



# Regional Transit Governance Study For Region 10

Charlottesville City Council Update

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# Study Team



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# Agenda

Study Background & Goals

Preliminary Outcomes

Next steps

Discussion

# Transit Vision Study

*A clear, long-term vision for efficient, equitable and effective transit service for the region.*

<b>Unconstrained Network</b>	<b>Constrained Network</b>
<ul style="list-style-type: none"><li>• Improved frequency for fixed routes in urban areas including BRT from US 29 through UVA, downtown, to Pantops</li><li>• Expanded fixed routes serving every jurisdiction in region<ul style="list-style-type: none"><li>– Eight new fixed route bus services (hourly service including weekends)</li></ul></li><li>• Supplementary on-demand zones in lower-density areas to connect to regional network</li><li>• Expanded hours and days of service (seven days a week)<ul style="list-style-type: none"><li>– 7am to 8pm on most urban and regional networks (some running to midnight)</li><li>– More all-day service during morning and evening peak periods and during the middle of the day</li></ul></li></ul>	<ul style="list-style-type: none"><li>• All fixed routes operate seven days a week<ul style="list-style-type: none"><li>– Increased frequency (15, 20, and 30 min) on weekdays and more 20- and 30-min routes on Saturdays.</li><li>– All fixed routes run on Sundays</li></ul></li><li>• All CONNECT routes to run seven days a week with two additional daily trips<ul style="list-style-type: none"><li>– Two new CONNECT routes</li><li>– Additional weekend service</li></ul></li><li>• Expanded Circulator services in Nelson, Greene, Louisa, and Fluvanna counties to run all day, seven days a week (intra-county)<ul style="list-style-type: none"><li>– Expanded Albemarle County rural demand response service</li></ul></li></ul>

# Study Goals

To identify strategies for achieving regional transit priorities and goals identified in the Regional Transit Vision Plan

- 1) Identify strategies for dedicated transit funding to augment current jurisdictional costs for transit
- 2) Identify a governing structure that can manage and account for the use of the additional transit funds, better capture and allocate the full costs of service, and ensure transparency

# Study Goals

To identify strategies for achieving regional transit priorities and goals identified in the Regional Transit Vision Plan

A regional transit authority (entity) that can serve as a funding agency to manage and provide accountability for any additional regional transit revenues generated.

# Study Overview

1

## Existing Conditions

- Current transit services, administration, governance and investments
- Stakeholder engagement
- Current legislative authority

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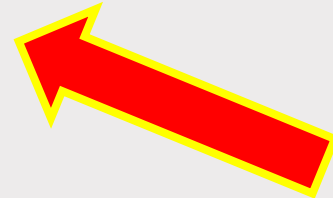
## Peer Regional Transit Governance Structures

- Study peer regions and their transit governance/funding structures

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## Potential Revenue Generation

- List of prioritized revenue sources
- Stakeholder engagement



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## Develop governance scenarios and funding allocations

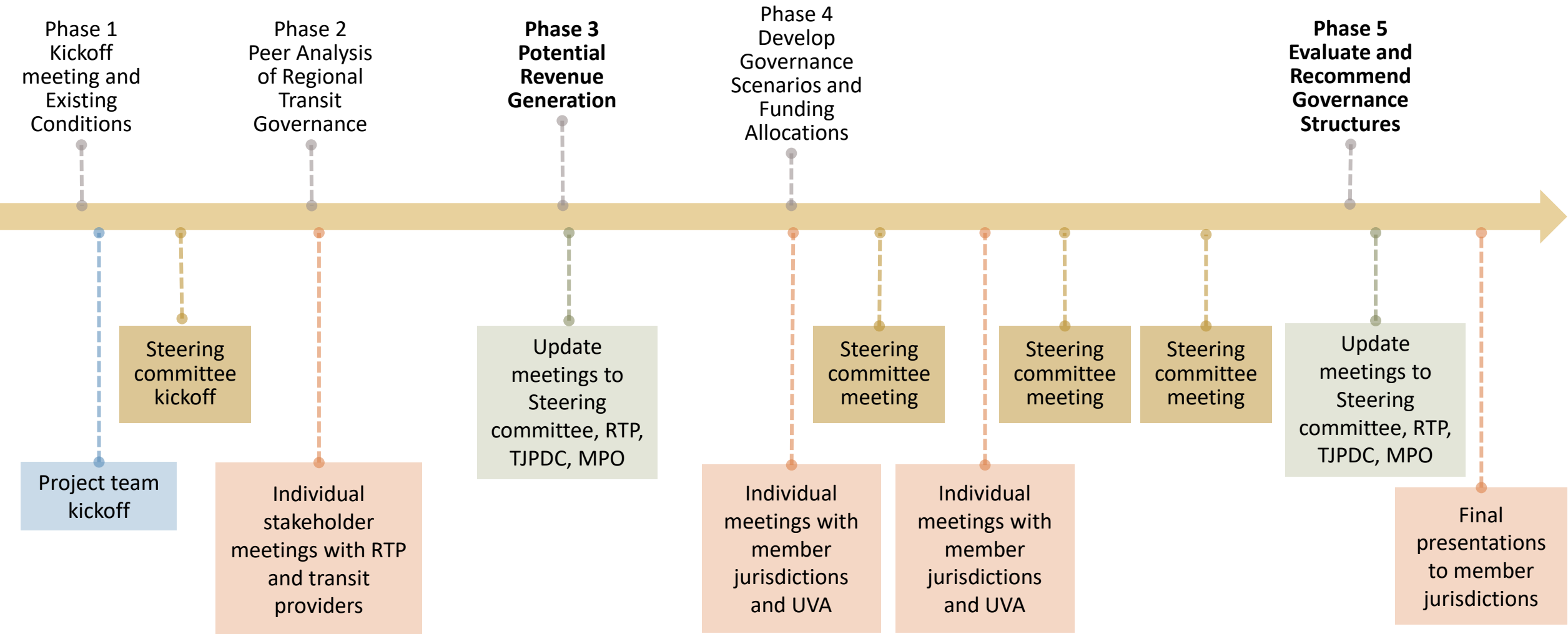
- Individual and group stakeholder engagement

5

## Evaluate and Recommend Governance Structures

- Final presentations to stakeholders
- Draft and final reports

# Stakeholder Engagement





# Key Findings to Date-Governance

1. Legislative provisions exist for a Charlottesville-Albemarle Regional Transit Authority (CARTA)
2. Other governance structures from peer agencies allow for different funding mechanisms
  - Town department (Blacksburg Transit, university funding)
  - Public transportation corporation (Bloomington Transit, property and income tax)
  - Joint municipal authority (CATA, contributions from member municipalities)
  - 501(c)(3) Nonprofit (TCAT, Contributions from city, county and university)
  - Transportation authority, (The Ride, local property tax)

# Courses of Action for Legislative Process

*Many mechanisms exist for ensuring an equitable distribution of resources → Phase IV will explore potential structures*

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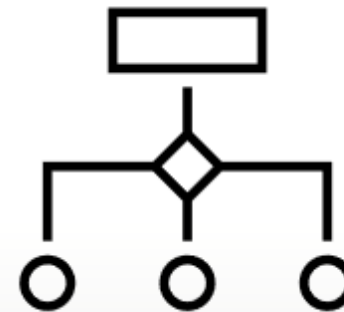
*Establish a new authority comparable to CVTA or HRTAC*

2



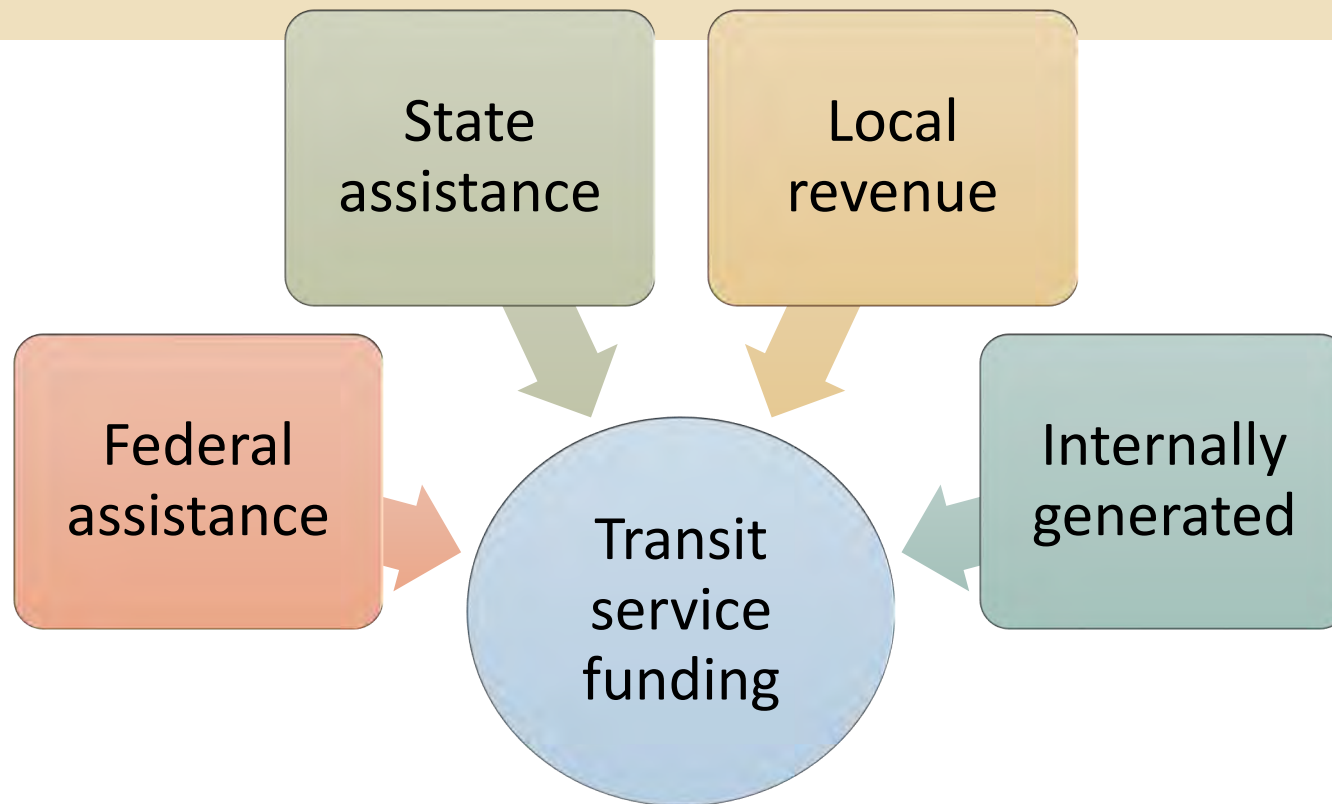
*Modify the existing RTA legislation to provide additional authority*

3



*Modify another framework to provide additional authority*

# Key Findings to Date - Funding



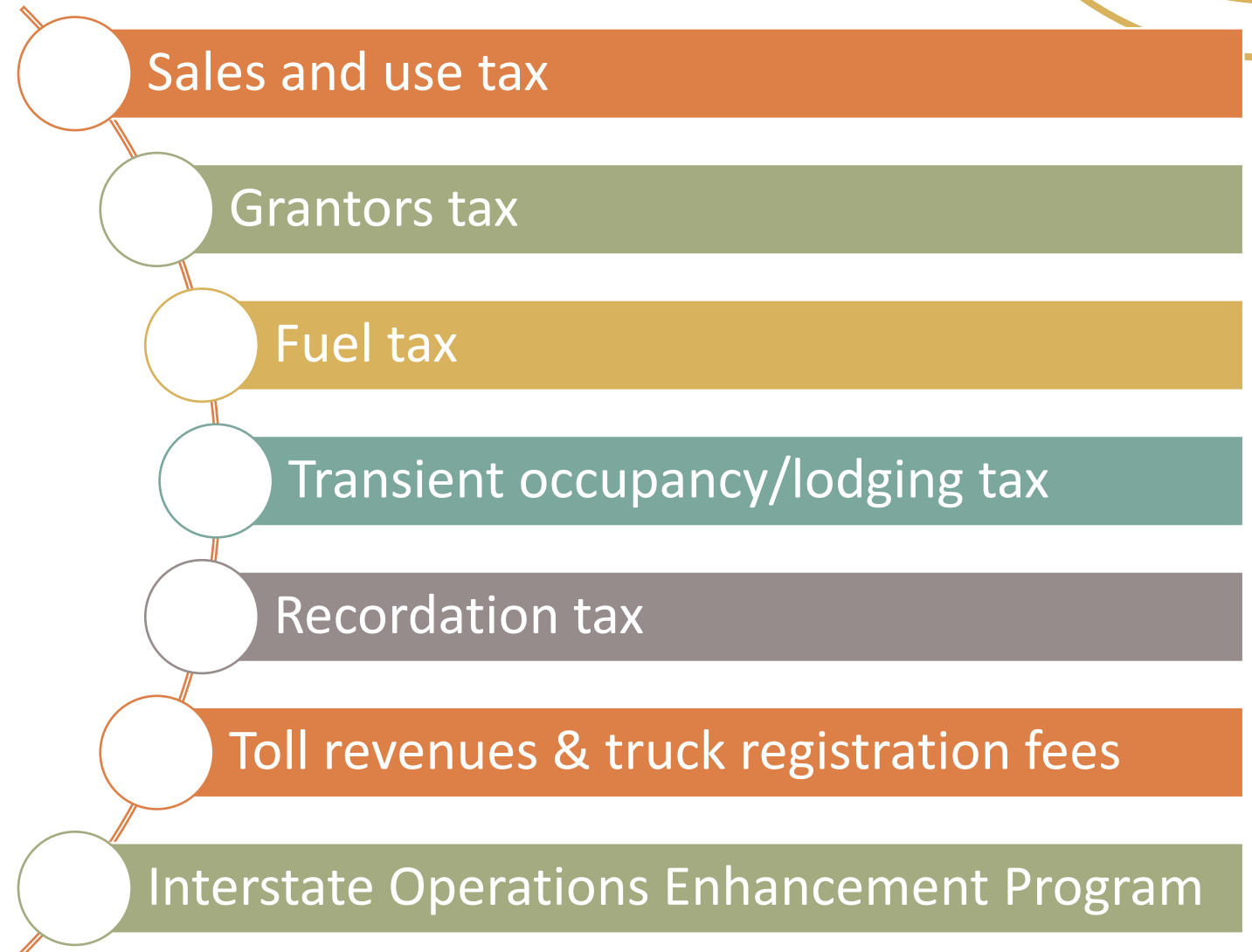
# Potential Revenue Sources

## Comparative Funding Analysis

Northern Virginia Transportation Authority (NVTA)

Hampton Roads Transportation Accountability Commission (HRTAC)

Central Virginia Transportation Authority (CVTA)



# Potential Revenue Sources

Sales and use tax

Grantors tax

Fuel tax

Transient occupancy/lodging tax

Recordation tax

Toll revenues & truck registration fees

Interstate Operations Enhancement Program

## Exploratory Options

- Sales and use tax
- Transient occupancy/lodging tax
- Property tax
- Real estate tax

# Initial Cost Estimates

	Constrained*	Unconstrained*
Approximate Total Costs (Transit Vision Plan)	\$ 35,139,400	\$ 85,014,700
Anticipated Federal Contribution	\$ (6,467,565)	\$ ( 6,467,565)
Anticipated State Contribution	\$ (9,729,820)	\$ ( 23,022,460)
Total Public Assistance	\$ (16,197,385)	\$ (29,490,024)
<i>Deficit</i>	<i>\$ 18,942,015</i>	<i>\$ 55,524,676</i>

*\*Note: Does not include costs associated with capital investments and ADA paratransit service requirements for fixed route expansions*

# Initial Revenue Estimates

All estimates are in millions of 2023 dollars

## Sales and Use Only

Additional 0.7%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	16.26	16.43	16.59	16.76	16.92	82.96
Charlottesville	\$10.18	\$10.28	\$10.39	\$10.49	\$10.59	51.93
Rural Counties	10.18	10.28	10.38	10.49	10.59	51.92
<b>Total</b>	<b>36.62</b>	<b>36.99</b>	<b>37.36</b>	<b>37.73</b>	<b>38.11</b>	<b>186.81</b>

Average \$ 37.36 M

## Lodging Only

Additional 0.5%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	0.18	0.19	0.19	0.19	0.20	0.96
Charlottesville	0.47	0.48	0.49	0.50	0.51	2.46
Rural Counties	0.39	0.40	0.41	0.41	0.42	2.03
<b>Total</b>	<b>1.05</b>	<b>1.07</b>	<b>1.09</b>	<b>1.11</b>	<b>1.13</b>	<b>5.44</b>

Average \$ 1.09 M

## Personal Property Only

Additional 0.5%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	5.47	5.58	5.69	5.80	5.92	28.45
Charlottesville	1.52	1.55	1.58	1.61	1.64	7.90
Rural Counties	5.51	5.62	5.73	5.85	5.97	28.68
<b>Total</b>	<b>12.50</b>	<b>12.75</b>	<b>13.00</b>	<b>13.26</b>	<b>13.53</b>	<b>65.03</b>

Average \$ 13.01 M

## Real Estate Only

Additional 0.5%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	120.40	122.81	125.26	127.77	130.32	626.56
Charlottesville	52.81	53.86	54.94	56.04	57.16	274.82
Rural Counties	77.50	79.05	80.63	82.24	83.88	403.29
<b>Total</b>	<b>250.70</b>	<b>255.72</b>	<b>260.83</b>	<b>266.05</b>	<b>271.37</b>	<b>1304.67</b>

Average \$ 260.93 M



## Next Steps

- Reach consensus with regional stakeholders on feasible options for a *transit governance structure* in the region
  - an authority as a funding entity versus a transit service operating entity
  - ensuring transparency and added revenue
  - ability to better capture and allocate full costs of service
  - identifying mechanisms that allow for equitable distribution of resources



# Discussion

- What are some potential barriers that need to be addressed as the study continues?
- What are some important considerations that need to be addressed for the council to support an authority?
- What are some equity concerns on the various taxes being explored?



**Thank you!**

