

Transit Task Force on Governance & Funding

Meeting #3 Supplemental Information

Meeting Topic: Governance

April 17, 2015

## **Kansas City, MO (Kansas City Area Transportation Authority – KCATA)**

### **Board of Commissioners**

The KCATA is governed by a 10-member Board of Commissioners, five from Missouri and five from Kansas. Commissioners are limited to two consecutive four-year terms. Responsibility for the management, control and operation of the Authority and its properties is vested in the Board. The Board exercises its responsibility by adopting all general policies of the Authority, including the adoption of annual capital and operating budgets, the establishment of the goals of the Authority, and the selection of a General Manager. The Board may delegate certain duties and responsibilities to the General Manager for the management and operation of the Authority.

### **Kansas Commissioner Appointment Process**

From the inception of the ATA in 1965 until 2000, the Governor of Kansas appointed commissioners, subject to confirmation by the State Senate and the Kansas Commissioners representing Johnson and Leavenworth counties. In 2000, the process was changed so that these two commissioners are now appointed by their respective county commissioners. The other three Kansas commissioners, representing the Wyandotte County jurisdiction, have always been appointed by the Mayor of Kansas City, Kansas, now known as the Unified Government of Wyandotte County/Kansas City, Kansas. However in 2000, the process changed to include a requirement that these appointments must be approved by the City Commissioners.

### **Missouri Commissioner Appointment Process**

The Kansas City, Missouri, Mayor appoints three of the five Missouri Commissioners, including a direct appointment that must be a Kansas City, Mo., resident. The Clay and Platte County Commissioners will each submit a list of three eligible candidates for the Mayor's consideration. The Jackson County Executive appoints a Commissioner from a community, other than Kansas City which contracts with KCATA for service. The other Missouri Commissioner must reside in Cass County, be nominated by that county's commission, then be appointed by the Governor and confirmed by the State Senate.

## **Nashville, TN (Nashville Metropolitan Transit Authority- MTA)**

In 1973, a five member Board of Directors was formed to oversee the operation of the Metropolitan Transit Authority. The MTA entered into a contract with a private company to provide advisory and management services for the public transit system.

In August, 1990, McDonald Transit Associates was awarded the contract to manage the day-to-day operation of the system. In turn, McDonald Transit Associates formed Davidson Transit Management, Inc. to employ the workers that operate the public transportation system. This contractual arrangement continued until early 2003.

On December 29, 1992, the employee unit changed from Davidson Transit Management to Davidson Transit Organization, a private, non-profit organization.

Recently, changes were made to the MTA organizational structure with the addition of a Chief Executive Officer, a Metropolitan Government position. This position was developed to provide the strategic leadership necessary to carry the MTA well into the 21st century. The CEO reports directly to the MTA Board of Directors and is responsible for managerial oversight of the entire system. He is the agency's only Metro government employee. Other personnel are employees of the Davidson Transit Organization, a private, non-profit organization.

### **COMPANY OFFICIALS**

The Nashville Metropolitan Transit Authority (MTA) Board of Directors is a five-member panel appointed by the Mayor and approved by the Metro Council. They make policies regarding the operation of the MTA.

MTA management oversee the day-to-day operation of the MTA following the guidelines set by the MTA Board of Directors.

### **Davidson Transit Organization Board of Directors and Officers**

The initial Board of Directors was specified in the Charter of the Corporation. Successors are chosen by nomination and majority vote. Members of the Board of Directors have control and general management of the affairs and business of the corporation. The officers are appointed annually by the Board of Directors. They are responsible for seeing that the orders and resolutions of the Board of Directors are carried into effect.

## **Charlotte, NC – Charlotte Area Transit System (CATS)**

The Metropolitan Transit Commission (MTC) is the policy board for the Charlotte Area Transit System and has responsibility for reviewing and recommending all long-range public transportation plans. The Board reviews the transit system's operating and capital programs, and makes recommendations to the affected governments for their approval and funding of those programs. The MTC is a public body, and in addition to holding monthly public meetings, it conducts public involvement programs designed to gain community input on transit planning.

**Members:** The MTC is composed of voting members from the cities and towns located in Mecklenburg County and non-voting members from the surrounding counties to ensure regional involvement. The voting members include the Mayors of Charlotte, Cornelius, Davidson, Huntersville, Matthews, Mint Hill and Pineville, the Chairman of the Board of Mecklenburg County Commissioners and the regional representative from the North Carolina Board of Transportation. The MTC also includes five non-voting members representing local governments outside Mecklenburg County to ensure regional involvement including from the South Carolina Department of Transportation. The MTC is staffed by the City of Charlotte Public Transit Department.

**History:** Long-term development planning of the Charlotte Area Transit System (CATS) as a regional system is based on the July 1998 "2025 Integrated Transit/Land-Use Plan for Charlotte-Mecklenburg", created by the City and County, with significant participation by the six suburban Towns of Davidson, Huntersville, Cornelius, Pineville, Matthews, and Mint Hill. In November 1998, the citizens of Mecklenburg County approved the levy of a one-half cent sales tax to be used to finance public transportation systems. A Transit Governance Interlocal Agreement was negotiated and then signed in February 1999 between the County, the City and the six Towns. The Interlocal Agreement defines the relationships and mechanisms which guide the planning, financing and implementation of the 2025 Transit/Land-Use Plan and updates to that plan.

The 2025 Plan and the Interlocal Agreement called for the involved local governments to share responsibility and accountability for regional transit services under five guiding principles:

- Coordinated transit operations on a countywide basis;
- Elected bodies to retain the responsibility of approving long-range transit planning and implementation;
- Public involvement;
- Representation of Town interests; and
- Flexibility and expandability to allow for integration of areas outside the County.

## **Reno, NV – Regional Transportation Commission (RTC)**

### **Public Transportation**

The Public Transportation department coordinates RTC transit services including RTC RIDE, RTC INTERCITY, RTC ACCESS, RTC SIERRA SPIRIT, and TART. The department is responsible for all route planning and scheduling for these services. The department is also responsible for locating all bus stops and passenger amenities (shelters/benches/trash receptacles.) In addition, the department implements annual service improvements with input provided by the public, transit operators, and RTC advisory committees.

### **Streets & Highways**

RTC's Streets & Highways program provides pavement preservation and new roadway construction projects for regional roads under the jurisdiction of Reno, Sparks, and Washoe County. RTC's pavement preservation projects include slurry seals to keep good pavements in good condition as well a total pavement reconstruction for pavements that have failed or are no longer in serviceable condition. RTC Streets & Highways program also includes projects to construct new regional roadways and improve existing regional roads to reduce congestion. RTC works closely with Reno, Sparks, and Washoe County concentrating its efforts on regional roadways, streets that service large numbers of vehicle trips (greater than 5,000 average daily trips), roads that provide connectivity between jurisdictions and across major geographic barriers. Streets that carry less traffic and neighborhood streets are not a part of RTC's Streets and Highways program.

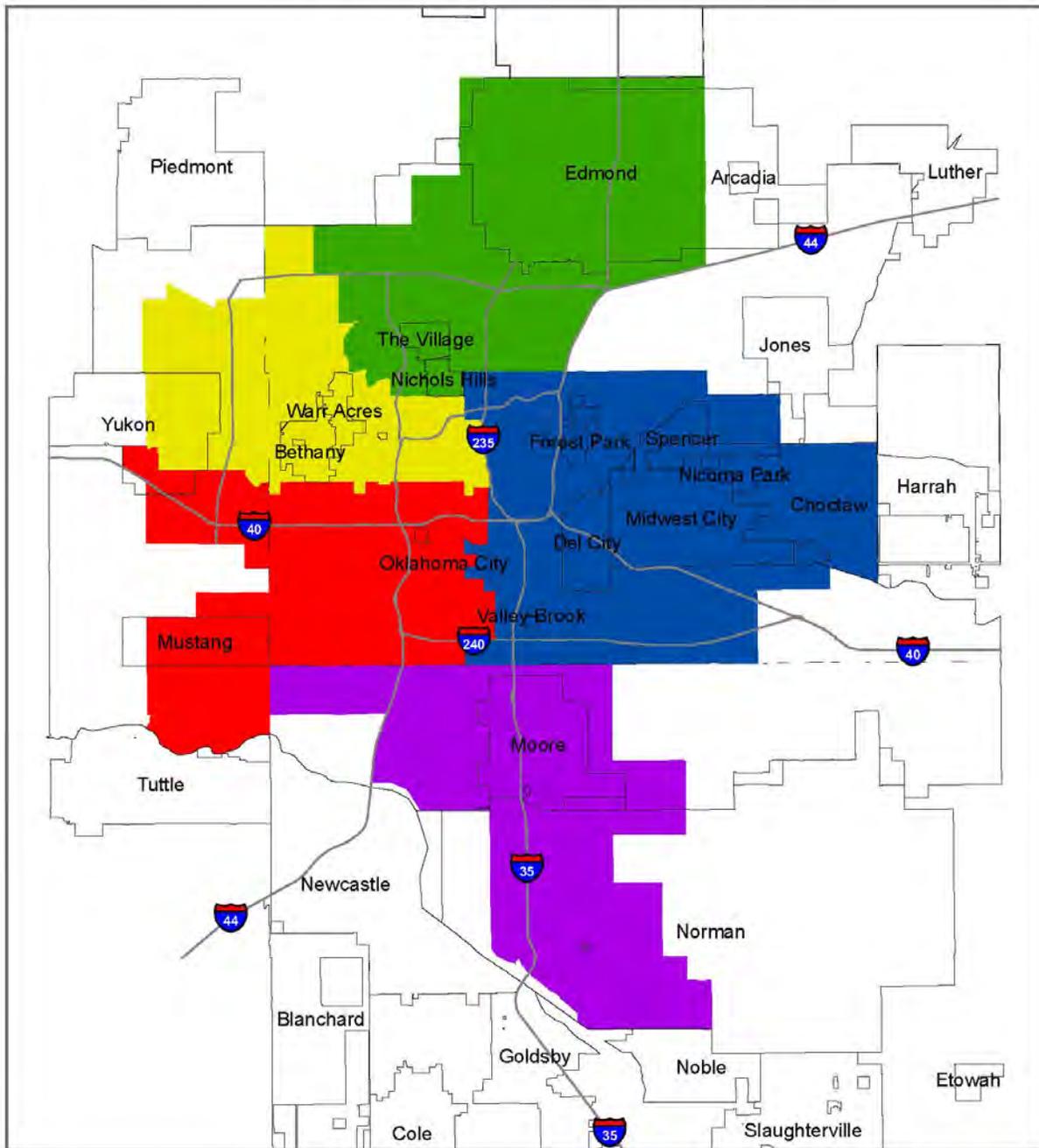
### **Planning**

The RTC has been designated by the state legislature as the Metropolitan Planning Organization (MPO) as required by federal law for transportation in Washoe County. This vital and important role in our community helps Northern Nevada compete at the federal level for public dollars for transportation in our community. RTC works with local cities and regional government planning agencies to anticipate and plan for the future of our Truckee Meadows home.

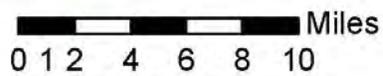
The Planning Department also conducts corridor studies, dissemination of regional transportation information, air quality analysis and development review services in addition to other tasks.



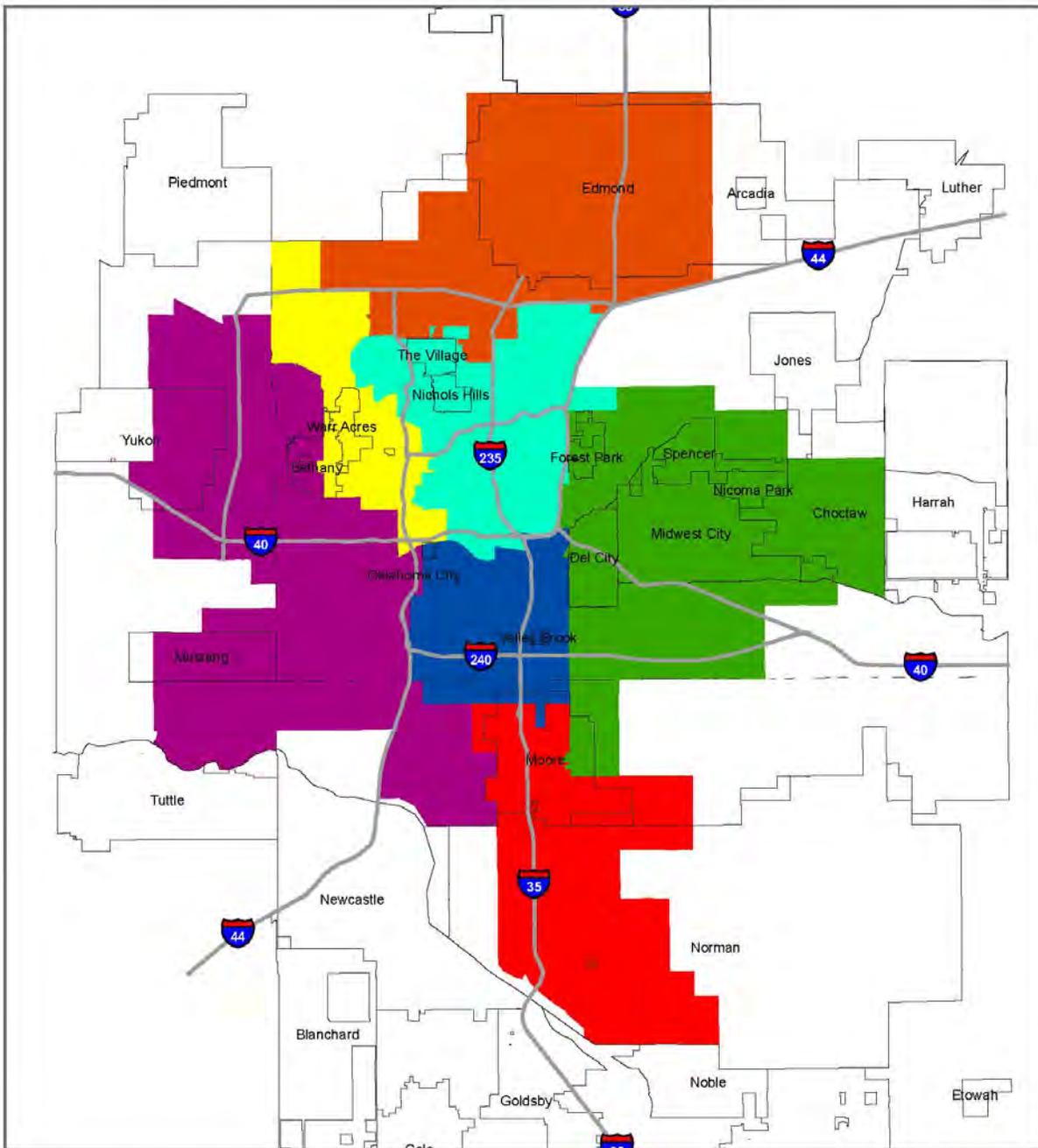
## UZA/Precinct-Based District Model - Draft Scenario Five Subdistricts - Version #1



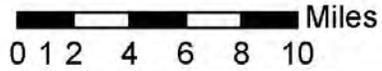
District Population: 866,017 (2000 estimate)



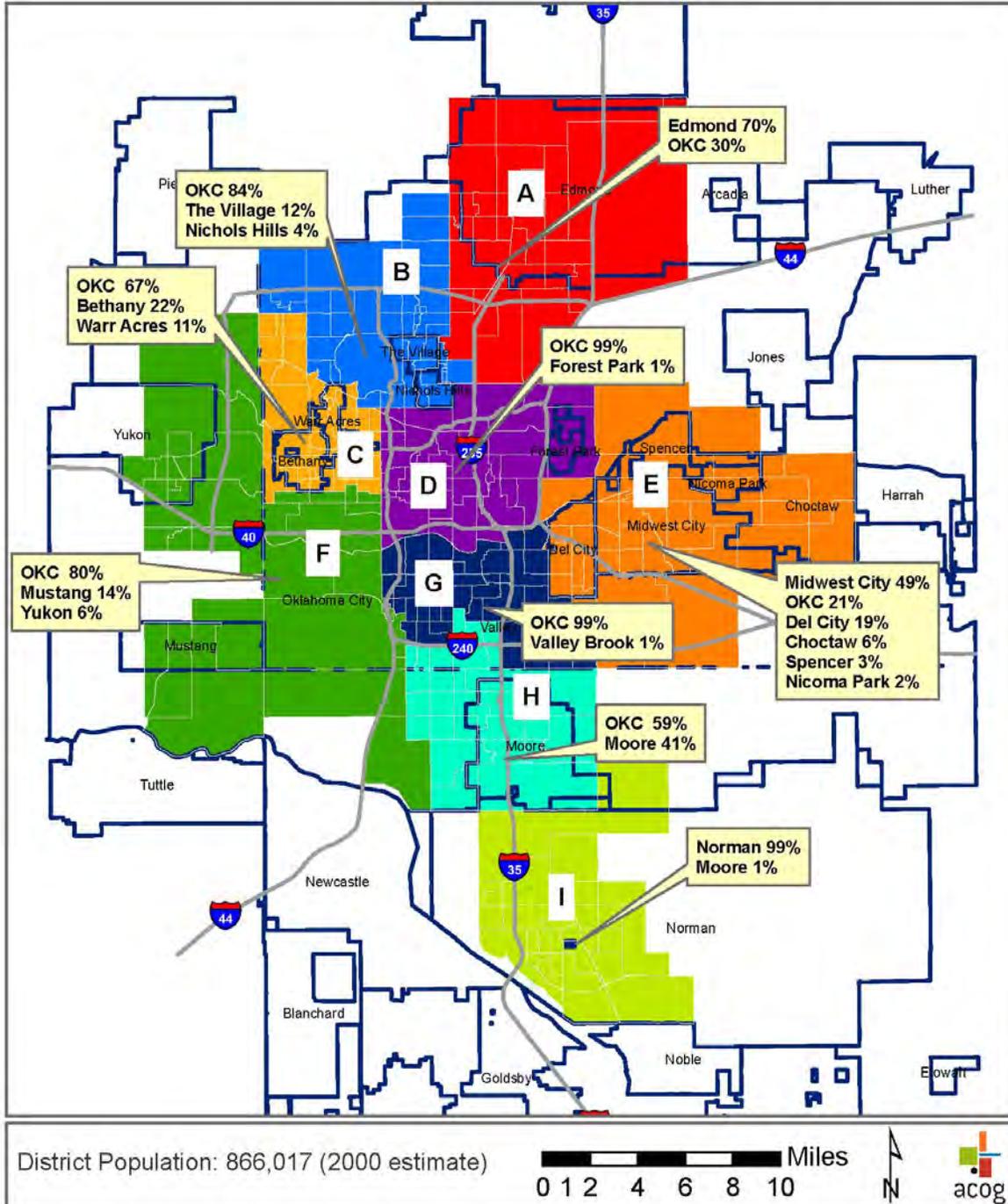
### UZA/Precinct-Based District Model - Draft Scenario Seven Subdistricts



District Population: 866,017 (2000 estimate)



## UZA/Precinct-Based District Model - Draft Scenario Nine Subdistricts - Population Ratio



## Scenario 1

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*A nine (9) member board where the entity with the largest percentage of population within the subdistrict leads the appointment process*

Each subdistrict appoints one board member. The entity with the largest percentage of population within each subdistrict will lead the appointment process for each subdistrict. The City of Moore will lead the appointment process in Subdistrict H. No one entity will have more than five (5) seats.

- The mayor of the largest local government will submit a nomination to their governing body for approval. This nomination shall be made in consultation with the other entities in the subdistrict.
- Once the largest entity's governing body approves the nomination, resolutions of support shall be considered by the other governing bodies within the subdistrict. These resolutions must be passed within 60 days or the nomination will be deemed approved.
- If the governing body of entities representing more than 20% of the subdistrict's population or a majority of the entities vote against the resolution, the nomination is void. The appointment process restarts and the largest entity shall put forth a new nomination.
- If a subdistrict cannot secure a nominee that satisfies all of these requirements within six months from the start of the appointment process, then the ACOG Board mediates the selection process.

*Largest entities within each subdistrict:*

- Oklahoma City (Subdistricts B, C, D, F, and G)
- Edmond (Subdistrict A)
- Norman (Subdistrict I)
- Midwest City (Subdistrict E)

## Scenario 2A

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*An eleven (11) member board where the entity with the largest percentage of population within the subdistrict leads the appointment process and two (2) member-at-large seats represent the smaller entities.*

Each subdistrict appoints one board member. The entity with the largest percentage of population within each subdistrict leads the appointment process. The City of Moore will lead the appointment process in Subdistrict H. No one entity will have more than five (5) seats.

- The mayor of the largest entity will submit a nomination to their governing body for approval. This nomination shall be made in consultation with the other entities in the subdistrict.

Two (2) member-at-large seats:

Two member-at-large seats will be made available for local governments that represent 5%, or more, of the district's population but aren't the largest entity within the subdistrict. The two entities that get to appoint these seats will be chosen by a random lottery. An entity will not be eligible to appoint a member-at-large seat again until all entities have had the opportunity to appoint a seat.

- The mayor of the entity who gets the member-at-large seat submits their nomination to their governing body for approval.

*Entities with 5% or more of the district's population:*

- Mustang
- The Village
- Yukon
- Del City
- Choctaw
- Bethany
- Warr Acres

## Scenario 2B

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*An eleven (11) member board where the entity with the largest percentage of population within the subdistrict leads the appointment process and two (2) member-at-large seats represent the smaller entities.*

Each subdistrict appoints one board member. The entity with the largest percentage of population within each subdistrict leads the appointment process. No one entity will have more than six (6) seats.

- The mayor of the largest entity will submit a nomination to their governing body for approval. This nomination shall be made in consultation with the other entities in the subdistrict.

Two (2) member-at-large seats:

Two member-at-large seats will be made available for local governments that represent 5%, or more, of the district's population. An entity will not be eligible to appoint a member-at-large seat again until all entities have had the opportunity to appoint a seat.

- The mayor of the entity who gets the member-at-large seat submits their nomination to their governing body for approval.

*Entities with 5% or more of the district's population:*

- Mustang
- The Village
- Yukon
- Del City
- Choctaw
- Bethany
- Warr Acres
- Moore
- Norman
- Edmond

Title 68 - Regional Transportation & Economic  
Development Authorities

§68-1370.7. Creation of transportation or regional economic development authorities - Sales tax levy - Dissolution.

A. As used in this section, the following terms shall have the following meanings:

1. "Agency" includes but is not limited to extant transportation operating systems;

2. "Operation" includes but is not limited to leasing services, contracting for services, planning, staffing, operating, financing, construction and maintenance of a transportation or regional economic project regardless of the source of funding;

3. "Regional district" means a specific governing and assessment district created out of any combination of any portions of any cities, towns or counties, either equal to or less than the entirety of the boundaries of such cities, towns or counties;

4. "Transportation project or system" includes but is not limited to transit, commuter and passenger rail service or operations or intermodal facilities, the components of which contribute to a system that incorporates transportation modes of highway, air, rail and waterway together in order to facilitate the movement of commerce; and

5. "User fees" means farebox revenues.

B. Any combination of cities, towns and counties, or their agencies, by resolution of their governing boards, may jointly create a transportation authority or regional economic development authority and a regional district pursuant to the provisions of Section 176 of Title 60 of the Oklahoma Statutes for the purpose of planning, financing, construction, maintenance and operation of transportation or regional economic development projects located within the boundaries of such regional district. An authority created pursuant to the provisions of this subsection shall have the powers granted pursuant to the provisions of Section 176 of Title 60 of the Oklahoma Statutes in addition to the powers granted pursuant to the provisions of this section except that no transportation or regional economic development authority created pursuant to the provisions of this subsection shall have any power or authority to exercise or to attempt to exercise any powers of eminent domain. The combination of cities, towns and counties, or their agencies, creating the authority shall be designated the beneficiary of the authority. The boundaries of the authority shall be coterminous with the boundaries of the regional district. The authority shall be governed by a board of directors appointed by the governing boards of the cities, towns or counties creating such authority, and the representative makeup of the board and the number of directors, their duties

Title 68 - Regional Transportation & Economic  
Development Authorities

and terms of service shall be determined by such governing boards creating such authority.

C. Any transportation authority or regional economic development authority created pursuant to the provisions of subsection B of this section may levy a sales tax of not to exceed two percent (2%) upon the gross proceeds or gross receipts derived from all sales or services in the regional district comprising the authority upon which a consumer's sales tax is levied by this state. Before a sales tax may be levied by the authority, the imposition of the tax shall first be approved by a majority of votes cast by the registered voters within the boundaries of the regional district comprising the authority voting thereon at a special election jointly called by the governing boards of the cities, towns and counties comprising the authority. Provided, if a majority of the votes cast by registered voters of an authority voting fail to approve such a tax, the governing boards of such cities, towns and counties shall not jointly call another special election for such purpose for at least six (6) months. Any sales tax approved by the registered voters of an authority shall be applicable only when the point of sale is within the boundaries or limits of the authority and provided no other sales tax is being levied pursuant to this section in the same regional district during the same time period.

D. All items that are exempt from the state sales tax shall be exempt from any sales tax levied pursuant to the provisions of this section.

E. Any sales tax which may be levied pursuant to the provisions of this section shall be designated for the purposes of planning, financing, construction, maintenance and operation of transportation or regional economic development projects within the boundaries of the authority. The authority shall identify the purpose of the sales tax when it is presented to the voters pursuant to the provisions of this section. The proceeds of any sales tax levied by an authority shall be used only for the purposes for which the sales tax was designated.

F. The authority shall identify the specific duration of the tax when it is presented to the voters pursuant to the provisions of this section and shall include specific language in the ballot title disclosing the duration of the tax. A levy by a transportation authority or a regional economic development authority shall have a maximum duration of thirty (30) years if the proceeds from the tax are pledged to the repayment of indebtedness, a maximum duration of twenty (20) years if the proceeds from the tax are to be used for expenditures other than the repayment of indebtedness, or for as long as such authority is in operation.

Title 68 - Regional Transportation & Economic  
Development Authorities

G. An authority created pursuant to the provisions of subsection B of this section may utilize the provisions of the Local Development Act as it relates to the financing of such transportation or regional economic development projects.

H. A transportation or regional economic development authority created pursuant to this section shall exist for the duration of the operation and no longer than one (1) year after cessation of the operation.

I. Providing that at cessation of operations the proceeds of any tax levied by an authority pursuant to this section are pledged for the purpose of retiring indebtedness incurred for the specific purpose for which the tax is imposed, the tax shall not be repealed until such time as the indebtedness is retired. In no event shall the life of the tax be extended beyond the duration approved by the voters of the authority.

J. If the revenue collected from any taxes levied by the authority exceeds the amount necessary for payment of any and all expenses incurred by the authority in the planning, financing, construction, maintenance and operation of transportation or regional economic development projects, the excess funds shall be apportioned to the general funds of the cities, towns and counties comprising the authority in proportion to the population of each city, town and county within the regional district.

K. A transportation authority created pursuant to the provisions of subsection B of this section may provide for the financing of a transportation system utilizing any revenue measures available pursuant to subsections B through J of this section in combination with revenue derived from user fees.  
Added by Laws 1995, c. 332, § 1, eff. Nov. 1, 1995. Amended by Laws 2003, c. 336, § 2, emerg. eff. May 29, 2003; Laws 2006, c. 308, § 1, eff. Nov. 1, 2006; Laws 2010, c. 117, § 1, eff. Nov. 1, 2010; Laws 2011, c. 359, § 1, eff. Nov. 1, 2011; Laws 2014, c. 379, § 1, eff. Nov. 1, 2014.