Montgomery County Transit Authority

Review of Transit Functions

With Contributions From
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Montgomery County Government

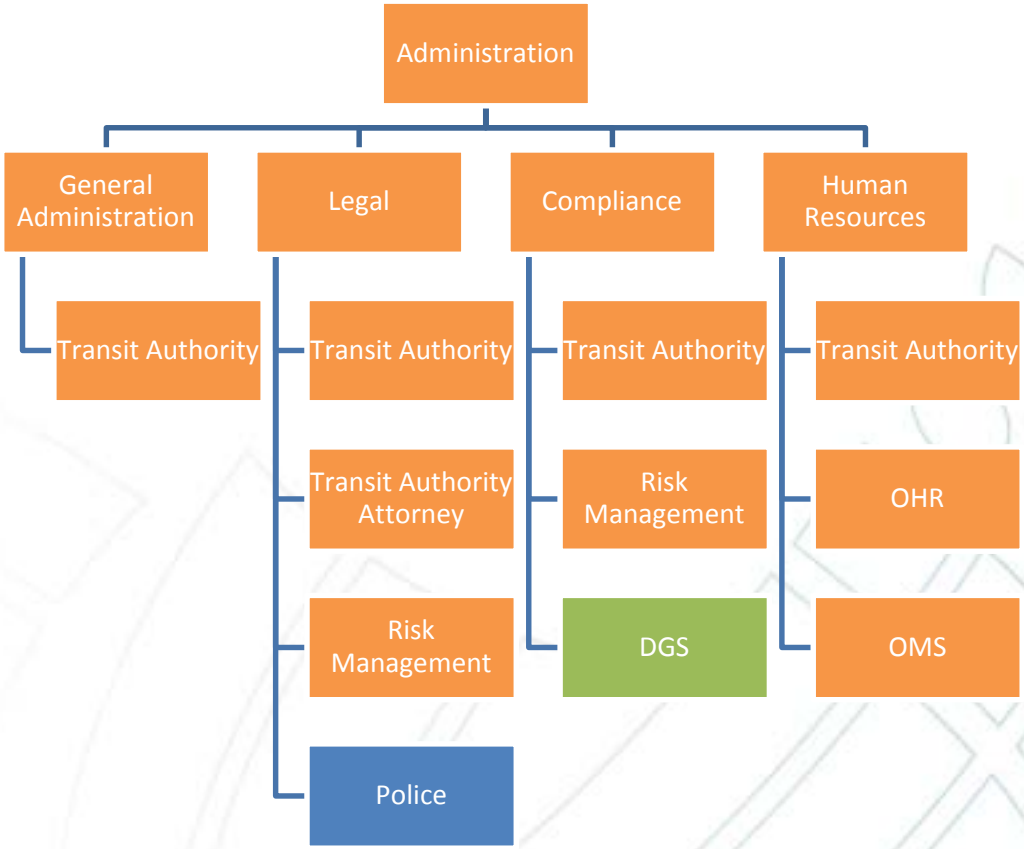
June 3, 2015

Topics Covered

- Review of Task Force recommendations for transit functions
- Research on transit agency oversight
- Research on transit police and fare enforcement

Transition of Existing Ride On Functions

Transit Administration Functions

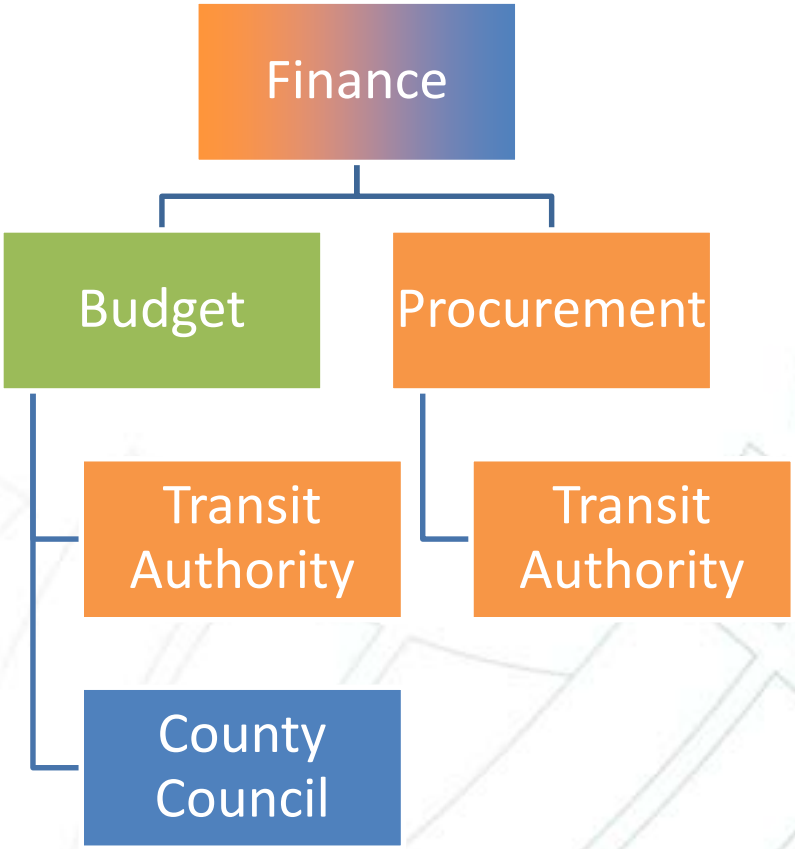


Transition to Transit Authority

Stays with County

Unanswered

Transit Finance Functions

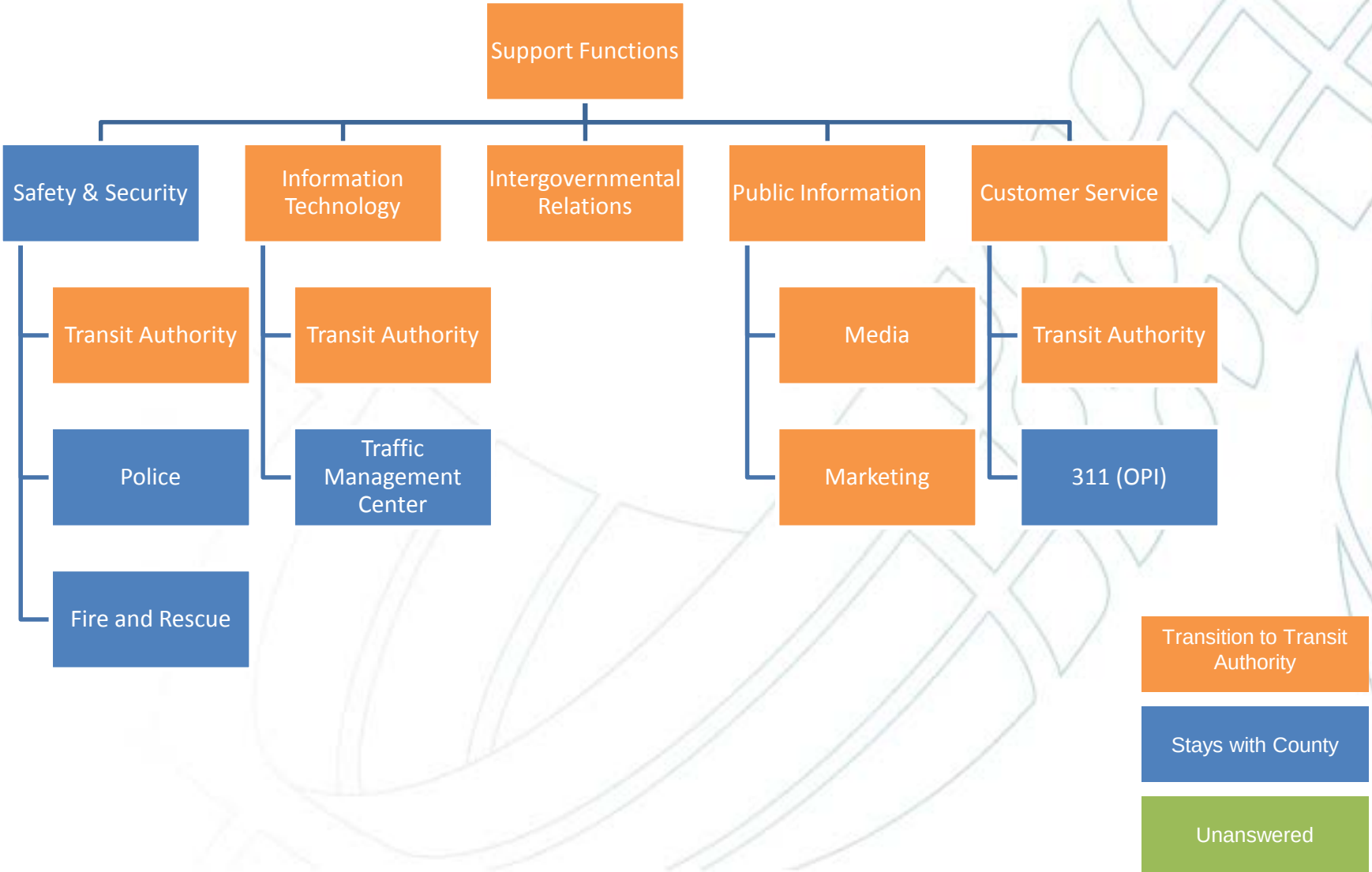


Transition to Transit Authority

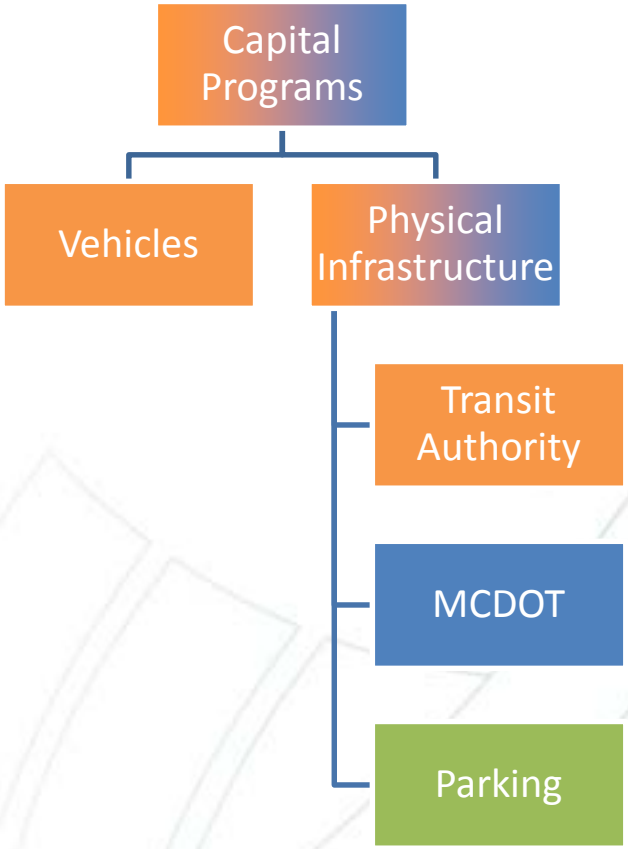
Stays with County

Unanswered

Transit Support Functions



Transit Capital Program Functions



Transition to Transit Authority

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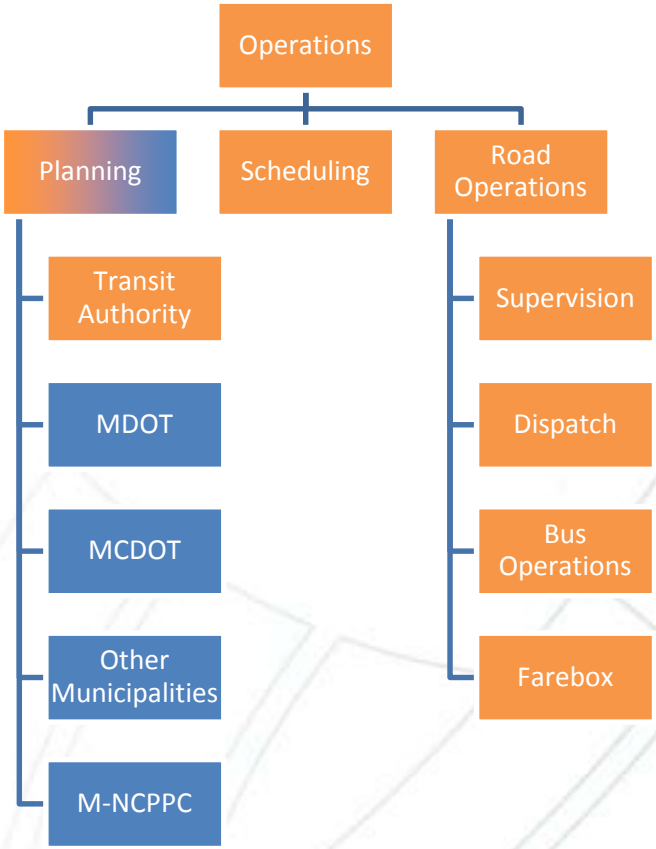
Unanswered

Transit Bus Operation Functions



Transition to Transit Authority

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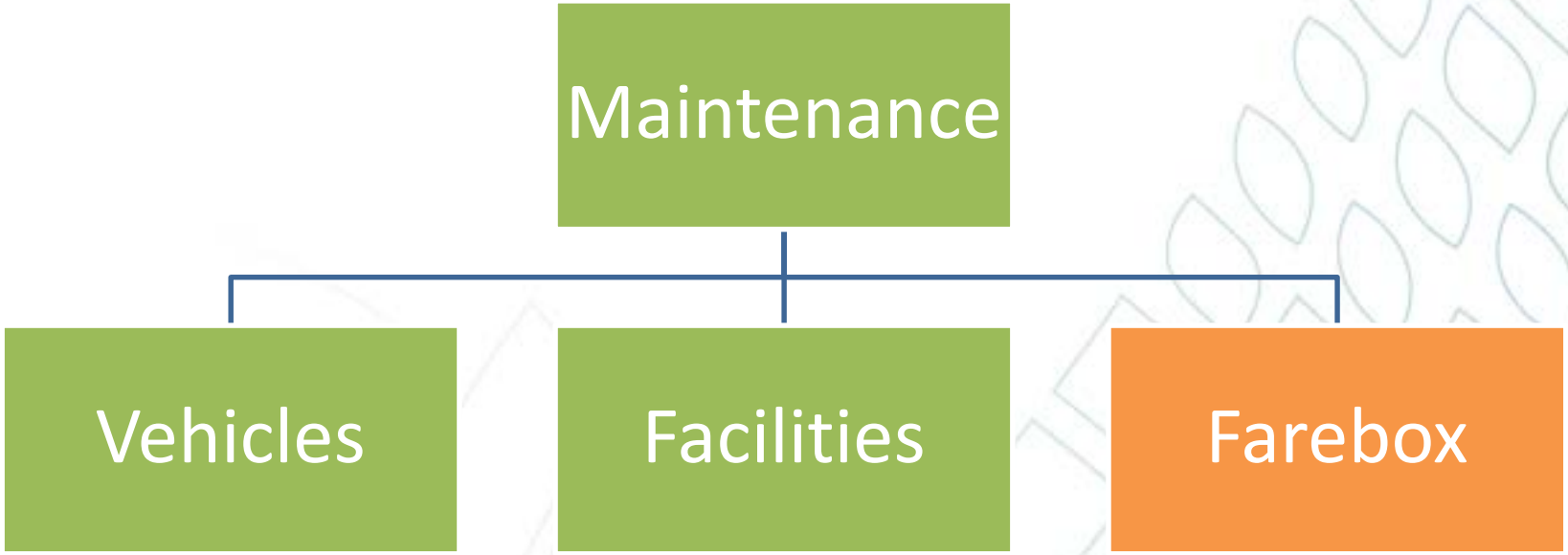
Transit Maintenance Functions



Transition to Transit Authority

Stays with County

Unanswered

Research on Transit Agency Oversight

METRO (Harris County, TX)

- 9-member Board of Directors
  - 5 nominated by Mayor of Houston, confirmed by Houston City Council
  - 2 appointed by mayors of METRO's 14 other member cities
  - 2 nominated by Harris County Judge, confirmed by County Commissioners
  - 2-year terms, 8-year limit, residency requirement
  - Enabling legislation defines grounds and procedures for removal from board
    - Removal: submittal of grounds for removal by GM or appointing person/entity plus hearing; or by recall
    - Grounds: inefficiency, absence, malfeasance, lack of qualifications
- Public hearing must be held prior to budget adoption
- Annual financial audit and report conducted by independent CPA, submitted to governor, lieutenant governor, and legislators and available to the public
- Annual performance audit
  - administration, operations, and/or maintenance
  - compliance with applicable state law
  - a range of indicators that includes operating costs, fare recovery, safety, on-time performance, occupancy

Denver RTD

- 15-member Board of Directors, publicly elected
  - 4-year term, max of 2 terms, staggered elections
  - Each member represents a specific geographic district, must be resident of that district or they vacate the seat
  - Board members subject to recall by voters of their district
- Budget developed by RTD GM, approved by Board
  - Exempt from CO TABOR (Tax Payer BOR) limits
  - Budget must be made public 30 days prior to adoption, legal notices posted, public hearing required before adoption
  - Annual financial audit conducted by independent CPA
  - RTD publishes annual Budget Book (adopted budget), Comprehensive Annual Financial Report, and Annual Report to the Region on financial, administrative, and operational performance; all available online
- Long Range Fiscal Sustainability Task Force
  - Board-appointed, time-limited task force assessed RTD's long range fiscal outlook and recommended strategies to ensure long range sustainability in 2011

GoTriangle (formerly Triangle Transit)

- Regional Public Transportation Authority, per NC code
- 13-member Board of Trustees
  - 10 voting board members appointed by Cary, Durham, Chapel Hill, Raleigh, Durham County, Orange County, Wake County
  - Voting members often are elected officials; residency requirement
  - 3 non-voting members appointed by NC Secretary of Transportation
  - A member may be removed with or without cause by the appointer(s)
- Board controls budget
  - GoTriangle staff develop budget, public hearing required before adoption by Board
- Annual financial audit performed by independent CPA
- Comprehensive Annual Financial Report available online
- Required to submit annual operating report, including audited financial report, to NC General Assembly

MetroLINK (Rock Island County, IL)

- Local Mass Transit District, per Illinois Code
- 5-member board
  - 1 member from each of the original 5 constituent cities, each appointed by mayor of that city
  - 4-year term, no term limits, must be resident of the constituent city, may not be elected official of city or county
  - May be removed for "inefficiency or neglect," after notice and hearing
  - Meets bi-weekly, open to public
  - Enabling legislation includes language on discontinuance of the District via board action
- Board controls budget
  - MetroLINK staff develop budget, passed by board
  - Public hearings during budget process, budget published in newspaper
  - Annual financial audit performed by independent CPA and submitted to board and to IL Secretary of State

Bloomington Transit Corporation

- Public Transportation Corporation, per Indiana code
- 5-member board appointed by City Council and Mayor
  - 3 appointed by City Council, 2 by Mayor
  - Must be politically balanced (3-to-2), residency requirement
  - Board meets bi-weekly, open to public
  - 4-year terms, staggered
  - No term limits, $100/mo salary
  - Formal impeachment process per Indiana code
- Budget approved by City Council
  - Council can cut budget
  - Budget available on city website; Bloomington Transit website allows public comment in Aug/Sep
  - Annual audit by State Board of Accounts

ENO – The Role of Governance in Regional Transit

- Selection of board can guide agency priorities
  - Composition
    - Ensure it represents the users
    - Should probably represent the funding sources
  - Flexibility
    - Composition should be able to change based on service changes
- Capital planning should include goals and performance measures
  - Goals and Metrics help guide the politics of capital planning

Governance: Lessons Learned

- Board of Directors
  - Between 5 and 15 members, residency requirement
  - In general, appointed by various constituent entities (exception: publicly elected Board in Denver)
  - 4-year staggered terms, split on use of term limits
  - Broad representation of various constituencies (municipal, county, state governments)
  - Meets monthly or bi-weekly, meetings are open to public
  - Enabling legislation defines grounds and procedures for removal of Board members
- Budget
  - Requirements for public notice, public hearing, public comment
  - In general, Board approves budget (exception: Bloomington City Council approves BT budget)
- Reporting and Oversight
  - Annual financial audit conducted by independent CPA is standard
  - Best practice includes Comprehensive Annual Financial Report
  - Denver RTD appears to have greater levels of transparency and reporting than peer transit authorities
  - Reporting to multiple levels of government – municipal, county, state

Research on Transit Agency Policing and Fare Enforcement

FTA – The Public Transportation System Security and Emergency Preparedness Planning Guide

- Security planning should include all parties involved (transit agency, local police, emergency responders, and others)
- Level of security response on the transit agency's part related to:
  - Ridership
  - Facilities
  - Service area
- Other considerations related to security planning
  - Available resources
    - Funding
    - Manpower
    - Desire

TCRP Report 80 – A Toolkit for Self-Service, Barrier-Free Fare Collection

- Types of Inspection
  - Agency police
  - Contract police
  - Agency staff
  - Contract security
- Considerations
  - Role
    - What else besides fare enforcement?
  - Safety/Security (Inspectors and Passengers)
    - What happens if a situation escalates? Likelihood?
  - Liability
  - Legal authority
    - What laws are currently in place?
  - Management
    - Who is responsible for providing oversight and management?

TCRP Synthesis 96 – Off-Board Fare Payment Using Proof-of-Payment Verification

- PoP fare collection for BRT should be based on ridership demand and the need for rear door boarding
- PoP operators should keep data about fare collection/evasion
- 60% of PoP operators surveyed (n=30) directly employ enforcement personnel and 58% have police powers
  - NFTA uses a combination of transit police and fare inspectors
    - Inspectors can only issue warnings "transit ambassadors"
  - NYCT Department of Security "Eagle Team"
    - Initially created to combat other crimes
    - Can issue citations
    - Cannot arrest – rely on MTA and NYPD
  - SFMTA Security and Enforcement Division
    - Fare inspectors are POST-certified, but no police powers and are not armed
- Do not directly employ
  - LA Metro uses LA County Sheriff's Dept
    - 300 Transit Services Bureau staff
  - Phoenix (Metro)
    - Transit Bureau of the Phoenix Police Department (no police powers)
    - Private Security (Cities of Mesa and Tempe)

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