

REGIONAL TRANSIT AUTHORITIES

SUMMARY OF LEGAL STRUCTURE AND GOVERNANCE MODELS

Prepared by Holmes & Associates LLC for the
Association of Central Oklahoma Governments Regional Transit Authority Task Force

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ISSUE	DALLAS/FT WORTH	PHOENIX	PORTLAND STREETCAR	SAN DIEGO	SALT LAKE CITY	DETROIT
Governance Model	<ul style="list-style-type: none"> • RTA provides bus and light rail • RTA has 50% stake in the CR operation which is operated by a third party 	<ul style="list-style-type: none"> • Unified public brand with two boards – one for bus and one for rail • RTA coordinates bus service but cities operate • Only those cities with rail service fund and operate rail 	<ul style="list-style-type: none"> • RTA operates buses, light rail, and CR • Third party operates streetcar 	<ul style="list-style-type: none"> • Regional organization builds consensus regarding regional policies • Regional organization allocates funding consistent with consensus • Regional organization does all capital project development • Operations done by two operating entities 	<ul style="list-style-type: none"> • RTA operates all modes: bus, light rail, CR, and streetcar 	<ul style="list-style-type: none"> • RTA does not operate any mode currently • Coordinates bus operations of four existing transit operations • Streetcar is located entirely within city and owned/operated by public-private partnership

District Boundary	<ul style="list-style-type: none"> Boundary is formed by cities who join the system – city by city basis Due to cities that have withdrawn there is not now a contiguous boundary 	<ul style="list-style-type: none"> Established by cities and counties by voter approval 	<ul style="list-style-type: none"> Streetcar operates entirely within Portland's Central City 	<ul style="list-style-type: none"> 18 cities and San Diego county – no voter approval 	<ul style="list-style-type: none"> Members join with voter approval by city or county which establishes the boundary 	<ul style="list-style-type: none"> Four-county boundary including city of Detroit established by enabling legislation
Board Members	<ul style="list-style-type: none"> 15 members determined by population No single member can appoint more than 65% of board Combination of cities can aggregate population to be entitled to member May be elected officials 	<ul style="list-style-type: none"> 16 members – 15 cities and 1 county Members are represented by an elected official who is appointed 	<ul style="list-style-type: none"> Streetcar is governed by Portland Dept. of Transportation PSI board reports to city City and TriMet govern according to Master Agreement City appoints citizens advisory committee who offers advice on planning, design, and operations 	<ul style="list-style-type: none"> 15 members selected from mayors, councilmembers and other elected officials Each member gets one appointment except for the city of San Diego which gets two Also, advisory members 	<ul style="list-style-type: none"> 16 members (15 voting, one non-voting) 11 members appointed by elected officials of city/county 3 members appointed by State 1 member appointed by state transportation commission 	<ul style="list-style-type: none"> 10 members – 9 voting 2 members appointed by 2nd largest county 2 appointed by 3rd largest county 2 appointed by 4th largest county 2 appointed by largest county 1 appointed by mayor of largest city within largest county 1 appointed by governor, who serves as chair without a vote

Voting Protocols	<ul style="list-style-type: none"> • 65% of members constitutes a quorum • Each member has one vote • Actions taken upon affirmative vote of a majority of members present if a quorum present • 66% vote of the number of appointed members required for issuing debt; pledging assets; approving budget; major service change; or distributing revenues 	<ul style="list-style-type: none"> • RTA board is a one person, one vote, with all votes being equal • Any member can request a weighted vote on a specific subject where each vote carries the weighting of their portion of the population in RTA boundaries • Phoenix can only have maximum of 50% of the weighting even though population exceeds that • Rail board uses a weighted vote process for each vote • Weight determined by the length in miles of rail within a city • Phoenix can only have 40% of the weighting 	<ul style="list-style-type: none"> • City and TriMet must each concur on decisions about current service • No new service unless both parties agree about how costs will be shared • Future decisions dictated by ridership and each parties' financial planning and budget processes 	<ul style="list-style-type: none"> • All actions approved by a majority of tally and, upon call of any two members, weighted vote • Tally vote compiled by counting the votes of each member (San Diego gets two votes) • Weighted vote – County and each city in total get 100 votes apportioned on population; each of San Diego's four representatives exercise 12 ½ % weighted votes for a total of 50 votes • Approval under weighted vote requires vote of not less than three jurisdictions representing not less than 51% of the total weighted vote 	<ul style="list-style-type: none"> • Majority of all members constitutes quorum • One person one vote • Budget requires all members to approve 	<ul style="list-style-type: none"> • Majority of voting members constitutes a quorum • No proxy voting allowed • Most actions approved by majority vote of all members • Actions require approval of 7/9 of members: assessment rate and putting on ballot property tax initiative; amount of vehicle tax and decision to put on ballot; action to acquire existing streetcar; determination to acquire, construct, or operate commuter rail • Unanimous consent required to acquire transit provider; to place on ballot question of assuming
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Funding	<ul style="list-style-type: none"> One-cent local sales tax to all member cities 	<ul style="list-style-type: none"> Varies from city to city for bus Cities contribute to RTA for coordination services but separately fund their own local service Rail cities pay based on the amount of rail in their city 	<ul style="list-style-type: none"> City parking revenues, fares, TriMet, and local improvement district tax 	<ul style="list-style-type: none"> \$1.1 billion in transportation funding from federal, state and local sources Local share is now 1-cent local sales tax 	<ul style="list-style-type: none"> Varies between 1-cent and 1 ¼ -cent 	<ul style="list-style-type: none"> \$250,000 state appropriation Other funds would come from either property tax or vehicle registration fee if approved by voters (none presently in place)