



Regional Transit Governance Study For Region 10

MPO Policy Board Update
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Stephanie Amoaning-Yankson, PhD

Agenda

Study overview



Study progress



Preliminary Outcomes



Next steps

Study Overview

1

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

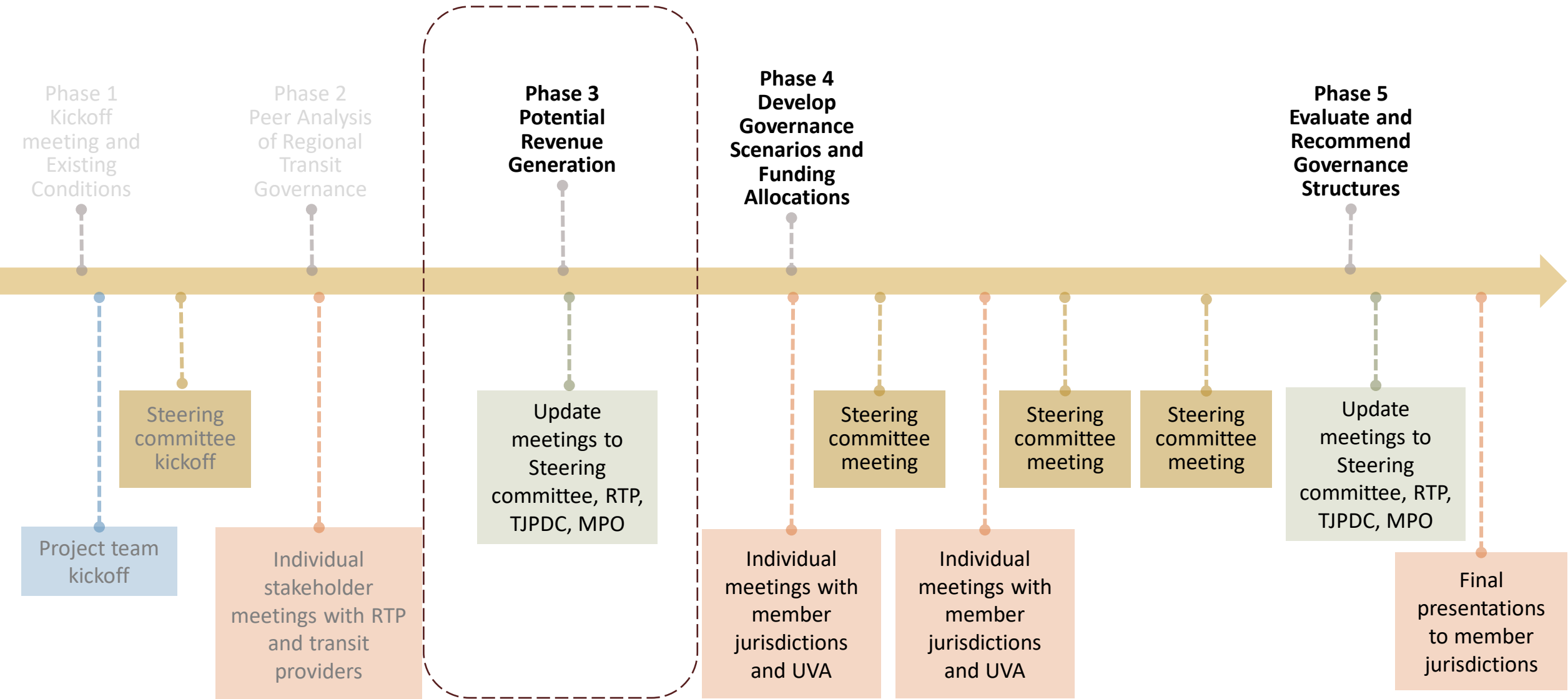
- Individual and group stakeholder engagement

5

Evaluate and Recommend Governance Structures

- Final presentations to stakeholders
- Draft and final reports

Study Progress



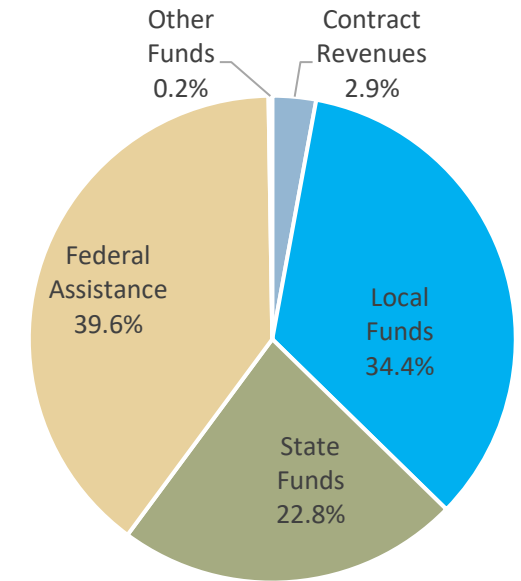
Existing Conditions - Operators

CAT

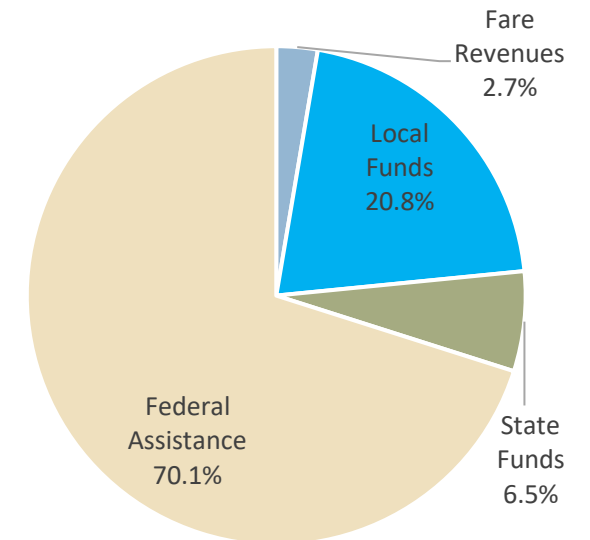
- Established in 1975 by City of Charlottesville
- Albemarle began contracted service in 1978
- Operates as a division of the City of Charlottesville and reports to Deputy City Manager
- Accountable to the City Council

Jaunt

- Established in 1983 as public service corporation by Charlottesville, Albemarle, and Nelson
- Stock owners: Charlottesville, Albemarle, Nelson, Fluvanna, Louisa
- Voting board of 14 members
 - City of Charlottesville 4 Directors
 - Albemarle County 4 Directors
 - Nelson County 2 Directors
 - Fluvanna County 2 Directors
 - Louisa County 2 Directors
- Non-voting: Buckingham, TJPDC, and DRPT
- Three-year term



Sources of Operating Funds for CAT (2021 NTD)

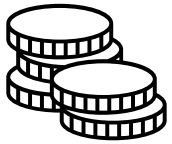


Sources of Operating Funds for Jaunt (2021 NTD)

Existing Conditions - Operators



- Began operations in 1970s to serve UVA students, faculty and staff
- Headed by Director of Parking and Transportation and reports to Associate Vice-President for Operations
- Final accountability is to University Board of Regents



- Fully funded through student and parking fees
- Also generates funds through event contracts

Existing Conditions – Legislative Authority

**Charlottesville-
Albemarle Regional
Transit Authority
(CARTA)**

**Northern Virginia
Transportation
Authority (NVTA)**

**Hampton Roads
Transportation
Accountability
Commission (HRTAC)**

**Central Virginia
Transportation
Authority (CVTA)**

**Other frameworks –
Public Service
Corporation
(e.g., GRTC and Jaunt)**

**Transportation
District Commission
(e.g., HRT, NVTC)**

	Charlottesville-Albemarle Regional Transit Authority (Existing Legislation)	Northern Virginia Transportation Authority	Hampton Roads Accountability Commission	Central Virginia Transportation Authority
Boundaries and membership	<ul style="list-style-type: none"> Charlottesville and all or portions of Albemarle County All or portions of counties of Fluvanna, Greene, Louisa, and Nelson Private nonprofit tourist-driven agencies, higher education facilities, public transportation agencies Each other city, town or portion of county that opts in and is approved by existing members 	<ul style="list-style-type: none"> Counties of Arlington, Fairfax, Loudoun, and Prince William Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park 	<ul style="list-style-type: none"> Each county [four] and city [ten] located in Planning District 23. 	<ul style="list-style-type: none"> Each county, city, and town located in Planning District 15
Board Composition	<ul style="list-style-type: none"> Two commissioners from Albemarle County Two council members from Charlottesville One member of each other member county Up to four non-voting members representing the interests of other members 	<ul style="list-style-type: none"> Chief elected officer of the governing body of each county and city embraced by the Authority or their designated elected officer Three legislators from relevant committees One gubernatorial appointment Ex officio: the Director of DRPT, or his designee; Commissioner of Highways, or his designee; Chief elected officer of one town in a county embraced by the Authority to be chosen by the Authority. 	<ul style="list-style-type: none"> Chief elected officer of each of the 10 cities; A current elected official of each of the four counties; Three members of the House of Delegates and two members of the Senate; Governor appointee from the CTB Director of DRPT or designee; Commissioner of Highways, or designee; Executive Director of the Virginia Port Authority, or designee 	<ul style="list-style-type: none"> Chief elected officer, or designee, of each of the counties; Chief elected officer, or his designee, of the City of Richmond and the Town of Ashland; One member of the House of Delegates and one member of the Senate
Candidate Revenue Sources	No dedicated revenue authorized - but administrative expenses not otherwise funded will be allocated to the members by formula.	Sales Tax, Grantors Tax, Northern Virginia Transportation District Fund Transfer, Interstate Operations & Enhancement Program Transfer - restructured as transfers from Commonwealth Transportation Fund	<ul style="list-style-type: none"> Excluding Transit: an additional 0.7% retail sales and use tax and an additional wholesale motor vehicle fuels tax currently set at a rate of 7.7 cents per gallon for gas and 7.8 cents per gallon for diesel; HOV tolls on I64 / I264 / Jefferson Ave. interchange. Dedicated to transit: regional grantor's tax at a rate of \$0.06 per \$100, a regional hotel tax at one percent, and \$20 million annually from State recordation taxes. 	<ul style="list-style-type: none"> Regional 0.7 percent of sales and use tax, and wholesale gas tax of 7.6 cents per gallon for gasoline and 7.7 cents per gallon for diesel fuel; specific future tolls; No locality embraced by the Authority shall reduce its local funding for public transit by more than 50% of what it appropriated for public transit as of July 1, 2019 with escalation

	Charlottesville-Albemarle Regional Transit Authority (Existing Legislation)	Northern Virginia Transportation Authority	Hampton Roads Accountability Commission	Central Virginia Transportation Authority
Authorized Uses	Transit planning and service delivery.	Transportation	Transportation excluding transit for the initial taxes, and a regional transit program only for the added taxes.	35 percent be used for transportation-related purposes benefiting the localities; 15 percent to the Greater Richmond Transit Company (GRTC), or its successor, to provide transit and mobility services; Fifty percent, proportionally, to each locality to improve local mobility,
Acquisition/Operating Authority	May acquire assets and deliver services; may contract for service delivery.	Distributes funds to delivery agencies	Distributes funds to delivery agencies.	Distributes funds to delivery agencies.
Bonding	Yes	Yes	Commission toll revenues may be pledged to repay bonds issued.	Yes
FY 2021 Capital and Operating Revenue	-0-	\$ 351,175,864	\$ 260,299,069	\$ 125,968,716 (unaudited)

Legislative Process and Objectives

Stakeholders can formulate objectives considering some of the following:

- Level of new funding and potential in the future
- Side-effects of any funding generated
- Boundaries of the district affecting taxes paid or tax revenue no longer available for other uses, and affecting people served; the ability to change those boundaries in the future
- Composition of the governing board
- Coordination and effectiveness of the institutions, including:
 - duplication of functions
 - operational planning effectiveness
 - efficiencies and economies of scale
 - ability to finance projects with debt
 - eminent domain power
 - intergovernmental coordination of regulatory
 - public works
 - interfacing transportation functions

Courses of Action for Legislative Process

1



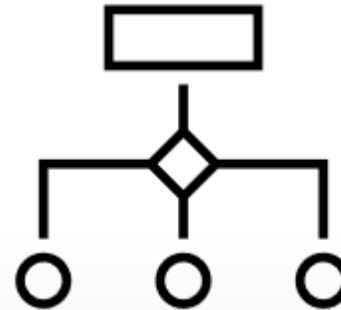
Establish a new authority comparable to CVTA or HRTAC

2



Modify the existing RTA legislation to provide additional authority

3



Modify another framework to provide additional authority

Peer Governance Structures

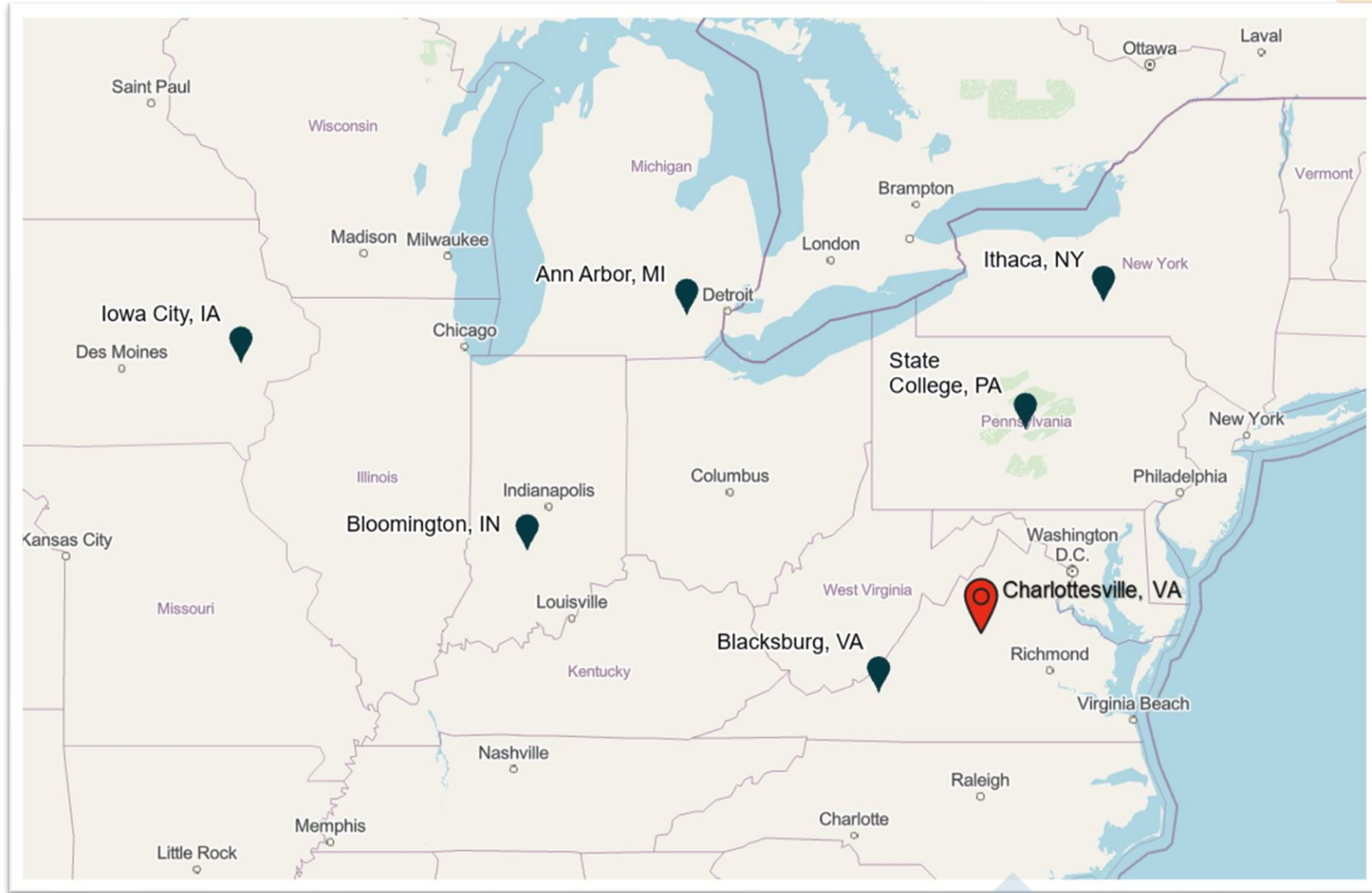
Selection Criteria

- ☐ Area Population
- ☐ Operator revenue miles
- ☐ Operator number of annual unlinked passenger trips
- ☐ Operator operating budget
- ☐ Operating budget per capita

Selection Criteria

- ☐ Presence of a major university
- ☐ Presence of a separate university bus system
- ☐ Transit service multiple jurisdictions, both urban and rural.

Peer Governance Structures – Selected Peers



Peer Study Framework

Service Description	Brief Agency History	Governance Structure	Sources of Funding	Summary
Service type	Year started	Board composition and membership	Federal	Key takeaways
Coverage	Organizational changes (if notable)	Board powers	State	
Jurisdictions served	Political changes (if notable)	Board officers and committees	Local	
		Citizen input committees		

Peer Governance Structures- Summary

Agency	Blacksburg Transit (BT)	Bloomington Transit (BT)	CATA	TCAT	TheRide	Iowa City Transit (ICT)
Year started	1983	1982	1974	1998	1969	1971
Annual Budget (2021)	\$21.2 million	\$14.5 million	\$18.7 million	\$15.8 million	\$55.0 million	\$7.0 million
Division of service between university and operator	BT provides university transit	BT does not provide university transit	CATA provides university transit	TCAT provides university transit	TheRide does not provide university transit	ICT does not provide university transit
Coverage	Within town limits, contracted service to nearby town	Within city limits	Between 5 member municipalities and 3 contracted municipalities	Within the county	Within 3 member municipalities	Within city limits, contracted service to a nearby town
Jurisdictions served	Blacksburg, Christiansburg (contracted), and Virginia Tech	Bloomington	Borough of State College, Patton Township, Ferguson Township, Harris Township, College Township. Contracts for Borough of Bellefonte, Pleasant Gap, and Boalsburg	Tompkins County, City of Ithaca, Cornell University	Ann Arbor, City of Ypsilanti, and Ypsilanti Township	Iowa City and University Heights
Governance Type	Town Department, funded by VT	Public Transportation Corporation	Joint Municipal Authority	501(c)(3) nonprofit	Transportation Authority	City Department
Organizational Changes	None	Attempted consolidation with university around 2010, likely to attempt again by 2026	None	Consolidated 3 agencies in 1998	When Ypsilanti township was added, Board restructured to give Ann Arbor a supermajority	None, likely going to attempt consolidation with university transit and neighboring transit by 2030

Peer Governance Structures- Summary

Agency	Blacksburg Transit (BT)	Bloomington Transit (BT)	CATA	TCAT	TheRide	Iowa City Transit (ICT)
Board Composition/ Membership	No board. Reports to Deputy Town Manager. Coordinates with Virginia Tech for service decision making. Accountable to Town Council.	5 members, 3 appointed by city council and 2 appointed by mayor	5 members, 1 appointed by each of the 5 member municipalities	8 members, 2 members from Cornell, 3 from county, and 3 from city	10 members, 8 members from Ann Arbor, 1 from Ypsilanti and 1 from Ypsilanti Township	No board, governed by Iowa City Council
Board Powers	NA	Taxing, eminent domain, grants, and operate transit	No taxing authority but has eminent domain. Can operate transit.	No taxing, eminent domain, or other governmental powers, as it is a nonprofit, but can operate transit.	Taxing, eminent domain, grants, to sue, to operate transit	NA
Board Officers and Committees	No board	Chair, Vice Chair, Treasurer, Secretary	Chair, Vice Chair, Secretary, and Treasurer	Chair, with committees for Audit, Budget, HR, Planning, and Transit Service	Chair, Secretary, and Treasurer	No board
Local Funding Sources	Virginia Tech contract, Christiansburg contract	Local property tax, Local income tax	Member municipality general funds, apartment contracts, contracted service	City, county, and university general funds	Local property tax (levied by both TheRide and by the City of Ann Arbor)	Local property tax, student housing contract, transport center revenue



Key Takeaways

- Diversity in governance structures
 - Two transit authorities (including a joint municipal authority)
 - Two city departments
 - One public transportation corporation
 - One 501 (c)(3) nonprofit
- Interagency coordination/collaboration
 - Casual relationships with other agencies in region beyond contracted services
 - Close working relationships with university systems and a significant funding source
 - Previous and future consolidation - TCAT (Ithaca), Bloomington Transit, Iowa City Transit
- Funding
 - Joint municipal authority set-up is similar to CARTA legislation
 - Relies heavily on state and federal grants
 - Blacksburg Transit funding from university and contract with little to no funding from city
 - Funding revenues from contracts with student housing/apartment complexes
 - Innovative transit projects to increase public interest and funding

Next Steps

Phase III – Potential
Revenue Generation

Conduct individual
discussions with
jurisdictions

Phase IV – Develop
Governance Scenarios
and Funding
Allocations