Regional Transit Governance Study For Region 10
Steering Committee Kickoff Meeting
November 7, 2022
Welcome

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Agenda

Introductions

Study background

Study goal and guiding questions

Workplan, milestones and schedule

Q&A
Study Background

TRANSIT AUTHORITY STUDY
— Formation of the Regional Transit Partnership
— RTA legislation approval by General Assembly
  ($§ 33.2-2800 of Title 33.2 in 2009)

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

ALBEMARLE TRANSIT EXPANSION STUDY
(in partnership with TJPDC and DRPT) on near-term transit service opportunities
— Recommended services for expansion in Albemarle County ~$4M

REGIONAL TRANSIT VISION PLAN
— Developed transit service opportunities
— Plan recommends forming an RTA to collect additional revenue

2008
2017
2022
Regional Transit Vision for the Charlottesville Area

Vision Networks
Two Vision Networks tested for transportation benefits:

**Constrained Network**
- Assumes regional funding sources similar to the Central Virginia Transportation Authority
- Most regional funding goes to transit
- Assumes about $26 million in regional funding for transit:
  - New regional dollars replace some local funding for transit
  - $9.5 million from Federal and State funding
  - Total $35.5 million budget (in current dollars) per year
    - Pre-pandemic budgets were about $19.5 million per year across CAT and Jaunt

**Unconstrained Network**
- Shaped by regional land use, climate, and equity goals
- No defined limit on the funding for this vision concept
- Total estimated annual operating cost would be about $70 million per year
- Additional capital investments required (Bus Rapid Transit, multimodal station and operating facilities, vehicles, other)
Existing Conditions/Baseline Network
Constrained Network
Unconstrained Network
How many jobs can the average Resident in Charlottesville/Albemarle MPO reach in... by transit and walking during midday on weekdays

Baseline

Constrained

Unconstrained

Number of Jobs

0 5,000 10,000 15,000 20,000 25,000 30,000 35,000

30 Min 45 Min

+33%

+140%
What did we hear about the networks?

• 90% of survey respondents supported regional funding to achieve the Unconstrained Network
• When asked if the Constrained Network does enough to improve transit in the region, 73% said “no”
  • Suggests that respondents wanted a larger, more expansive transit network like the Unconstrained Network
• Vast majority also said it was important to fund the Constrained Network, though at lower levels (75%) compared to the Unconstrained Network
• More than 90% of respondents said they would support Bus Rapid Transit (BRT) on US 29
• When asked what might be missing, key items noted were
  • Additional rural services and inter-regional services
  • Alternative fuel or electrification of transit
  • Improvements to bike and walk access to transit
  • Park and ride or pick-up/drop-off locations for transit access
To identify strategies for achieving regional transit priorities and goals identified in the Regional Transit Vision Plan

- Governance options for a regional authority
- Increase transportation investments and outcomes
• What are the appropriate governance structures to provide the confidence needed for adequate, dedicated regional transit funding?

• What are the pros and cons of adopting the identified alternative governance structures?
  – How will the structure support regional coordination and planning around transit operations?
  – How will the structure increase transit investments for the region?

• How can rural localities participate in the governance structure?

• What are the most likely sources of funding for the region? (candidate funding sources)
  – What would be the permitted uses? (multimodal use or dedicated transit funding)
  – How would the funds be allocated?
**Study Approach**

**1. Kickoff Meeting and Existing Conditions**
- Current transit services, administration, governance and investments
- Stakeholder engagement
- Current legislative authority

**2. Peer Regional Transit Governance Structures**
- Study peer regions and their transit governance/funding structures

**3. Potential Revenue Generation**
- List of prioritized revenue sources
- Stakeholder engagement

**4. Develop governance scenarios and funding allocations**
- Individual and group stakeholder engagement

**5. Evaluate and Recommend Governance Structures**
- Final presentations to stakeholders
- Draft and final reports
Study Stakeholders

**PROJECT TEAM**
- TJPDC staff
- AECOM
- City of Charlottesville
- Albemarle County
- DRPT

**STEERING COMMITTEE**
- City of Charlottesville
- Albemarle County
- Greene County
- Fluvanna County
- Louisa County
- Nelson County
- University of Virginia
- Charlottesville-Albemarle Metropolitan Planning Organization (CAMPO)
- Commonwealth Transportation Board (CTB)
- VA Department of Rail & Public Transport. (DRPT)

**MEMBER JURISDICTIONS**
- City of Charlottesville
- Albemarle County
- Greene County
- Fluvanna County
- Louisa County
- Nelson County

**TRANSIT PARTNERS**
- Regional Transit Partnership (RTP)
  - Charlottesville
  - Albemarle County
  - UVA
  - Jaunt
  - DRPT
- Charlottesville Area Transit (CAT)
- University Transit Services (UTS)
- Jaunt
- School Transportation for Albemarle and Charlottesville
Steering Committee Role

• Participate in three workshops during the study period (two additional virtual update meetings)
• Serve as the main forum to collaboratively discuss and identify appropriate structure for a regional transportation authority
• Serve as a working group with active participation
• Reach consensus on regional priorities and potential transit funding mechanisms
Extensive Stakeholder Engagement

Phase 1
Kickoff meeting and Existing Conditions

Phase 2
Peer Analysis of Regional Transit Governance

Phase 3
Potential Revenue Generation

Phase 4
Develop Governance Scenarios and Funding Allocations

Phase 5
Evaluate and Recommend Governance Structures

Steering committee kickoff

Project team kickoff

Individual stakeholder meetings with RTP and transit providers

Update meetings to Steering committee, RTP, TJPDC, MPO

Steering committee meeting

Individual meetings with member jurisdictions and UVA

Steering committee meeting

Individual meetings with member jurisdictions and UVA

Steering committee meeting

Update meetings to Steering committee, RTP, TJPDC, MPO

Final presentations to member jurisdictions
# Study Schedule

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- **Progress of Task**
- **Kickoff Meeting**
- **Principal Deliverable Submission**
- **Steering Committee/Update Stakeholder Meeting**
- **Individual stakeholder meetings**
- **Monthly Internal Project Coordination**

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**Regional Transit Governance Study for Region 10**
• What are the most likely sources of funding for the region? (candidate funding sources)
• What would be the permitted uses? (multimodal use or dedicated transit funding)
• How would the funds be allocated?
Phase 1: Existing conditions review

One-on-one stakeholder meetings with service providers:

- Regional Transit Partnership
- Charlottesville Area Transit
- University Transit Services
- Jaunt
- School transportation systems of Albemarle and Charlottesville

Update meetings:

- TJPDC Commission
- Regional Transit Partnership
- CAMPO