

AGENDA
Jefferson Area Regional Transit Partnership (RTP)
Thursday, January 27, 2022 @ 4:00 p.m.
Virtual Meeting via Zoom

Meeting Link: <https://us02web.zoom.us/j/86196340792?pwd=czdhYWZiaHRCODhXcnpUUmRXRmlOUT09>

Meeting ID: 861 9634 0792

Passcode: 864747

Phone in: 301-715-8592

Item	Time	Description
1	4:00-4:05	Notice of Electronic Meeting and Attendance
2	4:05-4:10	Matters from the Public: limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comment on any public-interest, transit-related topic, including the items listed on this agenda – limit three minutes per speaker</i>
3	4:10-4:15	Approval of draft meeting minutes* – December 2, 2021 RTP Minutes DRAFT
4	4:15-4:25	Member Spotlight – Director Rieck and Mr. Thompson <i>An opportunity to get-to-know voting and non-voting members of the RTP – specifically, what inspired their interest in transit, what they love working on now, and what are they most excited about regarding transit's future</i>
5	4:25-5:00	Peer City Speaker—Blacksburg Transit <ul style="list-style-type: none"> • Erik CB Olsen, PhD., Senior Transportation Planner, Blacksburg Transit
6	5:00-5:10	Resolution to support application for DRPT Technical Assistance grant* (Lucinda Shannon) <ul style="list-style-type: none"> – Scope of work – Resolution of support
7	5:10-5:40	Transit Provider Updates <ul style="list-style-type: none"> • Jaunt (Ted Rieck) • Albemarle County Schools (Charmane White) • UTS (Rebecca White) • CAT and City of Charlottesville Schools (Garland Williams)
8	5:40-5:55	Staff Updates – (TJPDC) <ul style="list-style-type: none"> • Rideshare (Sara Pennington) • MPO Update (Sandy Shackelford) • Albemarle County Transit Expansion Study (Lucinda Shannon)
9	5:55-6:00	Other Business (Updates and Reminders) – Supervisor McKeel (Chair)
10	6:00	Adjourn

* A vote is expected for this item

Next Meeting February 24th

NOTICE of ELECTRONIC MEETING:

This meeting of the Regional Transit Partnership is being held pursuant to Code of Virginia § 2.2-3708.2, which allows a public body to hold electronic meetings when the locality in which it is located has declared a local state of emergency, and the catastrophic nature of the emergency makes it impracticable or unsafe to assemble a quorum in a single location, and the purpose of the meeting is to provide for the discharge of its lawful purposes, duties, and responsibilities.

This meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public with closed captioning and there will be an opportunity for public comment during that portion of the agenda.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda.

The meeting minutes will reflect the nature of the emergency, the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held.

A recording of the meeting will be posted at www.tjpd.org within 10 days of the meeting.

Regional Transportation Partnership Meeting

DRAFT Minutes, December 2, 2021

The recording for this meeting can be found at <https://www.youtube.com/watch?v=sTtHuYQHCOM>

VOTING MEMBERS & ALTERNATES		STAFF	
Nikuyah Walker, Charlottesville	x	Christine Jacobs, TJPDC	x
Lloyd Snook, Charlottesville	x	Lucinda Shannon, TJPDC	x
Diantha McKeel, Albemarle	x	Gretchen Thomas, TJPDC	x
Bea LaPisto-Kirtley, Albemarle	x	Isabella O'Brien, TJPDC	x
Neil Sherman, DRPT	x		
Hal Morgan, Jaunt Rural	x		
Lucas Ames, Jaunt Urban	x		
Becca White	x		
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Stephen Johnson, Jaunt	x	Chuck Proctor, VDOT	x
Garland Williams, CAT	x		
Jim Foley, Albemarle County PS	x		
Sally LeBeau, UVA Hospital			
Peter Thompson, CAA	x		
Sandy Shackelford, CAMPO	x		
Sara Pennington, Rideshare			
Karen Davis, Jaunt	x		
Juwhan Lee, CAT			

Note: The City of Charlottesville has declared a local state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location in the city. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting provisions contained in Code of Virginia § [2.2-3708.2](#). A recording of the meeting was made available to the public on December 9, 2021 at <https://www.youtube.com/watch?v=sTtHuYQHCOM>.

1. CALL TO ORDER:

The Regional Transportation Partnership Chair, Diantha McKeel, presided and called the meeting to order at 4:02 p.m. and read the Notice of Electronic Meeting and Commissioner and Public Protocol. Lucinda Shannon took attendance by roll call, and certified that a quorum was present. Ms. McKeel acknowledged that this was Nikuyah Walker’s and Jim Foley’s last meeting with the MPO Policy Board and thanked them for their participation and service. Mayor Walker and Mr. Foley said a few words to the committee.



2. MATTERS FROM THE PUBLIC (MINUTE 7:54): None

3. APPROVAL OF MINUTES (MINUTE 8:22)

Motion/Action: On a motion by Becca White, seconded by Hal Morgan, the committee approved the minutes of the September 23, 2021 meeting.

4. MEMBER SPOTLIGHT – HAL MORGAN (JAUNT) AND DIANTHA MCKEEL (ALBEMARLE) (MINUTE 9:21):

Mr. Morgan introduced himself and shared his background and the reason for his interest in transportation.

Diantha McKeel introduced herself and shared her background and the reason for her interest in transportation.

5. TRANSIT VISION PLAN WORKSHOP (MINUTE 17:56):

Lucinda Shannon introduced Tim Brule with AECOM and Scudder Wagg with Jarrett Walker and Associates. Mr. Brule presented the committee with a project update, and Mr. Wagg presented transit vision trade-offs, stakeholder workshop and public meeting key takeaways, and transit vision plan scenarios.

Ms. LaPisto-Kirtley said there needs to be a way to get the surveys more widely distributed, especially to those who actually use transit or who want to but don't for one reason or another. Ms. Jacobs said that Staff will do their due diligence to get more responses.

The committee continued with additional feedback and discussion. There was an open discussion about potentially creating a Regional Transit Authority in this area. (1:07:48)

Ms. White noted that there is not much on UTS in the plan, the third of their service that goes into adjacent neighborhoods could perhaps be included in this vision. Mr. Wagg said it should be considered more closely in the next phase of their work.

Karen Davis said that the vision plan needs to share the benefits of the plan with the rural communities.

Ms. Jacobs said the TJPDC is considering as next step, instead of a strategic plan, to do a governance study to look at the governance of the RTP, the transit agencies and try to determine what type of governance structure this area needs in order to implement what may come out of the Regional Transit Vision Plan. The TJPDC will be applying for a technical assistance grant with DRPT to do that next step.

Ms. Jacobs will provide the committee with additional information regarding the governance study at the January meeting.

6. TRANSIT PROVIDER UPDATES (MINUTE 1:49:49)

Jaunt: Hal Morgan reported that Jaunt has a new CEO, Ted Reich. He will begin on Monday, December 6.

Albemarle County Public Schools: Jim Foley had to leave the meeting early, so there was no update from him.

UTS: Becca White reported that the driver shortage persists. She also said they have returned to full capacity with front-door loading. Lastly, as the semester comes to an end, the employee routes will continue without alterations, but the academic routes will fluctuate as exams begin and into winter break, and then into J-Term.

CAT and City of Charlottesville Schools: Garland Williams reported that CAT is recruiting drivers as best they can right now.

6. STAFF UPDATES (MINUTE 1:52:20):

MPO Update: Sandy Shackelford announced Isabella O'Brien as TJPDC's new employee. She will be working on transit and environmental projects for now. She also noted that the MPO Policy Board meeting is next week and they will be discussing the MPO budget because the TJPDC is currently understaffed and are behind on some of the items in the work plan. She also noted that the TJPDC is also looking for an experienced transportation planner.

Albemarle County Transit Expansion Study: Lucinda Shannon reported that the study is working on their recommendations and will be talking with service providers about applying for a DRPT demonstration grant to implement the recommended services.

10. OTHER BUSINESS (MINUTE 1:55:15):

Neil Sherman noted that DDRPT's application period opened November 1, but their website has been compromised. They will let everyone know when it is back up and functional.

The next meeting will be on January 27, 2022 at 4:00 p.m.

ADJOURNMENT: Ms. McKeel adjourned the meeting at 5:57 p.m.

Draft Scope of Work

Thomas Jefferson Region Transit Governance Study

12/28/2021

The Thomas Jefferson Planning District Commission seeks the services of a general transportation planning firm to conduct a governance study on the regional transit system in the Thomas Jefferson Planning District to include the organizational structure of existing transit systems and governance options for a regional authority. The Thomas Jefferson Planning District is exploring mechanisms to support regional coordination and planning around transit operations and increase transportation investments and outcomes. The 2022 Regional Transit Vision Plan¹ recommends forming a regional authority to collect additional revenue in support of regional transit planning and services. This Governance Study will answer the following questions.

1. What is the appropriate governance structure to move the identified regional transit priorities forward?
2. What are the pros and cons of adopting the identified alternative governance structures? For example, how would the identified governance structures:
 - a. Support regional coordination and planning around transit operations, and
 - b. Increase transit investments for the region.
3. How can rural localities participate in the governance structure? For example, several of the rural counties have expressed an interest in expanding transit services in their area. However, they also expressed a desire to know what services will be provided for their investment.

Study Background

The transit service area for the Thomas Jefferson Planning District includes the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, Nelson, and Buckingham, and includes the following transit and pupil transportation providers:

- The City of Charlottesville, Charlottesville Area Transit (CAT) and Pupil Transportation,
- Jaunt, including Greene County Transit,
- University Transit Services (UTS), and
- Albemarle County Public School Transportation Services Department.

The Thomas Jefferson Planning District Commission² has a total population of 234,712, with 43,475 individuals living in the City of Charlottesville and 98,970 living in Albemarle County, according to the 2010 Census. The population of the region was expected to grow by more than 11% between 2010 and 2020, with a growth rate of more than 21% within the City of Charlottesville; these anticipated rates of growth are significantly higher than that of the

¹ This study will be completed in the Summer of 2022.

² Does not include Buckingham County.

Commonwealth at just over 9%.

The Charlottesville-Albemarle Metropolitan Planning Organization consists of the City of Charlottesville and the urbanized portions of Albemarle County. It currently contains a total of 243 square miles, with a 2020 population of 139,723.

The [Housing and Transportation Fact Sheet](#), published by the Center for Neighborhood Technology, rates Region 10 or the Thomas Jefferson Planning District with a transit performance score of 2.5 out of 10, with 10 being the best, and with a job access of 3.6. The more urbanized areas that make up the Charlottesville-Albemarle Metropolitan Planning Organization, have a transit performance score of 4.1 with a job access of 5.

The average household in the in the Thomas Jefferson Planning District spends approximately 23% of their income on transportation costs, according to the Housing and Transportation Affordability Index. In the Charlottesville-Albemarle MPO area households spend an average 21% of their income on transportation.

Workers commute across our region. Each day, over 18,000 workers commute into the City of Charlottesville from outside of it, with the largest portion (>12,000) coming from Albemarle County, according to Virginia Works.³ Over 6,500 people commute within the City of Charlottesville. And, each day, over 14,000 workers commute into Albemarle County from outside of it. Over 16,000 workers commute within Albemarle County.

The three main transit service providers in the region (CAT, Jaunt, and UTS) overlap in service areas and provide slightly different types of services. CAT provides traditional transit services to the City of Charlottesville, the University of Virginia, and parts of Albemarle County. Jaunt provides the ADA complementary service for CAT, some regional commuter services, and contracted services for rural areas and human services providers. UTS provides bus service for employees and students at the university and the UVA healthcare system. UTS's services are open to the public and serve areas beyond the campus. At the moment, none of the providers are charging fares. The service providers share stops, and customers transfer between the systems. However, each system is branded separately with their own schedules and customer service systems.

The division of services and dynamics of the providers create redundancies and make coordination of services difficult. The Regional Transit Partnership was created in 2017 to facilitate coordination among the transit providers and serve as a precursor towards establishing a regional transit authority.

Several re-occurring factors continue to highlight the need for a regional authority in the Thomas Jefferson Planning District to facilitate regional transit planning and increase revenue streams. As illustrated in reports dating back to 2005, the Thomas Jefferson Planning District

³ <https://virginiaworks.com/community-profiles>

Commission, Charlottesville-Albemarle MPO, regional governments, and community groups have identified a need for greater regional coordination and expansion of transit services. Several of the studies recommend establishing some form of a regional authority to generate additional revenue streams and facilitate regional transportation planning and coordination.

In 2008, the Thomas Jefferson Regional Planning District Commission (TJPDC) produced a *Transit Authority Study*. This study explored the potential for consolidating the region's three transit systems into a single entity. The plan resulted in the State's General Assembly approving enabling legislation, § 33.2-2800 of Title 33.2 in 2009, allowing the region to establish a Regional Transit Authority (RTA). The jurisdictions failed to enact funding mechanisms and the RTA was not formed.

In 2017, the Planning and Coordination Council (PACC), consisting of representatives from Albemarle County, the City of Charlottesville, and the University of Virginia, asked the TJPDC to reexamine opportunities for improved communication, coordination, and collaboration on transit matters. The resulting *Regional Transit Coordination Study* found that *"the region's transit systems suffer from an overly complex, informal, and disorganized system for coordinating with each other and with stakeholders resulting in: misunderstandings, local conflicts, uncertainty and mistrust between stakeholders, and lost opportunities"*. (TJPDC, *Regional Transit Coordination Study*, 2017)

The *Regional Transit Coordination Study* recommended establishing the Regional Transit Partnership (RTP) to provide a venue for coordination among transit providers, as a precursor to forming a Regional Transit Authority. The report stated that: *"the RTP could serve an interim body, responsible for ushering the development of an RTA, if the region determines to consolidate transit systems into a single entity"*. (TJPDC, *Regional Transit Coordination Study*, 2017)

In 2017, the City of Charlottesville, Albemarle County and Jaunt, in partnership with the Virginia Department of Rail and Public Transportation formed the RTP to serve as an official advisory board and provide recommendations to decision-makers on transit-related matters. The RTP's 2018 *Strategic Planning Retreat* found that the transit providers and regional authorities needed to:

- build trust and better agreements,
- develop a regional transit vision, and
- regional long-range transit plan.

In 2021, the RTP, in partnership with Albemarle County, the City of Charlottesville and DRPT, initiated a study to collaboratively develop a clear vision for the future of high-quality transit in the region resulting in the *Regional Transit Vision Plan*⁴⁴. This plan identifies transit service opportunities and suggests that the region form a regional authority to levy additional funding to support the recommended transit services.

⁴⁴ Final Report to come in Summer 2022.

In addition to the *Regional Transit Vision Plan*, the County of Albemarle, in partnership with the TJPDC and DRPT, conducted a study to identify additional near-term transit service opportunities for the county. The recommended services to expand transit in Albemarle County are estimated to cost about \$4 million dollars.

Based on previous studies and continued jurisdictional requests the TJPDC believes that a DRPT technical assistance grant funded governance study is the next step in addressing the region's transit coordination and funding needs. A Governance Study will identify a structure with formal agreements that all the jurisdictions can support allowing mechanisms for increased revenue to support the region's transit vision.

Study Purpose and Objectives

The purpose of this study is to improve and increase transit services in the Thomas Jefferson Planning District. The 2022 Regional Transit Vision Plan identifies transit services and community goals for transit. This governance study will help identify strategies the community can use to achieve the priorities and goals identified in the Regional Transit Vision Plan. This study will answer the question—

What is the appropriate governance structure to move the identified regional transit priorities forward?

The study will identify options to create opportunities for localities to expand transit operations, including opportunities for rural localities' engagement with transit expansion. The study will measure the political will and other obstacles to implement the options identified.

Study Administration

The Thomas Jefferson Planning District Commission (TJPDC) will manage this study with the technical assistance of a qualified consulting firm. The study will evaluate the decision making and governing structures around transit services on a high level with a focus on accountability, maximizing resources, and implementing transit service improvements recommended in the Regional Transit Vision Plan. It will also engage stakeholders in the Thomas Jefferson Planning District to facilitate policy discussions among member jurisdictions.

Both TJPDC and the CONSULTANT will designate Project Managers through which all formal communications related to the Study will be exchanged. The Regional Transit Partnership will serve as the advisory board for the study.

Consultant Engagement and Study Schedule

The Thomas Jefferson Planning District Commission seeks the services of a general transportation planning firm to develop recommendations for transit governance and investments in the Thomas Jefferson Planning District. The time-period for the work described in this scope is approximately 18 months from issuance of Notice to Proceed. The study will

start in the Summer of 2022, after DRPT grants are awarded and end approximately 18 months after the start date.

Study Budget

The contract between TJPDC and CONSULTANT is a Cost-plus Fixed Fee contract. Total cost of the contracted work shall not exceed \$150,000. A monthly invoice will be submitted by the CONSULTANT to TJPDC, along with a monthly progress report. The invoice and monthly progress report will provide a percent complete per task item and a detailed description of the activities performed for each task and subtask item. The percent complete should be tied to the dollar value that is placed on each task item, with the invoice amount reflecting the percent complete of each task.

Scope of Service: Study Phases, Tasks and Deliverables

The following steps are suggested to complete a study that will identify formal structures to facilitate the coordination and expansion of regional public transportation services. The following task items are not intended to be all inclusive. A full proposal should provide a complete list of tasks, sub-tasks, and delivery dates associated with this project, including regularly scheduled team meetings.

Phase 1: Existing Conditions Assessment

The existing conditions assessment will review existing governance structures and revenue streams related to transit in the Thomas Jefferson Planning District and review legislative authority⁵ granted to the TJPDC region.

Task 1.1 Assessment of Current Transit Services, Administration, and Investments

The following organizations would be part of the Assessment: Regional Transit Partnership, University Transit Service, Charlottesville Area Transit, school transportation for Albemarle and Charlottesville, and Jaunt. The assessment would include a high-level outline of the following:

- 1) sources of transportation funding and average amounts
- 2) recipients of the transportation funding
- 3) Governing body or mechanism to allocate transportation funds and measure outcomes

Task 1.2 Stakeholder Engagement

The consultants would meet at least once with each of the organizations listed in Task 1.1 to introduce the study and learn about the organization's governance related to transit. During these meetings the consultants will also gather information about the legal, technical, and political obstacles to forming a regional transit authority from the perspectives of the providers and partners.

The TJPDC will host a stakeholder kick-off meeting during the RTP meeting for the consultants

⁵ [Title 33.2. Highways and Other Surface Transportation Systems, Chapter 28. Charlottesville-Albemarle Regional Transit Authority](#)

to introduce the study and establish a consensus around goals for the governance study. Representatives from all jurisdictions will be invited to the RTP kick-off meeting.

Task 1.3 Assessment of Current Legislative Authority

Section 33.2-2800 of Title 33.2 Highways and Other Surface Transportation Systems created the Charlottesville-Albemarle Regional Transit Authority. Task 1.3 will review this legislative authority and develop an assessment of the current strengths and weaknesses of the existing legislation, and areas where it needs to be strengthened to be effective.

Deliverables:

- 1) Initial meetings with the Regional Transit Partnership, University Transit Service, Charlottesville Area Transit, school transportation for Albemarle and Charlottesville, and Jaunt and related meeting presentation and materials
- 2) Review of the legislative authority for the Charlottesville-Albemarle Regional Transit Authority assessing the effectiveness of the existing legislation and identifying areas where further clarification or revisions would be needed
- 3) Outline of current transit governance in the Thomas Jefferson Planning District related to decision making and oversight with evaluation of effectiveness regarding accountability, services, planning, and maximizing financial investment
- 4) Kick-off presentation at a Regional Transit Partnership meeting

Phase 2: Peer Regional Transit Governance Structures

Phase 2 will provide examples of successful regional transit authorities in areas with similar characteristics as the Thomas Jefferson Planning District.

Task 2.1: Peer Governance Structure Review

Conduct a review of governance structures for at least three peer regional transit systems to provide further context and insight into potential transit governance strategies for the Thomas Jefferson Planning District. The peer governance structures could be selected and evaluated on the following criteria:

- Service area demographics: service area population, service area square miles, and population density;
- Number of transit providers in the region and the agencies' sizes: vehicles operated in maximum service, number of modes, number of employees, and total operating budgets;
- Operating Characteristics: total annual vehicle revenue miles, total annual vehicle revenue miles per capita, total annual vehicle revenue hours per capita; and
- Governance structure and funding: governance type, board size and composition, qualifications for members, selection of officers, committees, roles, voting and veto authority.

Deliverables:

- 1) Document reviewing governance structures for regions that have similarities to the

Thomas Jefferson Planning District

Phase 3: Potential Revenue Generation

Phase 3 will demonstrate the potential to generate increased revenue to support transportation projects and services in the Thomas Jefferson Planning District.

Task 3.1 Develop Strategies to Increase Revenues for Transit

Evaluate potential funding model/opportunities to implement the recommendations from the Regional Transit Vision Plan based on potential revenue and regional support.

- a. Identify potential revenue sources to support transportation
- b. Estimate potential revenues, outside of the general funds designated to each jurisdiction for transit
- c. Identify revenue trends over 5 years
- d. Develop at least three revenue models

Task 3.2 Stakeholder Engagement

Present revenue estimates to the Regional Transit Partnership at their regular meeting. Representatives from all jurisdictions will be invited.

Deliverables:

- 1) Presentation to the Regional Transit Partnership with estimated revenue streams, their worth, and with five-year projections

Phase 4: Develop alternative governance scenarios

Phase 4 will introduce possible governance structures to manage the additional revenue streams identified in Phase 3. It will devise a system to ensure oversight of the finances and propose funding allocation scenarios.

Task 4.1 Governance Scenarios

Develop at least two governance scenarios based on assumed revenue streams and service recommendations from the Regional Transit Vision Plan. The scenarios would include the following items.

- Make-up of the board/membership with consideration of changes that may need to be made to the existing legislation
- Role of the authority in decision making and transit planning
- Role of transit providers
- Performance indicators and accountability
- Participation opportunities for rural counties
- Participation opportunities for school transportation for Albemarle and Charlottesville
- Administrative cost burden

Task 4.2 Funding Allocation

Develop at least two scenarios for the allocation of funds, including consideration of the rural

jurisdictions.

- Recommendations for the distribution of the funds
- Incentives that would increase participation from localities, including a rural component

Task 4.3 Stakeholder Engagement

Present the alternatives developed to the Regional Transit Partnership for comment and refinement. Meet with each jurisdiction in the Thomas Jefferson Planning District, including Buckingham County, if appropriate, to measure their interests in participating in an alternative governance structure and collecting additional revenue for transit.

Deliverables:

- 1) Outlines of at least two alternative governance structures that would include either only urban areas or both urban and rural areas.
- 2) Outline of at least two funding allocation scenarios
- 3) Presentation to the Regional Transit Partnership
- 4) One meeting with each jurisdiction

Phase 5: Evaluate and Recommend Governance Structures

Phase 5 will combine all the information collected above to compare the scenarios developed above to criteria established from the goals identified in Task 1.2 to generate a matrix of governance scenarios. The matrix will be discussed with the stakeholders and based on the matrix and stakeholder input, a recommended governance structure with next steps will be published in a final report.

Task 5.1 Evaluate Alternative Governance Structures

Evaluate or rate the developed alternative governance scenarios compared to the current existing conditions, with existing Charlottesville Albemarle Transit Authority legislation to maximize transit investments and outcomes in the Thomas Jefferson Planning District. Develop criteria to be used to evaluate the alternative structures based on the goals established in task 1.2. Evaluate all alternatives based on the developed criteria which could include the following topics.

- Political feasibility
- Administrative feasibility
- Equity impacts
- Establishment of accountability for transit funding
- Maximizing financial investments
- Service outcomes
- Long-range outcomes (sustainability)
- Possible options for rural jurisdictions to be a part of the governance structure OR purchase services from the providers

Task 5.2 Stakeholder Engagement

Present the alternatives with their evaluations based on the criteria above to the Regional Transit Partnership. Present the alternatives and evaluation to jurisdictions and facilitate

discussion to select most appropriate alternative.

Task 5.3 Recommendations and Next Steps

Develop a final report outlining the previous steps in the study, recommending a governance structure, and suggesting implementation strategies or next steps for the Thomas Jefferson Planning District to reach its transit expansion goals.

Task 5.4 Stakeholder Outreach- Final Presentation

Present the final report and recommendations with next steps to the Regional Transit Partnership.

Deliverables:

- 1) A matrix of governance structures with ratings based on the criteria above to engage stakeholders in the selection of an alternative governance structure to support regional transit expansion.
- 2) Two presentations to the Regional Transit Partnership, one presentation to present the matrix and one to present the final report, recommendations, and next steps
- 3) One or more meetings with each jurisdiction or as a group
- 4) Final report consolidating the above discussions and research with recommendations and next steps

RESOLUTION

FUNDING SUPPORT FOR A DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION TECHNICAL ASSISTANCE GRANT TO FUND A TRANSIT GOVERNANCE STUDY FOR THE THOMAS JEFFERSON PLANNING DISTRICT

WHEREAS, the Regional Transit Partnership (RTP) was established in 2017 in part to “provide a sample model version of a Regional Transit Authority that allows all parties to become more familiar with the concept of a consolidated transit system;” and

WHEREAS, the Thomas Jefferson Planning District Commission (TJPDC) is currently facilitating a Regional Transit Visioning Plan that will provide a high-level assessment of current conditions and future needs for public transit options throughout the region, recommending strategies to include financial considerations and implementation phasing of recommended transit options; and

WHEREAS, the TJPDC is preparing an application for a Department of Rail and Public Transportation (DRPT) Technical Assistance Grant to assess the existing governance structure and to determine the most effective governance structure needed to implement recommendations from the Regional Transit Visioning Plan; and

WHEREAS, TJPDC staff would serve as project managers and facilitators for a selected transit consultant selected through DRPT’s contracted vendor list; and

WHEREAS, the RTP shall act as an advisory committee for this effort; and

WHEREAS, the TJPDC will apply for a DRPT grant to be matched with a required 50% local match of up to \$90,000, for a total grant amount of up to \$180,000 for a Regional Transit Governance Study; and

WHEREAS, the County of Albemarle, the City of Charlottesville, the TJPDC, and the CA-MPO will contribute funding towards the local match over the two-year period of FY23 and FY24;

THEREFORE, BE IT RESOLVED, that the RTP supports the application of a DRPT Technical Assistance grant application for a Regional Transit Governance Study to determine the most effective governance structure to implement recommendations from the Regional Transit Visioning Plan.

APPROVED, this 27th day of January, 2022 by the Regional Transit Partnership being legally assembled.

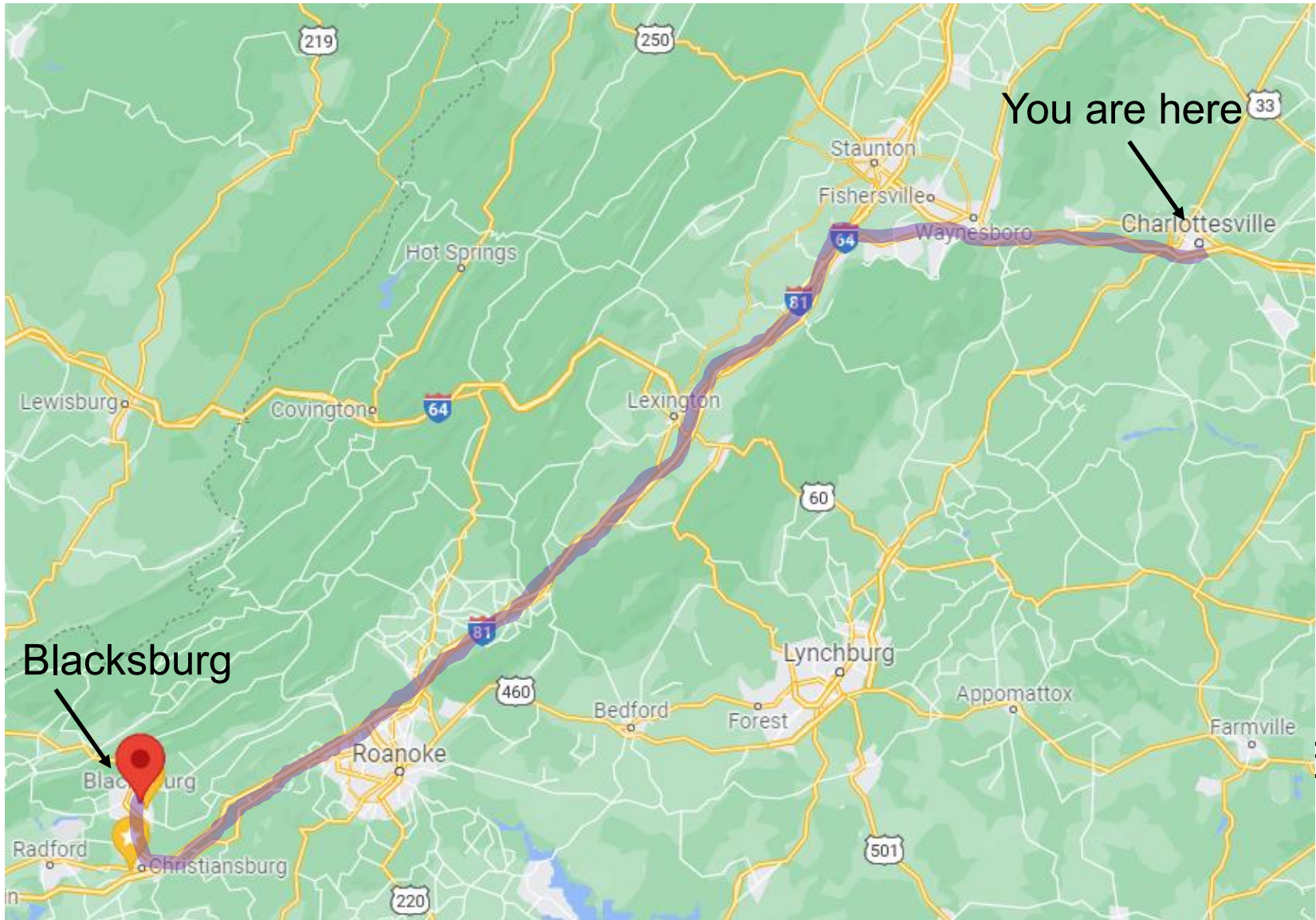
Ms. Diantha McKeel
Regional Transit Partnership Chair

January 27, 2022



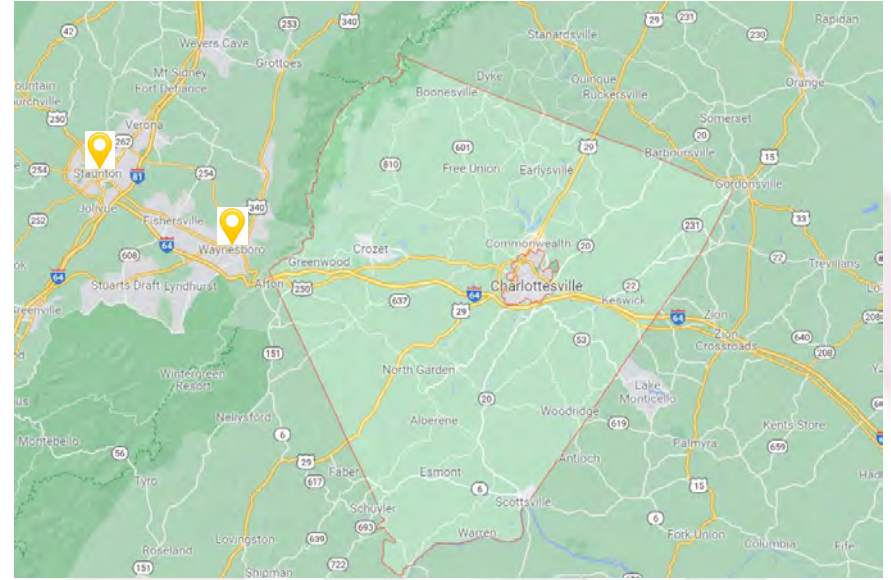
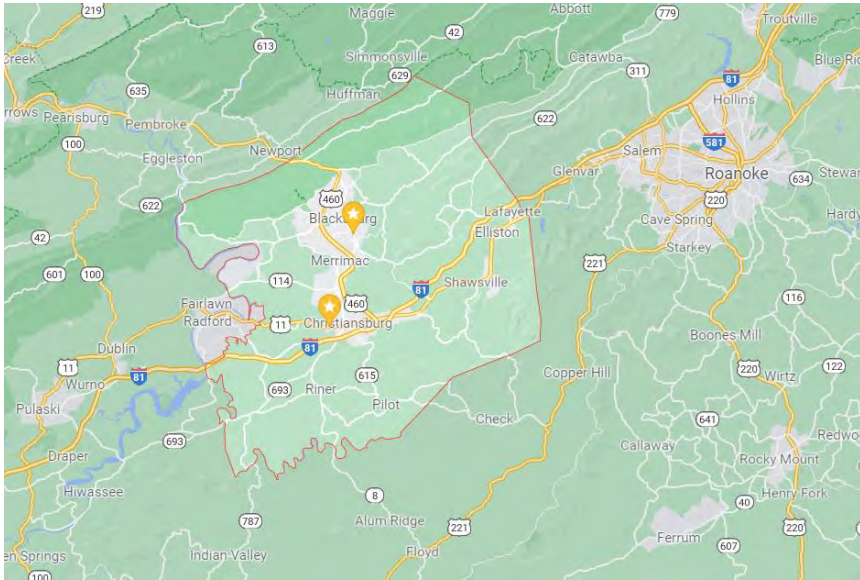
Erik Olsen eolsen@blacksburg.gov

Where is Blacksburg?

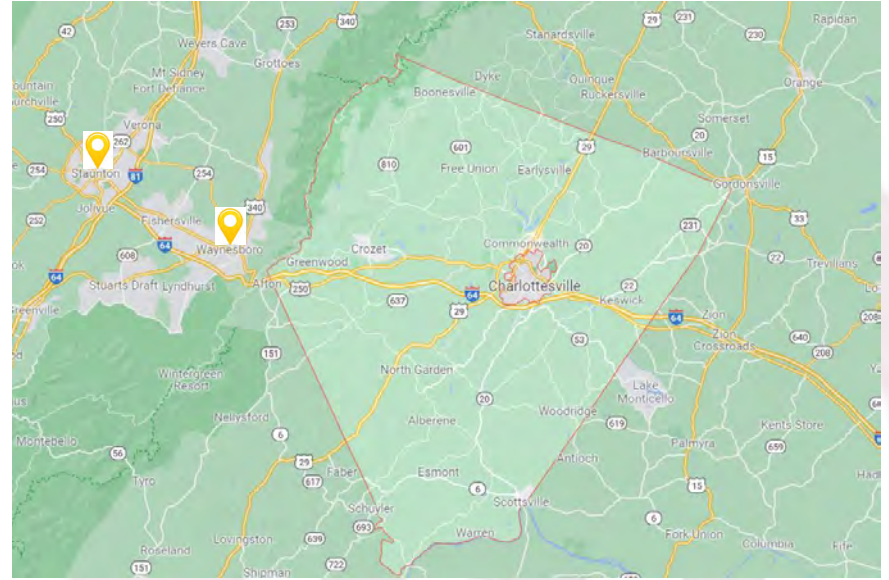
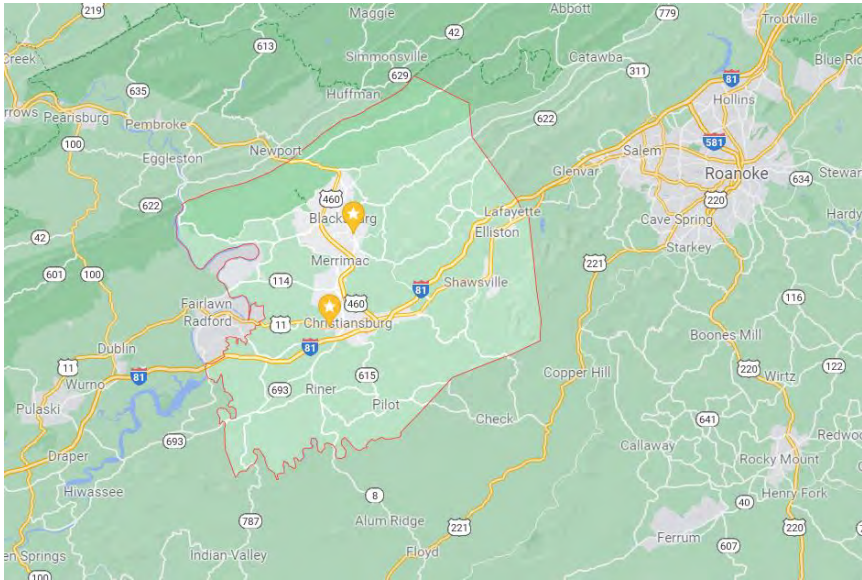


Montgomery & Albemarle

Comparing peers



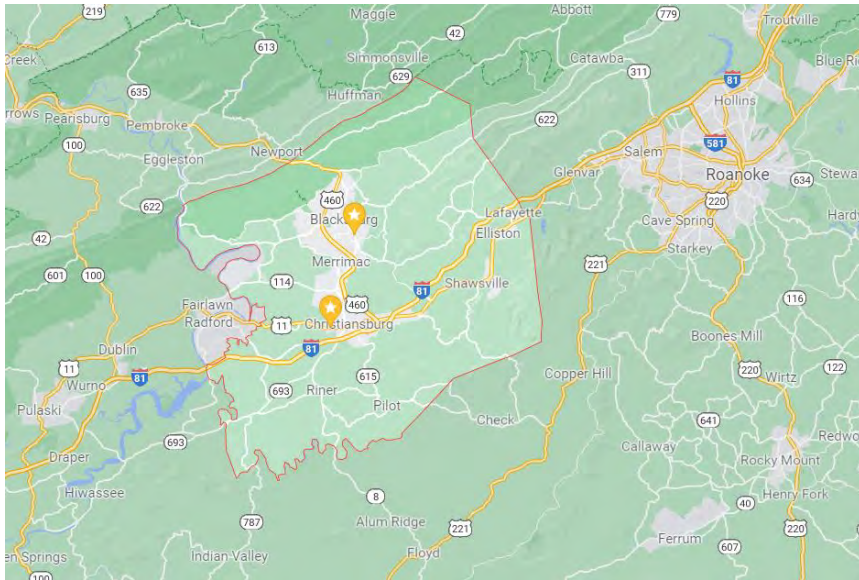
Montgomery & Albemarle



Montgomery & Albemarle

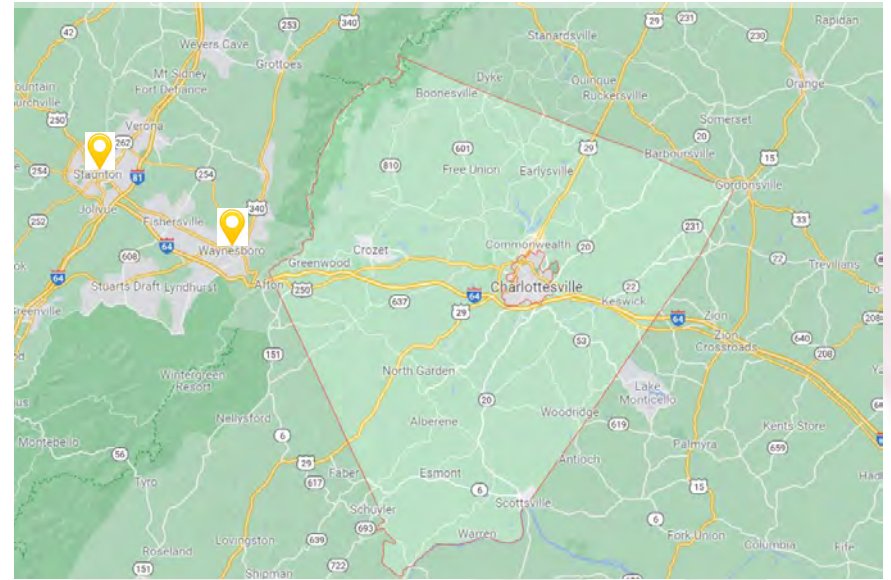
Population: 98,535

- Blacksburg: 44,303
- Christiansburg: 22,163



Population: 109,330

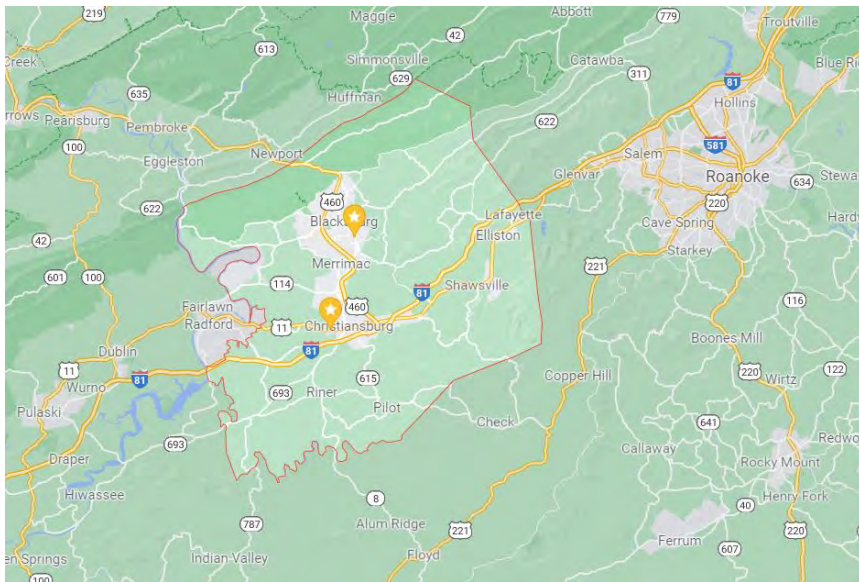
- Charlottesville: 47,096
- Crozet: 7,159
- Keswick: 4,304



Montgomery & Albemarle

Population: 98,535

- Blacksburg: 44,303
- Christiansburg: 22,163

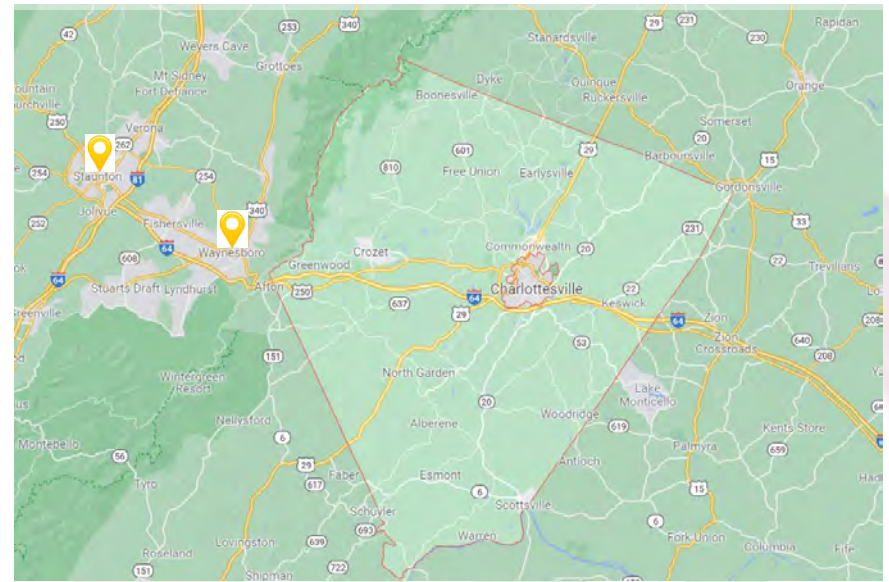


Transit:

- BT: 72 buses, 4.6 trips
- Others: ~50 vehicles ...

Population: 109,330

- Charlottesville: 47,096
- Crozet: 7,159
- Keswick: 4,304



Transit:

- UTS: 44 buses, 3M trips
- CAT: 36 buses, 1.8M trips
- Jaunt, etc: ~100 vehicles ...



T

Regional Collaboration

1. Blacksburg Transit (BT)
2. New River Valley Metropolitan Planning Organization (MPO)
3. Others



Regional Collaboration

1. Blacksburg Transit (BT) & Virginia Tech



Mass Transit System - Blacksburg

Transit Study Funds Sought

RT 8/23/74 p. 19

By WILL HARRIS
Times New River Bureau

—The possibility of establishing a public transportation system connecting points in

of an entire region. In other action, the commission gave clearinghouse an

★ The 120-bed (30 skilled care and 90 intermediate care) Camelot Hall Nursing





New River Valley

Roanoke Times & World-News

Montgomery County • Pulaski County • Giles County • Radford City

Wednesday, November 29, 1978



Mall To Be Largest In Valley

By RODGER STREITMATTER
New River Valley Bureau

CHRISTIANSBURG

Mall, a regional shopping center, is being planned for a site near Christiansburg.

The mall will have 100,000 sq ft of retail space, including a department store, a clothing store, a shoe store, a jewelry store, a gift store, a book store, a stationery store, a florist, a hair salon, a beauty salon, a restaurant, a cafe, a snack bar, a playground, a picnic area, a parking lot, and a bus stop.

The mall is being planned by the Christiansburg Mall Co., a partnership of the Christiansburg Mall Co. and the Christiansburg Mall Co.

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The 1st Phase of Montgomery Mall, Which C...

Coordinated Effort Needed on Transit, Council Told

Mass Transit System - Blacksburg

Transit Study Funds Sought

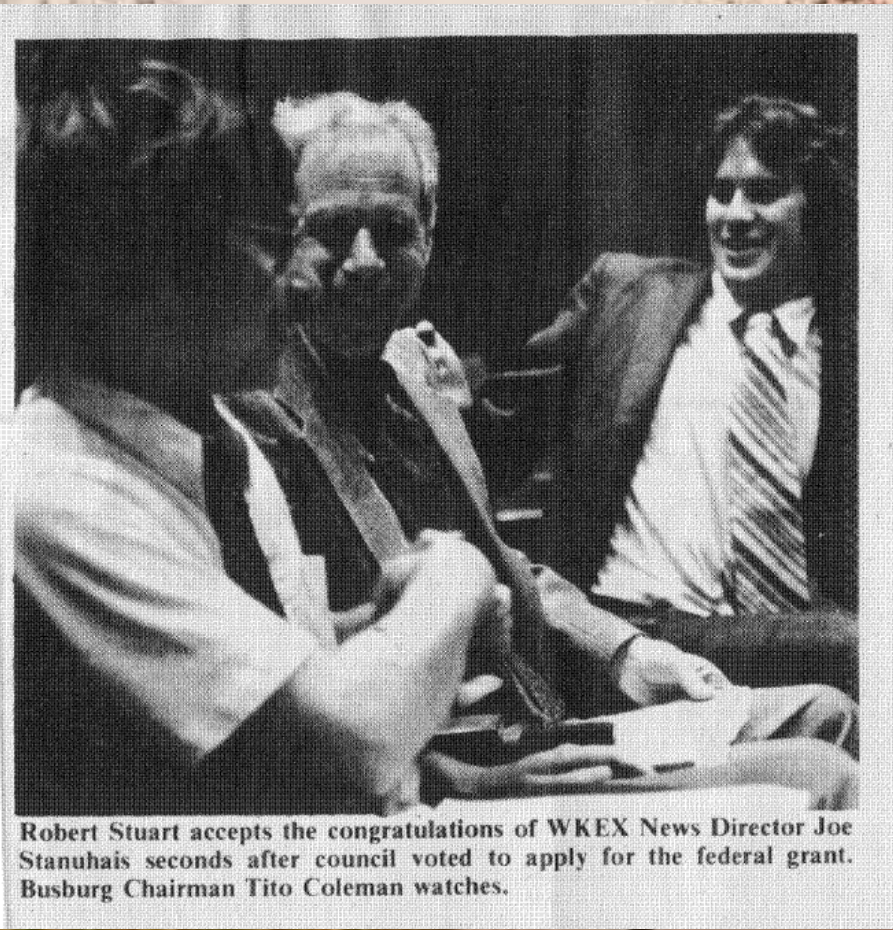
RT 8/23/74 p. 19

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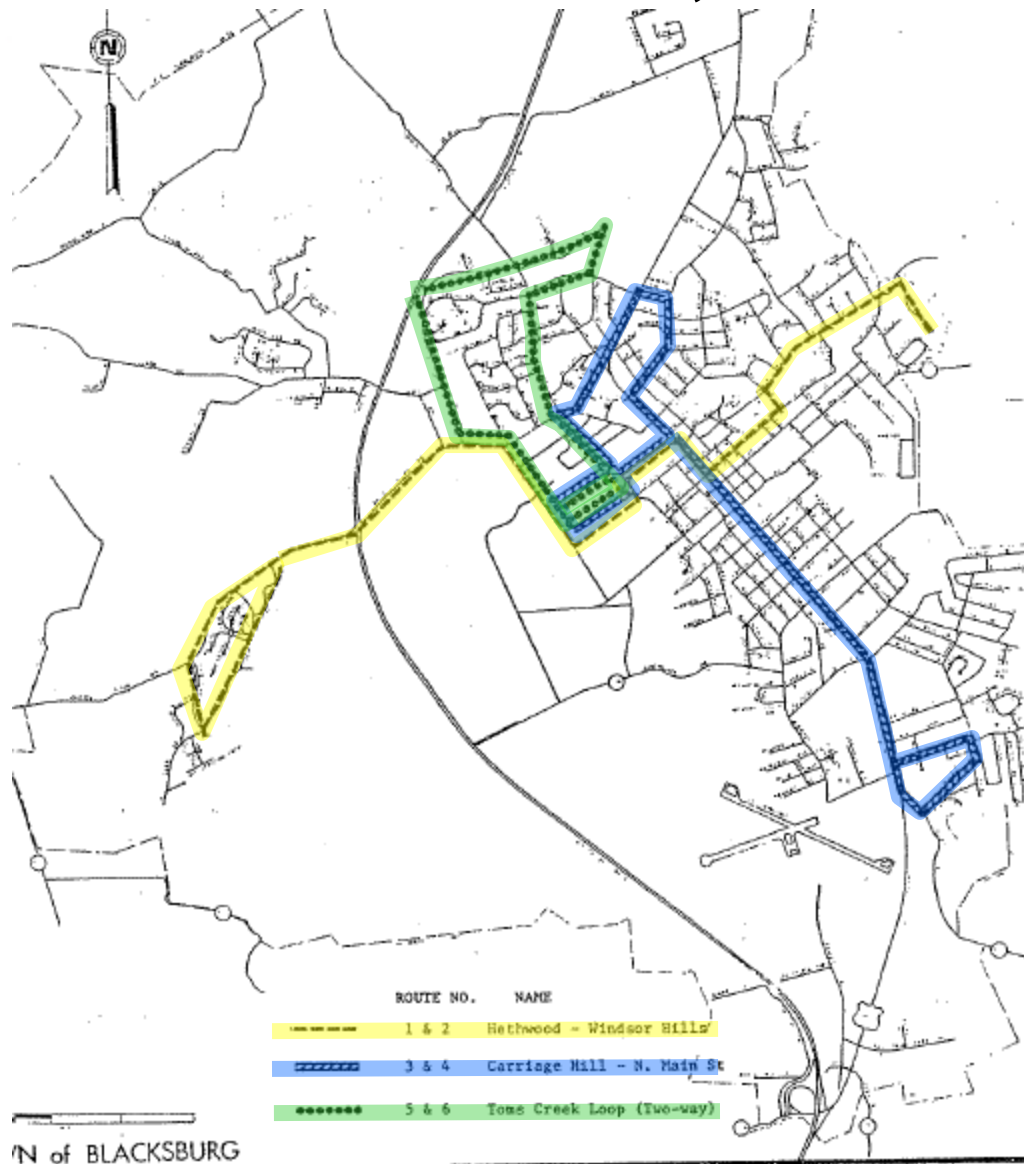
★ The 120-bed (30 skilled care and 90 intermediate care) Camelot Hall Nursing

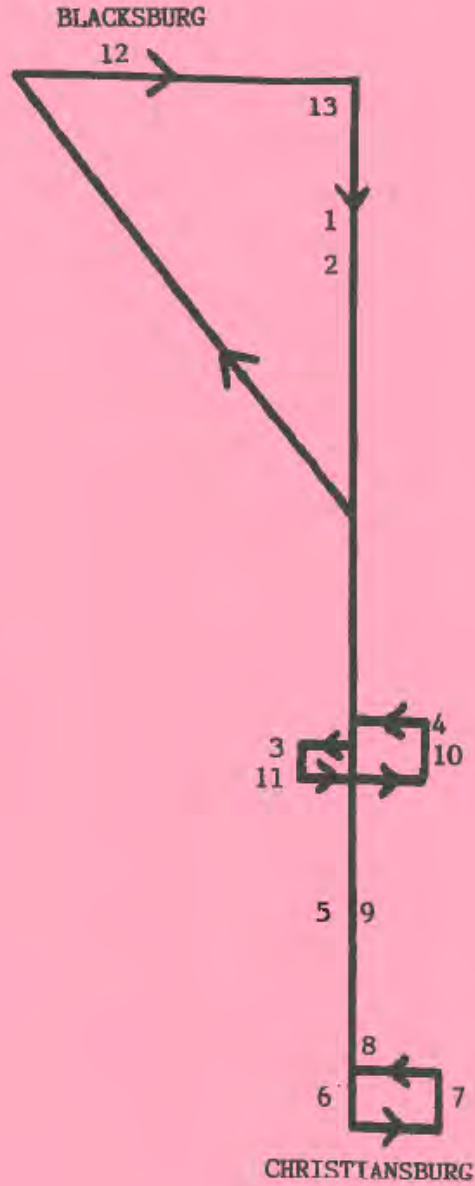


Robert Stuart accepts the congratulations of WKEX News Director Joe Stanuhais seconds after council voted to apply for the federal grant. Busburg Chairman Tito Coleman watches.



3 bus routes, 1983





TWO TOWN TROLLEY



Bus
Schedule

Effective Date:
April - 1990

Blacksburg Transit eyes new routes in 2009

An upcoming survey will give Christiansburg residents the chance to discuss their needs.

By Lerone Graham
lerone.graham@roanoke.com
381-8621

Blacksburg Transit's planned route extension throughout Christiansburg will be tailored to the way residents say the system would best serve them.

A survey administered by the Virginia Tech Center for Survey Research is scheduled to reach every home in Christiansburg later this month to gauge residents' transportation needs.

"We're identifying destinations that people travel to for work, school and shopping, so that we can do our best to meet their travel needs," said Blacksburg's transportation planner, Erik Olsen.

According to Susan Willis-Walton, director of the Center for Survey Research, the 22-question survey, in addition to identifying destinations, also addresses bus stop locations, the kinds of routes used to get to various destinations and the time of day participants would most like to see the bus run.



MATT GENTRY | The Roanoke Times

Jennifer Eldridge and her husband, James (right), of Christiansburg ride the Blacksburg Transit system's Two Town Trolley Loop with their three sons, (from left) Mikal, Aydian and Jaice, on Franklin Street in Christiansburg. The Eldridges say they depend on the bus for transportation and would like to have additional Christiansburg service. Rider Anthony Gannello of Christiansburg is also pictured.

ter on Roanoke Street.

While Blacksburg routes begin as early as 7 a.m. and

Transportation around the valley

"I think it'd be great having it extended; it'd really help me out a lot," said Justin Belcher.

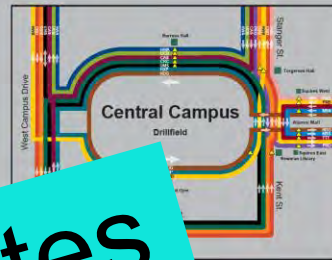
ENTRANCE

NEW RIVER
COMMUNITY COLLEGE

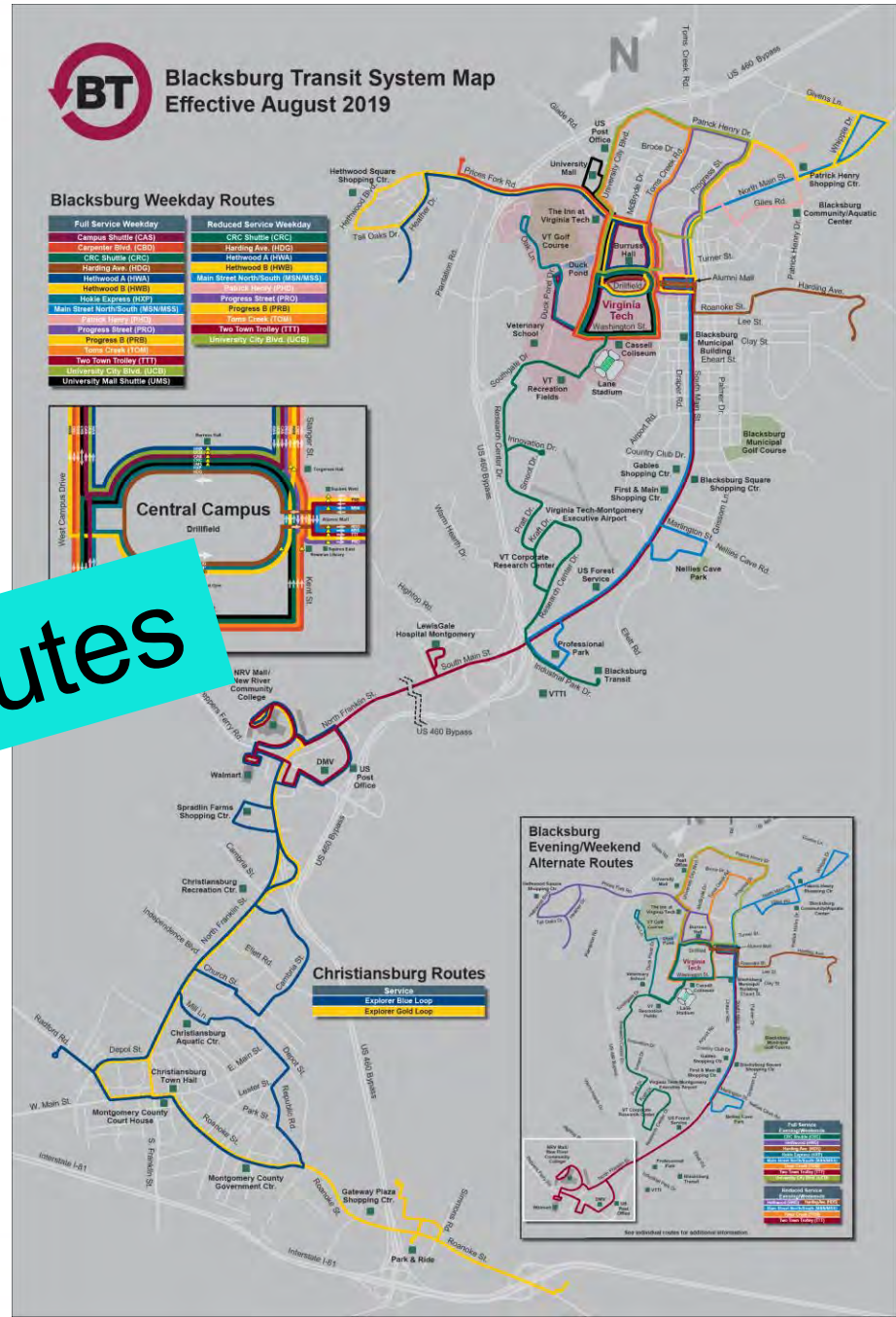


Blackburg Weekday Routes

Full Service Weekday	Reduced Service Weekday
Catpaw Shuttle (CAS)	CRC Shuttle (CRC)
Carpenter Blvd (CBB)	Harding Ave. (HDA)
CRC Shuttle (CRC)	Hethwood A (HWA)
Hickory Ave. (HDA)	Hethwood B (HDB)
Hethwood A (HWA)	Main Street North/South (MSN/MS)
Hethwood B (HDB)	Progress Street (PRO)
Main Street North/South (MSN/MS)	Progress B (PRB)
Hickory Express (HCE)	South Campus (SC)
Progress Street (PRO)	Two Town Today (TTT)
Progress B (PRB)	University City Blvd. (UCB)
South Campus (SC)	
Two Town Today (TTT)	
University City Blvd. (UCB)	
University Mail Shuttle (UMS)	



15 routes



Take aways

\$ win-win

BT-VT communication

Town-Gown



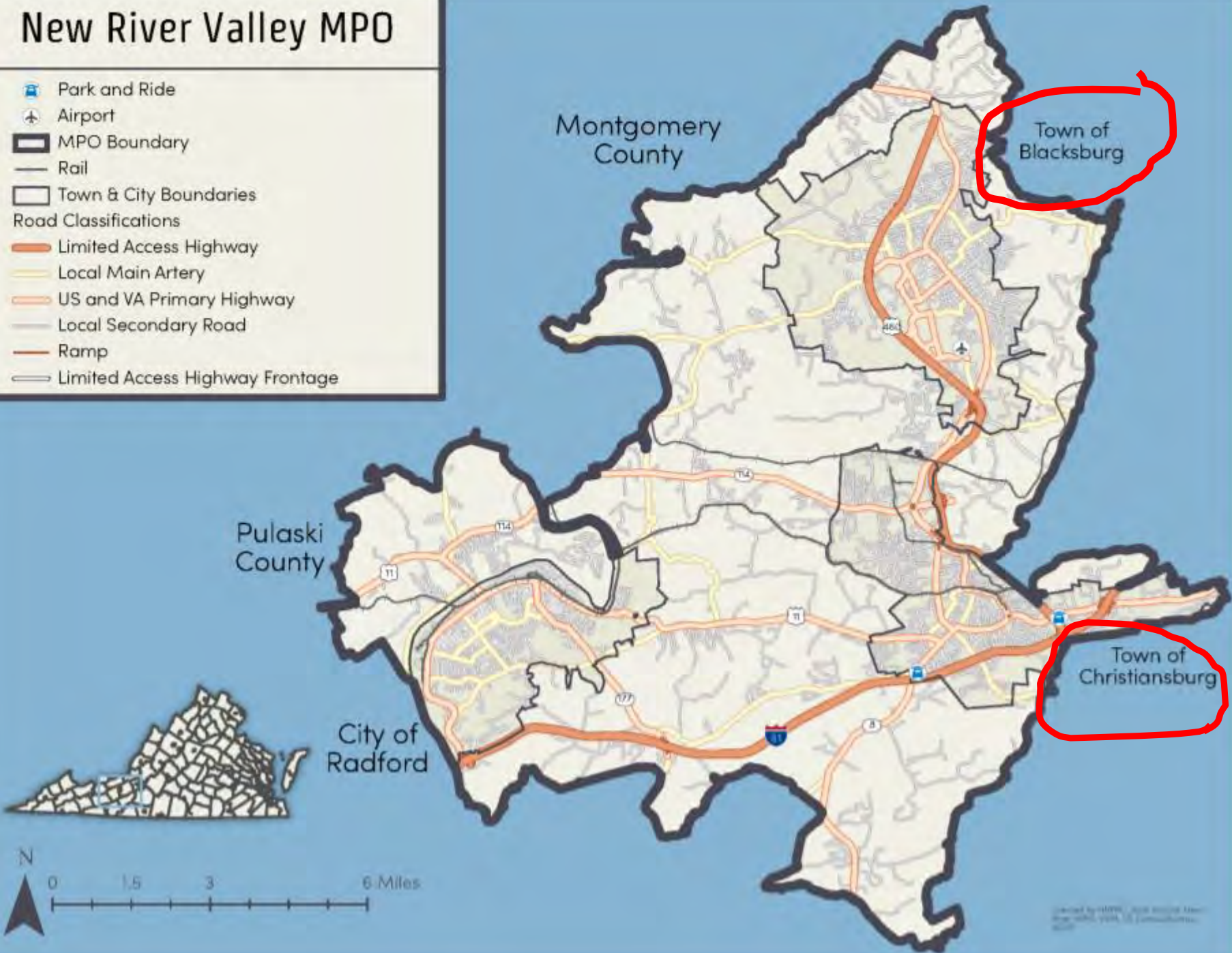
Regional Collaboration

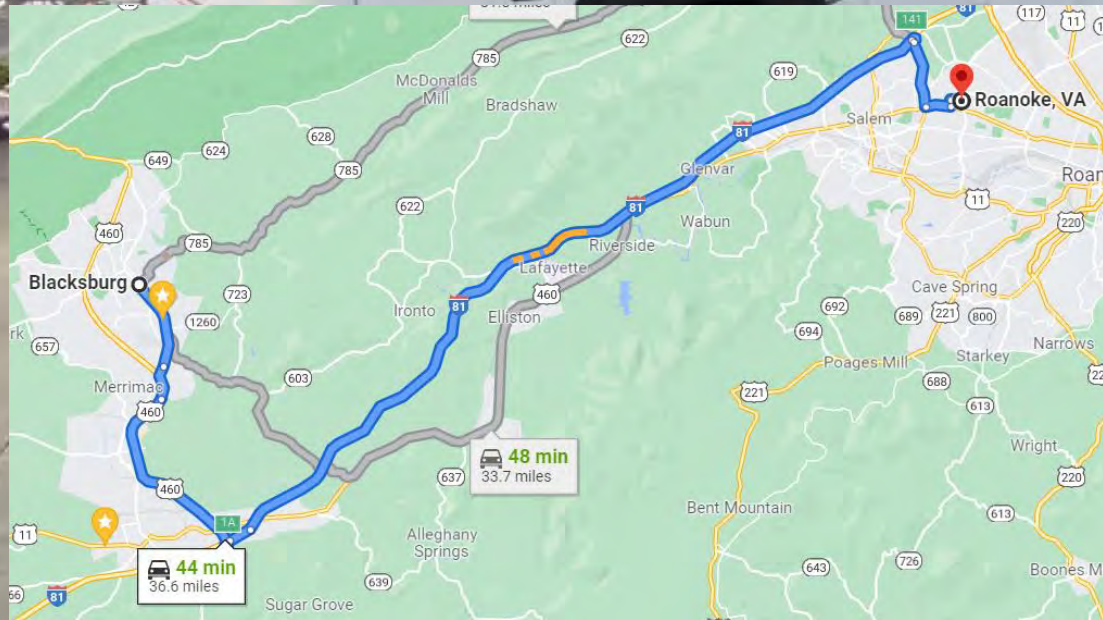
1. Blacksburg Transit (BT) & Virginia Tech
2. New River Valley MPO



New River Valley MPO

-  Park and Ride
-  Airport
-  MPO Boundary
-  Rail
-  Town & City Boundaries
- Road Classifications**
-  Limited Access Highway
-  Local Main Artery
-  US and VA Primary Highway
-  Local Secondary Road
-  Ramp
-  Limited Access Highway Frontage





Bike share launch 7/21/18





T

Regional Collaboration

1. Blacksburg Transit (BT) & Virginia Tech
2. New River Valley MPO
3. Other systems



Other systems

- Smart Way Commuter bus → 2004
- Radford Transit → 2011
- Pulaski Area Transit to Christiansburg → 2015
- Amtrak Roanoke station → 2017
- DRPT Virginia Breeze → 2017

All of these connect to our region



2004



2011

Pulaski Area Transit starts new
Christiansburg route

2015



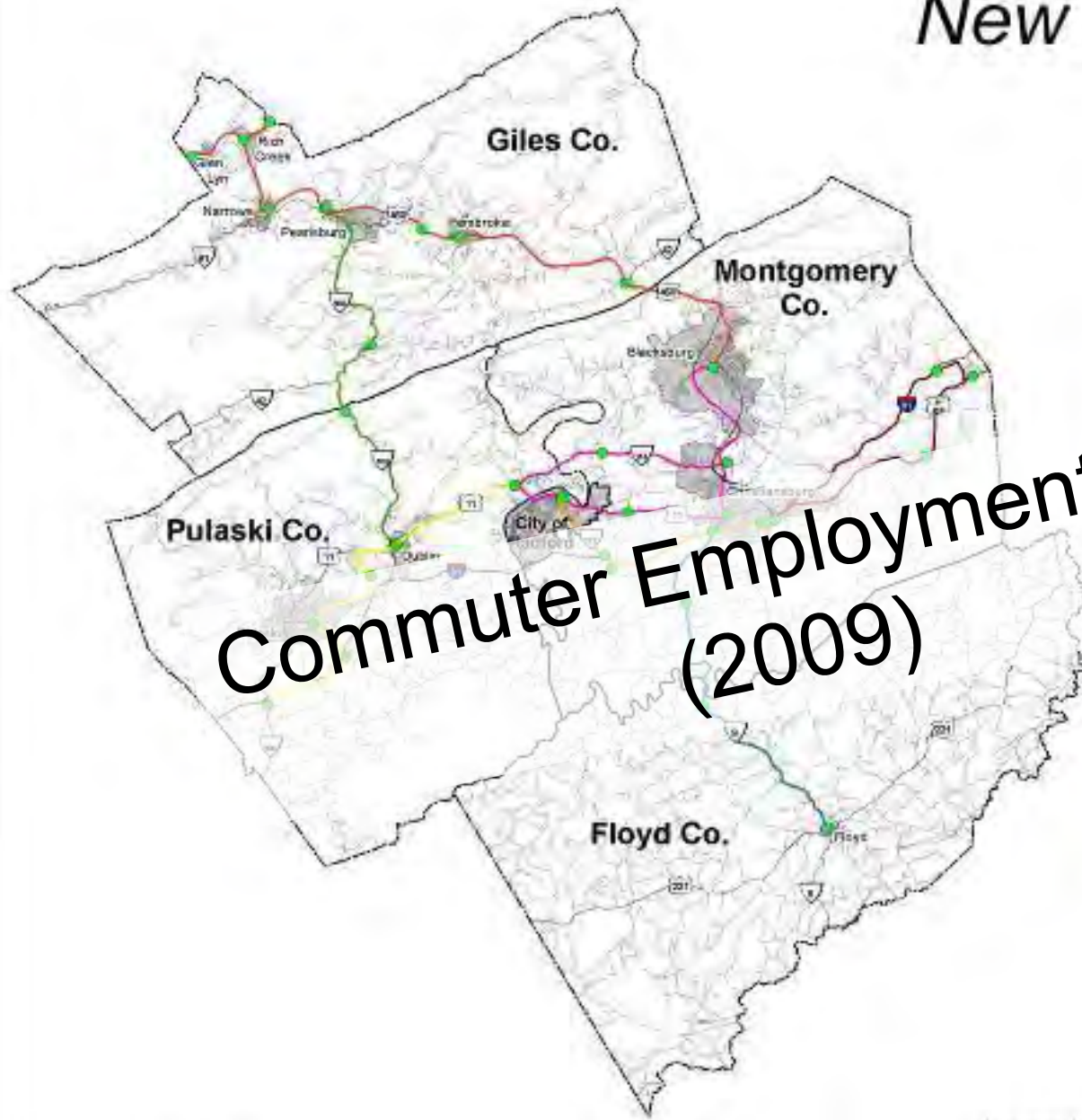
Amtrak & Virginia Breeze
2017

Regional projects

- A Vision for NRV Commuter Employment Transportation (2009)
- New River Valley MPO Multimodal Plan (2014 and 2021)
- New River Valley Transit GIS Database (2015)
- NRV MPO Regional Transit study (2016)
- Bus Stop Safety and Accessibility studies (BT: 2015, PAT: 2018, RT: 2018)
- 3 simultaneous Transit Development Plans (2018)

New River Valley

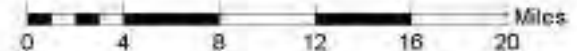
- Employment Mobility Study



**Commuter Employment Study
(2009)**

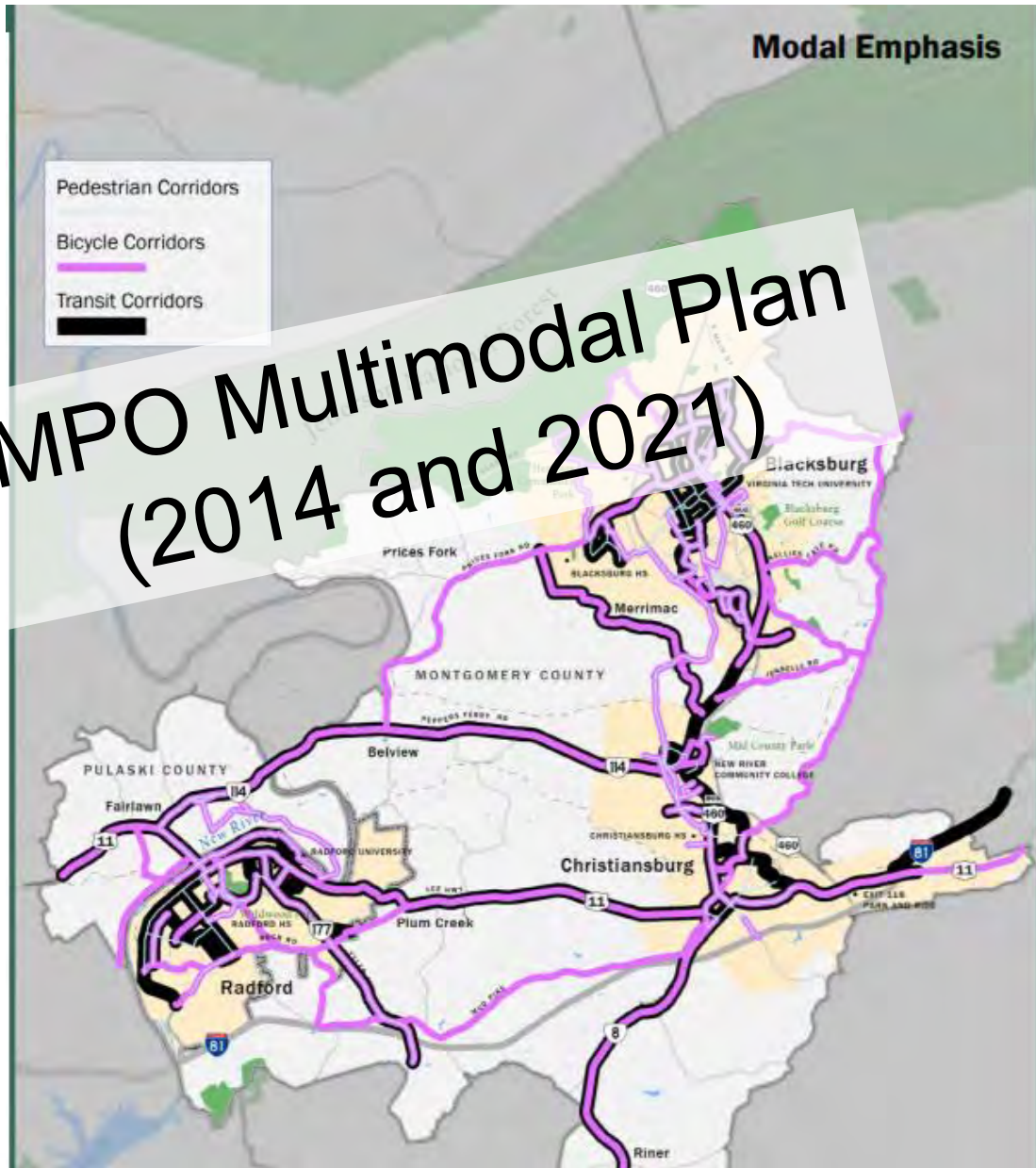
Proposed E.M. Routes

- Bus Stops
- Pearisburg to Dublin
- Rich Creek to Blacksburg
- Eliston to Christiansburg
- Radford to Felling Branch
- Blacksburg Loop
- Floyd to C'burg Industrial Park
- Draper to Falfawn
- Counties
- Main Roads
- Roads



- Pedestrian Corridors
- Bicycle Corridors
- Transit Corridors

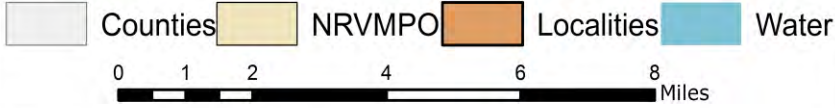
MPO Multimodal Plan (2014 and 2021)



NRV Regional Transit Routes and Stops



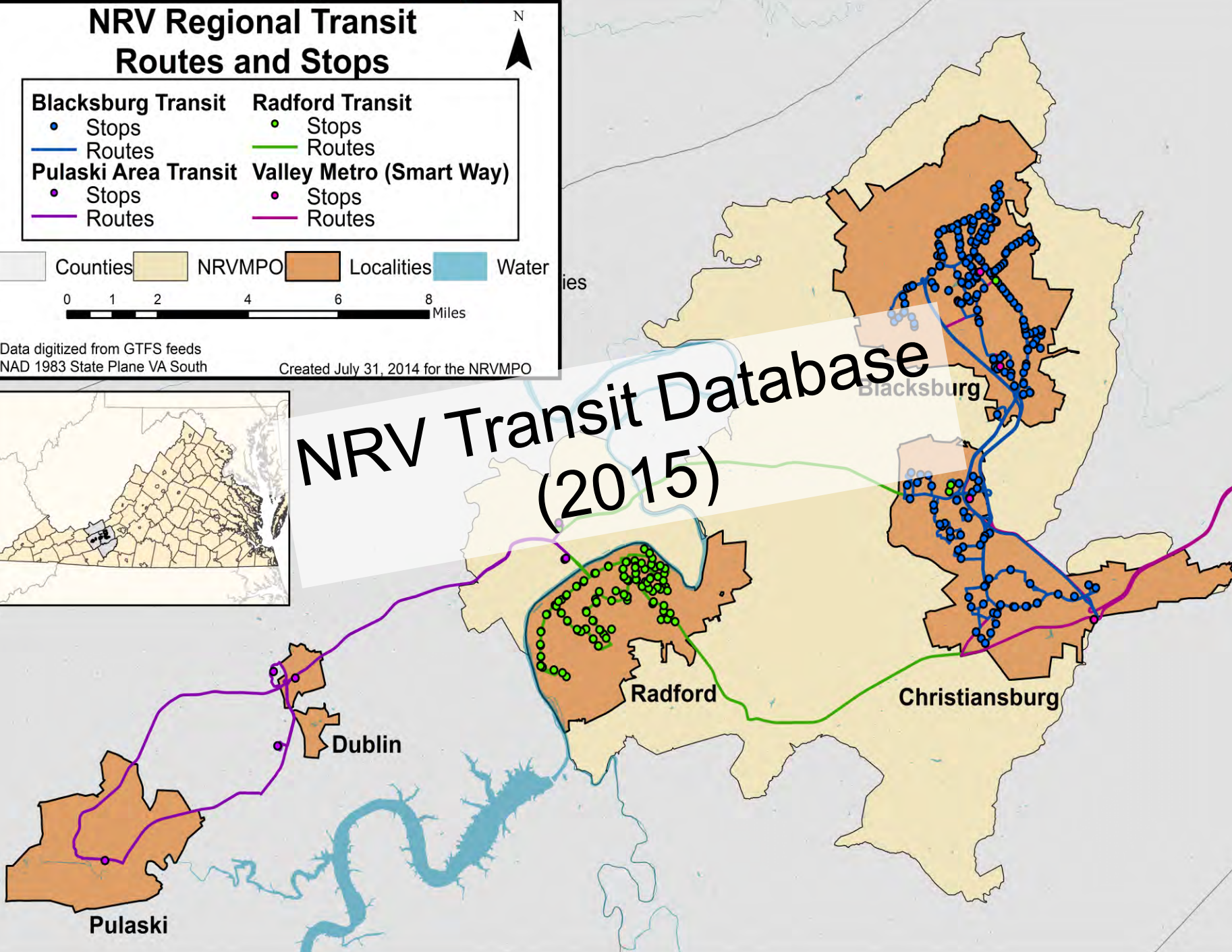
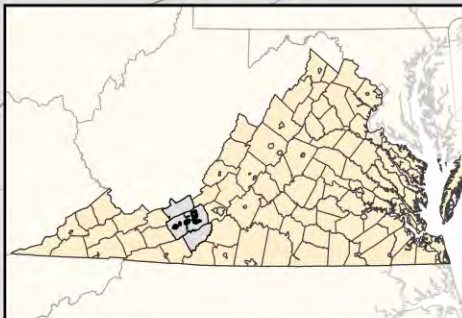
- | | |
|-----------------------------|---------------------------------|
| Blacksburg Transit | Radford Transit |
| • Stops | • Stops |
| — Routes | — Routes |
| Pulaski Area Transit | Valley Metro (Smart Way) |
| • Stops | • Stops |
| — Routes | — Routes |



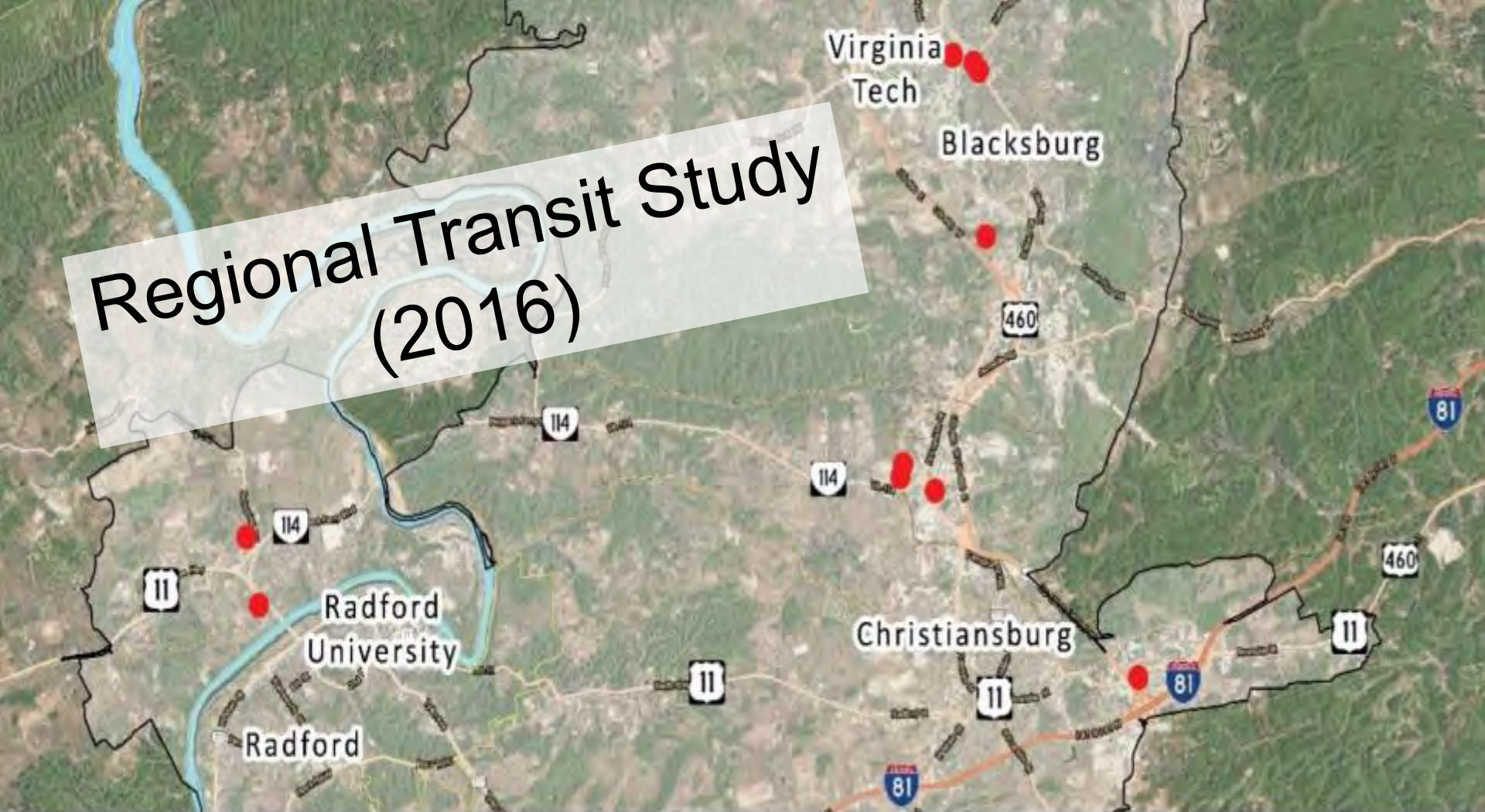
Data digitized from GTFS feeds
NAD 1983 State Plane VA South

Created July 31, 2014 for the NRVMPPO

NRV Transit Database (2015)



Regional Transit Study (2016)



FINDINGS AND RECOMMENDATIONS

This section provides an overview of the key findings and recommendations identified through the study process.

Overlapping Stops



BEFORE

Bus Stop Safety and Accessibility
(3 studies: 2015 & 2018)



AFTER

Blacksburg Transit Development Plan FY2019 – FY2028



Pulaski Area Transit Development Plan FY2019 – FY2028



Transit Development Plans (2018)

Radford Transit Development Plan FY2019 – FY2028



Regional Collaboration

1. Blacksburg Transit (BT) & Virginia Tech
2. New River Valley MPO
3. Other systems



Regional Collaboration

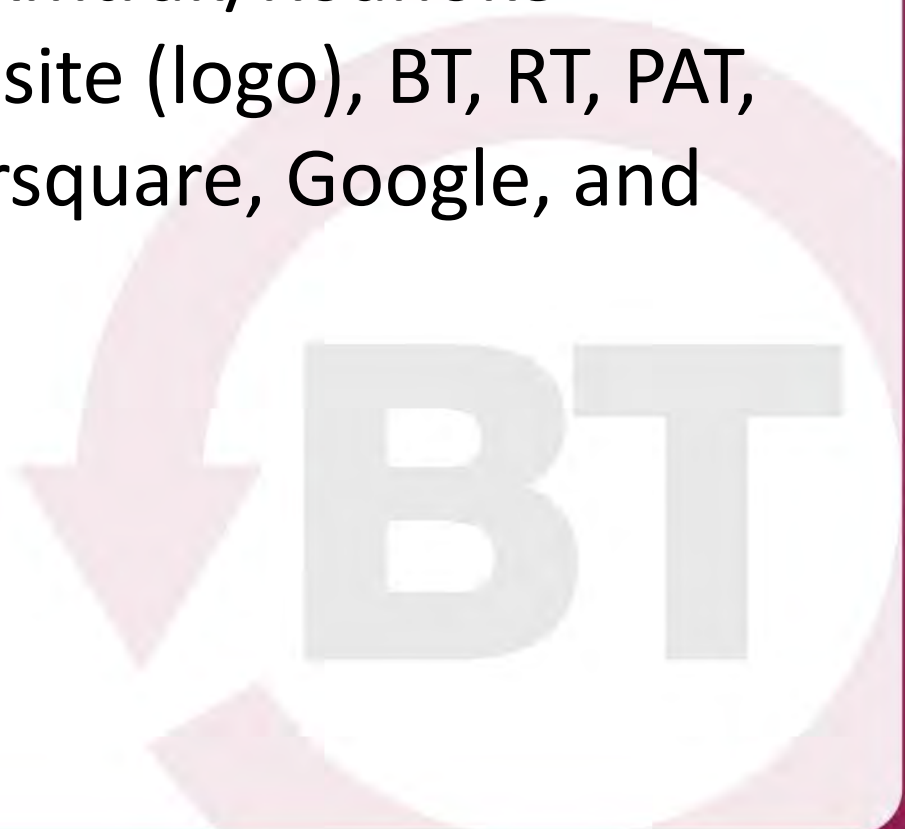
Questions?



Erik Olsen eolsen@blacksburg.gov

Image credits

- Images from the Roanoke Times (Virginia Breeze), Railway Age (Amtrak/Roanoke image), Smartway website (logo), BT, RT, PAT, NRVMPPO, NRVRC, Foursquare, Google, and DRPT.



Resolution to Support a Technical Assistance Grant for a Transit Governance Study

Background

The Regional Transit Vision Plan identifies a need for additional funding and collaboration to meet the community's expectations for the future of transit.

TJPDC reports dating back to 2005 identify a need for greater regional coordination and transit expansion.

A governance study will identify the appropriate governance structure to move regional transit priorities forward.

Background

- ▶ The study will:
 - ▶ Identify a recommended governance structure to facilitate regional transit coordination and generate additional funding
 - ▶ Identify recommended revenue sources
 - ▶ Create consensus among jurisdictions and stakeholders around the study's recommendations
 - ▶ Improve transportation services for our community

Scope of Work

1) Existing conditions

- Kick Off meeting during RTP meeting with representatives from all TJPDC jurisdictions
- Individual meetings with RTP, UTS, CAT, school transportation for Albemarle and Charlottesville, and Jaunt
- Existing conditions report
- Legislative review

2) Review peer governance structures

- Review of peer governance structures

3) Potential Revenue Generation

- Presentation at RTP meeting
- Potential revenue sources and trends analysis

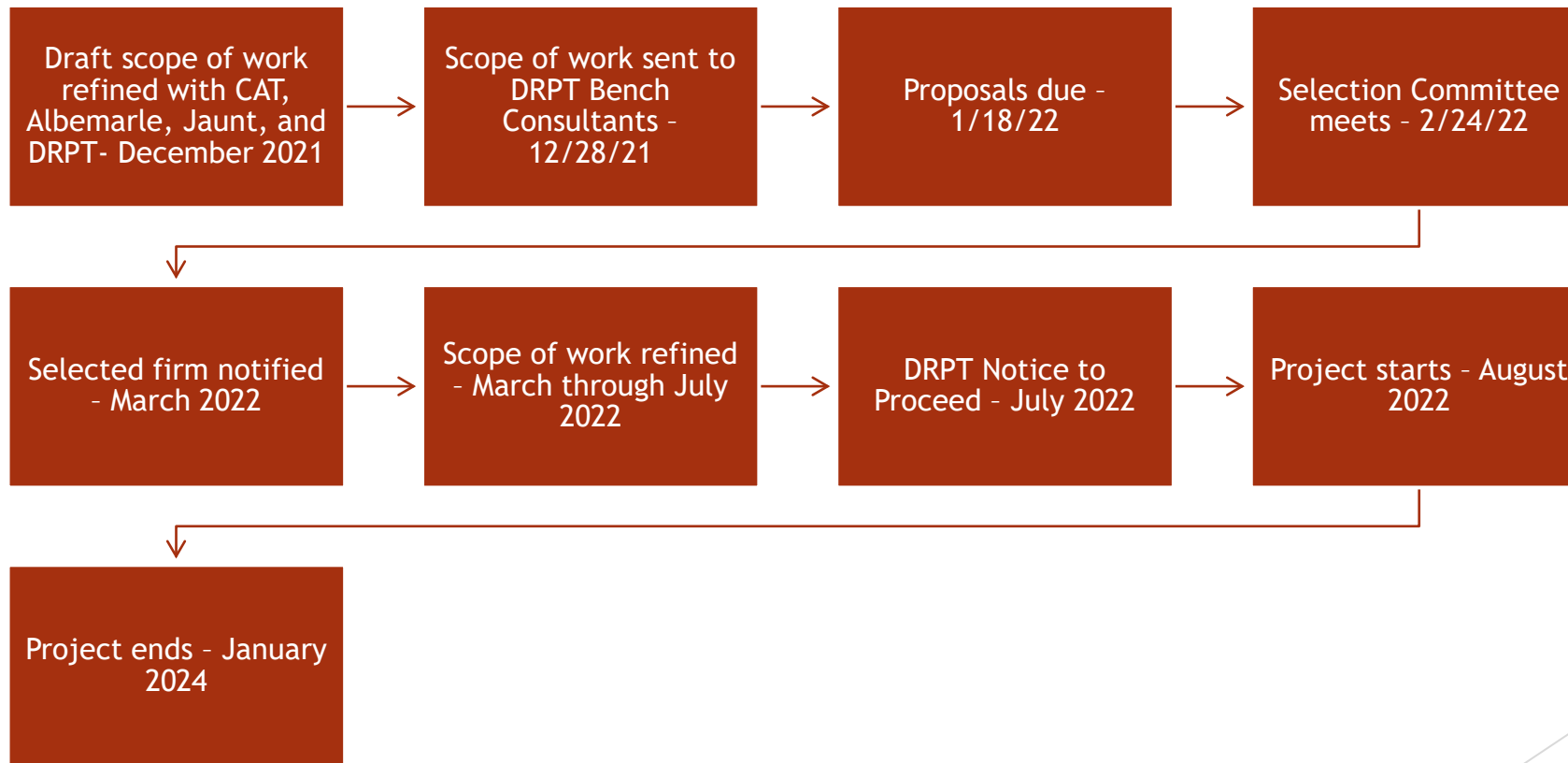
4) Develop governance structure scenarios

- Presentation at RTP meeting
- One meeting with each jurisdiction
- Proposed governance structures

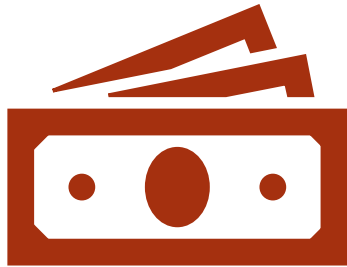
5) Evaluate and recommend a governance structure

- Two presentations to the Regional Transit Partnership, one presentation to present the matrix and one to present the final report, recommendations, and next steps
- One or more meetings with each jurisdiction or as a group
- Recommended governance structure

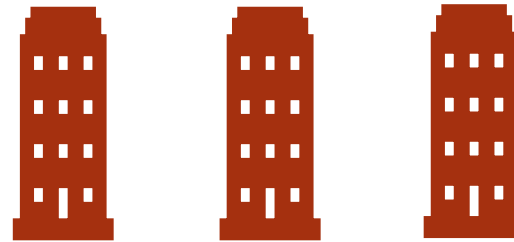
Study Schedule



Study Cost



Total project cost is estimated
at \$180,000



50% match will be split between
the PDC, County, and City

Questions?

Next steps

Motion to approve the resolution of support for the DRPT grant application to conduct a transit governance study.