



**Metro**

*One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room*

**Agenda - Final**

**Monday, April 27, 2026**

**1:00 PM**

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## **Ad Hoc Board Composition Committee**

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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**REMOVAL FROM THE BOARD ROOM** - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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### **Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 27 de Abril de 2026. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Los Angeles, CA 90012

## CALL TO ORDER

## ROLL CALL

5. **SUBJECT: ROLE OF METRO'S ADVISORY BODIES IN DECISION-MAKING** [2026-0303](#)

### RECOMMENDATION

RECEIVE AND FILE report on the role of Metro's Advisory Bodies.

Attachments: [Attachment A - Metro Advisory Body Roster](#)

6. **SUBJECT: GUIDING VALUES FOR AD HOC BOARD COMPOSITION COMMITTEE DELIBERATIONS** [2026-0304](#)

### RECOMMENDATION

ADOPT the guiding values to support and inform the Ad Hoc Board Committee's deliberations regarding governance considerations (Attachment A).

Attachments: [Attachment A - Ad Hoc Board Composition Committee Guiding Values Presentation](#)

7. **SUBJECT: COMMUNITY ENGAGEMENT** [2026-0199](#)

### RECOMMENDATION

RECEIVE AND FILE the monthly report on Ad Hoc Board Composition Community Engagement.

- SUBJECT: GENERAL PUBLIC COMMENT** [2026-0312](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

## COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

## Adjournment



**Board Report**

**File #:** 2026-0303, **File Type:** Informational Report

**Agenda Number:** 5.

**AD HOC BOARD COMPOSITION COMMITTEE  
APRIL 27, 2026**

**SUBJECT: ROLE OF METRO’S ADVISORY BODIES IN DECISION-MAKING**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE report on the role of Metro’s Advisory Bodies.

**ISSUE**

As the Ad Hoc Governance Committee evaluates potential changes to Metro’s governance structure, it is important to recognize that advisory bodies already serve as established mechanisms to gather diverse community perspectives and inform Board decision-making.

These bodies provide structured forums to elevate the voices of transit riders alongside a broader range of perspectives, including people with disabilities, youth, business stakeholders, technical experts, as well as to discuss issues specific to geographically diverse subregions and initiatives.

As part of the Ad Hoc Board Composition Committee’s efforts, advisory bodies are hosting community listening sessions to gather feedback on Board composition and governance. This approach offers a scalable, inclusive method for informing the Committee’s work.

**BACKGROUND**

Advisory bodies expand the agency’s ability to incorporate lived experience together with technical, operational, and economic expertise. Through regular engagement, formal recommendations, and community listening sessions, the feedback provided by these Bodies is shared with the Board.

Advisory bodies fall into several categories, including statutorily required advisory committees, ordinance required independent taxpayer oversight committees, service-based bodies, as well as project-specific or subject-matter- focused bodies. Each plays a distinct role, ranging from technical review to direct community engagement and fiscal oversight as policy input for the Board. Notably, the Metro enabling statute, AB152 (Katz) requires both the Citizens’ Advisory Council (CAC) and the Transit Business Advisory Council (TBAC), underscoring the importance of incorporating rider and local small business perspectives into Board decision-making. Each body plays a distinct role, ranging from technical review and policy input to direct community engagement and fiscal oversight.

Collectively, these bodies provide structured and ongoing opportunities for public participation. For example, advisory committees elevate rider and stakeholder perspectives, service councils influence bus service planning through public hearings and provide recommendations to Metro leadership. Independent taxpayer oversight committees ensure transparency and accountability in the expenditure of voter-approved funds.

Through regular meetings, formal recommendations, and public engagement, advisory bodies create a multi-layered framework for feedback to the Board that strengthens the Board's ability to make informed, transparent, and community-responsive decisions.

Attachment A includes a listing of all Metro Advisory Bodies.

## **DISCUSSION**

Metro undertook a review of its governance and stakeholder engagement practices to better understand how advisory input supports Board deliberations and agency decision-making. As part of this effort, staff examined both internal structures and external practices at comparable agencies to identify common approaches, key differences, and opportunities for alignment with best practices.

A review of stakeholder engagement structures across peer transit agencies, including the New York Metropolitan Transportation Authority (MTA), San Francisco Bay Area Rapid Transit District (BART), Washington Metropolitan Area Transit Authority (WMATA), Chicago Transit Authority (CTA), New Jersey Transit Corporation (NJ Transit), Massachusetts Bay Transportation Authority (MBTA), and Southeastern Pennsylvania Transportation Authority (SEPTA).

This review found that while governance structures vary, peer agencies consistently rely on advisory bodies and stakeholder engagement processes to inform decision-making.

Across agencies:

- Rider and stakeholder advisory committees are a standard practice, serving as a primary mechanism for gathering input.
- Most advisory bodies are consultative in nature, with decision-making authority remaining with agency Boards or executive leadership.
- Community engagement is universally conducted, though the level of formalization varies—from project-based outreach to standing, policy-linked advisory councils.
- Technical and policy advisory committees are consistently used to inform planning, operations, and capital investments.
- Project-specific engagement (e.g., corridor-level committees, working groups) is a common and expected practice across all agencies.
- Oversight structures differ significantly, reflecting varying approaches to transparency and accountability.
- Formal structures for youth and targeted stakeholder groups are limited across peers, representing an area of emerging practice.

Overall, some key takeaways from this comparison include:

- Advisory bodies are a standard governance tool across all agencies.
- While engagement is universal, Metro has a more formalized and structured approach than many peer agencies as detailed in Attachment A.
- Metro's model is broader, incorporating policy, technical, community, business, and oversight perspectives.
- Metro stands out in a few ways, particularly with our Service Councils, which have direct decision-making authority on bus service, something not commonly seen at peer agencies.
- The CAC and PSAC present quarterly to the Metro Board.
- In areas like youth engagement, Metro is ahead of many peer agencies in having its own advisory body solely focused on strengthening feedback from young audiences.

Consistent with these findings, Metro maintains a diverse network of advisory bodies that support Board deliberations and agency decision-making. As detailed in Attachment A, these bodies provide input across policy, planning, operational, and oversight functions. As outlined above, Metro's advisory bodies vary in purpose, structure, and authority. Certain bodies are established pursuant to statute or voter-approved measures and include specific requirements related to membership, terms, and responsibilities, particularly those responsible for independent financial oversight of transportation sales tax revenues. Other advisory bodies rely on appointments by Metro Board members or other designated appointing authorities to ensure geographic and stakeholder representation, while some utilize application and interview processes to identify members with relevant lived experience or professional expertise. In many cases, members are required to meet specific qualifications or represent particular constituencies.

Interest in serving on Metro advisory boards is strong, when the recruitment is led by Metro. Most recently, Metro received almost 600 applications for appointment to PSAC. Metro Youth Council received over 200 applications across the nine sub-regions for 27 seats. Sixty-one applicants applied for the second version of East San Fernando Valley Community Leadership Council (CLC), for 14 spots.

While this structure supports broad and inclusive engagement, it can also present challenges. Advisory bodies with specific eligibility requirements or those that rely on external appointing authorities may experience delays in filling vacancies or limitations in the available pool of candidates.

Despite these challenges, advisory bodies remain a critical component of Metro's governance framework. They provide valuable input on issues such as accessibility, public safety, sustainability, business participation, and regional service delivery, and they support transparency and accountability in agency decision-making. Metro's approach reflects the scale and complexity of its service area and builds on practices identified through the peer review.

Staff continues to seek ways to strengthen the role of advisory bodies in informing Board decision-making by enhancing coordination, visibility, and integration of advisory input into Board processes. Key efforts include increasing transparency of advisory body activities, expanding inclusive

participation opportunities, and strengthening feedback loops to demonstrate how input informs decisions. These efforts will reinforce advisory bodies as a critical bridge between the public and the Board and support more informed, transparent, and community-responsive governance.

### **EQUITY PLATFORM**

Advisory bodies advance Metro's commitment to equity by ensuring that voices historically underrepresented in transportation decision-making are meaningfully incorporated into agency policies and programs.

These bodies elevate perspectives from people with disabilities, youth, transit-dependent riders, small and minority-owned businesses, and reflect the geographic diversity of communities across Los Angeles County. By incorporating lived experience and community-based insight, advisory bodies help ensure that Metro's decisions are informed by the perspectives of those most impacted by the transportation system.

Project-specific advisory groups further advance equity by engaging communities directly affected by major capital projects, supporting more inclusive planning processes and equitable outcomes.

Through these structures, Metro strengthens transparency, broadens participation, and advances more equitable and community-informed decision-making.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage transit use, it supports Metro's overall operations by strengthening advisory structures that provide community input on key agency priorities, projects, and programs, which can contribute to an enhanced customer experience. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency and is consistent with the goals of reducing VMT.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Advisory Bodies provide input to Metro that align with the following strategic plan goals:

- Goal 1 - Provide high-quality mobility options that enable people to spend less time traveling.

- Goal 2 - Deliver outstanding trip experiences for all users of the transportation system.
- Goal 3 - Enhance community and lives through mobility and access to opportunity.
- Goal 4 - Transform LA County through regional collaboration and national leadership.
- Goal 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization.

### **NEXT STEPS**

Metro will continue to coordinate and engage with its advisory bodies to solicit feedback on Metro governance and to ensure their perspectives are incorporated into ongoing discussions related to Board structure, representation, and decision-making processes.

### **ATTACHMENT**

Attachment A - Metro Advisory Body Roster

Prepared by: Marisa Perez, Deputy Chief, Community Relations, (213) 922-3808  
Lilian De-Loza Gutierrez, Executive Officer, Community Relations, (213) 922-7479

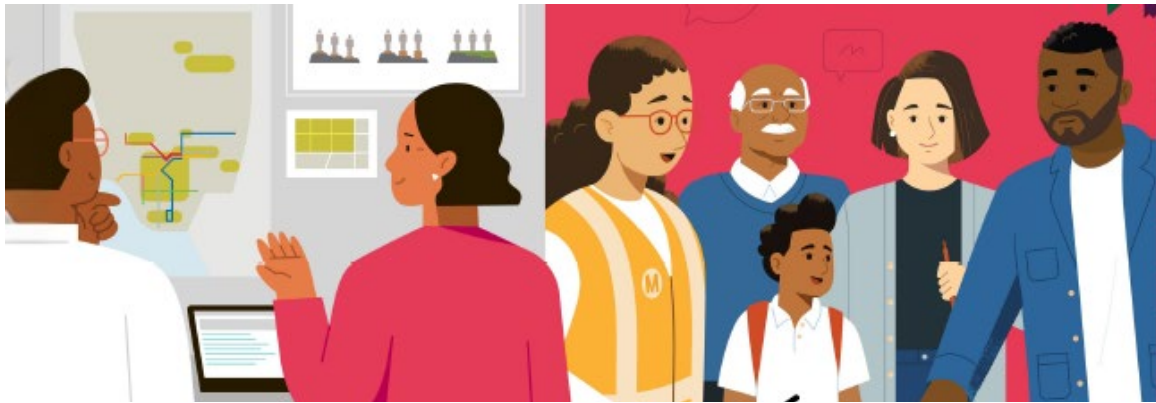
Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie Wiggins  
Chief Executive Officer



# ADVISORY BODY ROSTER



Advisory Body	How Body was Created	Description	Meeting Frequency	Appointment Type
Accessibility Advisory Committee (AAC)	Agency created.	Metro’s Accessibility Advisory Committee (AAC) is comprised of Metro riders with disabilities and those who advocate for them in and around Los Angeles County. The committee provides feedback to Metro regarding accessibility issues and serves as a sounding board for new and innovative Metro programs.	Monthly	Application process. Candidates approved by a 3-member Steering Committee.
Community Advisory Council (CAC)	Created by state legislation - Pursuant to Assembly Bill 152.	Per CAC’s bylaws: Subject to the supervision of Metro, the Community Advisory Council's role is to consult, obtain, and collect public input on matters of interest and concern to the community and will communicate the CAC’s recommendations with respect to such issues to Metro. Issues may be assigned to the CAC by Metro for its review, comment, and recommendation. Subject to the direction and concurrence of Metro, the CAC may also engage in such related activities as are appropriate to the discharge of its responsibilities and bring matters of public concern to the attention of Metro. In meeting its responsibilities, the CAC may conduct meetings and appoint committees and subcommittees. Pursuant to Assembly Bill 152 (signed into law on May 19, 1992), Metro was mandated to create a “Citizen Advisory Council” that represents a diverse range of interests in all geographical areas of the County.	Monthly	Per CAC bylaws: Appointed by the Metro Board of Directors. Each current principal voting board member of the Metro Board shall nominate four (4) public members to the CAC to serve at the pleasure of the appointing Board member. There is no limit to the duration that a CAC member may serve. Members of the CAC shall be selected to reflect a broad spectrum of interests and all geographic areas of the County. A maximum of one (1) representative

Advisory Body	How Body was Created	Description	Meeting Frequency	Appointment Type
				per Service Council may be appointed as a CAC member.
East San Fernando Valley Community Leadership Council (CLC)	Agency created.	Project-specific committee that promotes community-based dialogue and opportunities arising from the East San Fernando Valley Light Rail Project. CLC members serve a two-year term as community representatives.	Quarterly	Application and interview process. Candidates selected by Metro Community Relations staff.
Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) Community Working Group (CWG)	Agency created.	The LB-ELA CWG works with Metro to incorporate community priorities and desired outcomes through Metro’s multimodal investments that help improve regional mobility and air quality for communities along I-710 South. The Corridor Mobility Investment Plan, adopted by the Metro Board in April 2024, considers economic vitality, social equity, environmental sustainability, and access to opportunity across transportation and mobility projects and programs. The CWG was created to support Metro through its implementation of the CMIP, and is expected to commence once the implementation phase starts.	TBD	Application process. Candidates evaluated and selected based on the criteria approved by the corridor communities to ensure equal and equitable representation.
Measure M Independent Taxpayer Oversight Committee	Created by Measure M Ordinance, Section 8	The Measure M Independent Taxpayers Oversight Committee is responsible for independent oversight of the expenditures of Measure M; the transportation sales tax passed by Los Angeles County voters in November 2016. The committee is comprised of 7 members from diverse professional backgrounds, serving 5-year terms.	Quarterly	Application process and approved by the Metro Board of Directors.
Measure R Independent Taxpayers Oversight Committee	Created by Measure R Ordinance, Section 8.	The Measure R Oversight Committee is responsible for monitoring and ensuring that all tax measure revenue is used solely for transportation purposes in accordance with the ordinance. The committee is comprised of 3 retired Federal or State judges, serving 2-year terms.	Twice each year	Three (3) retired Federal or State judges appointed by the Los Angeles County Board of Supervisors, the Mayor of the City of Los Angeles, or the Los Angeles County City Selection Committee.
Policy Advisory Council (PAC)	Agency created.		Ad Hoc	

Advisory Body	How Body was Created	Description	Meeting Frequency	Appointment Type
		<p>The Metro Policy Advisory Council (PAC) was established in early 2017 to review, comment, and provide input on the draft Measure M Master Guidelines (Guidelines), the Long-Range Transportation Plan (LRTP), and other work plans and policy areas that the Metro Board may request. Starting in 2023, the PAC members have decided to meet on an ad-hoc basis and at a touchpoint annual meeting during Metro's budget process. PAC last met in April 2024.</p>		<p>Nominated by the Metro Board of Directors. Nominees are drawn from transportation consumers, transportation providers, and jurisdictions.</p>
<p>Proposition A and C Independent Citizens' Advisory and Oversight Committee</p>	<p>Appointed under the Metropolitan Transportation Authority Reform and Accountability Act of 1998, approved by voters in November 1998.</p>	<p>The purpose of the Act was to provide accountability in the expenditure of Proposition A and Proposition C sales tax revenues through annual independent audits of transportation sales tax expenditures, the creation of an Independent Citizen's Advisory and Oversight Committee, and public hearings on the independent audit reports. The Act requires an annual independent audit of Propositions A and C Sales Taxes Revenues and Expenditures.</p>	<p>Twice each year</p>	<p>Five (5) members: each one member shall be appointed by the Chair of the LA County Board of Supervisors, the Chair of the governing board of Metro, the Mayor of the City of LA, the Mayor of the City of Long Beach and the Mayor of the City of Pasadena.</p>
<p>Public Safety Advisory Committee</p>	<p>Agency created.</p>	<p>The transit Public Safety Advisory Committee (PSAC) was established to support Metro in achieving its mission to safeguard the transit community by taking a holistic, equitable, and welcoming approach to public safety, in recognizing that everyone is entitled to a safe, dignified, and human experience. PSAC comprises a diverse group of individuals who regularly ride the system and have professional or personal experience that meaningfully contribute to the committee. Members have expertise in racial justice, equitable transit, social services, homelessness, mental health, accessibility, public safety, and law enforcement. Metro is committed to ensuring that the perspectives of older adults, youth, women, and girls are represented on the committee.</p>	<p>Monthly</p>	<p>Application and interview process. Selection panel includes Metro Chief Executive Officer, Chief of Police and Chief of Customer Experience.</p>
<p>Service Councils: Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay and Westside/Central</p>	<p>Agency created.</p>	<p>Metro Service Councils (MSC) were created in 2002 as community-based bodies to improve bus service and promote service coordination with municipal and local transit providers. The MSC bylaws specify that representatives must live in, work in, or</p>	<p>Monthly</p>	<p>Individuals are nominated by the designated nominating authorities of the regions. All nominees</p>

Advisory Body	How Body was Created	Description	Meeting Frequency	Appointment Type
		<p>represent the region, and shall ride transit on at least a monthly basis.</p> <p>The MSC are responsible for convening public hearings to receive community input on proposed major service modifications and rendering decisions on those changes considering staff's recommendations and public comments. They also are the designated bodies to convene public hearings for the Title VI Analysis of any new fixed guideway projects. Metro's service area is organized into five geographic regions; each has a nine-member Service Council appointed by the Metro Board that meets monthly. Service Councils advise on projects, programs, and transit services in their regions: Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay, and Westside/Central.</p>		are then appointed by the Metro Board of Directors.
Technical Advisory Committee	Created by state legislation - Pursuant to Assembly Bill 152.	The enabling legislation that created Metro requires the Technical Advisory Committee (TAC) to provide technical assistance to LACMTA staff by reviewing and evaluating the various transportation proposals and alternatives within Los Angeles County. Transportation issues transmitted to the Committee will include the funding, operation, construction and maintenance of streets and freeways, bus and rail transit, demand and system management, air quality improvements, sustainability and active transportation. The Committee shall review, comment upon, and make recommendations on such matters as are referred to by LACMTA staff. Cooperatively with the modal Subcommittees defined in Section E, LACMTA staff will forward issues, projects or programs to the Committee for review and action.	Monthly	Filled by a qualified member of the respective seat/organization, which may include appointments from public agencies, Metro, or professional organizations.
Sustainability Council	Agency created.	<p>Metro's Sustainability Council's mission is to improve sustainability efforts by developing targets, metrics and strategies to assist the agency in achieving stated sustainability program goals including 1) Climate Change &amp; Resiliency, 2) Energy, 3) Solid Waste &amp; Recycling, and 4) Water.</p> <p>Made up of representatives from various sectors that address environment, sustainability, resiliency, climate change and environmental justice issues.</p>	Every other month	Consists of up to 30 members that have been nominated and endorsed by the groups they represent. Includes City and County of LA and local government representatives, foreign governments, private firms, CBOs and NGOs,

Advisory Body	How Body was Created	Description	Meeting Frequency	Appointment Type
				with open future seats for youth, persons with disabilities, and other groups for whom the Sustainability Council would like to invite.
Transportation Business Advisory Council (TBAC)	Created by state legislation - Pursuant to Assembly Bill 152.	<p>The Transportation Business Advisory Council (TBAC) is comprised of professional business associations representing an array of construction and professional service small businesses. TBAC plays an important role in advocating for small business owners to have increased access to Metro contracting opportunities.</p> <p>TBAC advises on matters regarding the disadvantaged business enterprise program supporting Metro in meeting or exceeding small business enterprise participation goals. Members of the council shall be selected by Metro and include representatives of professional organizations and other groups that advocate for greater participation of small business enterprises in public contracts.</p>	Monthly	Nominated by business organizations, chambers of commerce, and industry groups. The Metro Board of Directors approves all members.
Metro Youth Council (MYC)	Agency created.	<p>Launched in 2022, Metro Youth Council's goal is to develop the capacity of young people to be advocates and participate in Metro's plans, projects, programs, and initiatives. The program offers a space to listen to their concerns, gain insight into their perspectives, encourage active participation, and foster a lasting connection as lifelong riders. Members between the ages of 14 and 17 serve for a one-year term (January to December), meet virtually each month, and represent the nine subregions of LA County. This council is an internal Metro program, and it is not part of Metro's Advisory Body Compensation Policy.</p>	Monthly non-public meetings	Application and interview process. Nominees are selected by a panel evaluation team comprised of Metro staff members.



## Board Report

File #: 2026-0304, File Type: Policy

Agenda Number: 6.

### AD HOC BOARD COMPOSITION COMMITTEE APRIL 27, 2026

**SUBJECT: GUIDING VALUES FOR AD HOC BOARD COMPOSITION COMMITTEE  
DELIBERATIONS**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

ADOPT the guiding values to support and inform the Ad Hoc Board Committee's deliberations regarding governance considerations (Attachment A).

#### **ISSUE**

As the Metro Ad Hoc Board Composition Committee considers governance-related issues in the context of Measure G, it is appropriate to identify guiding values that frame and inform Committee deliberations. This report presents a set of potential values aligned with Metro's mission, Strategic Plan, and adopted principles for the Ad Hoc Committee's approval.

#### **BACKGROUND**

The passage of Measure G represents the most significant change to Los Angeles County governance. While Measure G does not apply to Metro and does not alter Metro's governance structure, it has prompted broader discussions regarding governance alignment, accountability, and representation within the County.

Metro remains a separate legal entity governed by state statute, with responsibilities that include stewardship of countywide transportation revenues, oversight of long-term capital investments, and delivery of services to a diverse regional population. In this context, staff identified a set of guiding values, first presented to the Committee at its March meeting as a receive and file item, that may assist the Committee in framing its deliberations and are now brought forward for adoption.

#### **DISCUSSION**

To frame the Committee's discussion, the following guiding values are intended to help ground deliberations in shared principles that reflect Metro's statutory role, regional responsibilities, and long-term obligations to riders and taxpayers. Together, they provide a values-based lens through which potential governance considerations can be evaluated.

### Guiding Values

- **Legal Integrity** - Governance changes shall maintain Metro's status as an independent legal entity governed by state statute.
- **Intergovernmental Balance** - Metro should reflect a regional body that balances the interests of the county, city of Los Angeles, and the other 87 cities, councils of government, and state interests.
- **Electoral Accountability** - Governance should reflect clear accountability to countywide voters.
- **Regional Equity** - Board composition should ~~reflect~~ represent the geographic, demographic, and economic diversity of Los Angeles County, with proportional consideration given to the communities that most rely on and utilize the Metro system.
- **Transparency and Public Trust** - Governance structures and any changes should be understandable, explainable, and defensible to the public.
- **Fiscal Stewardship** - Decision-making authority shall be grounded in responsibility for long-term fiscal risk, including budgets, debt, and capital programs, and shall not impose additional costs or obligations on taxpayers.
- **Functional Effectiveness** - Governance should support stable oversight, institutional memory, and the Board's ability to make timely, informed, and high-quality decisions, particularly for multi-decade investments and programs.
- **Customer Experience** - Governance should support decisions that prioritize customer experience, rider outcomes, and system performance, while recognizing the full range of users, stakeholders and infrastructure overseen by Metro, including transit, active transportation, highways and Metro-owned assets.
- **Adaptability** - Governance structures should be resilient and flexible in response to future changes in county or regional governance.

Last month, the Committee discussed proposed guiding values intended to inform its deliberations. During that discussion, Committee members expressed a desire to more meaningfully incorporate local stakeholder perspectives into the regional equity framework, as well as to broaden the conversation to reflect the full range of roles Metro plays in the transportation system. In response, staff have incorporated these principles into the materials presented here. Specifically, the Intergovernmental Balance section has been revised to reflect all 88 cities and Councils of Governments, and the Regional Equity section has been updated to provide proportional consideration to communities that most rely on and utilize Metro services.

### DETERMINATION OF SAFETY IMPACT

This action has no direct impact on safety.

### **FINANCIAL IMPACT**

This action has no financial impact.

### **EQUITY PLATFORM**

This item does not propose changes to Metro governance, policies, or programs. The identification of guiding values that include regional equity, accountability, and customer experience supports Metro's commitment to equitable outcomes by encouraging governance discussions that consider the diverse needs of communities and riders across Los Angeles County.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is not expected to contribute to further reductions in VMT. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This recommendation supports Metro Strategic Plan goal 5 related to organizational excellence, customer focus, equity, and transparent governance by establishing shared values for Committee deliberations.

### **ALTERNATIVES CONSIDERED**

The Ad Hoc Committee may choose to amend the guiding values or to not adopt them.

### **NEXT STEPS**

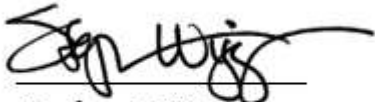
Upon adoption of the guiding values, staff and the Ad Hoc Board Composition Committee will refer to them in future discussions and recommendations.

### **ATTACHMENT**

Attachment A - Ad Hoc Board Composition Committee Guiding Values

Prepared by: Madeleine Moore, Deputy Executive Officer, Government Relations, 213 922-4604  
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Reviewed by: Nicole Englund, Chief of Staff, 213-922-7950



Stephanie Wiggins  
Chief Executive Officer

## Ad Hoc Board Composition Committee Guiding Values

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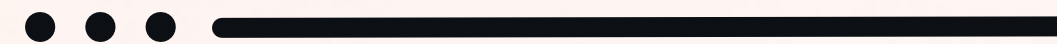
# Guiding Values for AD HOC BOARD COMPOSITION COMMITTEE DELIBERATIONS

Ad Hoc Board Composition Committee  
April 2026



# DEFINING METRO'S GOVERNING VALUES

Value	Definition (Modified Based on March Ad Hoc Discussion)
 Legal Integrity	Governance changes shall maintain Metro's status as an independent legal entity governed by state statute.
 Intergovernmental Balance	Metro should reflect a regional body that balances <b>the interests of the County, City of Los Angeles and other 87 cities, councils of governments</b> and state interests.
 Electoral Accountability	Governance should reflect clear accountability to countywide voters.
 Regional Equity	Board composition should <b>reflect represent</b> the geographic, demographic, and economic diversity of Los Angeles County <b>with proportional consideration given to the communities that most rely on and utilize the Metro system</b> .
 Transparency & Public Trust	Governance structures and any changes should be understandable, explainable, and defensible to the public.



# DEFINING METRO'S GOVERNING VALUES

## Value

## Definition (Modified Based on March Ad Hoc Discussion)

### Fiscal Stewardship

Decision-making authority shall be grounded in responsibility for longterm fiscal risk, including budgets, debt, and capital programs, and shall not impose additional costs to and obligations on taxpayers.

### Functional Effectiveness

Governance should support stable oversight, institutional memory, and the Board's ability to make timely, informed, and high-quality decisions, particularly for multi-decade investments and programs.

### Customer Experience

Governance should support decisions that prioritize customer experience, rider outcomes, system performance **while recognizing the fully range of users, stakeholders and infrastructure overseen by Metro, including transit, active transportation, highways and Metroowned assets.**

### Adaptability

Governance structures should be resilient and flexible in response to future changes in county or regional governance.

Allow for future governance evolution as needs change

# BASELINING METRO'S CURRENT GOVERNANCE STRUCTURE BASED ON GUIDING VALUES

Value	Assessment
Legal Integrity	✓ The Board's composition is established in state law and fully preserves Metro's legal structure and authority.
Intergovernmental Balance	✓ The current allocation reflects a deliberate balance across County, City of Los Angeles, and other cities within a regional governance model, with State representation.
Electoral Accountability	✓ All voting members are elected officials or appointed by them, maintaining direct accountability to voters.
Regional Equity	<ul style="list-style-type: none"> <li>✓ <b>Geographic Balance</b> : Includes representation from all major regions of Los Angeles County (urban core, suburbs, and underserved areas)</li> <li>✓ <b>Population Alignment</b> : Distribution of board seats roughly aligned with where people live across the County</li> <li>◐ <b>Demographic Representation</b> : The diversity of riders and other stakeholders indirectly achieved through Board representation but not systemically ensured.</li> <li>◐ <b>Transit Reliance</b> : Many communities with higher transit dependency (e.g., low car ownership, lower-income populations) are meaningfully represented but there is no mechanism to ensure their proportional voice</li> <li>◐ <b>Ridership Proportionality</b> : Areas that generate the highest Metro ridership have proportionate influence in board decision-making (alignment exists but it is not precise)</li> </ul>

✓ Board is currently fully meeting this value

◐ Board is currently partially meeting this value

# BASELINING METRO'S CURRENT GOVERNANCE STRUCTURE BASED ON GUIDING VALUES

Value

Assessment

**Transparency & Public Trust**

- ✓ Governance operates under established public processes and policies
- ✓ Ad Hoc Review Committee established to ensure consideration of any governance changes are made transparently and with public input

**Fiscal Stewardship**

- ✓ Board members are directly accountable for public funding decisions and longterm capital investments.

**Functional Effectiveness**

- ✓ Members generally serve multiple terms, which has fostered stability and institutional memory.
- ✓ There is a consistent meeting cadence and briefings for Board members and their staff on topics of significance.

✓ *Board is currently fully meeting this value*

◐ *Board is currently partially meeting this value*

# BASELINING METRO'S CURRENT GOVERNANCE STRUCTURE BASED ON GUIDING VALUES

Value

Assessment

**Customer Experience**

- **Customer Experience** : Customer feedback and perspectives (via formal advisory groups and informal feedback) inform Board decisions, but this input is not consistently required or highlighted in board actions
- **Rider Outcomes** : Ridership outcomes are often, but not always, directly measured and explicitly tied to decision-making
- **System Performance** : Regular reporting to the Board on operational performance supports oversight, but performance outcomes are not consistently tied to decision-making
- ✓ **Multimodal & Systemwide Impact** : The Board's jurisdictional and multimodal oversight structure supports decision-making that reflects Metro's full system, responsibilities and opportunities (transit, active transportation, highways, and assets)

**Adaptability**

- ✓ Structural flexibility is limited by statute, but current statute has protocols that kick in when there are changes.
- ✓ Governance can evolve through policy or legislation

✓ *Board is currently fully meeting this value*

● *Board is currently partially meeting this value*

# TAKE AWAYS



Metro's current governance model is generally in strong alignment with the proposed values set



Potential opportunities to more explicitly incorporate customer experience, rider outcomes and system performance in Board correspondence



The Board achieves regional equity in terms of geographic inclusion and population alignment and broadly reflects ridership patterns through representation aligned with the system's primary service areas.



## NEXT STEPS



These draft values are presented for the Committee's consideration to ensure that future deliberations remain anchored in a clear, consistent, and mission -aligned framework.



Potential Board Structuring Alternatives can be analyzed based on the guiding values ultimately adopted by the Ad Hoc Committee and Metro Board

