



Regional Transit Governance Study For Region 10

Regional Transit Partnership Meeting

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Study Team



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Agenda

Study Background and Goals

Study Approach

Key Findings and
Recommendations

Next Steps

Q&A

Background: Transit Studies in Region 10

TRANSIT AUTHORITY STUDY

- RTA legislation approval by General Assembly (§ 33.2-2800 of Title 33.2 in 2009)

2008

ALBEMARLE TRANSIT EXPANSION STUDY

- Near-term transit service opportunities (in partnership with TJPDC and DRPT)
- Recommended services for expansion in Albemarle County ~\$4M

2022

REGIONAL TRANSIT GOVERNANCE STUDY

2023

REGIONAL TRANSIT PARTNERSHIP FORMED

- Venue for coordination among transit providers
- Forum for building trust and better agreements
- Sought to develop a regional transit vision
- Served as a precursor to an RTA

2017

REGIONAL TRANSIT VISION PLAN

- Developed transit service opportunities
- Plan recommends forming an RTA to collect additional revenue



Existing Conditions

CAT

- Department of City of Charlottesville
- Serves City & urbanized areas of Albemarle County
- Funds from federal, state, City, and contract with Albemarle County

Jaunt

- Public service corporation with a board
- Serves suburban & rural parts of region
- Funds from federal, state, and contributions from localities

UTS

- Under UVA Parking & Transportation
- Serves UVA grounds
- Funds from student fees

- *One region*
- *Different needs from one locality to another*
- *Three providers with different services*



Regional Transit Vision

Final Transit Vision Plan

November 2022

REGIONAL



Regional Transit Vision Plan

Develop, design, and provide transit in the region in a manner that reflects a *collaborative*, *inclusive* and *equitable* process, representing needs in both *urban* and *rural* areas.

Two vision networks were developed based on the goals discussed, transit provider guidance, and public feedback.

1. Unconstrained vision network:

- shows a future transit network that fully implements the Vision Statement and Goals, without considering any financial constraints.

2. Constrained vision network:

- shows a future transit network that implements the Vision Statement and Goals within the constraints of a *potential regional transit funding measure*.

Study Goals

1

Review existing transit governance in the region and identify a structure for regional transit governance

- What governance models be can feasibly implemented to realize regional transit goals?
- What lessons can we learn from other Virginia transportation/transit authorities?
- What mechanisms can be adopted to safeguard the effectiveness of the regional entity?

2

Identify potential revenue streams for dedicated transit funding to augment current jurisdictional costs for transit

- What potential funding streams can be identified for increased local investment?
- How are existing transportation authorities in the Commonwealth funded? Are those funds available for Region 10?

Extensive Stakeholders Engagement

LOCAL & REGIONAL ENGAGEMENT

- City of Charlottesville
- Albemarle County
- Greene County
- Fluvanna County
- Louisa County
- Nelson County
- University of Virginia/UTS
- CAT
- Jaunt
- Regional Transit Partnership (RTP)
- Charlottesville-Albemarle Metropolitan Planning Organization (CAMPO)

STATEWIDE ENGAGEMENT

- Hampton Roads Transit
- Hampton Roads Transportation Accountability Commission (HRTAC)
- Northern Virginia Transportation Authority (NVTA)
- Williamsburg Area Transit Authority (WATA)
- VA Department of Rail & Public Transportation (DRPT)
- Virginia Department of Transportation (VDOT)

NATIONAL PEER ENGAGEMENT

- Ann Arbor, MI
- Blacksburg, VA
- Bloomington, IN
- Iowa City, IA
- Ithaca, NY
- State College, PA

Study Approach

Existing
Conditions

Peer Study
Analysis

Potential Revenue
Generation
Options

Potential
Governance
Options

Approach



Key Findings and Recommendations

Desire For Regional Transit Governance

Region localities may consider setting up an interim entity or agreement as the first step.

- An interim entity that can provide a forum to discuss details on a potential regional solution
 - Set up a small committee consisting of stakeholder representatives to discuss steps towards implementing the interim agreement
 - Develop draft bylaws and engage localities
 - Engage UVA in preliminary discussions on their potential role in regional transit governance
 - Confirm agreement between participating stakeholders
 - Develop/finalize articles of the organization such bylaws
 - Initiate discussion on administrative functions for regional transit include cost allocations

Desire For Regional Transit Governance



Potential Characteristics for Ideal Regional Transit Authority

Establishment

- Modify existing transit authority legislation to include funding
- Create a new legislation with a funding component

Membership

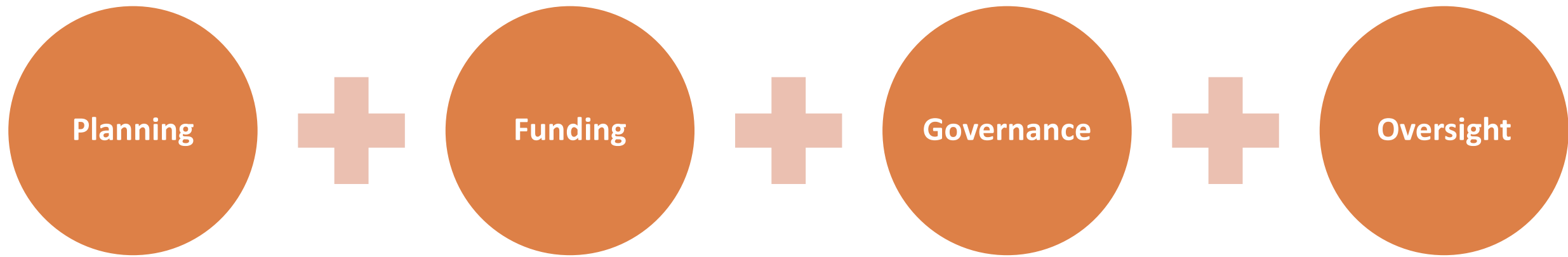
- Charlottesville and Albemarle as initial members
- Fluvanna, Greene, Louisa, and Nelson may join the Authority
- Private nonprofit tourist-driven agencies, higher education facilities, public transport agencies serving the counties may join if localities permit

Board participation

- Appointed from each participating locality's governing board



Role of the Regional Transit Authority



Role of the Regional Transit Authority



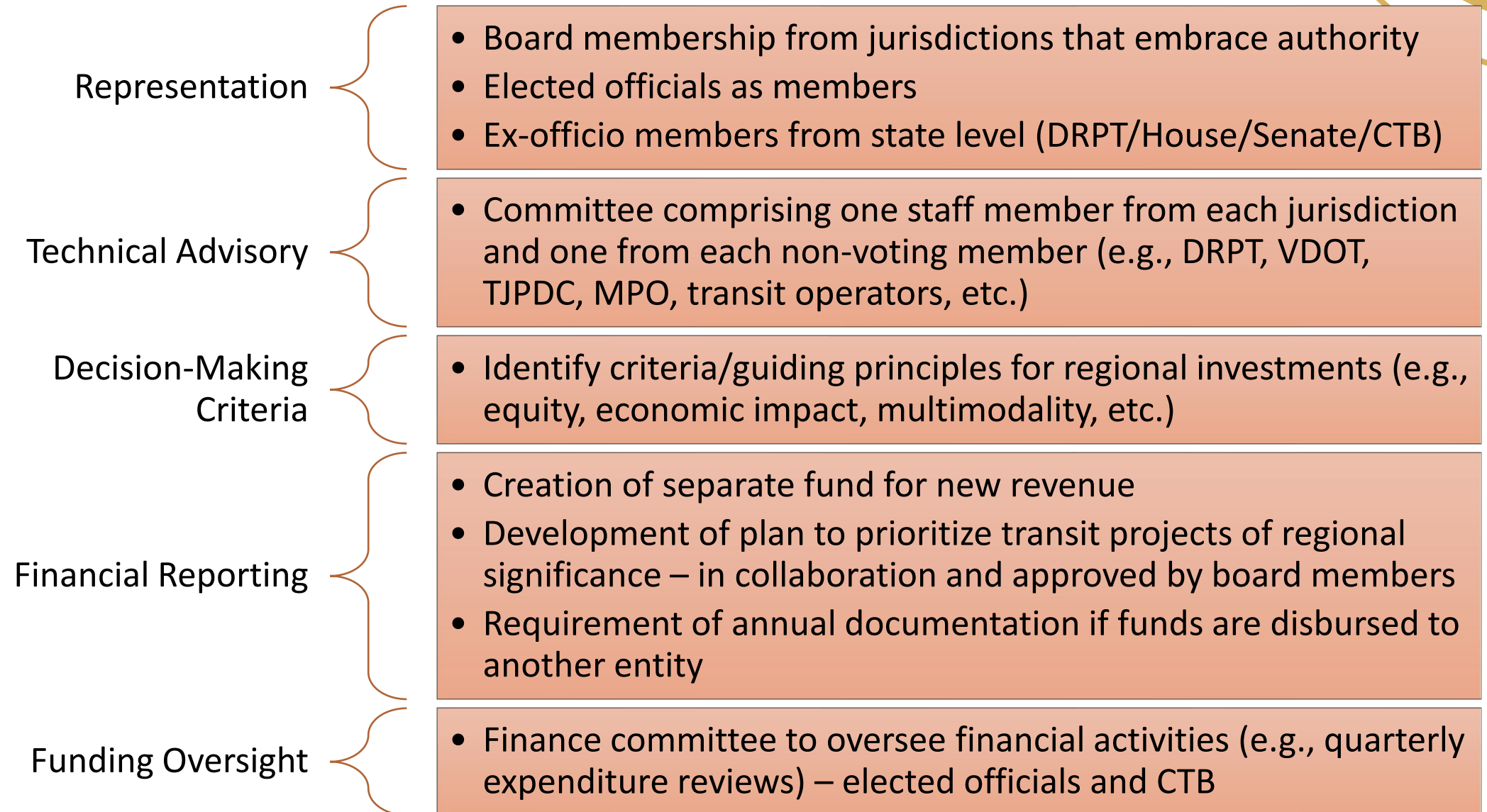
- Prepare a regional transit plan for all or a portion of the areas located within boundaries of each member locality
- Once a plan is adopted, power to construct or acquire, by purchase, lease, contract, or otherwise, the transit facilities specified in the plan
- Power to make, assume, and enter into contracts, agreements, arrangements, and leases with public or private entities as the Authority may determine
- Enter contracts or arrangements with its members, or other transit commissions of transportation districts adjoining any member, any authority, or state, local, or private entity

Role of the Regional Transit Authority



- General oversight of area programs involving transit or congestion mitigation
- Long-range transit planning in area
- Recommend regional transit priorities (including projects and funding allocations) to federal, state, and regional agencies
- Advocate for transit needs in the area before federal and state governments
- Apply for grants and any other funds from the federal or state government or any agency

Indicators of Accountability



Rural Transit Needs Assessment

Consider conducting a rural transit needs assessment that clearly identifies and articulates rural needs.

- To help understand
 - Locations of transit dependent populations across the region
 - Proportion of county residents that may be transit users or transit dependent
 - Transit user satisfaction with current service and areas for improvement
 - Residents that are unable to receive transit service potential interjurisdictional travel within and outside Region 10 (e.g., connections to neighboring counties)

Perceived Value and Local Control in Regional Governance

Continue rural engagement in the developmental stages and design of regional governance including drafting of potential legislation.

- Use results of rural transit needs assessments to further evaluate proposed future services presented in the regional Transit Vision Networks
- Include accountability mechanisms in the use of transit revenue generated to ensure equitable investments across involved stakeholders
- Continue educational efforts and communication of benefits of improved transit service

Collaboration with UVA

Engage UVA leadership at a level where there is decision-making authority in subsequent efforts toward establishing a transit authority.

- Examples from peer cases showed that university systems can be crucial partners in regional transit regardless of governance type (e.g., city department, independent authority, public transportation corporation, 501(c) nonprofit, etc.).
- Potential arrangements with university to that can position the region to leverage additional federal, state, and grant funding may be explored.
- Potential cost sharing mechanisms with UTS may also be explored (e.g., maintenance garages or staff, training programs, or other administrative responsibilities).
- Future collaborations on innovative transit projects may be explored to further strengthen university involvement with regional transit.

Potential Revenue Sources

Revenue Sources NVTA, HRTAC, & CVTA

- 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 for Region 10

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



Details of potential estimates from these sources are provided in the final report

Potential Revenue Sources

Exploratory Options for Region 10



Sales and use tax



Transient occupancy/lodging tax



Property tax



Real estate tax

- The potential sources of local funds identified serve as a starting point for further discussion among regional stakeholders
- Once interim committee is established, initial administrative costs and potential cost allocations may be discussed



Next Steps

Continue discussions on transit needs with all perspectives included

Set up small volunteer group to champion continued efforts

Establish CARTA as an interim entity



Thank you!

