

November 4, 2022

Transit Governance and Funding

Workgroup Meeting

Today's Agenda

- 1 Welcome**
- 2 Workshop Agenda**
- 3 Governance Models**
- 4 Discussion and Prioritization**
- 5 Next Steps**
- 6 Public Comment**

Welcome and Workshop Agenda



1

Critical Challenge

Status Quo

Decision making and funding is concentrated at **State level**

Local/regional level no funding responsibility but no decision-making authority

Future Governance Model

How best to balance increased decision-making authority with more funding responsibility?

Transit Governance Workgroup – Schedule

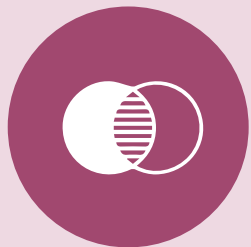
SEPTEMBER 2	OCTOBER 7	NOVEMBER 4	DECEMBER 2
<ul style="list-style-type: none"> • Summarize findings from 2021 study • Discuss governance and funding models • Questions and Initial Prioritization 	<ul style="list-style-type: none"> • Review governance and funding models / answer questions • Implications for Transit funding statewide (Locally Operated Transit Systems (LOTS)) • Questions and Discussion 	<ul style="list-style-type: none"> • Present / Discuss governance models and options • Prioritization and Draft Recommendations • Additional Questions and Information Needs 	<ul style="list-style-type: none"> • Recommend Governance and Funding Structure for Baltimore Region

Governance Models



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What Problems Are We Trying to Solve



Transparency / Influence

- Understand how decisions are made
- Develop ability / pathway to Influence decisions



Stability / Sustainability

- Ensures priorities are consistent over longer term (administrations)



Funding

- Influence the amount of funding available for transit
- Influence the distribution of funding (parity /equity regionally and by mode)
- Influence major investment decisions



Local Influence







- Over Baltimore region projects and investments
- Regional service quality
- Regional coordination and land use
- Ability to raise funds and increase transit funding

Governance Models for Discussion

STATE
TRANSPORTATION
COMMISSION

BALTIMORE
REGION
TRANSIT
COMMISSION

What Problems Are We Trying to Solve

	State Transportation Commission	Baltimore Region Transit Commission
 Create Transparency	Yes <i>how state TTF funds are allocated</i>	Yes <i>regional transit service funding + planned & design</i>
 Create Stability	Depends <i>on who is on the Commission and their authority/responsibility</i>	Yes
 Amount of Funding for Transit Available Statewide	Yes	No
 Allocation of LOTS Funding	No	No
 Amount of Transit Funding for the Baltimore Region	No	Yes
 Transit Service Quality	No	Yes
 Transit Service Coordination	No	Yes

STATE

TRANSPORTATION

COMMISSION

Potential Structure:

ORGANIZATION

Maryland State Transportation Commission

COMPOSITION

13 members

- 6 seats based on regional representation (weighted by population)
- 7 seats appointed by Governor

CHAIR

Appointed by Commission (or Secretary of Transportation)

APPOINTED BY

Governor and Local Governments

TERMS

Four years, offset with Gubernatorial cycle

AUTHORITY

Policy focus, with fiscal oversight

- Approve model plans for MDOT Business Units (MTA, SHA, MPA, MVA and MAA)
- Approve Capital Improvement Program annually – before it goes to Legislature
- Consider / review important revenue decisions

Peer Example: Pennsylvania Transportation Commission

ORGANIZATION

State Commission

COMPOSITION

15 members

- 5 from State - Secretary of Transportation + 4 legislators (Chair/Minority Chair of Committee on Transportation from Senate and House)
- 10 including up to 5 from the same political party and representatives from Philadelphia and Pittsburgh, 1 with pilot's license and 2 board members from transit agencies

CHAIR

Secretary of Transportation

APPOINTED BY

Governor with Senate confirmation

TERMS

Six years

AUTHORITY

Policy Board for Penn DOT

- Recommend priorities for capital investments
- At least four meetings held outside capital
- Commission adopted program may not be changed (with some exceptions)
- Receives input from State Transportation Advisory Committee (STAC)

Noteworthy

- ✓ Statute direct inclusion of minority party legislators
- ✓ Determines investment priorities for all modes
- ✓ Mandated coordination with localities for transit priorities

Peer Example: Transportation Commission of Colorado

ORGANIZATION

State Commission

COMPOSITION

11 members appointed by Governor
Representation based on geography

CHAIR

Rotates among members

APPOINTED BY

Governor with Senate confirmation

TERMS

Four years

AUTHORITY

State Transportation Policy Board for Colorado

- General policy over state transportation systems
- Recommendations to Governor and General Assembly
- Adopt CDOT's budgets and programs

Noteworthy

- ✓ Statutes direct consideration of a member with transit experience, an engineer, and a person with disabilities
- ✓ Directs Executive Director of Department

Peer Example: Texas Transportation Commission

ORGANIZATION

State Commission

COMPOSITION

5 members appointed by Governor
Representation based on geography

CHAIR

Appointed by Governor

APPOINTED BY

Governor with advice and consent of Senate

TERMS

Six years

AUTHORITY

Sets Policy for Texas' Transportation Network

- Responsibility for developing and maintaining highway system
- Development of Long-Range Transportation Plan
- Compliance oversight

Noteworthy

- ✓ Executive Director of the Department (DOT) selected by and serves at the will of the Commission
- ✓ Commission makes and Department (modal) directors and staff manage departments

Potential Risks and Rewards





● Benefits

- *Commission provides public forum to present and debate transportation priorities*
- *Increased oversight over MDOT Business Units*
- *Could absorb political pressure for unpopular decisions (i.e., increase in gas tax)*
- *Provides forum for regions to articulate and debate priorities*
- *Multimodal approach*

● Risks

- *Focus will include highways, ports, aviation and funding source*
- *Reduced flexibility for MDOT Business Units*
- *May not result in increased funding for transit or Baltimore with diverse and regional representation*
- *Major decisions still outside of Commission (TTF revenues, new funding sources, etc.)*
- *Could (re) lapse into symbolic role presenting appearance of increased local control*

State Transportation Commission

Goals	How	Achieved by/through	What Else
 Transparency / Influence	<ul style="list-style-type: none"> Understand how decisions are made Develop ability / pathway to influence decisions 	<ul style="list-style-type: none"> Stronger with authority to review and approve Governor's transportation budget 	<ul style="list-style-type: none"> Diverse, representative set of commissioners
 Stability	<ul style="list-style-type: none"> Commission spans election cycle Appointment process 	<ul style="list-style-type: none"> Terms that offset with election cycles 	<ul style="list-style-type: none"> Representation, appointments and terms authorized by statute
 Funding	<ul style="list-style-type: none"> Authority to review and approve Governor's transportation budget 	<ul style="list-style-type: none"> Influence over funding decisions Set MTA's overall budget 	<ul style="list-style-type: none"> Would benefit from staff resources to research key policy questions
 Local Influence	<ul style="list-style-type: none"> Local appointments may have little to no influence 		

BALTIMORE
REGION
TRANSIT
COMMISSION

Potential Structure:

ORGANIZATION

Baltimore Region Transit Commission

COMPOSITION

10 members - 9 voting

- 4 based on geography: Mayor/County Executive (or appointee) from City of Baltimore, Baltimore County, Howard County, Anne Arundel County
- 5 representatives appointed by the Governor to include MTA Administrator, transit rider, etc.
- 1 labor (non-voting)

CHAIR

Set by the Commission

APPOINTED BY

Varies – local and state appointments

TERMS

Varies – local and state appointments

AUTHORITY

Oversee MTA Baltimore Core Services (*BaltimoreLink, Light RailLink, SubwayLink, MobilityLink*)

- Develop regional operating and capital transit plans
- Set regional transit policy (fares, branding, information systems, infrastructure investment)
- Lead coordination between transit service and local governments (land use, services, etc.)
- Purchase additional service for Baltimore region-directly, or distribute funding to existing operators
- Ability to raise regional funds

Peer Example: Northern Virginia Transportation Commission

ORGANIZATION

Regional Commission

COMPOSITION

21 Commissioners and 5 alternatives – proportional to jurisdictional population plus 6 from Virginia General Assembly and designee of Virginia Secretary of Transportation

CHAIR

Elected from among membership, officers elected in January and serve one year

APPOINTED BY

Fourteen are locally-elected officials, General Assembly appoints six (two Senators and four delegates), and Virginia Secretary of Transportation appoints one

TERMS

Varies with appointing body

AUTHORITY

Coordinate and secure funding for transit systems

- Increase capacity of regional transit network
- Improve the access and mobility throughout Northern Virginia
- Promote safe, reliable and financially sound performance and management of regional transit systems

Appointments to Regional Transit Agencies

- WMATA Board
- Virginia Railway Express Operations Board
- Virginia Transit Association Board of Directors

Noteworthy

- ✓ Make appointments to regional transit authorities
- ✓ Balance of state and local officials

Potential Risks and Rewards

● Benefits

- *Brings together key stakeholders / perspective to articulate Baltimore region's transit needs (and plan for them)*
- *Needs participation from MTA to have tangible impact, otherwise, limited benefit*
- *Creates forum to review MTA's annual operating and capital budget allocated to Baltimore*
- *Potential to advocate for similar deal as provided in DC suburbs (net operating deficit)*
- *Could levy taxes or fees to increase funds for transit or Baltimore Core services, but requires local agreement*

● Risks







- *Additional control means additional responsibility, Commission will be responsible for development of Baltimore core service*
- *Needs participation from MTA to have tangible impact, otherwise, limited benefit*
- *Could levy taxes or fees to increase funds for transit or Baltimore Core services, but requires local agreement*
- *Will not directly influence allocation of federal or state funds (or transit/LOTS funds)*

Baltimore Region Transit Commission

Goals	How	Achieved by/through	What Else
 Transparency / Influence	<ul style="list-style-type: none"> Understand how transit decisions in Baltimore region are made Develop ability / pathway to influence MTA decisions about Baltimore 	<ul style="list-style-type: none"> Authority to develop operating and capital plans 	<ul style="list-style-type: none"> Need funds or staff to conduct planning
 Stability	<ul style="list-style-type: none"> Focus on service in Baltimore region regardless of state politics 	<ul style="list-style-type: none"> Ability to raise additional funds and purchase service 	<ul style="list-style-type: none"> Dependent on authority and local appointments
 Funding	<ul style="list-style-type: none"> Recommend regional service and investment (funding) needs 	<ul style="list-style-type: none"> Ability to raise local funds 	<ul style="list-style-type: none"> Could Baltimore (or state overall) get same "deal" as Washington suburbs (net operating expenses)?
 Local Influence	<ul style="list-style-type: none"> Create regional plans and bring regional goals, plans and needs to MDOT MTA 	<ul style="list-style-type: none"> With funding could participate in service delivery / investments 	<ul style="list-style-type: none"> State of Good Repair

Summary

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Discussion and Prioritization



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Next Steps

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Public Comment

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Thank you!



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