

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date:	February 20, 2018
Action Requested:	None
Presenter:	John Jones, Transit Director
Staff Contacts:	John Jones, Transit Director Maurice Jones, City Manager
Title:	Update on Public Transportation in the Charlottesville/Albemarle Region

Background:

At the January 16, 2018 Council meeting, the issue of public transportation was addressed by a few speakers during Matters by the Public. In response, Council requested a presentation from Mr. John Jones, Transit Director, on ridership data and the state of the City's public transportation.

Mr. Jones's report and an appendix of terms are attached and will be presented at the February 20 Council meeting.

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Update on Public Transportation in the Charlottesville / Albemarle Region

February 20, 2018



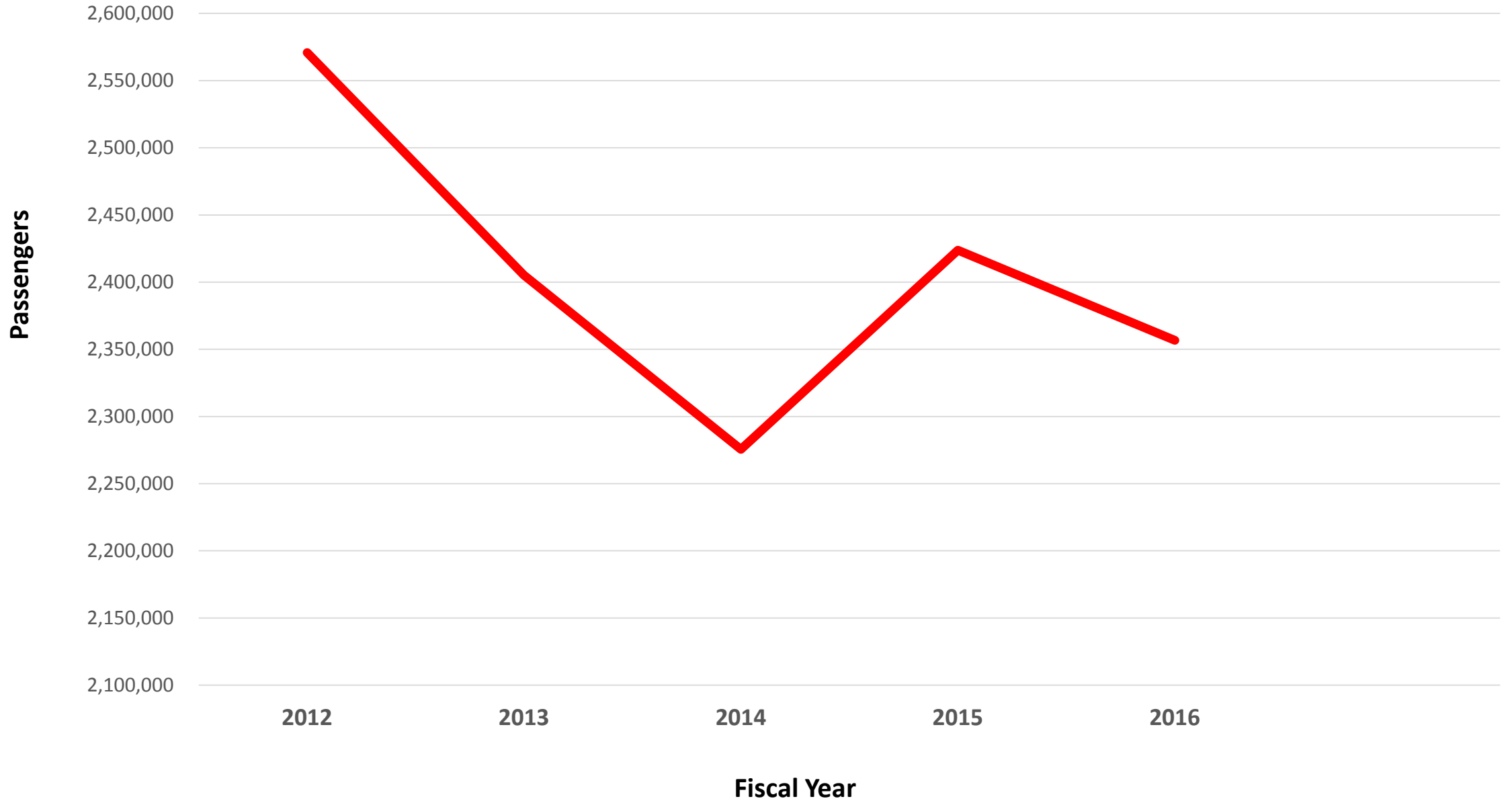
AT A GLANCE

- **\$8.1 Million Operating Budget (2018)**
- **120 Employees**
- **Over \$50 Million in Grant funded assets**
- **2.1 Million Passenger Trips (2017)**
- **Operates Transit Service 18 hours daily, Monday through Saturday, 12 hours each Sunday, 364 days per year**

Declining Ridership

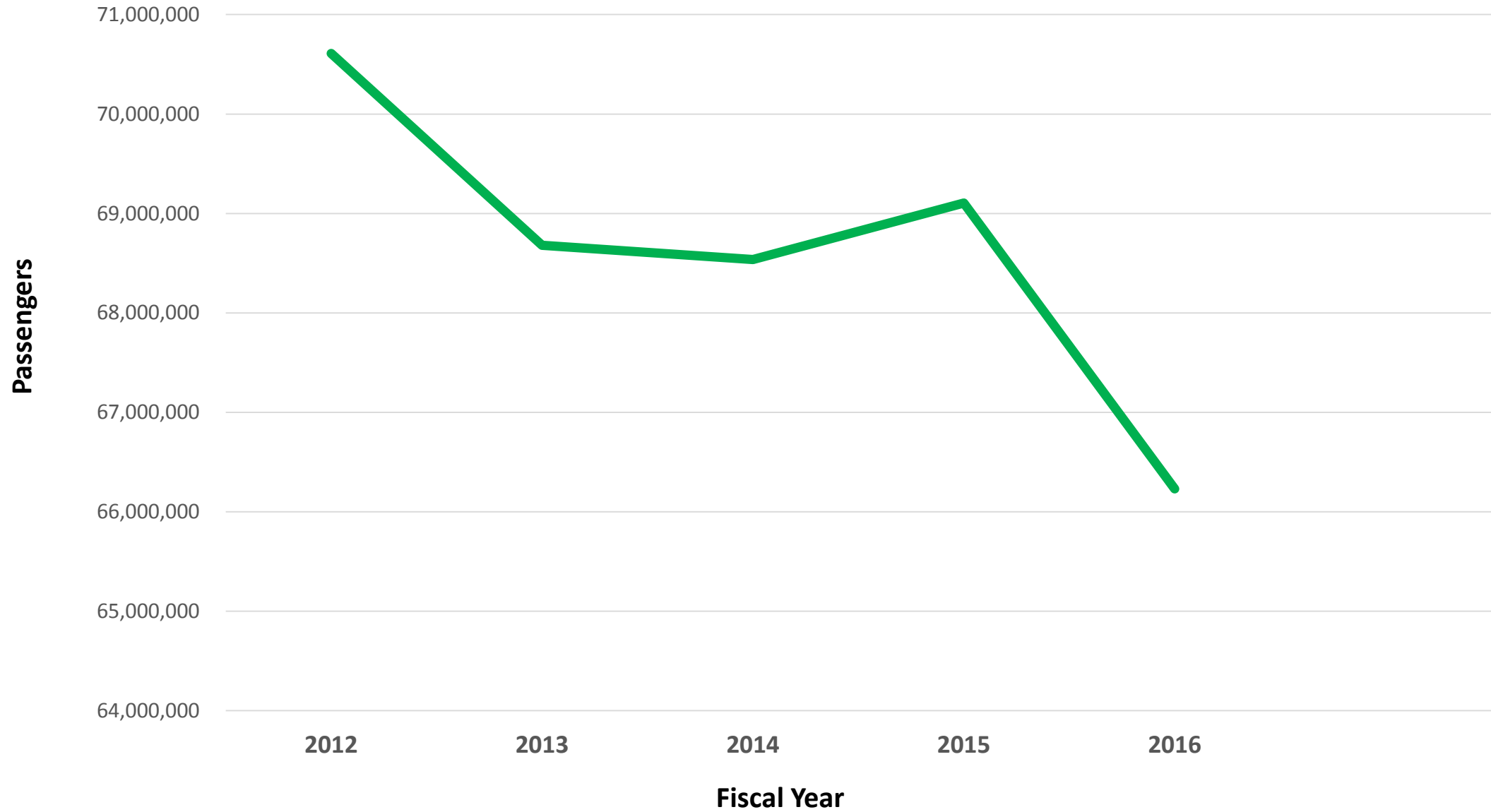
- A nationwide trend that began in 2013
- Overall national bus ridership has declined 5.00% since 2013
- Large bus system declines are on average 2.2%
- Small systems, similar to CAT, have seen declines as high as 22.8% during the period
- These declines tend to be cyclical – in the past 25 years there have been three periods of declining bus transit ridership.
- These occurred 1993 – 1996, 2002 – 2005, and as stated, the current decline began in 2013 and continues.

CAT Ridership 2012 - 2016



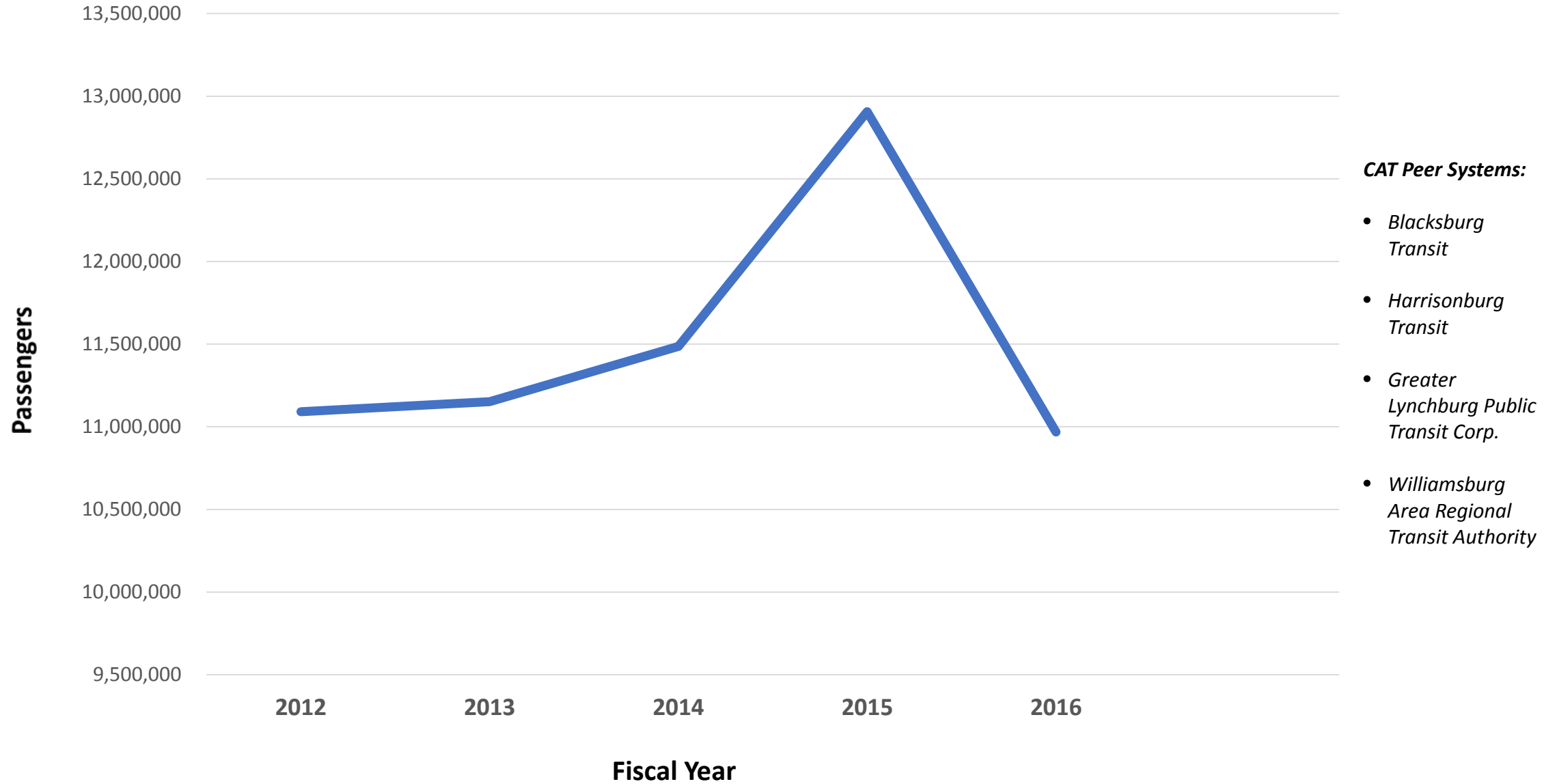
Source: CAT Fare Box Data FY 2012 – FY 2016

State Bus Ridership Totals 2012 - 2016



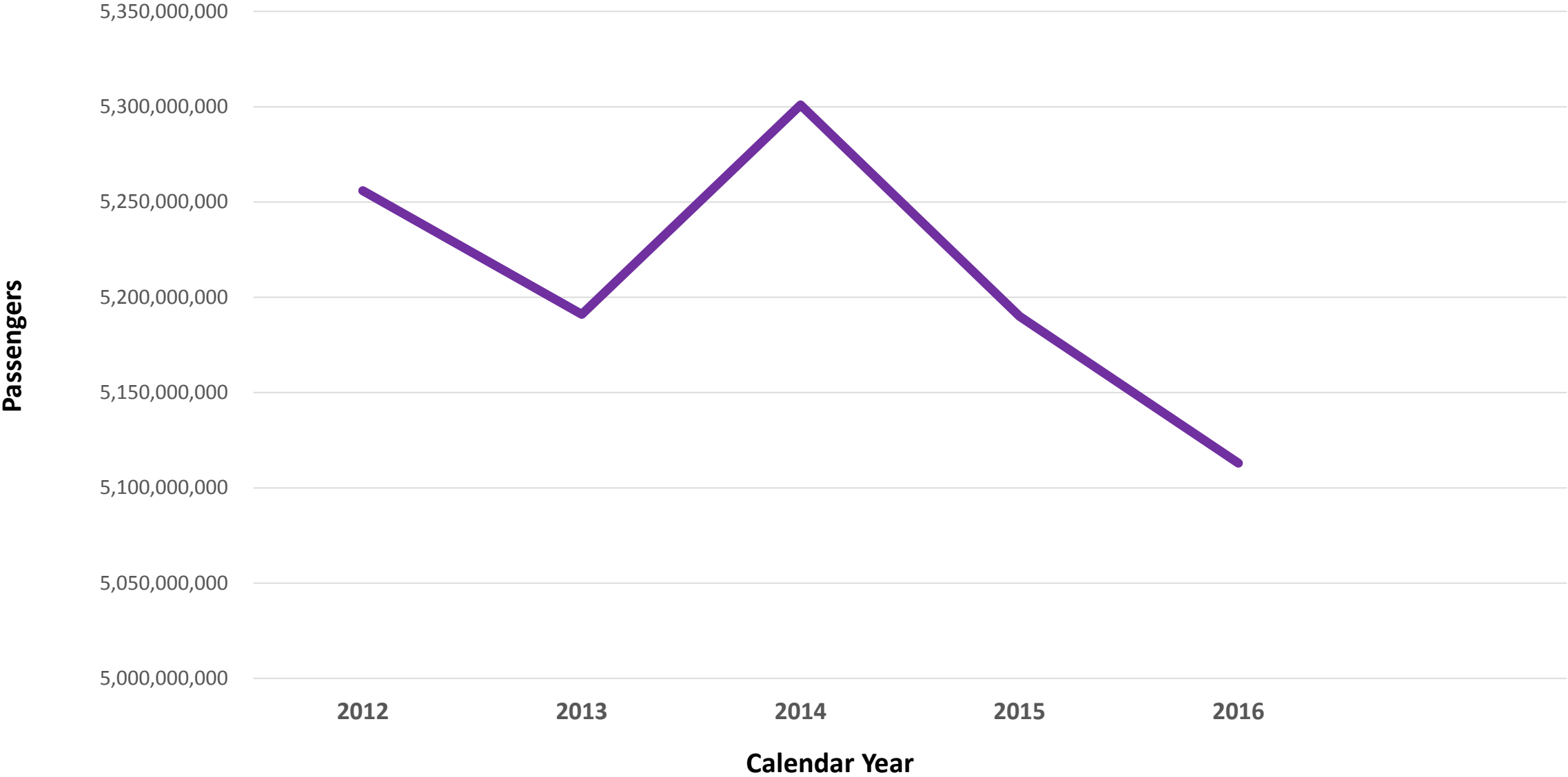
Source: Virginia Department of Rail & Public Transportation Performance Data FY 2012 – FY 2016

VA Peer System Bus Ridership Totals 2012 - 2016



Source: Virginia Department of Rail & Public Transportation Performance data FY 2012 – FY 2016

Nationwide Bus Ridership Totals 2012 - 2016



Source: American Public Transportation Association Fact Books CY 2012 – CY 2016

Causes for the Current Decline

Factors largely out of CAT's Control:

- **Lower Fuel Prices** – research shows a direct correlation between fuel prices and ridership.
- **Increases in Fuel Economy** – CAFE Fuel economy rose rapidly after the 2010 model year and transit ridership declines followed this increase shortly thereafter.
- **Lower Average Cost of Automobile Travel** – the cost of automobile travel fell nearly 50%.
- **Low Unemployment Rates** – As the economy rebounded many that returned to the workforce started driving again.
- **The Rise of Transportation Network Companies (TNC's)** – Services such as Uber and Lyft.

Factors over which CAT can Exercise Control:

- **Public Perception that Buses are less safe** – This perception is prevalent amongst Choice Riders
- **Frequency of Service** – most neighborhood services operate only hourly.
- **Reliability** – on hourly routes, even minor traffic delays at peak times will negatively effect on time performance.
- **Ease of Use** – Users want direct routes, easy timetables, easy fare payment, and frequent service

TOP TEN STOPS ON THE CAT SYSTEM*

Stop Name	Routes Serving
Barracks Road Shopping Center at Arlington Blvd Outbound	5 , 7 , 8
Jefferson Park Avenue at UVA Hospital Outbound	4, 6, 7, 9, Trolley
West Water St at Omni Hotel	All Routes except 5
Jefferson Park Avenue at Maury Avenue	Trolley
Fashion Square Mall	5, 7, 11
Barracks Road Shopping Center at Arlington Blvd Inbound	5 , 7 , 8
Jefferson Park Avenue at Cabell Hall	Trolley
Jefferson Park Avenue at UVA Hospital Inbound	4, 6, 7, 9, Trolley
University Ave at the Womens Center	Trolley
CVS at Barracks Road Shopping Center	5, 7, 8

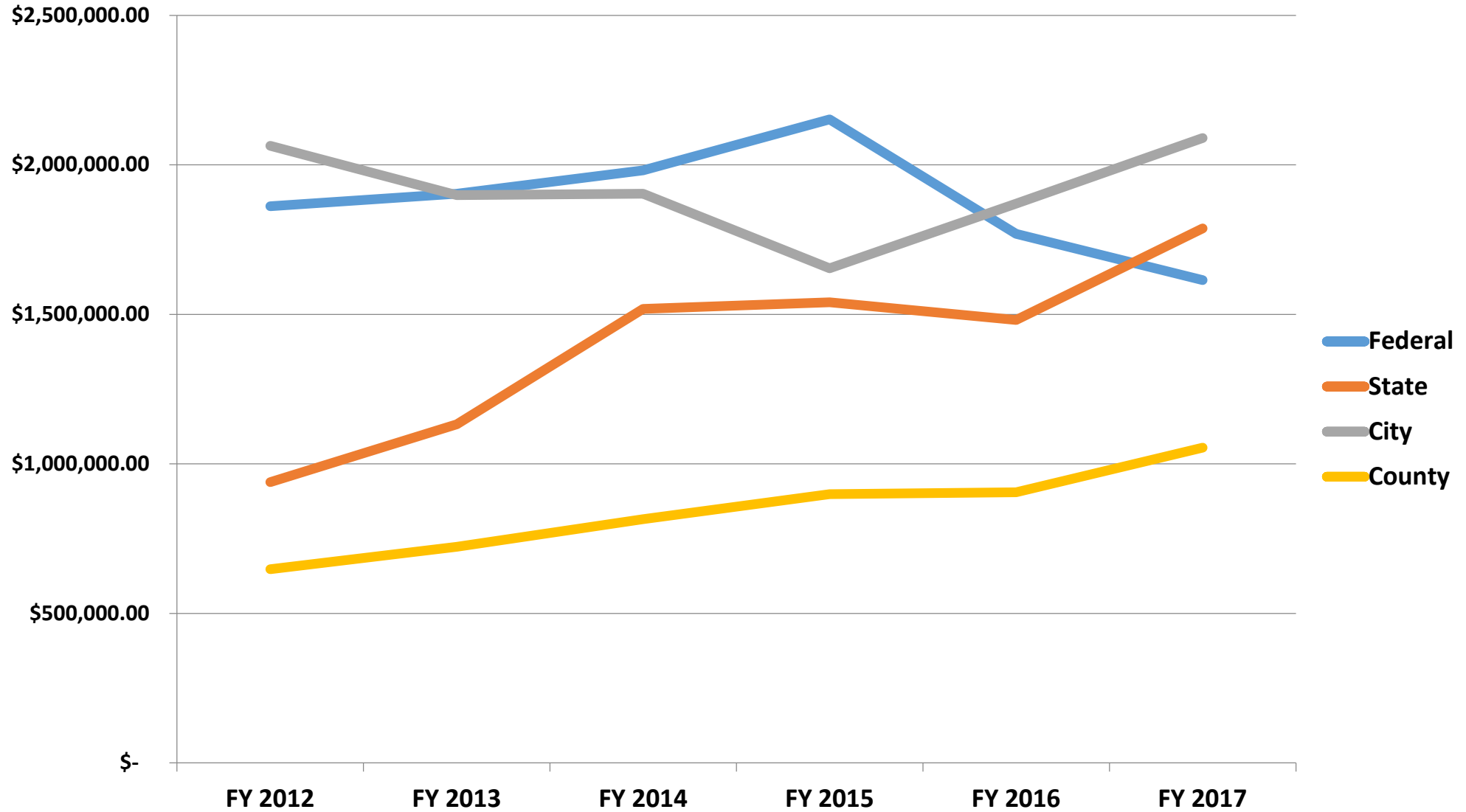
Source: CAT Fare Box Data FY 2017

*Excludes Downtown Transit Center

CAT Operating Revenue

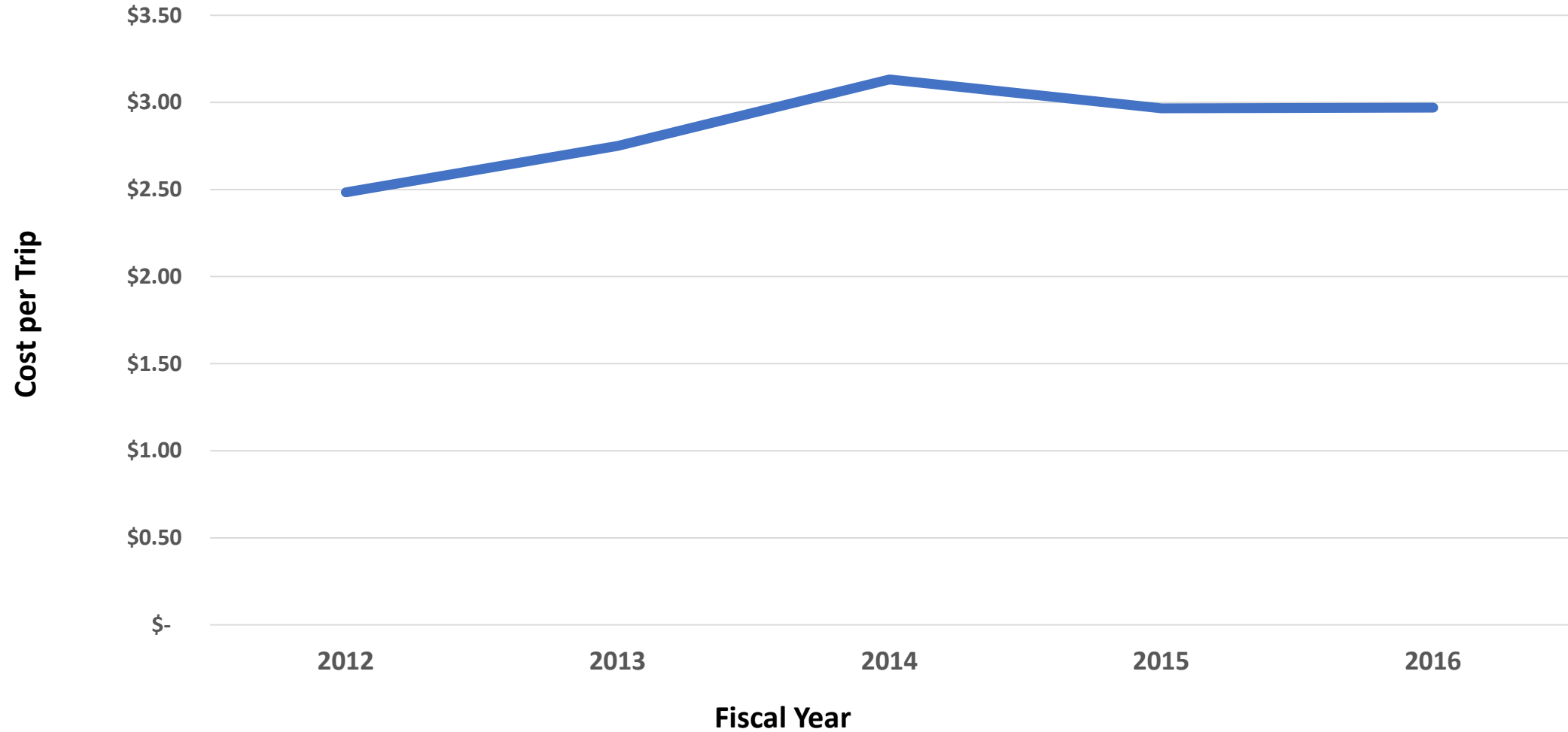
- **CAT Operating Revenue comes from Four Major Sources:**
- **The City of Charlottesville**
- **The Federal Transit Administration (FTA)**
- **The Virginia Department of Rail and Public Transportation (DRPT)**
- **The County of Albemarle**
- **The Contribution Breakout from these Sources in 2017 was:**
- **City – 29.50%**
- **FTA – 21.49%**
- **DRPT – 17.98%**
- **County – 13.70%**
- **Remaining revenues come from UVA, Fares, pass sales, advertising sales, and rental income.**

CAT Major Operating Revenue Contributions FY 2012 – FY 2017



Source: CAT Budget Reports and City SAP Data

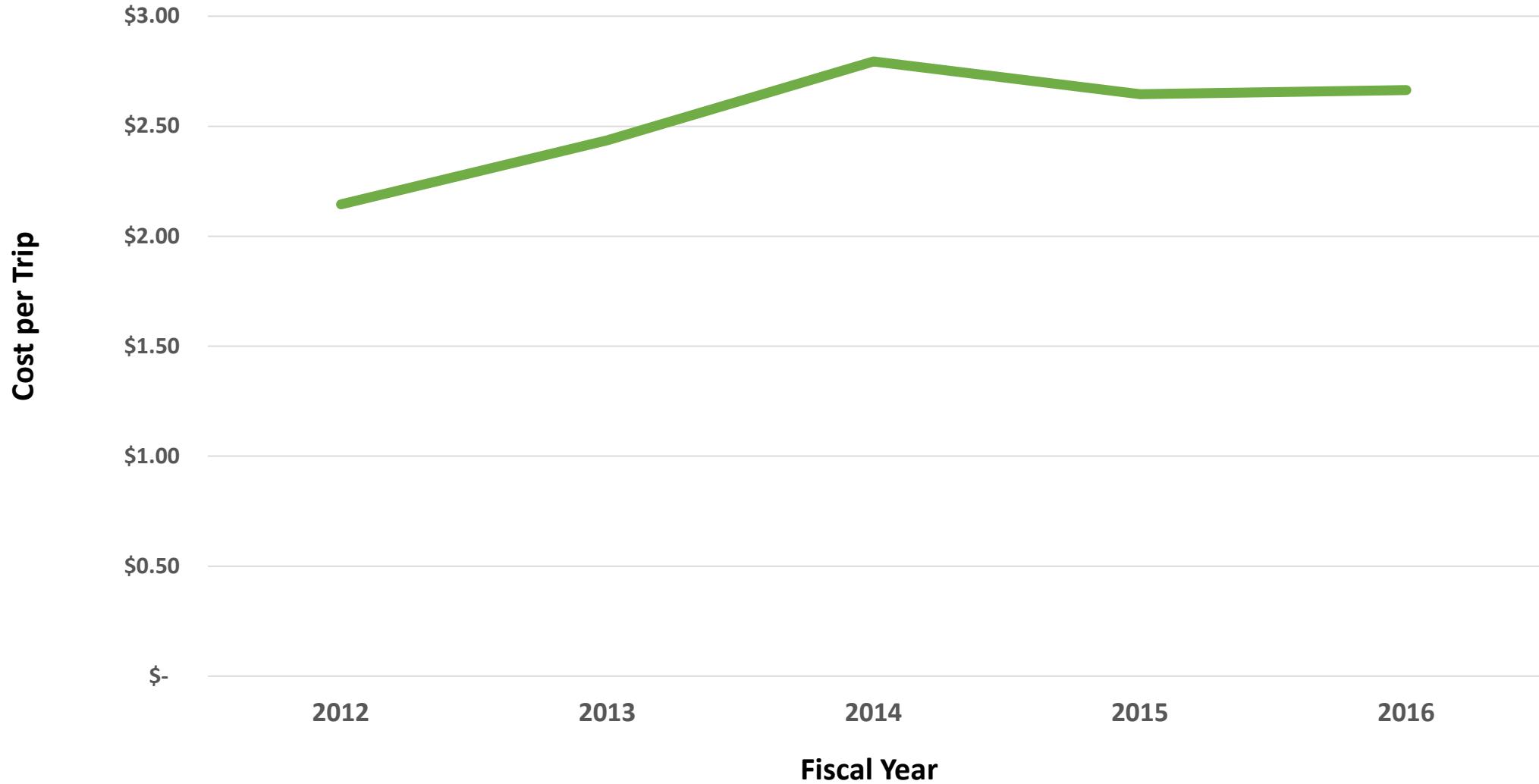
CAT Cost per Trip



Cost per Trip: Total Operating Cost divided by Total Unlinked Passenger Trips

Source: CAT Fare box and SAP Budget Reports

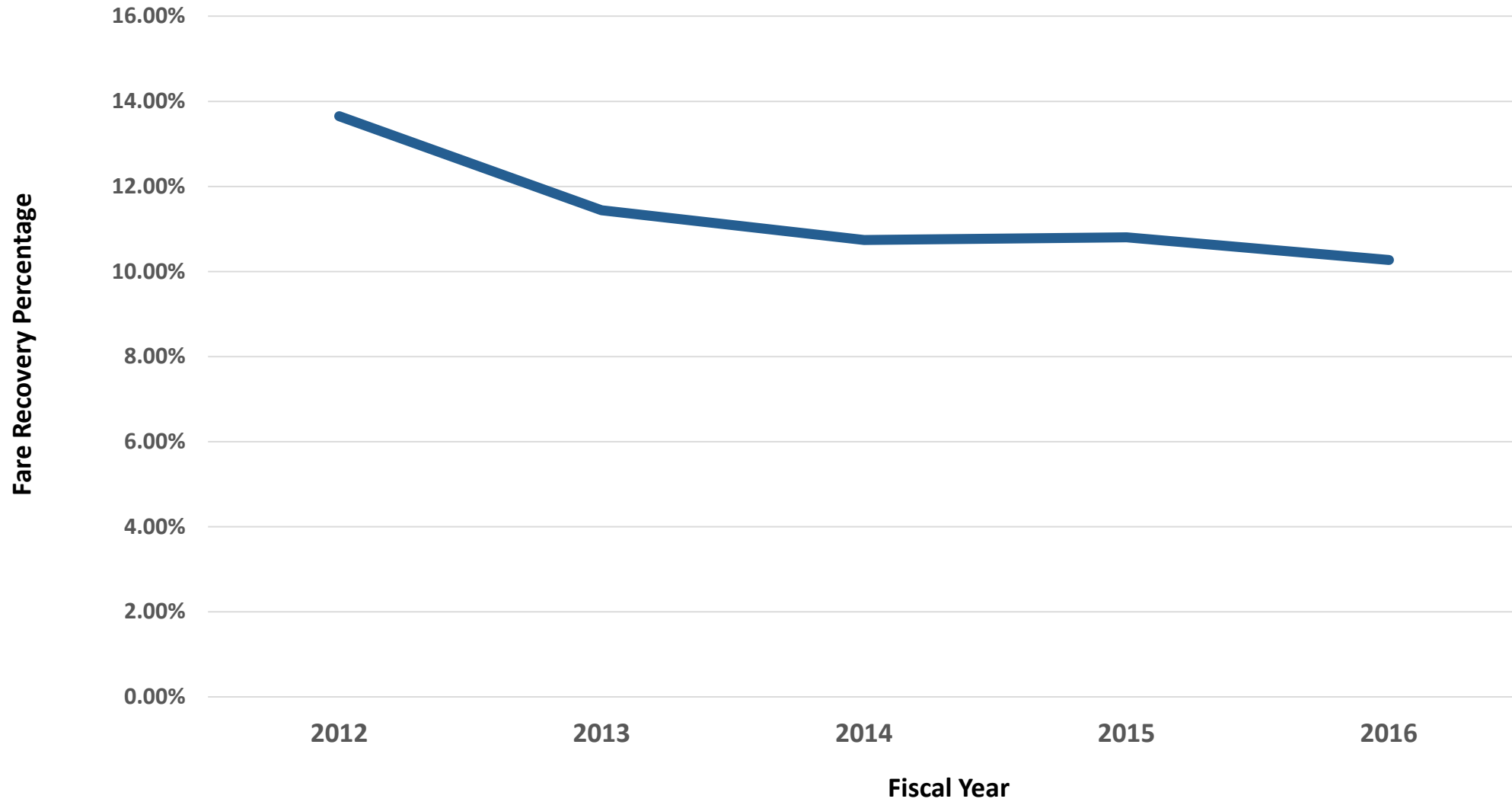
CAT Subsidized Cost per Trip



Subsidized Cost per Trip: Total Operating Expense less Total Fares Collected divided by Total Unlinked Passenger Trips

Source: CAT Fare box and SAP Budget Reports

CAT Farebox Recovery Rate



Farebox Recovery Rate: Total Transit Fares Collected divided by Total Operating Expenses

Source: CAT Fare box collection data and SAP Budget reports

March 2017 Survey Results

Top 5 Routes

- Route 7
- Free Trolley
- Route 5
- Route 8
- Route 4

Top 5 Trip Purposes

- Journey to Work
- Shopping
- Recreation
- Medical Appointments
- School

More Survey Results:

- **40% of Respondents have used CAT for more than 10 years**
- **53% of Respondents have a Driver's License**
- **41% of Respondents have at least 1 vehicle**
- **67% of Respondents are employed**
- **39% of Respondents are over 50 years of age**
- **11% of Respondents are disabled**
- **53% of Respondents use the CAT Mobile Phone App**

CAT Route Frequency

CAT Routes with One-Hour Frequency:

- Route 1
- Route 6
- Route 9
- Route 10
- Route 11

CAT Routes with Higher Frequency

- Route 2 (2)
- Route 3 (2)
- Route 4 (3)
- Route 5 (3)
- Route 7 (5)
- Route 8 (2)
- Free Trolley (3)
- Route 12 (2) **Sunday Only**

Increasing Route Frequency

- **One hour of Revenue Service Currently costs \$71.27**
- **Adding twice per hour frequency to all routes will cost an additional \$2,642,000.00 annually.**
- **CAT's fleet is just 36 buses. We will need 4 additional buses. Capital Cost will be \$1,700,000.00**
- **Additional Operations Personnel would be necessary – 35 additional positions**
- **Grant funding is available for the buses. Additional funding for the added operating expense is not readily available from either FTA or DRPT.**
- **Both the City and County contributions would increase significantly.**

Transit Development Plan (TDP) 2019 -2025

- **CAT is required by FTA & DRPT submit a TDP every 6-years**
- **The TDP serves as the guiding document for transit planning during the period**
- **Michael Baker International & Foursquare Transportation Associates began work on CAT's new plan last September**
- **Public Sessions have been conducted & more are scheduled this Spring**
- **The Final Plan document will be issued in late July**

Some Future Considerations

- Express Service from the Hollymead / CHO Airport Areas
- Park-n-Ride Services
 - CHO Airport / Route 29 North
 - Exit 124 – Route 250 / I-64
 - Exit 118 – Route 29 / I-64
 - Route 250 – Crozet / Western Albemarle H.S.

