



# **DRAFT PROPOSAL FOR MONTGOMERY COUNTY INDEPENDENT TRANSIT AUTHORITY**

December 2014

# WHY DO WE NEED AN INDEPENDENT TRANSIT AUTHORITY?

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- Economic growth of the County (jobs and property tax base) depends on availability of transit (GSSC, White Flint, White Oak, Chevy Chase Lakes Master Plans)
- Charter limits curtail our debt capacity and ability to develop needed transit infrastructure
- Need an agency with a single focus and mission to develop, maintain and operate this vital infrastructure
- Need an agency that is more nimble administratively (revised procurement rules) to build the proposed Rapid Transit System (RTS)

# WHY DO WE NEED AN INDEPENDENT TRANSIT AUTHORITY? (continued)

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- Current legislative remedies less optimal – amending SB 828 to allow using the special tax for operations
- Creates opportunity to develop an organization that is solely focused on transit, and requires no re-tooling of staff

# Responsibilities of New Authority

## (Staff draft)

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- All Ride-On bus system functions
- Development, financing, maintenance and operations of planned RTS network including the CCT
- Coordination of the County's relationship with WMATA, MTA and MARC
- Planning, design, development, maintenance & operations of the County's Parking Lot Districts
- Fleet management for Authority vehicles

# Governance of New Authority

## (Staff draft)

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- Governing Board (Board) of five members appointed by the CE and confirmed by the County Council (5 year terms)
- Board will:
  - ▣ Create a multi-year capital program to be approved by the CE and Council
  - ▣ Develop operating budget as part of a multi-year financial plan
  - ▣ Hire a General Manager and other staff

# Responsibilities of New Authority (cont.)

(Staff draft)

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- Have the authority to enter into contracts with other govts. and private parties and may establish its own procurement policies and procedures.
- County Executive will:
  - ▣ Appoint Board members
  - ▣ Recommend Capital Program to County Council
- County Council will:
  - ▣ Approve Capital Improvements Program
  - ▣ Approve Transit Tax Rate

# IMPACT ON CPOC

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- Proposal implies removing charter limits applicability to a county-wide transit tax
- Authority transit tax would be applied to a larger base than corridor specific, special district taxes
- Improves probability that CCT will be built sooner than currently planned
- GSSC triggers will be achieved sooner rather than later

# Ask Of CPOC

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- Creation of Authority requires state enabling and County implementing legislation.
- Need group's support for passage of legislation
- For optimum success, County Govt. needs group's support to redefine relationship w/ MDOT

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**MONTGOMERY COUNTY INDEPENDENT TRANSIT  
AUTHORITY**

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**QUESTIONS**