



## **REGIONAL TRANSIT DIALOGUE**

### **Governance Subcommittee**

July 27, 2009, 11:00 a.m.  
ACOG Board Room, 21 E Main St., Suite 100  
Oklahoma City, OK 73104

**GOVERNANCE MISSION:** *"To recommend a viable and efficient governing structure for a regional transit system in Central Oklahoma"*

### **SUMMARY**

#### **Governance members present:**

Guy Henson  
Bob Kemper  
Turner Mann  
Commissioner Willa Johnson  
Dick Lee  
Mark VanLandingham  
Bill Bleakley  
Dean Schirf

#### **ACOG staff present:**

Doug Rex  
Meredith Williams  
Kara Chiodo  
Daniel Fazekas  
Ryan Billings

#### **I. Welcome/Introductions**

#### **II. Discussion on committee outcomes and goals for next Steering Committee meeting (8/26)**

Meredith Williams led a discussion on what the committee might hope to accomplish before the next Steering Committee. She suggested creating a matrix that compared and contrasted the governing structures of the different cities that the committee had looked at so far. She

also recommended that the committee come up with a list of questions that could better define the governing structures and serve as a means of comparison. The committee brainstormed and came up with the following list of questions:

- How is the RTA created?
- How is the board representation defined? (districts, city, county?)
- How many entities (i.e. cities/counties) are involved in the RTA?
- How many people sit on the board?
- Are board members elected or appointed?
- Describe the voting structure.
- What percentage of the State's employment is within the RTA jurisdiction?
- What is the procedure for the addition of entities to the RTA?
- What is the procedure for the withdrawal of entities to the RTA?
- What is the definition of the RTA's boundaries?
- How are boundaries determined?
- Does the RTA have the power of eminent domain?
- Does the RTA operate all transit modes in the district or does it contract out for service?
- What happens to existing transit providers in the district? Do they continue to exist? If so, what is their relationship to the RTA?
- What can the RTA use as funding mechanisms?
- Are there any other notable qualities of the RTA?

The committee decided that it would answer the questions and prepare the matrix for the cities of Portland, Nashville, Albuquerque, Denver, and Dallas. The matrix will be presented to the Steering Committee.

### **III. Discussion on Nashville Regional Transit Efforts**

Guy Henson spoke about the materials he gathered on Nashville's regional transit efforts. He printed off copies of the Nashville RTA's web content and described their current operations. Nashville is operating a commuter rail line – the "Music City Star Route" – from Riverfront to Lebanon. The RTA currently has a 40-50 member board with representatives from nine counties, every incorporated city in those counties, and Governor's appointees. Nashville is currently trying to get new enabling legislation passed that would allow them to develop a dedicated regional funding source and redesign the existing RTA.

### **IV. Discussion on Portland Transit and Oregon Mass Transit District Legislation**

Meredith Williams presented a summary of the Oregon Mass Transit District Legislation passed in 1969. She highlighted the most notable parts of the law including the formation of RTAs, the membership on the governing boards, the procedure for additions and withdrawals to the RTA, and the approved funding mechanisms. The committee watched a brief video on TriMet's history and operations.

## **V. Ideas for next meeting**

The group decided to meet next on August 17<sup>th</sup> from 11:00 to 1:00.

## **VI. Adjourn**

