

AGENDA

Regional Transit Partnership (RTP) Monthly Meeting

Thursday, August 24, 2023 @ 4:00 p.m.

In Person at the: Water Street Center, 407 E. Water Street, Charlottesville, VA

Item	Time	Description
1	4:00-4:10	General Administration <ul style="list-style-type: none"> • Introductions • Approval of Agenda* • Approval of draft meeting minutes May 25, 2023*
2	4:10-4:15	Matters from the Public: limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comments on any public-interest, transit-related topic, including the items listed on this agenda – limit three minutes per speaker.</i>
3	4:15-5:00	Community Engagement with Transit and Health Equity <ul style="list-style-type: none"> • Blue Ridge Health District Community Health Improvement Plan (CHIP) (Jen Fleisher, BRHD) <ul style="list-style-type: none"> a. https://www.vdh.virginia.gov/blue-ridge/chip-transportation/ • Charlottesville Area Alliance’s Transportation Working Group (Peter Thompson, The Center)
4	5:00-5:30	Transit Provider Updates <ul style="list-style-type: none"> • Jaunt (Ted Rieck) • Albemarle County Schools (Charmane White) • UTS (Kendall Howell) • CAT and City of Charlottesville Schools (Garland Williams) • DRPT (Neil Sherman/Katy Miller)
5	5:30-5:45	<ul style="list-style-type: none"> • Commonwealth Transportation Board Smart Scale Update (Sandy Shackelford)
6	5:45-5:55	Staff Updates <ul style="list-style-type: none"> • MPO Long Range Transportation Plan update (Sandy Shackelford) • Transportation Implementation Program (TIP) Update (Sandy Shackelford) • Regional Transit Governance Study (Lucinda Shannon) <ul style="list-style-type: none"> ○ City Council Presentation and Regional Transit Governance Study Summary • Mobility Management (Lucinda Shannon)
7	5:55-6:00	Other Business (Updates and Reminders)—Supervisor McKeel (Chair)
8	6:00	Adjourn

* A vote is expected for this item

Next Meeting September 28, 2023 (At the Water Street Center)

Guests can join in person or by using the link below:

<https://us02web.zoom.us/j/81088437906?pwd=N2tOK3lVTnJEZkFidCtWYXA2VzRwdz09>

Meeting ID: 810 8843 7906 Passcode: 148365 Phone: 301-715-8592

If a committee member needs to participate remotely, please contact Lucinda Shannon at lshannon@tjpd.org, 413-219-1748 two days before the meeting to receive a personal meeting link.

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The Regional Transit Partnership serves as an official advisory board, created by the City of Charlottesville, Albemarle County and Jaunt, in Partnership with the Virginia Department of Rail and Public Transportation to provide recommendations to decision-makers on transit-related matters.

Regional Transportation Partnership Meeting

Draft Minutes, May 25, 2023

The recording for this meeting can be found at <https://www.youtube.com/watch?v=jyC9RWG1Ck4>

VOTING MEMBERS & ALTERNATES		STAFF	
Brian Pinkston, Charlottesville	x	Christine Jacobs, TJPDC	x
Lloyd Snook, Charlottesville		Lucinda Shannon, TJPDC	x
Diantha McKeel, Albemarle	x	Gretchen Thomas, TJPDC	x
Ann Mallek, Albemarle	x	Ruth Emerick, TJPDC	
Neil Sherman, DRPT		Ryan Mickles, TJPDC	
Hal Morgan, Jaunt Rural		Michael Barnes, VDOT	
Lucas Ames, Jaunt Urban	x	Curtis Scarpignato, TJPDC	
Becca White, UTS			
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Garland Williams, CAT	x	Jessica Hersh-Ballering, Albemarle	x
Charmane White, Alb County PS		Ben Chambers, Charlottesville	x
Vicky Marsh, UVA Hospital		Caetano de Campos Lopes, CCC	x
Peter Thompson, CAA	x	Erin Belt, VDOT *	x
Sandy Shackelford, CAMPO	x	Daniel Wagner, DRPT	x
Sara Pennington, Rideshare		Katy Ebinger, Community Climate Collaborative	x
Ted Rieck, Jaunt	x	Ian Baxter, TJPDC	x
Juwhan Lee, CAT	x	Ethan Heil *	x
Kendall Howell, UTS (alternate)		Daniel Teninecz Miller *	x
Katy Miller, DRPT (alternate)	x		

* Remote attendance

1. CALL TO ORDER:

The Regional Transportation Partnership Chair, Diantha McKeel, presided and called the meeting to order at 4:01 p.m. There was no quorum in person.

She invited those at the meeting to introduce themselves.

2. GENERAL ADMINISTRATION (MINUTE)

Approval of Agenda

Tabled due to lack of quorum.

Approval of Minutes

Tabled due to lack quorum.



3. MATTERS FROM THE PUBLIC (MINUTE 2:50):

Daniel Teninecz Miller said he is optimistic and excited for the electrification of the infrastructure. He is a data scientist that works around international supply chains, and from a taxpayer's perspective, he is very concerned that the medium- to long-term investments for ICE (internal combustion engine) vehicles and the networks that provide all the parts for the ICE vehicles, have an order of magnitude or moving parts than EVs. He is concerned that over the medium- to long-term that we might lock ourselves into those vehicles that will be really expensive to maintain and repair.

Ethan Heil, energy engineer at UVA, expressed appreciation for the opportunity to join the Jaunt alternative fuel advisory committee. He said he hopes to be able to share the results from the CAT study as well with the RTP. He said, not that there is an element that is common in these discussions that is a piece that is usually left out, and that is climate warming due to methane leakage upstream. He said, usually these types of studies only look at tailpipe emissions, but he urges everyone to consider these upstream emissions as well, which are more potent than carbon dioxide.

Caetano de Campos Lopes, Community Climate Collaborative, suggested that members of the community have an opportunity to talk after the presentations instead of at the beginning of the meeting.

4. ALTERNATIVE FUEL FEASIBILITY STUDY (MINUTE 8:40):

Jaunt Alternative Fuel Technical Report

Ted Reick presented the committee with Jaunt's Alternative Fueled Vehicles Feasibility Study. The project goals are to achieve 45% greenhouse gas (GHG) reduction by 2030 and net zero by 2050.

He reviewed the cost of fuel per gasoline gallon equivalent compared to the alternative fuels, compressed natural gas, propane autogas, battery electric, and hydrogen fuel cells, including the pros and cons of each fuel.

He reported that if Jaunt were to go with battery electric, they would have to create more fast-charging battery electric charging stations on their routes, possibly in the more urbanized portions of the rural areas they serve. He showed the fixed-route range requirements for electric-powered vehicles.

He provided a technology comparison analysis and shared the recommendations from the study.

CAT Alternative Fuel Feasibility Study Report

Ben Chambers gave the background on the feasibility study and environmental assessment. The purpose is looking at how to go from a mostly-diesel fleet to a zero-emissions fleet. The Charlottesville and Albemarle County climate action plan has helped to spur this study into action, and additionally, he noted that there is substantial funding available for transit agencies in transitioning to these types of fleets.

He presented numerous scenarios with battery electric buses (BEBs). He presented the pros and cons of each of the fuels for CATs buses and noted that only some of the routes would be able to transition to electric buses.

He said the BEB analysis could be to buy more buses, restructure blocks/routes or vehicle assignments, use of on-route charging, and/or purchase higher-end BEBs with larger batteries. He presented on the pros and cons of hydrogen and natural gas buses. He noted that factors for consideration include resources, operations, and sustainability.

He reviewed the next steps for the study and implementation.

DRPT Modernizing Transit Fleet (MTF)

Daniel Wagner gave a presentation on a guide to low- and zero-emissions buses. He discusses DRPT's role as areas start to transition to alternative fuel fleets. He gave a project overview, including stakeholder outreach and agency engagement, utility planning, background research and existing research, financial planning and emissions reduction scenarios, workforce development, transition plan template, and the DRPT action plan.

He spoke briefly on each of the items in the overview, as listed above.

VDOT Electric Vehicle Infrastructure Plan

Erin Ervin Belt, Decarbonization Lead at VDOT, gave some background on the Infrastructure and Investment Jobs Act (IIJA) signed into law on November 15, 2021. She went on to describe available programs and how to proceed if localities are interested in applying for them.

Ms. Belt reported that VDOT has been allocated over \$100 million over 5 years to build out Virginia's alternative fuel corridors, which she described, for eligible entities.

She continued discussing the National Electric Vehicle Infrastructure (NEVI) formula program timeline, the deployment plan's vision and goals, planning phases (Phase I is from '22-'23 and Phase II is from '23-'26), the iterative planning process, charging station areas, and shared the public input website. (<https://publicinput.com/VirginiaNEVI>)

She reported on the Charging & Fueling Infrastructure Discretionary Infrastructure (CFI) grant and noted that VDOT will not be applying for that grant. She went on to discuss the general eligibility requirements, whether it makes sense for entities considering applying for the grant, how the entities can comply with the NEVI requirements, and how to provide support.

Ms. Belt provided website links for resources for additional information and her contact information.

Ms. Belt gave some clarification on funding and the sources of that funding.

There was a question-and-answer period about the numerous presentations described above.

Brian Pinkston asked about whether hydrogen is being taken seriously anywhere. A CAT representative noted that the federal government is considering it as a fuel. It is viable and used in Europe and growing in popularity.

There was a continued conversation about the safety and feasibility of hydrogen as an alternative fuel source.

Garland Williams said it will be important to be very measured in implementing CAT's next steps. He noted that there will be two electric buses incorporated into the fleet in the fall as part of expanding the fleet.

5. TRANSIT PROVIDER UPDATES (MINUTE 1:30:51)

Jaunt – Ted Rieck shared that Jaunt is not going to be servicing Greene or Buckingham due to lack of funding effective July 1.

Albemarle County Public Schools – Charmane White was not in attendance, so no update was given.

UTS – No representative from UTS was in attendance, so no report was given.

CAT – Garland Williams did not have anything else to report. Ben Chambers said that CAT has kicked off their transit strategic plan with upcoming outreach to the public and stakeholders.

DRPT – Katy Miller left the meeting, so no report was given.

7. STAFF UPDATES (MINUTE 1:33:30)

RTP Activity Update

Lucinda Shannon shared updates on projects, including the Governance Study, which is in its third phase. She said she has been participating in the Charlottesville Area Alliance (CAA) transportation working group and is working on an AARP project, currently in the scoping phase now. Ms. Shannon also reported that she is working with the Blue Ridge Health District on their CHIP plan.

Ms. Shannon continued by reporting that the Mobility Management Grant may be approved by the beginning of July. RFPs are out and they are meeting with prospective partners in the next few weeks. She is also meeting with organizations that may be interested in receiving mobility management services.

She continued by saying that she and Peter Thompson presented to the Charlottesville Rotary Club on the Transit Governance Study and Regional Transit Plan to gather support for those initiatives. There was great interaction with those who were in attendance.

8. OTHER BUSINESS (UPDATES AND REMINDERS) (MINUTE 1:38:20)

Ann Mallek gave an update on some legislative bills currently being considered in the General Assembly.

9. ADJOURN

Ms. McKeel adjourned the meeting at 5:41 p.m.

The next meeting is June 22, 2023 from 4 – 6 p.m. at the Water Street Center, 407 E. Water Street, Charlottesville, VA.



Regional Transit Governance Study For Region 10

Charlottesville City Council Update

August 7, 2023



Study Team



CHRISTINE JACOBS
TJPDC, Executive Director



LUCINDA SHANNON
TJPDC, Project Manager



**SANDY SHACKELFORD,
AICP**
TJPDC, Director of Planning
& Transportation



PETER VOORHEES, AICP
AECOM, Project Manager



**STEPHANIE AMOANING-
YANKSON, PhD**
AECOM, Deputy Project
Manager, Task Lead



SCOTT BAKER, JD
AECOM,
Governance &
Funding Expert

Agenda

Study Background & Goals

Preliminary Outcomes

Next steps

Discussion

Transit Vision Study

A clear, long-term vision for efficient, equitable and effective transit service for the region.

Unconstrained Network	Constrained Network
<ul style="list-style-type: none">• Improved frequency for fixed routes in urban areas including BRT from US 29 through UVA, downtown, to Pantops• Expanded fixed routes serving every jurisdiction in region<ul style="list-style-type: none">– Eight new fixed route bus services (hourly service including weekends)• Supplementary on-demand zones in lower-density areas to connect to regional network• Expanded hours and days of service (seven days a week)<ul style="list-style-type: none">– 7am to 8pm on most urban and regional networks (some running to midnight)– More all-day service during morning and evening peak periods and during the middle of the day	<ul style="list-style-type: none">• All fixed routes operate seven days a week<ul style="list-style-type: none">– Increased frequency (15, 20, and 30 min) on weekdays and more 20- and 30-min routes on Saturdays.– All fixed routes run on Sundays• All CONNECT routes to run seven days a week with two additional daily trips<ul style="list-style-type: none">– Two new CONNECT routes– Additional weekend service• Expanded Circulator services in Nelson, Greene, Louisa, and Fluvanna counties to run all day, seven days a week (intra-county)<ul style="list-style-type: none">– Expanded Albemarle County rural demand response service

Study Goals

To identify strategies for achieving regional transit priorities and goals identified in the Regional Transit Vision Plan

- 1) Identify strategies for dedicated transit funding to augment current jurisdictional costs for transit
- 2) Identify a governing structure that can manage and account for the use of the additional transit funds, better capture and allocate the full costs of service, and ensure transparency

Study Goals

To identify strategies for achieving regional transit priorities and goals identified in the Regional Transit Vision Plan

A regional transit authority (entity) that can serve as a funding agency to manage and provide accountability for any additional regional transit revenues generated.

Study Overview

1

Existing Conditions

- Current transit services, administration, governance and investments
- Stakeholder engagement
- Current legislative authority

2

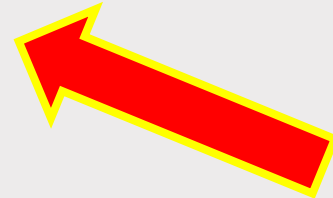
Peer Regional Transit Governance Structures

- 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

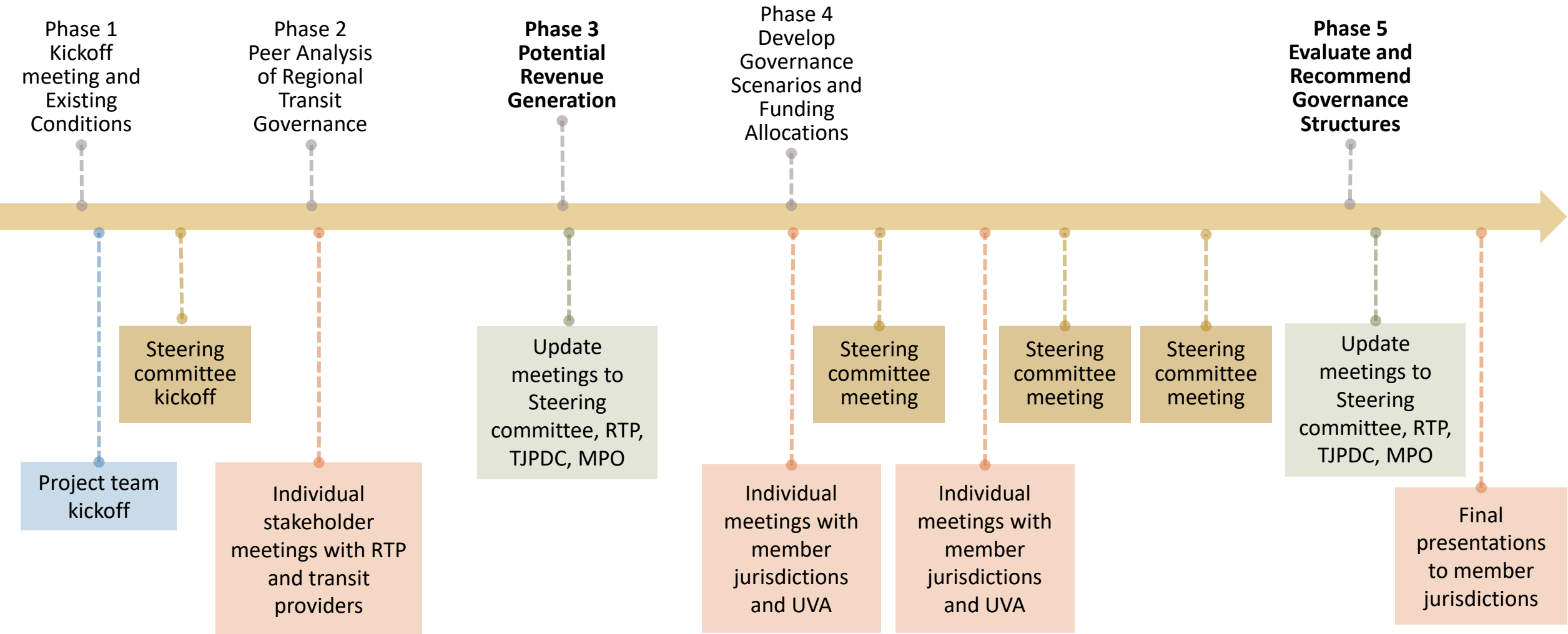
- Individual and group stakeholder engagement

5

Evaluate and Recommend Governance Structures

- Final presentations to stakeholders
- Draft and final reports

Stakeholder Engagement



Key Findings to Date-Governance

1. Legislative provisions exist for a Charlottesville-Albemarle Regional Transit Authority (CARTA)
2. Other governance structures from peer agencies allow for different funding mechanisms
 - Town department (Blacksburg Transit, university funding)
 - Public transportation corporation (Bloomington Transit, property and income tax)
 - Joint municipal authority (CATA, contributions from member municipalities)
 - 501(c)(3) Nonprofit (TCAT, Contributions from city, county and university)
 - Transportation authority, (The Ride, local property tax)

Courses of Action for Legislative Process

Many mechanisms exist for ensuring an equitable distribution of resources → Phase IV will explore potential structures

1



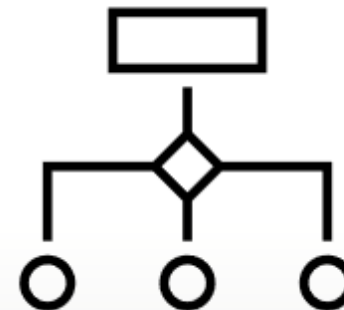
Establish a new authority comparable to CVTA or HRTAC

2



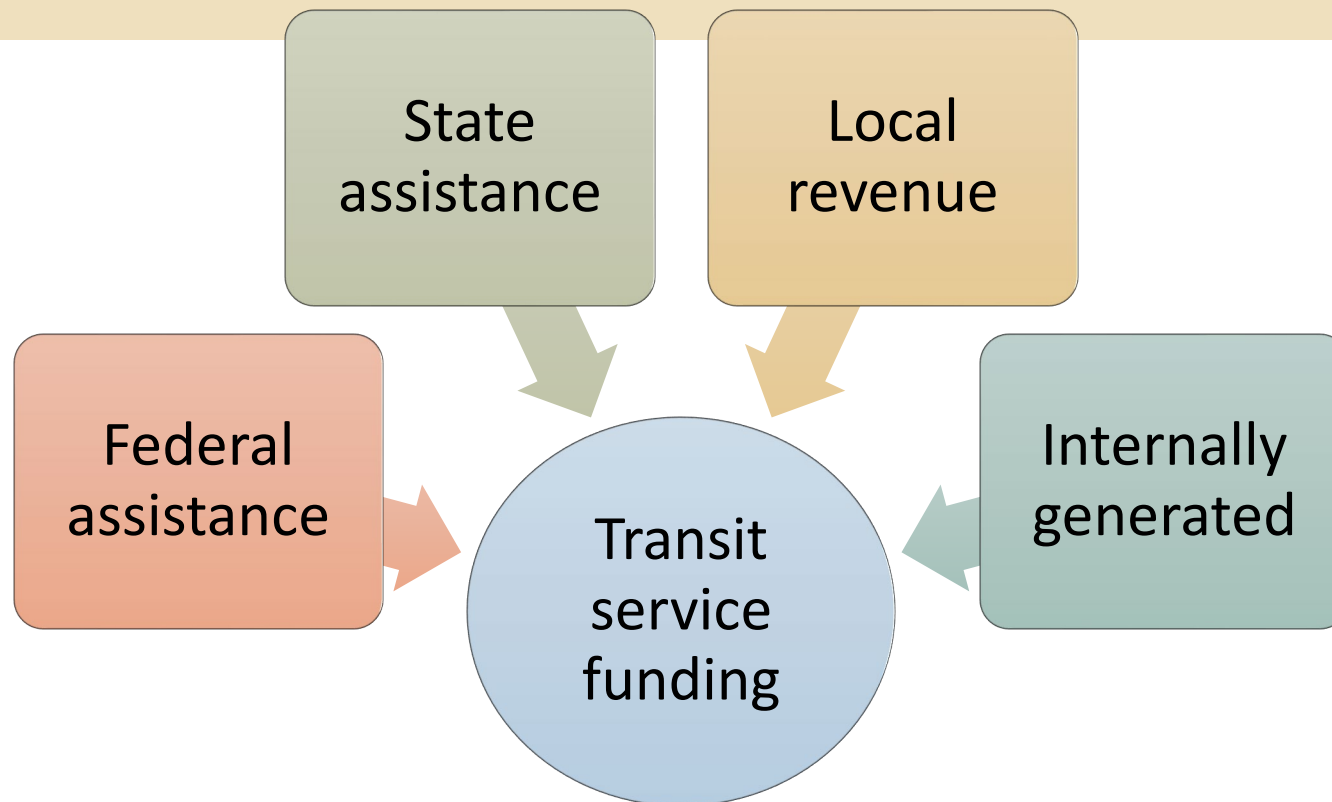
Modify the existing RTA legislation to provide additional authority

3



Modify another framework to provide additional authority

Key Findings to Date - Funding



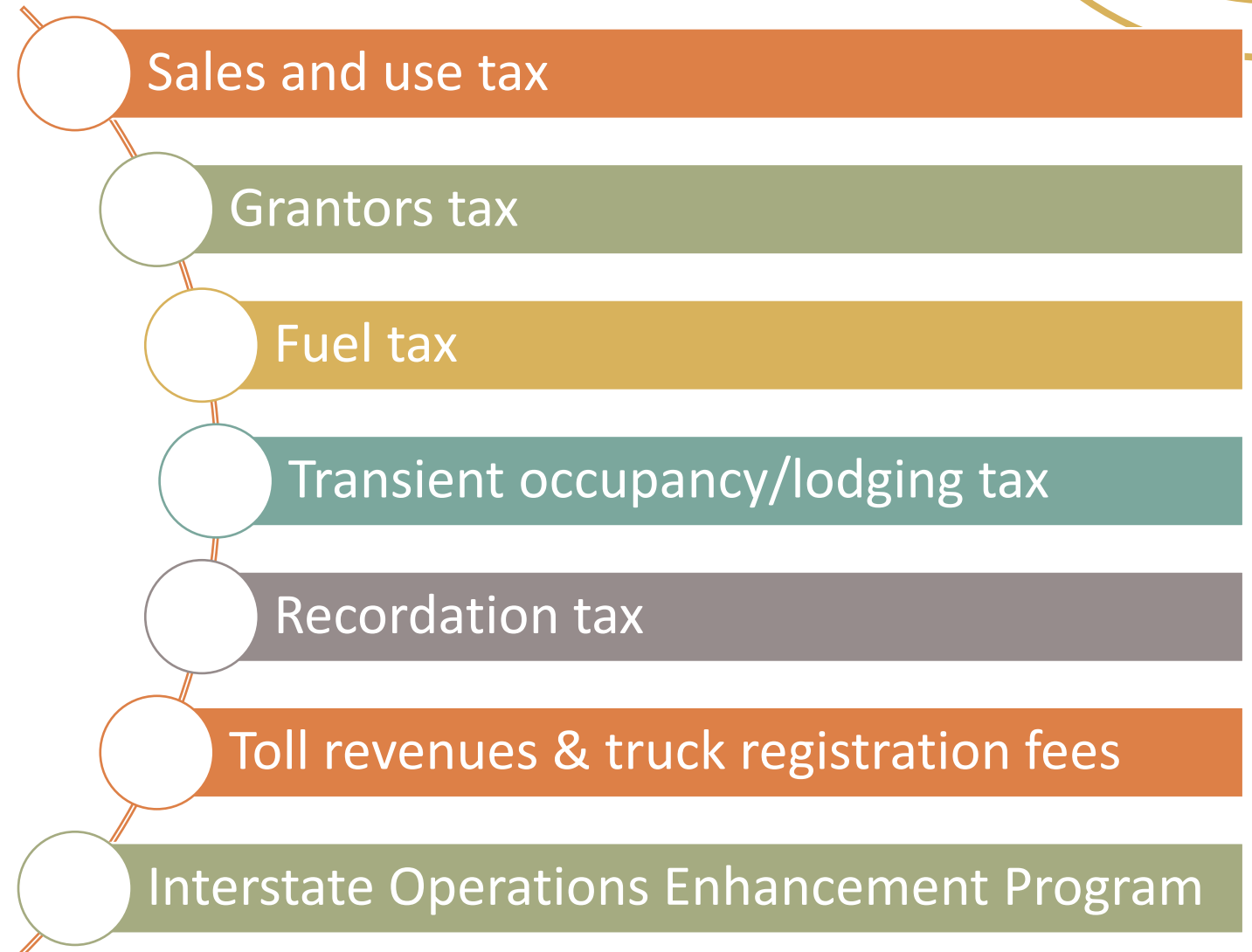
Potential Revenue Sources

Comparative Funding Analysis

Northern Virginia Transportation Authority (NVTA)

Hampton Roads Transportation Accountability Commission (HRTAC)

Central Virginia Transportation Authority (CVTA)



Potential Revenue Sources

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

- Sales and use tax
- Transient occupancy/lodging tax
- Property tax
- Real estate tax

Initial Cost Estimates

	Constrained*	Unconstrained*
Approximate Total Costs (Transit Vision Plan)	\$ 35,139,400	\$ 85,014,700
Anticipated Federal Contribution	\$ (6,467,565)	\$ (6,467,565)
Anticipated State Contribution	\$ (9,729,820)	\$ (23,022,460)
Total Public Assistance	\$ (16,197,385)	\$ (29,490,024)
<i>Deficit</i>	<i>\$ 18,942,015</i>	<i>\$ 55,524,676</i>

**Note: Does not include costs associated with capital investments and ADA paratransit service requirements for fixed route expansions*

Initial Revenue Estimates

All estimates are in millions of 2023 dollars

Sales and Use Only

Additional 0.7%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	16.26	16.43	16.59	16.76	16.92	82.96
Charlottesville	\$10.18	\$10.28	\$10.39	\$10.49	\$10.59	51.93
Rural Counties	10.18	10.28	10.38	10.49	10.59	51.92
Total	36.62	36.99	37.36	37.73	38.11	186.81

Average \$ 37.36 M

Lodging Only

Additional 0.5%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	0.18	0.19	0.19	0.19	0.20	0.96
Charlottesville	0.47	0.48	0.49	0.50	0.51	2.46
Rural Counties	0.39	0.40	0.41	0.41	0.42	2.03
Total	1.05	1.07	1.09	1.11	1.13	5.44

Average \$ 1.09 M

Personal Property Only

Additional 0.5%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	5.47	5.58	5.69	5.80	5.92	28.45
Charlottesville	1.52	1.55	1.58	1.61	1.64	7.90
Rural Counties	5.51	5.62	5.73	5.85	5.97	28.68
Total	12.50	12.75	13.00	13.26	13.53	65.03

Average \$ 13.01 M

Real Estate Only

Additional 0.5%	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total
Albemarle	120.40	122.81	125.26	127.77	130.32	626.56
Charlottesville	52.81	53.86	54.94	56.04	57.16	274.82
Rural Counties	77.50	79.05	80.63	82.24	83.88	403.29
Total	250.70	255.72	260.83	266.05	271.37	1304.67

Average \$ 260.93 M



Next Steps

- Reach consensus with regional stakeholders on feasible options for a *transit governance structure* in the region
 - an authority as a funding entity versus a transit service operating entity
 - ensuring transparency and added revenue
 - ability to better capture and allocate full costs of service
 - identifying mechanisms that allow for equitable distribution of resources

Discussion

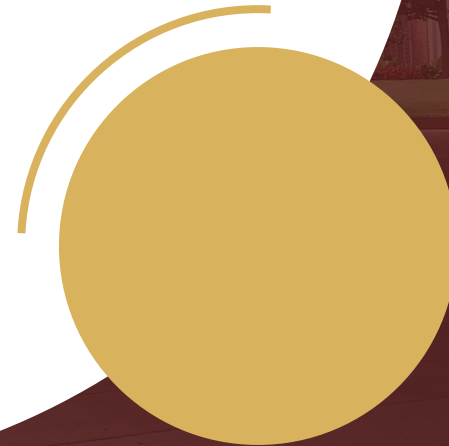
- What are some potential barriers that need to be addressed as the study continues?
- What are some important considerations that need to be addressed for the council to support an authority?
- What are some equity concerns on the various taxes being explored?



*Thomas
Jefferson*

Planning District Commission

Thank you!



Regional Transit Governance Study Summary

Introduction

Over the past several years, the Thomas Jefferson Planning District Commission (TJPDC) has worked collaboratively with its member jurisdictions to improve transit service in the region. In the past year, the region undertook a collaborative effort to develop a [Transit Vision Plan](#) to establish a clear, long-term vision for efficient, equitable and effective transit service for the region. Led by the TJPDC and supported by the City of Charlottesville, Albemarle County, and DRPT, the Transit Vision Plan established a unified vision for transit service in Region 10, which is made up of the counties of Albemarle, Fluvanna, Greene, Louisa, Nelson, and the City of Charlottesville. Table 1 provides some brief highlights of the transit vision networks.

Table 1 Summary of Transit Vision Network Improvements

Unconstrained Network	Constrained Network
<ul style="list-style-type: none"> • Improved frequency for fixed routes in urban areas including BRT from US 29 through UVA, downtown, to Pantops • Expanded fixed routes serving every jurisdiction in region <ul style="list-style-type: none"> – Eight new fixed route bus services (hourly service including weekends) • Supplementary on-demand zones in lower-density areas to connect to regional network • Expanded hours and days of service (seven days a week) <ul style="list-style-type: none"> – 7am to 8pm on most urban and regional networks (some running to midnight) – More all-day service during morning and evening peak periods and during the middle of the day 	<ul style="list-style-type: none"> • All fixed routes operate seven days a week <ul style="list-style-type: none"> – Increased frequency (15, 20, and 30 min) on weekdays and more 20- and 30-min routes on Saturdays. – All fixed routes run on Sundays • All CONNECT routes to run seven days a week with two additional daily trips <ul style="list-style-type: none"> – Two new CONNECT routes – Additional weekend service • Expanded Circulator services in Nelson, Greene, Louisa, and Fluvanna counties to run all day, seven days a week (intra-county) <ul style="list-style-type: none"> – Expanded Albemarle County rural demand response service

Subsequently, this follow-up study on regional transit governance will identify governance options for regional transit and increase transportation investments to achieve regional transit priorities. The study focus is on identifying options for a governance body that can steward any additional transit revenues generated; the scope does not include strategies or approaches for consolidating current transit operations.

This study has two main goals:

1. Identify strategies for dedicated transit funding to augment current jurisdictional costs for transit.
2. Identify a governing structure that can manage and account for the use of the additional transit funds, better capture and allocate the full costs of service, and ensure transparency.

The additional funds will support the implementation of the services in the transit vision plan, increasing transportation services across the region.

Process Overview

To achieve these goals, the study team adopted a five-phase approach shown in Figure 1. The study is currently finalizing Phase III, Potential Revenue Generation. The final study recommendations are expected in December 2023.



Figure 1 Study Approach

The core study team is made up of representatives from the TJPDC, City of Charlottesville, Virginia Department of Rail and Public Transportation (VDRPT), and AECOM (consultants). The study team coordinates with a steering committee comprising representatives from Albemarle, Fluvanna, Louisa, Nelson, and Greene counties, as well as, from University of Virginia (UVA) and the City of Charlottesville.

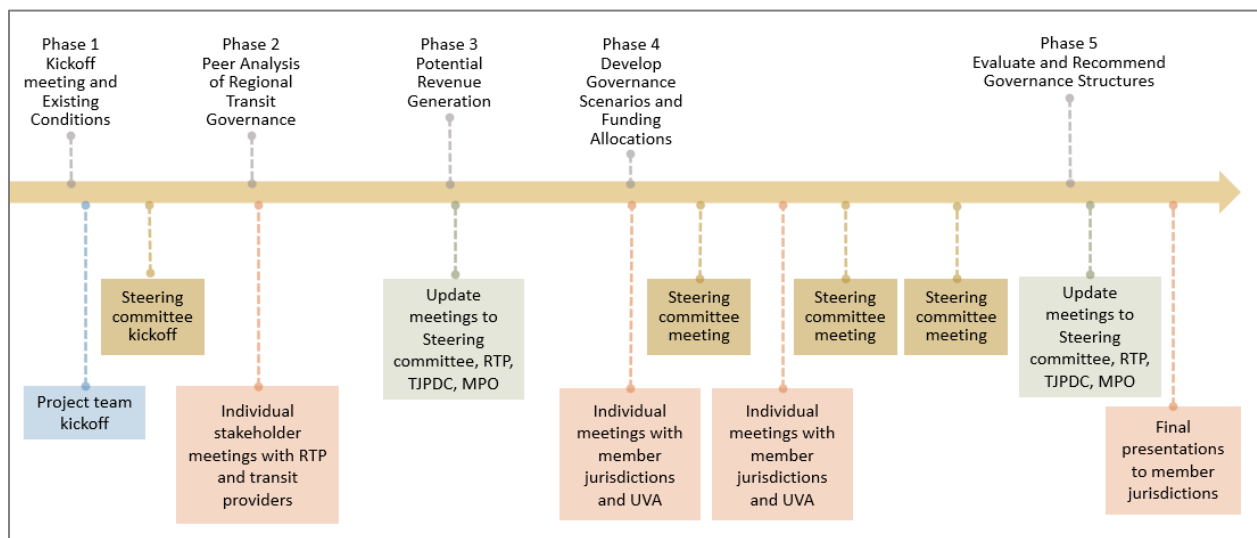


Figure 2 Stakeholder Engagement Map

Key Findings to Date

Existing Legislation for a Regional Transit Authority

The legislature provided for the Charlottesville-Albemarle Regional Transit Authority (CARTA) as early as 2009 with subsequent amendments. The authority was established as a service delivery organization, with the contracting, financial (including bonding), and acquisition and operating powers necessary. Its authority is for transit. Charlottesville and “all or portions of Albemarle County” are the essential boundaries, but additional portions of Albemarle, Fluvanna, Greene, Louisa, and Nelson counties as well as cities, towns, tourist-driven and public transit agencies, and higher education agencies may join as members.

There is no provision in the current CARTA legislation for funding, which would need to come from federal, commonwealth, and local sources.

Other frameworks exist for regional transit governance. A peer review of six agencies with similar demographic, geographic, and operating characteristics to the Charlottesville Region showed various governance structures including transit service provided by a **town department** with funding from a university (Blacksburg Transit); **public transportation corporation** funded through local property and income taxes (Bloomington Transit); a **joint municipal authority** funded by member municipalities (CATA); **501 (c)(3) nonprofit** funded through general fund contributions from a city, county, and university (TCAT, Ithaca); and a **transportation authority** (TheRide, Ann Arbor) and city department (ICT, Iowa City) both funded through local property taxes.

After reviewing the current RTA legislation in comparison with other Virginia RTAs¹, reviewing regional peers, and holding discussions with regional stakeholders, recommendations for the transit governance structure will likely fall under one of three options below:

1. Establish a new authority with funding provisions at the state legislature (comparable to CVTA or HRTAC)
2. Modify existing CARTA legislation to provide additional funding authority
3. Modify another framework to provide additional authority

Phase IV of the study will explore potential structures for governing transit by outlining alternatives that show various memberships/participation from regional partners.

Potential Transit Funding Options

Two transit network alternatives were developed as part of the Transit Vision Study. Operating costs for the two alternatives were estimated at roughly \$35.5 million and \$85 million per year for the constrained network and unconstrained network respectively. Both options provide a drastic improvement to current transit service across the region including increased routes, frequencies, and days of service for the urban areas; and micro transit options and all-day service, seven days a week into the city from the lower density areas. Detailed descriptions of the transit service improvements can be found in the study [report](#).

¹ Hampton Roads Transportation Accountability Commission (HRATC), Central Virginia Transportation Authority (CVTA), and Northern Virginia Transportation Authority (NVTA).



Public transportation is funded through a combination of federal, state, local, and internally generated sources (e.g., fares, advertising, etc.). Average operating costs per year for current transit service in the region (not including UTS) is approximately \$18 million per year with the local component making up about a third (~\$5 million² in 2021) of the total amount. A substantial increase in local funding is required to meet the funding gap between current transit funding and the future funding needed for increased transit service across the region.

In Phase III of this study, the universe of potential revenue sources was explored and distilled to a list of potentially feasible options with a past record in the Commonwealth (e.g., funding sources for CVTA, HRTAC, NVTA). The main sources include the following:

- Sales tax
- Grantors tax
- Fuel tax
- Transient occupancy tax/lodging tax
- Recordation tax
- Toll revenues
- Interstate Operations Enhancement Program
- Truck registration fees

Subsequently, the study team is engaging stakeholders on the potential feasibility of these options at the state level (General Assembly) and at the jurisdiction level.

Next Steps

The next steps will cover additional stakeholder engagement to discuss example governance scenarios and the resulting funding allocations. By the end of this study, we hope to accomplish the following:

1. Reach consensus with regional stakeholders on feasible options for a transit governance structure in the region (e.g., membership, board representation, authorities, and powers).
2. Identify potential funding mechanisms and associated estimated projections for improving transit within the region.
3. Identify immediate next steps for preliminary planning towards implementation.

The scope of this study does not cover identification of transit service improvements, consolidation of existing transit operations, and administration/governance of school bus operations.

Recommendations presented at the conclusion of this study do not require any immediate council action beyond consensus and good faith efforts to participate and support the groundwork needed for implementation.

² National Transit Database (2021).

Appendix

Table 1: Summary Table Showing Stakeholder Engagement to Date

Study Phase	Coordination
Phase I	Garland Williams, CAT Ted Rieck, Jaunt Diantha McKeel, Reginal Transit Partnership Rebecca White, UVA Matt Lawless, Scottsville Ray Amoruso, Hampton Roads Transit Brian Smith, Deputy CEO Hampton Roads Transit
Phase II	Brian Booth, Director, Blacksburg Transit John Connell, General Manager, Bloomington Transit Louwana Oliva, Executive Director, Centre Area Transportation Authority (CATA) Scot Vanderpool, General Manager, Tompkins Consolidated Area Transit (TCAT) Matt Carpenter, CEO, TheRide Darian Nagle-Gamm, Transportation Director, Iowa City Transit Danny Plougher, Virginia Transit Authority Lisa Guthrie, Virginia Transit Authority
Phase III	Albemarle County Diantha McKeel, Board member Jacob Sumner, Interim CFO Trevor Henry, Assistant County Executive Greene County Catherine Schafrik, County Administrator Dale Herring, Board Chair Jim Frydl, Planning Director Nelson County Ernie Reed, Central District Supervisor Dillan Bishop, Planning and Zoning Director Fluvanna County Patricia Eager, Board Vice Chair Kelly Belanger Harris, Assistant County Administrator Louisa County Christopher Coon, Deputy County Administrator Kevin Page, Executive Director HRTAC Laura Farmer, CFO VDOT Ted Rieck, CEO, Jaunt Garland Williams, Director, CAT Sean Nelson, District Engineer, VDOT Stacy Londrey, Assistant District Administrator, VDOT The project team is scheduled to meet with the City of Charlottesville on August 30 th .

Table 2: Summary of Main Funding Sources for Three Regional Transportation Authorities in Virginia

Funding Source	Entity	Description
Sales Tax	CVTA	0.7% regional sales tax.
	HRTAC	0.7% sales tax, funding the HRTF. Can only fund road projects. \$146.2 million (2020)
	NVTA	0.7% special district sales tax. \$197.04 million (FY2022). Can fund transit.
Grantor's Tax	HRTAC	Additional 6 cents per \$100. Can be used for transit projects.
	NVTA	Part of the "Regional Congestion Mitigation Tax", which raised ~\$17.85 M in FY2022.

Funding Source	Entity	Description
		\$0.10 (formerly \$0.15) congestion relief fee (renamed the regional transportation improvement fee) within the 9 jurisdictions. Can be spent only on road construction, capital improvements that reduce congestions, other projects approved in the regional transport plan or for transit.
Fuel Tax	CVTA	7.6 cents/gallon on gasoline/gasohol
		7.7 cents/gallon on diesel
		Indexed to inflation.
		35% - CVTA use on transportation-related purposes for Planning District 15
		15% to GRTC or successor for transit and mobility services within Planning District 15
		50% returned, proportionally to each locality to improve local mobility through construction, maintenance, or expansion of roads, sidewalks, trails, mobility services, or transit located in the locality.
	HRTAC	7.6 cents/gallon on gasoline/gasohol
		7.7 cents/gallon on diesel, subject to annual adjustment.
Can only fund road projects.		
		\$55 million (2020)
Transient Occupancy Tax	HRTAC	1% local hotel tax. Can be used for transit projects.
		Only collected in six localities with HRT service
	NVTA	Part of the "Regional Congestion Mitigation Tax", which raised ~\$17.85M in FY2022.
		3% tax on transient occupancy (hotels). Can be spent only on road construction, capital improvements that reduce congestions, other projects approved in the regional transport plan or for transit.
Truck Registration Fees	NVTA	Portion of increased truck registration fee as part of I-81 Corridor Improvement Fund distributed to NVTA
Interstate Operations Enhancement Program	NVTA	To improve the safety, reliability, and travel flow along interstate highway corridors in the commonwealth through the development and funding of operational and capital improvements.
		Preceded by I81 Corridor Improvement Plan (completed)
		43.7% - I81 corridor Improvement
		8.4% to NVTA
		Remaining allocated by CTB
Toll Revenues	HRTAC	Authorized to use tolls for new construction or existing highways, bridges, tunnels.
		Has state guidance on tolling (\$345M anticipated toll revenue for HRBT financing (FY20-FY26)
Recordation Tax	HRTAC	Taxes paid during the sale of property which can be used for transit projects. Estimated at \$20 million for 2020.
Northern Virginia Transportation District Fund Transfer	NVTA	The district is a subset of NVTA members, which raises transit funds through taxes.
		70% regional needs and 30% local disbursement for transportation needs.
		Can be used for transit FY22 proposed budget had \$20M. ~\$6M (30%) for local jurisdictions and \$14M (70%) for regional transit