

# **Transit Governance: Issues to Consider Going Forward**

Georgia House Transit Commission  
November 13, 2017

# Transit Governance Considerations

1

Following slides are representative of possible governance models

2

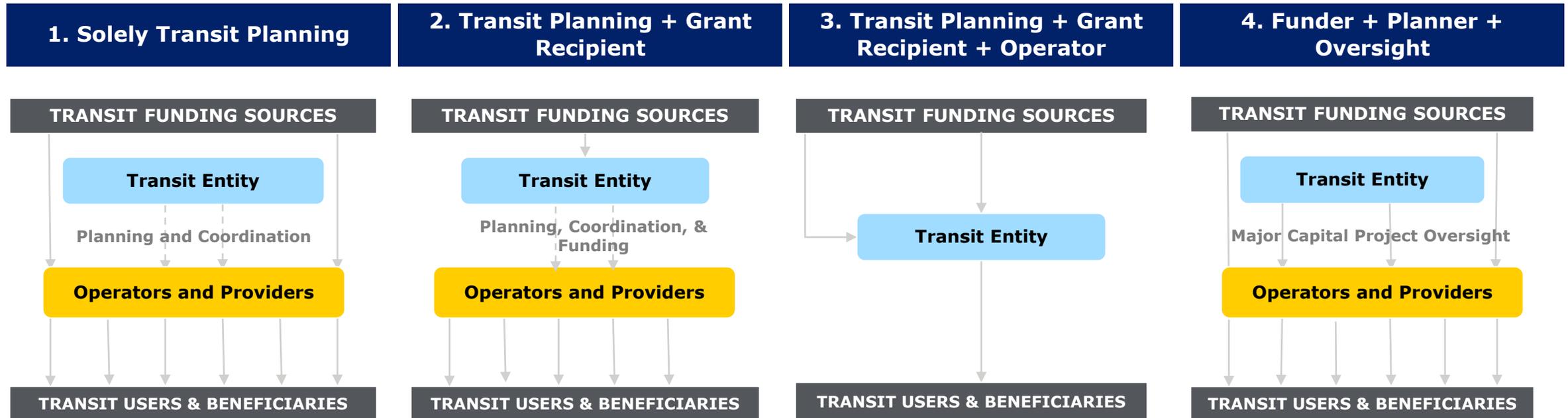
Intended to stimulate thinking as you move forward

3

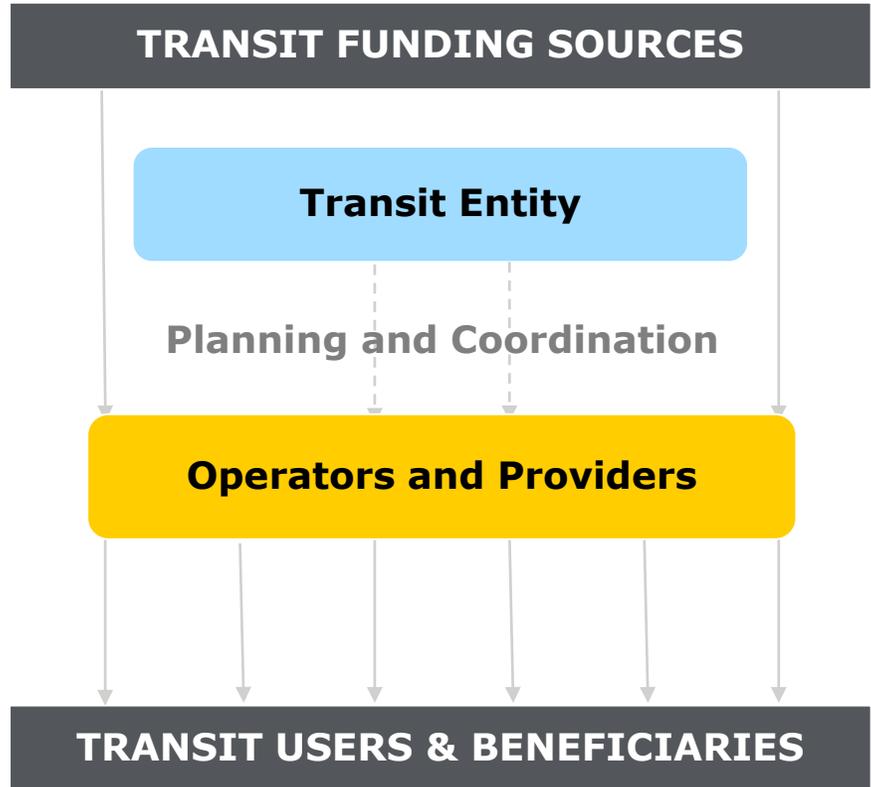
Key Observation: Every governance model is driven by political landscape and how transit is funded

# Governance Overview

Four high-level transit governance structures are commonly used in the United States

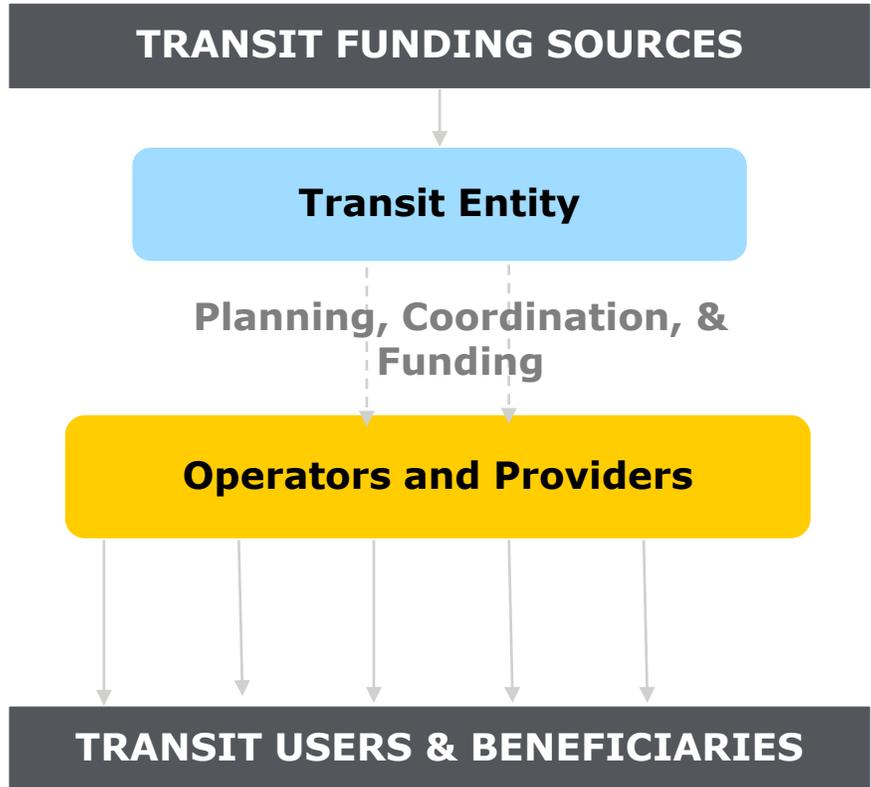


# Solely Transit Planning



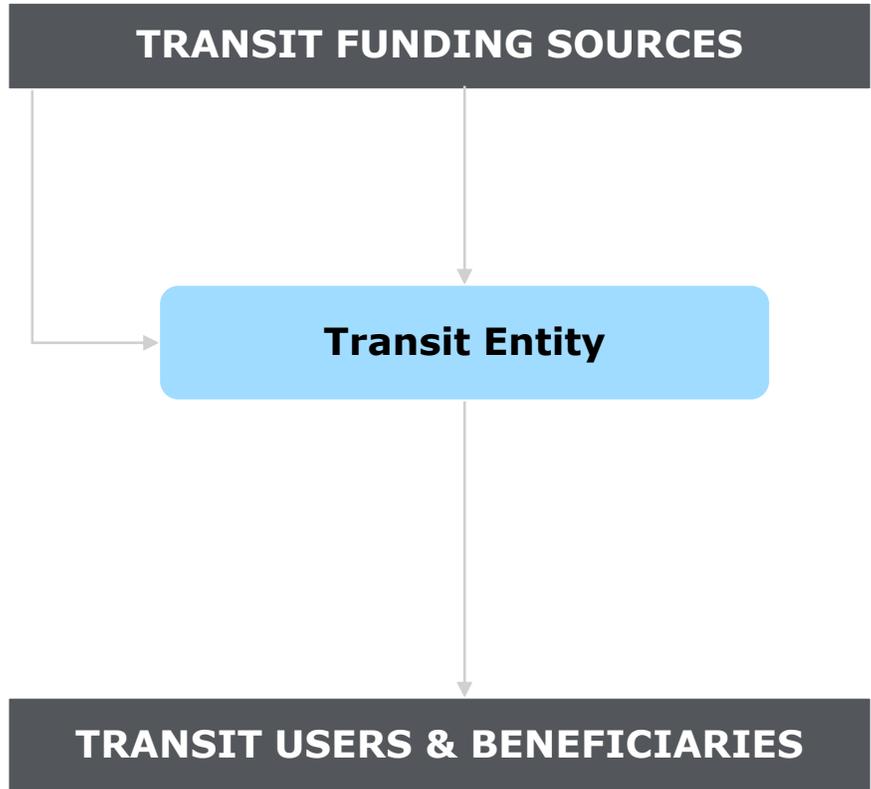
- Entity is solely responsible for:
  - Regional transit planning and service coordination for all operators within its jurisdiction
  - Includes all bus and rail service operators, paratransit service providers (both contract and agency operated) and, could include Medicaid transportation service providers
- It is not the Metropolitan Planning Agency
- It could be the Transportation Management Area since it's area of jurisdiction could extend beyond the boundaries of the MPO

# Transit Planning + Grant Recipient



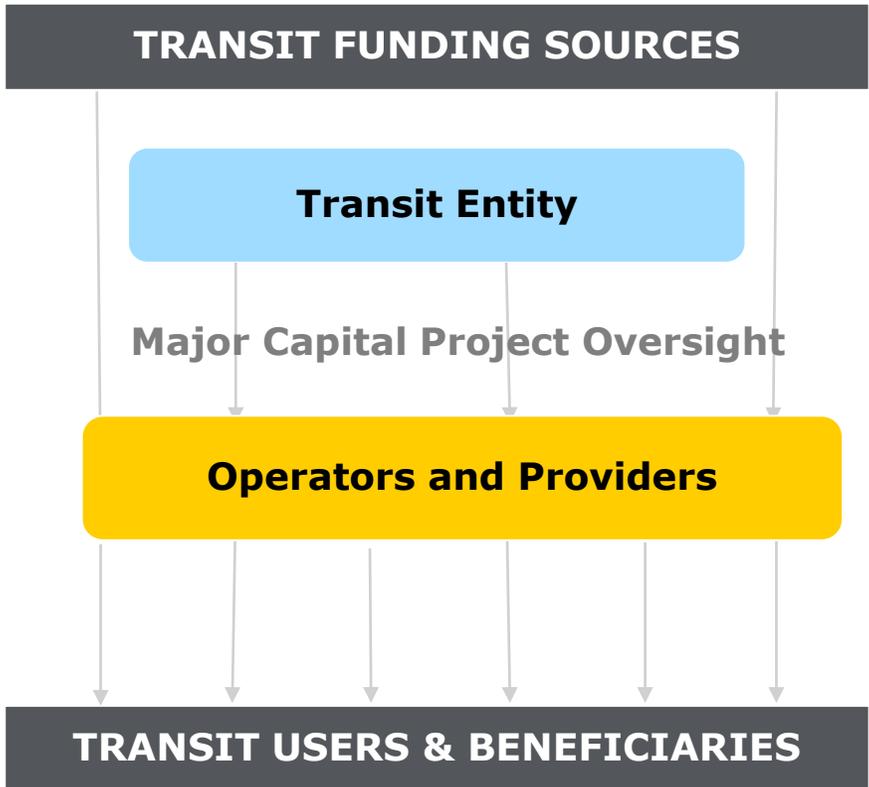
- In addition to the authorities from the previous slide, it also is the designated grant recipient (see later slide + memo)
- It attains status as a designated grant recipient to receive annual formula monies through section 5307, section 5311, etc. (see table handout)
- It allocates those monies to the operators within its authority based on an agreed allocation arrangement

# Transit Planning + Grant Recipient + Operator



- All prior authorities and responsibilities
- Operations can take many forms
  - Transit system owner and employer of all personnel
  - Contracts out some or all services to another operator - either public or private
- Must have continuing and effective control of all assets
- Responsible for funding capital, operations and ongoing maintenance

## Funder + Planner + Oversight



- Applies to major capital projects (e.g., bus rapid transit, streetcar, light rail, heavy rail, commuter)
- Initiates project planning and responsible for environmental clearance of all projects
- Conducts oversight of all funds and project delivery by the entity that will build and operate the capital project
- It is not the project sponsor nor is it the designated grant recipient

## Defining Grant Recipient

1 Entity that applies for federal funding, primarily section 5307 formula monies

2 Must certify that it has legal, financial and technical capacity; that it will have satisfactory and continuing control over all assets, etc.

- Multiple reporting requirements
- Subject to FTA triennial reviews and audits
- Procurement and Civil Rights review
- Safety and Security Reviews

3 Designated by Governor with concurrence from local government officials and transit operators

4 MPO must offer a resolution to authorize status

## Key Issues to Consider Going Forward

- 1 Powers and responsibilities vested in any new entity are bestowed by State statute - key starting point
- 2 Who gets a seat at the table? On what basis do they get a seat at the table (e.g. geography and/or financial contribution)?
- 3 Does its jurisdiction extend to the full boundary of all local governmental entities on the board or is it limited to areas served by the transit operators?
- 4 Are all votes equal or weighted by population, service levels, etc.?
- 5 Where does oversight of taxpayer funds reside? With the new entity or an outside body comprised of appointed citizens?
- 6 Is it the operator of all or only some of the transit systems within its jurisdiction?
- 7 Does it oversee transit service providers and contract for service with those operators
- 8 Does it want to assume responsibilities of being the designated grant recipient?
- 9 Is it established only to oversee major capital projects (i.e. those funded under the Capital Investment Grants program) or will it also be the operator?
- 10 Who owns the capital assets of the transit systems within its jurisdiction?