

Albemarle County Transit Overview

Kevin McDermott
Principle Planner-Transportation

Karen Davis
Assistant Executive Director
JAUNT, Inc.

John Jones
Transit Director
City of Charlottesville



Background



- August 2008: Charlottesville-Albemarle Regional Transit Authority Plan completed which evaluated the future of transit in the Charlottesville-Albemarle County region focused on the formation of an RTA
- Early 2009: Charlottesville-Albemarle Regional Transit Authority (RTA) enabled by the Virginia General Assembly (HB2158). Bill to allow Charlottesville and Albemarle County residents to vote on a proposed sales tax increase to fund the RTA's operations failed in Committee
- November 2015: PACC asked CA-MPO to review operations and services of CAT, UTS and JAUNT to explore interaction between region's transit providers and local decision-makers and make recommendations for increased communications, coordination, and efficiencies
- January 2017: The Board of Supervisors requested staff present information related to public transit in Albemarle County in preparation for the discussion with the City of Charlottesville at their joint meeting on February 14th
- February 2017: CA-MPO to present findings and recommendations from Transit Coordination Study

Purpose of Today's Discussion

- County is evaluating public transit service to insure that the system is serving the public's needs in a fiscally prudent and effective manner
- Board requested information related to public transit in preparation for the Council/Board joint meeting on February 14th to assist in developing a frame of reference to enter discussions on transit with the City
- Goal is to provide a background on previous studies, current and future funding, organizational options, and the vision, goals, and objectives for transit service in the County.

Why are we reviewing the County Public Transit Program

- Transit service is called for in the Albemarle County Comprehensive Plan
- Transit service can be a more cost-effective and better use of County resources
- Albemarle County cannot afford a car-exclusive transportation lifestyle, a balanced transportation portfolio is necessary
- Transit could be a seed investment to achieve some of the County's objectives
- Transit encourages desired development and performance (e.g. multi-modalism) with fewer conflicts

Benefits of a
quality
public transit
system

Community Growth and Revitalization

Environmental Sustainability

Increased Mobility and Accessibility

Congestion Relief

Provides Transportation Options

Community Health

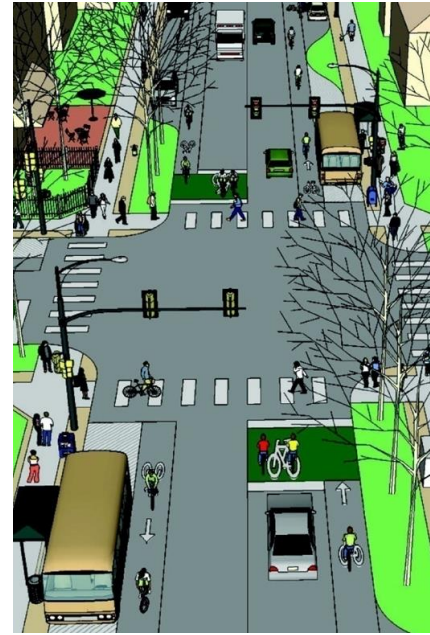
Economic Development

Who benefits?

- Current and Future Residents
- Retail
- Businesses
- Entrepreneurs
- County Government

Results

- Increased housing options
- Reduces need to expand development areas to accommodate future demands
- Improves travel for all County residents both within and outside transit service area



**“ Albemarle’s transportation network
will be increasingly multimodal,
environmentally sound, well
maintained, safe, and reliable.
—Albemarle County Comprehensive
Plan Transportation Goal**



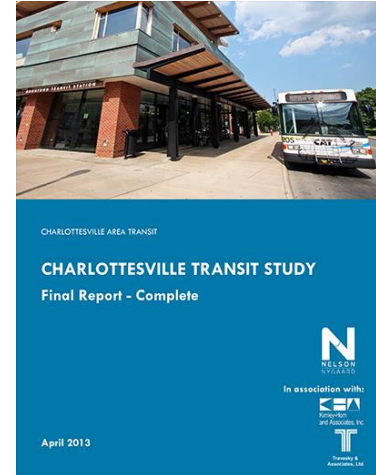
Transit Planning & Funding

Planning

- Transit Development Plan
- CA-MPO Long Range Transportation Plan
- Transportation Improvement Plan (TIP)
- County Master Plans: Implementation Strategies
- Charlottesville Transit Study

Funding

- Federal Sources
- State Sources
- Local
- Other



Current Service Providers



Charlottesville Area Transit

- Primary fixed-route transit operator within Albemarle County
- Operates 13 Routes, 10 of which cross the City Line into Albemarle County



JAUNT

- Public transit organization providing rural, commuter, and paratransit services within Albemarle County
- Services include the 29 Express, rural demand-response, ADA compatible, and regular routes from rural locations destined for Charlottesville



University Transit Service

- Primarily serves UVA students in the immediate area surrounding the University
- Generally running 6 regular service routes
- Operates entirely out of the University budget with no Federal or State transit funds

Charlottesville Area Transit

- Budget**

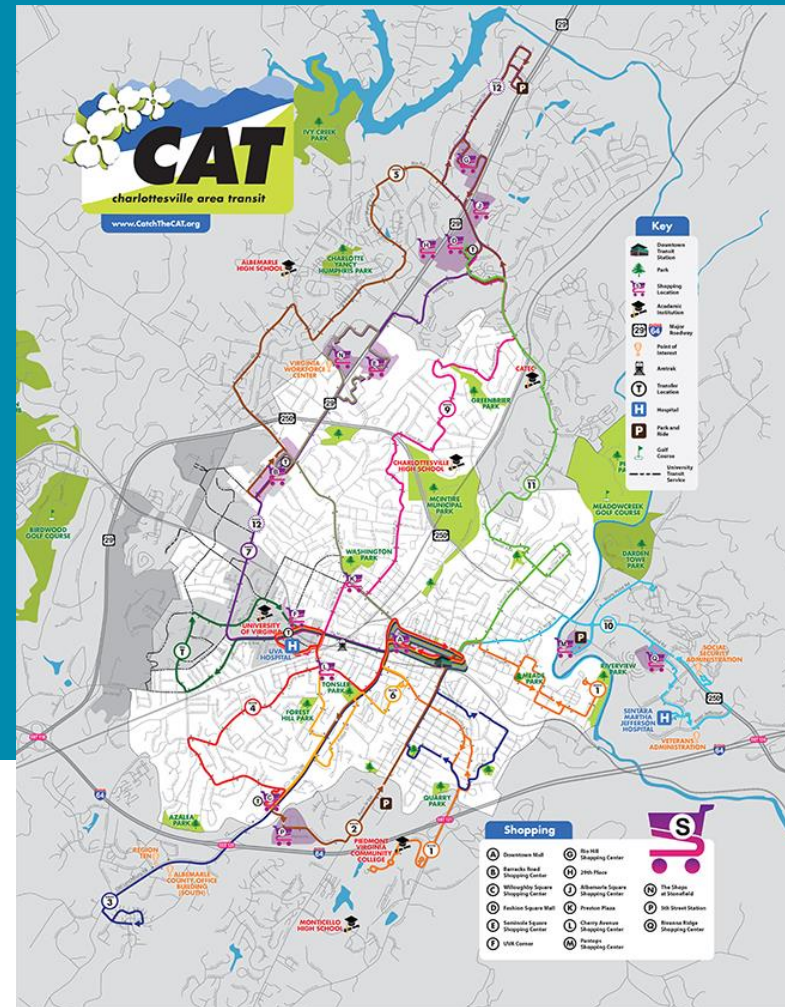
- County provides over \$1 million to the City for service
- Overall CAT operating budget is approximately \$7.6 million
- \$1.6 from federal sources, \$1.7 million from State sources, \$3.5 million from local sources including the County, UVA, and the City budget
- Remainder is made up from fares, advertising, and other revenues.

Revenue Source	2017 Amount	Percentage of Overall Revenue
Advertising	\$100,000.00	1.37%
State Flex STP (includes STIC)	\$1,383,004.00	18.90%
Federal 5307 Operating	\$1,653,010.00	22.59%
Albemarle County Operating	\$1,054,244.00	14.41%
University of Virginia	\$241,535.00	3.30%
Fare and Pass Sales	\$585,000.00	8.00%
City General Fund	\$2,268,830.00	31.01%
Other (rents, surplus sales)	\$30,349.00	0.41%
Total	\$7,315,972.00	100.00%

Charlottesville Area Transit

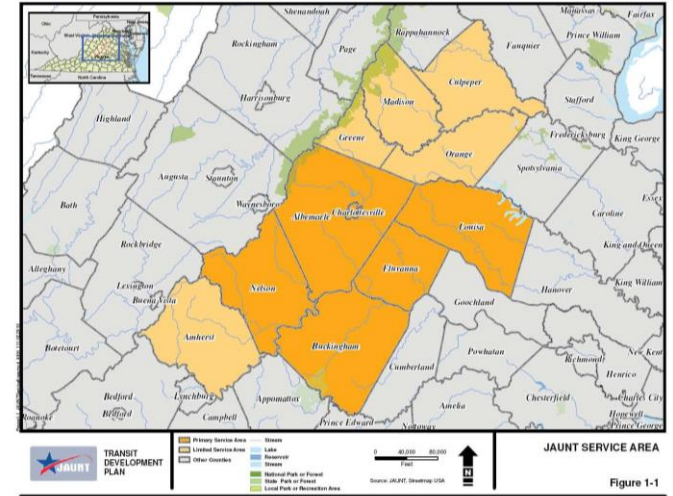
- **Planning**

- Largely accomplished by comparing growth statistics from year to year with requests for service
- Evaluation of new traffic generators
- Don't have resources to conduct formal process studies more than every 5 or 6 years
- No planner on staff
- Recently began using planning tool called Remix ®.

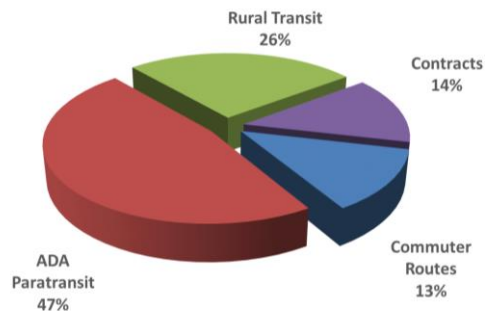


JAUNT

Public Service Corporation established under 56-1 Code of Virginia. In 1982 Five localities “purchased” stock in the not-for-profit entity known as the Jefferson Area UNited Transportation system. This established the legal authority for JAUNT to service as a public transportation provided and receive state and federal funds to operate over multiple jurisdictions.



What We Do

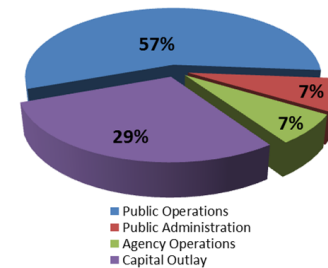


Provides direct policy,
finance and operation
oversight

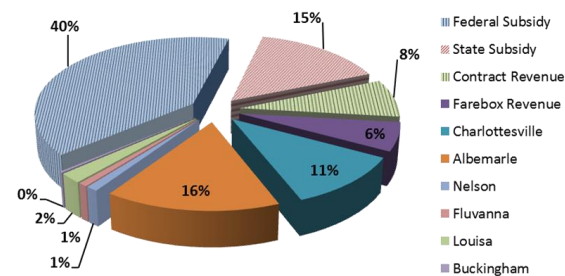


Budget

Expenses



Revenues





Provides direct policy,
finance and operation
oversight



 **Board
of Directors**



Federal Transit
Administration



Provides direct policy,
finance and operation
oversight

JAUNT Board
of Directors

JAUNT reports to
three main entities in
terms of regulatory
compliance, financial
and service
performance.



Federal Transit
Administration

Direct \$\$\$ (5307)
Federal Compliance and
Regulatory Oversight



Provides direct policy,
finance and operation
oversight

JAUNT Board
of Directors

Urban = Grant # 5307 = ADA

Urban funds come through
CAT, but are defined by a
pre-agreed sub-allocation
formula. JAUNT gets 25% of
Urban funds



Federal Transit
Administration

Direct \$\$\$ (5307)
Federal Compliance and
Regulatory Oversight



Subrecipient \$\$\$ (5307)
Federal and Charlottesville
Area Transit Compliance
and Regulatory Oversight

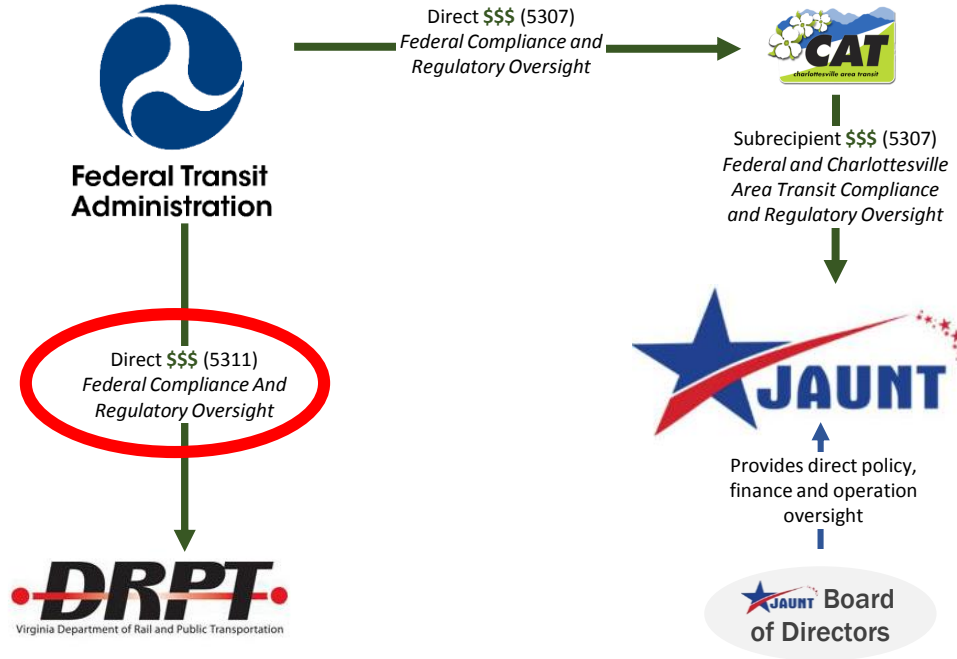


Provides direct policy,
finance and operation
oversight

JAUNT Board
of Directors

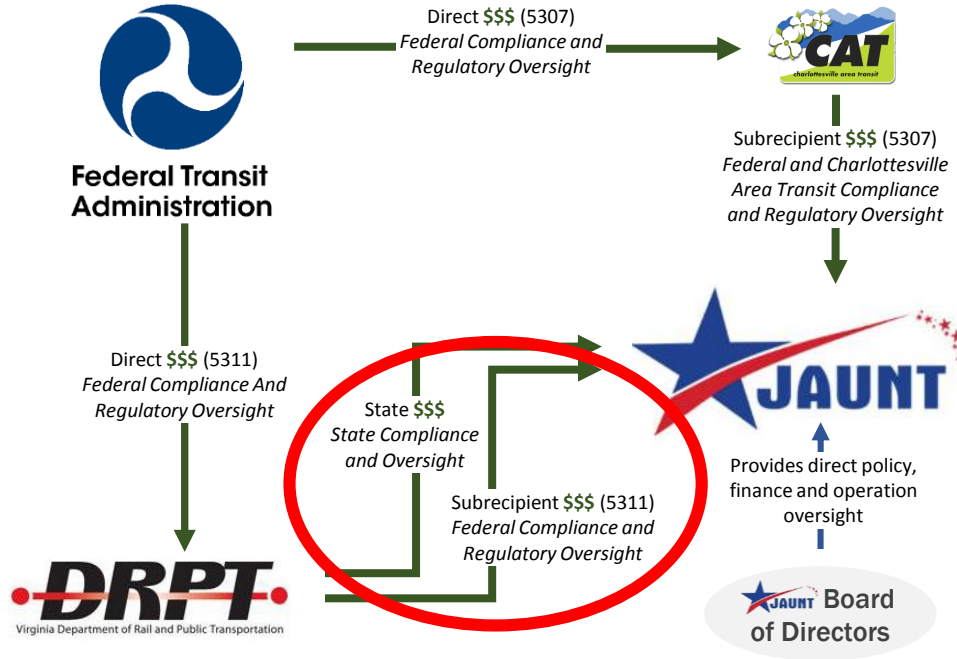


Urban funds come through CAT, which means JAUNT must adhere to regulatory compliance review by CAT staff.



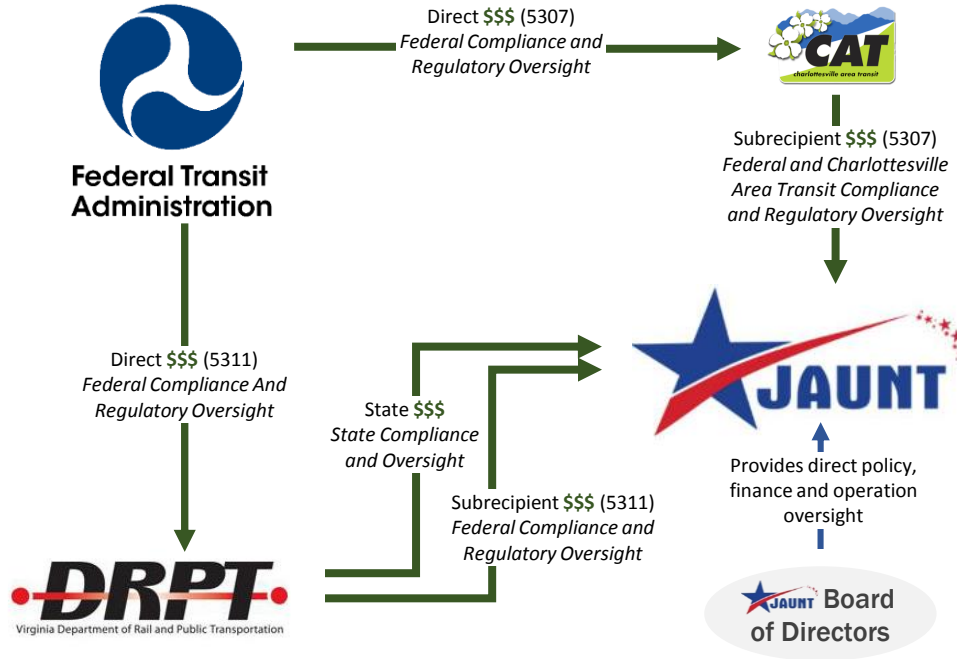
Rural = Grant # 5311 funds

Rural funds got to DRPT to
distribute to each rural
public transportation
provider. Capital and
Operating

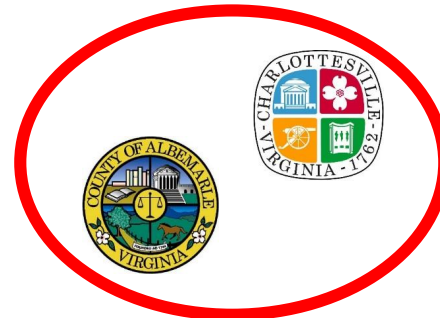


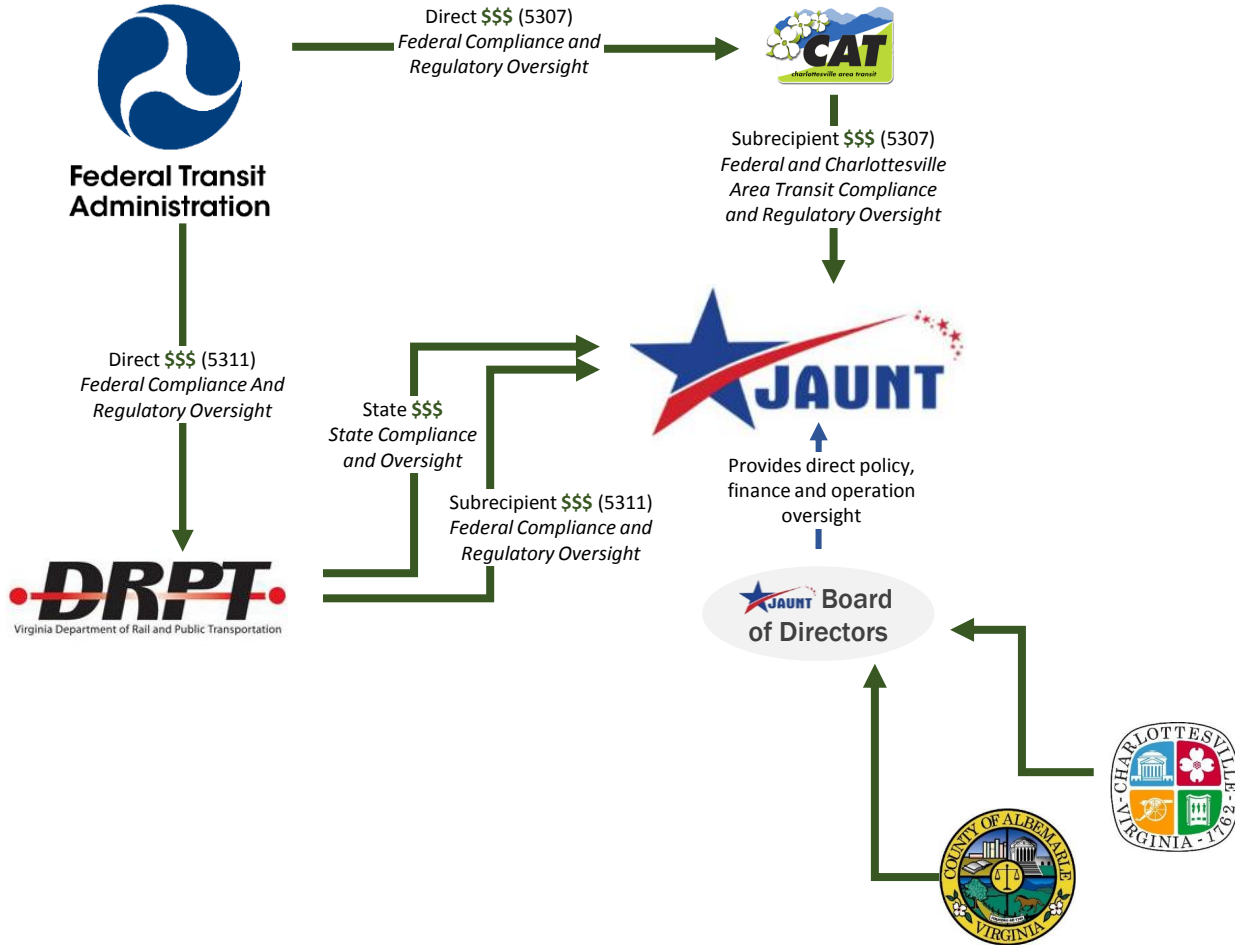
Rural = Grant # 5311 funds

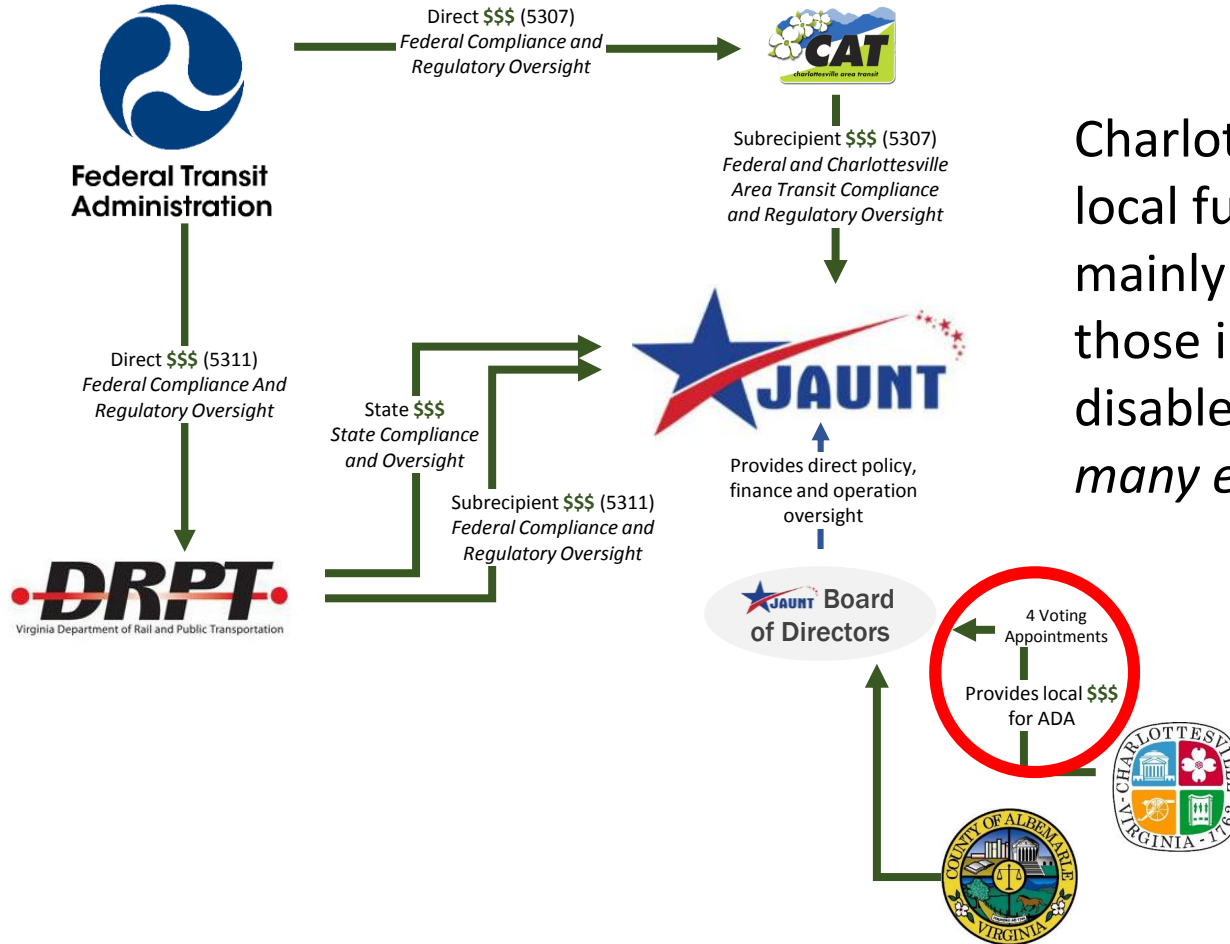
Rural funds come through DRPT. Which means JAUNT must adhere to regulatory compliance review by DRPT staff. This includes the same materials submitted to CAT.



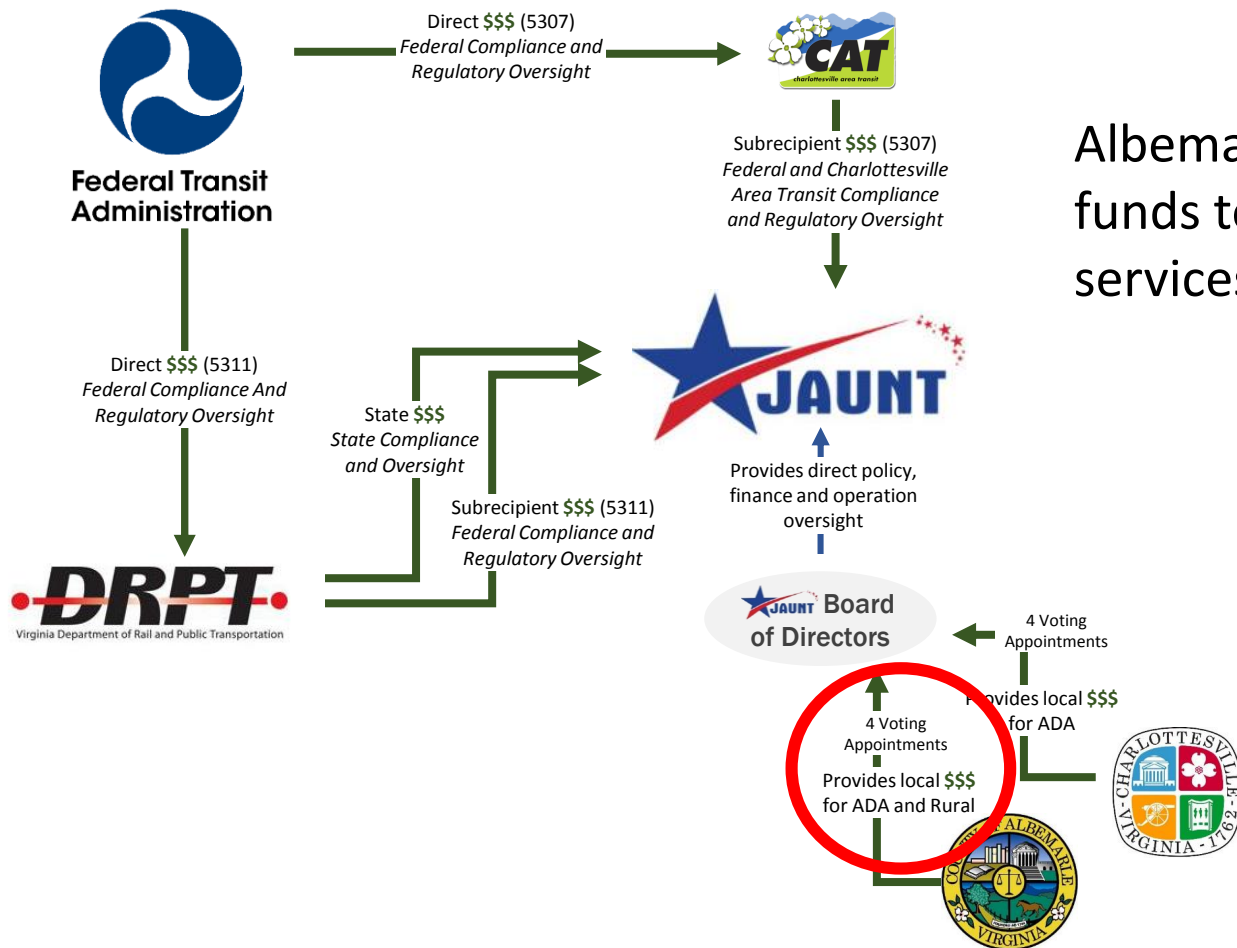
Albemarle and
Charlottesville appoint 4
members each to JAUNT's
Board of Directors to
represent the interests of
both localities



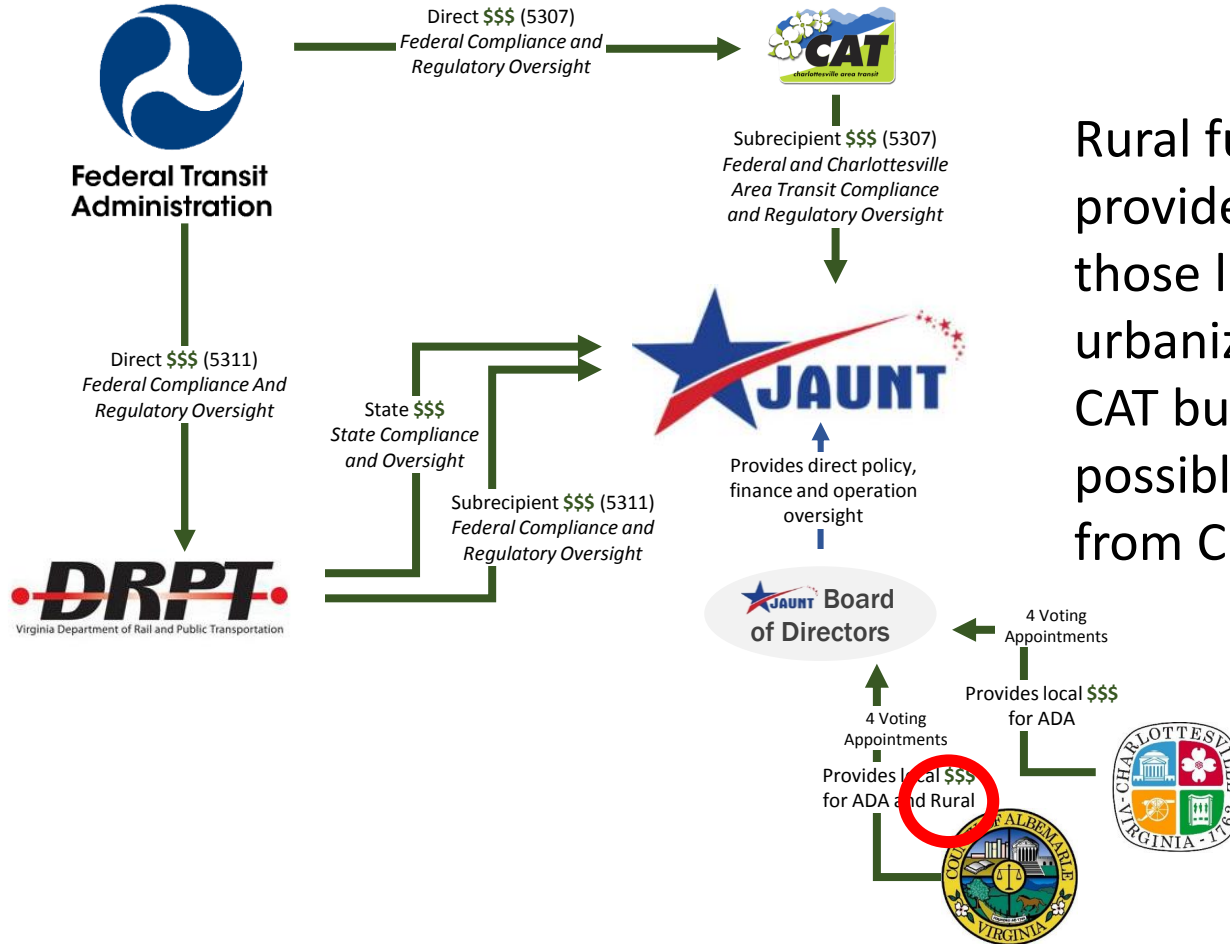




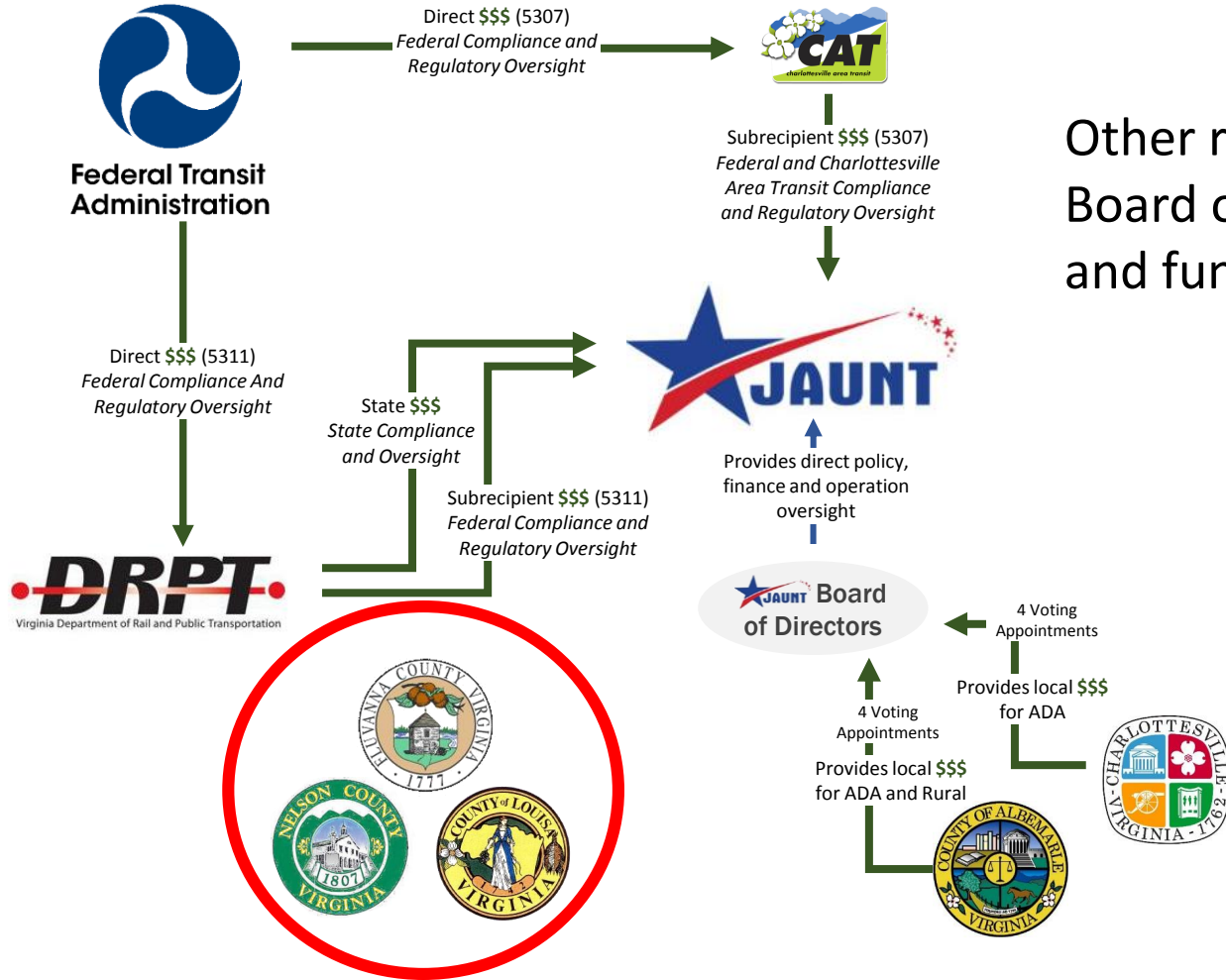
Charlottesville contributes local funds to operate mainly ADA services to those in the City who are disabled (*which includes many elderly*)



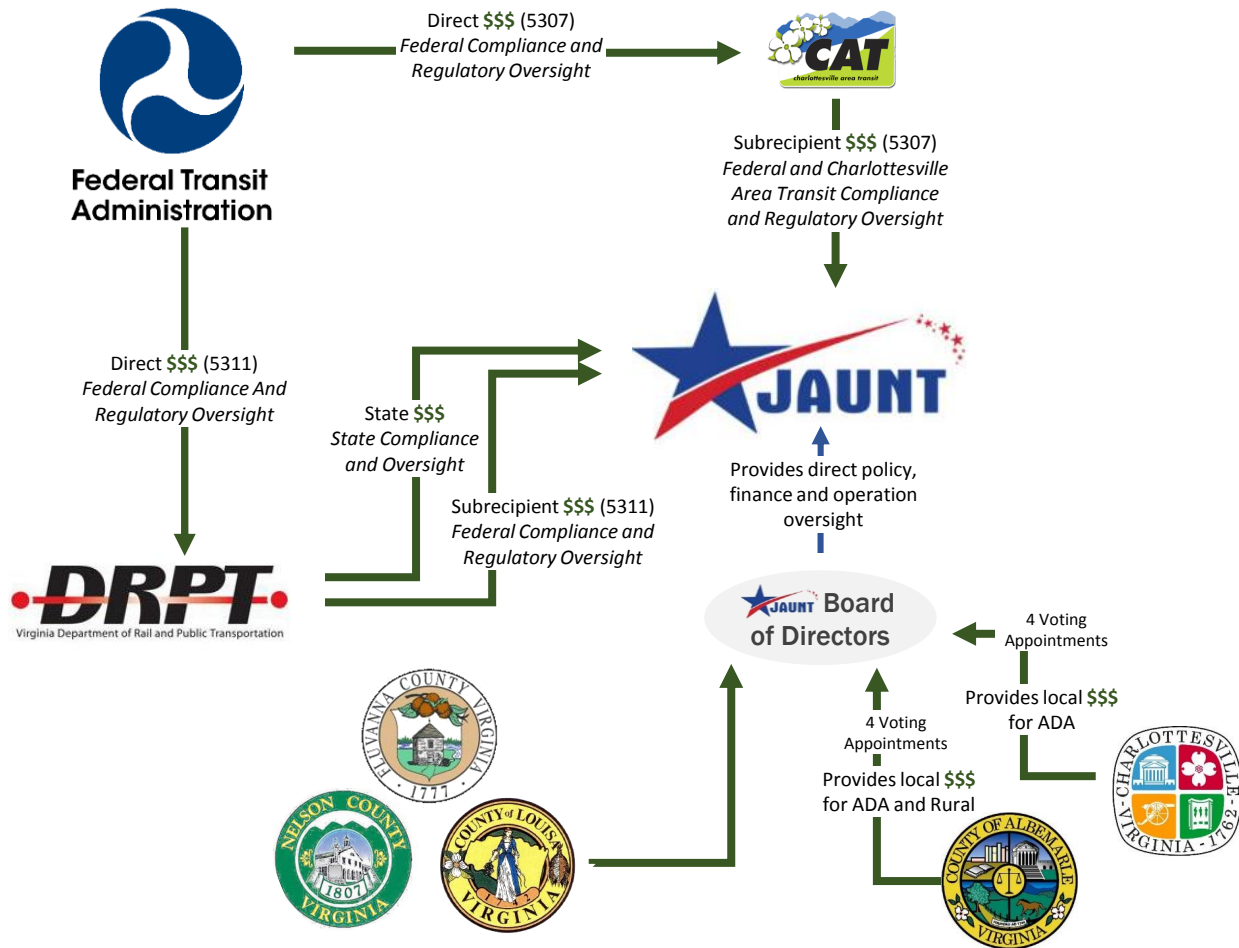
Albemarle contributes local funds to operate ADA services, and rural services

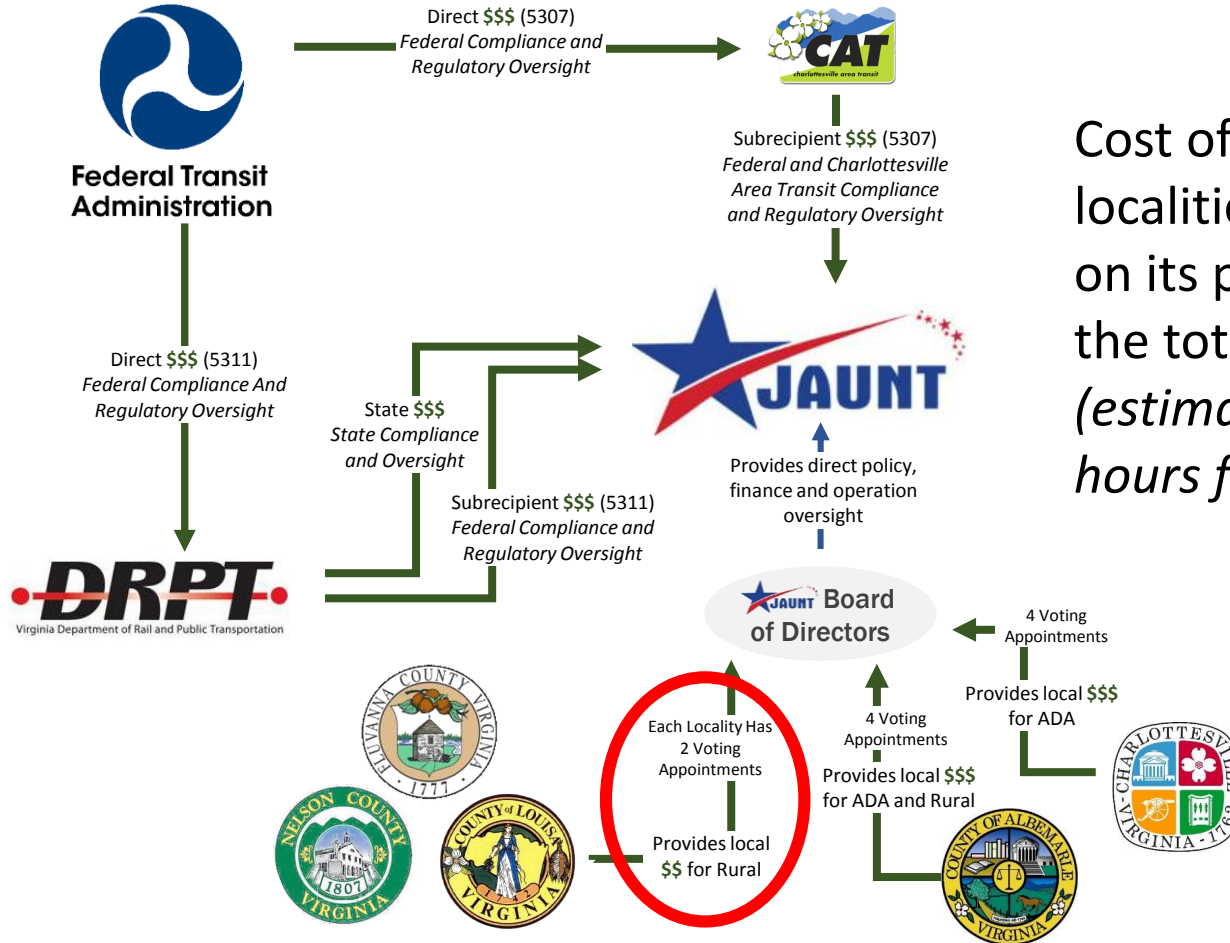


Rural funds in Albemarle provide flexibility to serve those living outside of the urbanized area served by CAT bus routes. Such as the possible commuter route from Crozet

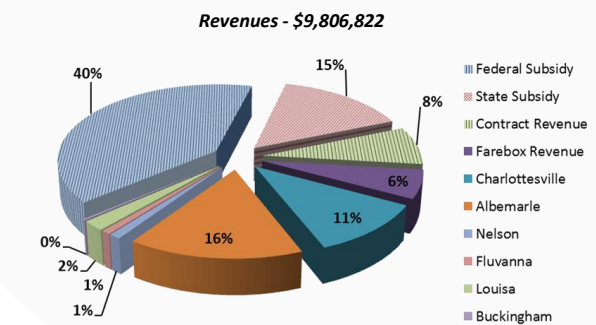
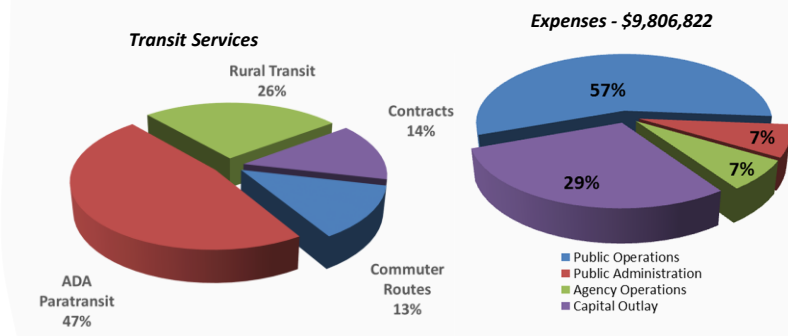
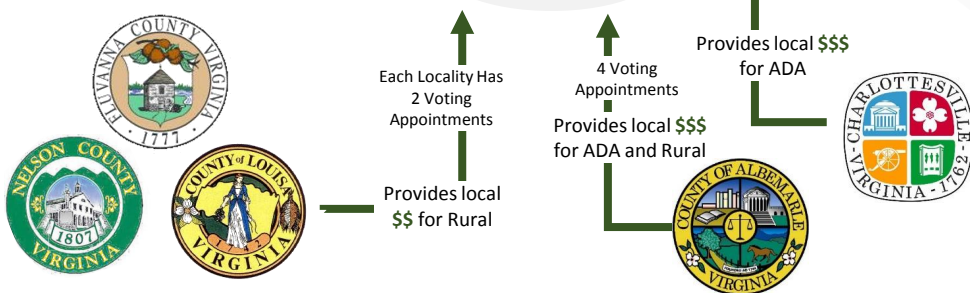
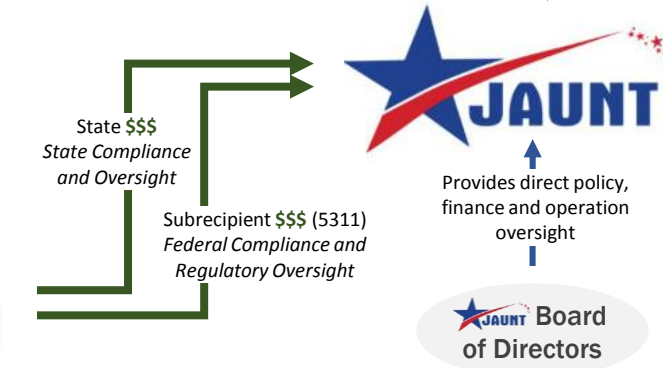
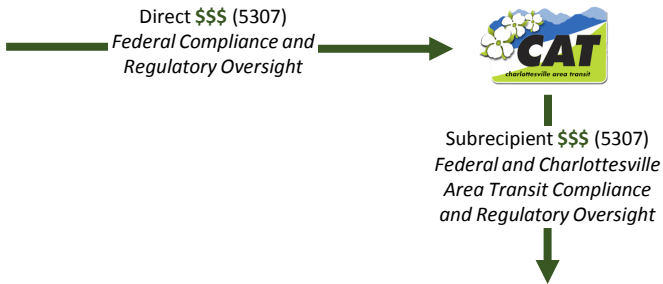
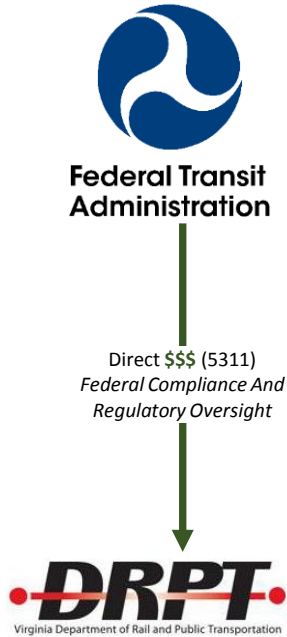


Other rural localities provide Board of Director members and funding for rural service





Cost of service, for all localities, is allocated based on its proportionate share of the total service hours (estimated to be 115,000 hours for FY17)



Transit Operational & Capital Needs

Albemarle County Comprehensive Plan Objective 8:

“Continue to improve public transit service”

Current Transportation Priorities

The most recent approved County priority list includes a significant expansion of transit including the following:

- **Regular service to the Avon Street Extended/Mill Creek Drive area,**
- **Regular service to the Hollymead Area,**
- **Commuter service to Crozet,**
- **Increased service to the Pantops area, and**
- **BRT or Express service running in the 29 North Corridor.**

General Transit Factors to Consider

- Funding is made up of operational and capital expenses
- Capital expenses vary depending on needs and include buses, shelters, facility development, support vehicles, etc
- State and federal sources cover percentage of Capital costs but require a local match
- Within the urban area service is generally funded under the federal 5307 program. This program funds all of the ADA program and CAT federal source
- Funding that comes to the service provider in the Charlottesville-Albemarle area under this program is a set amount determined generally by the population of the Urbanized Area
- State funds are intended to offset the local match but can fluctuate depending on the State budget
- Any expansion of fixed-route service also requires an expansion of ADA service which adds cost to the project

Opportunities

- Improved communication between City, County, JAUNT, and UTS
- Coordination on planning for future service changes
- Formalized agreements on funding formula and services provided
- Future formation of a Regional Transit Authority
- Financial savings through reduction of duplicative services
- Increase in the competitiveness of regional grant applications





Questions?



Discussion