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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?

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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

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Study Approach

Existing
Conditions

Peer Study
Analysis

Potential Revenue
Generation
Options

Potential
Governance
Options

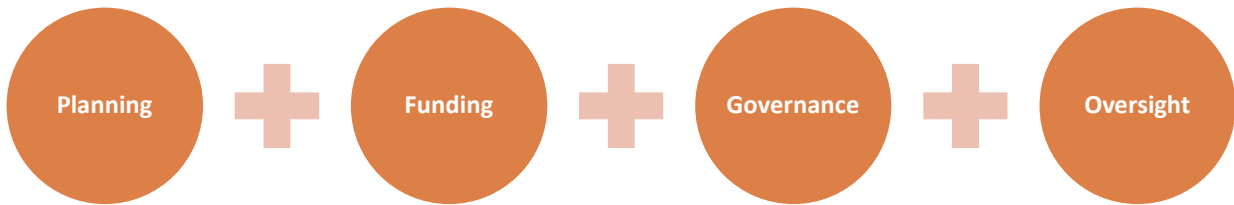
Approach

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Role of the Regional Transit Authority



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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)

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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

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Collaboration with UVA

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

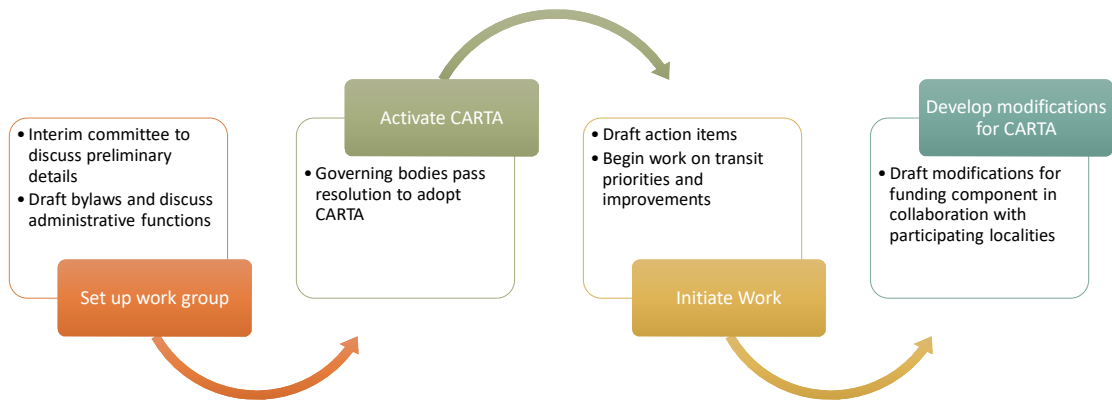
- Examples from peer cases showed that university systems can be crucial partners in regional transit regardless of governance type (e.g., city department, independent authority, public transportation corporation, 501(c) nonprofit, etc.).
- Potential arrangements with university to that can position 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.

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Desire For Regional Transit Governance



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Thomas Jefferson
Planning District Commission

Motion to direct
TJPDC staff to
continue
supporting the
initiative to form a
regional transit
authority

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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

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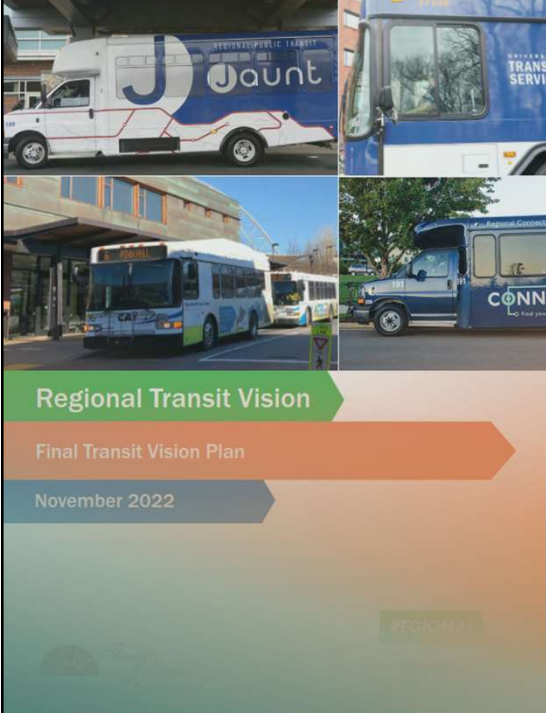
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Role of the Regional Transit Authority

- 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

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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*.

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Indicators of Accountability

Representation	• Board membership from jurisdictions that embrace authority • Elected officials as members • Ex-officio members from state level (DRPT/House/Senate/CTB)
Technical Advisory	• Committee comprising one staff member from each jurisdiction and one from each non-voting member (e.g., DRPT, VDOT, TJPDC, MPO, transit operators, etc.)
Decision-Making Criteria	• Identify criteria/guiding principles for regional investments (e.g., equity, economic impact, multimodality, etc.)
Financial Reporting	• Creation of separate fund for new revenue • Development of plan to prioritize transit projects of regional significance – in collaboration and approved by board members • Requirement of annual documentation if funds are disbursed to another entity
Funding Oversight	• Finance committee to oversee financial activities (e.g., quarterly expenditure reviews) – elected officials and CTB

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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

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Potential Revenue Sources

Revenue Sources NVT, 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

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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



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