

# Afton Express Transit Service Plan – Fact Sheet

## Background

- The idea of an inter-regional transit service connecting the Shenandoah Valley and Charlottesville has been discussed in previous transportation studies and plans, including the Virginia Intercity Bus Plan (2013), BRITE Transit Development Plan (2015), and I-81/I-64 Inter-Regional Public Transportation Feasibility Study (2017).
- The I-81/I-64 Inter-Regional Public Transportation and Feasibility Study proposed a bus service operating between Harrisonburg and Charlottesville with stops in Staunton and Waynesboro.
- The CSPDC submitted a Demonstration Grant application for FY 2019 asking for funding to implement the service design proposed in the I-81/I-64 Feasibility Study, with a scaled-back route to operate between Staunton and Charlottesville on I-64 to reduce overlap with the recently implemented Virginia Breeze service.
- DRPT did not fund the implementation of the service, but instead provided funding for additional study to refine the need and feasibility of a transit service connecting the Staunton-Augusta-Waynesboro (SAW) region and Charlottesville.
- The Afton Express Transit Service Plan reaffirms the need for intercity transit service in the region and demonstrates the feasibility of operating a bus route between the SAW region and Charlottesville to best serve commuter and rural transportation needs.

## Regional Travel Patterns

- Transportation trends in the region indicate that traffic flows are mostly one-directional in the morning and evening peak periods.
  - During the AM peak period most trips are between the high working population areas in the SAW region and high employment areas in Charlottesville.
  - During the PM peak period most trips are between the high employment areas in Charlottesville and high working population areas in the SAW region.
- Number of trips between regions during the AM and PM peak periods:

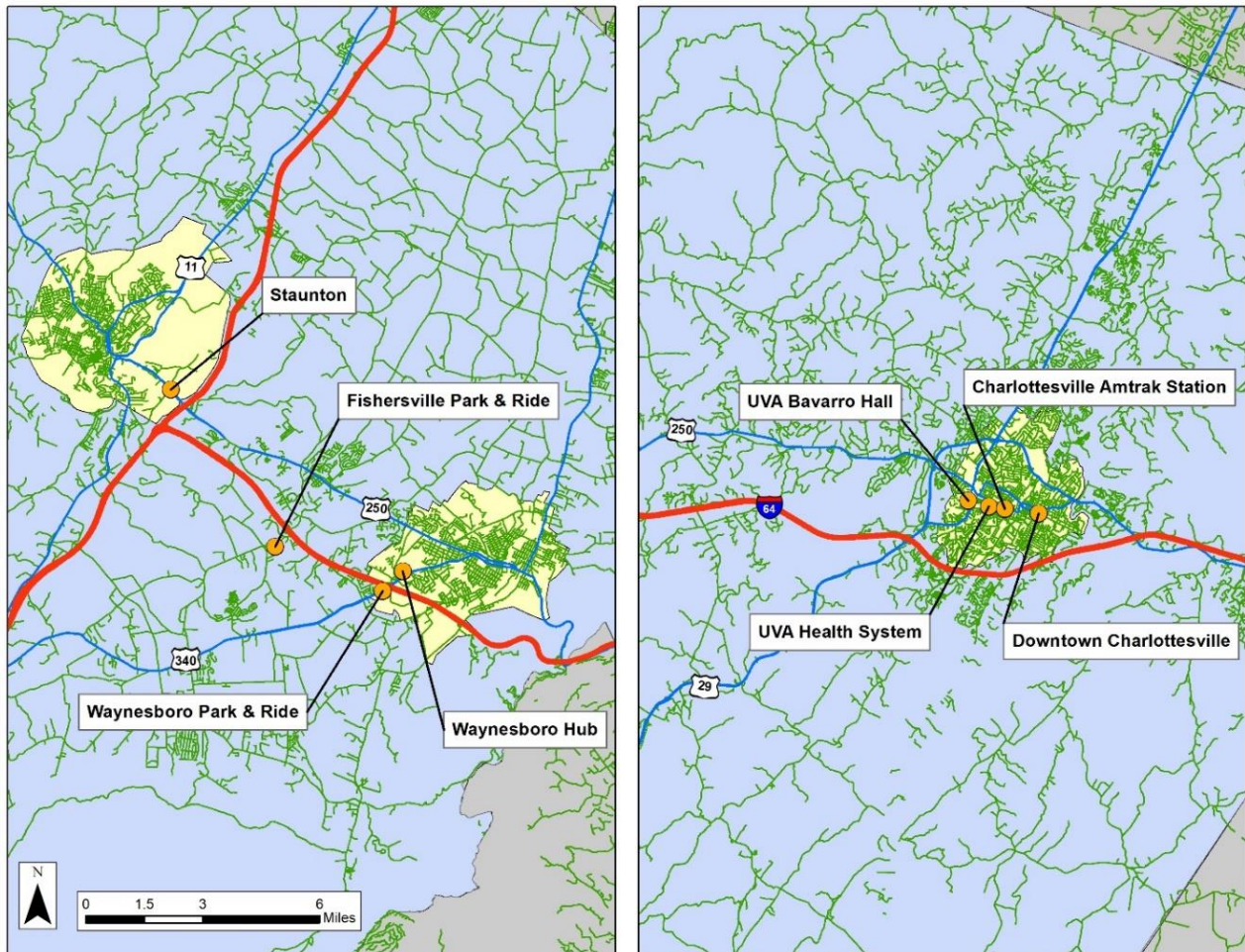
	AM	PM
Eastbound	3,373	1,413
Westbound	1,190	3,358

- Key origins identified include Waynesboro, Staunton, Fishersville, Stuarts Draft, and Crozet.
- Key destinations identified include, UVA, Downtown Charlottesville, Pantops, Crozet, and Waynesboro.

## Service Plan Summary

- **Two 32-passenger buses** running on the route and one spare bus
- **Four AM peak period trips** (5:15 AM – 9:25 AM) leaving SAW region approximately hourly Monday - Friday
- **Four PM peak period trips** (3:00 PM – 7:10 PM) leaving Charlottesville/UVA approximately hourly Monday – Friday
- **14.2 daily total service hours**
- **81 projected daily boardings initially**
- **\$3.00 one-way fares** with discounted passes for frequent users

## Proposed Stop Locations



Note: Crozet, Pantops, and Fifth Street Station could serve as possible future stop locations.

## Projected Budget

Expenses	FY2021	FY2022	FY2023	FY2024
<b>Total</b>	<b>\$ 45,400</b>	<b>\$ 364,668</b>	<b>\$ 364,221</b>	<b>\$ 371,008</b>

Revenues	FY2021	FY2022	FY2023	FY2024
Federal	\$ -	\$ -	\$ 192,757	\$ 196,918
State	\$ 36,320	\$ 261,209	\$ 49,395	\$ 50,481
Local Partners	\$ 9,080	\$ 65,302	\$ 66,568	\$ 68,107
<i>West-Side Partners</i>	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054
<i>East-Side Partners</i>	\$ 4,540	\$ 32,651	\$ 33,284	\$ 34,054
Fare Collection	\$ -	\$ 38,157	\$ 55,501	\$ 55,501
<b>Total</b>	<b>\$ 45,400</b>	<b>\$ 364,668</b>	<b>\$ 364,221</b>	<b>\$ 371,008</b>
<i>Demonstration Period Total</i>		\$ 410,068		
<i>5311 Rural Funding Period Total</i>			\$ 735,229	