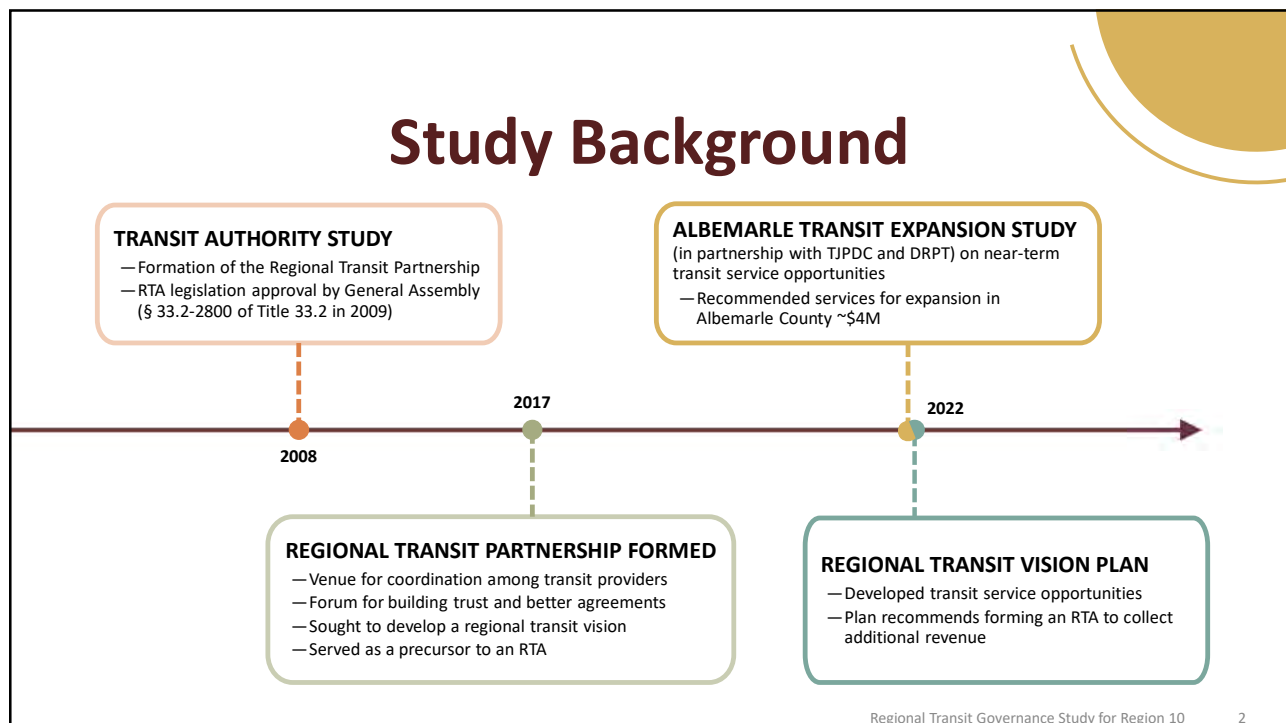




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Study Goal

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

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Service Visions reflecting Vision Statement, Goals and Objectives

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)

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Study Questions

- **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?

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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

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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

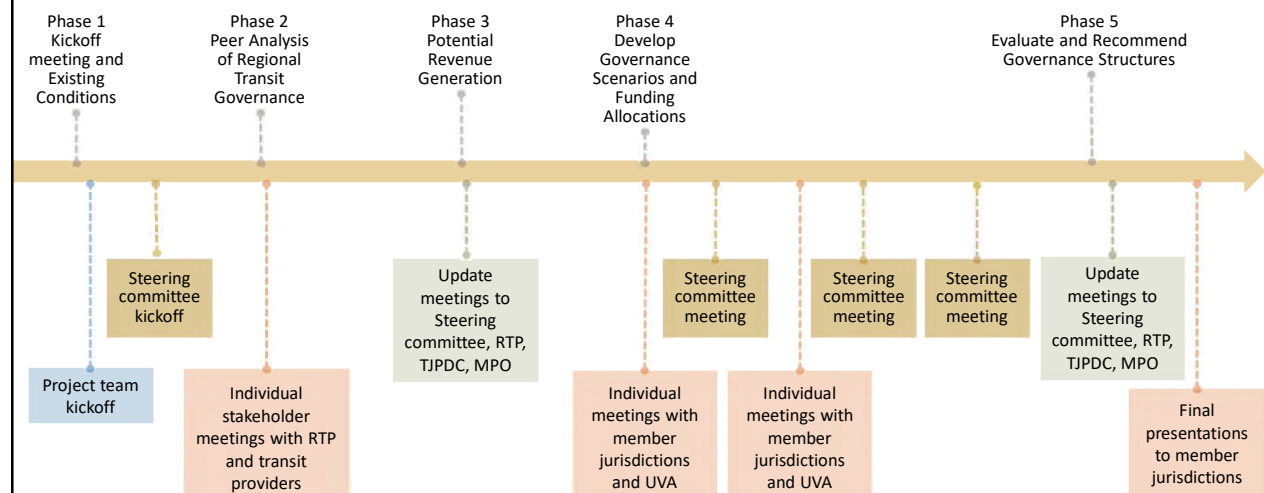
- Regional Transit Partnership (RTP)
 - Charlottesville
 - Albemarle County
 - UVA
 - Jaunt
 - DRPT
- Charlottesville Area Transit (CAT)
- University Transit Services (UTS)
- Jaunt
- School Transportation for Albemarle and Charlottesville

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Extensive Stakeholder Engagement

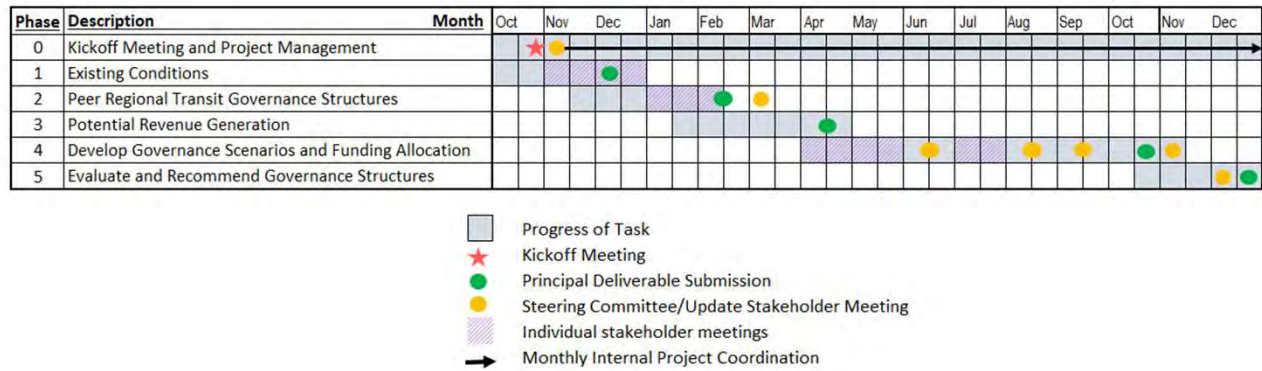


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Study Schedule



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Forming Consensus

- 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?

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