

CHARLOTTESVILLE AREA TRANSIT

FEBRUARY 2026





Charlottesville Transit Service

1975 - 2010






Charlottesville Area Transit

2010 - Present





THE HISTORY of TRANSIT IN CHARLOTTESVILLE



1975

CTS Begins Service



1985

City Takes on School Bus Service



1999

Downtown/UVA Trolley Launches



2007

UTS Ridership Agreement
Transit Center Opens on Mall



2010

CTS Renamed **CAT**



2011

First Hybrid Buses



2020

All CAT services move to zero fare system



2023

MicroCAT Rideshare Service Launches



2024

CAT Becomes Unionized



2026

First Fully Electric Transit & School Buses

Staffing Overview (Budgeted)



TRANSIT

109 Budgeted*

- 66 FT Operators
- 9 Supervisors
- 3 Customer Service
- 7 Mechanics
- 7 Maintenance Workers
- 1 Safety & Security Coordinator
- 16 Admin Staff



PUPIL

39 Budgeted*

- 10 Full-Time Drivers
- 10 Part-Time Drivers
- 13 Bus Aides
- 5 Leads/ Supervisors
- 1 Operations Manager/ Admin



****The above graphic reflects year-round employees only. Transit has 141 total budgeted positions, and Pupil has 48 total budgeted positions, including temporary and seasonal roles.****

OUR SERVICES

Providing fare-free public transit to Charlottesville and Albemarle County via three main services:

- **Fixed-Route Service:**

- Regular, scheduled buses connecting key areas and hubs like UVA and the Downtown Transit Center.

- **MicroCAT Rideshare:**

- Safe, reliable transit for Charlottesville City Schools - daily commutes, field trips, and summer programs. On-demand service within designated areas, connecting riders to fixed routes and offering flexible, easy travel.

- **Pupil School Transportation:**

- Safe, reliable transit for Charlottesville City Schools - daily commutes, field trips, and summer programs.



FIXED-ROUTE SERVICE

11 CITY/ COUNTY ROUTES & DOWNTOWN TROLLEY



FIXED-ROUTE SERVICE

- **What It Is:**

- CAT operates 11 routes, including our downtown trolley, providing fare-free public transit across Charlottesville and parts of Albemarle County.

- **Key Features:**

- Downtown Transit Station (DTS):
 - Main hub for route connections and rider services.
 - Offers smooth transfers across most routes throughout the day.

- **ADA Accessible:**

- All buses include wheelchair ramps and bike racks.

- **CAT is a Small Urban Direct Recipient Transit Agency:**

- Receive federal financial assistance directly from the Federal Transit Administration (FTA)
- CAT is responsible for managing its own grants, overseeing subrecipients, and complying with federal requirements such as EEO programs.



3 YEAR FIXED-ROUTE RIDERSHIP

Route	FY 2023	FY 2024	FY 2025
FREE TROLLEY	125,163	132,755	151,307
ROUTE 1	32,056	32,755	33,544
ROUTE 2	67,721	89,834	96,715
ROUTE 3	108,237	124,958	120,941
ROUTE 4	69,024	82,388	91,757
ROUTE 5	160,870	192,156	192,876
ROUTE 6	62,378	78,811	102,314
ROUTE 7	270,502	330,522	338,524
ROUTE 8	82,833	78,811	82,318
ROUTE 9	36,053	41,347	74,755
ROUTE 10	60,122	71,708	74,755
ROUTE 11	72,060	73,923	56,625
TOTAL	1,147,018	1,353,060	1,382,686

FY26 EXISTING CAT RIDERSHIP

CAT Routes 5, 7 and Trolley account for **53%** of **Weekday** Ridership and **55%** of **Saturday**.

- These three routes also have the **best service frequencies** in the CAT network

Route	Weekday		Saturday	
	Ridership	Riders/ Rev. Hr.	Ridership	Riders/ Rev. Hr.
Route 1	113	6.7	N/A	N/A
Route 2	350	21.6	294	18.2
Route 3	404	23.9	394	23.3
Route 4	308	10.9	182	6.4
Route 5	711	15.0	636	13.4
Route 6	332	11.7	277	9.7
Route 7	1,403	29.1	1,138	23.6
Route 8	302	25.4	259	21.8
Route 9	166	7.3	53	2.3
Route 10	265	16.1	218	13.2
Route 11	230	13.9	202	12.2
Trolley	695	22.1	546	17.3
Totals	5,279	17.5	4,201	16.2

CAT FLEET BREAKDOWN

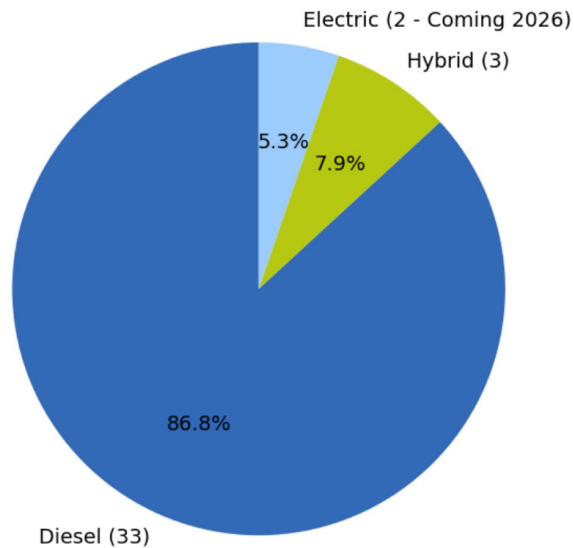
•**2027**– Last year CAT will buy diesel fuel buses for fleet.

•**2040** –First year for a **potential 100% ZEB fleet**

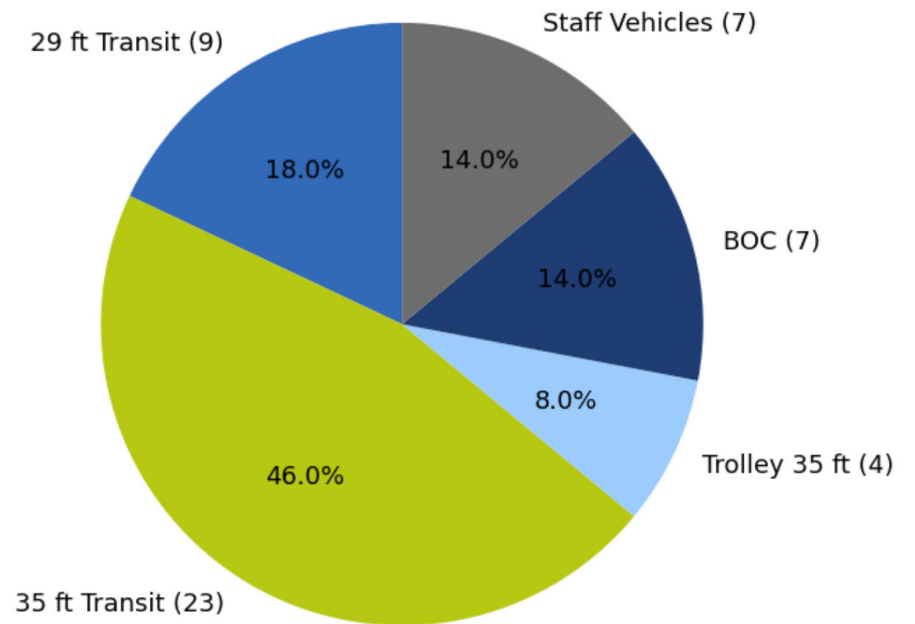
*Assumes 12yr lifespan for buses

Totals:
 38 Transit Buses – Incl. 2026 electric
 5 Contingency Buses
 7 BOC Vans
 7 Staff Vehicles

Vehicle Type Breakdown



Total Vehicle Breakdown



MICROCAT RIDESHARE

SERVING 29 NORTH AND PANTOPS AREAS

MicroCAT

MicroCAT

MICROCAT RIDESHARE

- **What It Is:**

- MicroCAT is an on-demand, fare-free microtransit service for Charlottesville and Albemarle County.

- **Key Features:**

- Flexible Trips: Riders can request rides through the MicroCAT app for pickup and drop-off anywhere within the service area.
- Connection to Fixed Routes: MicroCAT makes it easy to reach fixed-route stops, expanding access to the broader CAT system.
- Fare-Free and Accessible: Service is free for all riders, and vehicles are ADA-compliant.

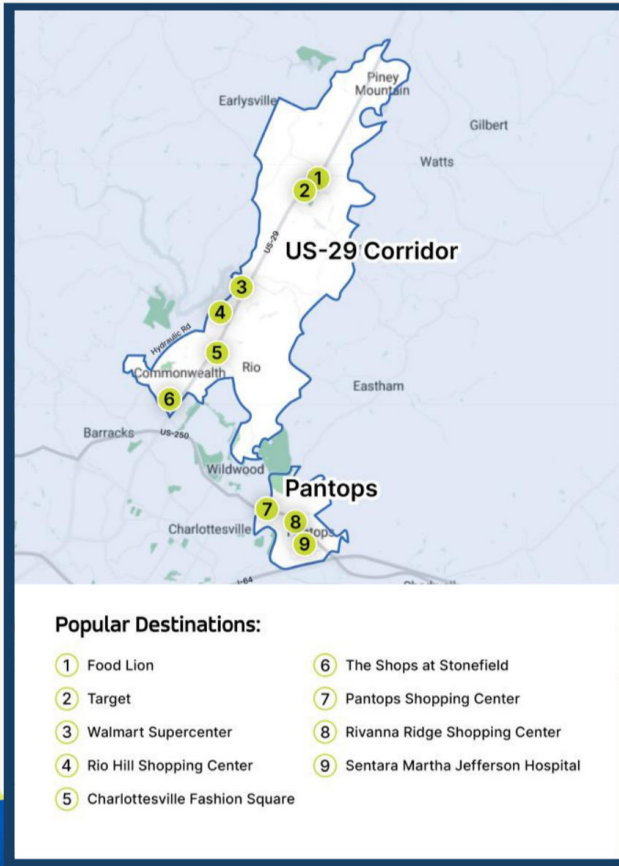
- **How It Works:**

- Request rides via the MicroCAT app or call by phone for convenient door-to-door service.
- MicroCAT operates alongside fixed-route buses to fill transit gaps in underserved areas.



Ride MicroCAT

MICROCAT SERVICE AREA MAP



MicroCAT Rideshare

- Service to the US-29 Corridor & Pantops.
- Reaches key locations such as the airport, medical centers, and popular shopping centers.
- Can take you to many fixed-route stops such as Walmart, Pantops and Barracks Road for easy transfers.

Powered by **VIA** **MicroCAT**

Get around Albemarle County with MicroCAT.

Navigate the Pantops and US-29 Corridor areas at the tap of a button! Book a shared ride with MicroCAT to the bus, work, the doctor, and more.

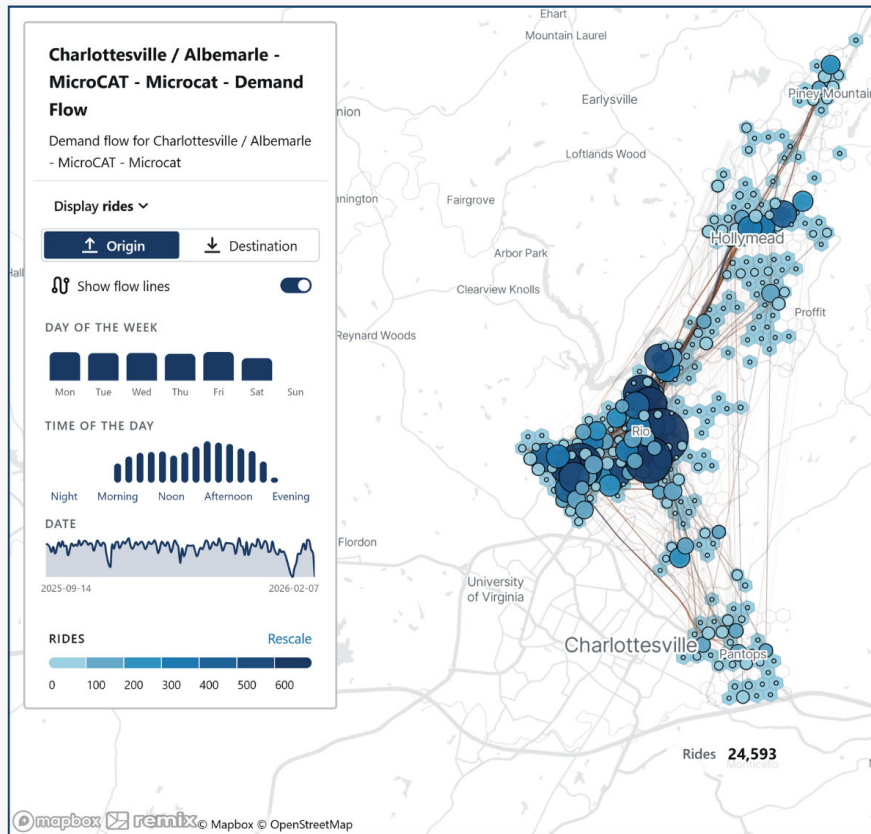
All rides are **fare-free!**

Scan to learn more.

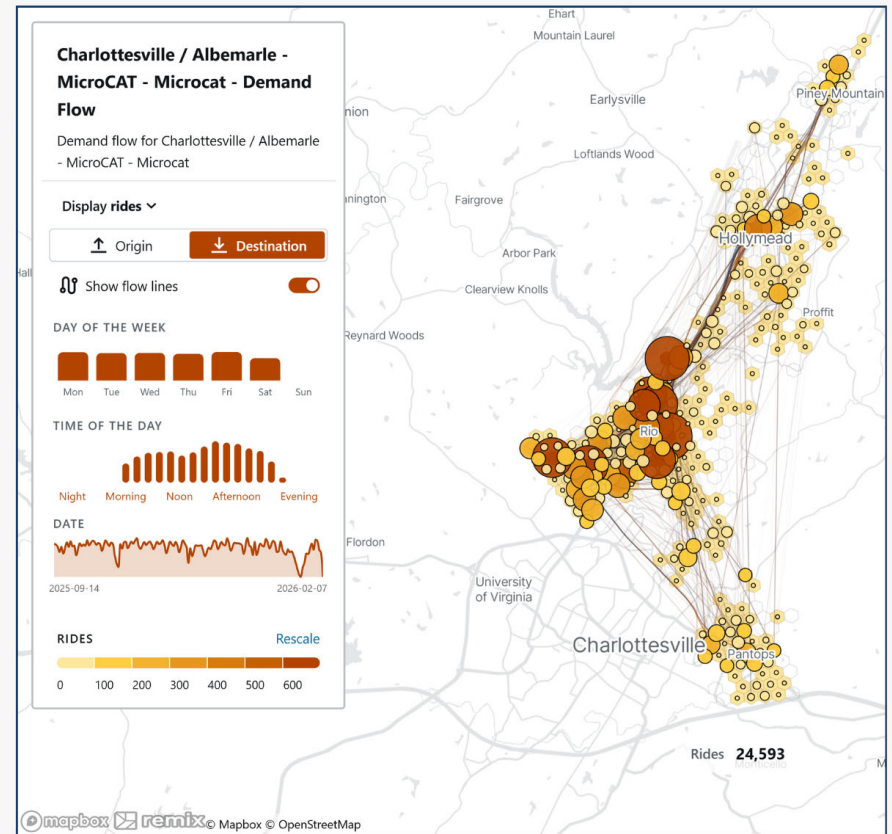
city.ridewithvia.com/microcat

MICROCAT HOTSPOT MAPS

Origin



Destination



24,593 Rides Completed as of 2/20/2026

Operations Review

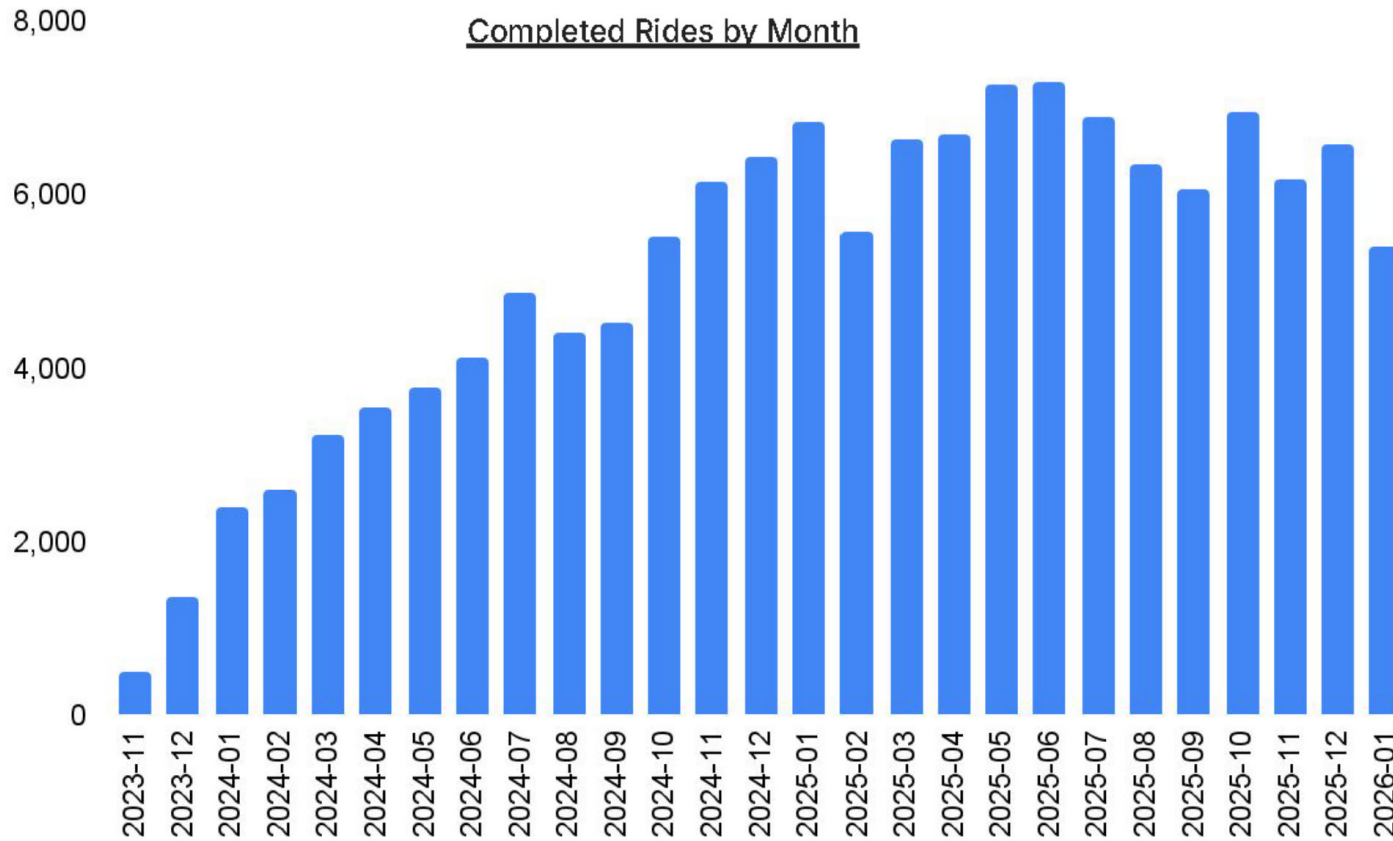
Demand remains strong; outpaces supply

Monthly performance

Category	Metric	November 2025	December 2025	January 2026	Comments
Inputs	Requests	11,027	12,050	11,958	
	Vehicle hours	1,647	1,722	1,376	Hours impacted by winter storm closures in Jan
Efficiency	Rides	6,171	6,564	5,407	
	Utilization	3.7	3.8	3.9	Utilization extremely strong
Quality	Met demand	78%	75%	64%	Demand outpacing supply
	Average ETA	23.1	23.0	23.7	

MicroCAT Performance Overview

Rides served increased through Summer of 2025 and have plateaued with current supply



4.9

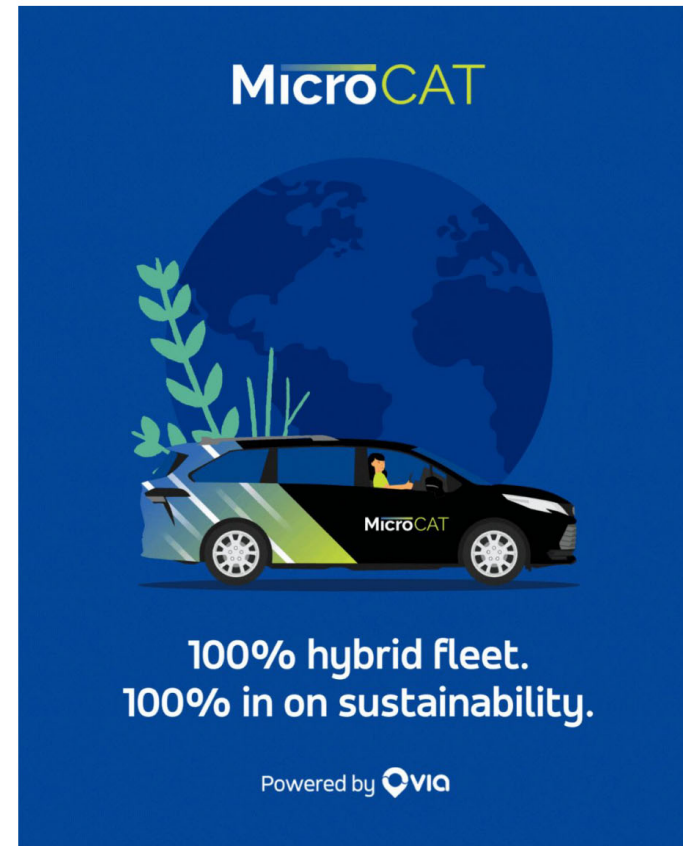
out of 5 ride
rating

4.2

Passengers per
revenue hour

Current service running efficiently; demand outpacing supply

	Current Supply Levels
Est. Weekly Requests	3000
Est. Weekly Met Demand	2250 (75%)
Est. Weekly Rides	1500
Avg. Wait Time	23 min
Weekly Supply (Van Hrs)	380
Requests / Van Hour	7.9
Vehicle Count (Total)	8
Total Annual Cost	\$1.275M



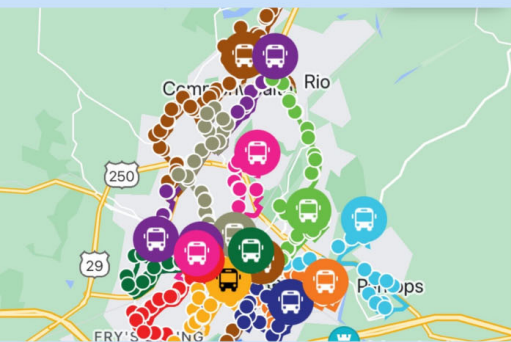
ACCESSING FIXED-ROUTE & MICROCAT

Fixed-Route:

- **ETA Spot Mobile App**
 - Real-time tracking of buses and routes
 - Available on Apple and Google Play stores
- **Our Website - CatchtheCAT.org**
 - Full list of schedules and routes
 - Also includes a real-time tracking tool
- **Google Maps**
 - Easy Trip Planning: Enter your destination in Google Map and click on the bus icon to see the best bus route or combination of routes to take

MicroCAT:

- **MicroCAT by VIA App**
 - Easily create an account and book rides
 - Available on Apple and Google Play stores
- **Phone Call in**
 - *No smartphone?* Book a ride by calling in: 434-442-2466.
- **Website - City.ridewithvia.com/microcat**
 - Provides more info on service along with resources detailing how to access the service and book a ride



ETA SPOT APP

Real-Time Route Map
View our [real-time route map](#), complete with arrival estimates.

ETAs by Phone
To hear the ETAs for a bus stop, call: 434-970-3649, option 0.

Free ETA Spot Mobile App
Download our [mobile bus tracking app](#) for IOS or Android.

Bus Info and System Map:
Bus Stop Lookup
Find a [bus stop](#).

Plan a Trip
Use Google Maps to [plan your trip](#).

CATCHTHECAT.ORG

MicroCAT

Get around Albemarle County fare free with MicroCAT.

Access: Walking, wheel & access to the Parkways & US-29 Corridor areas at the top of a suburb.



Scan to download



All MicroCAT rides are FARE-FREE!

CITY.RIDEWITHVIA.COM/MICROCAT

A screenshot of the MicroCAT by VIA mobile application interface. At the top, it shows a route: a walking icon, a MicroCAT icon, and another walking icon. Below that, it says '4 min from Rio Hill Apartments, 1610 Rio...'. Further down, it displays 'Arrive at 10:09 AM - 20 min' and '\$0.00 →'. There is a 'Book ride' button and a 'Now' button. At the bottom, there is a graphic of a MicroCAT vehicle with a driver.

MICROCAT BY VIA APP

PUPIL SCHOOL TRANSPORTATION

SERVING CHARLOTTESVILLE CITY SCHOOLS

CHARLOTTESVILLE CITY PUBLIC SCHOOLS

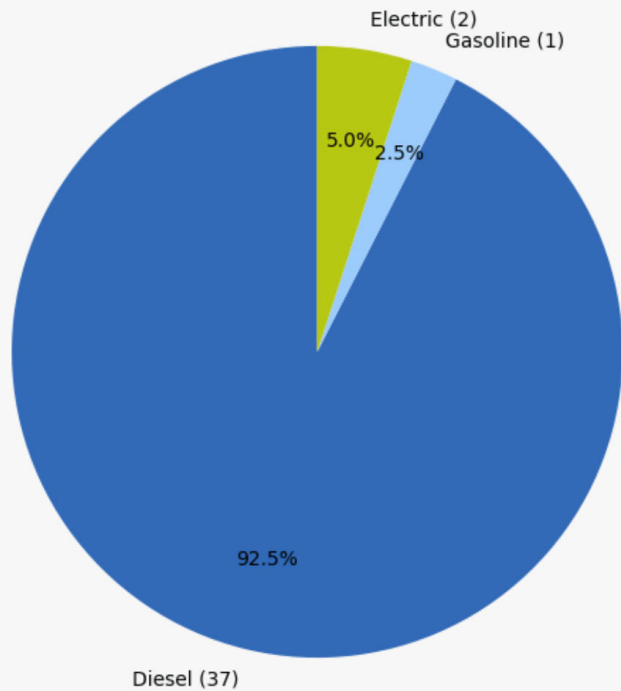


PUPIL OPERATIONS

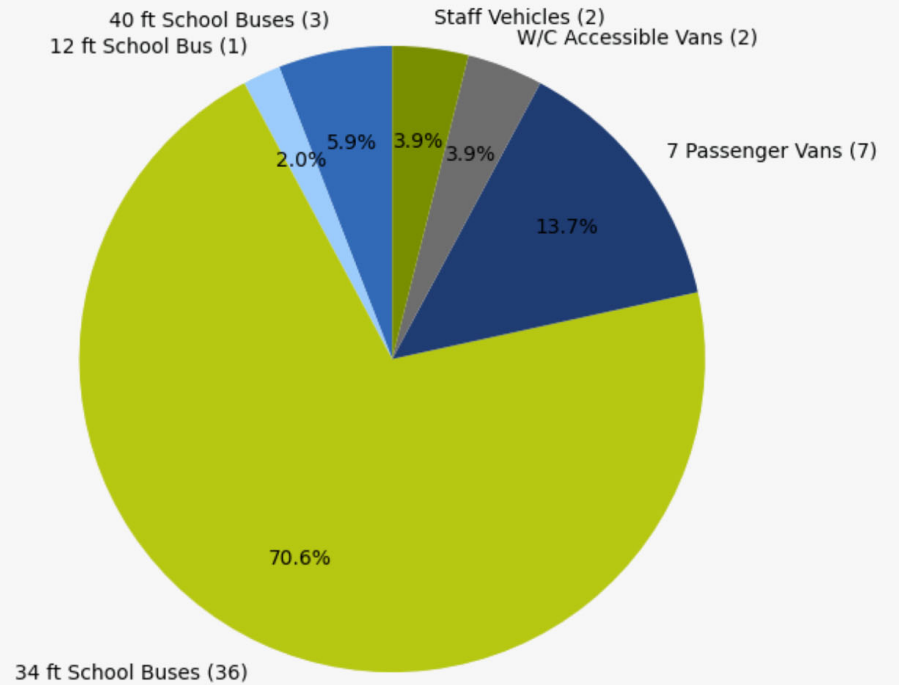
In 1985, transportation responsibilities for Charlottesville City Public Schools were taken on by the City's Transportation Department

Totals:
40 School Buses
7 Passenger Vans
2 Wheel Chair Accessible Vans
2 Staff Vehicles

Pupil Vehicle Type Breakdown



Pupil Vehicle Breakdown



UPCOMING PROJECTS

THE FUTURE OF TRANSIT IN CHARLOTTESVILLE

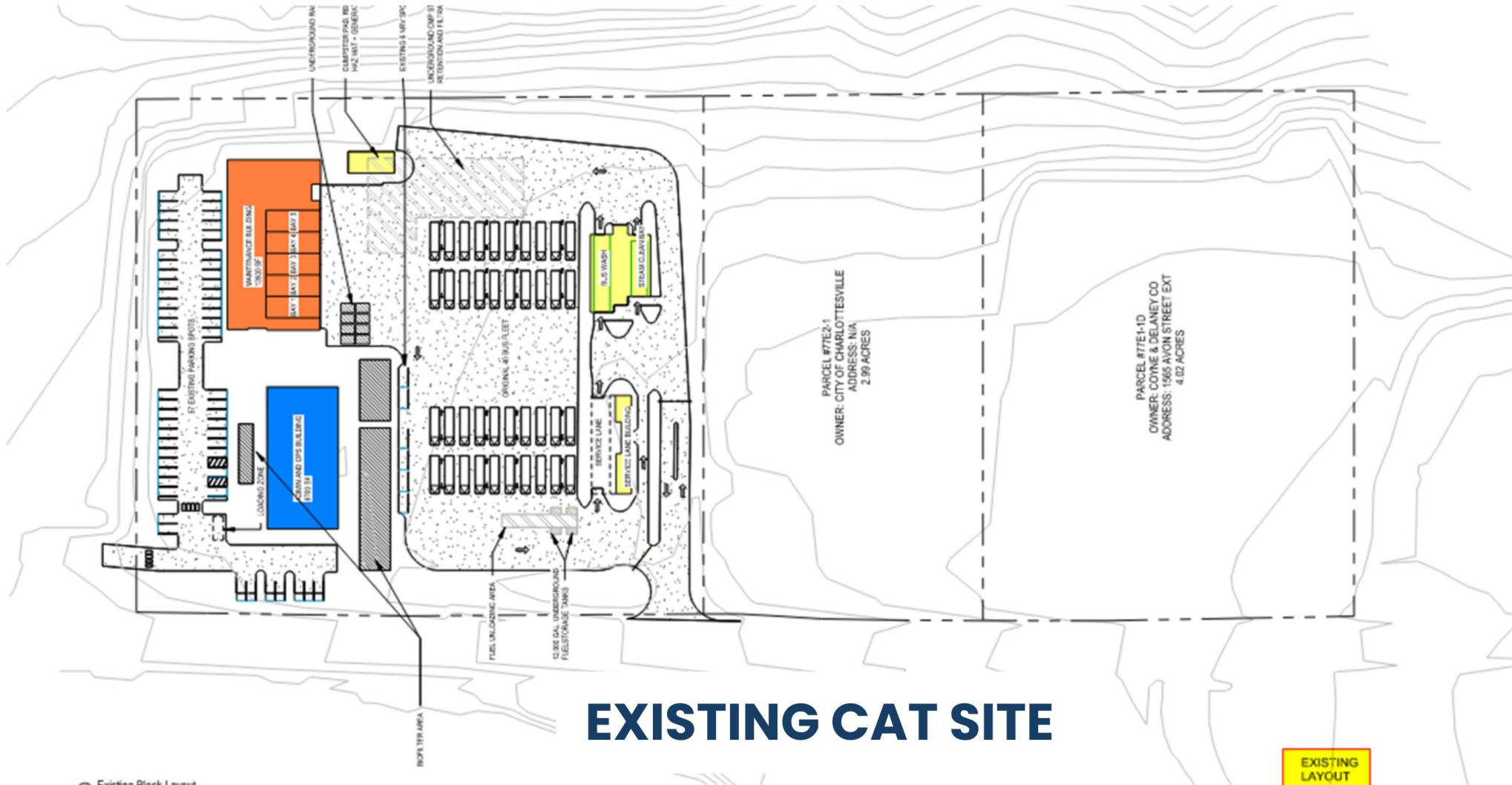


INFRASTRUCTURE

Completed Work (Kimley-Horn & Wendel):

- Feasibility Study
- Site Evaluation
- Transition Plan



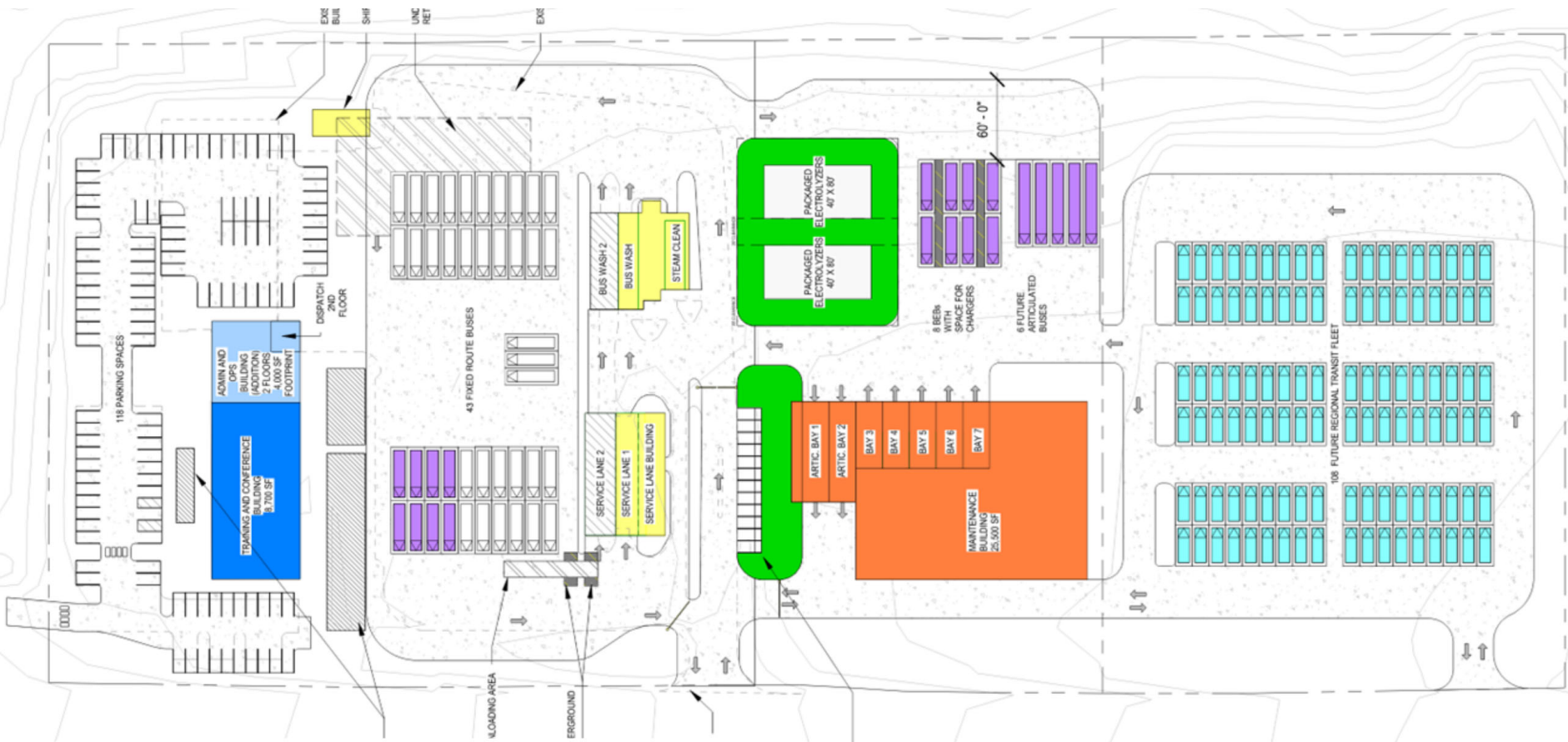


EXISTING CAT SITE

EXISTING LAYOUT

1 Existing Block Layout
SCALE: 1" = 50'-0"

Issue Date OPTION



PROPOSED CAT SITE

1 Option A1.2 - REVISED
SCALE: 1" = 80'

OPTION A - REVISED **A**
REVISED

Issue Date **OPTION**

BEB PILOT CHARGING INFRASTRUCTURE



Remove Light Pole



Bus Spots/Phasing

1-4 Phase I

5-8 Phase II



Dual Dispensers (2 cords each)

2 Phase I

2 Phase II



Power Blocks

2 Phase I

2 Phase II



Front or Back In (2 ports)

NEW FACILITY PHASES



Facility Phase 1: New Maintenance Facility

- ☆ Includes design and construction of a new maintenance facility and bus parking expansion
- 📅 **Opening Year:** 2029
- 💰 **Estimated Total Cost:** \$37,711,000
 - ▢ **Planning/Engineering/Acquisition:** \$2,727,000
 - ▢ **Construction:** \$34,984,000

- ✔ Operations of the existing CAT facility must be maintained during construction
- ✔ All NEPA and Site Master Planning costs were allocated to Phase 1

Facility Phase 2: New Administrative Facility

- ☆ Includes demolition of existing maintenance facility, renovation and expansion of administrative building, and parking expansion
- 📅 **Opening Year:** 2030
- 💰 **Estimated Total Cost:** \$35,571,000
 - ▢ **Planning/Engineering/Acquisition:** \$2,227,000
 - ▢ **Construction:** \$33,344,000

- ✔ Operations of the existing CAT administrative building must be maintained during construction

Facility Phase 3: Regional Expansion

- ☆ Includes purchase of additional lot, building demolition, and construction of a new facility to accommodate potential regional transit expansion
- 📅 **Opening Year:** 2031
- 💰 **Estimated Total Cost:** \$14,717,000
 - ▢ **Planning/Engineering/Acquisition:** \$6,226,000
 - ▢ **Construction:** \$8,491,000

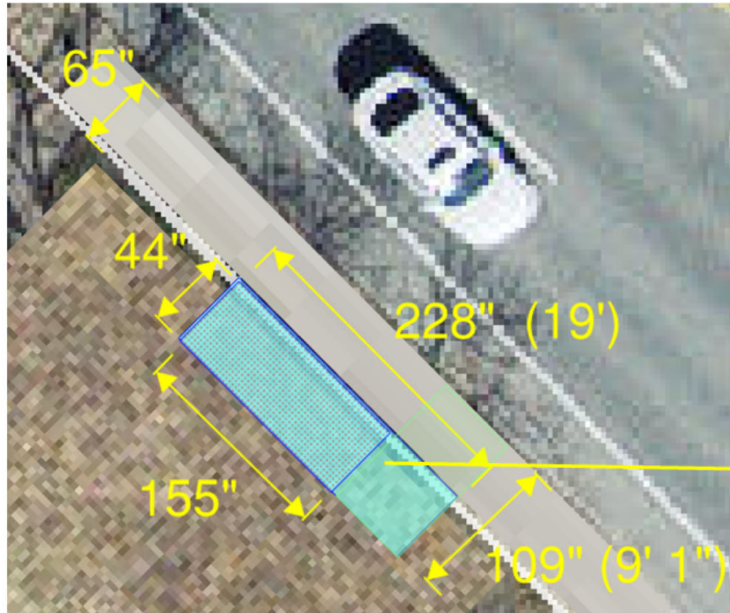
- ✔ Operations of the existing CAT facility must be maintained during construction
- ✔ Land acquisition will be completed concurrently with preliminary engineering
- ✔ Phase 3 would be constructed immediately after Phase 2

BUS STOPS & SHELTERS

The image features a stylized landscape with blue mountains and dark blue evergreen trees. The text 'BUS STOPS & SHELTERS' is centered in the upper half of the image.

PRESTON AVE @ REGION 10 - \$15,000

Shelter in bad condition
No 5' x 8' landing pad



New 44" x 228" concrete pad for
new shelter and landing pad
(using existing sidewalk)

MIDWAY MANOR - \$85,000



Sidewalk "bump out"
for new shelter

BELMONT PARK - \$120,000 (WORST CASE SCENARIO)



Lengthy sloped sidewalk



Stairway

Street cut and water pipe relocation

COMPLETED BUS STOPS - PRICING

BELMONT PARK - \$120,000

- Complete bus stop relocation
- Street cut and water pipe relocation
- Lengthy Sloped Sidewalk
- Added Stairway
- New shelter
- “Worst Case Scenario” final cost

MIDWAY MANOR - \$85,000

- Sidewalk “bump out” constructed for new shelter
- Cost on higher end due to increased construction needs

PRESTON AVE @ REGION 10 - \$15,000

- New 44" x 228" concrete pad added for new shelter and landing pad
- Used existing sidewalk
- Closer to your average cost for standard upgrades



THANK YOU!

PLEASE FEEL FREE TO ASK ANY
QUESTIONS YOU MAY HAVE!

