

Charlottesville-Albemarle
Regional Transit Authority Plan

Joint City/County Work Session

Regional Transit Opportunities and Challenges

- Transit Supportive Corridors and Areas
- Service Strategies
- Regional Transit Management and Governance
- MPO Policy Board Recommendations

February 11, 2008

Agenda

- Today's Discussion Goals
- Review Regional Vision and Project Scope
- Review Project Activities
 1. Management & Governance
 2. Service & Operations
 - Identifying transit potential
 - Potential service strategies
 3. Revenue / Taxing Options
- Discussion

Goals for today

Policy guidance on next steps:

- Review MPO Policy Board initial guidance on:
 - Preferred Management & Governance
 - Preferred Service Strategies
- Discuss comments & questions
- Reach Consensus
 - Governance structure
 - Revenue options
- Set direction for remaining contract tasks

Review RTA Vision & Working Methods

Regional Transit Vision

- ❑ Link Downtown, UVA/Medical Center, Pantops, and 29N corridor
- ❑ More travel options in region – for residents, commuters, employees, students, and visitors
- ❑ Improve routes and choices for underserved communities
- ❑ Attract ‘choice’ riders – those who currently drive for most trips

Regional Transit Vision

- ❑ Increase access to medical, employment, tourist, recreation, education, service and retail destinations
- ❑ Integrate transit fully w/other modes - walking, wheeling, carpooling, driving, and regional bus and rail

Regional Transit Vision

- ❑ Help make the area 'Livable for a Lifetime'
- ❑ Reduce traffic congestion, pollution, energy consumption, and personal travel costs



Project Activities Overview

RTA Scope Task List – inside cover of tech memos

1 Regional Transit Management and Governance

- a Required and desired characteristics
- b Exploration of organizational Frameworks
- c Labor analysis and staffing plan
- d Areas of responsibility
- e Advantages and disadvantages of partnering with UTS

2 Regional Transit Service and Operations

- a Transit supportive area and corridors
- b Service strategies
- c Identify areas for priority transit service
- d Summary matrix and map
- e Capital needs
- f Service standards

Project Activities Overview

RTA Scope Task List – inside cover of tech memos

3 Regional Transit Cost Estimation and Funding

- a Prior investment in CTS
- b Summary matrix of costs
- c Summary matrix of functional areas and funding programs
- d Summary matrix of equipment needs
- e Funding formula
- f Strategies of enhanced funding
- g Impacts of state and federal funds

4 Regional Transit Authority Plan and Recommendations

- a Plan for transition to RTA
- b If RTA, not desirable, define other initiatives
- c Cost allocation plan

Identifying Transit Potential

Existing conditions

Employment & activity centers

Legend

Employers 50+ Employees

ⓔ 50 - 200

ⓔ 201 - 500

ⓔ 501 - 13500

■ School/Daycare

Ⓜ Hospital

Ⓜ Monticello

■ 3 - 6.9 Dwelling Units per Acre*

■ 7+ Dwelling Units per Acre*

■ Shopping Area

■ Commercial Area

■ Approved Development

⬡ County/City Boundary

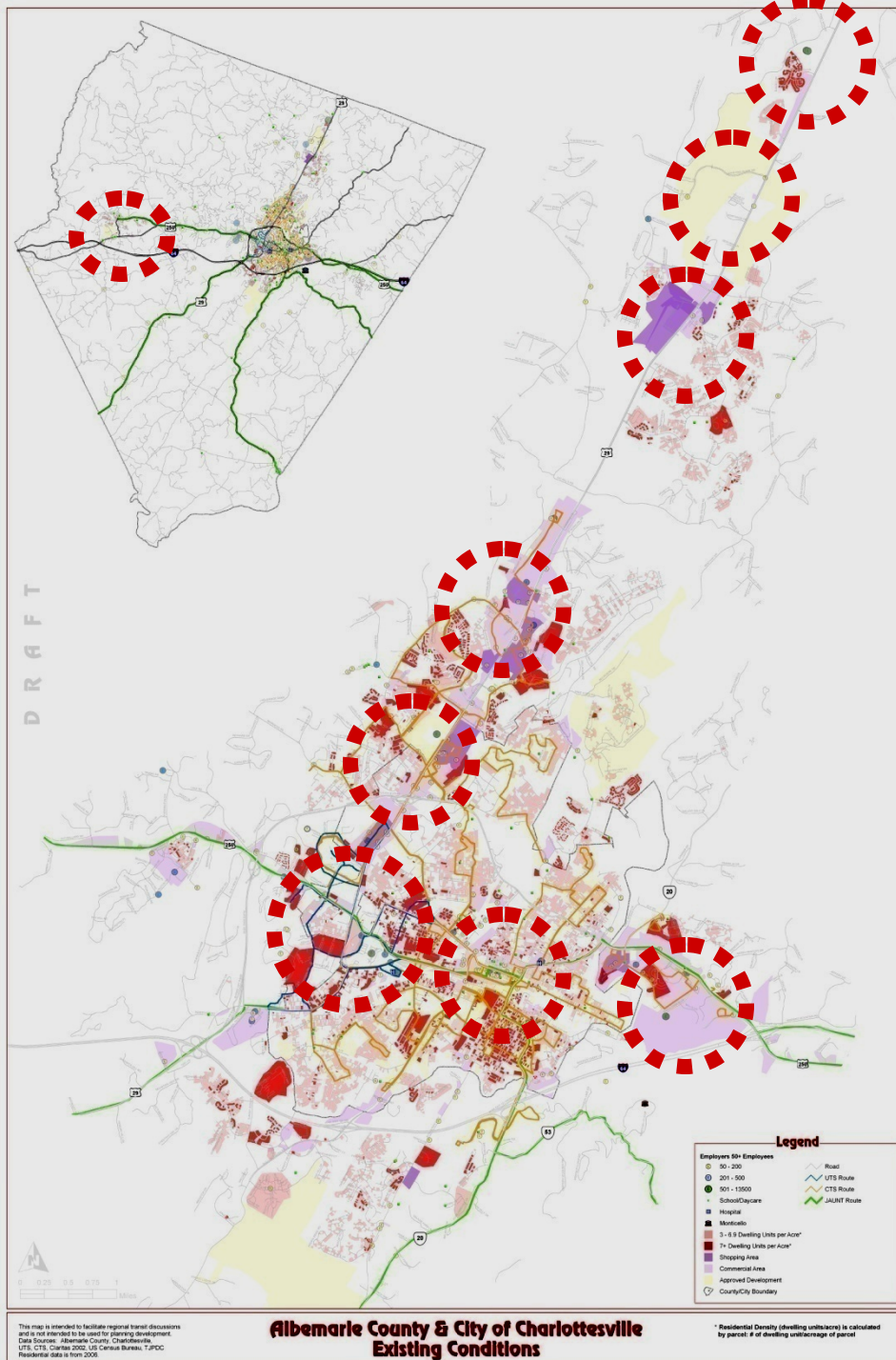
— Road

— UTS Route

— CTS Route

— JAUNT Route

* Residential Density (dwelling units/acre) is calculated by parcel: # of dwelling unit/acreage of parcel

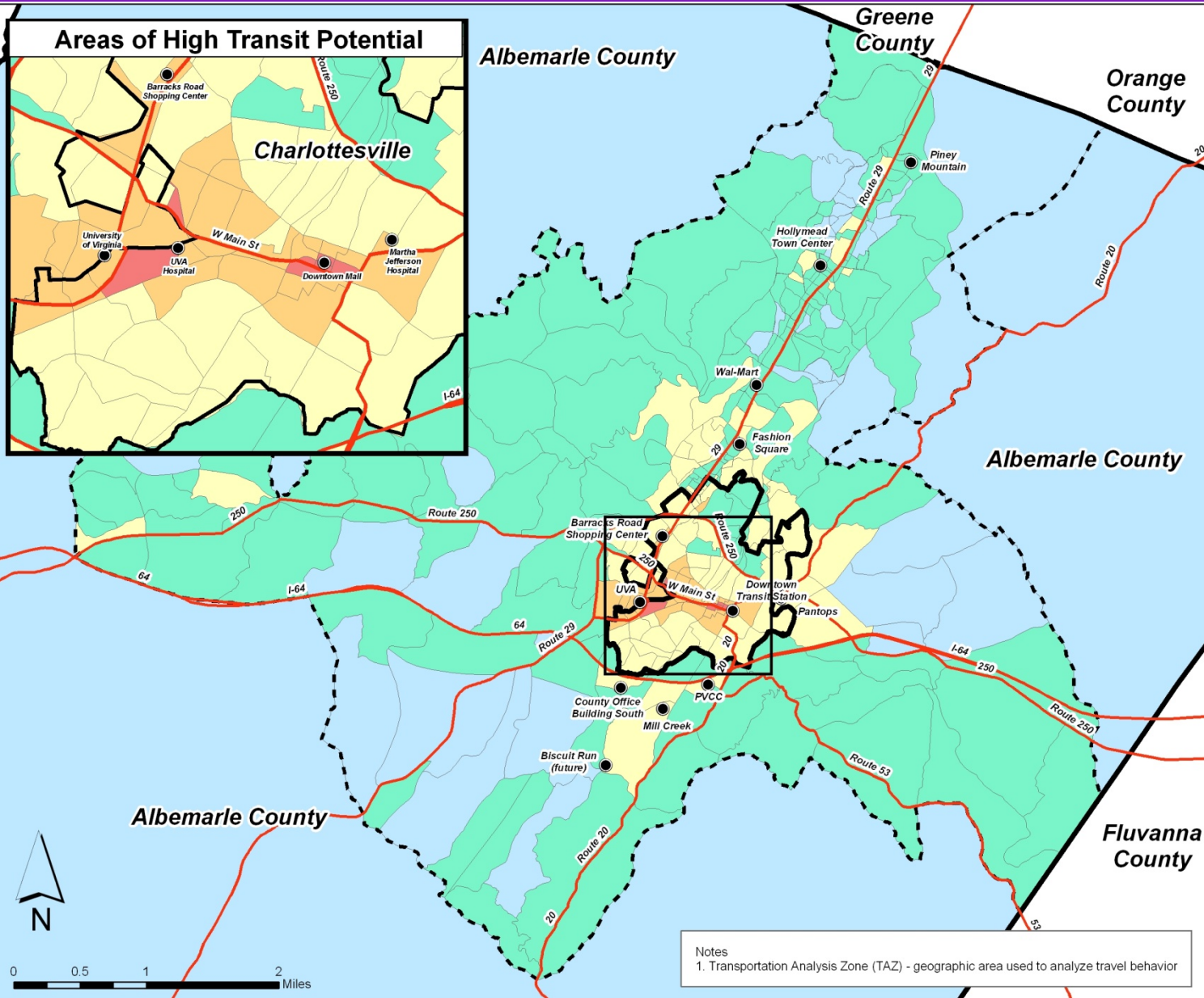
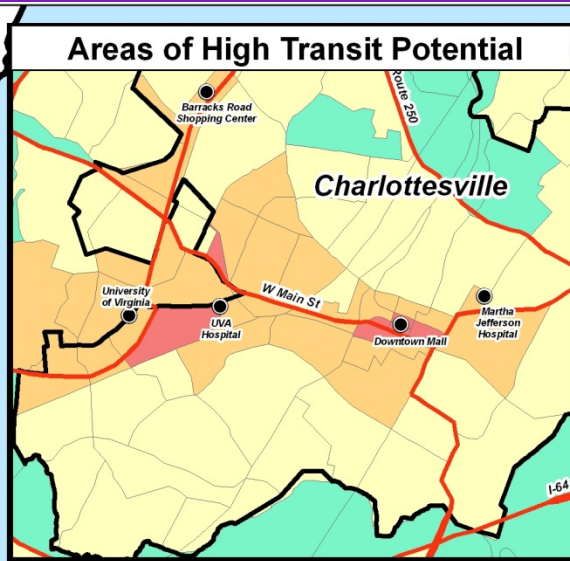
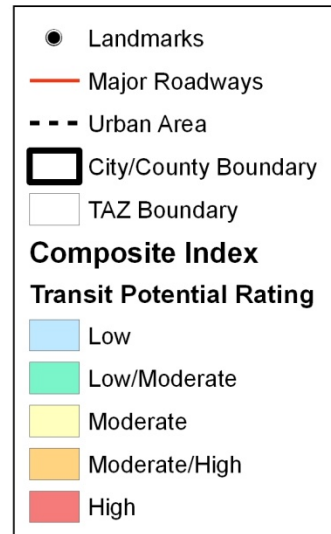


Identifying Transit Potential

- Residential Density (HH per acre)
- Employment Density (Employees per acre)
- Roadway congestion (Forecast Volume/Capacity)
- Parking availability
- Connectivity (Intersections per sq. mile)
- Income
- Transit friendly area plans and policies
- UVA employees as percent of residents

Charlottesville Albemarle Regional Transit Authority Study

Composite Index



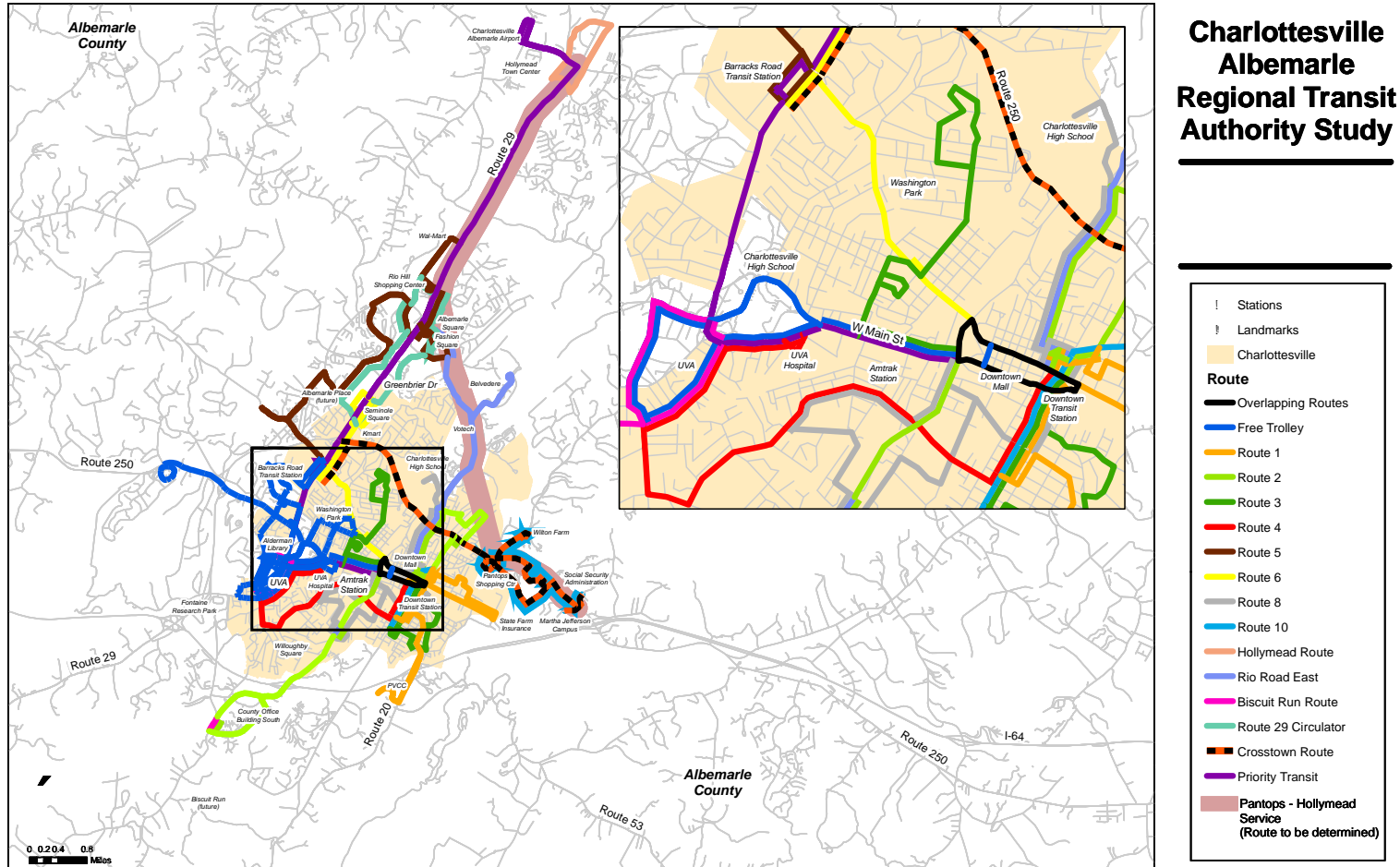
Potential Service Strategies

Potential Service Strategies

- Baseline – Proposed fall 2008 CTS service plan
- Option 1 – New local service in Albemarle County
- Option 2 – New local service plus creation of a transit center at Barracks Road Shopping Center and a new Crosstown route
- Option 3 – New local service, Barracks Road Transit Center, High Frequency Route 29 Trunk route, and local circulators
- Option 4 – New local service, Barracks Road Transit Center, Bus Rapid Transit and local circulators
- Option 4A – Option 4 + Pantops/Hollymead direct + at least 15/30 frequency on all city routes

Option 4-A Service

Figure A1: Option 4A



Pantops -29N service plus UTS routes

Bus Rapid Transit (BRT)

- Multiple doors, low floors, fast boarding



Bus Rapid Transit (BRT)



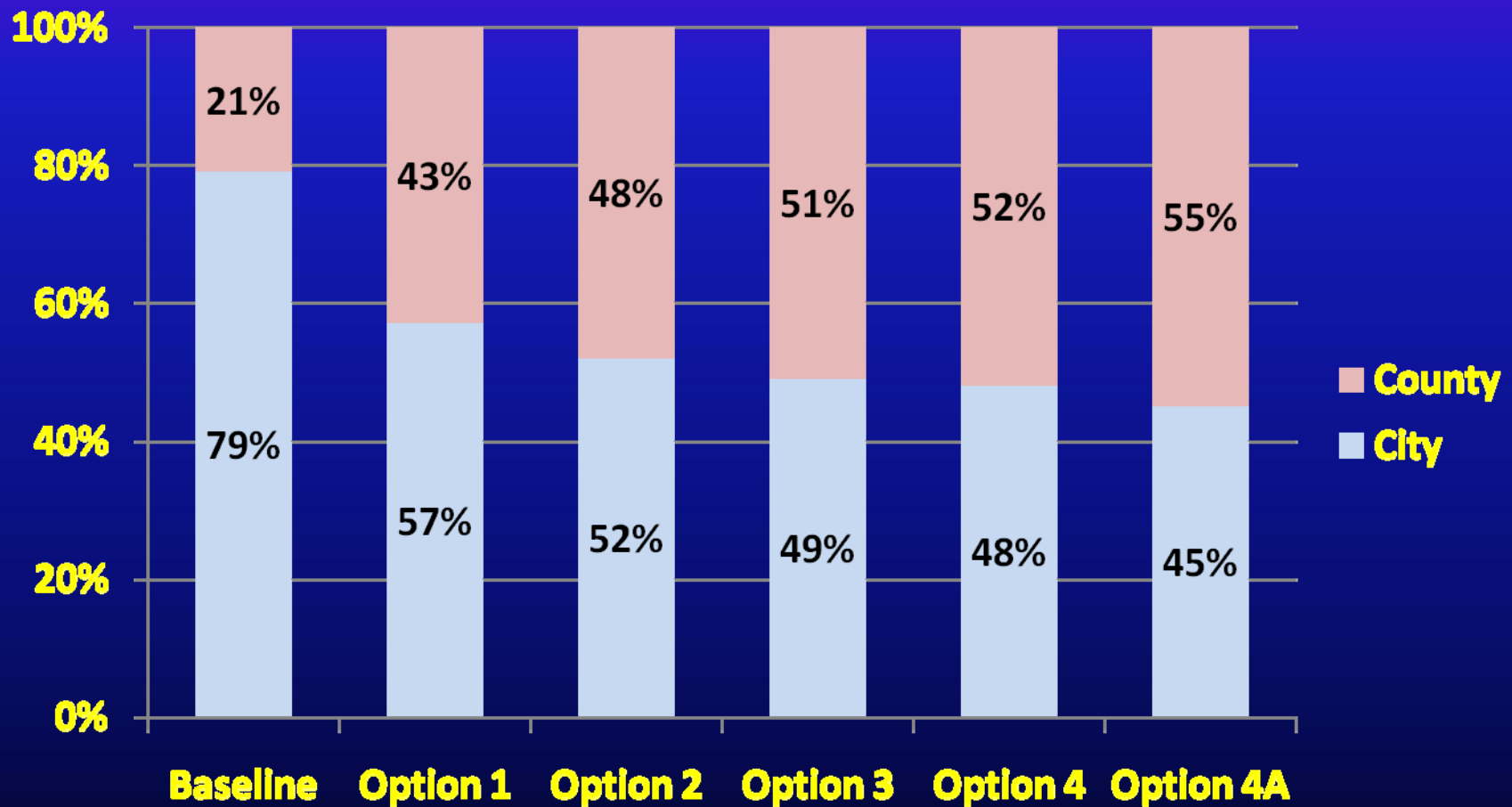
Streetcars



Charlottesville Streetcar Simulation

Potential Service Strategies

Transit Service by Jurisdiction



Potential Service Strategies

Approximate Annual Operating Cost

Option	Annual Cost in Millions
Baseline	\$5.9
Option 1	\$8.8
Option 2	\$9.4
Option 3	\$10.9
Option 4/4A	\$10.5/\$16.7

- Costs based on current CTS unit costs inflated. Cost do not reflect changes in unit costs that could result from new organizational structure.
- Costs are gross operating costs. Net costs i.e. gross cost less farebox revenues, state funding, and federal funding, have not yet been estimated

Potential Service Strategies

Capital Costs

(Over and above Baseline)

Option	Cost Range (millions)
Baseline	0
Option 1	\$4.6 – \$10.3
Option 2	\$6.4 – \$13.3
Option 3	\$8.1 – \$17.6
Option 4/4A	\$31.8 – \$138.0

Management & Governance

M & G - Organizational Objectives

(based on goals and interviews)

- Establish a stable and predictable funding mechanism for transit
- Establish institutional structure that will support providing transit into identified areas
- Give each participant control over services offered in its jurisdiction
- Offer each participant confidence that costs and revenues are allocated fairly

Management & Governance

Common themes (from interviews)

- RTA Composition

- The RTA should be comprised of at least the city and the county
- The opportunity should be provided for the inclusion of UVA and JAUNT
- Even if UVA is not an initial member, the option for future inclusion should be maintained.

Management & Governance

Common themes (from interviews-cont'd)

- Local Control
 - The RTA should provide each participating member with a very high degree of control over the services that are provided to its constituents
- Cost Sharing
 - Cost sharing among RTA partners should be equitable and should consider the relative levels of service provided in each area

Management & Governance

Common themes (from interviews-cont'd)

- Financing

- Both the city and the county are healthy financially, and if desired, could likely increase funding for transit.
- If a dedicated funding source for transit is to be developed, a sales tax on gasoline would be the preferred mechanism.
- State and federal subsidies should be shared equitably between the city and the county.

Management & Governance

Areas of differing views (from interviews)

- Board composition
 - Size of the board
 - The relative representation among the participating members
 - Whether or not stakeholders should be included on the board
 - Whether board members should be elected or appointed members

Table 1: Summary of Institutional Options

	Current	1. Legislatively-Enabled RTA	2. Continued Operation by CTS with Transit Coordinating Council	3. Joint Powers Agency	4. Joint Powers Board (City & County plus Others)	5. Transportation District	6. Service District
Governance							
Policy level representation county	No	Yes	No	Yes	Yes	Yes	Yes
Policy level representation for city	No	Yes	No	Yes	Yes	Yes	Yes
Policy level representation for UVa	No	Possible	No	Possible	Possible	No	No
Policy level representation for JAUNT	No	Possible	No	No	Possible	No	No
Policy input for County	No	Yes	Yes	Yes	Yes	Yes	Yes
Policy input for Others	No	Yes	Yes	Yes	Yes	Yes	Yes
Regional Perspective	No	Yes	Better	Yes	Yes	Yes	Yes
Powers and Functions							
Construct, operate, and maintain transit	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Construct, operate, and maintain other regional transportation modes	No	Yes	Possible	Possible	No	Yes	Yes
Condemn property & Issue bonds	Yes	Possible	Yes	Yes	No	Yes	No
Creation							
Method of creation	NA	Legislation	Agreement	Agreement	Agreement	Ordinance	Ordinance
Taxing and Revenue Authority							
Potential for new funding	No	Possible	No	No	No	No	Property taxes
Reduce reliance on city and county general funds	No	Possible	No	No	No	No	Possible
Expenditure & Funding Obligations							
Primary Control	City	Board	City	Board	Board	Board	Board
Secondary Control	County	Members	TBD	Members	Members	Members	Members
Withdrawal							
Permits withdrawal	NA	Difficult	NA	Yes	Yes	Yes	Yes
Method of withdrawal	NA	Legislation	NA	Agreement	Agreement	Ordinance	Ordinance

= Advantage

= Disadvantage

= Depends upon perspective of individual party

M & G - Organization Possibilities

Current – City agency, county
negotiates/purchases

1. Regional Transit Authority
2. Transit Coordinating Council
3. Joint Powers Agency (City and County)
4. Joint Powers Board (City, County plus Others)
5. Transportation District
6. Service District

Management & Governance

Major Features/ pros & cons

- Governance
- Powers and Functions
- Creation
- Taxing and Revenue
- Expenditure and Funding Obligations
- Withdrawal

See summary table (p.3 of M&G Report)

Management & Governance Summary

- **RTA** – Most robust; can raise revenue; requires legislation
- **Coordinating Council** – regional perspective; easy to set up
- **Joint powers agency** - political subdivisions only; no new revenue
- **Joint powers board** – not separate agency; easy to set up; no new revenue
- **Transportation district** – City, County only; no new revenue source
- **Service district** – City, County only; could levy tax

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= Depends upon perspective of individual party

Projected Annual Revenue (2009)

HB 3202 Authority Sources

Source	Rate	Annual Revenue (millions)
Grantor's Tax	0.40/100	\$5.8
Motor Vehicle Rental	2%	\$0.9
Transient Occupancy Tax	2%	\$1.4
Safety Inspection Fee	\$10	\$1.2
Initial Vehicle Registration	1%	\$3.5
Sales Tax on Auto Repair	5%	\$1.8
Regional Registration Fee	\$10	\$1.2
Motor Fuel Sales Tax	2%	\$4.6
Subtotal		\$19.7

Projected Annual Revenue

HB 3202 Local Option Sources

Source	Rate	Annual Revenue (millions)
Commercial Real Estate	0.01/\$100	\$3.2
Local Registration	\$10	\$1.2
Commercial/Residential Impact Fees	Locally Set	Depends
Subtotal		\$4.4 +

Projected Annual Revenue Other Sources

Source	Rate	Annual Revenue (millions)
Property Tax	0.01/\$100	\$2.2
Local Sales Tax	1%	\$26.1
Subtotal		\$28.4

Projected Annual Revenue Summary

Source	Annual Revenue (millions)
HB 3202 Sources	\$19.7
HB 3202 Local Option Sources	\$4.4 +
Other Sources	\$28.4
Total All Sources	\$52.5 +

Questions and Discussion

Extra Slides Follow