



Jefferson Area Regional Transit Partnership (RTP) Business Meeting

AGENDA

4:00 p.m., Thursday, December 19, 2019
Water Street Center, 407 E. Water Street, Charlottesville, VA 22902

Item	Time†	Description
1		Call to Order
2		Introductions
3	4:00-4:10	Matters from the Public: Limit 3 minutes per speaker
4		✓ Minutes from October 24, 2019
5	4:10-4:30	✓ Regional Transit Plan Funding Request
6	4:30-4:45	✓ Afton Express Transit Service Plan & Funding
7	4:45-5:15	Committee & Project Updates: Monthly Ridership Reporting Committee Regional Equitable Driver Appreciation Committee Energy Efficient Bus Committee Subcommittee Meeting Summary
8	5:30-5:55	Transit Service Provider Updates – CAT/JAUNT/UTS/Rideshare CAT Advisory Board Update
9	5:55-6:00	Other Business
11	6:00	Adjourn

Next meeting: January 23, 2019- Business Meeting

Future Meeting Topics

1. *Vote on By-laws revisions*
2. *Blacksburg Visit*
3. *Electric Scooter Data*
4. *VTA & RTP Listening Tour Responses*

The Regional Transit Partnership (RTP) serves as an official advisory board, created by the City of Charlottesville, Albemarle County and JAUNT, in Partnership with the Virginia Department of Rail and Public Transportation to provide recommendations to decision-makers on transit-related matters.

Times are approximate

- ✓ *Requires a vote of the Partnership*



Thomas Jefferson Regional Transit Partnership

October 24, 2019

4:00 p.m.

Water Street Center

Committee – Voting Members

Diantha McKeel, *Albemarle Co - Chair*
Kathy Galvin, *City of Charlottesville – Vice Chair*
Lucas Ames, *JAUNT Urban*
Randy Parker, *JAUNT Rural (Louisa)*
Ned Gallaway, *Albemarle (absent)*
Nikuyah Walker, *City of Charlottesville*
Neil Sherman, *DRPT*

Staff

Chip Boyles, *TJPDC*
Gretchen Thomas, *TJPDC*
Lucinda Shannon, *TJPDC*
Jessica Hersh-Ballerling, *TJPDC*

Non-Voting & Alternates

Karen Davis, *JAUNT*
Brad Sheffield, *JAUNT*
Garland Williams, *CAT*
Becca White, *UTS*
Trevor Henry, *Albemarle County*
Mike Murphy, *City of Charlottesville (absent)*
James Mann, *CAT Advisory Board*
Kim McManus, *PVCC (absent)*
Jim Foley, *ACPD*
Alison DeTuncq, *CTB (absent)*
Chris Rowland, *JAUNT (absent)*
Ginger Morris, *Greene County Transit (absent)*
Sally LeBeau, *UVA Hospital (absent)*

Call to Order

Chair Diantha McKeel called the work session to order at 4:04 p.m. and began introductions.

Matters from the Public

Sean Tubbs from the Piedmont Environmental Council (PEC) said he appreciated the fact that the RTP exists because he said it is important to have the forum for public discussions about community mobility. The PEC has been advocating for the continuation of the Planning and Coordination Council (PACC), but if it does go away, he is glad the RTP will remain. Now with the County, the City and UVA committed to the reduction in greenhouse gas emissions, the actions taken in the group should be taken with climate action goals in mind.

He went on to say that as a member of the community who rides the bus, it is important for him to point out when things aren't working as well as they should. He reported that there is a trolley, or a "ghost bus", without a transponder, the 404, and he asked what the fix was for that.

Second, he was using UTS recently and was impressed by how full the busses were and how it met the TDM goals of the University. He recommended that everyone read the TDM.

Response to Matters from the Public

Ms. McKeel said that PACC is not “going away” but they are trying to make it more relevant, so they are talking about realigning it so the three communities can look at the area not just through a “land use lens.”

Approval of Agenda

Ms. McKeel asked to move Item 8 to number 6.

Ms. Galvin moved to accept the agenda as amended. Mr. Parker seconded and it was approved unanimously.

Approval of Meeting Minutes from August 22, 2019 and September 26, 2019

Mr. Parker made a motion to adopt both sets of minutes. Ms. Galvin seconded the motion and both sets of minutes were approved unanimously.

Electric and Energy Efficient Bus Exploratory Committee Recommendations

Mr. Boyles reported that it has been requested that a committee be formed to begin to explore how the RTP could take on any roles working with schools, CAT, and JAUNT to see how to pursue electric or energy-efficient buses. The committee would also look for any funding sources that may be available to assist in this effort.

After discussion by the Partnership regarding a consensus of the need, Mr. Boyles said he would finalize the committee and schedule a first meeting.

Introduction of Garland Williams

Ms. McKeel introduced Garland Williams.

Mr. Williams stated that he has been on the job as CAT Director since September 3 and has been evaluating what CAT does well and where he sees opportunities for improvement. Mr. Garland discussed topics of ridership, data collection and use, and system stabilization.

JAUNT FY21 Budget Overview and Crozet and Park Connect

Mr. Sheffield said JAUNT is ready to submit their budget to City and County and shared it with the committee with a handout.

Crozet and Park Connect

Mr. Sheffield reported first on Crozet and Park Connect. He noted that they are going to add a Fontaine Research Park stop and will be launching a mobile payment app around November 1. He said the only concern is the capacity of the vehicles.

Budget

Mr. Sheffield said some of the issues that JAUNT is encountering re: the budget includes:

1. Folks who could use CAT are calling JAUNT instead;
2. Health care costs for staff continue to climb;
3. Compensation needs to stay competitive, and;

4. Service costs and ancillary items are rising.

Ms. Galvin asked what makes someone eligible to ride on JAUNT.

Mr. Sheffield deferred to Mr. Williams who said that at his previous position in Richmond, a person had to get a doctor's note. CAT does not have this in their system, so they err on the side of caution and trust riders' requests. There is discussion about when and how aggressive they will be in the future about getting a doctor's note.

Regional Transit Plan Funding Request

Mr. Boyles said he is continuing to work on the "Immediate Action Items" from the strategic planning meeting. He is currently working on Item #5 – "Pursue funding, strategy and timeline for development of a full-scale Regional Transit Development Plan – Strategic Plan FY20."

Mr. Boyles said DRPT would be open to an application from the RTP for a Regional Transit Vision Plan which takes a broader approach than the Regional Transit Development Plan with a 20-25 year plan vs a 5-6 year plan.

Mr. Boyles went on to say that RTP should submit the application through the TJPDC by February 3, 2020. It is a 50/50 match through the Department's 5303 program.

By-laws Revision to Add University of Virginia as Voting Member of RTP

Mr. Boyles reported that the MOU is in on the agendas for the next City Council and Board of Supervisors' meetings. Once they are approved by both bodies, the bylaws can be amended to include UVA as a voting member. These amended bylaws will more than likely be reviewed at the December or January meeting.

Committee & Project Updates

Monthly Ridership Reporting Committee

Mr. Boyles said the numbers are not ready to put out a report at this time.

Regional Equitable Driver Appreciation Committee

Mr. Boyles said this committee has not yet met. He said there is no staff from CAT or JAUNT assigned to this committee. Ms. Hersh-Ballering and Mr. Boyles will work on getting a committee together for the future.

Transit Peer System Visit – Blacksburg

Mr. Boyles said staff is working towards a spring trip to Blacksburg.

Transit Service Provider Updates

CTAC

Mr. Mann reported that Mr. Lee and the City attorney are scheduled to meet on the bylaws in the near future.

UTS

Ms. White said that UVA announced they will be changing the minimum hourly rates for contract employees as well as full-time employees. She also reported that the parking and transportation strategies for the next 10 years were published in a document this week and encouraged everyone to read it.

Ms. McKeel asked Ms. Hersh-Ballering to send the Board the link to the online document.

DRPT

Mr. Sherman reported that there is an RFP for an intercity bus from Danville to Dulles and Union Station. They will announce the award of the contract in February.

Ms. McKeel said the next meeting will not be on November 21 because there will be too many members not available on that date. Ms. Hersh-Ballering said she would send out a poll for an alternate date.

Ms. McKeel adjourned the meeting at 5:47 p.m.



To: Regional Transit Partnership

Date: December 19, 2019

From: Chip Boyles, Executive Director

Re: Recommendation for Regional Vision Plan Funding Application to DRPT

The Regional Transit Partnership developed an Organizational Strategic Plan through the facilitation of John Martin & SIR in July, 2018. One of the outcomes of the strategic plan was to develop a pathway for coordinated regional transit system(s). Item 5 of the Immediate Action Items was to pursue funding, strategy and timeline for development of a full-scale Regional Transit Development Plan – Strategic Plan to be initiated in Fiscal Year 2020.

While both Charlottesville Area Transit and JAUNT are required by DRPT to develop regular individual Transit Development Plans and/or Transit Strategic Plans, a Regional Strategic Visioning Plan is not required but would be beneficial to meet the Regional Vision identified by the RTP.

Other transit systems in the Commonwealth and beyond have completed similar plans with great success: Greater Richmond Transit Vision Plan; <http://www.drpt.virginia.gov/transit/major-initiatives/richmond-regional-transit-vision-plan/>; Roanoke Valley Transit Vision Plan; Hampton Roads Regional Transit Plan. Regional Visioning Plans are tailored to fit the specific needs of each region but often include the basic tasks of:

- Establish a long-term strategic vision for the regional transit system.
- Estimate future transit demand and identify services gaps.
- Understand the long-term financial outlook and system improvement costs.
- Coordination of existing transit providers
- Identify opportunities and optimal conditions for private partnerships and investment.
- Explore alternative service delivery models to augment the system

In previous discussions with the RTP, it has been determined that extensive community engagement would be desired for a Regional Vision Planning process. Because of the extensive community engagement, it is estimated a Regional Visioning Plan development would cost approximately \$800,000. Development of a Regional Vision Plan will likely take 12 to 18 months from contract award.

The Department of Rail Public Transportation offers a cost sharing grant to develop planning efforts on a 50-50 cost share. Applications are due February 3, 2020.

Recommendation: Motion by the RTP to recommend to the City of Charlottesville and to Albemarle County to commit \$100,00 each entity in each of the fiscal years 2021 and 2022 toward the match for a Regional Transit Vision Plan development and recommend that the MPO apply to DRPT for \$400,000 to match the local contributions toward the Regional Transit Vision Plan.

Afton Express Transit Service Plan – Fact Sheet

Background

- The idea of an inter-regional transit service connecting the Shenandoah Valley and Charlottesville has been discussed in previous transportation studies and plans, including the Virginia Intercity Bus Plan (2013), BRITE Transit Development Plan (2015), and I-81/I-64 Inter-Regional Public Transportation Feasibility Study (2017).
- The I-81/I-64 Inter-Regional Public Transportation and Feasibility Study proposed a bus service operating between Harrisonburg and Charlottesville with stops in Staunton and Waynesboro.
- The CSPDC submitted a Demonstration Grant application for FY 2019 asking for funding to implement the service design proposed in the I-81/I-64 Feasibility Study, with a scaled-back route to operate between Staunton and Charlottesville on I-64 to reduce overlap with the recently implemented Virginia Breeze service.
- DRPT did not fund the implementation of the service, but instead provided funding for additional study to refine the need and feasibility of a transit service connecting the Staunton-Augusta-Waynesboro (SAW) region and Charlottesville.
- The Afton Express Transit Service Plan reaffirms the need for intercity transit service in the region and demonstrates the feasibility of operating a bus route between the SAW region and Charlottesville to best serve commuter and rural transportation needs.

Regional Travel Patterns

- Transportation trends in the region indicate that traffic flows are mostly one-directional in the morning and evening peak periods.
 - During the AM peak period most trips are between the high working population areas in the SAW region and high employment areas in Charlottesville.
 - During the PM peak period most trips are between the high employment areas in Charlottesville and high working population areas in the SAW region.
- Number of trips between regions during the AM and PM peak periods:

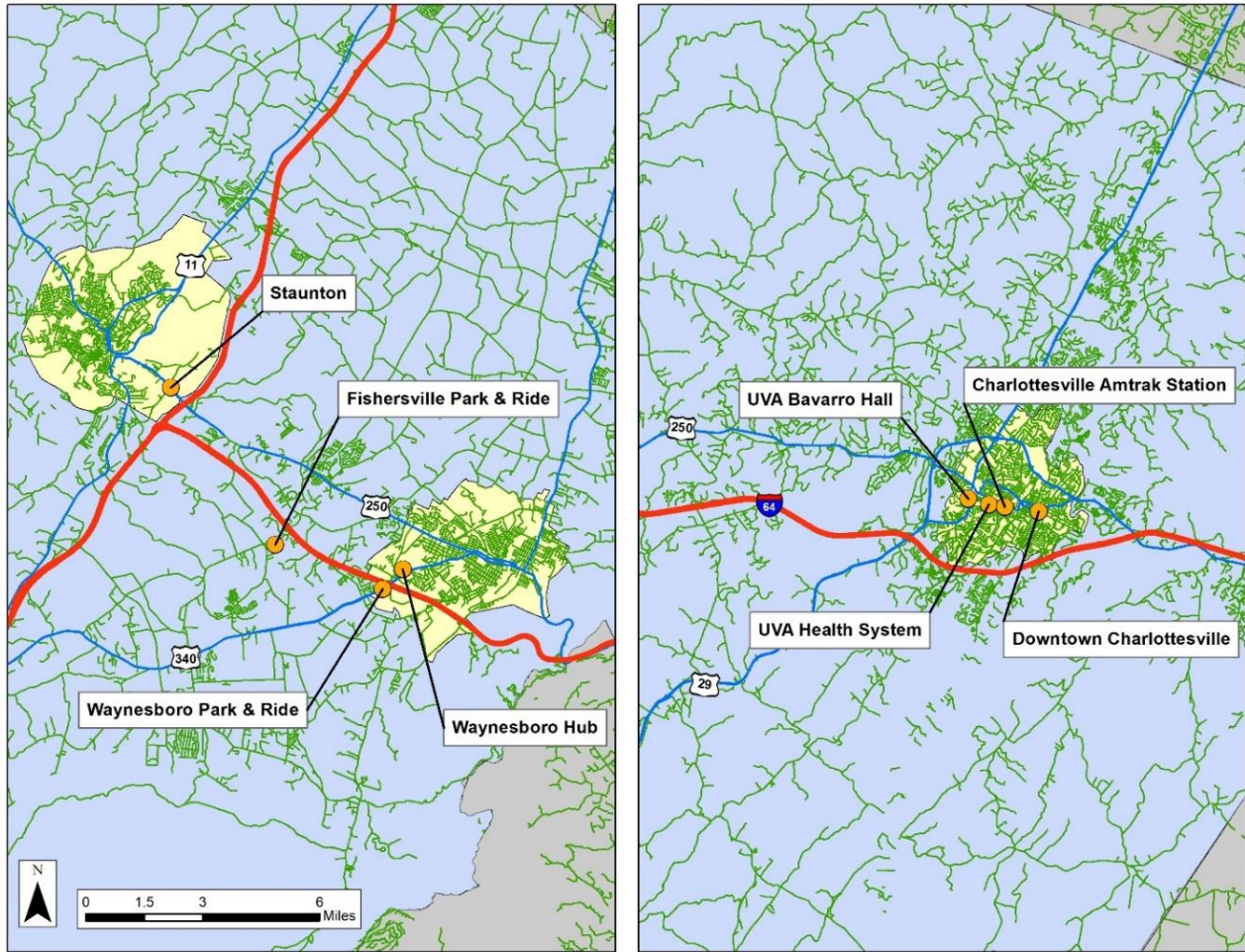
	AM	PM
Eastbound	3,373	1,413
Westbound	1,190	3,358

- Key origins identified include Waynesboro, Staunton, Fishersville, Stuarts Draft, and Crozet.
- Key destinations identified include, UVA, Downtown Charlottesville, Pantops, Crozet, and Waynesboro.

Service Plan Summary

- **Two 32-passenger buses** running on the route and one spare bus
- **Four AM peak period trips** (5:15 AM – 9:25 AM) leaving SAW region approximately hourly Monday - Friday
- **Four PM peak period trips** (3:00 PM – 7:10 PM) leaving Charlottesville/UVA approximately hourly Monday – Friday
- **14.2 daily total service hours**
- **81 projected daily boardings initially**
- **\$3.00 one-way fares** with discounted passes for frequent users

Proposed Stop Locations



Note: Crozet, Pantops, and Fifth Street Station could serve as possible future stop locations.

Projected Budget

Expenses	FY2021	FY2022	FY2023	FY2024
Total	\$ 45,400	\$ 364,668	\$ 364,221	\$ 371,008

Revenues	FY2021	FY2022	FY2023	FY2024
Federal	\$ -	\$ -	\$ 192,757	\$ 196,918
State	\$ 36,320	\$ 261,209	\$ 49,395	\$ 50,481
Local Partners	\$ 9,080	\$ 65,302	\$ 66,568	\$ 68,107
<i>West-Side Partners</i>	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054
<i>East-Side Partners</i>	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054
Fare Collection	\$ -	\$ 38,157	\$ 55,501	\$ 55,501
Total	\$ 45,400	\$ 364,668	\$ 364,221	\$ 371,008
<i>Demonstration Period Total</i>		\$ 410,068		
<i>5311 Rural Funding Period Total</i>			\$ 735,229	



Afton Express Transit Service Plan

Stakeholder Meeting #2

November 18, 2019



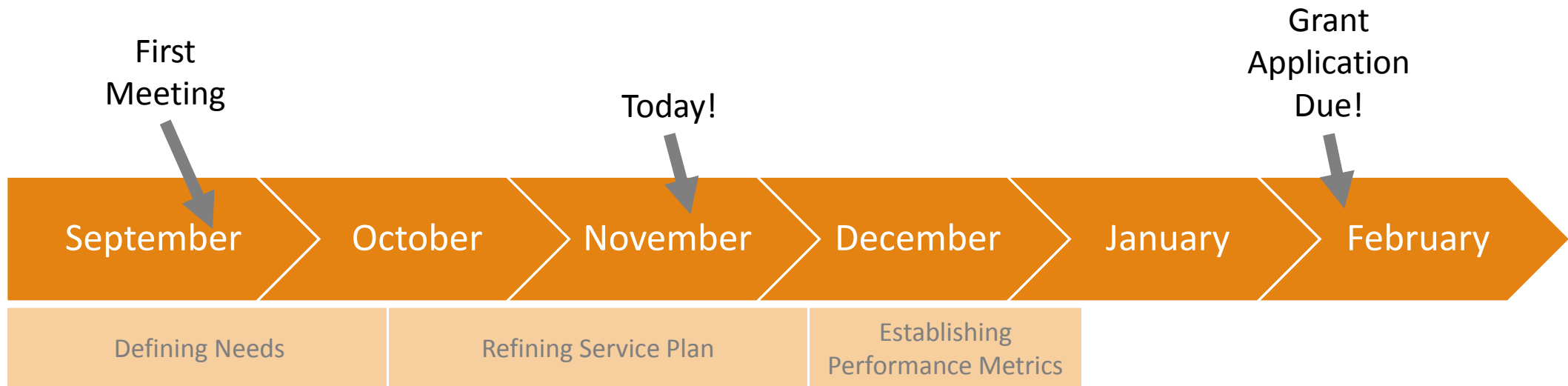
Today's Agenda

- Quick Review of Timeline and Earlier Efforts
- Definition of Needs
- Draft Service Schedules
- Draft Service Budgets
- Draft Options for Local Match
- Next Steps

Review of Earlier Efforts

- At our last meeting, we discussed:
 - Previous efforts this study is based on
 - Purpose of this study
 - Peer services similar to proposed Afton Express
 - Draft analysis of transit needs in the corridor
 - Funding opportunities
 - Timeline of study and grant application

Timeline (very quick!)

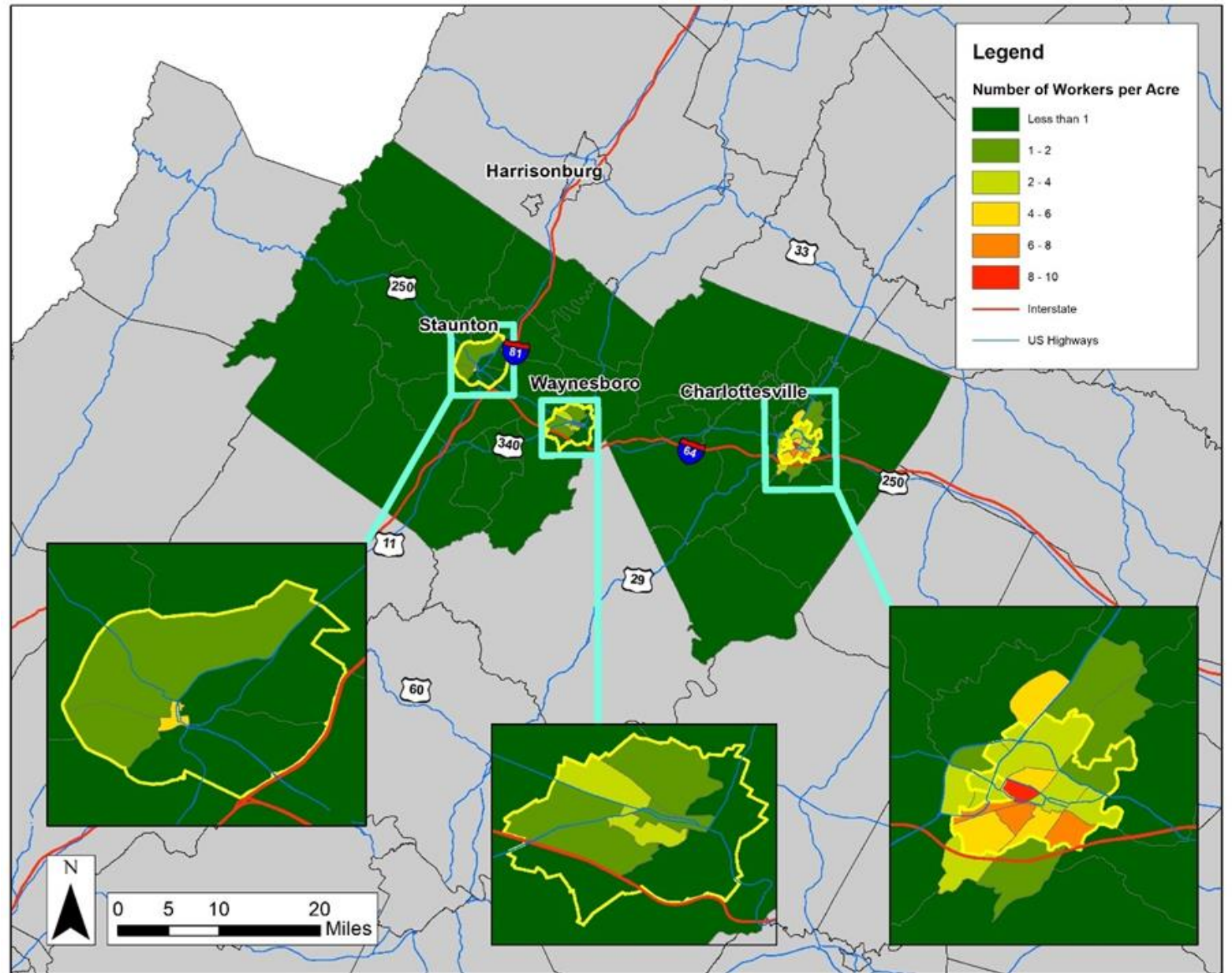


Definition of Needs

- Data-driven analysis being used to identify areas where transit service could connect residents to jobs and intercity transit services
- Includes:
 - Working Population and Job Locations
 - Environmental Justice and Transit Dependent Population Locations
 - Trip Origins and Destinations
 - Driving Costs
 - Urban and Rural Needs

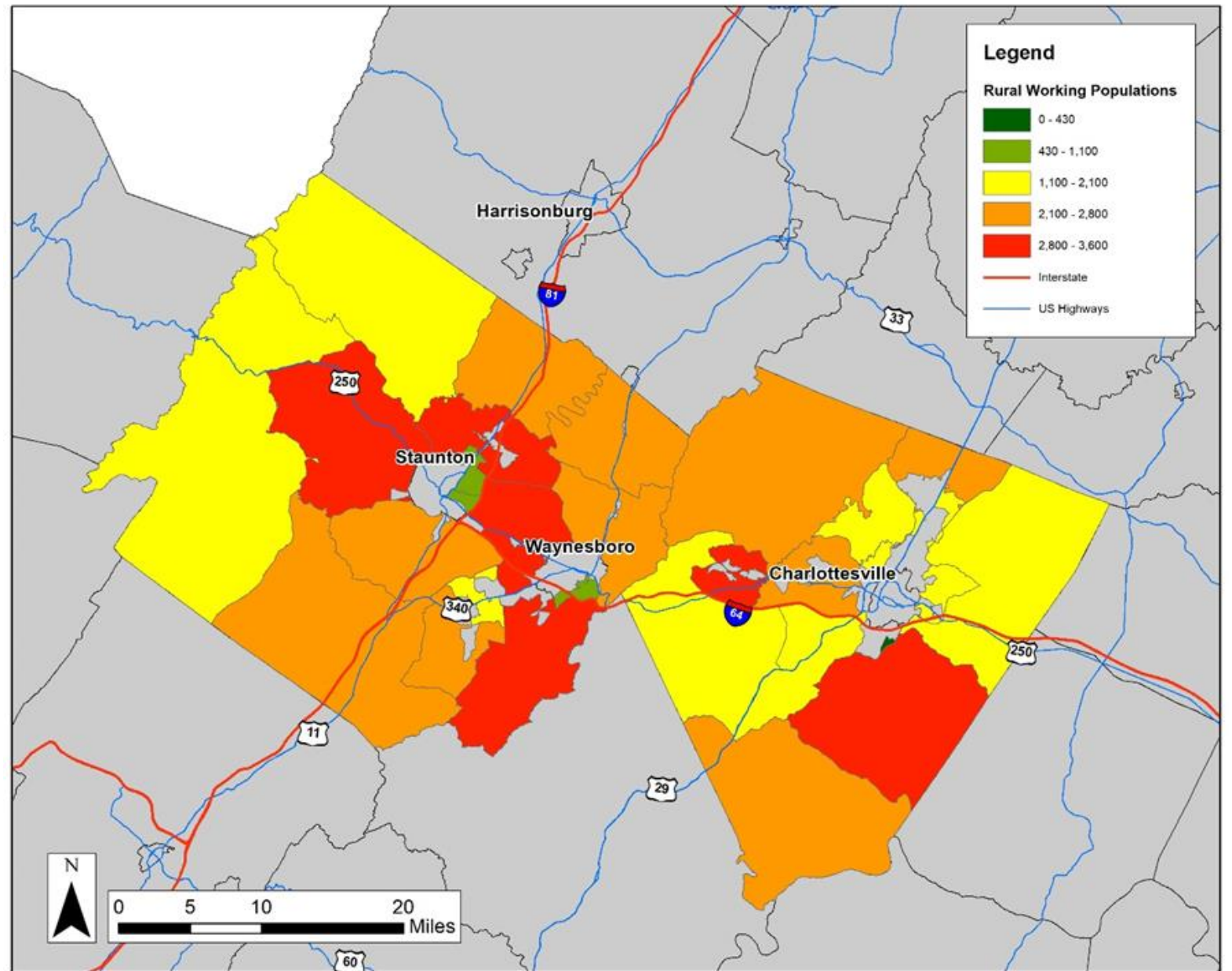
Working Populations and Employment

Geographic Distribution of Working Populations



Working Populations and Employment

Working Populations in Rural Locations



Employers in High Employment Areas

STAUNTON-AUGUSTA-WAYNESBORO

Employer	Number of Employees
Augusta County Public Schools	1,000+
Augusta Health	1,000+
Western State Hospital	500 – 999
Staunton City Schools	500 – 999
Waynesboro City Schools	500 - 999
McKee Food Corporation	500 - 999
Hershey Chocolate of Virginia	500 – 999
Target Corporation	500 - 999

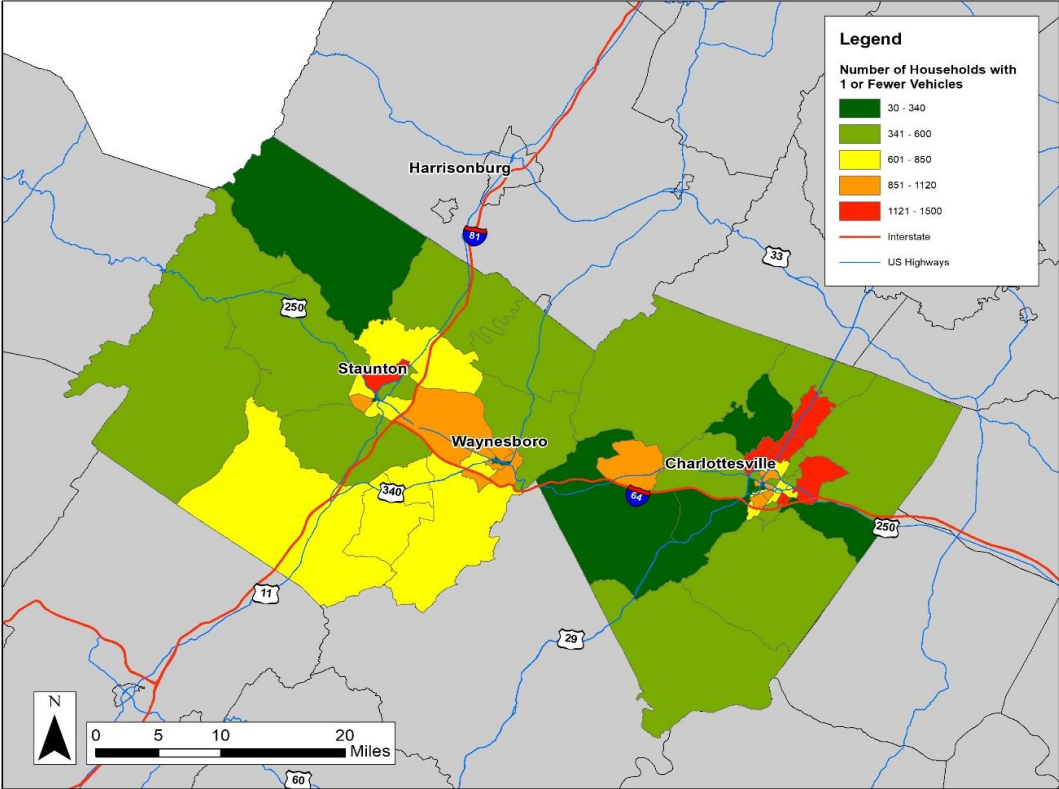
CHARLOTTESVILLE-ALBEMARLE

Employer	Number of Employees
University of Virginia	20,500
Sentara – Martha Jefferson Hospital	2,000+
State Farm Automobile Insurance	1,000+
City of Charlottesville	1,000+

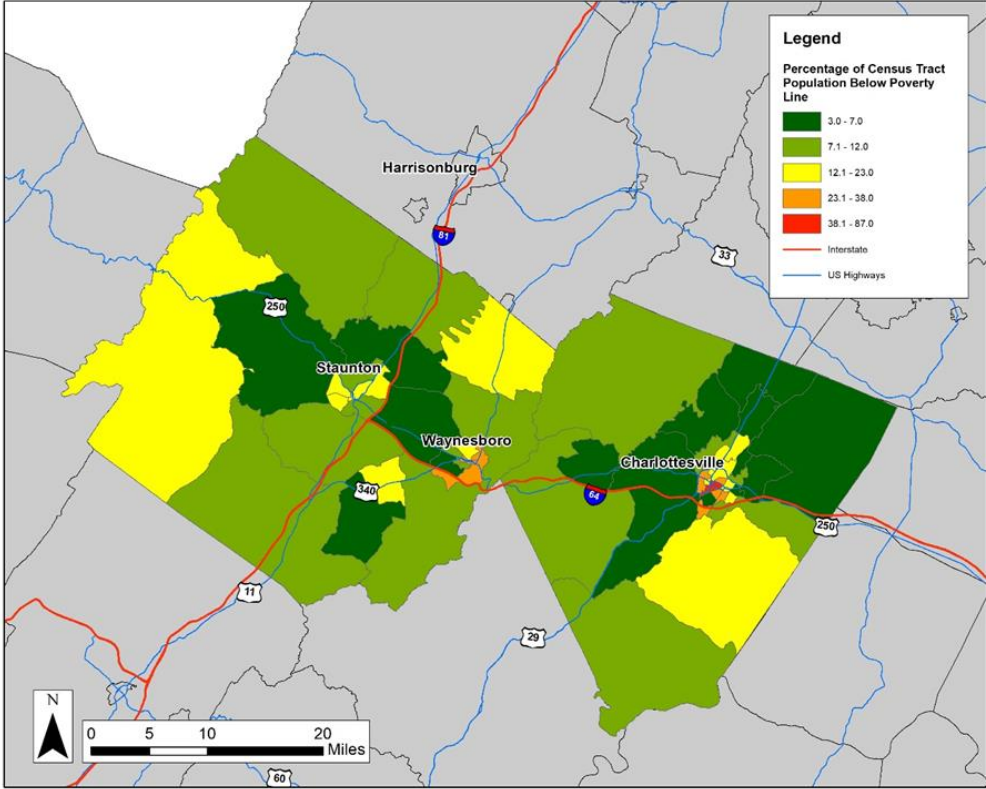
University of Virginia Workforce in the Valley

- 7.2% of UVA's 20,583 employees live in the Shenandoah Valley
- About 65% of UVA employees residing in the Shenandoah Valley live within 5 miles of either the City of Staunton or the Waynesboro Park & Ride
- Number of UVA employees residing in the Shenandoah Valley has increased 14% since 2015
- 1,262 UVA parking permits are held by residents of Staunton-Augusta-Waynesboro
- Garages typically fill between 6 AM and 9 AM and begin emptying between 3 PM and 8 PM
- UVA buses serving commuter parking lots run in the morning starting at 5 AM

Environmental Justice and Transit-Dependent Populations

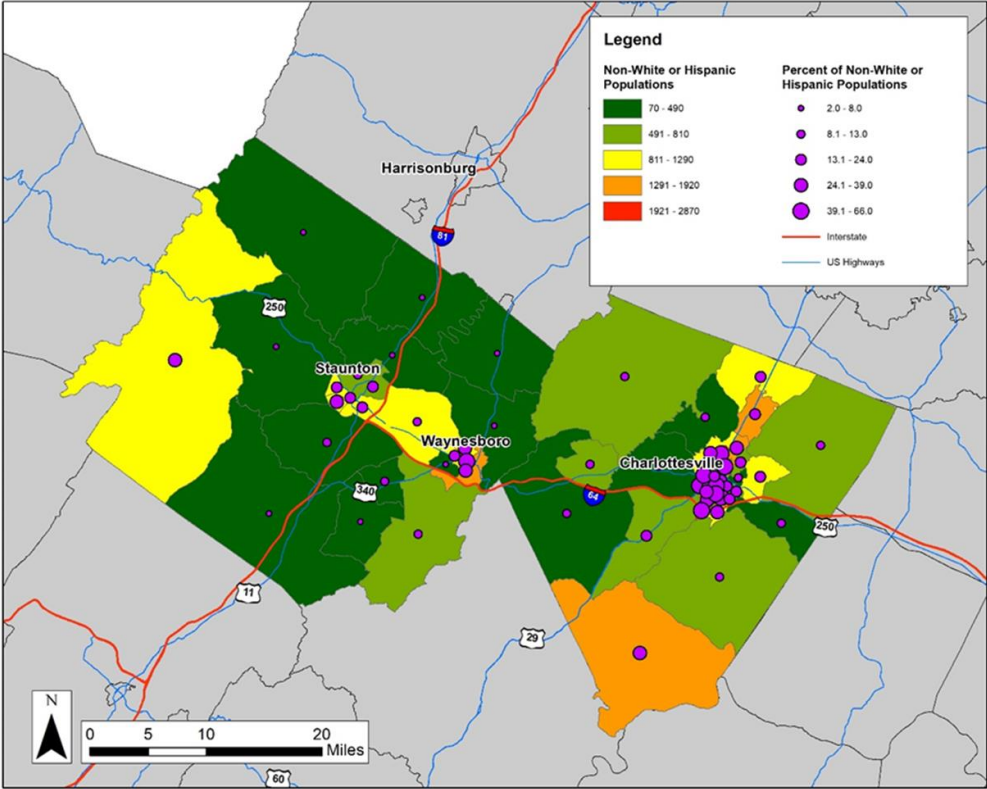


Low-Vehicle Households

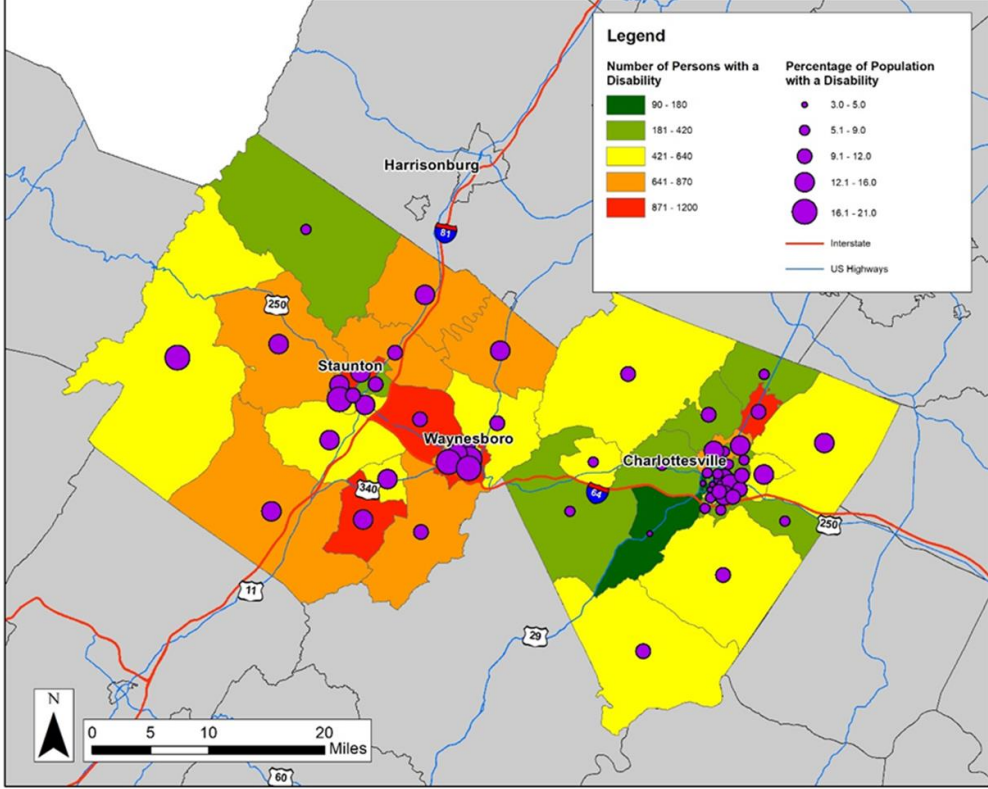


Population below Poverty Line

Environmental Justice and Transit-Dependent Populations



Non-White or Hispanic Populations



Population with Disability

Regional Travel Patterns

StreetLight Data Analysis

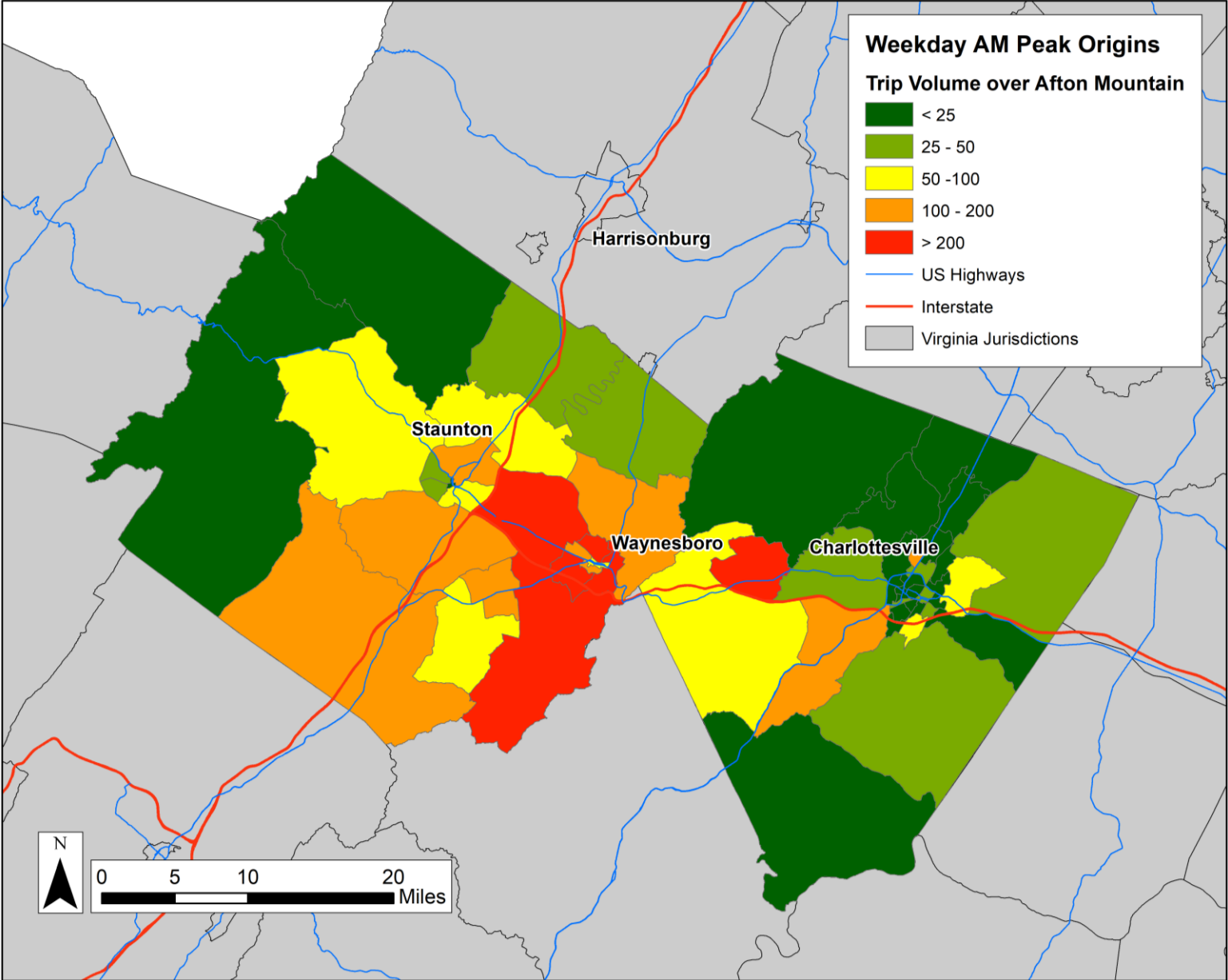
- Using StreetLight data to determine the travel patterns between Staunton-Augusta-Waynesboro and Charlottesville-Albemarle regions
- Overall Number of Trips during Peak Periods:

	AM	PM
Eastbound	3,373	1,413
Westbound	1,190	3,358

- Peak period trips between specific locations were used to determine projected ridership once stops were determined

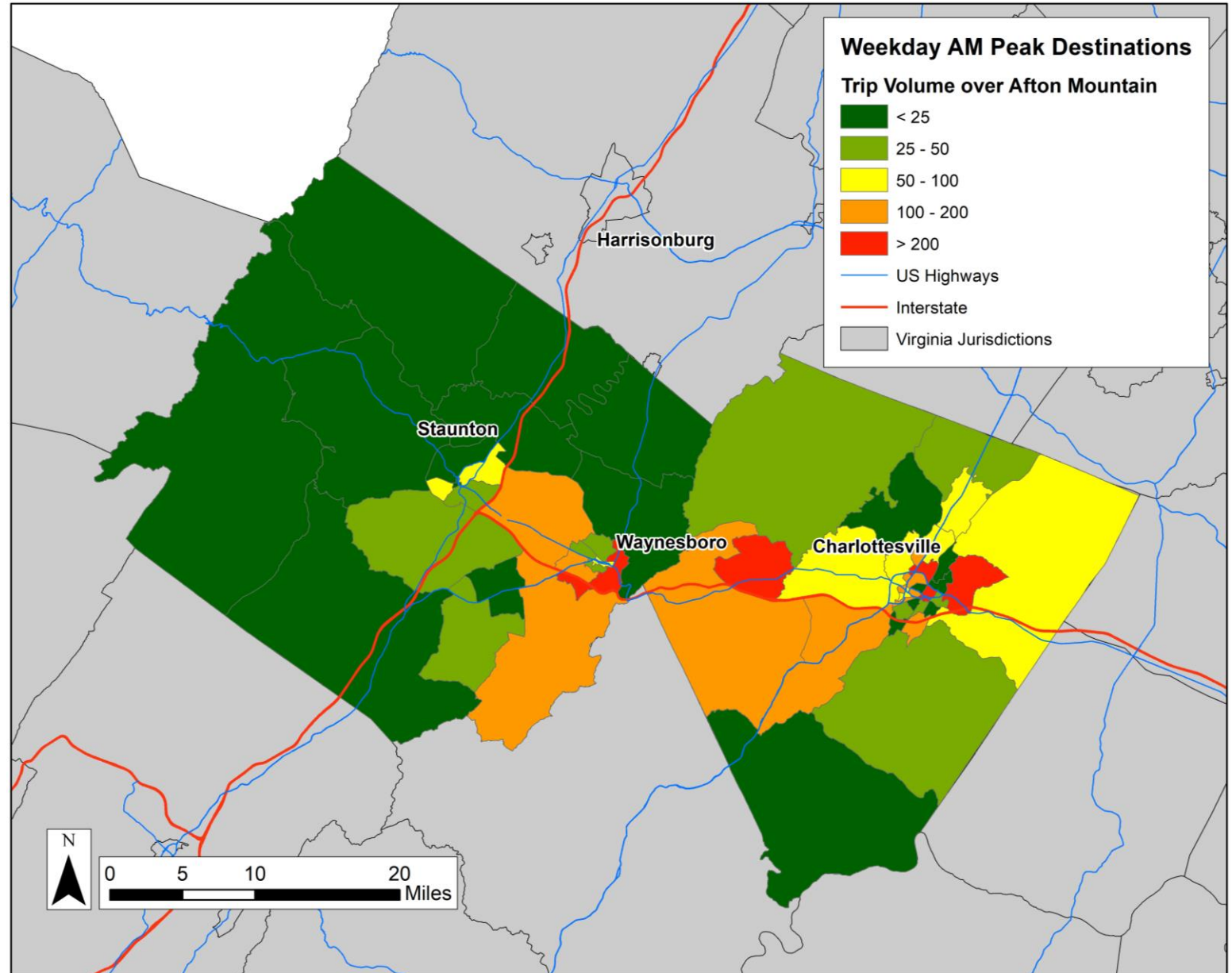
Origins

AM Peak



Destinations

AM Peak



Costs of Commuting

Costs and Potential Savings for Future Riders

Used American Public Transportation Association's *Fuel Savings Calculator* to determine costs of driving versus proposed transit:

	Annual Driving Cost	Annual Transit Cost	Annual Savings from Transit
Staunton to Charlottesville	\$2,657.83	\$1,440.00	\$1,217.83
Stuarts Draft to Charlottesville	\$2,325.60	\$1,440.00	\$885.60
Fishersville to Charlottesville	\$2,259.15	\$1,440.00	\$819.15
Waynesboro to Charlottesville	\$1,860.48	\$1,440.00	\$420.48

Potential Stop Locations

- Staunton – Virginia Breeze stop
- Fishersville Park & Ride
- Waynesboro Park & Ride
- Waynesboro (for reverse commute)
- Crozet (in the future)
- University of Virginia – Bavarro Hall
- University of Virginia – Medical Center
- Charlottesville Amtrak Station
- Downtown Charlottesville
- Pantops (stop location TBD)

Draft Service Plan

Base Plan

- 2 buses
- 4 AM runs (5:15 AM – 9:25 AM) leaving SAW region approximately hourly
- 4 PM runs (3:00 PM – 7:10 PM) leaving Charlottesville/UVA approximately hourly
- Daily Total Service Hours: 14.2 hours
- Estimated Ridership: 81 daily boardings
- Total Cost for Annual Service: ~\$365,000

Draft Budget

Base Plan

Expenses	FY2021	FY2022	FY2023	FY2024
CSPDC Operating Costs	\$ 45,400	\$ 32,005	\$ 24,905	\$ 24,905
VRT Contracted Costs	\$ -	\$ 250,960	\$ 255,980	\$ 261,099
Fuel Costs	\$ -	\$ 81,703	\$ 83,337	\$ 85,003
Total	\$ 45,400	\$ 364,668	\$ 364,221	\$ 371,008
<i>Demostration Period Total</i>		\$ 410,068		
<i>Three Year Service Total</i>		\$	1,099,897	

Revenues	FY2021	FY2022	FY2023	FY2024
Federal Revenues	\$ -	\$ -	\$ 192,757	\$ 196,918
State Revenues	\$ 36,320	\$ 261,209	\$ 49,395	\$ 50,481
Partners Match Usage	\$ 9,080	\$ 65,302	\$ 66,568	\$ 68,107
Fare Income	\$ -	\$ 38,157	\$ 55,501	\$ 55,501
Total	\$ 45,400	\$ 364,668	\$ 364,221	\$ 371,008
<i>Demostration Period Total</i>		\$ 410,068		
<i>Three Year Service Total</i>		\$	1,099,897	

Draft Options for Splitting Local Match

- Developed several options for splitting local matching funding among partner jurisdictions in Staunton-Augusta-Waynesboro region and Charlottesville-Albemarle-UVA region
- Options were developed to assist discussion today
- Options for consideration include:
 - Even Split among Partners
 - Even Split by Region
 - Split by Number of Stops in Each Jurisdiction
 - Split by Number of Trips between Regions Originating in or Destined for Each Jurisdiction

Draft Options for Splitting Local Match

Base Plan:

Even Split

	FY2021	FY2022	FY2023	FY2024
Albemarle	\$ 1,513	\$ 10,884	\$ 11,095	\$ 11,351
Charlottesville	\$ 1,513	\$ 10,884	\$ 11,095	\$ 11,351
UVA	\$ 1,513	\$ 10,884	\$ 11,095	\$ 11,351
Waynesboro	\$ 1,513	\$ 10,884	\$ 11,095	\$ 11,351
Augusta	\$ 1,513	\$ 10,884	\$ 11,095	\$ 11,351
Staunton	\$ 1,513	\$ 10,884	\$ 11,095	\$ 11,351
Total	\$ 9,080	\$ 65,302	\$ 66,568	\$ 68,107

Draft Options for Splitting Local Match

Base Plan:

Even Split to Regions,
By Number of Stops

	FY2021	FY2022	FY2023	FY2024
Charlottesville/ Albemarle/ UVA	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054
Staunton/ Augusta/ Waynesboro	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054

	# of Stops	FY2021	FY2022	FY2023	FY2024
Albemarle	0	\$ -	\$ -	\$ -	\$ -
Charlottesville	2	\$ 2,270	\$ 16,326	\$ 16,642	\$ 17,027
UVA	2	\$ 2,270	\$ 16,326	\$ 16,642	\$ 17,027
Waynesboro	2	\$ 2,270	\$ 16,326	\$ 16,642	\$ 17,027
Augusta	1	\$ 1,135	\$ 8,163	\$ 8,321	\$ 8,513
Staunton	1	\$ 1,135	\$ 8,163	\$ 8,321	\$ 8,513
Total		\$ 9,080	\$ 65,302	\$ 66,568	\$ 68,107

Draft Options for Splitting Local Match

Base Plan:

Even Split to Regions,
By Number of Trip
Origins and
Destinations in
Corridor

	FY2021	FY2022	FY2023	FY2024
Charlottesville/ Albemarle/ UVA	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054
Staunton/ Augusta/ Waynesboro	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054

	<i>Trip O+D</i>	FY2021	FY2022	FY2023	FY2024
Albemarle	321	\$ 505	\$ 3,635	\$ 3,705	\$ 3,791
Charlottesville	702	\$ 1,106	\$ 7,956	\$ 8,110	\$ 8,298
UVA	1857	\$ 2,928	\$ 21,060	\$ 21,469	\$ 21,965
Waynesboro	1390	\$ 2,178	\$ 15,664	\$ 15,967	\$ 16,336
Augusta	1154	\$ 1,807	\$ 12,998	\$ 13,250	\$ 13,557
Staunton	354	\$ 555	\$ 3,989	\$ 4,066	\$ 4,160
Total		\$ 9,080	\$ 65,302	\$ 66,568	\$ 68,107

Draft Service Plan

Base Plus Pantops

- 2 buses
- 4 AM runs (5:00 AM – 9:55 AM) leaving SAW region approximately hourly
- 4 PM runs (3:00 PM – 7:30 PM) leaving Charlottesville/UVA approximately hourly
- Daily Total Service Hours: 15.7 hours
- Estimated Ridership: 97 daily boardings
- Total Cost for Annual Service: ~ \$395,000

Draft Budget

Base Plus Pantops

Expenses	FY2021	FY2022	FY2023	FY2024
CSPDC Operating Costs	\$ 45,400	\$ 32,005	\$ 24,905	\$ 24,905
VRT Contracted Costs	\$ -	\$ 277,237	\$ 282,782	\$ 288,438
Fuel Costs	\$ -	\$ 84,243	\$ 85,928	\$ 87,647
Total	\$ 45,400	\$ 393,486	\$ 393,615	\$ 400,990
<i>Demonstration Period Total</i>		\$ 438,886		
<i>Three Year Service Total</i>		\$ 1,188,091		

Revenues	FY2021	FY2022	FY2023	FY2024
Federal Revenues	\$ -	\$ -	\$ 205,662	\$ 210,197
State Revenues	\$ 36,320	\$ 277,869	\$ 52,238	\$ 53,418
Partners Match Usage	\$ 9,080	\$ 69,467	\$ 68,589	\$ 70,248
Fare Income	\$ -	\$ 46,149	\$ 67,126	\$ 67,126
Total	\$ 45,400	\$ 393,486	\$ 393,615	\$ 400,990
<i>Demonstration Period Total</i>		\$ 438,886		
<i>Three Year Service Total</i>		\$ 1,188,091		

Draft Options for Splitting Local Match

Base Plus Pantops:

Even Split

	FY2021	FY2022	FY2023	FY2024
Albemarle	\$ 1,513	\$ 11,578	\$ 11,432	\$ 11,708
Charlottesville	\$ 1,513	\$ 11,578	\$ 11,432	\$ 11,708
UVA	\$ 1,513	\$ 11,578	\$ 11,432	\$ 11,708
Waynesboro	\$ 1,513	\$ 11,578	\$ 11,432	\$ 11,708
Augusta	\$ 1,513	\$ 11,578	\$ 11,432	\$ 11,708
Staunton	\$ 1,513	\$ 11,578	\$ 11,432	\$ 11,708
Total	\$ 9,080	\$ 69,467	\$ 68,589	\$ 70,248

Draft Options for Splitting Local Match

Base Plus Pantops:

Even Split to Regions,
By Number of Stops

	FY2021	FY2022	FY2023	FY2024
Charlottesville/ Albemarle/ UVA	\$ 4,540	\$ 34,734	\$ 34,295	\$ 35,124
Staunton/ Augusta/ Waynesboro	\$ 4,540	\$ 34,734	\$ 34,295	\$ 35,124

	# of Stops	FY2021	FY2022	FY2023	FY2024
Albemarle	1	\$ 908	\$ 6,947	\$ 6,859	\$ 7,025
Charlottesville	2	\$ 1,816	\$ 13,893	\$ 13,718	\$ 14,050
UVA	2	\$ 1,816	\$ 13,893	\$ 13,718	\$ 14,050
Waynesboro	2	\$ 2,270	\$ 17,367	\$ 17,147	\$ 17,562
Augusta	1	\$ 1,135	\$ 8,683	\$ 8,574	\$ 8,781
Staunton	1	\$ 1,135	\$ 8,683	\$ 8,574	\$ 8,781
Total		\$ 9,080	\$ 69,467	\$ 68,589	\$ 70,248

Draft Options for Splitting Local Match

Base Plus Pantops:

Even Split to Regions,
By Number of Trip
Origins and
Destinations in
Corridor

	FY2021	FY2022	FY2023	FY2024
Charlottesville/ Albemarle/ UVA	\$ 4,540	\$ 34,734	\$ 34,295	\$ 35,124
Staunton/ Augusta/ Waynesboro	\$ 4,540	\$ 34,734	\$ 34,295	\$ 35,124

	<i>Trip O+D</i>	FY2021	FY2022	FY2023	FY2024
Albemarle	924	\$ 1,204	\$ 9,212	\$ 9,096	\$ 9,316
Charlottesville	702	\$ 915	\$ 6,998	\$ 6,909	\$ 7,076
UVA	1857	\$ 2,421	\$ 18,524	\$ 18,290	\$ 18,732
Waynesboro	1626	\$ 2,119	\$ 16,215	\$ 16,010	\$ 16,397
Augusta	1368	\$ 1,784	\$ 13,646	\$ 13,474	\$ 13,799
Staunton	489	\$ 637	\$ 4,873	\$ 4,811	\$ 4,928
Total		\$ 9,080	\$ 69,467	\$ 68,589	\$ 70,248

Next Steps

- Complete study:
 - Refine service plan
 - Develop performance metrics
 - Develop implementation schedule
- Revise funding needs and secure commitment of local funds from partners
- Identify funding and intent to commit local funds
- Developing demonstration grant with supporting study by February 2020

December 20, 2019

The Honorable Nikuyah Walker
Mayor
City of Charlottesville
PO Box 911
Charlottesville, VA, 22902

The Honorable Ned Gallaway
Chair
Albemarle County Board of Supervisors
401 McIntire Road
Charlottesville, VA, 22902

Dear Mayor Walker and Chair Gallaway:

Examining the feasibility for inter-regional transit service between the Staunton-Augusta County-Waynesboro area and Charlottesville has occurred over the past four years. These planning efforts have been based on identification of the need for this service in multiple prior planning efforts. With the assistance of the Staunton Augusta Waynesboro and Charlottesville Albemarle MPO's, the local jurisdictions and the universities, a feasibility study exploring this concept was coordinated by the Central Shenandoah Planning District Commission (CSPDC) and completed in 2017. This report was then provided to the Virginia Department of Rail and Public Transportation (DRPT) for their review and guidance on potential next steps.

Earlier this year, DRPT contracted with consultant Kimley-Horn to complete additional study to confirm demand, to develop a detailed service plan and budget, and to identify potential funding sources. A stakeholder group representing multiple jurisdictions and University of Virginia was assembled to work with the consultant on what is now referred to as the proposed "Afton Express" transit service. This stakeholder group provided the consultant with commute-related information regarding their workforce(s) and participated in two meetings related to the development of the Service Plan.

The stakeholder group concurred with the following recommendations from the consultant:

- The initial phase of the service would originate from park and ride lot locations in Staunton, Fishersville and Waynesboro and serve multiple stops in the Charlottesville area to include an Albemarle County stop on Fifth Street Station Parkway and areas proximate to the University of Virginia and the University of Virginia Medical Center, as well as downtown Charlottesville. Buses would stop (upon rider request) at the Charlottesville Amtrak station and on the reverse commute at the Waynesboro BRITE Hub.
- In the future, stops may be added in the Crozet and Pantops areas.
- The CSPDC would be the applicant and administrator of grant funds related to the service. Additionally, the CSPDC's existing service contract with Virginia Regional Transit (VRT) would be amended to include delivery of the Afton Express service. Under contract amendment, VRT would provide the drivers, buses, bus maintenance, supervision and customer service functions related to the service.

- DRPT guidance is that CSPDC should submit the initial grant application by February 3, 2020 for the initial two years of expenses under their Demonstration grant program. This program funds at an 80% level and requires a 20% local match. Subsequent years of service would be funded under what is known as the 5311 Rural Transit program which funds at about a 78% level, requiring a 22% local match.
- The budget assumes that free rides would be offered for the initial thirty days of service to encourage commuters to try the service, followed by a ramping up period of ridership/fare collection the first year. Fares would be \$3 each way, with passes available at a reduced rate for regular riders of the service.
- The stakeholders considered various formulas for providing the local match funds and agreed that this obligation would be split fifty-fifty between the two regions (west of the mountain and east of the mountain), and the regions would then determine the level of funding from each of the participating partners.
- DRPT requires that a commitment of the local match funds from the partners be in place to accompany the February 3rd grant application. Revenues in support of the initial years of service are projected as follows:

Revenues	FY2021	FY2022	FY2023	FY2024
Federal	\$ -	\$ -	\$192,757	\$196,918
State	\$36,320	\$261,209	\$49,395	\$50,481
Local Partners	\$9,080	\$65,302	\$66,568	\$68,107
<i>West-Side Partners</i>	<i>\$4,540</i>	<i>\$32,651</i>	<i>\$33,284</i>	<i>\$34,054</i>
<i>East-Side Partners</i>	<i>\$4,540</i>	<i>\$32,651</i>	<i>\$33,284</i>	<i>\$34,054</i>
Fare Collection	\$ -	\$38,157	\$55,501	\$55,501
Total	\$45,400	\$364,668	\$364,221	\$371,008
<i>Demonstration Period Total</i>		<i>\$410,068</i>		
<i>5311 Rural Funding Total</i>				<i>\$735,229</i>

DRPT requires that commitment from the local partners accompany the grant application. This commitment indicates the intent to enter into agreement with the other local funding partners and to provide the local match share each fiscal year of this initial term of service starting in FY2021.

The University of Virginia through its University Transit Services has proposed committing a total three-year contribution of \$69,655. The balance of the match, \$34,878 would be required evenly from the City of Charlottesville and Albemarle County or \$17,437.

At this time, the CSPDC is requesting an expression of intent from the “East-Side” partners to continue to participate in service-related planning activities, to enter into agreement with the local partners, and to provide a share of the local funding each fiscal year of this initial term. Please sign and return the Attachment to me by January 15, 2020 in order for CSPDC to proceed with the grant application.

Sincerely,

Charles P. Boyles, II
Executive Director
Thomas Jefferson Planning District Commission

Regional Transportation Subcommittees Meeting
12/05/2019 2:30pm to 5pm

In attendance:

Sara Pennington – TJPDC
Chip Boyles – TJPDC
Jessica Hersh-Ballering – TJPDC
Mike Duffy – UVA Facilities Management Fleet
Susan Elliot – City of Charlottesville Climate Protection Program
Marnissa Claflin – JAUNT
Stephen Johnson – JAUNT
Chris Rowland – JAUNT
Caetano de Campos Lopes – Charlottesville Climate Collaborative
Mike Stumbaugh – UVA Parking & Transportation
Kendall Howell – UVA Parking & Transportation
Brian Cameron – UVA Parking & Transportation
Allison Day – UVA Parking & Transportation
Becca White – UVA Parking & Transportation
Alleyn Harned – Virginia Clean Cities
Kathleen Staples - Dominion Energy
Jim Foley – Albemarle County Public Schools
Garland Williams – Charlottesville Area Transit

Energy Efficient Transit Subcommittee:

After introductions, representatives from Albemarle County Public Schools, JAUNT, UVA Parking & Transportation, and Charlottesville Area Transit reviewed their fleet details – such as duty cycles and vehicle replacement schedules – as well as their fuel-efficient vehicle option preferences and feasibility concerns. Transit representatives also described their current efforts to transition vehicles to more fuel-efficient options.

Representatives from City of Charlottesville Climate Protection Program described the City’s Climate Action Plan and its goals for transit emissions. Dominion Energy described potential funding opportunities for electric vehicle fleet transitions. Representatives from Virginia Clean Cities and Dominion Energy described models that they had created or were in the process of creating to better understand energy efficient fleet feasibility. Breckenridge, CO (with its mountainous terrain) and Louisville, KY (with its innovative in-route vehicle charging) were highlighted as relevant examples and leaders in energy efficient transit technology adoption.

Led by comments from Charlottesville Climate Collaborative, this subcommittee also discussed the idea that “energy efficiency” can be achieved not only through technological change but also by increasing ridership by any means.

The subcommittee requested the following support from the TJPDC:

- The creation and maintenance of a file-sharing location for subcommittee members to share resources.
- The creation and distribution of a transit agency “fleet worksheet” and an analysis of responses to compare fleet specifics.
- Plan and host or collaborate with another organization to plan and host that connects transit agency representatives and the RTP to local land use planners in an effort to increase our community’s energy efficiency through increased transit ridership.

Regional Equitable Driver Appreciation Subcommittee:

Representatives from Albemarle County Public Schools, JAUNT, UVA Parking & Transportation, and Charlottesville Area Transit reviewed driver retention efforts and the variety of ways in which drivers are compensated. Representatives also reviewed driver training processes, staff scheduling processes, and full- to part-time staff ratios. Representatives described challenges with driver behavior leading to termination.

The subcommittee identified potential collaborations with community members not currently represented in the subcommittee, specifically PVCC or economic development entities.

The subcommittee discussed the benefits and costs of creating a shared applicant pool.

The subcommittee requested the following support from the TJPDC:

- The creation and maintenance of a file-sharing location for subcommittee members to share resources.
- The creation and distribution of a transit agency “driver appreciation worksheet” and an analysis of responses to compare compensation specifics. Becca from UTS may have a spreadsheet that she can share to aid in the creation of this worksheet. All responses will NOT be public.

Ridership Reporting Subcommittee:

Transit agency representatives described the ridership data they currently collect, the data they would like to collect, the challenges they face in collecting accurate data, as well as the differences in their data collection goals. Additionally, the subcommittee described and discussed quirks of ridership data that must be put into context in order to be fully understood – for instance, boarding rates may decrease even as passenger miles traveled increases because of better or longer routes; a large number of transit riders making very short trips along a segment might indicate a lack of safe/effective bike and pedestrian infrastructure along the roadway.

Transit agency representatives described the costs and benefits of ridership data collection technology – such as fareboxes and Automatic Passenger Counters.

Subcommittee members described and discussed the shortcomings of previous iterations of the TJPDC-produced transit ridership reports and its attempts to normalize ridership data across transit agencies. Recommendations were made to improve the ridership report with narrative explanations of data.

Subcommittee members discussed how non-ridership transportation data (e.g. vehicle trip rates counted by fixed cameras along a roadway segment) could be collected and included in a report to better contextualize transit data.

The subcommittee requested the following support from the TJPDC:

- Ongoing discussion of what ridership data can be collected and shared by each agency and how this data can be best presented in a regular report.