

CITY OF CHARLOTTESVILLE, VIRGINIA.  
CITY COUNCIL AGENDA.



Agenda Date:	December 2, 2013.
Action Required:	Approve Appropriation.
Presenter:	John Jones, Charlottesville Area Transit Manager.
Staff Contacts:	John Jones, Charlottesville Area Transit Manager. Leslie Beauregard, Director, Budget and Performance Management.
Title:	<b>Virginia Department of Rail and Public Transportation F.Y. 2014 Mid-Year Funding Allocation - \$565,105.</b>

**Background:** The Virginia Department of Rail and Public Transportation (D.R.P.T.) has allocated additional funding to Charlottesville Area Transit (C.A.T.) totaling \$565,105. Charlottesville Area Transit requests approval from City Council to apply these funds toward the procurement of a new electronic farebox system.

The 2013 General Assembly passed Senate Bill (S.B.) 1140 which established a new process for allocating state operating assistance to Transit Agencies. D.R.P.T., in conjunction with a newly established Transit Service Delivery Advisory Committee (T.S.D.A.C.) created a performance-based funding allocation methodology to distribute operating assistance funding for F.Y. 14 through F.Y. 19.

The F.Y. 14 Funding Allocation for Charlottesville Area Transit in the amount of \$565,105 will be apportioned as follows;

- January 2014 - \$282,552.50;
- March 2014 – \$141,276.25;
- June 2014 - \$141,276.25 (final apportionment);

While these are operating funds, grantees may utilize them for *any* eligible expense. This allocation reflects additional funding unconnected to annual operating funds received from D.R.P.T. Allocated funds must be *spent by June 30, 2014*. Unused funds will be returned to D.R.P.T.

Additionally allocated performance-based operating funds for F.Y. 15 through F.Y. 19 will be applied to *passenger service enhancements* and some *service expansion* based upon the next phases in the Transit Study Implementation Plan. Subsequent allocations may prove to be significantly less than F.Y. 14, and C.A.T. will budget the use of those funds conservatively until such time as the exact allocation of funding that C.A.T. will receive is known.

**Discussion: Passenger Convenience:** Currently C.A.T. uses a “coin and bill only” farebox system. This system has become considerably outmoded as improvements in technology encourage a largely “cashless culture” of digital payment and flexible media options. C.A.T.’s current farebox system limits passenger convenience and latitude by requiring either exact change on-board for day-

passes, or the purchase of monthly passes, which are available only at limited locations. C.A.T's current fareboxes are *registering* fareboxes, not *validating* fareboxes, and cannot verify correct payment and currency. The current system slows down the boarding process, and can create conflict between drivers and riders over insufficient fares, as well as promote fraudulent payment practices. New farebox technology registers *and* validates currency, would offer smart card, smart phone and magnetic farecard capabilities, while continuing to accept cash on-board. Riders using prepaid cards would simply swipe the fare media on-board and the farebox would deduct the correct fare from the value of the card. This technology also creates customizable ticketing options for C.A.T. (e.g. issuance of weekly unlimited bus rides during high tourism events), and gives customers the flexibility of purchasing tickets downtown, online or at select ticketing kiosks. The increased technology and ease of use would add a level of customer service options not possible with C.A.T's current farebox system.

**C.A.T. Data Collection:** State and federal agencies have largely migrated toward performance-based allocation of funds, and this trend is likely to become more rigorously data dependent. C.A.T's current farebox system is extremely limited in its ability to extract relevant data such as passenger boardings by stop or detailed information about Pass usage. The data that C.A.T. is currently able to capture is laborious to collect and often insufficient. New farebox technology, which links to G.P.S., affords the ability to capture data efficiently and accurately and would provide C.A.T. with valuable media sales and detailed usage reports, passenger and stop information for route planning, performance demographics, amenities placement and marketing. The new farebox back-office data systems provide detailed transaction information to support informed management decision making for financial & operational planning.

**C.A.T. Maintenance:** The new farebox technology uses fewer moving parts, which translates to fewer repairs and less time that buses remain off the road. The current registering fareboxes become easily clogged and jammed, whereas the validating fareboxes are less likely to do so. Preventative maintenance on the new fareboxes is also less time consuming than the current system.

**Community Engagement:** There is no public notice required for this funding.

**Alignment with City Council's Vision and Priority Areas:** Approval of this agenda item aligns directly with Council's vision for Charlottesville as a Connected Community, by contributing to an efficient and convenient transit system.

**Budgetary Impact:** Funds appropriated into the Transit Operations Cost Center will not impact C.A.T's existing budget as this performance-based allocation is supplemental and separate from the general operating fund.

**Recommendation:** Approve appropriation

**Alternatives:** City Council may choose not to appropriate these funds for the Transit Division. Without an appropriation these funds will be returned to the Virginia Department of Rail and Public Transportation.

**Attachments:** Virginia Commonwealth Transportation Board Resolution of October 17, 2013.

**APPROPRIATION.**  
**Virginia Department of Rail and Public Transportation**  
**F.Y. 2014 Mid-Year Allocation.**  
**\$565,105**

**WHEREAS**, the Virginia Department of Rail and Public Transportation has approved an allocation to the City of Charlottesville in the amount of \$565,105 for use during F.Y. 2014;

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the City of Charlottesville, Virginia that \$565,105 is hereby appropriated in the following manner:

**Revenues - \$565,105**

Fund: 245                      Internal Order: 2200005                      G/L Account: 430110

**Expenditures - \$565,105**

Fund: 245                      Cost Center: 2200005                      G/L Account: 541011

**BE IT FURTHER RESOLVED**, that this appropriation is conditioned upon the receipt of \$565,105 from the Virginia Department of Rail and Public Transportation.



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Sean T. Connaughton  
Chairman

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*Agenda item # 14*

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2013

#### MOTION

**Made By: Mr. Miller      Seconded By: Mr. Louderback**  
**Action: Motion Carried, Unanimously**

#### **Title: DRPT Transit Operating Funding Model and Resulting Allocations of Additional Mass Transit Funds**

**WHEREAS**, on March 20, 2013, Section 58.1-638(A)(4)(b)(2) of the *Code of Virginia* was amended to authorize the Commonwealth Transportation Board (Board) to allocate Mass Transit Trust Funds in excess of \$160 million used for public transportation operating assistance in accordance with service delivery factors approved by the Board; and,

**WHEREAS**, Section 58.1-638(A)(4)(b)(2)(b) establishes a Transit Service Delivery Advisory Committee (TSDAC) to advise and make recommendations to the Director of the Virginia Department of Rail and Public Transportation (DRPT) related to incorporating service delivery factors in the formulaic distribution of Commonwealth Mass Transit Funds; and,

**WHEREAS**, TSDAC and DRPT have met on April 8, 2013, April 22, 2013, May 13, 2013, June 3, 2013, June 17, 2013, July 1, 2013, July 15, 2013, July 29, 2013, August 22, 2013, and September 9, 2013 to discuss service delivery factors and operating assistance allocation methodologies; and,

**WHEREAS**, TSDAC has recommended a performance-based operating assistance allocation model with performance metrics and their associated weightings as follows:

**Net Cost per Passenger (50%):** Total operating costs less depreciation and any operating income derived from a source other than taxpayers divided by ridership.

**Customers per Revenue Hour (25%):** Ridership divided by revenue hours

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DRPT Transit Operating Funding Model and  
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**Customers per Revenue Mile (25%):** Ridership divided by revenue miles

**Transit System Sizing:** Based equally on the most recent annual ridership and most recent audited operating cost available net of depreciation, projects funded in other DRPT programs, and non-transit related expenses; and

**WHEREAS**, on September 18, 2013 the Chairman of TSDAC and the Director of DRPT briefed the Board on this recommended operating allocation model, and have also briefed the finance and transportation committees of the House of Delegates and the Senate; and,

**WHEREAS**, a public hearing was held on September 18, 2013 to present the performance-based operating assistance allocation methodology and service delivery factors adopted by the TSDAC; and,

**WHEREAS**, the performance-based operating assistance allocation model will be used to allocate Mass Transit Trust Funds for public transportation operating assistance in excess of \$160 million, and the Director recommends this model be adopted and the allocations below be approved by the CTB.

**NOW THEREFORE BE IT RESOLVED**, by the Commonwealth Transportation Board that the performance-based operating assistance allocation methodology for Mass Transit Trust Funds in excess of \$160 million of available funds recommended by the Director of the Department of Rail and Public Transportation under the advisement and concurrence of the Transit Service Delivery Advisory Committee is adopted by the Board, and the resulting allocations on the attached schedule of Mass Transit Trust Funds for Operating Assistance in excess of \$160 million of available funds, are approved as amendments to the Fiscal Year 2014 – 2019 Six Year Improvement Program.

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**Virginia Department of Rail and Public Transportation (DRPT)**  
**FY2014 Mid-Year Funding Allocation Summary by Agency**  
**Scenario 11**

Agency	Funding
WMATA <sup>o</sup>	\$ 28,711,707
VRE	\$ 2,358,081
Hampton Roads Transit	\$ 6,212,179
GRTC	\$ 2,960,573
Fairfax County	\$ 4,040,716
City of Alexandria Office of Transit Services and Programs	\$ 1,073,177
PRTC	\$ 1,389,442
Arlington County	\$ 689,538
Loudoun County*	\$ 686,408
Greater Roanoke Transit Company	\$ 655,588
Charlottesville Area Transit	\$ 565,105
Blacksburg Transit	\$ 680,511
Greater Lynchburg Transit Company	\$ 598,151
Williamsburg Area Transit Authority	\$ 639,532
City of Harrisonburg Dept. of Public Transportation	\$ 503,279
City of Fairfax	\$ 215,380
City of Petersburg	\$ 221,469
City of Radford	\$ 64,017
City of Winchester	\$ 54,267
VRT Loudoun (without uza measures)	\$ 50,675
Town of Leesburg	\$ 42,814
Central Shenandoah PDC	\$ 66,928
VRT Staunton (without uza measures)	\$ 52,586
VRT-Culpeper	\$ 70,961
FRED	\$ 187,545
JAUNT	\$ 181,916
Bay Aging	\$ 114,841
District Three Public Transit	\$ 84,161
AASC / Four County Transit	\$ 86,114
RADAR	\$ 44,606
Danville Transit System	\$ 87,424
Mountain Empire Older Citizens, Inc.	\$ 65,430
Farmville Area Bus	\$ 38,900
City of Bristol Virginia	\$ 32,654
Greene County Transit, Inc.	\$ 30,913
City of Suffolk	\$ 26,364
Pulaski Area Transit	\$ 26,922
Blackstone Area Bus	\$ 22,063
Lake Area	\$ 6,040
STAR Transit	\$ 21,636
Town of Bluefield-Graham Transit	\$ 14,536
Town of Altavista	\$ 5,612
Town of Chincoteague	\$ 4,548
<b>TOTAL FUNDING</b>	<b>\$ 53,685,308</b>

*Notes*

<sup>o</sup> Includes WMATA Rail, Bus and Paratransit Allocation

\*Includes Loudoun County Office of Transportation Services and Loudoun County (VRT) Allocation