



# **GRTC Amendment Articles of Incorporation and By-Laws**

Office of Equitable Transit and Mobility

Land-Use, Housing, and Transportation Committee Presentation

January 18, 2022

# Introduction

The Office of Equitable Transit and Mobility through the Department of Public Works is responsible for the management and prioritization of multimodal transportation projects. This includes transit and other large multimodal infrastructure projects that assist the City in meeting current and future transportation needs.

This office is committed to achieving equitable transportation solutions for all Richmonders.



# GRTC's largest service area

## Richmond

- Richmond represents 80% of the ridership and about 75% of the revenue miles are in the city.
- The entire system, and its fundamental connectivity, are dependent upon the core route structure and service located within the city's central 62 square miles.
- The core ridership is located in the city because of both the population density and the concentration of poverty in the city.
- The density of the city core encourages and requires the availability of good public transit for suburban commuters.



# Proposed Amendments to GRTC Articles of Incorporation and Bylaws

The current GRTC Articles of Incorporation were adopted on June 26, 1989 and the current Bylaws were last amended on May 24, 1993. Since then GRTC has greatly expanded its services to meet the growing needs of the region.

## Governor's 2021 Transit Governance Report

- Recommended that City of Richmond, Chesterfield County, and GRTC consider including Henrico County in the Current GRTC Board Structure.

## Central Virginia Transportation Authority (CVTA)

- With the addition of CVTA funds, now more than ever it is imperative that there be a coordinated effort between the jurisdictions when it comes to decision-making for GRTC.

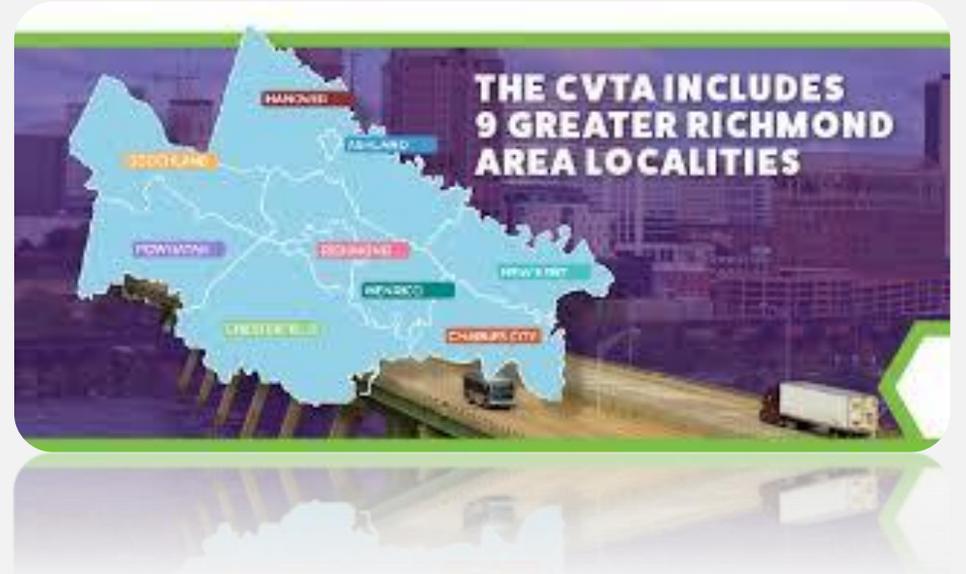


# GRTC Board Structure

GRTC currently operates with a six person board appointed by GRTC's shareholders, the City of Richmond and Chesterfield County.

## Decision-Making

- Currently, as structured, the City of Richmond's City Council appoints board members to the GRTC board, and it may not be enough to simply design the board to represent taxpayers; but having Richmond's elected officials who are directly responsible to the citizens may be an effective way to ensure that GRTC provides the transit services that our residents need and depend on.
- The City of Richmond transit routes are at the core of GRTC's system and our transit riders quality of life depends on the strategies, performance and spending of GRTC limited resources.
- With Richmond effectively representing the transit riders' voice, their voices can not be silenced when it comes to major decisions that can adversely impact them.



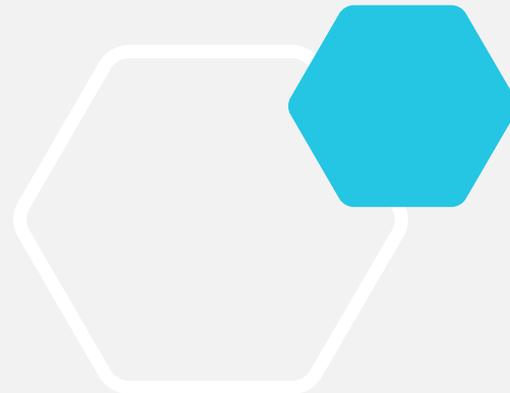
# Future Key Decisions

The GRTC transit system is uniquely essential to the population and economic health of the City.

Key future decisions include:

How GRTC defines local and regional routes?

- How local operational subsidy cost are derived?
- Expenditure of regional transit funds for service?
- Keep or Eliminate Zero fare?



# Evaluating the Impacts

**With the changes the City would agree on the following:**

- Not to compromise on Shareholder Share of Richmond/Chesterfield 50/50
- Not to compromise on the requirement to have the election of Board of Directors members by shareholders at annual meeting.
- To allow the County of Henrico on the GRTC Board of Directors, but not as a shareholder
- Impose a majority rule for all action taken by the GRTC Board of Directors (2 members from each locality must affirm vote)
- Board of Directors can be comprised of up to two elected officials
- Richmond service area receives 80% of all state and/or federal operating subsidies based on ridership and revenue miles within the “Density Core”.
- Richmond existing routes that are operated by GRTC shall be deemed a part of the “existing regional system”.



# Conclusion: Proposed Amendments can lead to Equitable decision-making

GRTC's decisions on different transit options will impact particular areas and specific population groups differently; therefore an ethical perspective must be utilized by leaders when developing policy.

These proposed amendments allow:

- For what is a historical Richmond City asset, developed and built over decades, to be recognized and maintained through shares and funding, even in the midst of transit expanding across the region.
- Local leaders and GRTC to become policy makers that develop equitable decision-making framework for transportation mobility and accessibility decisions.
- A redirected focus toward the needs of the community's best customers, low-income riders, which may result in improving GRTC's effectiveness, ridership, financial base, social and environmental goals.



Thank You

