comentarios de la comunidad ayudarán a informar las discusiones del Comité y respaldar una toma de decisiones reflexiva y transparente.

Manténgase informado

Regístrese para recibir actualizaciones y consulte materiales de las reuniones, resúmenes y próximos pasos en metro.net/governance

SÍGANOS PARA MÁS INFORMACIÓN

213.922.3992

governance@metro.net

gometro.la/governance

Metro Ad Hoc Governance Committee
Frequently asked Questions

What is Measure G?

Measure G is a Los Angeles County charter amendment approved by voters in November 2024. It creates a countywide elected Chief Executive Officer (CEO) beginning in 2028 and expands the Los Angeles County Board of Supervisors from five to nine members in 2032, following the 2030 Census and redistricting.

Why is Metro reviewing its governance structure?

As County governance evolves under Measure G, Metro is reviewing its Board composition to ensure it continues to provide strong regional representation, accountability, and effective oversight. Metro is seeking public input to help inform this review.

How was Metro's governance structure established?

Metro was created through state legislation that merged the former Southern California Rapid Transit District (RTD) and the Los Angeles County Transportation Commission (LACTC) in 1993. The agency's Board composition and governance framework are established in California state law. Any changes to Metro's Board composition must be approved through state legislation.

Is Metro Changing its Board right now?

No changes have been made. An Ad Hoc Board Composition Committee has been established to guide a locally-informed recommendation around any possible changes to Metro's governance. The Committee will review public input and governance considerations and may develop recommendations for the full Board's consideration. Any change to the composition of the Metro Board would require State legislation and action.

What Does the Metro Board Do?

The Metro Board provides policy direction and oversight for the region's transportation system. Its responsibilities include:

- Setting agency policy and strategic priorities
- Approving Metro's annual budget
- Authorizing major transportation investments and capital projects
- Overseeing financial stewardship and performance
- Appointing and evaluating the Chief Executive Officer

Metro

Who currently serves on the Metro Board?

- Five Los Angeles County Supervisors
- The Mayor of the City of Los Angeles
- Three additional members appointed by the Mayor of Los Angeles (at least one must be a Los Angeles City Councilmember)
- Four members appointed by the Los Angeles County City Selection Committee, representing the other 87 cities in the County
- One non-voting representative appointed by the Governor (traditionally the Caltrans District 7 Director)

How does the Los Angeles County City Selection Committee appoint its Metro Board members?

The Los Angeles County City Selection Committee is composed of representatives from the 87 cities in Los Angeles County (excluding the City of Los Angeles). The Committee is organized into four geographic subregions, North County / San Fernando Valley, San Gabriel Valley, Gateway Cities and the South Bay / Westside. Each subregion selects one representative to serve on the Metro Board. The selection process is conducted in accordance with state law and the Committee's bylaws, and voting is weighted based on city population.

How could Measure G affect Metro?

Measure G changes the County leadership structure and expands the Board of Supervisors. Because County Supervisors serve on the Metro Board, these changes may affect how regional representation is structured in the future. The Governance Review will explore whether adjustments should be considered to maintain balanced regional oversight.

When will decisions be made?

The Ad Hoc Board Composition Committee will review input and study governance considerations over the coming months. Any recommendations would be presented publicly and considered through Metro's established decision-making process. If changes to Board composition are pursued, State legislative action would be required.

Will this affect Metro service or fares?

No. This review focuses on governance structure and Board composition. It does not address transit service levels, routes, or fares.

How can I share my feedback?

Attend a Community Listening Session, submit comments via email, or complete a public survey. Metro will also be out in the community at events, transit stops, and more—feel free to stop by and say hello. **Feedback will be accepted through June 1, 2026.** Sign up for Metro updates to stay informed.

Metro welcomes input from riders, residents, businesses, and community organizations.

FOLLOW FOR MORE INFORMATION

213.922.3992

governance@metro.net

gometro.la/governance

Metro

Comité Ad Hoc de Composición de la Junta Directiva de Metro Preguntas Frecuentes

¿Qué es la Medida G?

La Medida G es una enmienda a la carta constitucional del Condado de Los Ángeles aprobada por los votantes en noviembre de 2024. Establece la elección de un Director Ejecutivo (CEO) a nivel condado a partir de 2028 y amplía la Junta de Supervisores del Condado de Los Ángeles de cinco a nueve miembros en 2032, tras el Censo de 2030 y la redistribución de distritos.

¿Por qué Metro está revisando su gobernanza?

A medida que evoluciona la gobernanza del Condado bajo la Medida G, Metro está revisando la composición de su Junta para asegurar que continúe brindando una sólida representación regional, rendición de cuentas y supervisión efectiva. Metro está solicitando la opinión del público para informar este proceso.

¿Cómo se estableció la estructura de gobernanza de Metro?

Metro fue creado mediante legislación estatal que fusionó el antiguo Distrito de Tránsito Rápido del Sur de California (RTD) y la Comisión de Transporte del Condado de Los Ángeles (LACTC) en 1993. La composición de la Junta y el marco de gobernanza de la agencia están establecidos en la ley estatal de California. Cualquier cambio en la composición de la Junta de Metro debe ser aprobado mediante legislación estatal.

¿Metro está cambiando su Junta Directiva en este momento?

No se han realizado cambios. Se ha establecido un Comité Ad Hoc sobre la Composición de la Junta para guiar una recomendación informada a nivel local sobre posibles cambios en la gobernanza de Metro. El Comité revisará la opinión del público y consideraciones de gobernanza, y podría desarrollar recomendaciones para la consideración de la Junta en pleno. Cualquier cambio en la composición de la Junta de Metro requeriría legislación estatal.

¿Qué hace la Junta Directiva de Metro?

La Junta de Metro proporciona dirección de directivas y supervisión del sistema de transporte de la región. Sus responsabilidades incluyen:

- Establecer políticas de la agencia y prioridades estratégicas
- Aprobar el presupuesto anual de Metro
- Autorizar inversiones importantes en transporte y proyectos de capital
- Supervisar la administración financiera y el desempeño
- Nombrar y evaluar al Director Ejecutivo

Metro

¿Quiénes integran actualmente la Junta Directiva de Metro?

- Cinco Supervisores del Condado de Los Ángeles
- El Alcalde de la Ciudad de Los Ángeles
- Tres miembros adicionales designados por el Alcalde de Los Ángeles (al menos uno debe ser miembro del Concejo Municipal de Los Ángeles)
- Cuatro miembros designados por el Comité de Selección de Ciudades del Condado de Los Ángeles, en representación de las otras 87 ciudades del Condado
- Un representante sin derecho a voto designado por el Gobernador (tradicionalmente el Director del Distrito 7 de Caltrans)

¿Cómo designa el Comité de Selección de Ciudades del Condado de Los Ángeles a sus miembros de la Junta Directiva de Metro?

El Comité de Selección de Ciudades del Condado de Los Ángeles está compuesto por representantes de las 87 ciudades del Condado (excluyendo la Ciudad de Los Ángeles). El Comité está organizado en cuatro subregiones geográficas: Norte del Condado / Valle de San Fernando, Valle de San Gabriel, Gateway Cities y South Bay / Westside. Cada subregión selecciona un representante para servir en la Junta de Metro. El proceso de selección se lleva a cabo de acuerdo con la ley estatal y los estatutos del Comité, y la votación se pondera según la población de cada ciudad.

¿Cómo podría la Medida G afectar a Metro?

La Medida G modifica la estructura de liderazgo del Condado y amplía la Junta de Supervisores. Debido a que los Supervisores del Condado forman parte de la Junta de Metro, estos cambios podrían afectar la forma en que se estructura la representación regional en el futuro. La revisión de gobernanza analizará si deben considerarse ajustes para mantener una supervisión regional equilibrada.

¿Cuándo se tomarán decisiones?

El Comité Ad Hoc sobre la Composición de la Junta Directiva revisará los comentarios del público y analizará consideraciones de gobernanza en los próximos meses. Cualquier recomendación se presentará públicamente y se considerará a través del proceso establecido de toma de decisiones de Metro. Si se proponen cambios en la composición de la Junta, se requerirá acción legislativa estatal.

¿Esto afectará el servicio o las tarifas de Metro?

No. Esta revisión se enfoca en la estructura de gobernanza y la composición de la Junta Directiva. No aborda los niveles de servicio, rutas ni tarifas del transporte.

¿Cómo puedo compartir mis comentarios?

Asista a una Sesión de Escucha Comunitaria, envíe comentarios por correo electrónico o complete una encuesta pública. Metro también estará presente en la comunidad en eventos, paradas de transporte y más; no dude en pasar a saludar. **Se aceptarán comentarios hasta el 1 de junio de 2026.** Inscríbase para recibir actualizaciones de Metro y mantenerse informado.

Metro invita a participar a usuarios del sistema, residentes, empresas y organizaciones comunitarias.

SÍGANOS PARA MÁS INFORMACIÓN

213.922.3992

governance@metro.net

gometro.la/governance

Metro

Appendix B: Materials

Appendix B.3: Flyer (English and Spanish)

Metro Board Composition Community Feedback

Metro is reviewing its Board of Directors composition following Measure G, passed by the voters of Los Angeles County in 2024

—and your voice is an important part of this process.

Join us at a Community Listening Session, in person or online to share your thoughts on who should represent your interests on the Metro Board.

San Fernando Valley
April 1
6:30 PM

South Bay
April 6
5:00 PM

Westside/Central Los Angeles
April 8
6:00 PM

Gateway Cities
April 9
5:00 PM

Public Safety Advisory Council (PSAC)
April 9
6:00 PM

San Gabriel Valley
April 13
5:00 PM

Community Advisory Council (CAC)
April 22
6:00 p.m.

Virtual Listening Session
May 6
6:00 p.m.

Scan the QR code to go to our website to see the listening session details and more.

Can't make it in person?

Share your feedback take the survey by June 1, 2026

Metro

Scan the QR code to take survey

Contact Us

213.922-3992

governance@metro.net

gometro.la/governance

Comentarios de la comunidad sobre la composición de la Junta Directiva de Metro

Metro está evaluando la composición de la Junta Directiva a raíz de la Medida G, aprobada por los votantes del Condado de Los Ángeles en 2024.

—y su voz es una parte importante de este proceso.

Acompáñenos en una Sesión de Escucha Comunitaria, en persona o en línea, para compartir sus ideas sobre quién debe representar sus intereses en la Junta Directiva de Metro.

Valle de San Fernando
1 de abril
6:30 PM

South Bay
April 6
5:00 PM

Westside/Centro de Los Angeles
8 de abril
6:00 PM

Gateway Cities
9 de abril
5:00 PM

Public Safety Advisory Council (PSAC)
9 de abril
6:00 PM

San Gabriel Valley
13 de abril
5:00 PM

Community Advisory Council (CAC)
22 de abril
6:00 p.m.

Sesión virtual de escucha
6 de mayo
6:00 p.m.

Escanee el código QR para visitar nuestro sitio web para ver los detalles de las sesiones de escucha y más información.

¿No puede asistir en persona?

Comparta sus comentarios, participe en la encuesta antes del 1 de junio de 2026

Escanee el código QR para la encuesta

Contáctenos

213.922-3992

governance@metro.net

gometro.la/governance

Metro

Metro Board Composition Community Feedback

Metro is reviewing how its Board of Directors will look like in the coming years due to Measure G passed by voters in 2024

—and your voice is an important part of this process.

Join us at one of the Community Listening Sessions

Scan the QR code for listening session details.

San Fernando Valley
April 1
6:30 PM

South Bay
April 6, 2026
5:00 PM

Westside/ Central Los Angeles
April 8
6:00 PM

Gateway Cities
April 9
5:00 PM

Public Safety Advisory Council (PSAC)
April 9
6:00 PM

San Gabriel Valley
April 13
5:00 PM

Community Advisory Council (CAC)
April 22
6:00 p.m.

Virtual Listening Session
May 6
6:00 p.m.

Share your thoughts on who should represent your interests on the Metro Board.

Can't make it in person?

Share your feedback take the survey by June 1, 2026

Metro

Scan the QR code to take survey

Contact Us

213.922-3992

governance@metro.net

gometro.la/governance

Comentarios de la comunidad sobre la composición de la Junta Directiva de Metro

Metro está evaluando la composición de la Junta Directiva a raíz de la Medida G, aprobada por los votantes del Condado de Los Ángeles en 2024

—y su voz es una parte importante de este proceso.

Acompáñenos en una de las Sesiones de Escucha Comunitarias

Escanee el código QR para detalles de estas reuniones

Valle de San Fernando
1 de abril
6:30 PM

South Bay
6 de abril
5:00 PM

Westside/ Centro de Los Angeles
8 de abril
6:00 PM

Gateway Cities
9 de abril
5:00 PM

Public Safety Advisory Council (PSAC)
9 de abril
6:00 PM

Valle de San Gabriel
13 de abril
5:00 PM

Community Advisory Council (CAC)
22 de abril
6:00 p.m.

Sesión virtual de escucha
6 de mayo
6:00 p.m.

Comparta sus ideas sobre quién debe representar sus intereses en la Junta Directiva de Metro.

¿No puede asistir en persona?

Comparta sus comentarios, participe en la encuesta antes del 1 de junio de 2026

Escanee el código QR para la encuesta

Metro

Contáctenos

213.922-3992

governance@metro.net

gometro.la/governance

Appendix B: Materials

Appendix B.4: Digital Toolkit (Social Media Post Shared)

From: Metro Community Relations <communityrelations@metro.net>
Sent: Thursday, April 9, 2026 1:09 PM
Subject: Share Your Voice: Metro Community Listening Sessions

Metro Ad Hoc Board Composition Committee Community Listening Sessions

Join Metro at an Upcoming Listening Session in-person or online:

- Gateway Cities Service Council – April 9 at 5 p.m.
- Public Safety Advisory Committee – April 9 at 6 p.m.
- San Gabriel Valley Service Council – April 13 at 5:00 p.m.
- Metro Community Advisory Council – April 22 at 6:00 p.m.
- Virtual Community Listening Session – May 6 at 6:00 p.m.

Metro wants to hear from people across Los Angeles County about how transportation decisions should be made in the future. Big changes are coming to County government, and your voice can help guide what happens next.

Why Metro is asking for your input
In 2024, voters approved Measure G. This measure will change how Los Angeles County government works. It will create an elected County Executive in 2028 and increase the number of County Supervisors from five to nine in 2032.

Why this matters to you
The Metro Board makes important decisions about transportation across Los Angeles County. This includes bus and rail service, safety programs, major construction projects, and long-term planning. The Board also helps decide how

billions of dollars are invested to improve how people travel every day. Because Metro's work affects so many parts of daily life, it is important that the Metro Board reflects the people it serves.

To learn more visit: gometro.la/governance.

Acompañe a Metro en las próximas Sesiones de Escucha en persona o por Zoom:

- Gateway Cities – 9 de abril a las 5:00 p.m.
- Public Safety Advisory Committee (PSAC) – 9 de abril a las 6:00 p.m.
- Valle de San Gabriel – 13 de abril a las 5:00 p.m.
- Metro Community Advisory Council – 22 de abril a las 6:00 p.m.
- Sesión virtual de escucha – 6 de mayo a las 6:00 p.m.

Metro quiere escuchar de usted y de todos en el Condado de Los Ángeles sobre cómo deben tomarse las decisiones de transporte en el futuro. Se avecinan grandes cambios en el gobierno del Condado, y su voz puede ayudar a orientar lo que suceda después.

Por qué Metro está solicitando su opinión

En 2024, los votantes aprobaron la Medida G. Esta medida cambiará la forma en que funciona el gobierno del Condado de Los Ángeles. Creará un Director Ejecutivo del Condado elegido por votación en 2028 y aumentará el número de Supervisores del Condado de cinco a nueve en 2032.

Por qué esto es importante para usted

La Junta Directiva de Metro toma decisiones importantes sobre el transporte en todo el Condado de Los Ángeles. Esto incluye el servicio de autobuses y trenes, los programas de seguridad, los grandes proyectos de construcción y la planificación a largo plazo. La Junta también ayuda a decidir cómo se invierten miles de millones de dólares para mejorar la manera en que las personas se trasladan todos los días.

Debido a que el trabajo de Metro afecta muchos aspectos de la vida diaria, es importante que la Junta Directiva de Metro refleje a las personas a las que sirve.

Para más detalles sobre las juntas visite gometro.la/governance.

From: Metro Community Relations <communityrelations@metro.net>
Sent: Tuesday, May 12, 2026 5:04 PM
Subject: Share Your Voice: Metro North County Community Virtual Listening Session

Join Metro for a Virtual Lunch Listening Session for the cities and communities of North Los Angeles County

Metro wants to hear from people across Los Angeles County about how transportation decisions should be made in the future. Big changes are coming to County government, and your voice can help guide what happens next.

Join Metro for a Virtual Lunch Listening Session
Wednesday, May 13 at noon
Join the Zoom meeting by clicking here.

Why Metro is asking for your input
In 2024, voters approved Measure G. This measure will change how Los Angeles County government works. It will create an elected County Executive in 2028 and increase the number of County Supervisors from five to nine in 2032.

Why this matters to you
The Metro Board makes important decisions about transportation across Los Angeles County. This includes bus and rail service, safety programs, major construction projects, and long-term planning. The Board also helps decide how billions of dollars are invested to improve how people travel every day. Because Metro's work affects so many parts of daily life, it is important that the Metro Board reflects the people it serves.

To learn more visit: gometro.la/governance.

Metro quiere escuchar de usted y de todos en el Condado de Los Ángeles sobre cómo deben tomarse las decisiones de transporte en el futuro. Se avecinan grandes cambios en el gobierno del Condado, y su voz puede ayudar a orientar lo que suceda después.

Acompañe a Metro en una Sesión Virtual de Escucha
miércoles 13 de mayo a mediodía
Únase a la reunión por Zoom haciendo clic aquí

Por qué Metro está solicitando su opinión
En 2024, los votantes aprobaron la Medida G. Esta medida cambiará la forma en que funciona el gobierno del Condado de Los Ángeles. Creará un Director Ejecutivo del Condado elegido por votación en 2028 y aumentará el número de Supervisores del Condado de cinco a nueve en 2032.

Por qué esto es importante para usted
La Junta Directiva de Metro toma decisiones importantes sobre el transporte en todo el Condado de Los Ángeles. Esto incluye el servicio de autobuses y trenes, los programas de seguridad, los grandes proyectos de construcción y la planificación a largo plazo. La Junta también ayuda a decidir cómo se invierten miles de millones de dólares para mejorar la manera en que las personas se trasladan todos los días.

Debido a que el trabajo de Metro afecta muchos aspectos de la vida diaria, es importante que la Junta Directiva de Metro refleje a las personas a las que sirve.

Para más detalles sobre las juntas visite gometro.la/governance.

Metro

You are receiving this email because you subscribed to receive updates from Metro.
Click to unsubscribe | Privacy policy
© 2026 Metro (LACMTA)
One Gateway Plaza, Los Angeles, CA 90012-2952

Metro Ad Hoc Board Composition Committee/
Comité Ad Hoc de Composición de la Junta Directiva de Metro

Community Listening Sessions at Metro Service Councils

Escuchando a la Comunidad en los Consejos de Servicio de Metro

Wednesday, April 1, 2026, 6:30 p.m.
miercoles, 1 de abril del 2026, 6:30 p.m.

San Fernando Valley
Marvin Braude Constituent Center
6280 Van Nuys Bl
Van Nuys, CA 91401

Zoom Link/Enlace de Zoom:
https://www.zoomgov.com/j/1619035092
Join by Phone/Participe por teléfono: (833) 568-8864 (Toll free/**Gratuito**)
Webinar ID/ID de la Junta: 161 903 5092
Transit/Transporte público: Metro Lines 164, 233, 237,761; Plan your trip at/
Planee su viaje en: metro.net/tripplanner

Spanish interpretation will be available. / **Habrá interpretación al español.**

To request interpretation and materials in other languages, call (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday, at least three working days (72 hours) in advance of the scheduled session date.

Share your feedback take the survey by June 1, 2026
Comparta sus comentarios, participe en la encuesta antes del 1 de junio de 2026

Scan the QR code to take survey
Escanee el código QR para la encuesta

Contact Us/Contáctenos

213.922-3992
governance@metro.net
gometro.la/governance

Metro Ad Hoc Board Composition Committee/ Comité Ad Hoc de Composición de la Junta Directiva de Metro

In 2024, Los Angeles County voters approved Measure G, a charter amendment that changes County governance. It includes a countywide elected CEO beginning in 2028 and expands the Board of Supervisors from 5 to 9 members in 2032. As governance evolves, Metro is seeking community input to support strong regional oversight, accountability, and effective decision making.

En el 2024, los votantes del Condado de Los Angeles aprobaron la Medida G, una enmienda que cambia la gobernanza del condado. Los cambios incluyen agregar un CEO elegido a nivel del condado a partir del 2028 y amplía la Junta de Supervisores de 5 a 9 miembros en el 2032. A medida que evoluciona la gobernanza, Metro busca la participación de la comunidad para apoyar una supervisión regional sólida, la rendición de cuentas y la toma de decisiones efectiva.

Virtual Community Listening Session North County

Wednesday, May 13, 2026

12:00 p.m.

Sesion Virtual de Escucha Comunitaria Condado del Norte

miercoles, 13 de mayo del 2026

12:00 p.m.

Please join us for a special virtual listening session for the cities and communities of North Los Angeles County.

Por favor, únase a nosotros para una sesión especial de escucha virtual para las ciudades y comunidades del norte del condado de Los Ángeles.

Zoom Link/Enlace de Zoom:

https://www.zoomgov.com/j/1600239630

Webinar ID/ID de la Junta: *160 023 9630*

Join by Phone/Participe por teléfono: *833 435 1820* (Toll free/Gratuito)

Passcode/Código de acceso: 085415

Spanish interpretation will be available. / Habrá interpretación al español.

To request interpretation and materials in other languages, call *(213) 922-4600* between 8 a.m. and 5 p.m., Monday through Friday, at least three working days (72 hours) in advance of the scheduled session date.

Metro

Share your feedback – take the survey
Scan the QR code to take survey

Comparta sus comentarios – participe en la encuesta
Escanee el código QR para la encuesta

Contact Us/Contáctenos

213.922.3992

governance@metro.net

gometro.la/governance

Appendix B: Materials

Appendix B.5: Survey Board

METRO BOARD COMPOSITION
COMPOSICIÓN DE LA JUNTA DIRECTIVA DE METRO

Looking ahead, what factors should be prioritized when shaping the future composition of the Metro Board using the following scale, please select your top 3?

Pensando en el futuro, ¿qué factores deben priorizarse al definir la futura composición de la Junta Directiva de Metro Seleccione sus 3 opciones principals?

First Choice
Primera opción

Second Choice
Segunda opción

Third Choice
Tercera opción

Transit riders and people with firsthand experience using transit and dealing with mobility challenges
Usuarios del transporte público y de las personas con experiencia directa usando el transporte y enfrentando desafíos de movilidad

Represents communities and industries that rely on the safe and efficient movement of people and goods
Representa a las comunidades y a las industrias que dependen del movimiento seguro y eficiente de personas y mercancías

Diversity: representation of historically underserved communities
Diversidad: representación de las comunidades históricamente desatendidas

Regional equity: representation from the county and local cities
Equidad regional: representación del condado y de las ciudades locales

Experts in key areas like transportation, planning, and finance
Personas expertas en áreas clave como transporte, planificación y finanzas

Public accountability and transparency
Rendición de cuentas y transparencia ante el público

Metro

Metro is looking for feedback from riders, residents, businesses, and community organizations across Los Angeles County to help how its Board might look in the future.

Metro está buscando opiniones de los pasajeros, residentes, negocios y organizaciones comunitarias de todo el condado de Los Ángeles para ayudar a decidir cómo podría ser su Junta en el futuro.

Appendix C: Listening Sessions and Online Survey Results

Appendix C.1: Listening Sessions and Online Survey Questions

Appendix C.2: Listening Sessions and Online Survey Results

Appendix C: Listening Sessions and Online Survey Results

Appendix C.1: Listening Sessions and Online Survey Questions

Metro Board Composition Community Feedback Survey

In 2024, Los Angeles County voters approved Measure G, a charter amendment that changes several aspects of County governance. Measure G provides for a countywide elected CEO beginning in 2028, and expansion of the Board of Supervisors from 5 to 9 members in 2032 following the 2030 Census and redistricting. **Metro wants to hear from you.** As County governance evolves, your input will help inform how Metro's governance framework continues to support strong regional oversight, accountability, and effective decision-making.

What is your home Zip Code?

123

Do you use Metro?

- Yes
- No

Before today, how familiar were you with Metro's Board Structure?

- Very Well
- Somewhat Well
- Neutral/Unsure
- Somewhat Familar
- Not Familar

How well do you think the current Metro Board reflects your community's needs?

- Very Well
- Somewhat Well
- Neutral/Unsure
- Needs Some Improvement
- Needs Major Improvement

What factors should be prioritized when shaping the future composition of the Metro Board?

Select 3

- [ ] Public accountability and transparency
- [ ] Transit riders and people with firsthand experience using transit and dealing with mobility challenges.
- [ ] Regional equity: representation from the county and local cities
- [ ] Experts in key areas like transportation, planning, and finance
- [ ] Represents communities and industries that rely on the safe and efficient movement of people and goods
- [ ] Diversity: representation of historically underserved communities

Enter your email address if you would like to be entered into a drawing to win one of ten $10 Starbucks gift cards,

Would you like to receive Metro news and updates via email?

- ○ Yes
- ○ No

What is your email address?

Submit

Powered by ArcGIS Survey123

Encuesta Comunitaria sobre la Composición de la Junta Directiva de Metro

En 2024, los votantes del Condado de Los Ángeles aprobaron la **Medida G**, una enmienda a la Carta Orgánica que modifica varios aspectos de la gobernanza del Condado. La Medida G establece la elección de un Director Ejecutivo (CEO) a nivel condado a partir de 2028, así como la ampliación de la Junta de Supervisores de 5 a 9 miembros en 2032, tras el Censo de 2030 y el proceso de redistribución de distritos. **Metro quiere conocer su opinión.** A medida que evoluciona la gobernanza del Condado, sus comentarios ayudarán a orientar cómo la estructura de gobernanza de Metro continúa apoyando una supervisión regional sólida, la rendición de cuentas y una toma de decisiones eficaz.

¿Cuál es su código postal?

123

¿Utiliza Metro?

- Sí
- No

Antes de hoy, ¿qué tan familiarizado(a) estaba con la estructura de la Junta Directiva de Metro?

Muy familiarizado(a)	Algo familiarizado(a)	Neutral / No estoy seguro(a)	Poco familiarizado(a)	Nada familiarizado(a)

¿Qué tan bien cree que la actual Junta Directiva de Metro refleja las necesidades de su comunidad?

Muy bien	Bastante bien	Neutral / No estoy seguro(a)	Necesita algunas mejoras	Necesita mejoras importantes

¿Qué factores deben priorizarse al definir la futura composición de la Junta Directiva de Metro?

Seleccione 3 opciones:

- [ ] Rendición de cuentas y transparencia ante el público
- [ ] Representación de comunidades e industrias que dependen del movimiento seguro y eficiente de personas y mercancías
- [ ] Diversidad: representación de comunidades históricamente desatendidas
- [ ] Personas expertas en áreas clave como transporte, planificación y finanzas
- [ ] Usuarios del transporte público y personas con experiencia directa utilizando el sistema y enfrentando desafíos de movilidad
- [ ] Equidad regional: representación del condado y de las ciudades locales

Ingrese su correo electrónico si desea participar en un sorteo para ganar una de diez tarjetas de regalo de **$10 de Starbucks**.

¿Le gustaría recibir noticias y actualizaciones de Metro por correo electrónico?

- ○ Sí
- ○ No

¿Cuál es su correo electrónico?

Submit

Powered by ArcGIS Survey123

Appendix C: Listening Sessions and Online Survey Results

Appendix C.2: Listening Sessions and Online Survey Results

Listening Session Responses by Geographic Area

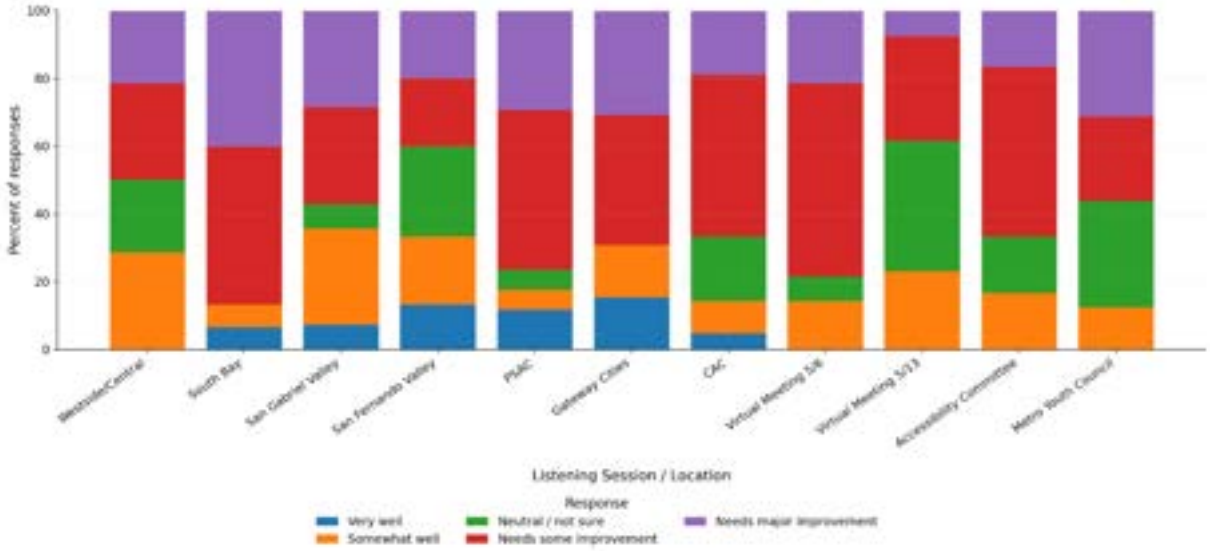
Legend: area, share, count, and sample ZIP codes

ZIP samples are examples only and do not list every ZIP reported.

- **South Bay/Harbor: 21.1% (28 responses)**
  Sample ZIPs: 90805, 90278, 90254, 90503, 90745
- **San Fernando Valley: 18.0% (24 responses)**
  Sample ZIPs: 91331, 91343, 91384, 91601, 91607
- **San Gabriel Valley: 16.5% (22 responses)**
  Sample ZIPs: 91001, 91024, 91773, 91780, 91006
- **Metro L.A.: 14.3% (19 responses)**
  Sample ZIPs: 90012, 90016, 90019, 90026, 90027
- **East L.A. County: 11.3% (15 responses)**
  Sample ZIPs: 90713, 90040, 90242, 90201, 90241
- **South L.A.: 6.0% (8 responses)**
  Sample ZIPs: 90018, 90003, 90062, 90008
- **West L.A.: 5.3% (7 responses)**
  Sample ZIPs: 90025, 90035, 90045, 90212, 90262
- **Antelope Valley: 1.5% (2 responses)**
  Sample ZIPs: 93536, 93543
- **Outside LA County / Unverified ZIP: 5.3% (7 responses)**
  Sample ZIPs: 90090, 90263, 90802, 91028, 91041
- **No ZIP/Invalid ZIP: 0.8% (1 response)**
  Sample ZIPs: N/A

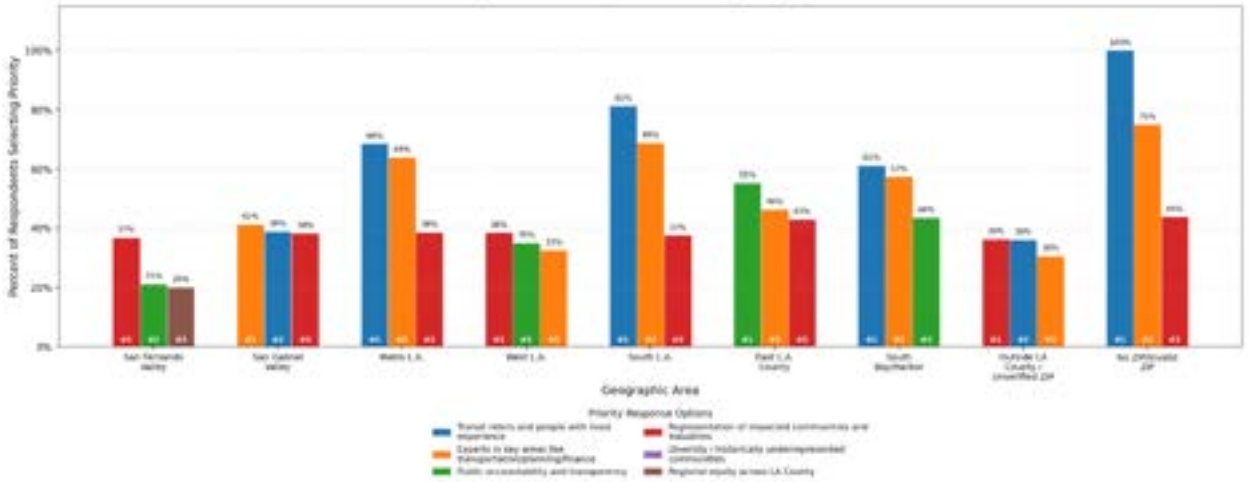
Source: Listening session responses; ZIP codes grouped into geographic areas based on prior ZIP mapping.

Listening Session Responses
How well do you think the current Metro Board reflects your community's needs?



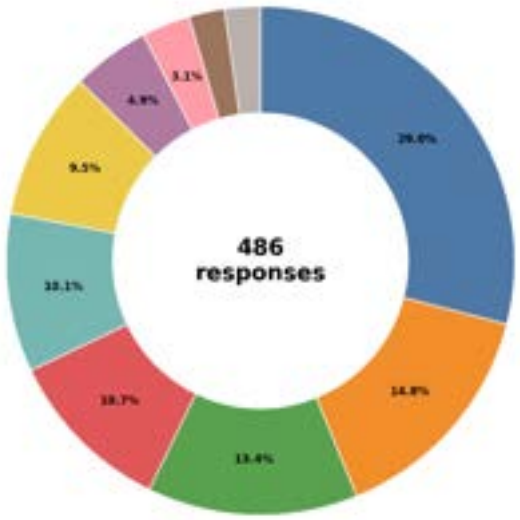
Note: percentages are based on responses within each listening session/location.

Listening Sessions: Top 3 Priorities by Geographic Area



Note: Only the top three selected priorities are shown for each geographic area. Respondents could select up to three priorities.

Online Survey Responses by Geographic Area

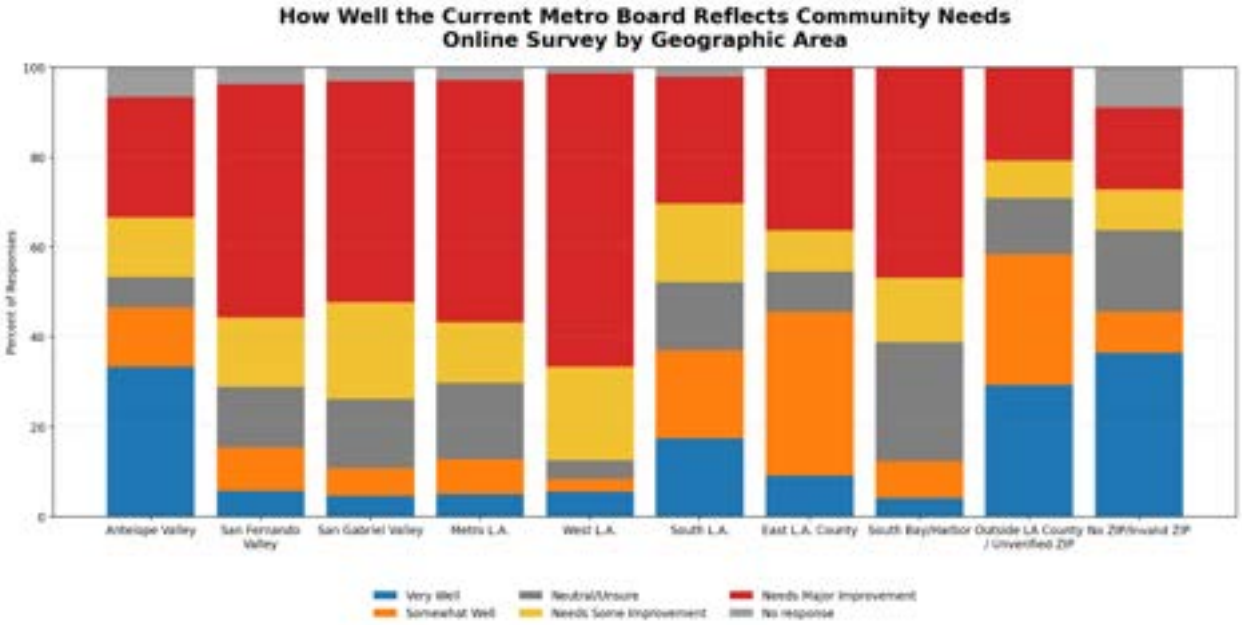


Legend: area, share, count, and sample ZIP codes

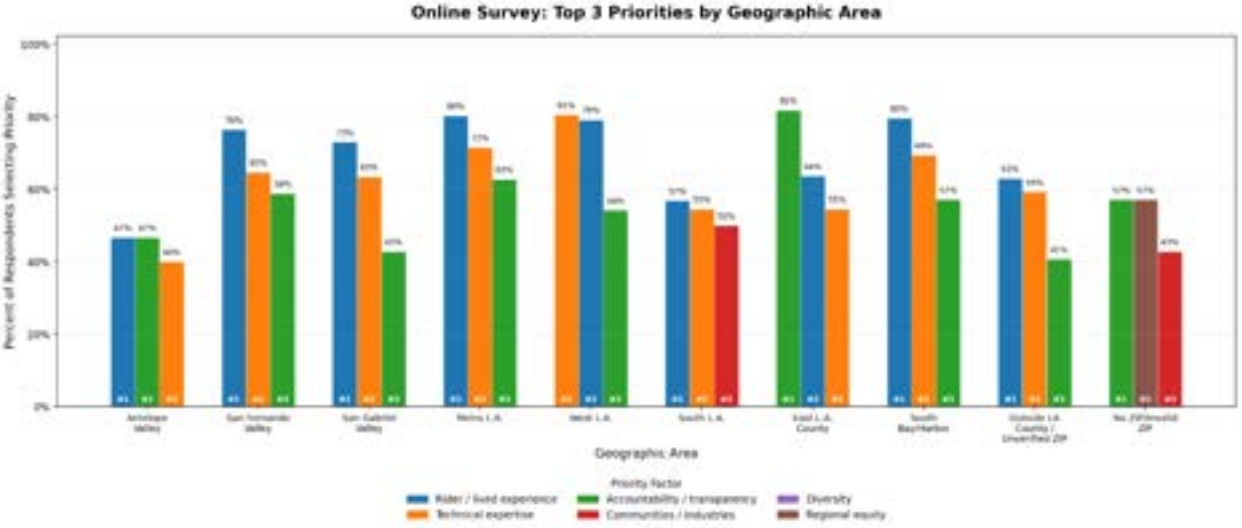
ZIP samples are examples only and do not list every ZIP reported.

- **Metro L.A.: 29.0% (141 responses)**
  Sample ZIPs: 90005, 90026, 90027, 90012
- **West L.A.: 14.8% (72 responses)**
  Sample ZIPs: 90025, 90232, 90034, 90262
- **San Gabriel Valley: 13.4% (65 responses)**
  Sample ZIPs: 91106, 91016, 91101, 91770
- **San Fernando Valley: 10.7% (52 responses)**
  Sample ZIPs: 91331, 91203, 91352, 91602
- **South Bay/Harbor: 10.1% (49 responses)**
  Sample ZIPs: 90278, 90731, 90247, 90504
- **South L.A.: 9.5% (46 responses)**
  Sample ZIPs: 90037, 90011, 90003, 90002
- **Outside LA County / Unverified ZIP: 4.9% (24 responses)**
  Sample ZIPs: Examples: 28806, 32605, 35010, 57453
- **Antelope Valley: 3.1% (15 responses)**
  Sample ZIPs: 93535, 93534, 93536, 93510
- **East L.A. County: 2.3% (11 responses)**
  Sample ZIPs: 90713, 90022, 90023, 90058
- **No ZIP/Invalid ZIP: 2.3% (11 responses)**
  Sample ZIPs: No valid ZIP provided

Source: Online survey responses through May 15. ZIP codes grouped into geographic areas based on prior ZIP mapping.



Note: Areas are based on ZIP code groupings. Missing, invalid, outside-county, and unverified ZIPs are grouped separately.



Note: Only the top three selected priorities are shown for each geographic area. Respondents could select up to three priorities.

Appendix D: Public Comment Received

Appendix D.1: Listening Session Public Comments Received
Appendix D.2: Position Letters Received
Appendix D.3: Transit Intercept Key Themes

Appendix D: Public Comment Received

Appendix D.1: Listening Session Public Comments Received

Stakeholder Comments Relevant to Metro Board Composition

Across the Service Council listening sessions, stakeholders shared a range of perspectives on how the Metro Board should be structured in the future. Recurring themes included rider representation, technical expertise, regional balance, accountability, and whether future Board members should be elected or appointed.

Transit rider representation

Stakeholders consistently emphasized that the Board should include people who regularly use Metro and understand the day-to-day rider experience.

Paraphrased comments included:

- A stakeholder shared that transit riders are among the most underrepresented voices in Los Angeles County and should have a stronger role on the Board, particularly because many riders are low-income residents and people of color.
- Another participant suggested that the Board include at least one regular bus rider, noting that bus riders make up a large share of Metro's ridership.

Technical expertise and professional knowledge

Stakeholders also supported including members with expertise in transportation, planning, construction, finance, safety, real estate, or public policy.

Paraphrased comments included:

- A planner and construction professional said the Board should include technical experts because major project decisions require knowledge of planning, construction, and finance.
- Another stakeholder said Board members should understand costs, schedules, tradeoffs, and construction delivery so Metro can deliver projects more efficiently.

Accountability and Transparency

Several stakeholders expressed concern that the current Board structure may be too heavily shaped by elected officials or political appointees.

Paraphrased comments included:

- A participant said the Board should not be driven primarily by political motivations or election cycles.

- Another stakeholder said the current structure can reward jurisdictional interests rather than regional mobility outcomes.

Regional balance and representation

Stakeholders raised questions about how Board composition should reflect LA County's diverse geography, smaller cities, high-ridership areas, and regional mobility needs.

Paraphrased comments included:

- One stakeholder said the Board should maintain proportional balance among the County, the City of Los Angeles, and the other cities in LA County.
- Another participant suggested that areas with higher transit ridership should receive stronger representation.
- Another participant cautioned that adding all nine supervisors could make the Board too large and give the County too much influence.

Community, youth, and advisory body input

Some stakeholders suggested that Metro should better integrate community voices, youth perspectives, and existing advisory bodies into future governance discussions.

Paraphrased comments included:

- One participant suggested incorporating input from the Community Advisory Council, Service Councils, Public Safety Advisory Committee, and Youth Council.
- Another stakeholder said younger riders and students should have a stronger voice because they are part of Metro's future ridership.

SERVICE COUNCIL AD-HOC COMPOSITION LISTENING SESSIONS
PUBLIC COMMENTS

#	Commenter Name	Date Received	Method	Comment	Position Summary
1	Dr. Grace Peng	4/6/2026 (SBC)	In person	Internationally, the US is an outlier having so many politicians serving on its transit agency boards. She wants more representation by riders, people who do not drive, who use modes besides cars such as micro mobility and bicycles, with construction experience who understand costs, schedules, tradeoffs and can efficiently deliver transit with urgency to the region, especially due to climate change, pollution, and equity. She would like board members that want transit to succeed to serve. She was shocked that the Metro Board is trying to keep customers from living near the transit system. She thinks anyone who voted that way should not be on the Metro Board and that board members should be looking after the vitality of the system, not kowtowing to anti-housing voters.	More representation by riders and people who use modes other than cars, people with construction experience who can deliver transit with urgency due to climate change, pollution, and equity. Thinks anyone who voted against SB79 should not be on the Board
2	MC Gary	4/6/2026 (SBC)	In person	Does not think the Metro Board is functioning because they do not provide a good way to get around LA. Thinks the board needs a complete makeover, with members that are not politicians, who advocate for public transportation, whose main concern is not NIMBYs, more diversity, and a bigger transit riders voice. The most underrepresented voice in LA is transit riders, who are most likely to be low-income residents of color. Thinks Board members need experience and knowledge to choose planning options based on sound policy to give transit riders the best experience, and should be transit riders and professionals who will consider options like congestion pricing, champion transformative transit, and push staff and sub-regions to be more ambitious in implementing transformative changes to meet climate goals.	Thinks Board members should not be politicians Thinks Board should have more diversity and give riders a bigger voice. Thinks Board members should be transit riders and professionals.
3	Ken W	4/6/2026 (SBC)	Online (Zoom)	Thinks the Metro Board should have rotating members representing other transit agencies and operators. The TAP card system is the backbone of other transit agencies, key partners in LA County transit (Long Beach Transit, San Gabriel Valley has Foothill Transit, City of LA runs DASH, Commuter Express) have different fare systems, different ages for who is considered a senior citizen, and different pricing structures such as zone based or flat rate. This should be talked about at Metro Board meetings.	Thinks the Metro Board should have rotating members representing other transit agencies and operators
4	Teresa Mitchell	4/6/2026 (SBC)	Online (Zoom)	Redondo Beach resident, a planner, and construction professional. It is imperative that transit users are part of the board as they are more intimately involved with transit and understand the mishaps experienced by riders. She thinks the board should also have appointed members who are technical experts in fields such as planning, construction, and finance. For the last two K Line votes, there was misinformation that came from the community and the board members, who are	Thinks riders should be part of the Board; Thinks Board should have appointed members who are technical experts not

#	Commenter Name	Date Received	Method	Comment	Position Summary
				not experts. Think the Metro Board should not be subjected to political motivations or election cycles.	be subjected to political motivations or election cycles
5	Lionel Mares	4/6/2026 (SBC)	Online (Zoom)	San Fernando Valley resident who takes Metro subways, light rail, bus, Metrolink, and bikes. Thinks Metro and any governing board should be composed of people with transit experience can represent people better than politicians who rarely use transit and do not understand the realities that riders face. Thinks the board needs to change to reflect community needs and collaborating with other government agencies like the City of Los Angeles and LA DOT is needed. Urged Metro to collaborate with the Pedestrian Advisory Committee, LA Bicycle Committee, and other governing bodies to better coordinate and improve lives of transit riders.	Thinks Metro Board should be people with transit experience instead of politicians who rarely use transit. Thinks Board should better reflect community needs and collaborate with other agencies.
6	Andres Perkins	4/6/2026 (SBC)	Online (Zoom)	Thinks the board should have more experts, planners, and people with experience in planning transit. He thinks board members should be required to ride multiple times per week but does not think Metro Micro should be included.	Thinks the Board should have more experts and planners with transit planning experience. Thinks Board should be required to ride multiple times per week
7	Sheana A	4/6/2026 (SBC)	Online (Zoom)	From Hawthorne. Thinks the Metro Board should include both transit users and members appointed by technical experts in the field, rather than only political appointees. She thinks local government agencies have strong incentives to do what is the most affordable, to serve people quickly, and instead, they juggle a lot of other incentives. She hopes that by including more technical experts directly, they will prioritize the types of expertise typically seen on other governing bodies. For example, doctors are asked to make medical decisions at scale.	Thinks the Board should include both transit users and members appointed by technical experts rather than only political appointees.
8	Nicholas Pelayo	4/6/2026 (SBC)	Online (Zoom)	An urban planning student at CSUN. The current Metro Board is composed entirely of jurisdictional representatives; every member is accountable to a boundary on a map, and no one is accountable to a single corridor. Thinks corridors are how people move through the region. Metro plans, funds, and operates highway projects on corridors through separate programs that measure success in separate ways. Thinks this results in Metro delivering rail, freeway and bus projects in the same corridor with no one accountable for whether they work together for riders or not. It is what happens when the governance structure rewards jurisdictional wins instead of corridor performance. Advises against adding more jurisdictional seats; instead build seats that are accountable for outcomes, like riders and technical experts. Otherwise, a bigger board will end up being more voices arguing for their slice of the pie. There are coordination gaps	Advises against adding more jurisdictional seats. Suggests adding seats that are accountable for outcomes, like riders and technical experts. Thinks Metro needs to better coordinate rail, freeway and bus projects in the same corridor and be held accountable for ensuring they work together for riders rather than measuring success separately

#	Commenter Name	Date Received	Method	Comment	Position Summary
				with the South Bay riders' experience on the K Line, I-405, J Line and they do not get fixed.	
9	Charles Deemer	4/6/2026 (SBC)	Email	If it's 2 supervisors from each election cycle for 4 total, there shouldn't necessarily be a need for any other changes of the membership. The Governor's appointee could be a tiebreaker only for 6-6 ties. Choosing 3 instead, or 6 total would only need 1 more appointment from the Independent cities now giving a total of 15 on the Board which would, more or less, still fit in the Boardroom. The 3 Los Angeles Mayor's appointees should be geographically disbursed. One for the San Fernando Valley, one for the Westside to Downtown area & 1 for the remainder of the city. The City of Los Angeles appointees could be 3 by the Mayor & the other 4 by the City Council or Council President along with the Mayor having the Cities 8th seat. The Independent cities could choose 10 members from multiple groups of cities similar to or possibly some of the current Service Councils.	The 3 Los Angeles Mayor's appointees should be geographically disbursed - ne for the San Fernando Valley, one for the Westside to Downtown area & 1 for the remainder of the city. The Independent cities could choose 10 members from multiple groups of cities similar to or possibly some of the current Service Councils.
10	Bill Lam	4/1/2026 (SFV) 4/6/2026 (SBC) 4/8/2026 (WSC) 4/9/2026 (GWC) 4/13/2026 (SGV)	Email	Consider expanding the board from current 13 members to up to 21 members with all 9 from LA County Board of Supervisors, 3 appointed from LA Mayor, 4 from the city selection, 1 non-voting member, and the remaining 4 that are the residents from LA County that don't hold an elected or appointed office so residents can have a chance to represent the board with a better voice and opinions. Another alternative is to consider having the Metro Board directly elected by the people.	Proposes including all 9 LA County Board of Supervisors, 3 appointed from LA Mayor, 4 from the city selection, 1 non-voting member, and the remaining 4 that are the residents from LA County that don't hold an elected or appointed office.
11	Eugene Salinsky	4/1/2026 (SFV)	Phone	Not possible for members of the public participating via landline phone to participate in the polling exercise. Thinks Board members should use transit, especially the bus. Thinks there should be a voting member that represents bus riders and public transit users who understands what the experience is like when riders must wait a long time or must pay for transfers. He added that in Chicago, CTA is a member of a regional board that has three different agencies: commuter, suburban, and city bus and subway. In Boston, it is a state agency.	There should be a voting member that represents bus riders and public transit users who understands what it's like when riders must wait a long time or must pay for transfers.
12	Ken W	4/1/2026 (SFV)	Online (Zoom)	LA County is the most populous in the nation; a global, world class city that ranks with cities such as London, Paris, Tokyo, Seoul, Toronto, in terms of its financial and global impacts and diversity. The only other cities that come close are NY and Chicago. Outside of that, he thinks Metro must look at how other cities in the world run transit. As Metro serves 10 million people, it does not really have peer agencies within the US. He asked why Metro is not compared to other major world cities to see if we can learn from them. He agreed that members should ride transit to serve on the board.	Thinks Metro should look internationally to compare, and that Board members should ride transit.

#	Commenter Name	Date Received	Method	Comment	Position Summary
13	Nate Zablen	4/1/2026 (SFV)	Phone	People on land lines may not have cell phones and it is important to get all points of view. Surveys should not be conducted unless they can also be completed by those participating via a land line. He thinks all Metro Board members should use transit as much as possible – bus and train – and experience transferring from one mode to the other to get a feeling for rider experience. Sometimes it feels like staff and the board do not understand the experience of waiting for a bus and transferrimng. It is important to get riders' input.	Thinks all Metro Board members should use transit as much as possible – bus and train – and experience transferring from one mode to the other to get a feeling for rider experience.
14	Sam Alcorn	4/13/2026 (SGV)	Online (Zoom)	Pasadena resident, rides Metro regularly. Would like to see the Board not be compromised completely of political appointees. Situations like the disastrous K Line to Torrance Extension decision where desires of NIMBYs were valued over the interests of the 10 million LA County residents are not acceptable. He would like to see more technical experts and consider recommendations from staff.	Would like to see the Board not be compromised completely of political appointees and to have more technical experts.
15	PA Brown	4/13/2026 (SGV)	Online (Zoom)	People who ride regularly represent in the Board would be useful. Elected officials are responsible for their communities and must stand by their decisions as part of the public record, particularly for reelection. Thinks representation from communities all over LA County including unincorporated areas is useful to make sure that everyone has an opportunity to participate. Having a rider on the Board is important. He thinks it's important for politicians to hear from everyday riders.	Having a rider on the Board is important. He thinks it's important for politicians to hear from everyday riders.
16	Aryan Nareh	4/13/2026 (SGV)	Online (Zoom)	Lives in Diamond Bar and is a frequent Metro rider. Thinks the Metro Board is focusing on what they think is best for regional transportation, but it's not necessarily. With the SR-57/60 Confluence project through Diamond Bar, feels traffic will continue to increase. Thinks more transit riders are needed on the Board and fewer political representatives, with more transportation knowledge in general. She is a urban planning student and believes someone well versed in transportation would not make some of the decisions that the Board has made.	Thinks more transit riders are needed on the Board and fewer political representatives, with more transportation knowledge in general.
17	Eugene Salinsky	4/8/2026 (WSC)	In-person	However the board is structured, thinks board members should use public transit, which he thinks is lacking now. He noted Supervisor Hahn occasionally uses the J Line to get to the Board meetings. Boston is a state agency, CTA in Chicago serves two counties and the airport. Metro serves at least two counties because Line 460 serves Orange County. He usually participates in meetings by land line phone and could not participate in the live survey during a previous meeting like he was able to at this meeting. He thinks there should be a way for someone on a landline phone to participate.	Thinks board members should use public transit

#	Commenter Name	Date Received	Method	Comment	Position Summary
18		4/8/2026 (WSC)	In-person	A Metro employee, transit rider and cycling commuter. Wants the board to be directly elected by voters. Tired of Board being made up of members who do not take transit. It was news when Janice Hahn committed to taking public transit to Metro meetings, indicating how rare it is, finds that disappointing and frustrating. BART's elected model is precedent. Metro is composed of members who do not have experience walking or cycling in the city. He thinks opposition to SB 79 that mandates transit-oriented development shows that, as does the board's refusal to implement HLA mandated street design upgrades on the Vermont Av project, and the consistent approval of freeway widening projects, that he does not think fixes traffic. Thinks making the board elected would allow those directly impacted and most reliant on Metro to represent themselves and their fellow riders.	Thinks Board should be directly elected. Thinks Board is composed of members who do not have experience walking or cycling as demonstrated by their opposition to SB 79, refusal to implement HLA mandated street design upgrades on the Vermont Av project, and consistent approval of freeway widening projects
19	Monica Waggoner	4/8/2026 (WSC)	Online (Zoom)	Metro employee, resident of Atwater Village, and a regular bus and rail rider. Thinks balance of representation between the county, the City of Los Angeles, and the other 87 cities works well but there should be greater regional representation where higher transit ridership exists. When 5 of the 9 county supervisors are selected, thinks they should come from the supervisorial districts with the highest transit ridership, or the City Selection Committee could prioritize seats for cities that have higher transit ridership. Would like to require at least one regular bus rider be on the board, though that person might also satisfy another seat's requirement. If rail ridership ever makes up more than 40% of total boardings, it could be a bus or rail rider, but now, the majority of Metro ridership is bus riders. Thinks some seats should shift from being elected to appointed by elected officials to provide insulation from political concerns that may be in the best interest of the city or county but not politically popular. Metro has employees, many are highly qualified experts who report to the board. The board should be able to rely on that expert input, not just the voice of people who have studied transportation.	There should be greater regional representation where there is higher transit ridership. When 5 of the 9 county supervisors are selected, they should come from supervisorial districts with highest transit ridership. The City Selection Committee could prioritize seats for cities with higher transit ridership. Metro should require at least one regular bus rider. Some seats should shift from being elected to appointed by elected officials to provide insulation from political concerns.
20	Ken W	4/8/2026 (WSC)	Online (Zoom)	Agrees board members should ride transit and that it needs transit experts. Transit also encompasses finance, real estate development, and IT. He thinks Metro should not only look at peer agencies in the US but all over the world. Los Angeles has students from all over the world in US universities, many who have ridden transit all their lives and are shocked to find LA's car culture. Thinks those students could provide valuable insight, and many can later work for Metro. Suggested Metro look at developing experts from the rest of the world who have ridden transit all their lives. Vietnam is building high-speed rail and South Korea, Japan, and Taiwan have excellent mass transit.	Board members should ride transit, Board needs transit experts.

#	Commenter Name	Date Received	Method	Comment	Position Summary
21	Alek Friedman	4/8/2026 (WSC)	Phone	Thinks the Metro Board should be comprised of members who are regular transit users. He thinks decisions are made by board members and executive decision makers who do not take transit regularly and that is why NextGen passed. Thinks board members should regularly ride bus and rail and travel the world. He believes that LA is decades behind other countries in terms of transit.	Thinks Board should be comprised regular transit users.
22	Steve	4/8/2026 (WSC)	Online (Zoom)	Board members need to be regular riders that can prove they ride. He thinks about the McDonalds CEO wincing as he is eating their burger, and he gets the feeling that it is how the board acts. Thinks the board needs to use their own product.	Thinks the Board needs to ride, to use their own product.
23	Dominic Moonheart	4/8/2026 (WSC)	eComment	Reside in L.A. City District 5 and L.A. County District 3. Supports the LA Metro Board to be an Elected Board by LA Metro District and have to Mayor of L.A. and the L.A. County Executive be a part of the elected LA Metro Board, L.A. Metro services Orange County via L.A. Metro 460 express, The Service Region should be state 2 counties and 91 cities. This concludes my written comments.	Board should be elected by LA Metro District and have to Mayor of L.A. and the L.A. County Executive be a part of the elected LA Metro Board
24	Melyssa Guerry	4/8/2026 (WSC)	eComment	LA transportation is not working well today because politicians serve on the Board. Need to drastically change who sits on the Board. Board should have transit professionals and policy experts who understand and want transit to succeed, who are willing to enact policies like congestion pricing and reject wasteful and useless highway widening. Transit riders should be voting members of the Board. Forcing Board members and Service Council members to ride transit is not enough. Need individuals who were active transit users before they were on the Board.	Metro Board should have transit professionals and policy experts who want transit to succeed. Transit riders should be voting members of the Board.
25	Faraz Aqil	4/9/2026 (GWC)	In-person	Downey resident that takes buses and trains every day. Disappointed that almost none of the 13 members of the Metro Board takes transit. Thinks the Board should be redone, that those serving on the Board should be required to actively take transit multiple times a month. He suggested dividing the Board into populations of county residents, with the LA Redistricting Commission creating district boundaries. He believes it is important that Metro is represented by transit enthusiasts, professionals, and even current or former staff. He emphasized the importance of including transit users. He thinks Metro should focus on increasing past 7 million bus revenue service hours, congestion pricing, and bus and rail priority instead of freeway expansions.	Board members should be required to actively take transit multiple times a month. Suggested dividing the Board into populations of county residents, with the LA Redistricting Commission creating district boundaries. Thinks transit enthusiasts, professionals, and even current or former staff should be represented
26	Nathan Nunez	4/9/2026 (GWC)	In-person	Resident of Southeast Los Angeles (SELA), City of Cudahy, and a mobility coordinator. He thinks the Metro Board should be led by experts. He referenced	Metro Board should be led by experts that will not be swayed by politicking.

#	Commenter Name	Date Received	Method	Comment	Position Summary
				an article titled “A City That Works” (Substack). The current Metro Board is composed of 86% elected officials; that does not represent the needs of the community’s riders. With incoming lines coming to Southeast Gateway, the change in governance is of the essence as it will shape how money is invested in the community; it needs experts that will not be swayed by politicking.	Current Board is 86% elected officials; that does not represent the needs of the community’s riders.
27	Nicholas Pelayo	4/9/2026 (GWC)	In-person	LA Metro is governed by 86% elected officials. The transit Board in Paris is governed by an elected official but has multiple stakeholders on the body; Tokyo does not have any elected officials. The issue is not only proportional but also the organizational culture. Decision making tends to prioritize factors that do not benefit riders. He believes the future Metro Board should be larger, and scale with the population every 10 years, and that it should have a cap on the number of elected officials and include experts instead. He suggested changing the culture inside Metro so that when people show their TAP cards, it should show publicly how many available trips they can take. The TAP card doesn’t need to show the location but uses it as an example of how often they use their TAP card. He feels that the Board needs people who are pro-transit expansion.	Metro Board should be larger, and scale with the population every 10 years Board should have a cap on the number of elected officials and include experts instead
28	Tony Ojeda	4/9/2026 (GWC)	In-person	Resident of South Gate, would like to see improvements in transit. He is looking forward to the Southeast Gateway Line. He would like to get more involved and participate in community feedback so that the project can be accelerated or go smoothly.	Supports Southeast Gateway Line
29	B Timberlake	4/9/2026 (GWC)	In-person	Political science major who worked in government until he retired. The problem is that Board members do not ride Metro and are too busy with other tasks. Five supervisors represent 2 million people. Expanding to nine county supervisors is not going to make a big difference. He believes a large majority of the members should be elected by people who ride Metro. The board cannot and does not ride Metro. While some of the members are interested, other members do not understand how Metro works and do not care that much. During board meetings, some of the members leave and get coffee when members of the public are speaking and giving feedback to help Metro improve. He used to attend board meetings frequently but saw that board members are too busy with other things.	Believes a large majority of the members should be elected by people who ride Metro. While some of the members are very interested, other members do not understand how Metro works and do not care that much
30	Ken W	4/9/2026 (GWC)	Online (Zoom)	Thinks there should be experts on the Board with backgrounds in finance, security, real estate, and planning. Supports direct elections like a water district or school board. There are several transit agencies all over the County. Metro’s predecessor agency, Los Angeles County Transportation Commission (LACTC) and the City of Long Beach had representation and helped build the A Line in the	Board should have experts in finance, security, real estate, and planning. Supports direct elections

#	Commenter Name	Date Received	Method	Comment	Position Summary
				late 1980s and 1990s. Many lessons about how to build stations learned since then. Thinks City of Long Beach should be represented on the board.	
31	Emsee Gary	4/9/2026 (GWC)	Email	I ask that the Metro Board be overhauled. What we have now is not working. We need a larger diversity of voices on the Board, specifically more experts and actual transit riders. These individuals need to be able to vote. The Board members need to have the experience and knowledge to choose planning options based on sound policy to give transit riders the best experience. We need professionals who understand how useless highway widening is and are willing to implement congestion pricing. We need transit riders who have been riding the system before they have been put on the Board or Service Councils. Riding transit once a week and only because you are required to, is not enough. Please change the board so it has individuals on it who want transit to succeed. The votes of the current Board do not give that impression.	Need a larger diversity of voices, more experts and transit riders. Need professionals who understand how useless highway widening is and are willing to implement congestion pricing
32	Jerard Wright	4/9/2026 (GWC)	Online (Zoom)	A transit user, he thinks the Metro Board should learn from the Council of Governments (COGs) in how they structured the subregions. Thinks representation should be a hallmark. He proposed including members from the Community Advisory Committee (CAC), Service Councils, and one from the Public Safety Advisory Committee (PSAC). He believes it is important to emphasize what the Metro Board has accomplished over the last four decades; without them, four ballot measures that are funding transit improvements would not have passed. Having planning, engineering, and other professionals on the board would mean that most would have to recuse themselves due to ethical practices, and conflicts of interest. He thinks there is room for improvement in the board's structure and representation.	Proposed including members from the Community Advisory Committee (CAC), Service Councils, and one from the Public Safety Advisory Committee (PSAC). Thinks there is room for improvement in the board's structure and representation.

Appendix D: Public Comment Received

Appendix D.2: Position Letters Received

LAS VIRGENES - MALIBU
COUNCIL OF GOVERNMENTS

April 21, 2026

Hon. Fernando Dutra, Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Changes to Metro Board Governance

Dear Chair Dutra:

On behalf of the Las Virgenes-Malibu Council of Governments (LVMCOG) Governing Board, I am writing to formally express our opposition to any modifications to the governance structure of the Metro Board of Directors. As the Ad Hoc Board Composition Committee reviews potential changes, LVMCOG maintains that Measure G does not justify expanding the Metro Board.

While Measure G established new Supervisorial seats upon its passage by LA County voters, it did not result in an increased number of residents requiring representation. The population of LA County remains around 10 million and is not anticipated to rise as Measure G takes effect. In fact, several forecasts predict a decline in the County's population, with long-term projections indicating a reduction of over one million people within the next 30–40 years.

Currently, excluding the City of Los Angeles, the remaining 87 incorporated cities are represented by only four of the thirteen Metro Board seats. Consequently, nearly half of the County's population receives direct representation from just one third of the Metro Board. The LA County Board of Supervisors should choose five of its nine members to serve on the Metro Board, as the 87 cities do for their four representatives. Furthermore, we recommend there not be an additional designated seat for the County's future elected Chief Executive Officer.

In conclusion, LVMCOG opposes proposals suggesting that alterations to the County's governance structure warrant an expansion of the Metro Board, especially if such changes would further reduce city representation. For any inquiries, please contact LVMCOG Executive Director Terry Dipple at (818) 968-9088.

Sincerely,

Ray Pearl

Ray Pearl
President

cc: Las Angeles County Board of Supervisors

South Bay Cities Council of Governments

April 23, 2026

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

SUBJECT: Metro Board Governance Structure

BACKGROUND

Los Angeles County voters approved Measure G in 2024 that created an elected Chief Executive Officer (effective 2028) and expanded the Board of Supervisors from five to nine (effective 2032 following the 2030 Census and redistricting). Metro is reviewing its Board composition as the County's governance evolves. Metro was created by state law that merged the Southern California Rapid Transit District and the Los Angeles County Transportation Commission in 1993, and any changes to the Metro Board composition must be approved through state legislation. Metro recently created an Ad Hoc Board Composition Committee to guide a locally informed recommendation for any possible changes to Metro's governance. Initially, subregions did not have a voice on this ad hoc committee, but following pressure from the councils of governments, Metro added a seat. Terry Dipple, Executive Director of the Las Virgenes-Malibu Council of Governments, represents COGs on the ad hoc committee.

ANALYSIS

Currently, Metro's Board is comprised of 13 voting members and one non-voting member:

- 5 seats for Los Angeles County (1 per Supervisor)
- 4 seats for the City of Los Angeles (1 seat for the Mayor + 3 appointees)
- 4 seats for the remaining 87 cities in LA County (South East/Long Beach Sector, Southwest Corridor sector, North County/San Fernando Valley sector, San Gabriel Valley sector)
- 1 non-voting seat appointed by the Governor (traditionally the Director of Caltrans District 7)

LA County's population is just over 10 million people, with the City of Los Angeles representing about 3.87 million of those people. Approximately 1 million people live in unincorporated LA County, meaning the remaining 5-5.5 million people live in the other 87 cities in the County. Those 87 cities are directly represented by only 4 of the 13 Metro Board seats today. This means that about half of the County's population is only directly represented by one third of the Metro Board.

Although Measure G created more Supervisors, it did not create more LA County residents needing representation on the Metro Board. There is no rationale for the County's governance change triggering an expansion of the Metro Board. The elected County CEO should also not receive a dedicated seat on the Metro Board nor have their own appointees. The Board of Supervisors should have to choose which five of its nine members it wishes to have on the Metro Board, just like the 87 cities choose which four representatives they want to be represented by.

SBCCOG staff does not believe changes to the County's governance structure necessitates an expansion of the Metro Board, particularly if it further diminishes the proportion of city representation.

RECOMMENDATION

Recommend the Board of Directors oppose any changes to the Metro Board governance structure and authorize SBCCOG staff to prepare a letter for the Chair's signature to submit to Metro and its ad hoc committee on Board Composition.

Attachment: Draft Letter to Metro

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

357 Van Ness Way, #110
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

April 23, 2026

Hon. Fernando Dutra, Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Opposition to Changes to Metro Board Governance

Dear Chair Dutra:

On behalf of the South Bay Cities Council of Governments (SBCCOG) Board of Directors, I am writing to express our opposition to any changes to the governance structure of the Metro Board of Directors. As Metro's Ad Hoc Board Composition Committee evaluates changes, the SBCCOG strongly disagrees that Measure G necessitates an expansion of the Metro Board.

When Measure G was approved by LA County voters, it did create new Supervisorial seats, but it did not create more residents requiring representation. LA County's population is approximately 10 million but it is not projected to increase as Measure G is implemented. In fact, several projections indicate that the County population is expected to decline, with long-term figures suggesting a loss of more than 1 million people over the next 30-40 years.

Excluding the City of Los Angeles, the remaining 87 incorporated cities in the County are directly represented by only four of the 13 Metro Board seats today. This means that about half of the County's population is only directly represented by one third of the Metro Board. The LA County Board of Supervisors should have to choose which five of its nine members it wishes to have on the Metro Board, just like the 87 cities choose which four representatives they want to be represented by. Additionally, there should not be an additional dedicated seat for the County's future elected Chief Executive Officer.

In summary, the SBCCOG opposes the idea that changes to the County's governance structure requires an expansion of the Metro Board, particularly if it further diminishes the proportion of city representation. Should you have any questions, please feel free to contact SBCCOG Executive Director, Jacki Bacharach, at (310) 371-7222.

Sincerely,

Bernadette Suarez
Chair, SBCCOG Board of Directors
Councilmember, City of Lawndale

CC: Metro Board of Directors
Stephanie Wiggins, Metro CEO
Los Angeles County COG Executive Directors

May 11, 2026

Hon. Fernando Dutra, Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Metro Board Governance and Regional Representation

Dear Chair Dutra:
On behalf of the San Fernando Valley Council of Governments (SFVCOG) Board of Directors, I am writing to express our support for maintaining the integrity, equity, and proportional representation of the Metro Board of Directors as discussions continue regarding Board governance.

The SFVCOG represents a significant and diverse region of Los Angeles County, including portions of the City and County of Los Angeles, as well as the cities of Burbank, Glendale, San Fernando, and Santa Clarita. And while we only have six jurisdictions, we represent more than a fifth of the county population, as well as a substantial employment base, transportation network, and broad range of stakeholders whose mobility, economic development, and quality of life are directly affected by Metro's policies, investments, and long-term planning decisions.

The San Fernando Valley region is especially important to Metro's countywide system. As noted during Metro's presentation to the SFVCOG, the region has the highest bus ridership in Metro's service area and is home to several significant Metro capital projects including the Sepulveda Pass Corridor and East Valley Light Rail projects. These facts underscore the need for governance discussions to recognize the region's role as a major employment center and transportation corridor connecting communities across Los Angeles County and the broader Southern California region.

As Metro and regional stakeholders evaluate potential governance changes, the SFVCOG respectfully urges that any future proposal ensure proportional representation for the SFVCOG region. Board composition should continue to reflect the communities, riders, workers, businesses, local governments, and regional stakeholders whose daily mobility needs depend on Metro's decisions. Any changes to the Metro Board should be evaluated carefully to ensure they do not dilute regional representation or diminish the voice of the region's stakeholders.

Thank you for your leadership and consideration of the SFVCOG's perspective. We look forward to continuing to work collaboratively with Metro and regional partners to advance a transportation system that serves all communities fairly and effectively.

Sincerely,

John Bwarie
Executive Director
SFVCOG

May 22, 2026

Los Angeles Metro Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012
Sent by email to boardclerk@metro.net

RE: Metro Board Composition Committee

Dear Metro Board of Directors:

The ACT-LA coalition was founded in the early 2010s to stop the displacement of working-class communities of color as LA expanded its public transit system. Our coalition came together to demand that transit investments benefit—not displace—the people who rely on them.

Today, ACT-LA is a coalition advancing a vision for a just, affordable, and connected Los Angeles. We're pushing for planning processes that put people first and public investments rooted in equity. Our values—community power, racial justice, and transformative change—guide everything we do as we fight for a city where everyone can thrive.

The demographic of LA Metro's riders that are nine in 10 people of color, eight in 10 bus riders, and eight in 10 households earning less than $50,000 annually mirrors that of ACT-LA. We are a coalition of transit riders, primarily bus riders, whose voices are often secondary to that of the stakeholders of transit capital expansion.

People closest to the problems are closest to the solutions. People who feel the impact of a late bus on their regular commute have an invaluable perspective that should be part of Metro's Board of Directors regular decision-making process. Stories, like that of Juan, a Vermont Ave. bus Line 204 rider and member of the Koreatown Immigrant Workers Alliance (KIWA), who rides the bus at least 2-hours a day to get from his home in South LA to his grocery store workplace in Koreatown. Juan leaves at least a half-hour cushion on the front end of his daily 1-hour transit trip to make sure he doesn't arrive late to work, eating away at significant time on a daily basis

he could otherwise spend in other ways not riding transit. Buses should run so much more frequently and reliably for its riders, so that bus trips between short distances travel swiftly from bus stop to bus stop in dedicated bus lanes past vehicle traffic.

Riders' voices have contributed significantly to a number of now critical programs offered by Metro that directly serve its riders. Riders have helped Metro establish its GoPass program that offers student fare free transit, expand its transit fare discount (LIFE) program that offers low-cost fares and a limited number of fareless transit rides to qualifying participants, establish a Metro Transit Ambassador program that offers rider support and creates new union jobs, and establish a station activation program that enriches the station experience for all riders.

As Metro considers whether and how to reshape its Board of Directors after LA voters passed Measure G in 2024, ACT-LA encourages LA Metro to elevate transit riders' voices, and especially that of bus riders, in Metro Board's regular decision-making process. Transit riders would prioritize and uplift different issues than someone who has been elected. Transit riders deserve a direct say on who serves on the Metro Board of Directors to ensure direct accountability to transit riders and to effectively represent LA transit riders and experiences. Strong transit rider accountability on Metro Board could be achieved by revising Metro's enabling legislation to give a panel of transit riders the authority to help decide who serves in a cohort of transit expert seats on Metro Board of Directors or to give the Metro Chief Executive Officer the authority to select a transit rider and/or cohort of experts to serve, with ample resources, as Directors themselves on LA Metro's Board of Directors. The cohort of transit experts should include transit riders themselves, represent a set of perspectives directly from various users of the transit system, and be amply resourced with staff and funds by Metro to participate equitably in LA Metro's Board of Directors decision-making process. Fortunately, there is local precedent for this type of governance at the LACAHSA Board of Directors. Our coalition would welcome the opportunity to meet further with you to explore proposing a comparable governance framework for the next phase of the LA Metro Board of Directors.

ACT-LA encourages Metro to continue board composition conversation with our coalition and community-based organizations throughout LA County. Thank you for your consideration.

Sincerely,

Alfonso Directo Jr., ACT-LA
Kalayaan Mendoza, People for Mobility Justice
Tasnim Chowdhury, Los Angeles Black Worker Center
Carla de Paz, Community Power Collective
Mariana Paredes Luna, Strategic Actions for a Just Economy
Eli Lipmen, Move LA
Oscar Monge, T.R.U.S.T. South LA

---------- Original Message ----------
From: Christina Loc [christinaploc@gmail.com]
Sent: 4/14/2026, 11:25 AM
To: governance@metro.net
Subject: Recommendations on Governance

To the Metro Board Governance Committee,

Thank you for inviting public input on the future structure of Metro's Board. This is a rare opportunity to strengthen the foundation of our regional transit system for decades to come. I am writing to urge the committee to adopt a governance model that elevates technical expertise, long?term planning, and representation of the people who rely on transit every day.

1. Metro's governance structure is unusually political compared to peer agencies

Independent transit analysts - including commentators like Nick Andert - have repeatedly pointed out that Metro's board is dominated by elected officials whose incentives do not always align with building the highest?ridership or most cost?effective system. This is not a criticism of any individual member; it is a structural reality.

When political considerations outweigh technical analysis, Metro risks making decisions that undermine long?term mobility goals. The debates around the K Line extensions, including the Hawthorne Boulevard alignment and tunnelling under Lafayette Square, are frequently cited as examples where political dynamics overshadowed staff recommendations and ridership?based planning.

A reformed board should rebalance this dynamic by giving more weight to professional expertise and long?term system building.

2. Metro needs more board members with technical backgrounds and deep transit literacy

Commentators like Andert consistently argue that Metro's planners, engineers, and operations staff have the clearest understanding of what it takes to build a coherent, high?performing network. A governance model that includes:

- transportation professionals,
- long?range planners,
- engineers, and
- regular transit riders

would help ensure that decisions are grounded in data, ridership patterns, and systemwide needs rather than short?term political pressures.

This is consistent with how many major transit agencies around the world structure their boards.

3. Representation should reflect where transit riders actually live

A recurring concern raised by riders and analysts is that Metro's current governance structure gives disproportionate influence to jurisdictions with lower ridership and lower transit dependency. Meanwhile, the urban core - where most riders live and where transit investment has the greatest impact - is under?represented.

This imbalance can lead to:

- lower?ridership projects being prioritized over high?ridership corridors,
- slower progress on core capacity improvements, and
- decisions that do not reflect the lived experience of daily riders.

A reformed board should ensure that representation aligns with ridership, density, and transit need.

4. Metro needs a governance structure capable of sustaining a long?range vision

Analysts like Andert emphasize that Los Angeles lacks a unified, long?term transit vision because the board's composition encourages district?by?district priorities rather than systemwide planning. This fragmentation makes it harder to:

- build a coherent network,
- prioritize high?impact corridors,
- coordinate land?use and transit investments, and
- maintain continuity across election cycles.

A board with more staff, experts, and rider representation would be better positioned to champion a consistent, long?range vision for the region.

5. If the board expands, the new seats should not simply add more political representation

With the possibility of expansion under Measure G and related governance reforms, Metro has a chance to correct long?standing structural issues. If new seats are added, they should be used to:

- add technical experts,
- add full?time transit riders,
- strengthen representation for high?ridership areas, and
- reduce the dominance of short?term political incentives.

This would help Metro build a system that reflects the needs of the people who depend on it most.

Closing

Metro is at a pivotal moment. The region needs a governance structure that supports data?driven planning, long?term investment, and a coherent vision for a transit?oriented Los Angeles. I urge the committee to adopt reforms that elevate staff expertise, rider representation, and ridership?based decision?making.

Thank you for your consideration and for your commitment to improving mobility for all Angelenos.

Sincerely,

Concerned Resident

---------- Original Message ----------
From: Ania Sara [saraania8@gmail.com]
Sent: 4/20/2026, 2:18 PM
To: communityrelations@metro.net
Subject: Re: Share Your Voice: Metro Community Listening Sessions

Can't attend, yet I would like to be a part of a team or directive council for a better more effective, and efficient operating force.

Being an individual who has taken public service arenas for years and has valuable experience to contribute towards what works and what doesn't

Dr. Ania Sara

On Thu, Apr 9, 2026, 1:15 PM Metro Community Relations <communityrelations@metro.net> wrote:

Metro Ad Hoc Board Composition Committee Community Listening Sessions

Join Metro at an Upcoming Listening Session in-person or online:

- Gateway Cities Service Council – April 9 at 5 p.m.
- Public Safety Advisory Committee – April 9 at 6 p.m.
- San Gabriel Valley Service Council – April 13 at 5:00 p.m.
- Metro Community Advisory Council – April 22 at 6:00 p.m.
- Virtual Community Listening Session – May 6 at 6:00 p.m.

Metro wants to hear from people across Los Angeles County about how transportation decisions should be made in the future. Big changes are coming to County government, and your voice can help guide what happens next.

Why Metro is asking for your input
In 2024, voters approved Measure G. This measure will change how Los Angeles County government works. It will create an elected County Executive in 2028 and increase the number of County Supervisors from five to nine in 2032.

Why this matters to you
The Metro Board makes important decisions about transportation across Los Angeles County. This includes bus and rail service, safety programs, major construction projects, and long-term planning. The Board also helps decide how billions of dollars are invested to improve how people travel every day. Because Metro's work affects so many parts of daily life, it is important that the Metro Board reflects the people it serves.

To learn more visit: gometro.la/governance.

Acompañe a Metro en las próximas Sesiones de Escucha en persona o por Zoom:

- Gateway Cities – 9 de abril a las 5:00 p.m.
- Public Safety Advisory Committee (PSAC) – 9 de abril a las 6:00 p.m.
- Valle de San Gabriel – 13 de abril a las 5:00 p.m.
- Metro Community Advisory Council – 22 de abril a las 6:00 p.m.
- Sesión virtual de escucha – 6 de mayo a las 6:00 p.m.

Metro quiere escuchar de usted y de todos en el Condado de Los Ángeles sobre cómo deben tomarse las decisiones de transporte en el futuro. Se avecinan grandes cambios en el gobierno del Condado, y su voz puede ayudar a orientar lo que suceda después.

Por qué Metro está solicitando su opinión

En 2024, los votantes aprobaron la Medida G. Esta medida cambiará la forma en que funciona el gobierno del Condado de Los Ángeles. Creará un Director Ejecutivo del Condado elegido por votación en 2028 y aumentará el número de Supervisores del Condado de cinco a nueve en 2032.

Por qué esto es importante para usted

La Junta Directiva de Metro toma decisiones importantes sobre el transporte en todo el Condado de Los Ángeles. Esto incluye el servicio de autobuses y trenes, los programas de seguridad, los grandes proyectos de construcción y la planificación a largo plazo. La Junta también ayuda a decidir cómo se invierten miles de millones de dólares para mejorar la manera en que las personas se trasladan todos los días.

Debido a que el trabajo de Metro afecta muchos aspectos de la vida diaria, es importante que la Junta Directiva de Metro refleje a las personas a las que sirve.

Para más detalles sobre las juntas visite gometro.la/governance.

---------- Original Message ----------
From: Stewart Chesler [chesler2@icloud.com]
Sent: 5/8/2026, 11:05 AM
To: governance@metro.net
Subject: LA Metro Board Reform Proposal

Dear Ad-Hoc Board Composition Committee,

Enclosed is my proposal for reforming the Metro Board. Please let me know if you have any questions or want any further elaboration.

Sincerely,

Stewart Chesler
Sherman Oaks, CA
Cell (818) 590-0904

CONFIDENTIALITY NOTICE: This email message (including any attachments) from the Los Angeles County Metropolitan Transportation Authority is for official use by its intended recipients only. It contains information that may be confidential, privileged, attorney work product, or otherwise exempt from disclosure under applicable law. If you have received this email in error, be advised that any review, reproduction, distribution, or other use is strictly prohibited. Please notify the sender immediately by replying to the email if you have received this message in error and delete this message and any attachments.

LA Metro Board Reform Proposal
By Stewart Chesler - Sherman Oaks, May 2026
Email: chesler2@icloud.com

Recommendation

Split the existing LA Metro into two bodies:

1) Use the existing Board for setting priorities, making higher level decisions, selecting projects, making funding decisions
2) Create a corporate style board of professionals for managing the day-to-day affairs, project delivery and service execution like what Vancouver's Translink, and Portland Tri-Met Transit Agencies do.

Doing this will allow the existing Board to focus more on doing what they do best – policy and higher - level decision making while leaving more of the mundane, technical, and ministrative tasks for corporate style board consisting of professionals whose membership would be approved by the existing Board. This would result in faster and more efficient project delivery and execution of services/programs.

Discussion

Currently, the existing Board is involved in everything that Metro does at various levels. This is very burdensome and often takes away time and attention from focusing more on higher level policy and decision making. This often leads to slower, less efficient and more expensive project delivery and service/program execution. To rectify this situation, the proposal calls for the bifurcating the existing Board into two Boards – a *Policy Board* for higher level decision making and a *Managerial Board* for dealing with day-to-day activities, project delivery and service/program execution.

<u>Policy Board</u>

The Existing Board will be the Policy Board. They will continue:

- Setting regional priorities and agency goals
- Making funding decisions
- Approving the annual budget
- Approving fare changes
- Approving projects and programs
- Reviewing major deviations from approved plans
- Approving the Managerial Board membership

This would allow them to focus more on these items and reduce time spent in Board and Board Committee meetings.

Managerial Board

The Managerial Board would be corporate style board comprising professional technical people. They would focus on:

- Overseeing the CEO Office and the routine functions of Metro
- Managing Project Delivery
- Overseeing service and program execution
- Reports publicly on performance metrics
- Hiring the CEO and top senior officials (Optional)

Unlike Policy Board, Managerial Board members would be selected for their knowledge, skills and experience from outside of Metro. Typical member profiles include:

- Infrastructure project executives
- Transit operation leaders
- Urban planning professionals
- Construction experts
- Governance/administrative/legal experts

Managerial Board membership should be around eleven members. Eleven allows for enough diverse amounts of expertise and experience while still being manageable. It is best for members to sever 4 – 6-year staggered terms to ensure continuity particularly with annual rotations the Policy Board chairs and periodic Policy Board membership changes. Term limits can be set as needed and members should not be current Metro employees, Metro contractors, or lobbyists. Removal would only be for cause such as ethic violations and misconduct.

An alternative to using a Managerial Board is using the Commission Model which is very common in other public agencies. But they tend to mirror other political bodies since appointees are often other elected officials, community stakeholders, individual advocates, and political staffers. Using this model is redundant to the Policy Board which already serves this purpose and runs counter to using a Managerial Board consisting of neutral professionals with specialized expertise and extensive experience.

A two-step process should be set up for selecting members for the Managerial Board. This includes

- Step 1: Create an Independent Screening Panel
- Step 2: Political Appointment from a shortlist

Step 1 – Independent Screening Planel

Create a nominating committee like what TransLink does. The screening panel should consist of

- Government experts
- Possible representatives from
    - California State Transportation Agency
    - Southern California Association of Governments (SCAG)

- Former executives/independent experts

They would:

- Recruit candidates
- Vet qualifications
- Produce a short list (i.e. 2-3 candidates per seat)

Step 2 – Political Appointment (from the shortlist)

Appointments to the Managerial Board can be made by the Policy Board Executive Committee, the entire Metro Policy Board or both. Doing this preserves accountability, democratic legitimacy, and regional representation without turning this into a political body.

The Managerial Board will meet monthly and establish committees as necessary. Each meeting will be conducted in the Metro Board Room and be open to the public including public comment. The Managerial Board will issue performance metrics and annual progress reports regarding agency initiatives, projects and service deliveries.

There will be strict conflict of interest rules between the Policy and the Managerial Board. The Policy Board provides political oversight. For major transit corridor projects for example, the Policy Board can step in when major cost overruns exceed 10%, alignment changes more than one mile or additional stations are added or removed. The Managerial Board cannot be overridden on pure technical decisions but can be overridden by a super majority of the Policy Board regarding major changes in scope to a capital project for example.

Creation of the Managerial Board and redefining the existing Metro Board as a Policy Board could be done by passing a Metro Ordinance by the existing Metro Board.

In summary, the Managerial Board focus is on performance, budgets and delivery. They make decisions collectively as fiduciaries with the mindset of "What is best for the system?" Board members are professionals selected for their expertise recruited and vetted by other professionals and then selected by the Policy Board from the short list. This model is like what Vancouver's Translink and Portland's TriMet agencies do.

Project Review Committee (Optional)

An optional strategy to consider for Metro Governance reform is the establishment of a Project Review Committee (PRC). This committee would:

- Review budgets, schedules, risk and compliance of major capital projects and programs
- Verify scope aligns with voter-approved corridors and board directives
- Evaluate technical feasibility and compliance with environmental and safety regulations
- Provide objective recommendations to the Managerial Board
- Publish independent reports for public accountability
- Can recommend changes to major projects before approval

- Report directly to the Managerial Board and receive their reports
- Be staffed with independent experts

Membership and Selection could be:

- Composition: 5 – 9 members
- Expertise required:
    - Civil/transit engineering
    - Mega project management
    - Finance & risk analysis
    - Environmental and regulatory compliance
- Selection Process
    - Nominations by professional associations (i.e. American Society of Civil Engineers, APTA, APA, etc.)
    - Screening by independent governance panel or ethics committee
    - Confirmed by the Managerial Board
    - Members cannot be employed by Metro, its contractors, or lobbying groups
    - Removal can only be for cause such as ethics violations

Terms and Tenure could be:

- Fixed staggered terms (2 – 4 years) for continuity
- Eligible for reappointment once
- Terms are structured so that the PRC is never fully replaced at once.

The PRC would meet monthly with the option of setting up subcommittees for specific projects. If is done, then they can meet as needed. Of course, emergency sessions can be convened if costs/scope risks exceed thresholds

A key benefit to having such a committee is that Metro Staff cannot hide or manipulate information because:

- Can independently review technical details
- Can request to review raw data and inputs
- Make recommendations and changes before approval
- Public reporting creates external accountability

Alternatively, the PRC can simply be a committee of the Managerial Board.

Alternative

An alternative to creating the Managerial Board would be to just create an independent Project Review/Delivery Committee as described above. This could be a good first step toward creating the full-blown Managerial Board.

Appendix A – Managerial Board Composition Example

Here is what a Managerial Board membership composition could look like:

Seat	Expertise/Role	Potential Real-World Profile
1	Major Capital Projects	Former CEO of a U.S. urban rail authority (e.g., NYC MTA or BART alum)
2	Transit Operations	Current or former regional bus/rail operations director (e.g., King County Metro, TriMet)
3	Public Finance/Bonds	Executive from a municipal finance authority or investment bank specializing in public infrastructure
4	Construction/Procurement	Experienced head of a large infrastructure construction company or procurement office
5	Urban Planning/Land Use	Senior urban planner from a city planning department or leading university transit research lab
6	Labor/Workforce	Former labor relations executive from a major transit agency or transportation union liaison
7	Equity/Community Impact	Policy leader from an urban equity nonprofit or government equity office
8	Technology/Systems	CTO-level experience in fare systems, signaling, or intelligent transportation systems
9	At-Large Executive	Experienced CEO or COO in transportation infrastructure or logistics
10	At-Large Executive	Executive with cross-sector project management expertise (mega-projects, public-private partnerships)
11	At-Large Executive	Risk management / legal expertise in public-sector infrastructure projects

Key features of this example:

1. All appointees are skilled based
    a. No elected officials
    b. Everyone has a track record in transit, infrastructure, or public finance

2. Diversity/regional relevance is built in indirectly
    a. Equity / community impact seat ensures underserved communities have a voice
    b. At-large and urban planning seats bring broad regional perspective
3. Nomination and Appointment
    a. Independent panel screens candidates to form a short list. Then either the Metro Policy Board Executive Committee, the entire Board or both make the appointments from the short list
4. Execution Authority
    a. Managerial Board hires CEO, oversees projects and service delivery, manages procurements, etc.
    b. Policy Board retains funding, strategic priorities, equity goals, and overall project, annual budget, and fare change approvals.
    c. Supermajority of the Policy Board required to override Managerial Board decisions

This organizational structure will work because:

- Professional credibility: Board members could be recognized as national leaders in transit infrastructure
- Insulation from politics: Fixed terms + cause-only removal prevents constant political turnover
- System-oriented mindset: Seats are expertise-focused, not district-focused Flexibility:
- At-large seats allow inclusion of emerging needs (e.g., tech, risk, community engagement)

Appendix D: Public Comment Received

Appendix D.3: Transit Intercept Key Themes

Key Themes from Transit Intercepts and Community Tabling Events

Across transit rider intercepts and community tabling events, Metro engaged a broad range of riders at major transit hubs, including North Hollywood Station, El Monte Transit Station, Central LA rail stations, Willowbrook/Rosa Parks Station, and Lancaster Metrolink Station. Participants included daily commuters, students, older adults, transit-dependent riders, bus and rail riders, and regional riders connecting between Metro, Metrolink, and other transportation providers.

1. Many riders were unfamiliar with Metro's Board and governance structure

A recurring theme, especially at Willowbrook/Rosa Parks Station and Lancaster Metrolink Station, was limited awareness of who governs Metro or how the Metro Board is structured. Some riders at Lancaster initially thought the outreach was being conducted by Metrolink, which suggests the need for simple, clear messaging about Metro's role, service area, and connection to regional transportation partners.

2. Riders want Board members to understand the rider experience

At several locations, riders expressed that Metro Board members should regularly ride transit so they can understand the experience of bus and rail riders firsthand. This theme was especially noted at El Monte, where riders said Board members should experience both bus and rail service. Riders also valued accountability, public trust, and technical expertise as important qualities for Metro governance.

3. Regional representation and transit hub needs were important

Riders at El Monte expressed interest in stronger Metro Board representation for cities with major transit hubs and significant transit needs, especially communities served by Metro, Metrolink, and other partner agencies. Lancaster riders similarly raised the importance of coordination with regional transportation agencies and showed interest in having representation that could help communicate rider needs across systems.

4. Transit-dependent riders brought practical, everyday perspectives

Intercepts reached riders who use the system daily for work, school, and essential trips. At Willowbrook, staff heard from regular riders who have consistent travel routines and relationships with operators. These conversations reinforced the importance of including frequent rider perspectives in governance discussions, especially from people who depend on Metro and connecting services as part of their daily lives.