



## **Charlottesville-Albemarle Metropolitan Planning Organization**

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**WHEN:** Wednesday, March 24<sup>th</sup> 2010  
**TIME:** 2:30pm – 3:45pm

**LOCATION:** Charlottesville's CitySpace  
100 5th Street NE,  
Charlottesville, Virginia 22902,  
On the Downtown Mall

### **AGENDA**

1. Call to Order
2. Review of Notes from January 2010 Working Group Meeting
3. Issues for RTA Assessment
4. Review of Conceptual Budget for the RTA for FY11
5. Discussion of Approaches to Cost Allocation
6. Meeting Schedule
7. Adjourn

## SUMMARY OF 1/25/10 MEETING

### In Attendance:

Dennis Rooker	Albemarle County BOS
Satyendra Huja	Charlottesville City Council
David Norris	Charlottesville City Council, Mayor
Bill Watterson	Charlottesville Transit Service
Becca White	University of Virginia Parking and Transportation
Kevan Danker	JAUNT
Gary O'Connell	City of Charlottesville, City Manager
Judy Mueller	City of Charlottesville, Department of Public Works
Steve Williams	Thomas Jefferson Planning District Commission

The meeting was called to order at 9am.

Steve Williams distributed the summary from the May 2009 RTA working group meeting and the November MPO Policy Board memo regarding the RTA's next steps. Mr. Williams asked if there were any questions about the information in these two documents. Mr. Rooker stated that the documents were instructive and set up appropriate questions for the formation of an RTA using the least expensive method. Mr. Williams stated the funding was a major issue, and that since May 2009 it has become clear that DRPT will not be assisting in the funding of the RTA. Mr. Williams stated that giving these funding drawbacks the MPO Policy Board thought it was necessary to move forward with the RTA using MPO staff to do much of the research.

Mr. Williams handed out Appendix J of the Regional Transit Authority Study, which focuses on identifying issues of implementing an RTA. Mr. Williams asked the working group to review the identified issues and determine what issues were of the highest priority at this point. Mr. Rooker stated that one of the major issues is transferring specific capital items from the City to the RTA. Mr. Rooker stated that an important next step is to determine what the City needs from the County in order to transfer these capital items to the RTA. Mr. Rooker continued stating that other issues include the transfer of operations, specifically City employees who work on CTS related projects but do not necessarily work for CTS. Ms. Mueller stated these operational issues are mostly related to overhead such as finance and administrative work, not necessarily specific employees. Ms. Mueller also mentioned that the figures in the RTA Study are from 2008 and that the City's current investment in transit is considerably higher. Mr. Rooker stated that the major issue is identifying costs for transferring capital and operations to the RTA and costs for City and County participation in the RTA.

Mr. Rooker stated that the next steps are to determine if it is important to move forward at this time, during this budget crisis. Mr. Huja asked Mr. Rooker, if the County is currently limited with its budget how will it be able to assist with the RTA. Mr. Rooker stated that the County does currently pay CTS for service and that the County is only interested in paying more if these services are expanded. Ms. Mueller pointed out that the City currently maintains certain costs regarding transit that are not readily apparent in the CTS budget and that in order to begin establishing the RTA the County or some entity would need to contribute to these overhead costs. Mr. Rooker stated that understanding the overhead costs is important because these are the costs that will be included in the establishment on an RTA. Mr. Huja asked if staff was able to identify these overhead costs. Ms. Mueller stated that these costs were identified in the City's 2008 cost allocation study, and add up to approximately \$400,000 dollars.

Mr. Norris asked if the formation of the RTA will result in access to more funding. Ms. Mueller stated that according to the state it will not. Mr. Rooker stated that Chip Badger from DRPT initially explained that forming the RTA might result in more funding access. Mr. Rooker asked if there is no additional funding opportunities available in forming the RTA, then is it necessary to move forward with this project during this funding crisis. Mr. Rooker continued stating that the enabling legislation has been approved and that this legislation does not sunset, therefore it is possible to slow down the establishment of the RTA until the budget situation improves. Mr. Huja agreed with Mr. Rooker that waiting to establish the RTA is a good idea. Mr. Norris stated that even though it is necessary to wait on establishing an RTA that it is possible to continue to research the RTA and assess the operational costs in establishing an RTA. Ms. Mueller stated that the city will provide more current numbers of the overhead costs because current costs are higher now than in 2008. Mr. Norris stated that he would like to see research on how Regional Transit Authorities in other localities were established. Mr. Norris also stated that in establishing the Regional Transit Authority, he is interested in determining an appropriate and equitable sharing of costs. Mr. Rooker stated that it is also important to determine how these costs will be structured, for example if the County is receiving 20% of the service, than it should not have to pay 50% of the operating costs.

Mr. Huja recommended that the MPO staff be responsible for researching and analyzing the necessary data associated with establishing an RTA. Mr. Williams stated that he believed the MPO would be responsible for this research and analysis. Mr. Williams also stated that the MPO will need to rely on the City, the County, and CTS for cost allocation and general funding data. Ms. Mueller stated that the City is happy to provide the data to the MPO. Mr. Watterson stated that FTA has a prescribed formula for in-kind matching and that using this formula would be an objective way to perform this cost allocation analysis.

Mr. Norris asked if it would be advantageous to reach out to the new Governor and his administration to see how the administration views Regional Transit Authorities. Mr. Norris continued stating that he thought there was some encouraging news about transit possibilities from the new administration. Mr. Williams stated that the 14 MPOs in the State, as directed by the state legislature, are working on forming a Virginia Association of Metropolitan Planning Organizations. One of the first priorities for this organization is to begin working on seeking authority for establishing local funding options. Ms. Mueller asked what other regions were also working to establish a Regional Transit Authority. Mr. Williams stated that Northern Virginia, Fredericksburg, Richmond, Roanoke, and Hampton Roads were all pursuing some kind of Regional Transit Authority.

Mr. Williams also asked about the working group's future meeting schedule. Mr. Huja thought that working group should meet again once new information is available. Ms. Mueller suggested the working group plan to meet again in March, giving the City time to assemble all of the data and the MPO staff time to begin analyzing this data. Members of the working group agreed to meet again on March 24<sup>th</sup> 2010, just before the March MPO meeting.

The meeting was adjourned.