

## Jefferson Area Regional Transit Partnership (RTP)

### AGENDA

4:00 p.m., Wednesday, April 25, 2018  
Water Street Center, 407 E. Water Street, Charlottesville, VA 22902

Item	Time†	Description
1		<b>Call to Order</b>
2		<b>Introductions</b>
3	4:00-	<b>Matters from the Public:</b> Limit 3 minutes timer per speaker
4	4:15	<b>Approval of the Agenda*</b>
5		<b>Approval of Meeting Minutes from February, 2018*</b>  <i><a href="#">Click here for February minutes</a></i>
6	4:15- 4:25	Approval of Bylaws: <span style="float: right;">Wood Hudson, TJPDC</span> Review of the draft document and changes, approval needed  <i><a href="#">Click here for Bylaws draft</a></i>
7	4:25- 5:15	<b>TDP Presentations</b> <span style="float: right;">Boris Palchik, Foursquare</span> Transit consultants present updates for CAT and JAUNT 6 year plans  <i><a href="#">Click here for Transit Maps</a></i>
9	5:15- 5:35	<b>Ridership Reports:</b> <span style="float: right;">Faruk Hesenjan, TJPDC</span> MPO staff will provide an updated Ridership Report.  <i><a href="#">Click here for Transit reports</a></i>
10	5:35- 5:50	Workshop/Retreat/Transit Trip discussion <span style="float: right;">Sara Pennington, TJPDC Chip Boyles, TJPDC</span>
11	5:50- 6:00	<b>Staff Updates/Other Discussion</b> There may be further discussion on other transit-related matters. MPO staff will make brief updates.
12		<b>Adjourn</b>

Next meeting: April 25, 2018

*The Regional Transit Partnership (RTP) serves as an official advisory board, created by the City of Charlottesville, Albemarle County and JAUNT, in Partnership with the Virginia Department of Rail and Public Transportation to provide recommendations to decision-makers on transit-related matters.*

† Times are approximate

\* Requires a vote of the Partnership

## Thomas Jefferson Regional Transit Partnership

February 28, 2018

4:00 PM

Water Street Center

### Committee – Voting Members

Diantha McKeel, *Albemarle Co - Chair*  
Kathy Galvin, *City of Charlottesville – Vice Chair*  
Fran Hooper, *JAUNT Urban (Alb)*  
Patrice Strachan, *DRPT*  
Randy Parker, *JAUNT Rural (Louisa)*  
Ann Mallek, *Albemarle County*  
John Jones, *CAT*  
Bill Wuensch, *JAUNT Urban (Alb)*

### Staff

Chip Boyles, *TJPDC*  
Faruk Hesenjan, *TJPDC*  
Wood Hudson, *TJPDC*  
Gretchen Thomas, *TJPDC*

### Non-Voting & Alternates

Karen Davis, *JAUNT*  
Brad Sheffield, *JAUNT*  
Jim Foley, *ACPS*  
Katie Schwing, *DRPT*  
Becca White, *UTS*  
Lena Seville, *CAT Advisory Board*  
Sally LeBeau, *UVA Hospital*  
John Jones, *CAT*

### Call to Order:

Chair McKeel called the meeting to order at 4:06 p.m. Members introduced themselves. Ms. Galvin mentioned that Mayor Walker was unable to attend this meeting due to a scheduling conflict but would definitely be at the next one in April.

### Matters from the Public:

No public matters were discussed.

### Response to Matters from the Public:

N/A

### Consent Agenda:

Ms. McKeel noted the handouts at everyone's seat. There was a map of both existing and proposed CAT systems, a CAT route key and letter from Lisa Guthrie re: Transit Funding in the state budget. Ms. McKeel proposed to talk about that letter with a potential action item toward the end of the meeting (this document is attached). Ms. Galvin made a motion to approve the agenda. Ms. Mallek seconded the motion and it was passed unanimously.

### **Approval of Revised Minutes from October 30, 2017**

Ms. Galvin made a motion to approve the revised minutes. Ms. Mallek seconded and they were approved unanimously.

### **Approval of Minutes from December 20, 2017**

Ms. Mallek made a motion to approve the minutes. Ms. Galvin seconded and they were approved unanimously.

### **Approval of Bylaws**

Mr. Hudson explained that the majority of the content for the draft bylaws comes from the MOU. One of the changes made was to Article II, wherein the fourth goal (“Identify Opportunities”) was added to the list.

Ms. Mallek asked whether the RTP “lives on its own” or if it is a function of the MOU.

Mr. Boyles explained that the MOU is the equivalent of a charter. The only way to grow beyond the MOU is to revise the MOU. He also stated that if the MOU does not prohibit an action by the RTP, then the RTP can do it.

Ms. Mallek suggested adding a clarifying sentence in the bylaws to address the legitimacy of the RTP.

Ms. Galvin added that without that clarification, the RTP is just another ad hoc committee.

Ms. McKeel noted in Article III, Section II that Martha Jefferson Hospital, PVCC, the Chamber of Commerce and Greene County Transit were mentioned, but there are none of those members at the table.

Mr. Boyles said an invitation was extended, but there has been no response offering a representative from those organizations to join the RTP.

Ms. McKeel asked Mr. Boyles to extend another invitation to see if he could get a response. If there is no response, the Board may have to edit the Bylaws.

Ms. McKeel also asked in Article V that “vice chair” be added to the second sentence so it reads, “The chair and the vice chair may establish...” Also, she noted to search the document and change any instances of “chairman” to “chair.”

With these changes, Ms. McKeel asked for another draft for review. Mr. Hudson said he would make the revisions and recirculate the draft bylaws to the board members.

### **FY19 Transit Budget Request**

Mr. Boyles noted that the transit agencies submitted their budget requests to their governing bodies, and Staff tried to put it into as similar a format as possible for review.

Mr. Jones noted the packet has previously reported numbers and he had an updated document with the revised information. Those documents are attached. The information contained therein was reviewed.

Ms. McKeel noted that the budget has been submitted to the governing bodies, but she noted that the RTP will be looking for a contract with the transit organizations in the future. This information was the basis to start to familiarize the Board with their budgets and to educate the members so that next year, when it may come time to create a contract, the Board is ahead of the learning curve.

Mr. Boyles said Staff has a sample agreement that other partnerships have created that may help forge agreements within the RTP in the future.

Ms. McKeel asked that he email the document to the committee members prior to the next meeting for their review and to include it in the next meeting packet.

Ms. McKeel asked to make the format of the numerous budgets from CAT/JAUNT/UTS/ Rideshare and the RTP's budgets to look the same and to create performance metrics that are translatable across all the organizations.

Mr. Jones noted that CAT is a fixed-route service which may be more consistent month-to-month and Mr. Sheffield said that JAUNT is a demand-responsive service which makes comparisons a little more difficult because their services fluctuate month-to-month. Mr. Sheffield noted that passengers per hour and passengers per mile should be included.

Mr. Boyles noted that the TJPDC will receive the numbers from the transit organizations and put them into a template that compares the data.

Mr. Sheffield requested that Mr. Boyles get the JAUNT information from the City and County's budget staff so as not to have to reproduce another effort.

Ms. Mallek expressed concerned that the budget staff wouldn't answer questions the same way that JAUNT may answer those questions. She felt it would be important to make a list of questions to get accurate information.

Mr. Jones continued explaining CAT's budget and noted that the operations budget is a little lower than what was reported in the agenda packet. He noted that their Marketing budget is nearly self-supporting.

Mr. Jones went on to explain the additional document he brought to the meeting. This document is attached. That document has driver information and revenue hours. He also explained that the hybrid busses are currently causing major problems and are very difficult and expensive to maintain.

The meeting shifted to talking about JAUNT's budget. Mr. Sheffield passed out additional information on driver wage range and service specs. These documents are attached.

Ms. Galvin asked for further explanation on how JAUNT fits into the regional transportation network for the City residents. She noted that before she can make any recommendation about increasing monies to JAUNT, and potentially take away from another City program, she needs to know the value-added from JAUNT and how their budget compares with CAT's budget.

Mr. Sheffield noted that the City uses JAUNT approximately 1300 hours from the city to rural areas and many of those are ADA-related trips.

Ms. McKeel stated that CAT and JAUNT were pulling drivers from one another and stated it would be important to get a competitive wage for drivers in the region.

Mr. Sheffield reported that JAUNT requested a \$105K to establish a competitive wages and the City Manager's budget declined the request.

Ms. Galvin asked how much the City and the County contribute to JAUNT and to CAT.

Mr. Sheffield said the County contributes 22% and the City contributes 16% to JAUNT's budget. The County contributes 33% and the City contributes 14% to CAT's budget. He reported for JAUNT's drivers, the average wage was \$16.71 and the median wage is \$16.43/hour. The average for CAT's drivers wage is \$17.49/hour and the median wage is \$16.59/hour. Mr. Sheffield also noted it would be important to include Jim Foley into the conversation as well because driver shortage effects the school system as well.

Mr. Foley confirmed that driver shortage is an issue for the schools and higher wages would help retain them. Ms. White said it was a problem at UTS as well.

Ms. White noted that wages are not the only factors considered when drivers take a job. The benefits package included with the job should also be taken into account.

Ms. Galvin asked for a recommendation from the Board re: wage increase for drivers. She wanted to know if the RTP supports the idea of regional parity between drivers in the region.

Ms. Mallek said a statement from the group would be best.

Ms. Strachan, Ms. Mallek, Ms. McKeel and Ms. Galvin together came up with a statement from the Board with support from the rest of the Board: ***"The RTP endorses further investigation of the benefits of establishing a regional driver wage parity among elements of the system."***

There was quite a bit of additional talk about the budgets and all involved were concerned about parity. Mr. Boyles said since this issue is so complex and involved, perhaps there needs to be a sub-committee to address it.

It was agreed that the group will meet at a retreat in the future to discuss the matter further.

Ms. Galvin asked for minutes to be drafted ASAP to be approved ahead of the next meeting so she can take them to the City.

### **Transit Development Plan (TDP) Presentation**

Boris Palchik from Foursquare Integrated Transportation Planning did an abridged presentation and discussed only JAUNT issues and potential solutions due to time restraints.

His presentation is attached.

Mr. Palchik reported that there will be two public meetings in April (April 25<sup>th</sup> at 6:30 p.m. and April 26<sup>th</sup> at 9:30 a.m. at City Space) to go over details and there will be ample opportunity for feedback. He noted there will be a stakeholders' meeting as well, including elected officials, service providers, and hospital and University representatives.

Mr. Sheffield recommended that the RTP extends what Foursquare can offer because they have a good understanding of the complexities of the systems.

Ms. McKeel asked that since the consultants will be here for the public meeting on April 25 at 6:30, they could come to the RTP meeting scheduled for 4:00 – 6:00 p.m. that same day. She asked that the consultant's presentation be added to the next meeting's agenda.

Ms. Galvin expressed the need to get the public meeting information to folks at IRC, Neighbor Works, and public housing because there is heavy use of transit within those groups.

### **Ridership Reports**

Faruk Hesenan was prepared to present information and review the numbers with the group, but because of time constraints, Mr. Boyles asked the group to review the report and ask any questions they may have. There were no questions, so the group moved to the next agenda item.

Mr. Boyles noted that at the next meeting there will be more detail discussed.

### **Staff Updates/Other Discussion**

Mr. Foley noted that the County started selling fuel a couple of years ago to JAUNT through the public school's bulk purchasing program and wanted to know if that had been beneficial JAUNT.

Mr. Sheffield said it had not made a big difference but knows that it helps the school system with the bulk fuel purchasing so they would continue at least for another year to see if there is any change for JAUNT.

Ms. McKeel asked if that was something the school system could do for the City schools or with CAT. Mr. Jones said the billing would be too difficult.

Mr. Foley also reported that the Go Driver program has been going quite well.

Mr. Foley noted that the school system is changing in 2022 and there may be a central location that may have longer hours, so there may need to be discussion on how they may be able to transport the City and County students together.

Ms. McKeel stated the action items for this meeting:

- Draft meeting minutes quickly and get them to the Board ASAP
- Reach out to community partners again to see if they want to send representation
- Create a letter from the RTP based off of Laurie Guthrie's letter (attached)
- Retreat about what the group is all about

Ms. McKeel asked for Mr. Boyles to send out potential dates for a retreat in June.

Ms. McKeel also asked about the potential trip down to Greenville and Clemson, SC. Mr. Boyles said he is trying to coordinate getting a group to go down just after the university lets out (within 1 – 2 weeks) to discuss economic development initiatives, Town & Gown initiatives, river and park improvements, and transit initiatives. There is also an electric bus system that the universities use that is located in that area as well which may be beneficial to visit.

Ms. McKeel asked that Mr. Boyles send out potential dates for that trip as well. Mr. Boyles noted that early June may work best.

Ms. Mallek also asked to add identifiers about who the service providers are from the MOU in the bylaws, specifically identifying who is fixed route and who is demand responsive.

Ms. McKeel adjourned the meeting at 6:13 pm.

DRAFT



## Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpcdc.org  
(434) 979-7310 phone • (434) 979-1597 fax • info@tjpcdc.org email

---

### By-Laws: Regional Transit Partnership

*Adopted Month xx, 20xx*

#### Article I - Name and Authority

Section 1. The name of this committee shall be known as Regional Transit Partnership, hereinafter called the PARTNERSHIP.

Section 2: The PARTNERSHIP shall have such authority as prescribed in a Memorandum of Understanding (MOU) to review and recommend opportunities for improved communication, coordination and collaboration on transit matters for the Charlottesville-Albemarle Urbanized Area between the Metropolitan Planning Organization, hereinafter referred to as the MPO; the City of Charlottesville, acting as a local unit of government and as one of the local transit operators, hereinafter referred to as the CITY; the County of Albemarle, acting as a local unit of government, hereinafter referred to as the COUNTY; JAUNT Inc, a public corporation, hereinafter referred to as JAUNT, with JAUNT and Charlottesville Area Transit together hereinafter referred to as the PUBLIC TRANSIT OPERATORS; the Thomas Jefferson Planning District Commission, serving as planning and administrative staff to the MPO, hereinafter referred to as the TJPDC; and the Department of Rail and Public Transportation, hereinafter referred to as the DEPARTMENT.

Section 3: The Partnership draws its legitimacy from the MOU and is only immitted by and activities explicitly excluded in the MOU.

#### Section 4: Transit Providers:

- Charlottesville Area Transit (CAT): Is a transit provider within the Government of the City of Charlottesville. CAT provides regional fixed route transit to the urbanized areas of the Charlottesville Albemarle MPO
- JAUNT Inc.: Is a demand response, paratransit and rural transit provider that provides services in both the urban and rural areas within and surrounding Charlottesville. Paratransit service is provided in both urban and rural areas. Demand Response is provided in urban and rural areas. Rural transit service provides services bringing people into and out of the urban areas.

#### Article II - Purpose

Section 1. The PARTNERSHIP, serves as an official advisory board to provide recommendations to decision-makers on transit-related matters. There are four main goals of the PARTNERSHIP:

- Establishing Strong Communication:** The PARTNERSHIP will provide a long-needed venue to exchange information and resolve transit-related matters.
- Ensuring Coordination between Transit Providers:** The PARTNERSHIP will allow transit providers a venue to coordinate services, initiatives and administrative duties of their systems.
- Set the Regions Transit Goals and Vision:** The PARTNERSHIP will allow local officials and transit staff to work together with other stakeholders to craft regional transit goals. The RTP will also provide, through MPO staff and updates of the Transit Development Plans (TDPs), opportunities for regional transit planning.
- Identify Opportunities:** The PARTNERSHIP will assemble decision-makers and stakeholders



to identify opportunities for improved transit service and administration, including evaluation of a Regional Transit Authority (RTA.)

The PARTNERSHIP will be an advisory board that provides recommendations to CAT, JAUNT, and stakeholders, which include City and County officials, as well as other institutions, such as the University of Virginia (UVA). As this is a regional effort that focuses on the Charlottesville-Albemarle Metropolitan Planning Area (MPA), the CA-MPO will staff and maintain the PARTNERSHIP. The CA-MPO is also responsible for federal funding to CAT and JAUNT, through the Transportation Improvement Program (TIP) process.

### **Article III - Membership**

*Section 1: The voting membership of the ~~Technical Committee~~ Partnership shall be as follows:*

- Two representatives from and appointed by, the Charlottesville City Council*
- Two representatives from and appointed by, the Albemarle Board of Supervisors*
- Two representatives from the JAUNT Corporation Board --one urban & one rural representative with at no time having both serve from the same governmental jurisdiction.*
- One representative of the Department of Rail and Public Transportation (DRPT)*

*~~shall be composed of two (2) members each designated by and representing the CITY, the COUNTY, JAUNT, and one (1) designated by and representing the DEPARTMENT.~~*

Section 2. The nonvoting membership of the PARTNERSHIP shall be composed of one (1) representative each, designated by and representing CA-MPO staff, RideShare, CAT staff, Charlottesville's Transit Advisory Board, JAUNT staff, UTS staff, Greene County Transit, Martha Jefferson Hospital, UVA Hospital, Charlottesville School System, Albemarle School System, Piedmont Virginia Community College, and the Charlottesville Area Chamber of Commerce.

Section 3. The PARTNERSHIP may recommend additional voting or nonvoting membership to the PARTNERSHIP as is deemed necessary to carry out its duties.

Section 4. Appointments to the PARTNERSHIP shall be filled by persons trained and knowledgeable in transportation planning or who, by their positions have an interest and responsibility in transportation planning.

Section 5. In order to provide continuity in the PARTNERSHIP's actions, it is recommended that each member serve for a two-year term and may be reappointed for successive terms.

Section 6. Any member of the PARTNERSHIP who wishes to designate an alternate to serve in his or her absence may do so by submitting the name of that individual to the Chair of the PARTNERSHIP in advance of the meeting. An alternate may vote only in the absence of the regular member he or she represents.

Section 7. Whenever any voting member fails to attend three (3) consecutive meetings without good reason, the Chair of the PARTNERSHIP shall seek to determine the cause of the absence and whether the appointing authority wishes the delinquent member to be the representative on the PARTNERSHIP.

### **Article IV - Officers**

Section 1. The officers of the PARTNERSHIP shall consist of a chair and vice-chair.

Section 2. The chair and vice-chair shall be elected by and from the membership of the PARTNERSHIP, shall serve for one year or until their successors are elected, and shall be eligible for reelection.

Section 3. The election of officers shall be held at PARTNERSHIP's first meeting after July 1 of each year and

those members elected to office shall assume their duties at the conclusion of the meeting during which the election is held. A majority vote shall be required for election to any office.

Section 4. The MPO staff shall prepare and maintain a permanent written record of all PARTNERSHIP proceedings, and shall transmit a copy of the minutes of each PARTNERSHIP meeting to each member prior to the next regular meeting.

#### **Article V - Meetings**

Section 1. The PARTNERSHIP shall establish a regular date and place for its meetings. The ~~chairman~~Chair and Vice Chair may establish an alternate meeting date to substitute for conflicts caused by holidays and any emergency reasons. Members will be notified in advance of a rescheduled meeting. The ~~chairman~~Chair may also call a special meeting or cancel a regular meeting. Consecutive regular meetings cannot be canceled.

Section 2. A quorum shall consist of one-half of the voting representatives of the PARTNERSHIP and shall include at least one representative from both CITY, COUNTY and JAUNT. Vacancies shall not be considered in the establishment of a quorum.

Section 3. The agenda for each PARTNERSHIP shall be prepared jointly between the ~~Chairman~~Chair, Vice Chair and the MPO staff. The agenda will be mailed one week prior to the next meeting.

Section 4. Parliamentary authority for PARTNERSHIP proceedings not otherwise specified by these bylaws shall be Robert's Rules of Order, Revised.

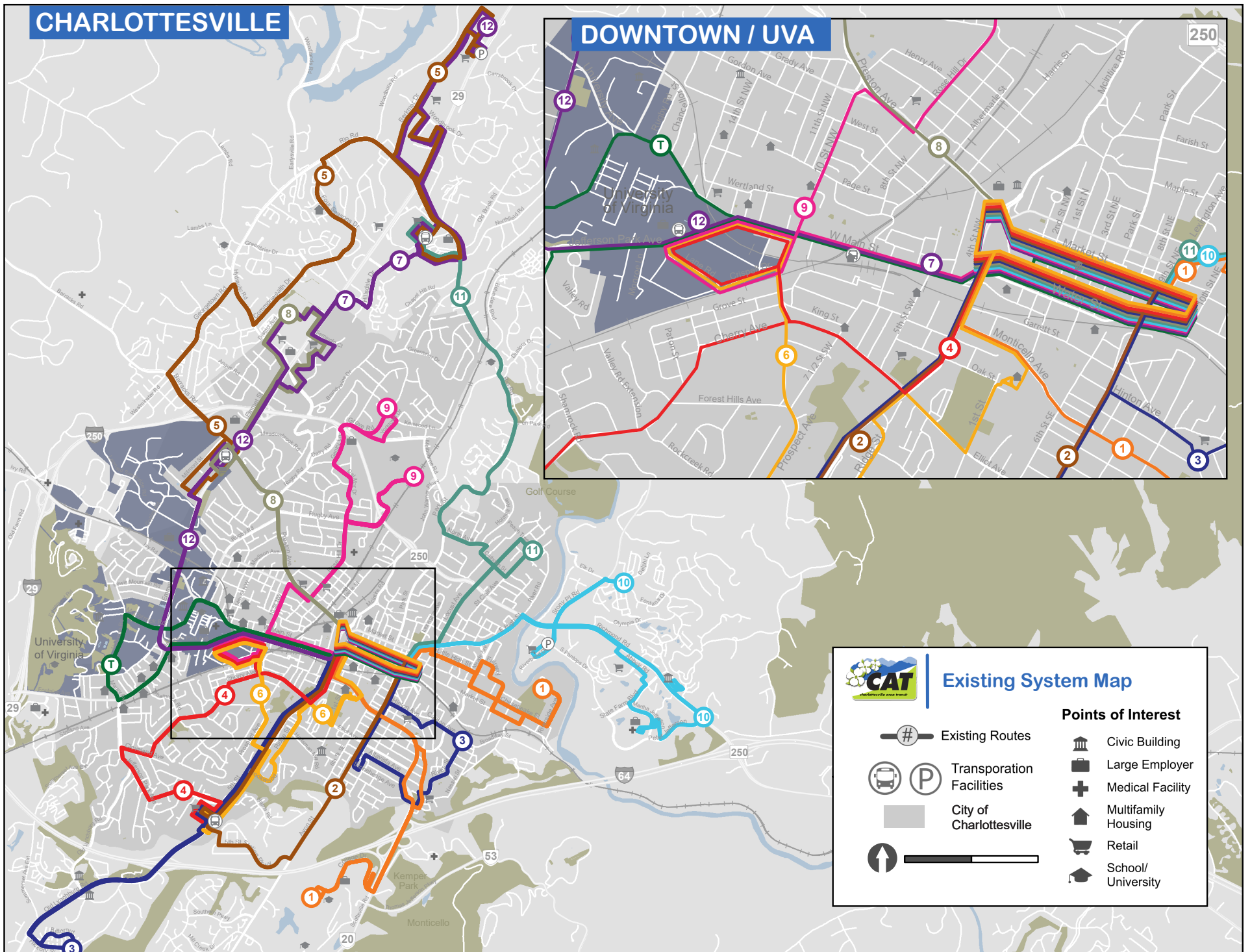
#### **Article VI - Amendment**

Section 1. These bylaws may be amended by a two-thirds vote of those members present provided that a quorum is present. Proposed changes in the bylaws shall be transmitted to each voting member at least 10 days prior to the meeting when the voting will be conducted.

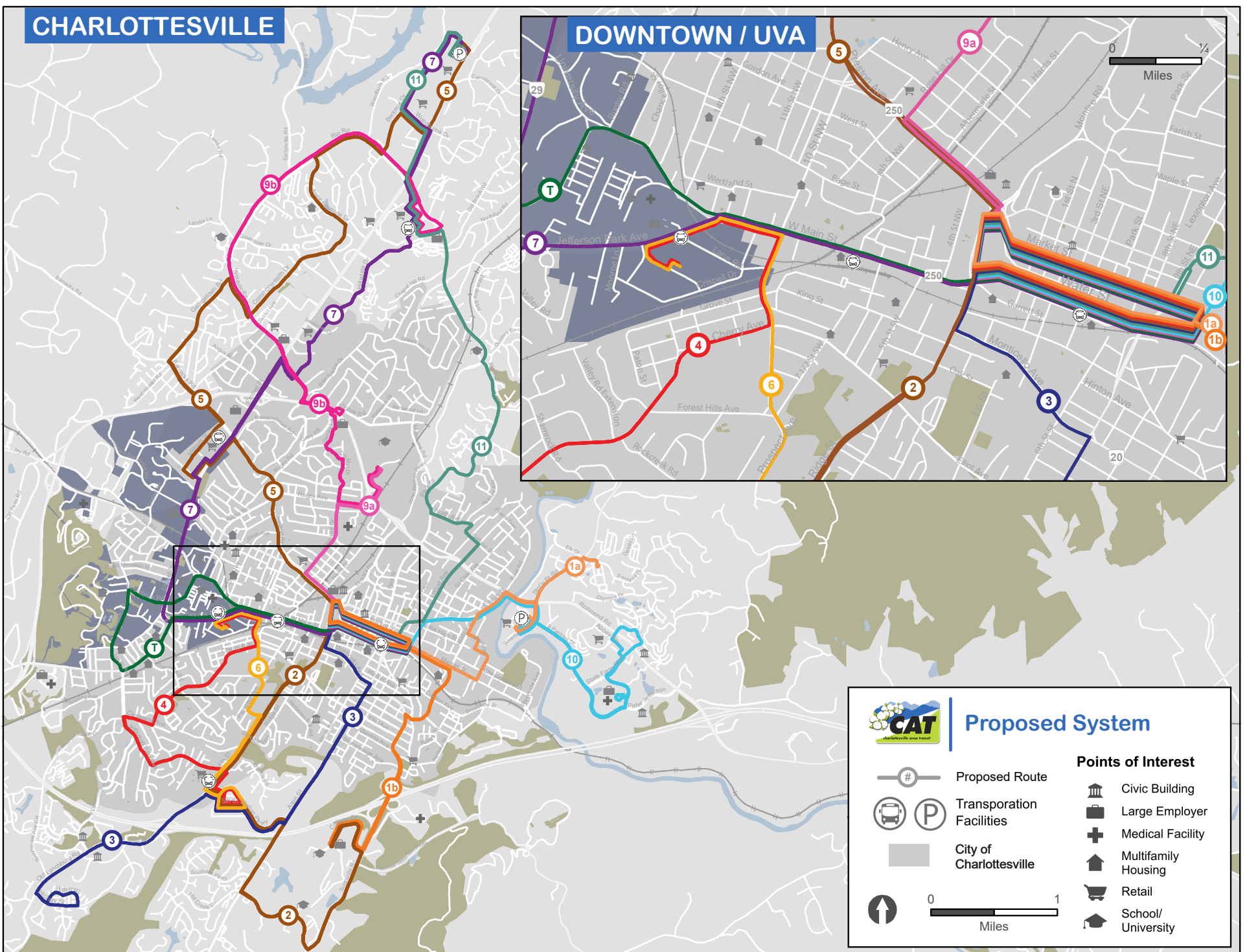
#### **Article VII -**

Section 1. These bylaws shall become effective immediately upon ratification by a majority vote of the PARTNERSHIP.

# Existing System Map



# Proposed System Map





# Monthly Transit Ridership and Service Level Report April, 2018



**Table of Contents**

Table of Contents ..... 3

Glossary ..... 3

Charlottesville Area Transit (CAT) Transit Route abbreviations..... 3

JAUNT Commuter Route (Fixed)..... 3

Charlottesville Area Transit (CAT) System Map ..... 4

Executive Summary..... 5

Charlottesville Area Transit (CAT)..... 6

    Monthly Summary of Total Ridership..... 6

    Total Ridership per Route..... 7

    Passengers per Revenue Hour by Month..... 9

    Passengers per Revenue Mile by Month..... 11

JAUNT ..... 13

    Monthly Summary of Total Ridership by Passenger Origin..... 13

        by Commuter Routes ..... 14

        by Type of Passenger..... 15

        by Public Riders ..... 16

        by Financial Responsibility..... 16

    Passengers per Revenue Hour by Passenger Origin..... 17

    Passengers per Revenue Hour by Public Riders ..... 17

Rideshare ..... 18

    Active Rideshare Registered Users by Locality..... 18

    Active Guaranteed Ride Home Registered Users by Locality ..... 18

    Average Match Rate..... 18

## Glossary

- **Fixed Route Service (FR):** FR operate along a specific route according to a fixed or preset schedule. Each trip serves the same stops, origins and destinations, continuously, until service ends.
- **Match Rate (Rideshare):** Percentage of completed applications that are able to match with another commuter. This can only be calculated for new registrants each month, and doesn't have a total for all active users.
- **No Service:** This service typically occurs during federally recognized holidays, such as New Year's Day and Independence Day. No routes operate during these days.
- **Previous Year:** These sections refer to data for the same month in the previous year.
- **Revenue Hours (RH):** RHs are the hours of service where a bus is providing service to passengers.
- **Revenue Mile (RM):** RHs are the miles a bus travels on a route while providing service to passengers.
- **Ridership:** Ridership is the number of people using a public transportation service in a given time period.
- **Year-to-Date (YTD):** YTD numbers are the sum of values for a period beginning July 1st of the current fiscal year until the end of a specified month.

## Charlottesville Area Transit (CAT) Transit Route abbreviations

Abbreviation	Route Full Name
<b>Free T</b>	UVA - Downtown
<b>Route 1</b>	East Market & PVCC
<b>Route 2</b>	5th Street Station & Downtown
<b>Route 3</b>	Southwood & Belmont
<b>Route 4</b>	UVA Hospital, Fry's Spring & Downtown
<b>Route 5</b>	Barrack's Road & Walmart

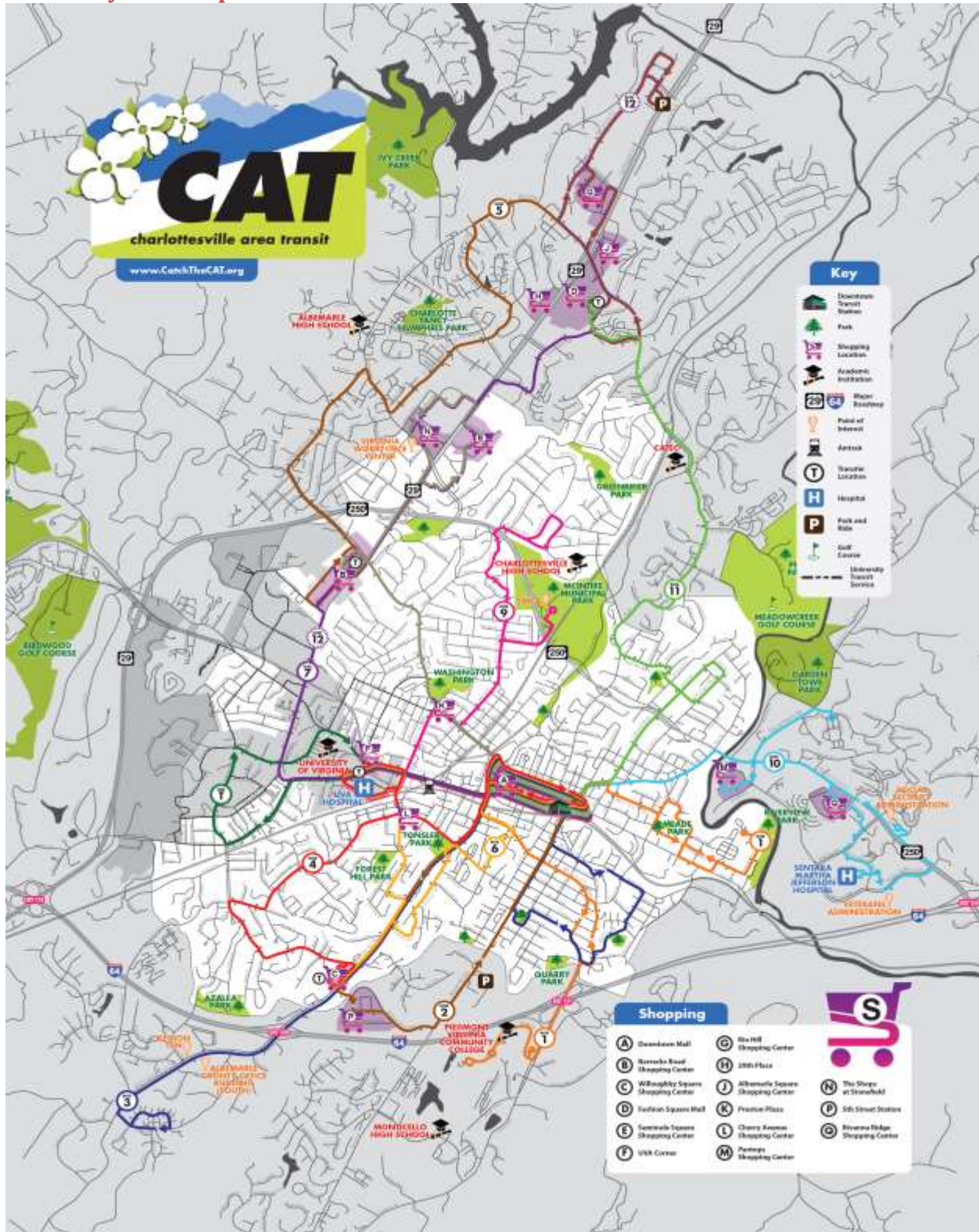
Abbreviation	Route Full Name
<b>Route 6</b>	UVA Hospital & Downtown
<b>Route 7</b>	Fashion Square & Downtown
<b>Route 8</b>	Barracks Road & Downtown
<b>Route 9</b>	Greenbrier & Downtown
<b>Route 10</b>	Pantops & Downtown
<b>Route 11</b>	Fashion Square Mall, Rio Rd, & Downtown
<b>Route 12</b>	Walmart, UVA Hospital, Downtown

Please click on the route's name to see relevant map and schedule. A CAT Transit System Map is placed on Page.4 of this document as well.

## JAUNT Commuter Route (Fixed)

Routes	Bus Stops
<b>Albemarle County</b>	Crozet, Scottsville, and Earlysville
<b>Buckingham County</b>	Downtown Charlottesville, UVA, Martha Jefferson, Scottsville
<b>Fluvanna County</b>	Stops along Route 15 and Route 29
<b>Nelson County</b>	Lovington Express Route, Roseland Route, Wintergreen Employment Route

# Transit System Map



## Executive Summary

The purpose of this report is to provide monthly updates on existing transit options serving Albemarle, Fluvanna, Greene, Louisa and Nelson Counties, and City of Charlottesville. This document includes transit ridership data provided by Charlottesville Area Transit (CAT), JAUNT, as well as Rideshare, organized by transit routes, passenger origin, type of service, day of week, and other attributes. To illustrate changes taken place in ridership, comparisons are made to the previous month, and the same month of the previous year.

### Transit Trends

#### Charlottesville Area Transit (CAT)

*In February 2018, in comparison with February 2017:*

- Total Ridership decreased in February 2018 by 6.7%
- Total Revenue Hours increased by 15.3%
- Total Revenue Miles decreased by 11.7%
- Passengers per Revenue Hour and per Revenue Mile decreased by 19.2% and 16.52% respectively
- Routes 2,3,6 had increased ridership
- Routes 1,4,5,7,8,9,10,11,12 and Free Trolley had decreased ridership
- Routes funded by Albemarle County (Route 1,2,3,5,10,11) had an overall ridership decrease of 1%
- University Rides increased by almost 5%
- In Fiscal Year 2018 (as of February), ridership in all months had decreased in comparison with same months in Fiscal Year 2017, resulting in an overall decrease of 7.7% in total ridership so far,

#### JAUNT

*In February 2018, in comparison with February 2017:*

- Total Ridership increased in all jurisdictions but Louisa County and Nelson County, resulting in a 5% increase in total ridership.
- Commuter Routes had an overall increase of 31% in total ridership. All commuter routes except the Nelson County route had ridership increases. The highest increase was in Albemarle County route, by 43%, followed by Buckingham County, by 33%.
- Ridership in all passenger types increased by more than 4%.
- Ridership of the disabled increased by more than 29%.





## Charlottesville Area Transit (CAT)

### Monthly Summary of Total Ridership

Summary All Routes							
	February, 2017	January, 2018	February, 2018	Change by Month	Current YTD Total	Previous YTD Total	YTD Change
<b>Total Passengers</b>	183,948	159,002	171,550	-6.74%	1,370,702	1,485,649	-7.74%
<b>Total Revenue Hours</b>	7,053	8,826	8,136	15.36%	68,879	65,318	5.45%
<b>Total Revenue Miles</b>	67,435	81,504	75,336	11.72%	634,386	637,437	-0.48%
<b>Passengers/RH</b>	26.08	18.02	21.09	-19.15%	19.90	22.74	-12.51%
<b>Passengers/RM</b>	2.73	1.95	2.28	-16.52%	2.16	2.33	-7.29%



Total Ridership per Route

Total Ridership per Route All Routes								
Route	February, 2018	% of Ridership	February, 2017	Change by Month	Current YTD Total	% of YTD Ridership	Previous YTD Total	YTD Change
Free T	62,312	36.32%	67,536	-7.74%	433,881	31.65%	513,689	-15.54%
Route 1	3,198	1.86%	3,901	-18.02%	27,741	2.02%	32,434	-14.47%
Route 2*	4,289	2.50%	3,108	38.00%	36,802	2.68%	12,952	184.14%
Route 3	8,370	4.88%	8,081	3.58%	71,791	5.24%	73,061	-1.74%
Route 4	8,025	4.68%	9,129	-12.09%	71,241	5.20%	78,032	-8.70%
Route 5	16,857	9.83%	17,125	-1.56%	144,889	10.57%	146,455	-1.07%
Route 6	6,498	3.79%	6,299	3.16%	52,172	3.81%	51,095	2.11%
Route 7	42,605	24.84%	46,255	-7.89%	355,603	25.94%	398,849	-10.84%
Route 8	7,188	4.19%	7,576	-5.12%	61,947	4.52%	66,316	-6.59%
Route 9	1,300	0.76%	2,613	-50.25%	14,507	1.06%	19,323	-24.92%
Route 10	4,501	2.62%	5,309	-15.22%	39,955	2.91%	44,483	-10.18%
Route 11	4,979	2.90%	5,123	-2.81%	45,438	3.31%	40,006	13.58%
Route 12	1,428	0.83%	1,893	-24.56%	14,735	1.07%	8,954	64.56%
<b>Total</b>	<b>171,550</b>	-	<b>183,948</b>	<b>-6.74%</b>	<b>1,370,702</b>	-	<b>1,485,649</b>	<b>-7.74%</b>

\*Route 2 did not begin operation until October 2016



Total Ridership per Albemarle Funded Routes

Total Ridership per Route Albemarle Funded Routes & University Rides				
Route	February, 2018	% of Ridership	February, 2017	Change 2017-2018
Route 1	3,198	7.58%	3,901	-18.02%
Route 2*	4,289	10.16%	3,108	38.00%
Route 3	8,370	19.84%	8,081	3.58%
Route 5	16,857	39.95%	17,125	-1.56%
Route 10	4,501	10.67%	5,309	-15.22%
Route 11	4,979	11.80%	5,123	-2.81%
<b>Albemarle Funded Routes Total**</b>	<b>42,194</b>	<b>24.5%</b>	<b>42,647</b>	<b>-1.06%</b>
<b>University Rides***</b>	<b>48,822</b>	<b>28.4%</b>	<b>46,512</b>	<b>4.97%</b>
<b>All Service</b>	<b>171,550</b>	<b>-</b>	<b>183,948</b>	<b>-6.7%</b>

\*Route 2 did not begin operation until October 2016

\*\* This sum does not include ridership numbers of Route 2

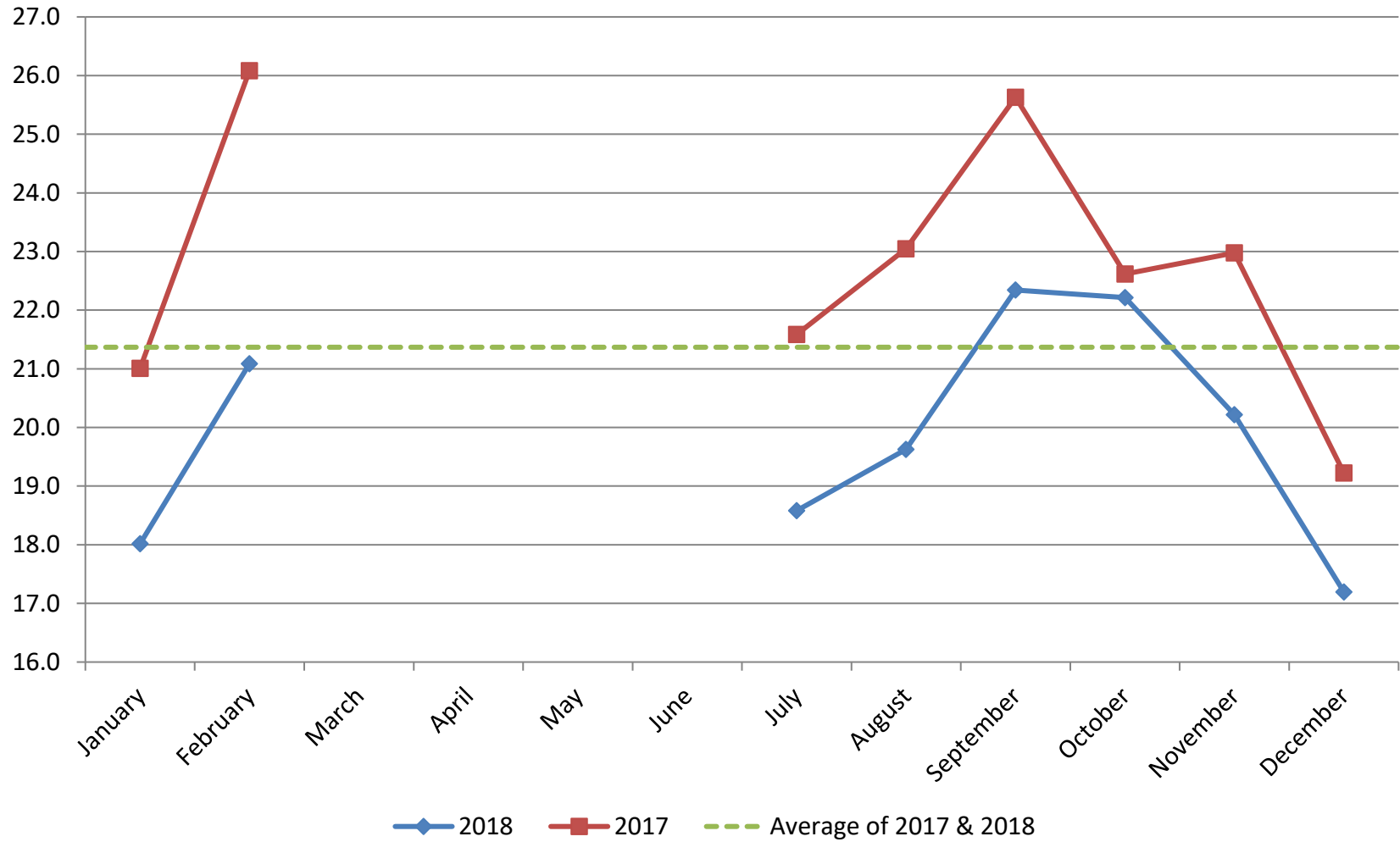
\*\*\*University Rides refer to the ride provided on a CAT route (including the Free Trolley) where the passenger has presented and scanned to the fare box a valid University of Virginia student, staff or health services identification badge in lieu of payment of fare. All University rides are provided fare free by CAT.



Passengers per Revenue Hour by Month

Passengers per Revenue Hour by Month All Routes							
Month	FY-2018			FY-2017			Change Pass/RH
	Passengers	Revenue Hours	Pass/RH	Passengers	Revenue Hours	Pass/RH	
January	159,002	8,826	18.02	165,307	7,869	21.01	-14.24%
February	171,550	8,136	21.09	183,948	7,053	26.08	-19.15%
March							
April							
May							
June							
July	157,890	8,498	18.58	171,242	7,934	21.58	-13.92%
August	178,475	9,094	19.63	196,711	8,536	23.04	-14.84%
September	191,855	8,587	22.34	215,615	8,413	25.63	-12.82%
October	189,411	8,527	22.21	209,130	9,247	22.62	-1.78%
November	177,708	8,790	20.22	189,846	8,263	22.98	-12.01%
December	144,811	8,421	17.20	153,850	8,003	19.22	-10.55%
<b>Total</b>	<b>1,370,702</b>	<b>68,879</b>	<b>19.90</b>	<b>1,485,649</b>	<b>65,318</b>	<b>22.74</b>	<b>-12.51%</b>

### Passengers per Revenue Hour by Month (Calendar Year)

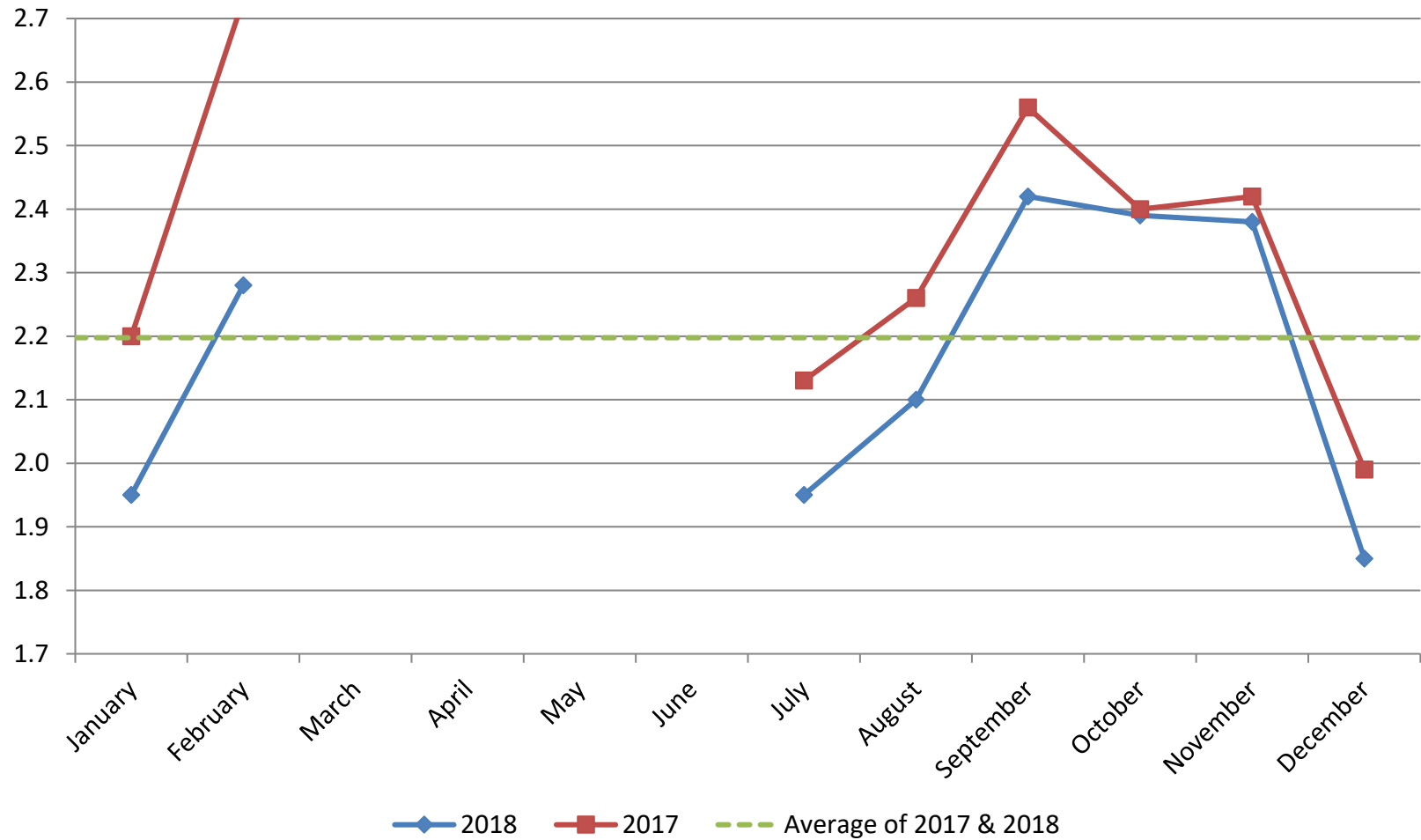




Passengers per Revenue Mile by Month

Passengers per Revenue Mile by Month All Routes							
Month	FY-2018			FY-2017			Change Pass/RM
	Passengers	Revenue Miles	Pass/RM	Passengers	Revenue Miles	Pass/RM	
January	159,002	81,504	1.95	165,307	75,094	2.20	-11.38%
February	171,550	75,336	2.28	183,948	67,435	2.73	-16.52%
March							
April							
May							
June							
July	157,890	81,050	1.95	171,245	80,569	2.13	-8.35%
August	178,475	85,075	2.10	196,711	87,127	2.26	-7.08%
September	191,855	79,314	2.42	215,615	84,354	2.56	-5.37%
October	189,411	79,166	2.39	209,130	87,215	2.40	-0.22%
November	177,708	74,802	2.38	189,846	78,424	2.42	-1.86%
December	144,811	78,139	1.85	153,850	77,219	1.99	-6.98%
<b>Total</b>	<b>1,370,702</b>	<b>634,386</b>	<b>2.16</b>	<b>1,485,652</b>	<b>637,437</b>	<b>2.33</b>	<b>-7.29%</b>

### Passengers per Revenue Mile by Month (Calendar Year)



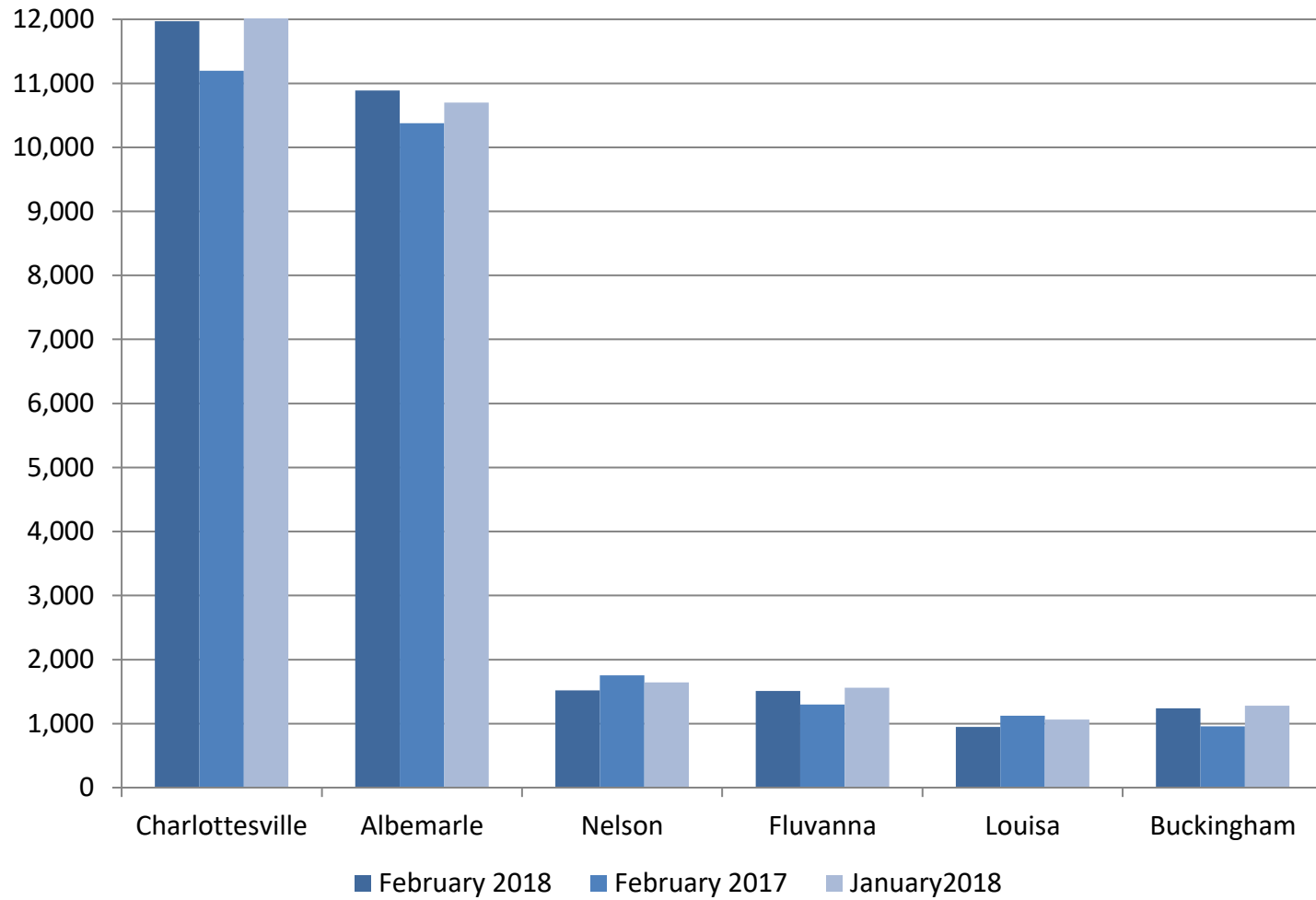


Monthly Summary of Total Ridership by Passenger Origin

Total Number of Passengers by Origin							
Passenger Origin	February, 2017	January, 2018	February, 2018	% Change FY17 to FY18	YTD FY17	YTD FY18	% Change FY17 to FY18
<b>Charlottesville</b>	11,197	12,847	11,970	6.9%	87,170	86,322	-1.0%
<b>Albemarle</b>	10,375	10,701	10,886	4.9%	85,573	87,395	2.1%
<b>Nelson</b>	1,752	1,642	1,518	-13.4%	13,535	13,336	-1.5%
<b>Fluvanna</b>	1,296	1,559	1,512	16.7%	11,273	12,115	7.5%
<b>Louisa</b>	1,125	1,064	948	-15.7%	8,874	7,391	-16.7%
<b>Buckingham</b>	959	1,280	1,240	29.3%	7,521	9,968	32.5%
<b>Total</b>	<b>26,704</b>	<b>29093</b>	<b>28,074</b>	<b>5.1%</b>	<b>213946</b>	<b>216527</b>	<b>1.2%</b>



### Total Ridership by Passenger Origin





by Commuter Routes

Total Number of Passengers by Commuter Routes							
Commuter Routes	February, 2017	January, 2018	February, 2018	% Change FY17 to FY18	YTD FY17	YTD FY18	% Change FY17 to FY18
Albemarle	1,302	1,966	1,861	42.9%	10,402	14,840	42.7%
Nelson	398	424	365	-8.3%	3,398	3,490	2.7%
Fluvanna	159	221	197	23.9%	1,204	1,526	26.7%
Buckingham	935	1,280	1,240	32.6%	7,521	9,968	32.5%
<b>Total</b>	<b>2,794</b>	<b>3,891</b>	<b>3,663</b>	<b>31.1%</b>	<b>22,525</b>	<b>29,824</b>	<b>32.4%</b>



by Type of Passenger

Total Number of Passengers by Type							
Type of Passenger	February, 2017	January, 2018	February, 2018	% Change FY17 to FY18	YTD FY17	YTD FY18	% Change FY17 to FY18
Youth	3,061	3,283	3,193	4.3%	24,295	24,711	1.7%
Adult	17,077	18,316	17,817	4.3%	135,544	137,863	1.7%
Elderly	7,109	7,625	7,417	4.3%	56,426	57,391	1.7%
Disabled (All Passengers)	18,090	24,035	23,380	29.2%	157,713	180,909	14.7%
<b>Total</b>	<b>27,247</b>	<b>29,224</b>	<b>28,427</b>	<b>4.3%</b>	<b>216,265</b>	<b>219,965</b>	<b>1.7%</b>



by Public Riders

Total Number of Passengers by Passenger Origin (Public Riders)							
Passenger Origin	February, 2017	January, 2018	February, 2018	% Change FY17 to FY18	YTD FY17	YTD FY18	% Change FY17 to FY18
Charlottesville	168	251	258	53.6%	1,529	1,653	8.1%
Albemarle	3,158	3,246	3,396	7.5%	24,511	25,610	4.5%
Nelson	1,359	1,222	1,144	-15.8%	10,087	10,166	0.8%
Fluvanna	1,070	1,370	1,313	22.7%	8,779	10,453	19.1%
Louisa	783	780	678	-13.4%	5,662	4,989	-11.9%
Buckingham	959	1,280	1,240	29.3%	7,521	9,968	32.5%
<b>Total</b>	<b>18,900</b>	<b>20,182</b>	<b>19,859</b>	<b>5.1%</b>	<b>152,848</b>	<b>160,869</b>	<b>5.2%</b>



by Financial Responsibility

Total Number of Passengers by Financial Responsibility							
Passenger Origin	February, 2017	January, 2018	February, 2018	% Change FY17 to FY18	YTD FY17	YTD FY18	% Change FY17 to FY18
Public	18,900	20,182	19,859	5.1%	152,848	160,869	5.2%
Agency	8,347	9,042	8,568	2.6%	63,417	59,096	-6.8%
<b>Total</b>	<b>27,247</b>	<b>29,224</b>	<b>28,427</b>	<b>4.3%</b>	<b>216,265</b>	<b>219,965</b>	<b>1.7%</b>



Passengers per Revenue Hour by Passenger Origin

Passengers per Revenue Hour by Passenger Origin							
Passenger Origin	February 2018			February 2017			Change Pass/RH
	Passengers	Revenue Hours	Pass/RH	Passengers	Revenue Hours	Pass/RH	
Charlottesville	11,970	2,720	4.4	11,197	3,119	3.59	0.81
Albemarle	10,886	3,715	2.93	10,375	3,871	2.68	0.25
Nelson	1,518	419	3.62	1,752	448	3.91	-0.29
Fluvanna	1,512	756	2	1,296	745	1.74	0.26
Louisa	948	402	2.36	1,125	455	2.47	-0.11
Buckingham	1,240	191	6.48	959	196	4.89	1.59
<b>Total</b>	<b>28,074</b>	<b>8,559</b>	<b>3.28</b>	<b>26,704</b>	<b>8,532</b>	<b>3.13</b>	<b>0.15</b>



Passengers per Revenue Hour by Public Riders

Passengers per Revenue Hours by Public Riders							
Passenger Origin	February 2018			February 2017			Change Pass/RH
	Passengers	Revenue Hours	Pass/RH	Passengers	Revenue Hours	Pass/RH	
Charlottesville	168	82	2.05	258	103	2.51	-0.46
Albemarle	3,158	1,243	2.54	3,396	1,551	2.19	0.35
Nelson	1,359	348	3.90	1,144	338	3.38	0.52
Fluvanna	1,070	598	1.79	1,313	680	1.93	-0.14
Louisa	783	274	2.86	678	308	2.20	0.66
Buckingham	959	196	4.89	1,240	191	6.48	-1.59
<b>Total</b>	<b>18,900</b>	<b>6,823</b>	<b>2.77</b>	<b>19,859</b>	<b>7,912</b>	<b>2.51</b>	<b>0.26</b>

### Active Rideshare Registered Users by Locality

Active Rideshare Registered Users by Locality of Origin				
User Origin	February, 2017	January, 2018	February, 2018	Change 2017-2018
Charlottesville	68	75	76	8
Albemarle	124	134	137	13
Nelson	13	17	17	4
Fluvanna	39	41	41	2
Louisa	24	28	28	4
Buckingham	4	4	4	0
<b>Area Total (#/% of Total)</b>	<b>272/58%</b>	<b>299/58%</b>	<b>303/57%</b>	<b>31/54%</b>
<b>Total*</b>	<b>472</b>	<b>520</b>	<b>529</b>	<b>57</b>

### Active Guaranteed Ride Home Registered Users by Locality

Active Guaranteed Ride Home Registered Users by Locality of Origin				
User Origin	February, 2017	January, 2018	February, 2018	Change 2017-2018
Charlottesville	11	12	12	1
Albemarle	18	19	19	1
Nelson	10	10	10	0
Fluvanna	8	8	8	0
Louisa	10	10	10	0
Buckingham	15	15	15	0
<b>Area Total (#/% of Total)</b>	<b>72/52%</b>	<b>74/54%</b>	<b>74/54%</b>	<b>2/5%</b>
<b>Total</b>	<b>138</b>	<b>181</b>	<b>181</b>	<b>43</b>

### Average Match Rate

Average Match Rate				
	February, 2017	January, 2018	February, 2018	Change 2017-2018
<b>Match Rate</b>	100%	60%	57%	-43%

\*Area total is the sum of the number of users from the jurisdictions listed on the table

\*\*Total is the sum of the number users from all the service areas of Rideshare



**Strengthening Coordinated Transportation Systems  
For People with Disabilities and Older Adults**

*Funded by the U.S. Administration for Community Living and Managed in  
Partnership with the Federal Transit Administration*

*Administered by the Community Transportation Association of America (CTAA)  
In Partnership with the National Association of Area Agencies on Aging (n4a),  
the Institute for Community Inclusion of the University of Massachusetts-  
Boston and DJB Evaluation*

**Inclusive Transportation Planning Framework Grants  
Application Form**

**Application due Date: May 4, 2018 11:59 PM eastern time**

Submit application on-line or by email at [transitplanning4all@ctaa.org](mailto:transitplanning4all@ctaa.org)  
All requested information must be provided.

**Part 1**

**Total Funding Request: \$ \_\_\_\_\_ (Maximum Funding: \$35,000)**

<b>Applicant:</b> Organization Name		
Street Address		
City, State Zip Code		
Telephone		
<b>Executive Director</b>		
Name		
Title		
Telephone & Email		
<b>Primary Contact</b> (Person completing the application and/or anticipated project director)		
Name		
Title		
Telephone & Email		

Organizational Structure is (Check one):

<input type="checkbox"/>	Nonprofit organization
<input type="checkbox"/>	Government (i.e., county, city, Tribal Nation, Council of Governments)

What is the primary focus of the Organization? (Check one):

<input type="checkbox"/>	Transportation
<input type="checkbox"/>	Aging
<input type="checkbox"/>	Disability
<input type="checkbox"/>	A combination of two or more of the above. Please specify:
<input type="checkbox"/>	Other. Please specify:

Budget: (Please check):

<input type="checkbox"/>	Completed Budget Narrative Worksheet is attached
--------------------------	--

Please check to indicate that 3 Letters of Commitment are attached from participants.

<input type="checkbox"/>	Provide the name of each participant: Participant 1: Participant 2: Participant 3:
--------------------------	---

Please check to indicate that 3 Letters of Commitment are attached from coordinated transportation partners.

<input type="checkbox"/>	Provide the name of each partner: Partner 1: Partner 2: Partner 3:
--------------------------	---

### **Part II Narrative**

The Narrative must be written in 12 point Arial font and double-spaced. The Narrative may not exceed eight (8) 8.5 x 11 pages. Applications that exceed the page limit or fail to adhere to these requirements will be considered non-responsive and will not be reviewed.

1. Provide a brief but detailed description of what you propose to do to create an Inclusive Transportation Planning Framework in your community. Include in your response the following specific information:

- 1A) Geographic area to be served
  - 1B) Population to be served
2. Describe how the grant will be administered. Include the following in your response:
- 2A) Name the Lead Agency and provide justification for selection to lead the the project.
  - 2B) Identify participants that have committed to work on the project and describe their roles (commitment letters are required from 3 participants).
  - 2C) Identify coordinated transportation partners that have committed to work on the project and describe their roles (commitment letters are required from 3 partner organizations).
3. Provide a detailed but brief history of current and previous efforts to engage participants in transportation planning in your community, including efforts that did not succeed. If no previous efforts have been made, please discuss why that is.
4. Discuss the lead agency's and project partners' current involvement in coordinated transportation planning.
5. Please provide a detailed description regarding your specific plans to implement the following required project deliverables:
- 5A) Steering committee
  - 5B) Assessment of the community's level of inclusion at months 1 and 6
  - 5C) Participant engagement (e.g., focus groups, surveys, community meetings)
  - 5D) Participation in local groups, community events, etc.)
  - 5E) Utilize social media and other relevant communication strategies
6. Use the Path of Inclusion to rate your community's current level of inclusion. At what level are you now? What level of inclusion do you hope/expect to attain at the conclusion of the project? Please discuss how this project will enable you to create a more inclusive planning process in your community. (Include in your response anticipated barriers and challenges and describe how you expect to overcome them.)