

Transit Work Session Booklet

Regional Transit Opportunities and Challenges
for the Charlottesville-Albemarle Area



Tuesday, August 5, 2008
10:00 am - 1:00 pm

City Space, Charlottesville Community Design Center
100 Fifth St. NE, 2nd Floor
Charlottesville, Virginia



Joint Work Session:
Regional Transit Authority Final Reports
and 2009 Legislative Session Preparation

Participant Materials Booklet

Tuesday, August 5, 10:00 a.m.—1:00p.m.
CitySpace, 100 5th Street NE
Charlottesville, Virginia 22902

Please direct comments and questions about the work session to:
Charlottesville-Albemarle Metropolitan Planning Organization
401 East Water Street
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Agenda
Joint City/County Work Session on Regional Transit Authority
Tuesday, August 5, 2008, 10:00 am-1:00 pm
City Space, Charlottesville Community Design Center
100 Fifth St. NE, 2nd Floor, Charlottesville, Virginia.

I. Welcome, Work Session Goals, and Expected Outcomes

(15 minutes total)

Work Session Goal: To reach consensus on the immediate next steps that City, County and TJPCD staff should take to prepare for upcoming 2009 Session of the General Assembly.

Expected Outcomes: During this work session, decision makers are expected to reach consensus on how to proceed with finalizing a desired governance structure and preferred tax and revenue option, so that draft legislation can be developed. Decision makers will also be asked to review and comment on the draft implementation plan for a RTA.

II. Discuss Draft Final RTA Study Reports, and Structure, Governance, and Revenue Options

(1hr 45 mins total)

Comments and questions by decision makers are expected and encouraged at any time during this segment.

11:30-11:45 Break, pick up lunch, continue

1. Summer 2008 Special Legislative Session Overview: Our legislative liaison to provide an overview.
2. Highlights of Remaining RTA Study Reports: The consultant will review the recommendations from several of the key remaining RTA Study reports that will assist decision makers in the development of the RTA. Examples include a Staffing Plan, Service Standards, and Service and Cost Allocation Plans.
3. Review of Implementation Plan and Schedule: The consultant will review the plan and schedule if legislation is approved during the 2009 General Assembly session.
4. Structure and Governance: At the February 2008 joint work session, decision makers unanimously decided to complete the study and pursue a Regional Transit Authority, in lieu of other forms of governance, as its final recommendation. Decision makers must now employ an effective working group to decide what the exact structure and governance for the RTA will be, in order to specify that structure in the enabling legislation.
5. Revenue / Taxing Options: At the February 2008 joint work session, decision makers unanimously agreed that in order to provide transit services at the level expected of a RTA, the enabling legislation must contain a taxing and revenue authority. Decision makers must now employ an effective working group to decide what tax and fee revenue opportunities this region should pursue, in order to specify them in the enabling legislation.

III. Public Comment Period: each person will be allowed to speak for 1 minute

(approximately 20 minutes total)

IV. Identify Next Steps:

(½ hour total)

1. Overview of Outstanding Issues and Decisions: Even if authority to establish a Regional Transit Authority is granted in 2009, many details must still be resolved for the Authority to function and sustain services. A brief overview will be provided.
2. Between now and the RTA – Should we have a Plan B? A brief discussion of how City and County staff should proceed with funding and operations strategies for transit services, in the event that the authority to establish the RTA and institute new funding mechanisms are not granted in 2009.

V. Work session wrap up

(5 minutes)

As the overall regional transit discussion moves forward, there will be several additional opportunities during which public input and involvement will be actively solicited.



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Memorandum

TO: Albemarle County Board of Supervisors
Charlottesville City Councilors
FROM: Melissa Barlow, Director of Transportation Programs
DATE: August 1, 2008
RE: RTA Joint Work Session Key Points and Desired Outcomes

In preparation for the Tuesday, August 5, 2008 Joint Work Session, MPO staff have provided the following summary of key points and desired outcomes.

A. Goal of Work Session

- Direction to enable staff to prepare for 2009 General Assembly Session

B. Major Topics of Conversation

- A brief summary of the General Assembly Summer Special Session
- A brief overview of some of the final study work products
- A review of the RTA implementation plan and schedule
- Discussion of priority decision points, outstanding issues and decisions
- Review of strategies for service operations and funding between now and the RTA

C. Recommendations from MPO Transit Tech Team

- Immediate formation/appointment of a Joint Working Group of two elected each, to reach consensus on priority decision points
- City and County agree to act on recommendations from Joint Working Group, rather than come back to MPO

D. To Be Prepared for the Work Session, Please:

- Read the Draft Final Report
- Understand that key decisions will not be made at the meeting, but be prepared to state your opinion about governance and financing structure
- Be ready to form/appoint a joint working group to reach consensus on priority decisions, or propose another method or mechanism that will yield same results in timely fashion

E. Expected Outcomes

- Identify a clear process to reach consensus on key decisions in a timely manner



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Charlottesville-Albemarle Regional Transit Authority *DRAFT* Transit Vision

The Charlottesville-Albemarle Regional Transit Authority will provide fast, frequent, dependable, and seamless transit service throughout the area.

Goals

- Provide direct links between and among the four major destinations in the City of Charlottesville and Albemarle County: Downtown, UVA/Medical Center, Pantops, and the Rt. 29 North corridor.
- Provide competitive choices for travel throughout the region – for residents, commuters, employees, students, and visitors.
- Improve routes and choices for underserved communities and individuals.
- Attract ‘choice’ riders – those who currently drive for most trips.
- Increase access to medical, employment, tourist, recreation, education, service and retail destinations throughout the region.
- Integrate transit fully with other modes of transportation - walking, wheeling, carpooling, driving alone, and regional bus and rail.
- Serve as a tool to help make the area ‘Livable for a Lifetime.’
- Reduce traffic congestion, pollution, energy consumption, and personal travel costs.

Working methods

- Create a unified regional transit plan to identify 1) routes, 2) level of service 3) phasing, 4) vehicle technology, 5) funding requirements, and 6) operating responsibilities.
- Secure a sustainable, stable funding source for new equipment, physical improvements, operations, and maintenance.
- Work with localities, businesses and developers to plan for mixed-use Transit Oriented Development (around existing service) and Transit-Ready Development (for future system expansion).
- Design routes and schedules so that service to existing areas is maintained or improved.
- Coordinate physical improvements around bus waiting areas and transit stations.
- Maximize service efficiency through:
 - Innovative use of technology for vehicle tracking/on-time performance/real-time info.
 - Increased coordination of service planning and operations.
 - Seamless marketing, communications, and education for user-friendly customer experience.
- Promote and provide opportunities to utilize public-private partnerships

CTS vs. RTA: SERVICE AND COST COMPARISON

	Baseline (2009)	RTA
Vehicles	41	76
Employees	78	225
Revenue Miles (Millions)	1.0	2.7
Operating Costs (Millions)	\$6.0	\$16.2

RTA IMPLEMENTATION SCHEDULE:

Fall 2008	City and County Develop Legislation
October 2008	City and County FY10 Budget Development Cycle Begins
January 2009	Present to General Assembly
July 2009	Authority to form RTA Granted
October 2009	City and County FY11 Budget Development Cycle Begins
July 2010	RTA Formed and Revenue Collection Begins
July 2011	RTA Begins Operating Services

	Rate	Charlottesville	Albemarle County	Charlottesville-Albemarle area
HB 3202 Authority Sources				
Grantor's Tax	40¢/\$100	\$1,112,426	\$3,972,212	\$5,084,638
Motor Vehicle Rental Tax	2%	\$51,603	\$807,858	\$859,461
Transient Occupancy Tax	2%	\$800,800	\$666,653	\$1,467,453
Safety Inspection Fee	\$10	\$282,764	\$878,210	\$1,160,974
Initial Vehicle Registration	1%	\$854,974	\$2,655,379	\$3,510,353
Sales Tax on Auto Repairs	5%	\$450,314	\$1,398,585	\$1,848,899
Regional Registration Fee	\$10	\$282,764	\$878,210	\$1,160,974
Motor Fuels Sales Tax	2%	\$1,405,527	\$3,210,179	\$4,615,706
Subtotal		\$5,241,173	\$14,467,286	\$19,708,459
HB 3202 Local Option Sources				
Commercial Real Estate	10¢/\$1000	\$1,526,000	\$1,707,760	\$3,233,761
Local Registration Fee	\$10	\$282,76	\$878,210	\$1,160,974
Commercial/ Residential Impact Fee	Locally Set	Depends upon rate	Depends upon rate	Depends upon rate
Subtotal		\$1,808,765	\$2,585,970	\$4,394,735
Other Sources				
Property Tax	1¢/\$1000	\$526,713	\$1,694,898	\$2,221,612
Local Sales Tax	1%	\$10,815,000	\$15,330,000	\$26,145,000
Subtotal		\$11,341,713	\$17,024,898	\$28,366,612
Total				
All Sources		\$18,391,651	\$34,078,155	\$52,469,806
2005 FUNDING OPTIONS REPORT				
<i>Local Gas Tax (\$1.51/gal~2005)</i>	<i>0.01</i>	<i>~</i>	<i>~</i>	<i>\$430,387</i>
<i>Assumes 50% of retail sales are gas tax sales</i>	<i>0.02</i>	<i>~</i>	<i>~</i>	<i>\$860,775</i>
<i>Local Sales Tax (2005)</i>	<i>0.01</i>	<i>\$11,000,000</i>	<i>\$12,000,000</i>	<i>\$23,000,000</i>

Table 1: Issues to be Resolved Prior to Forming a Transit Authority**Do the Jurisdictions want to start the transition to a regional organization in advance of legislation authorizing an Authority?**

- If a Coordinating Council or a similar informal joint body is formed prior to creation of an Authority, what powers should it have? What powers is the City willing to cede?
- Do the jurisdictions want to establish the principles, or the detailed methodology, for cost sharing prior to establishment of an Authority?
- What information do elected officials or key staff want before proceeding?
- What process should be used to develop a Memorandum of Understanding before proceeding to an Authority?

Does the County accept the cost of providing service as computed by CTS staff? If not, what would the County need to accept the cost computations?**What topics should be addressed in a Memorandum of Understanding?**

- Composition of Board of Directors:
 - Even or odd number?
 - Elected officials only?
 - Contributing jurisdictions only?
 - Ex-officio representation for JAUNT, UVa, VDRPT?
 - Should there be citizen representatives?
 - If so, would they be voting or non-voting?
 - Can Board members designate alternates?
- Term of Board members:
 - Set time?
 - Only while serving in elective office?
- Voting:
 - One vote per person on the Board?
 - One vote per jurisdiction?
 - Votes proportional to population?
 - Votes proportional to financial contribution to the Authority?
 - Can alternates vote?
- Procedures:
 - Measures approved by simple majority of Board?
 - Should approval require at least one vote from each jurisdiction?
 - One vote per person on the Board?
 - How to break ties (if even number of members?)
 - Frequency of meetings?
- Services:
 - Should the Authority strive to establish a fully independent organization or should it obtain some services from the City and County?
 - Where is the Authority housed?
- Salaries and Benefits:
 - Benefits consistent with City staff package, County staff package, or best of both?
 - Would current City staff be transferred to the Authority?
 - Would current staff retain seniority and benefits?
 - How are pension obligations treated?

Table 1: Issues to be Resolved Prior to Forming a Transit Authority (Continued)**What topics should be addressed in a Memorandum of Understanding? (Continued)**

- Cost Allocation:
 - How are costs of providing service allocated to the member jurisdictions?
 - How are costs of capital equipment and facilities allocated to member jurisdictions?
 - Can jurisdictions provide in-kind services to fulfill their funding obligations?
 - How are in-kind services valued?
- Revenue Allocation:
 - How are revenues received from state and federal programs allocated?
 - How are revenues received from UVa or other sources allocated?
 - How are revenues accruing to the Authority allocated?
- Service Planning
 - How are service planning decisions made?
- Provision for Expansion:
 - Can other entities join the Authority?
 - Will only other governments be permitted to join Authority?
 - Could UVa join?
 - Could JAUNT (5-county rural service and paratransit) be incorporated?
 - Could Greene County Transit join?
- Provision for Contraction:
 - Can a jurisdiction withdraw from the Authority?
 - If a jurisdiction withdraws, how are financial obligations treated?

Do the jurisdictions need to resolve all issues prior to forming the Authority?**Do the jurisdictions need to resolve all issues prior to asking the Legislature to authorize the Authority?****What revenue sources should the jurisdiction request in authorizing legislation?**

At present, all state and federal transit program funds flow to the City, which has the sole power to decide how these funds are used.

Is the City willing to cede this power to the Authority?

Is the City willing to continue to allocate a portion of these funds to County services, prior to formation of an Authority?

Is the City willing to establish a formula for the allocation of these funds, prior to formation of an Authority?

Table 1: Summary of Institutional Options

	Current	1. Legislatively-Enabled RTA	2. Continued Operation by CTS with Transit Coordinating Council	3. Joint Powers Agency	4. Joint Powers Board (City & County plus Others)	5. Transportation District	6. Service District
Governance							
Policy level representation county	No	Yes	No	Yes	Yes	Yes	Yes
Policy level representation for city	No	Yes	No	Yes	Yes	Yes	Yes
Policy level representation for UVa	No	Possible	No	Possible	Possible	No	No
Policy level representation for JAUNT	No	Possible	No	No	Possible	No	No
Policy Input for County	No	Yes	Yes	Yes	Yes	Yes	Yes
Policy Input for Others	No	Yes	Yes	Yes	Yes	Yes	Yes
Regional Perspective	No	Yes	Better	Yes	Yes	Yes	Yes
Powers and Functions							
Construct, operate, and maintain transit	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Construct, operate, and maintain other regional transportation modes	No	Yes	Possible	Possible	No	Yes	Yes
Condemn property & Issue bonds	Yes	Possible	Yes	Yes	No	Yes	No
Creation							
Method of creation	NA	Legislation	Agreement	Agreement	Agreement	Ordinance	Ordinance
Taxing and Revenue Authority							
Potential for new funding	No	Possible	No	No	No	No	Property taxes
Reduce reliance on city and county general funds	No	Possible	No	No	No	No	Possible
Expenditure & Funding Obligations							
Primary Control	City	Board	City	Board	Board	Board	Board
Secondary Control	County	Members	TBD	Members	Members	Members	Members
Withdrawal							
Permits withdrawal	NA	Difficult	NA	Yes	Yes	Yes	Yes
Method of withdrawal	NA	Legislation	NA	Agreement	Agreement	Ordinance	Ordinance

= Advantage
 = Disadvantage
 = Depends upon perspective of individual party