

Hydraulic/Hillsdale Planning Update



Joint City/County Workshop

February 14, 2017



Regional Coordination Transit Study



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Presentation Outline

Our Discussion

- Overview of Recommendations
- History – Where we were
- The Process – Where we are
- Recommendations – Where we're going
- Support of Recommendations
- Next Steps

Problem Statement

Systems Engineering Problem

The region's transit systems suffer from an very complex, informal and often disorganized system for coordinating with each other and with stakeholders, resulting in:

- ❑ *Misunderstandings,*
- ❑ *Local conflicts,*
- ❑ *Uncertainty and mistrust between stakeholders; and*
- ❑ *Lost opportunities.*

Recommendations

Regional Transit Partnership

- Establish a Regional Transit Partnership (RTP)
 - ▣ A regional advisory board
 - ▣ Membership consistent to RTA Board
- Role of the RTP would be to:
 - ▣ Test an RTA structure;
 - ▣ Oversee transit planning;
 - ▣ Integrate transit with MPO's long range plans and local land use/transportation decisions;
 - ▣ Simplify and formalize existing transit relationships;
 - ▣ Obtain a “win”,
 - ▣ Provide a venue for continued communication, coordination and collaboration between transit providers, localities and citizens; and,
 - ▣ Renew RTA study.

Transit in Charlottesville

1914

Streetcar on
West Main &
University
Avenue



University Transit Service (UTS)

1972

University
Transit Service
Begins



JAUNT

1975

JAUNT
Established

1982

Began a
Public
Corporation



History

1975

City Acquired
the Yellow
Transit
Company



Recent History

2008 RTA Study

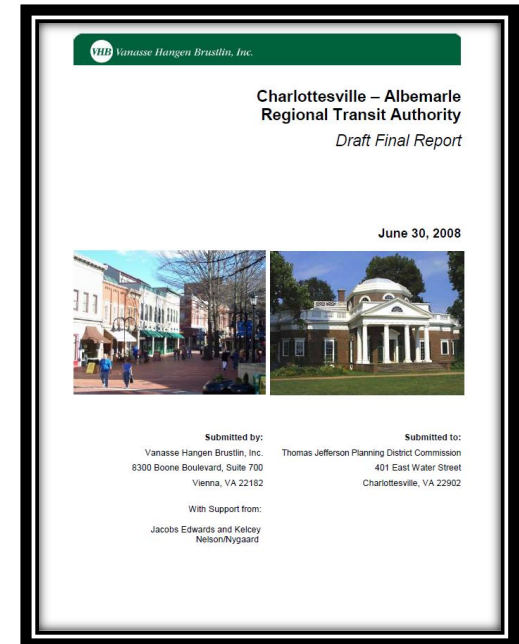
- Resulted in 2009 legislation §33.2-2800
- A basis for Charlottesville Transit Service rebranding



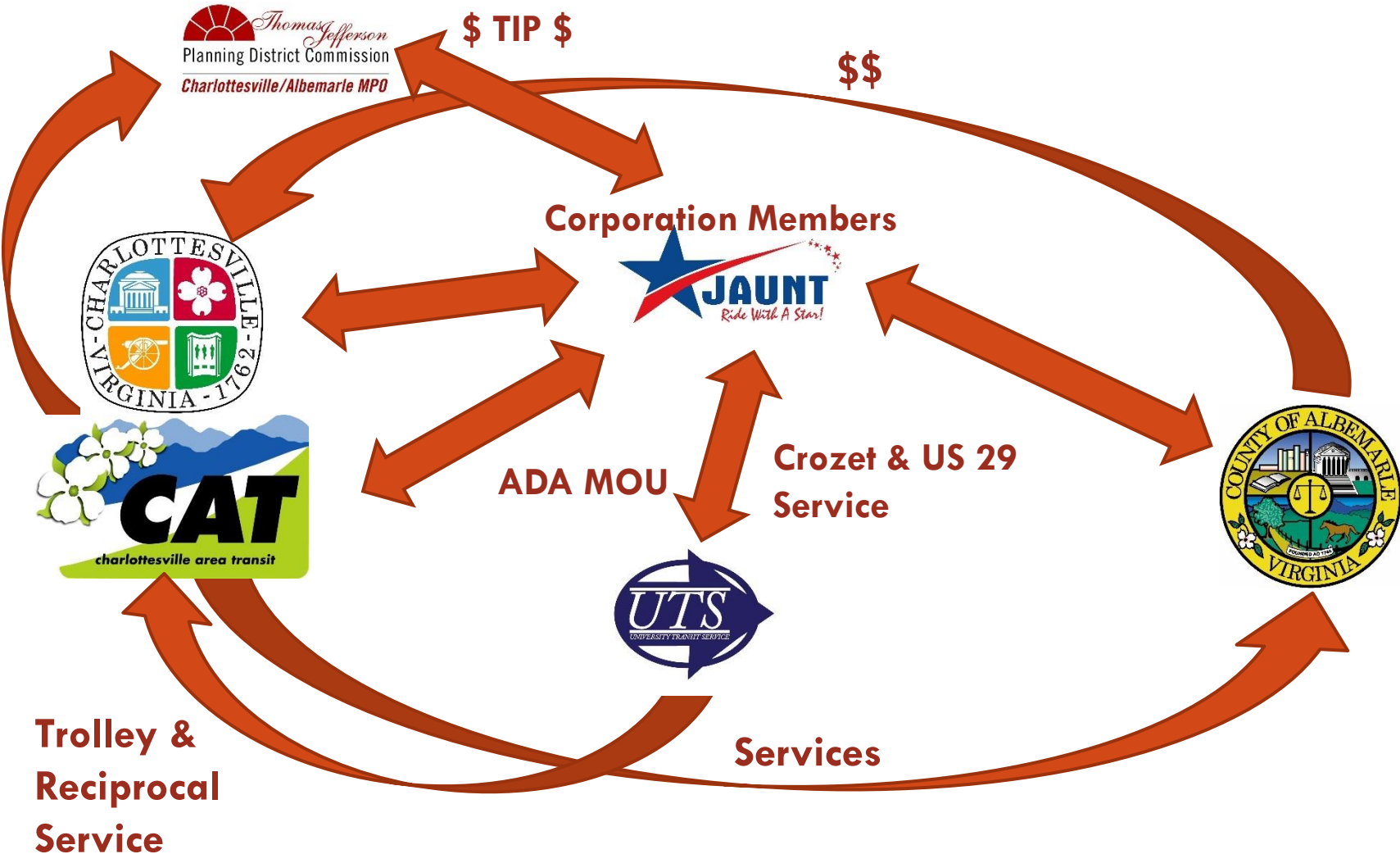
Recent History

RTA Study Challenges

- ❑ Failed enabling legislation on revenue
- ❑ Confused with capital investments
- ❑ Discrepancies in employee benefits
- ❑ Controversy with transfer of capital
- ❑ Lack of political will
- ❑ Lack of faith in City/County ventures



Where we are



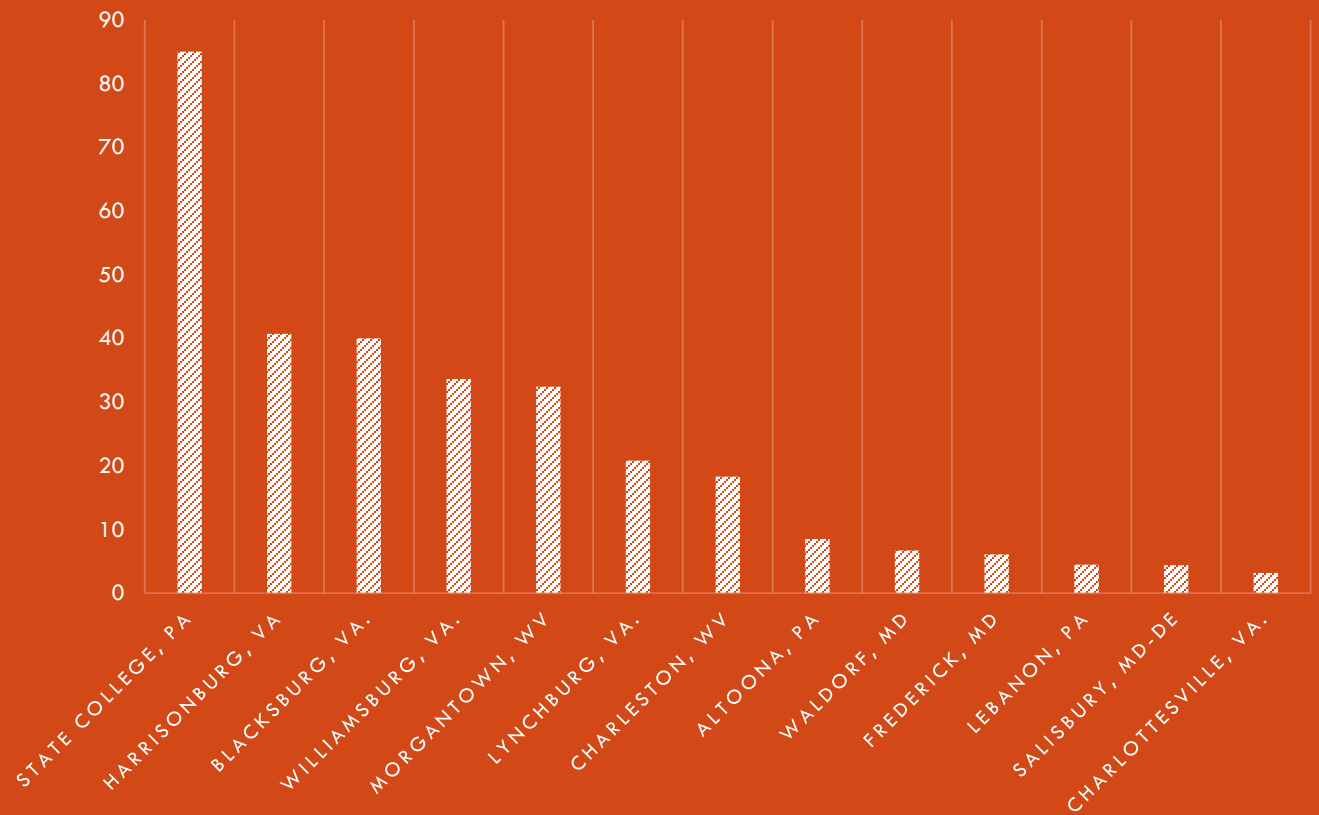
Existing Services

2014 Report

Source:
FiveThirtyEight



REPORTED TRANSIT TRIPS PER CAPITA



Changing Conditions

What
Changed
after 40
years

- ❑ Confusing web of relationships
- ❑ Albemarle County is urbanizing
 - ❑ Urbanized Albemarle – 87,096
 - ❑ Charlottesville – 48,210
- ❑ County contribution increased 62% since FY11 (\$648,004 to \$1,052,124)
- ❑ Staff turnover

Recommendations

RTP and MPO Structure

- ❑ RTP would be advisory in nature
- ❑ CAT Advisory Board remains as citizen advisory committee and provides recommendations to CAT staff and RTP
- ❑ Staffing of RTP funded with MPO's FTA 5303 planning funds

Proposed Structure

RTP Board



**Staffing, Funding,
Hosting, Coordinating**



 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



Recommendations

RTP Deliverables

- ❑ Formalize and clarify existing and new transit agreements
- ❑ With MPO staffing, conduct transit planning:
 - ❑ Develop consolidated regional plan*
 - ❑ Integrate transit into regional/local efforts
 - ❑ Conduct benchmarking and baseline services
 - ❑ Set performance measures and goals
 - ❑ Coordinate strategies and efforts
- ❑ Relaunch feasibility study of RTA

*Combine Transit Development Plans or better coordinate efforts, per DRPT.

Recommendations

Next Steps:

Starting
Immediately

- ☐ Approval of Concept by City, County, JAUNT
- ☐ Determine Membership of RTP Advisory Board
- ☐ Approval of MPO funds (MPO Policy Board and FHWA)
- ☐ Develop an RTP work program
- ☐ Address immediate needs
- ☐ Begin long-range planning

Questions and Discussion

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