



CAT

charlottesville area transit

The State of Service 2022

Public Transportation

January 18, 2022

Charlottesville Area Transit (CAT)



A small urban transit system that provides public transportation services to the City of Charlottesville and urban Albemarle County.

Operate 364 days a year for approximately 19 hours per day.



Number of Employees

Number of Employees

- 51 FT Operators
- 10 PT Operators
- 46 Temp Operators
- 8 Supervisors
- 6 Mechanics
- 6 Bus Cleaners
- 11 Admin Staff



General Statistics



RIDERS

1,323,176

FY2020 Total Ridership

Approximately 5,142 per day



FACILITIES

327 Bus Stops

1 Park-n-Ride Lot

1 Transit Center



FLEET

36 Fixed Route Buses

Approved to expand fleet by 4



ROUTES

13 Fixed Routes

Projected to add 2



Service Area Demographics

Overall Population Density



Minority Population Density



Low Income Household Density



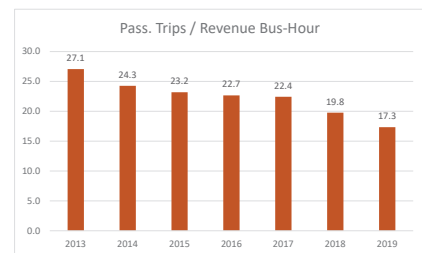
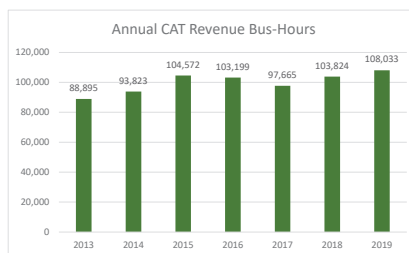
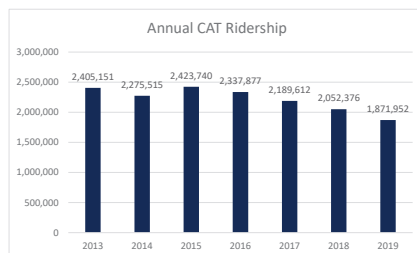
No Auto Ownership Household Density



CAT's Historical Trends

Ridership & Cost

- Annual ridership has been on a downward trajectory (-22% over 6 years)
- Annual bus-hours have averaged over 100,000 since 2015 (+22% over 6 years)
- Result has been declining service productivity (-36% over 6 years)



CAT's Historical Trends

Ridership & Cost

Reporting Categories	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
Annual Ridership	2,275,515	2,423,740	2,337,877	2,189,612	2,052,376	1,871,952	1,323,176
Annual Rev. Hours	93,823	104,572	103,199	97,665	103,824	108,033	99,096
Annual O & M Cost	\$7,125,489	\$7,188,657	\$6,998,446	\$7,421,700	\$7,915,506	\$8,435,078	\$8,264,887
Riders/Rev. Hour	24.3	23.2	22.7	22.4	19.8	17.3	13.3
Cost/Rev. Hour	\$75.95	\$68.74	\$67.82	\$75.99	\$76.24	\$78.08	\$83.40

Source: National Transit Database Reports



Funding Model

- Federal capital grants – 5307 Funds
- State operating assistance (formula / performance-based)
- City of Charlottesville – local operating assistance match
- County of Albemarle – local operating assistance match (Purchase of Service Agreement)
- Farebox returns, advertising
- CARES, ARP, and BBB Grant Funds
- Zero-fare Grant (4 year grant – 3 State 1 Local)



BUDGET PROJECTION

	Five-Year Plan as of 7/1/2020		Increase or (Decrease)	Revised Proposed FY2023
	FY2022	FY2023		
EXPENSES:				
Transit Operations	6,238,135	6,300,517	810,846	6,861,363
Contract Service	-	250,000		250,000
Transit Admin	1,027,135	1,052,813	134,544	1,187,357
Transit Maintenance	2,477,241	2,502,014	284,609	2,786,623
Transit Marketing	148,454	213,519	-	213,519
Transit Sfty & Scrt'y	225,560	227,816	9,751	237,567
	10,116,525	10,546,679	1,239,750	11,536,428
REVENUES:				
State Assistance	2,052,025	2,072,545		2,072,545
DRPT - TRIP Program	-	1,000,000	(498,061)	501,939
Reserve/Savings	-	-		-
Federal Assistance	1,897,979	1,929,041		1,929,041
Albemarle County	1,000,000	1,000,000		1,000,000
Charlottesville	2,513,651	2,513,651		2,513,651
UVA Trolley Service	80,040	80,040		80,040
UVA Fixed Route Service	-	-		-
Contract Service	-	250,000		250,000
Transit Passes & Farebox	Zero Fare	Zero Fare		Zero Fare
Advertising/Other	50,000	96,122	(71,122)	25,000
CARES/ARP Act	2,558,004	2,558,004	606,208	3,164,212
	-	-		-
	10,151,699	11,499,404	37,025	11,536,429

CAT's cost to add one hour of revenue service = Approx. \$89
(fully-allocated unit cost)

Building a Better CAT



CAT's four areas of focus



RELIABILITY

- » Bus service meets the public demand
- » Do the Buses operate on schedule (On-time performance)
- » Do we have the staff to met public demand
- » Do we have the right vehicles



RIDERSHIP

- » What's the trend
- » Is the system designed to increase ridership
- » Are we providing the correct level of service to the individual that needs public transit



FREQUENCY

- » How often does the bus arrive
- » Is there enough frequent service to encourage people to try transit
- » How long does service operate (Span of Day)



QUALITY OF SERVICE

- » Are the Routes efficiently designed
- » Are buses clean and safe
- » Have we planned for growth (alternative fueled vehicles)

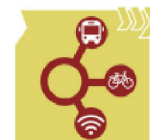
Guiding Principles that influence operations

Equity: Historically disadvantaged communities must gain access to resources and opportunities to thrive.

Economic Development: A highly functioning transit system can encourage economic development.

Accessibility & Mobility: Provide greater transportation access and a broader range of mobility options for the greater Charlottesville.

Poverty Reduction: A highly functioning transit system can assist with lifting individuals out poverty.



Title VI Requirements

- Implementation of the 1964 Civil Rights Act
- 1994 update (EO 12898): incorporated concepts of Environmental Justice and directed agencies to identify and develop strategies to address disparate and disproportionate impacts on equity populations
- Required for federal funding recipients
- Reporting required every three years plus with any service change, fare change, or parking charge
- New service must be equitable
 - Must provide equivalent service investment in minority and low-income areas
 - Minority and low-income areas defined relative to service area



FREQUENCY

<= 5 minutes	<ul style="list-style-type: none"> • Very frequent service, no need to check schedule • Very high-density corridors/activity centers
5 to 10 minutes	<ul style="list-style-type: none"> • Frequent service, no need to check schedule • High density corridors/activity centers
11 to 15 minutes	<ul style="list-style-type: none"> • Relatively frequent service, check schedule to minimize wait • High density corridors with strong anchors
16 to 30 minutes	<ul style="list-style-type: none"> • Always check schedules, change travel to meet the schedule • Moderate density corridors
31 to 59 minutes	<ul style="list-style-type: none"> • Always check schedules, change travel to meet schedule • Low to moderate density
60 minutes	<ul style="list-style-type: none"> • Meets basic travel needs, change travel to meet schedule • Low density





FREQUENCY

Pre-COVID Service Frequencies and Span of Service (Weekday)

Route #	Route Name	% System Riders	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
1	PVCC and Woolen Mills	2%	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60		
2	5th Street Station	3%	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
3	Soithwest & Belmont	4%	30	30	30	60	60	60	60	60	60	30	30	30	30	60	60	60	60	60
4	Cherry Ave & Harris Rd	5%	23	23	23	23	45	70	70	70	70	23	23	23	45	70	70	70	70	70
5	Commonwealth Dr	10%	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
6	Ridge St & Prospect Ave	4%	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
7	Emmet St & Seminole Trl	28%	20	20	20	20	20	20	20	20	20	20	20	20	20	20	30	30	30	30
8	Preston Ave & Emmet St	4%	30	30	30	60	60	60	60	60	60	30	30	30	30					
9	The Health Dept & YMCA	1%		70	70	70	70	70	70	70	70	70	70	70	70	70	70			
10	Pantops	3%	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
11	Locust Ave & Rio Rd	3%	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60		
Trolley	Free Trolley	32%	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

➤ Routes 7 and Trolley (better than 30-min. freq.) carry 60% of ridership (Fall 2019)



VISION #1

**Provide the region with 15 min.
fixed route service.**

Vision #1 Resources Needed

- Need to add 22 Buses
- Need to add 45 FT and 15 PT Operators
- Need to add 6 Mechanics
- Improve Bus Stop Amenities



Vision #1 Resources Needed – COST

- 22 Buses - \$8.8M Diesel, \$9.2M CNG and \$17.8M EV
- 45 FT Operators - \$2.7M
- 15 PT Operators - \$715K
- 6 Mechanics - \$470K
- Improve Bus Stop Amenities - \$35K to 80K per stop



Potential Bus Stop Improvements



A Pylon markers help riders identify stations from a distance.

B Real-time NexTrip signs provide bus information, and on-demand **annunciators** speak this information for people with low vision.

C Shelters provide weather protection and feature push-button, on-demand **heaters** and shelter **lighting**. Shelter sizes will vary based on customer demand (small shown here).

D **Ticket machines** and **fare card readers** collect all payment before customers board the bus.

E **Emergency telephones** provide a direct connection to Metro Transit police. Stations also feature **security cameras**.

F Stations feature **trash and recycling** containers.

G Platform edges are marked with a cast-iron **textured warning strip** to keep passengers safely away from the curb while the bus approaches. Many stations also feature **raised curbs** for easier boarding.

H **Platform areas** are distinguished by a dark gray concrete pattern.

I **Benches** at stations provide a place to sit.

J Most stations have **bike parking**.

Some stations have pedestrian-scale **light fixtures** to provide a safe, well-lit environment.

At some stations, **railings** separate the platform from the sidewalk.



VISION #2

Add alternative fueled vehicles to the fleet.

Vision #2 Resources Needed

- Complete a Feasibility Study *(FTA requirement)*
- Develop an Integration Plan
- Complete recommended facility improvements



Vision #2 Resources Needed – COST

- Complete a Feasibility Study - **\$125K to 155K**
- Develop an Integration Plan - **\$20K to 40K**
- Complete recommended facility improvements - **???**



VISION #3

Position CAT to become a regional transit authority.

Vision #3 Resources Needed

- Work with surrounding jurisdictions to secure dedicated funding
- Develop a dedicated funding allocation model
- Complete recommended facility improvements



Vision #3 Resources Needed – COST

- Work with surrounding jurisdictions to secure dedicated funding - ??? (w/ \$Millions in revenue)
- Develop a dedicated funding allocation model
- Complete recommended facility improvements - ??? (a study will need to be completed)



CONCLUSION

- **CAT must plan for 15 minute service model**
- **CAT must complete facility enhancements to add Alternative Fueled Vehicles (EVs and CNG Buses)**
- **CAT will need to continue expansion, and dedicated regional funding will reduce the need to allocate more funding from the General Fund**

QUESTIONS

THANK YOU!

