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# Charlottesville Area Transit *Transit Strategic Plan*

**Fiscal Year 2025 – 2034**

Appendix A: Agency Profile and System Overview

June 2024



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## Appendix A: Agency Profile and System Overview

### A.1 History

In 1975 the City of Charlottesville created the Charlottesville Transit Service (CTS) as a division of the Department of Public Works following a private transit company ceasing operations. CTS began service using six buses purchased from the private operator. The stated goal of CTS in 1975 was to provide bus service within five blocks of every City residence. Initially, all routes ran on one-hour headways.

In 1978, Albemarle County contracted with the City to begin a route serving locations along US Route 29 to the north of the City. This agreement represented the first major geographic expansion of CTS and the first cooperative effort between the City and the County for fixed route transit service.

In 1985, the City's Transit Division assumed responsibility for the operation of school bus transportation in addition to CTS.

In 1999, the agency initiated a free shuttle route (using green-painted trolley-style buses) connecting downtown with the University of Virginia (UVA). In 2006, in response to the City of Charlottesville and Albemarle County having adopted resolutions expressing a commitment to establish a Regional Transit Authority (RTA) for the greater Charlottesville area, the first Transit Development Plan (TDP) was prepared for CTS. The plan followed a route study that was conducted in the previous year that analyzed ridership patterns and undertook an evaluation of existing route structures.

The TDP included findings that traffic congestion had resulted in unreliable service and that service duplication and redundancies existed between CTS and UVA's student bus system, often serving common locations and trip markets. The TDP recommended strategies for improved existing routes, both day and night, and improved service expansion alternatives.

In 2007, the University Transit Service (UTS) and CTS entered into an open ridership agreement that allows UVA students, faculty, and staff to ride CTS for free by showing a valid UVA ID card. The Downtown Transit Station also opened next to the former Chesapeake and Ohio railroad depot as part of the East End Downtown Mall Improvement Project.

In 2009, the General Assembly passed legislation to allow for the creation of a transit authority between Albemarle and Charlottesville. The legislation, however, did not approve a requested voter referendum on a sales tax to fund it. Without a dedicated funding source, the progress toward a RTA stalled.

In 2010, CTS was re-branded as Charlottesville Area Transit (CAT), with a new dogwood and mountain logo. The City also built a new Transit Operations Center for CAT on six acres of land purchased just south of the city.

In 2011, a second TDP was prepared for CAT, extending through FY 2017. The TDP conclusion reached from the service analysis was that conversion of the CAT transit system to a trunk and feeder system was not yet feasible. Also, should the system continue to grow into Albemarle County, it would be appropriate to create satellite transfer facilities, with the introduction of community circulators and crosstown routes that do not go to the Downtown Transit Station (DTS). Following completion of this TDP, the City Council elected to conduct additional route analysis.

Additional route analysis and new service recommendations were completed in 2013. As a response, in 2014 CAT underwent a major realignment to make bus routes more direct and to establish a new regional hub at the





UVA Hospital in addition to the existing Downtown Transit Station facility. The intent was to increase route reliability and efficiency.

Ridership peaked in FY 2013 at 2.6 million passengers, following steady increases since 1996. Recent ridership estimates (FY 2016) report 2.4 million annual passengers.

In September 2017, the Albemarle Board of Supervisors and the Charlottesville City Council agreed to enter into a formal partnership to help advise on improvements to bus service throughout the region.

In 2024, CAT provides bus service to the greater Charlottesville area on 12 routes within the city, to certain areas of Albemarle County, and to the UVA grounds. CAT buses operate seven days a week.<sup>1</sup> The newest expansions include a new route to a retail complex, 5th Street Station, and route adjustments to serve a new Piedmont Family YMCA facility. The Thomas Jefferson Planning District Commission (TJPDC) recently concluded a study of the operations of CAT, JAUNT and the UTS to explore how they might work together more efficiently.

## A.2 Governance

CAT is owned and operated by the City of Charlottesville and housed under the City's Transit Department, which also operates Charlottesville Pupil Transportation serving Charlottesville City schools. Decisions regarding CAT service are ultimately made by the City Council, which acts as CAT's governing board. The Charlottesville City Council consists of five members who are elected on an at-large, non-partisan basis for staggered four-year terms. The City Council elects the Mayor and Vice Mayor, and appoints the City Manager.

The Charlottesville Area Transit (CAT) Advisory Board is also appointed by City Council. The Board is charged with recommending policies to the City Council regarding the services to be provided and the appropriate procedure for implementing CAT service and operating plans. The CAT Advisory Board annually recommends a public transportation budget for the succeeding fiscal year in accordance with the City's annual budget process. Any service planning changes must be advanced by the Board and brought before City Council at least sixty (60) days prior to the proposed date of implementation. The service plans provide information on anticipated costs, ridership, routing, schedules, personnel needs, and budget amendments that may be required. The CAT Advisory Board may also make recommendations on other revenue sources such as grants, fares, and advertising policies.

The day-to-day CAT operations are administered through the Transit Director who reports to the Assistant City Manager.

## A.3 Organizational Structure

Total CAT employment consists of 106 employees, representing an almost 13 percent increase since 2013. There are 11 administrative positions, with three vacancies currently existing for an Assistant Operations Manager – Maintenance, Safety/Training Coordinator, and Transit Dispatcher/Scheduler. CAT has backfilled positions to meet needs while these vacancies are being filled. CAT's organizational chart is shown in **Figure A-1**.

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<sup>1</sup> CAT has been operating on an Extended Lifeline Service schedule since September 2021, with all routes operating Monday to Saturday between approximately 6:00 AM and 10:30 PM with 30-minute or 60-minute frequency.

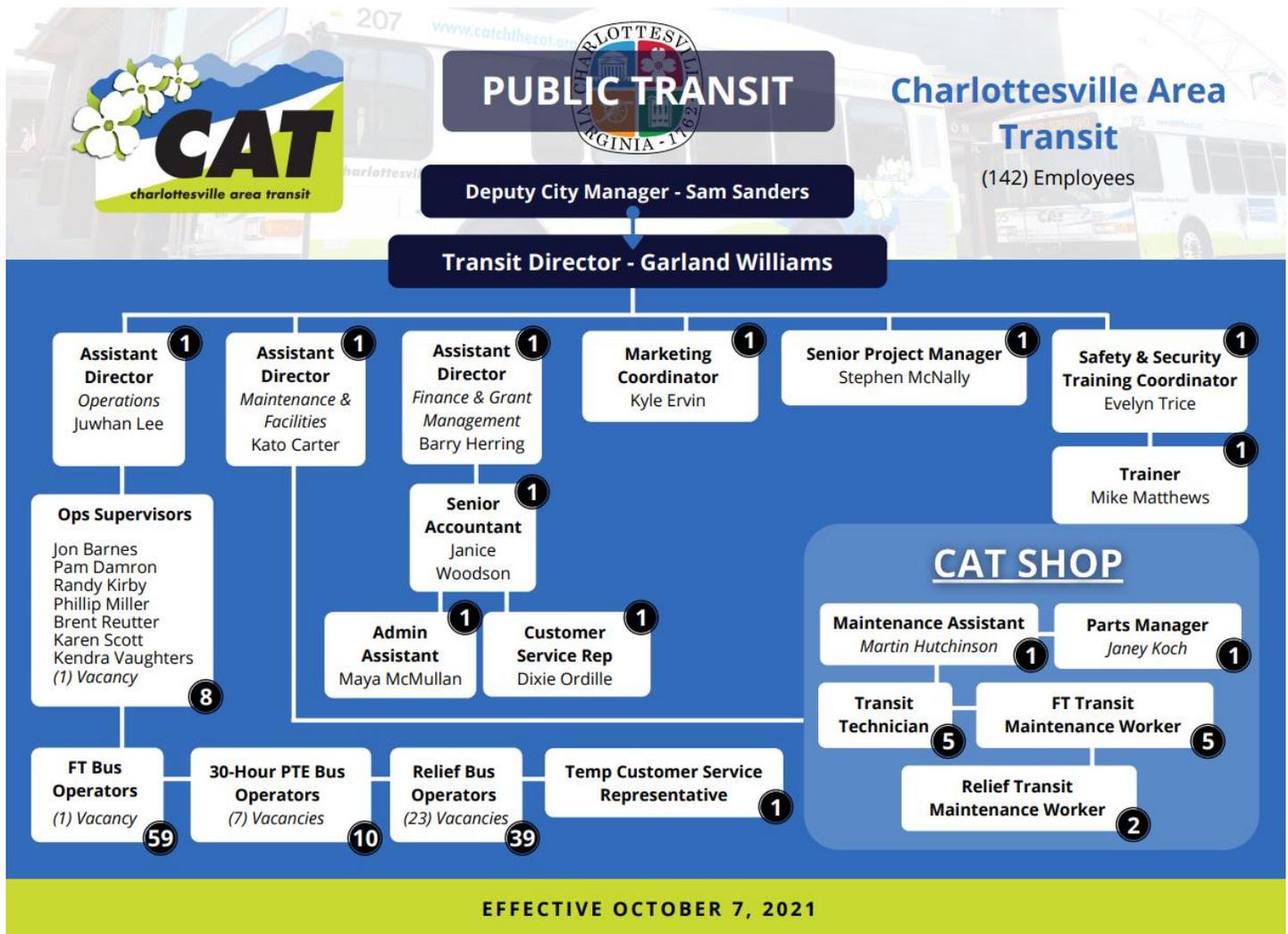




There are a total of 85 vehicle operators, including 41 full-time and 44 part-time. Operators provide both CAT service and operate the Charlottesville School District buses with separate runs for school types (elementary, middle, and high school), special needs, and afterschool activities. All CAT employees are City employees.

To address shortages of operators, the Growing Opportunity (GO) Driver Program was established as a five-week training program that prepares City residents for a career as a bus driver with CAT, UTS, and JAUNT. The program is entirely free for eligible participants. After successful completion of this program, graduates will initially be considered for relief transit operator positions and will be next in line as full-time openings become available with CAT.

Figure A-1: CAT Organizational Chart



### A.4 Services Provided and Areas Served

CAT operates fixed-route local bus service in the City of Charlottesville and parts of Albemarle County (**Figure A-2**). CAT currently operates 12 routes, including a trolley that operates between downtown Charlottesville and UVA. CAT has been operating on an Extended Lifeline Service schedule since September 2021, with all routes





operating Monday to Saturday between approximately 6:00 AM and 10:30 PM with 30-minute or 60-minute frequency. **Table A-1** lists days of operation, span of service, service frequency, and peak vehicle requirements by route. Details on each route and areas served are also included below.





Figure A-2: CAT System Map

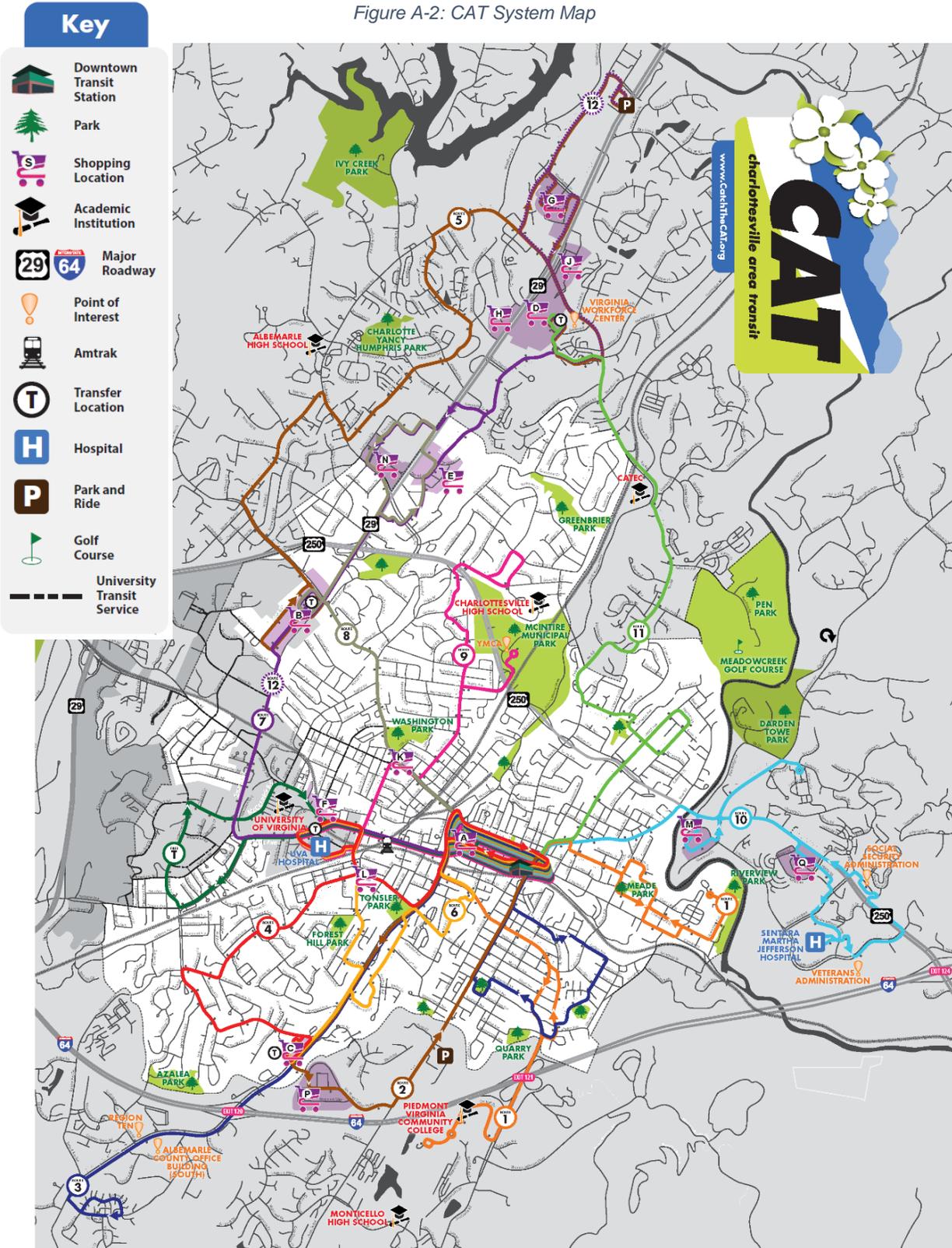




Table A-1: CAT Route Operational Details

Route	Description	Days of Operation	Span	Frequency	Peak Vehicles
1	PVCC & Woolen Mills	Monday – Friday	6:15 am – 9:00 pm	60 Minutes	1
2	5 <sup>th</sup> Street Station	Monday - Saturday	6:35 am – 9:00 pm	30 Minutes	1
3	Southwood & Belmont	Monday – Saturday	6:00 am – 9:00 pm	60 Minutes	1
4	Cherry Avenue & Harris Road	Monday – Saturday	6:25 am – 8:55 pm	60 Minutes	1
5	Commonwealth Drive	Monday – Saturday	6:30 am – 9:00 pm	30 Minutes	3
6	Ridge Street & Prospect Avenue	Monday – Saturday	6:30 am – 8:50 pm	60 Minutes	1
7	Emmet Street & Seminole Trail	Monday – Saturday	6:20 am – 9:15 pm	30 Minutes	3
8	Preston Avenue & Emmet Street	Monday – Saturday	6:30 am – 6:30 pm	60 Minutes	1
9	The Health Department & YMCA	Monday – Saturday	7:00 am – 9:00 pm	60 Minutes	1
10	Pantops	Monday – Saturday	6:30 am – 9:00 pm	60 Minutes	1
11	Locust Avenue & Rio Road	Monday – Saturday	6:00 am – 9:00 pm (Monday – Friday) 6:00 am – 6:30 pm (Saturday)	60 Minutes	1
<b>Trolley</b>	West Main Street & UVA	Monday – Saturday	6:35 am – 9:07 pm	25 Minutes	2

### Route 1: PVCC & Woolen Mills

This route operates between Piedmont Virginia Community College (PVCC) and Riverview Park via downtown Charlottesville. The route connects with the Woolen Mills area via East Market Street, and PVCC via Monticello Avenue. This route operates at 60-minute frequencies.

### Route 2: 5<sup>th</sup> Street Station

Route 2 operates from downtown Charlottesville in a rectangular alignment around the Belmont Park neighborhood, the 5<sup>th</sup> street Station via Avon Street, the Willoughby Square Shopping Center, and the Tonsler Park neighborhood, via 5<sup>th</sup> St SW. Free parking is provided at the Park & Ride on Avon Street Extended. Frequencies are 30-minutes Monday through Saturday, from 6:35 a.m. to 11:45 p.m. and on Sunday from 7:35 a.m. to 5:45 p.m.

### Route 3: Southwood & Belmont

Route 3 operates between downtown and the Albemarle County Office Building southwest of the city via Ridge and 5<sup>th</sup> Streets, and the Belmont and Belmont Park neighborhoods south of downtown via Monticello, Hinton and Alva Vista Avenues. This route operates at 30-minute frequencies Monday through Friday, and on 30-to-60-minute frequencies on Saturday, depending on the time of day. This route does not operate on Sundays.





#### Route 4: Cherry Avenue & Harris Road

This route serves downtown Charlottesville, Tonsler Park neighborhood and Willoughby Square Shopping Center via Cherry Avenue and Harris Road. Route 4 operates at 23-minute frequencies Monday through Friday, 6:36 a.m. through 6:37 p.m. and during peak periods on Saturday. Route 4 operates on 60 minute frequencies after 6:37 p.m. Monday through Friday and during off-peak hours. This route does not operate on Sundays.

#### Route 5: Commonwealth Drive

Route 5 is the only route that does not interact with the Downtown Transit Station. This route operates Monday through Saturday at 30-minute frequencies between Barracks Road Shopping Center and Walmart and Sam's Club to the north. The Greenbrier Drive and Four Seasons areas, Fashion Square Mall, and the Rio Hill and Albemarle Square Shopping Centers are all served by Route 5. Route 5 is fully funded by Albemarle County and is one of ten routes that have late operating hours. Although this route does not operate on Sundays, Route 12 provides service to most areas serviced by Route 5.

#### Route 6: Ridge Street & Prospect Avenue

Route 6 operates between downtown Charlottesville and the Ridge Street/Jordan Hills Park area, 5th Street Station, Willoughby Square Shopping Center, and UVA Hospital. The route operates from 6:30 a.m. to 12:00 a.m. Monday through Saturday. Frequencies are every 60 minutes.

#### Route 7: Emmet Street & Seminole Trail

Route 7 operates between the Downtown Transit Station and Fashion Square Mall via West Main Street and US 29 (Emmet Street North/Seminole Trail). UVA, Barracks Road Shopping Center and Seminole Square Shopping Center are all served by Route 7. This route operates at frequent (20-minute) service until the evening period when frequency is reduced to 30 minutes, Monday through Saturday. Route 7 does not operate on Sundays; however, Route 12 provides service to these areas instead. Route 7 is one of nine routes that have late operating hours.

#### Route 8: Preston Avenue & Emmet Street

This route operates between downtown Charlottesville, and Barracks Road and Seminole Square Shopping Centers via Preston Avenue, Barracks Road and US 29 (Emmet Street North/Seminole Trail). Frequencies are every 30 minutes during peak periods and 60 minutes otherwise, Monday through Friday. Frequencies are every 60 minutes on Saturdays and there is no service on Sundays.

#### Route 9: The Health Department & YMCA

Route 9 serves downtown Charlottesville, UVA Hospital, Washington Park neighborhood, the Health Department, the YMCA and McIntire Park, and Charlottesville High School. Service is offered at hourly frequencies Monday through Saturday from 6:00 a.m. to 11:00 p.m., and at hourly frequencies from 11:20 a.m. to 5:40 p.m. on Sundays.

#### Route 10: Pantops

This route operates between downtown and the Richmond Road corridor area via High Street. The Pantops Shopping Center is served by this route as is Santara Martha Jefferson Hospital. Frequencies are hourly Monday through Saturday from 6:30 a.m. to 11:27 p.m. This route does not operate on Sundays. Albemarle County contributes funding to this route.



### Route 11: Locust Avenue & Rio Road

This route operates from downtown Charlottesville north on Locust Avenue and Rio Road, near McIntire and Pen Parks, CATEC, and Fashion Square Mall. This route is serviced every 60 minutes from 6:00 a.m. to 9:27 p.m. Monday through Friday, and 6:00 a.m. to 6:27 p.m. on Saturday. This route does not operate on Sundays.

### Route 12: Seminole Trail

This route provides dedicated Sunday service to areas typically serviced by Routes 5 and 7. The route operates from downtown Charlottesville to UVA Hospital via W Main Street, to UVA Campus, and north on US 29 (Emmet Street North/Seminole Trail) to Barracks Road Shopping Center, Seminole Square Shopping Center, Fashion Square Mall, Albermarle Shopping Center, and Rio Hill Shopping Center. Service is provided every 60 minutes from 7:45 a.m. to 5:45 p.m. on Sundays. This route was suspended in response to the COVID-19 pandemic, and, as of FY 2024, has not been brought back into service.

### Free Trolley: West Main Street & UVA

The UVA Free Trolley or “Free T” operates between downtown Charlottesville and the UVA campus. This route operates at frequent (15-minute) service and is fare-free for all riders. The Free Trolley features the highest-frequency and highest ridership of any route in the CAT system. The route is also partially funded by the University of Virginia. The UVA Free Trolley is one of four routes that operate on Sunday and one of nine routes that have late operating hours.

## A.5 Fare Structures, Payment, and Purchasing

Starting in 2020, CAT suspended fares and began operating fare-free service in response to the COVID-19 pandemic. In 2021, CAT received a \$1,066,620 grant from the Commonwealth Transportation Board under DRPT’s Transit Ridership Incentive Program (TRIP). This grant under the TRIP program will allow CAT to maintain fare-free service until June 30, 2026. As of the publishing of this document, CAT has not made a decision of whether to continue fare free service beyond the conclusion of the TRIP grant.

Previously, CAT buses accepted cash fares and smart card passes. Multi-day passes were programmed on smart cards and could be purchased at the Downtown Transit Station. Base fare for a one-way trip was 75 cents; reduced base fares was 35 cents. Day passes were available for \$1.50 while monthly passes cost \$20.00. Reduced rates for these passes were 75 cents and \$10.00, respectively. Reduced fares were eligible for those aged 65 and older, youth under 12, persons with disabilities and holders of Medicare cards.

The following groups were able to ride fare free before the system-wide suspension in fares:

- Youth 12 and under (no ID required)
- Youth 13 to 17 upon presenting a valid Youth Smart Card
- City employees upon presenting a valid City ID
- American Disability Act (ADA) certified
- individuals upon presenting a valid CAT ID
- University of Virginia students, faculty and staff upon presenting a valid University ID card

## A.6 Transit Asset Management – Existing Fleet and Facilities

### Fleet

As of 2023, CAT owns and operates a 51-vehicle revenue fleet (**Table A-1**). CAT’s fleet is comprised of a variety of vehicle types and fuels. CAT currently operates four main types of vehicles: 35’ transit buses, 29’ transit buses, 26’ body-on-chassis cutaways, and 35’ trolley replicas. CAT’s revenue vehicles use a mix of fuel





systems including diesel, gasoline, and hybrid diesel-electric. Over the course of the TSP timeframe, CAT will begin incorporating battery electric buses and hydrogen fuel cell electric buses to their fleet. In addition, CAT will transition their 26' body-on-chassis cutaways to 29' buses.

*Table A-1: CAT's Fixed Route Fleet*

<b>Make/Model</b>	<b>Vehicle Year</b>	<b>Type</b>	<b>Length</b>	<b>Power</b>	<b>Quantity</b>	<b>Useful Life</b>
<b>Gillig</b>	2008	Low Floor	35'	Diesel	7	12
<b>Gillig</b>	2010	Low Floor	35'	Diesel	4	12
<b>Gillig</b>	2014	Low Floor	35'	Diesel	2	12
<b>Gillig</b>	2015	Low Floor	35'	Diesel	4	12
<b>Gillig</b>	2023	Low Floor	35'	Diesel	5	12
<b>Gillig</b>	2008	Low Floor	29'	Diesel	5	10
<b>Gillig</b>	2010	Low Floor	29'	Hybrid Electric	2	10
<b>Gillig</b>	2011	Low Floor	29'	Hybrid Electric	4	10
<b>Gillig</b>	2012	Low Floor	29'	Hybrid Electric	3	10
<b>Gillig</b>	2014	Low Floor	29'	Hybrid Electric	1	10
<b>Gillig</b>	2023	Low Floor	29'	Hybrid Electric	1	10
<b>GM/Goshen</b>	2013	Body-on-Chassis	26'	Diesel	1	5
<b>GM/Arboc</b>	2016	Body-on-Chassis	26'	Gasoline	1	5
<b>GM/Arboc</b>	2017	Body-on-Chassis	26'	Gasoline	1	5
<b>GM/Arboc</b>	2018	Body-on-Chassis	26'	Gasoline	1	5
<b>ARB-Arboc</b>	2023	Body-on-Chassis	26'	Gasoline	5	5
<b>Gillig</b>	2014	Low Floor Trolley Replica	35'	Diesel	3	12
<b>Gillig</b>	2019	Low Floor Trolley Replica	35'	Diesel	1	12

The Federal Transit Administration (FTA) published a Final Rule for Transit Asset Management in July 2016 requiring FTA grantees to develop asset management plans. Agencies have the option of developing their own transit asset management (TAM) plan. In the Commonwealth of Virginia, CAT is one of the operators opting to use DRPT's statewide TAM plan, which is permitted under the FTA rule. The TAM plan covers public transportation assets including vehicles, facilities, equipment, and other infrastructure. The most recent edition was published in FY 2022 and covers FY 2022 through FY 2025.



## Facilities

### *CAT's Administrative, Maintenance, and Operations*

CAT's administration, maintenance and operations base is located at 1545 Avon Street Extended near Interstate 64. The facility includes a vehicle maintenance facility, bus storage and parking, a washing station, a fueling station, and houses the administration and dispatcher's offices. This facility opened in 2010. As with the DTS, the facility is LEED Gold certified. The 27,000-square-foot Charlottesville Area Transit Service Operations Center includes four buildings—one each for administration, vehicle maintenance, vehicle washing, and vehicle servicing. Together, with a parking area for 60 buses, these buildings occupy six acres along one of the city's major entrance corridors.

### A.7 Transit Security Program

CAT has a Safety Hazard and Security Plan in place that establishes policies, organization, roles, and responsibilities for incidents, countermeasures, and strategies. The plan also includes a section that addresses periodic assessments and review of the Safety Hazard and Security Plan.

CAT indicated in its last FTA Triennial Review (2015) that it does not expend one percent or more of its Section 5307 Urbanized Area Formula Grant funds for transit security per FTA guidance. CAT indicated that the Charlottesville Police Department monitors CAT's Safety Hazard and Security Protocol for compliance.

CAT's Facilities Maintenance Program, updated in 2012, provides for assurance of proper operation of facility security equipment. CAT's operational facility is secured with cameras, key cards, secure perimeter fencing, and automatic gate openers.

Data from the National Transit Database indicated that CAT had two reportable incidents related to safety and security in 2015.

### A.8 Intelligent Transportation Systems (ITS) Programs

CAT has access to Remix, a transit planning platform. The software offers interactive maps that will allow CAT to identify routes, service hours, and stops that best serve the public. Remix provides cost estimates for various inputs, providing instant analysis on proposed transit services. Modifications and assessment of route adjustments and service hours are readily displayed and can be more easily quantified and compared against other operating scenarios. The City secured this software in coordination with JAUNT, who contributed to acquiring the license.

In addition to route planning software, CAT also is employing real-time arrival systems that enhance the customer experience and improve the assessment and reporting of the existing service.

### A.9 Data Collection and Ridership/Revenue Reporting Method

Report data for ridership is collected through CAT's Trapeze farebox system. In addition to fare information, the system also captures stop level data to determine bus stop utilization and inform service planning. Verification of ridership counts are done by Operations Supervisors by conducting spot checks, which include riding a route and taking a ridership count, to then be compared against the report data from Trapeze.

The EZFare system from Trapeze transitioned CAT to a new automated fare collection system to reduce fraud as well as decrease the cost of fare collection. Reported improvements included the ability to process 64,000 monthly UVA ID transactions with a 0.006 percent failure rate.

CAT prepares monthly ridership reports of transit operations including ridership, revenue hours, passenger trips per revenue hour, and cost per passenger trip. The reporting further classifies routes as local, key, or





lifeline services. Information is presented to the University, City Council, and the Albemarle County Board of Supervisors.

### Fareboxes

CAT installed new fareboxes in 2015. In addition to more pass options and smartcard capabilities, the enhanced fareboxes also enable CAT to determine where people are boarding, at what time, and with what kind of pass. CAT intends to use this capability to report more accurate data to the FTA. The new fareboxes include a feature to allow the driver to keep track of passengers who board with a bicycle and passengers in wheelchairs. This capability enables CAT to monitor demand and determine if they need to install shelters or other amenities at bus stops.

CAT is currently coordinating its Smart Media/AVL capabilities with JAUNT to help with seamless transfers between the two systems and allow for digital payments.

CAT's fareboxes are currently out of service as fare-free service continues. The potential future reintroduction of fares would likely require the purchase of new fareboxes for the entire fleet, as the existing fareboxes will have reached the end of their useful life.

### Real Time Arrival Information

CAT has also developed a real-time online map and free mobile application to search for nearby bus stops and real-time arrival predictions. The CAT mobile application was developed in-house by the City of Charlottesville's IT Department and won a 2015 Governor's Technology Award. The application allows riders to locate where their bus is, bookmark favorite bus stops, and discover alternative route options. Notifications for detours and service changes are regularly pushed out. As of 2017, UTS routes have been added to the application for UVA students, faculty, and staff to be able to use one application for both transit systems.

## A.10 Coordination with Other Transportation Service Providers

### Jaunt

Jaunt provides curb-to-curb demand-response service in Charlottesville and the counties of Buckingham, Fluvanna, Louisa, Nelson, and rural Albemarle. Reservations must be made at least one day, and up to 7 days, in advance. Jaunt also provides door-to-door paratransit service to people with disabilities who are unable to use the local fixed-route system through a sub-recipient arrangement with CAT, the City of Charlottesville, and Albemarle County. Passengers may use the service to travel to destinations within a three-quarter-mile radius of CAT's fixed-route service.

### CONNECT Commuter Service

CONNECT—a service of Jaunt—provides fixed-route, commuter-oriented service from regional park and ride lots to locations at UVA and downtown Charlottesville in the morning, returning in the evening. Unlike Jaunt's demand-response and paratransit services, reservations are not required to use CONNECT service.

CONNECT service includes the following routes:

- **Crozet CONNECT** – Weekday commuter service between east and west Crozet and UVA and Downtown Charlottesville.
- **29 North CONNECT** – Weekday commuter service between the Hollymead area and UVA and Downtown Charlottesville.
- **Buckingham CONNECT** – Commuter service between central Buckingham along Route 20 and UVA, 29 North, Downtown Charlottesville, and Pantops.





- **Lovington CONNECT** – Weekday commuter service between the Lovington area along Route 29 and UVA, Downtown Charlottesville, and Belmont.

Though CONNECT provides service in the CAT service area, this TSP does not provide specific recommendations for CONNECT service.

### University of Virginia University Transit Service

The UVA's University Transit Service (UTS) is a fare-free bus service for UVA students, faculty, staff, and visitors. UTS provides bus service on six routes, including two UVA Health Commuter Routes (Red Line and the Blue Line) and four Academic Routes (Gold Line, Green Line, Orange Line, and Silver Line). UTS operates these routes at different service levels throughout the year depending on the academic calendar, clinic holidays, university holidays, and event impacts.

### Brite Bus – Afton Express

Brite Bus is a public transit service operated by Virginia Regional Transit operating throughout Waynesboro, Stanton, and Augusta County. Brite Bus operates the Afton Express route, a commuter route connecting Stanton, Fishersville, and Waynesboro to multiple stops in downtown Charlottesville and on UVA's campus. The Afton express operates Monday through Friday with four trips during the AM peak period (5:00 am - 9:00am) and five trips during the PM peak period (2:40 PM – 8:50 PM). Connections to the Afton Express can be performed on multiple CAT routes due to the Afton Express overlapping with multiple CAT stops, notably DTS.

### Virginia Regional Transit – Foothills Express

Virginia Regional Transit operates the Foothills Express route, a commuter route connecting Culpepper, Madison County, and Greene County to Charlottesville Union Station in downtown Charlottesville. The Foothills Express operates Tuesdays through Thursdays, excluding major holidays, between 7:15 am and 5:45 pm. The Foothills Express runs three inbound and outbound trips a day with two inbound trips towards Charlottesville and one outbound trip towards Culpepper in the morning between 7:15 am and 12:40 pm, and two outbound trips and one inbound trip in the afternoon between 2:20 pm and 5:45 pm. Connections to the Foothills Express can be made from CAT routes 7, 9, and the free trolley.

### Amtrak

Amtrak service is provided at Charlottesville Union Station. Charlottesville Union Station is served by Amtrak's Cardinal, Crescent, and Northeast Regional routes. Major destinations along these lines include Atlanta, Baltimore, Boston, Charlotte, Chicago, Indianapolis, New York City, New Orleans, Philadelphia, and Washington, D.C.:

## A.11 Current Initiatives

### TRIP Zero and Reduced Fare Grant

CAT suspended fare collection in and began operating fare-free service in 2020 in response to the COVID-19 pandemic. In 2021, CAT received a \$1,066,620 grant from the Commonwealth Transportation Board under DRPT's Transit Ridership Incentive Program (TRIP). The TRIP grant began in FY 2022 and requires CAT to maintain fare-free service until June 30, 2026.

### Microtransit Pilot

In 2022, Albemarle County, the City of Charlottesville, and CAT were awarded a grant to implement microtransit as a one-year pilot project. The service would operate under CAT and utilize three smaller vehicles





to provide on-demand rides in the service area. The service would serve the Pantops area and US Route 29, operating from 6:30 AM to 9:00 PM on Monday through Saturday.

**Alternative-Fueled Buses Feasibility Study and Zero-Emissions Transition Plan**

Starting in 2022, CAT began evaluating how the transit system may be able to support the City of Charlottesville’s carbon emissions reduction goals of 45 percent by 2030 and carbon neutrality by 2050. The study will inform the feasibility of transitioning the CAT fleet to alternative-fueled (i.e., non-diesel and non-gasoline) vehicles. The study is also exploring technical feasibility and includes an evaluation of the current CAT maintenance facility for retrofit and upgrade to accommodate additional vehicles and alternative fuels infrastructure.

**A.12 5-Year Financial Retrospective**

The following section and tables provide a five-year retrospective of CAT’s operating and capital expenses and revenues. **Table A-3** displays operating revenues, **Table A-4** displays capital revenues, and **Table A-5** displays expenditures.

*Table A-3: Operating Revenues*

	FY20	FY21	FY22	FY23	FY24
<b>Federal Assistance</b>	\$2,232,368	\$1,891,217	\$1,897,979	\$2,867,365	\$2,867,365
<b>ARRA/CARES/ ARP</b>	-	\$1,550,692	\$3,022,831	\$1,585,791	\$1,787,930
<b>State Assistance</b>	\$1,933,693	\$2,052,025	\$3,032,584	\$2,729,126	\$2,729,126
<b>DRPT – TRIP Program</b>	-	-	-	\$501,939	\$376,454
<b>Charlottesville</b>	\$2,534,651	\$2,513,651	\$2,513,651	\$2,513,651	\$2,825,000
<b>Albemarle County</b>	\$1,043,199	\$516,560	\$1,000,000	\$1,000,000	\$1,300,000
<b>UVA Trolley Service</b>	\$77,926	\$80,040	\$80,040	\$82,440	\$84,900
<b>UVA Fixed Route Service</b>	\$180,906	\$186,760	-	-	-
<b>Transit Pass &amp; Farebox</b>	\$555,624	\$360,624	-	-	-
<b>Total</b>	<b>\$8,744,749</b>	<b>\$9,247,691</b>	<b>\$11,597,085</b>	<b>\$11,305,312</b>	<b>\$11,995,775</b>

Source: City of Charlottesville FY 2025 Budget





Table A-4: Capital Revenues

	FY20	FY21	FY22	FY23	FY24
<b>Federal</b>	\$7,521	\$0	\$384,966	\$1,855,289	-
<b>State</b>	\$1,500	\$0	\$209,955	\$1,256,583	-
<b>Local</b>	\$5,100	\$0	\$109,009	\$351,565	-
<b>Total</b>	\$14,121	\$0	\$703,930	\$3,480,842	-

Source: CAT National Transit Database Agency Profile

Table A-5: Expenditures

	FY20	FY21	FY22	FY23	FY24
<b>Transit Operations</b>	\$5,181,271	\$4,694,905	\$4,694,905	\$3,513,087	\$6,671,137
<b>Transit Administration</b>	\$597,056	\$742,354	\$1,200,380	\$1,063,182	\$1,710,235
<b>Transit Maintenance</b>	\$1,687,182	\$1,409,322	\$2,432,278	\$2,570,557	\$3,133,625
<b>Transit Marketing</b>	\$93,288	\$82,496	\$107,708	\$12,297	\$222,226
<b>Safety and Security</b>	\$128,561	\$175,238	\$220,071	\$99,361	\$258,552
<b>Transit – Capital</b>	\$14,212	\$99,864	\$703,930	\$3,480,281	-
<b>Transit System Operations Total</b>	<b>\$8,765,555</b>	<b>\$9,359,272</b>	<b>\$11,597,085</b>	<b>\$11,305,312</b>	<b>\$11,995,775</b>
<b>Transit Capital Projects</b>	\$1,978,324	\$3,225,476	\$1,995,993	\$5,149,842	\$2,290,395
<b>Expenses</b>	<b>\$9,679,803</b>	<b>\$10,722,327</b>	<b>\$11,355,264</b>	<b>\$15,888,607</b>	<b>\$14,348,992</b>

Source: City of Charlottesville FY 2025 Budget