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
• 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
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

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Entity that applies for federal funding, primarily section 5307 formula monies</td>
</tr>
</tbody>
</table>
| 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?