

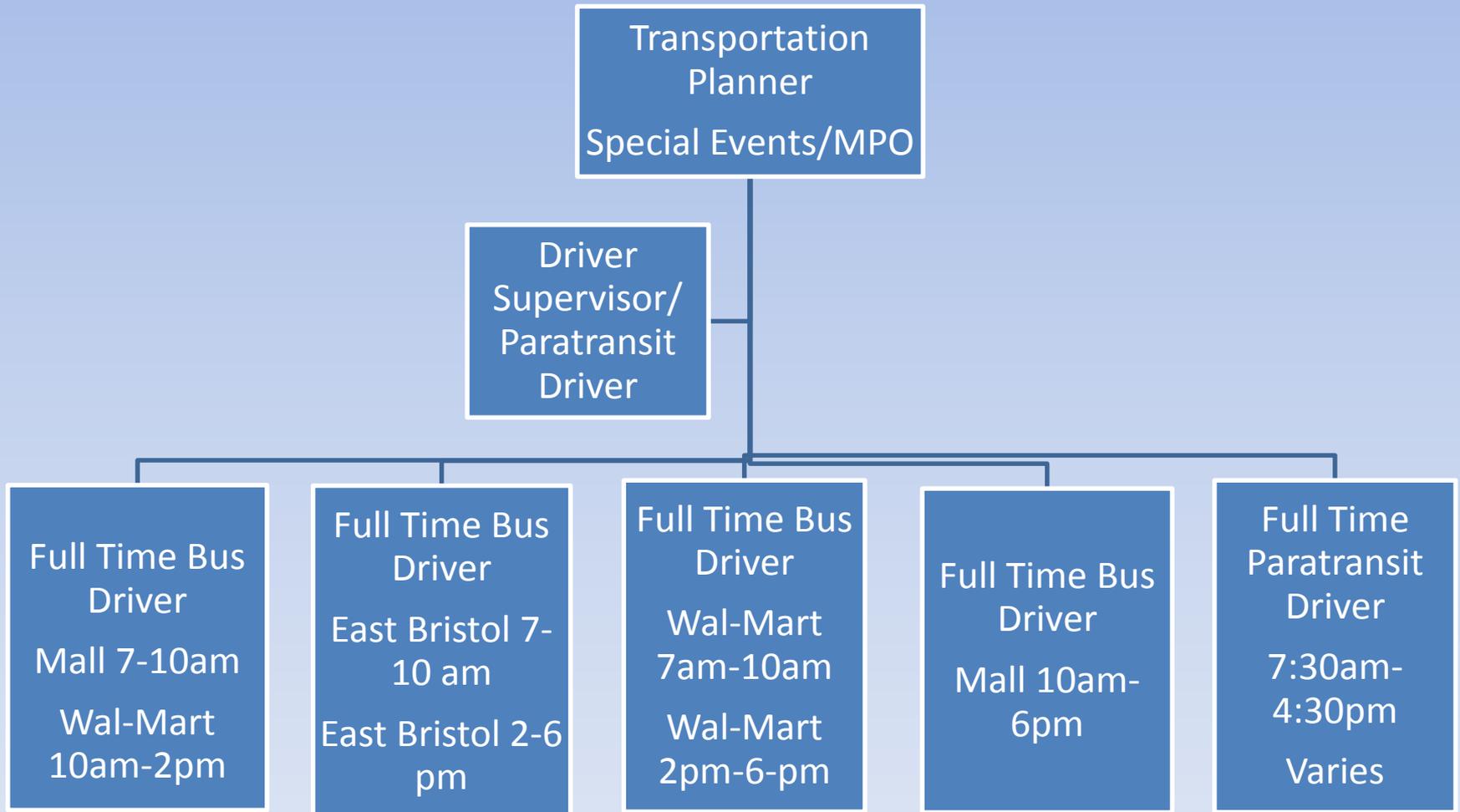
Bristol Virginia Transit



Transit Overview

- Bristol Virginia Transit (BVT) is a Federally Funded and certified urban area transit system.
- BVT began operation in its current form in 1982.
- In Fiscal Year 2016 there were 61,365 riders on the fixed route service.
- There are currently three fixed routes that serve Bristol Virginia.

Transit Organizational Chart



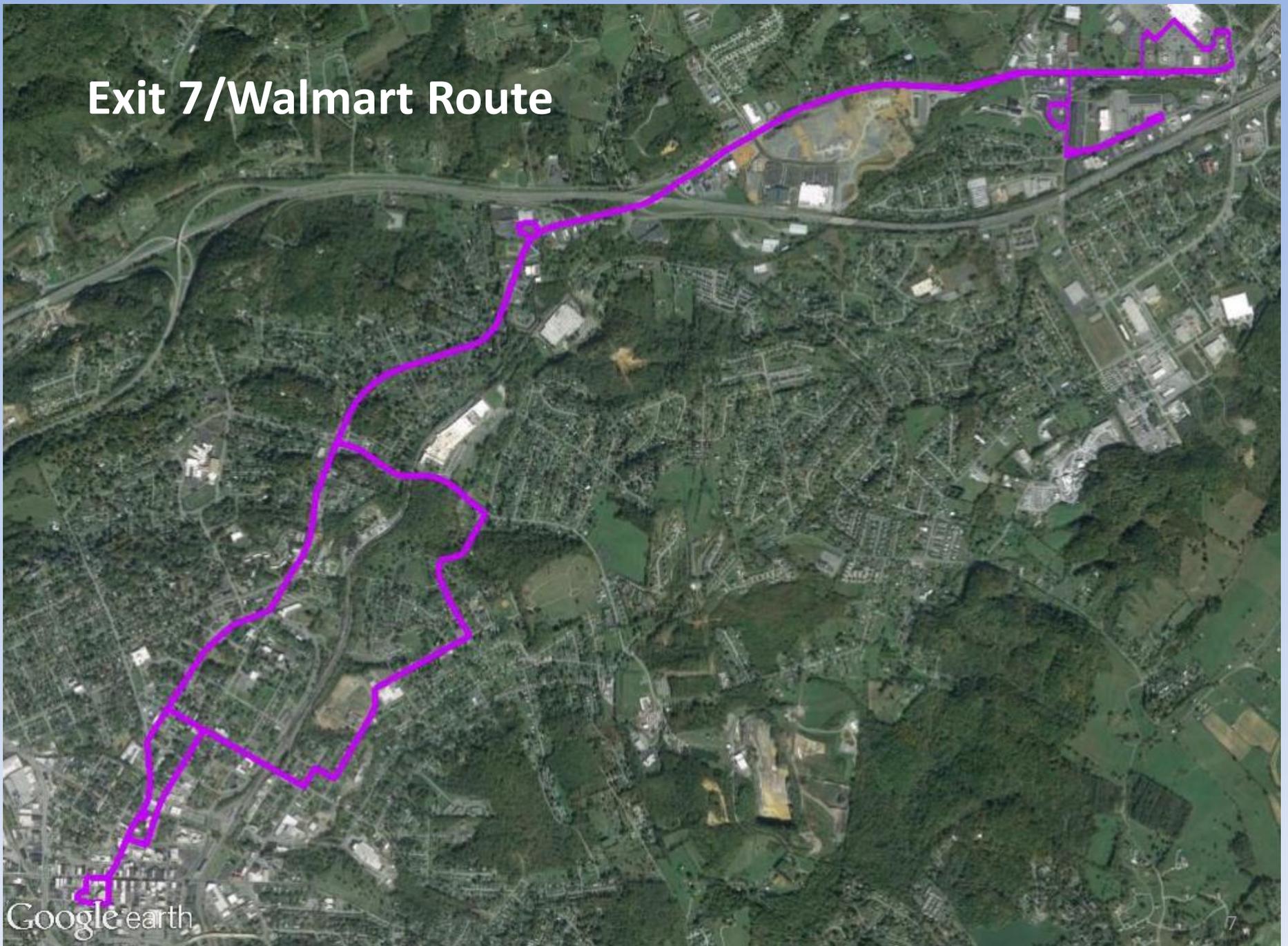
East Bristol Route

- The East Bristol Route begins at 6:15 AM with a work run for passengers who need an early ride.
- Normal route hours are 7:15 AM to 10:00 AM and then 2:15 PM to 6 PM, Monday through Friday.
- Average ridership is 41 passengers per day.

Exit 7/Walmart Route

- This route operates all day with hours beginning at 7:15 AM and ending at 6:00 PM, Monday through Friday.
- This is the most heavily used bus route in the fixed route system with average ridership at 123 passengers per day.

Exit 7/Walmart Route



Mall Route

- This route operates all day with hours beginning at 7:15 AM and ending at 6:00 PM, Monday through Friday.
- Average ridership is 73 passengers per day.

Mall Route



ADA Paratransit

- BVT also operates an ADA certified Paratransit service. This service is required by FTA for all systems that receive federal funding.
- Riders who feel that they cannot use the fixed route service on a regular basis can fill out an application to qualify for paratransit service. If approved these riders can call BVT up to 24 hours in advance to be picked up at their home and taken to their destination.

Funding Sources

- BVT receives funding from the following sources:
 1. Federal
 2. State
 3. Local

Federal Funding

- The Federal Transit Administration (FTA) provides up to a 50% match for all operating expenses. There is approximately \$200,000 available in federal funds per year. The FTA also provides up to an 80% match on capital items such as buses and vans. This funding is obtained by reimbursement.

State Funding

- The Virginia Department of Rail and Public Transportation (DRPT) also provides funding for operating expenses. DRPT provides funding based on performance factors as opposed to a predetermined match amount. Over the last few years the funding has held steady at approximately \$95,000.
- DRPT also provides a match on capital items. They usually match 50% of what remains after the FTA match.

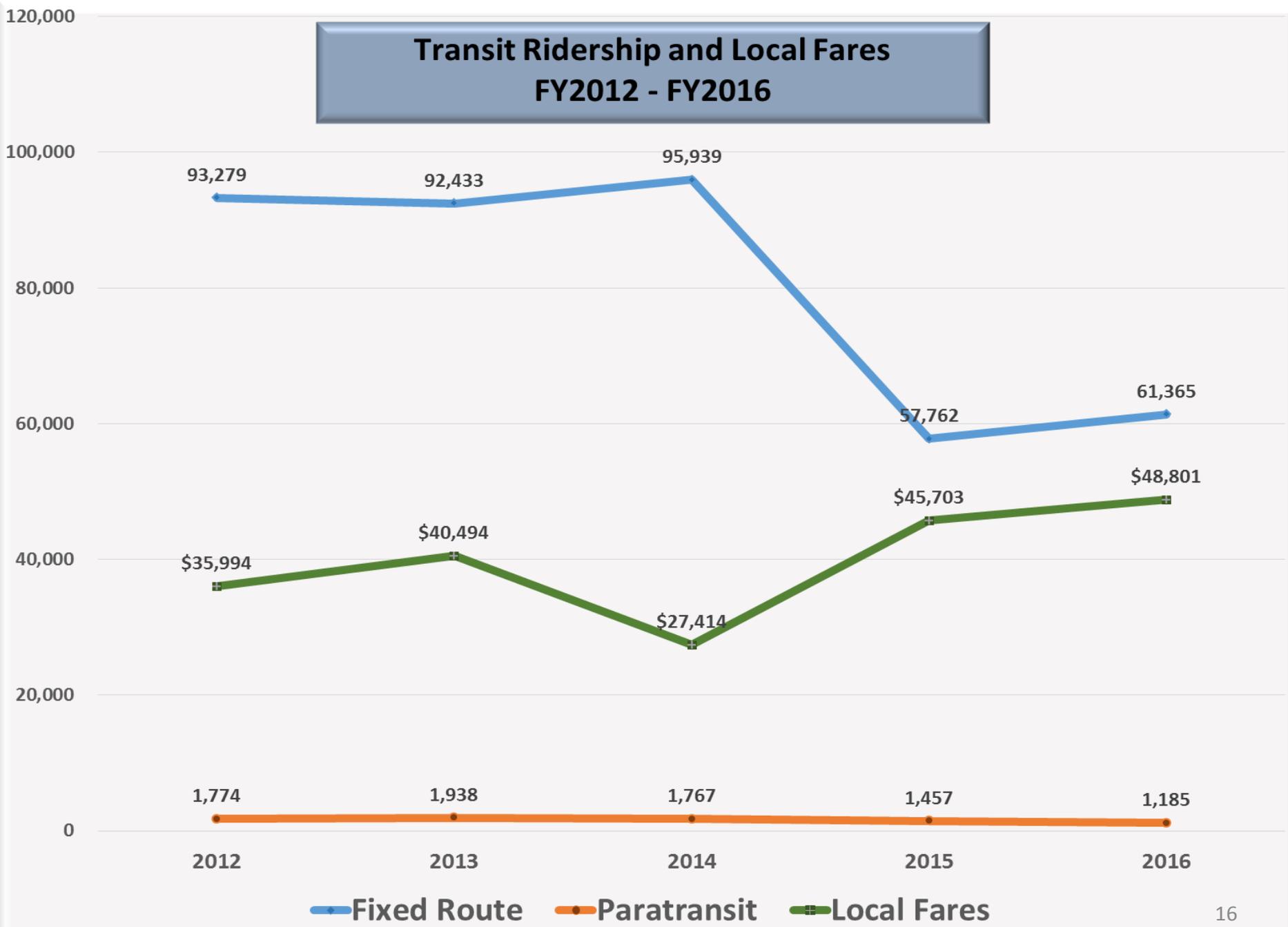
Metropolitan Planning Organization

- The Metropolitan Planning Organization (MPO) is a multijurisdictional organization, created in 1982, that provides transportation planning assistance to designated urban communities.
- In FY 2016 \$45,000 was allocated by the MPO for transit planning. The match breakdown for this funding is 80% Federal, 10% State and 10% Local.

Local Funding

- In FY 2016 BVT received \$60,981 from revenue from fares, advertising, and special events.
- As of July 1, 2014, the regular fare for the transit is \$1.00 per fixed route trip and \$2.00 for paratransit. Transfers are \$0.10.
- BVT provides shuttle service, for a fee, to and from local special events that include Rhythm and Roots, Family Race Night, and the two NASCAR races.

Transit Ridership and Local Fares FY2012 - FY2016



Transit Expenses

- 82% of the operating expenses for BVT is used for salaries and associated benefits.
- The remaining 18% is used for fuel, operational supplies, such as tires, and other maintenance supplies.

TRANSIT		Average
Expenses		
	Salaries & Wages	\$254,470
	Fringe	\$101,492
	Operating	<u>\$77,290</u>
	Total	\$433,252
Revenue		
	Federal	\$200,820
	State	\$167,587
	Local	<u>\$51,180</u>
	Total	\$419,587
Net Cost for General Fund		\$13,665

District Three Public Transit

- District Three Public Transit is a rural transit system that serves multiple counties in southwest Virginia, as well as, Abingdon.
- District Three was not used in the peer comparison because it is not an urban system. Some routes only run on certain days and it covers a large geographic area, unlike BVT.
- The City of Bristol has approached District Three in the past to see if they were interested in managing the Bristol service area.

Peer Comparison

- In 2016 a consultant working for the DRPT completed a required Transit Development Plan for BVT. One of the components of this plan is how well BVT compares to similar transit systems. For this presentation, Bristol Tennessee Transit and Winchester Virginia Transit will be used. These two systems were chosen because of their location, size, and similar urban characteristics.

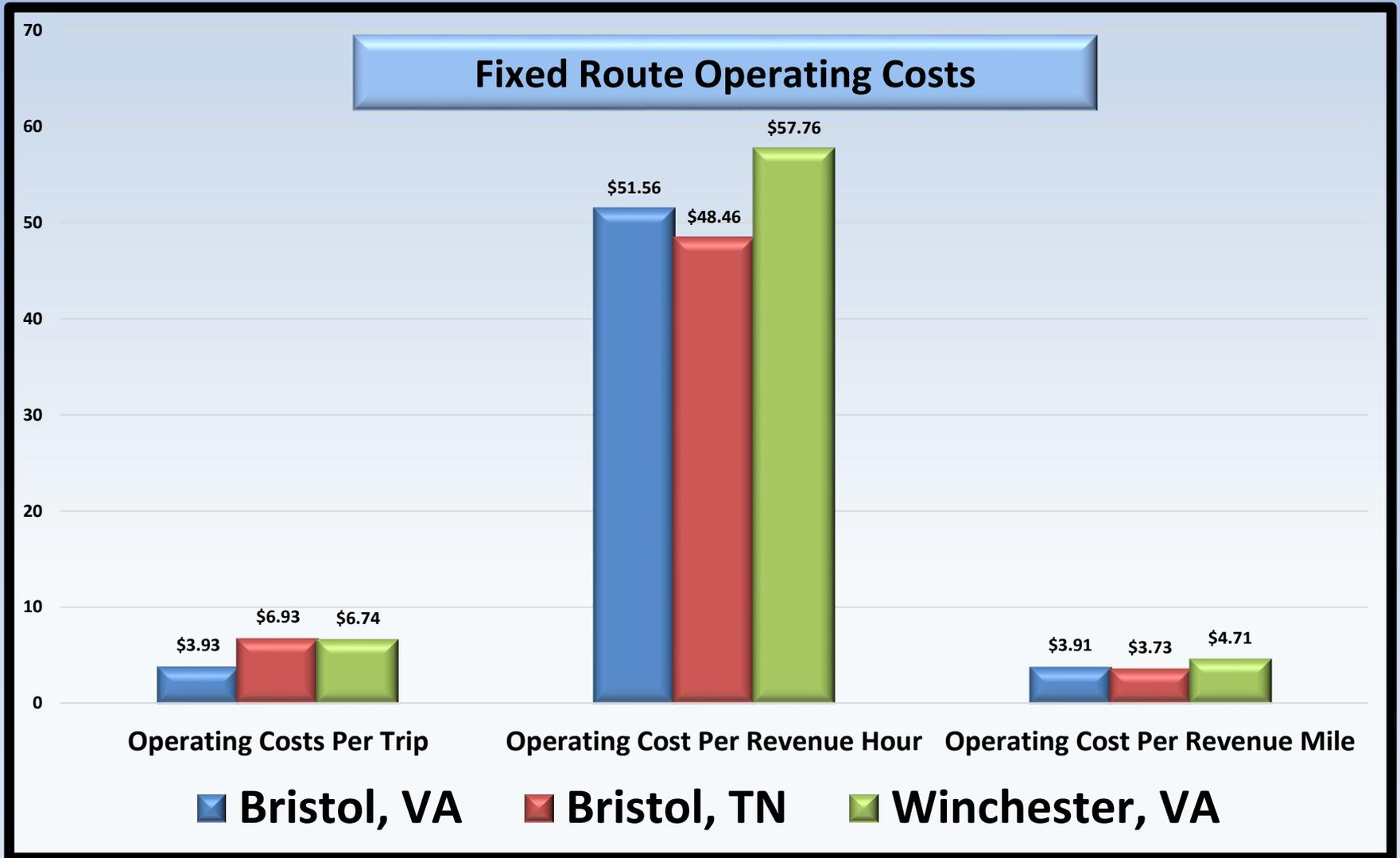
Peer Comparison (cont'd)

System	Population	Operating Expense	Square Miles	Number of Employees	Number of Routes
Bristol, Virginia	17,835	\$385,127 Fixed Route \$57,549 Paratransit	13	7 full time	2 all day, 1 non peak
Bristol, Tennessee	26,702	\$402,807 Fixed Route \$208,585 Paratransit	33	8 full time Temporary fill in drivers	3 all day
Winchester, Virginia	26,000	\$777,238 Fixed Route \$151,706 Paratransit	9	11 full time 5 part time	5 all day, 3 non peak Has Saturday Service

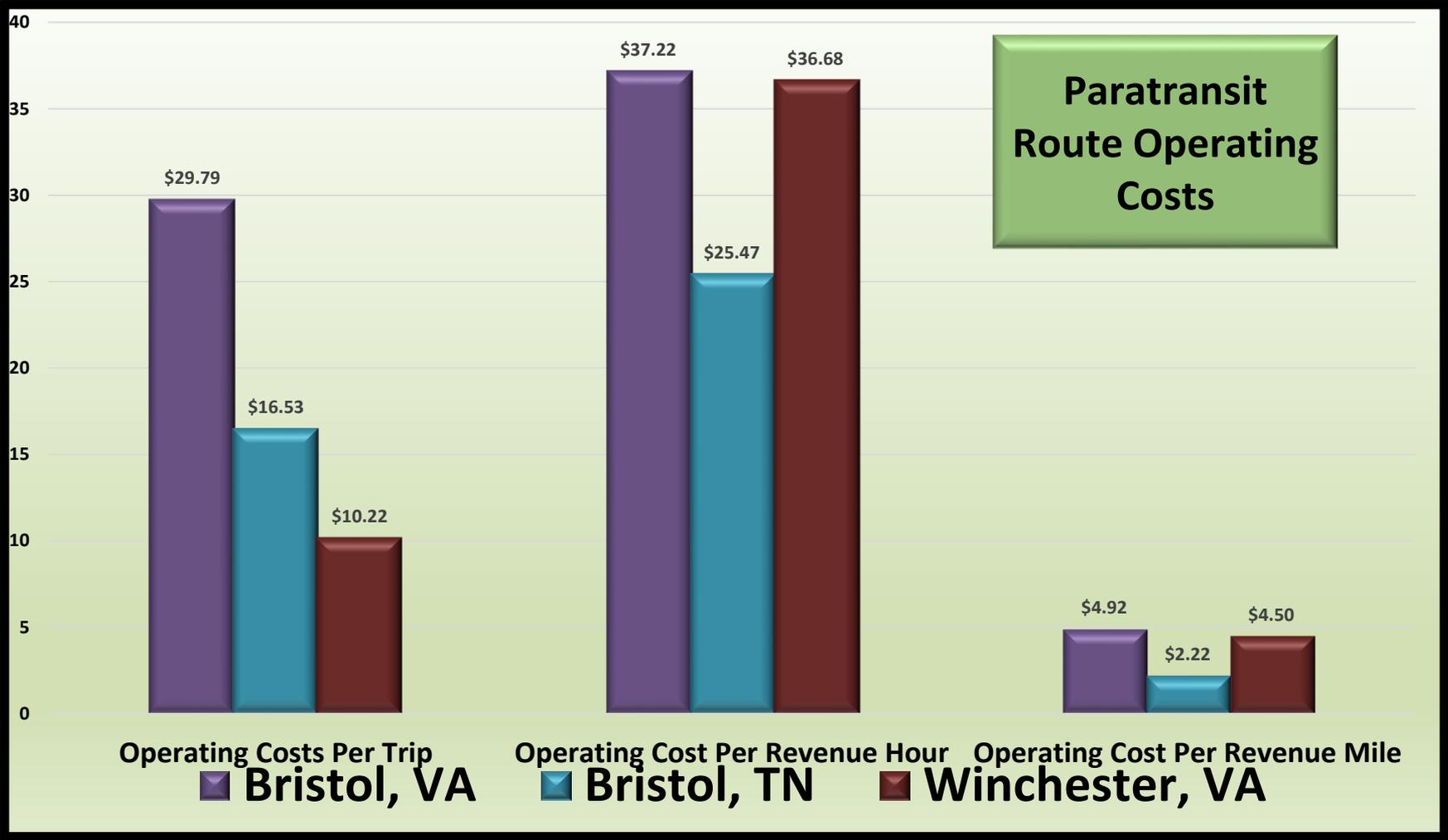
Peer Comparison (cont'd)

System	Type of Route	Revenue Hours	Revenue Miles	Operating Cost Per Trip	Operating Cost Per Revenue Hour	Operating Cost Per Revenue Mile
Bristol, Virginia	Fixed Route	7,470	98,379	\$3.93	\$51.56	\$3.91
	Paratransit	1,546	11,691	\$29.79	\$37.22	\$4.92
Bristol, Tennessee	Fixed Route	8,312	108,081	\$6.93	\$48.46	\$3.73
	Paratransit	8,190	94,052	\$16.53	\$25.47	\$2.22
Winchester, Virginia	Fixed Route	13,453	165,079	\$6.74	\$57.76	\$4.71
	Paratransit	4,136	33,699	\$10.22	\$36.68	\$4.50

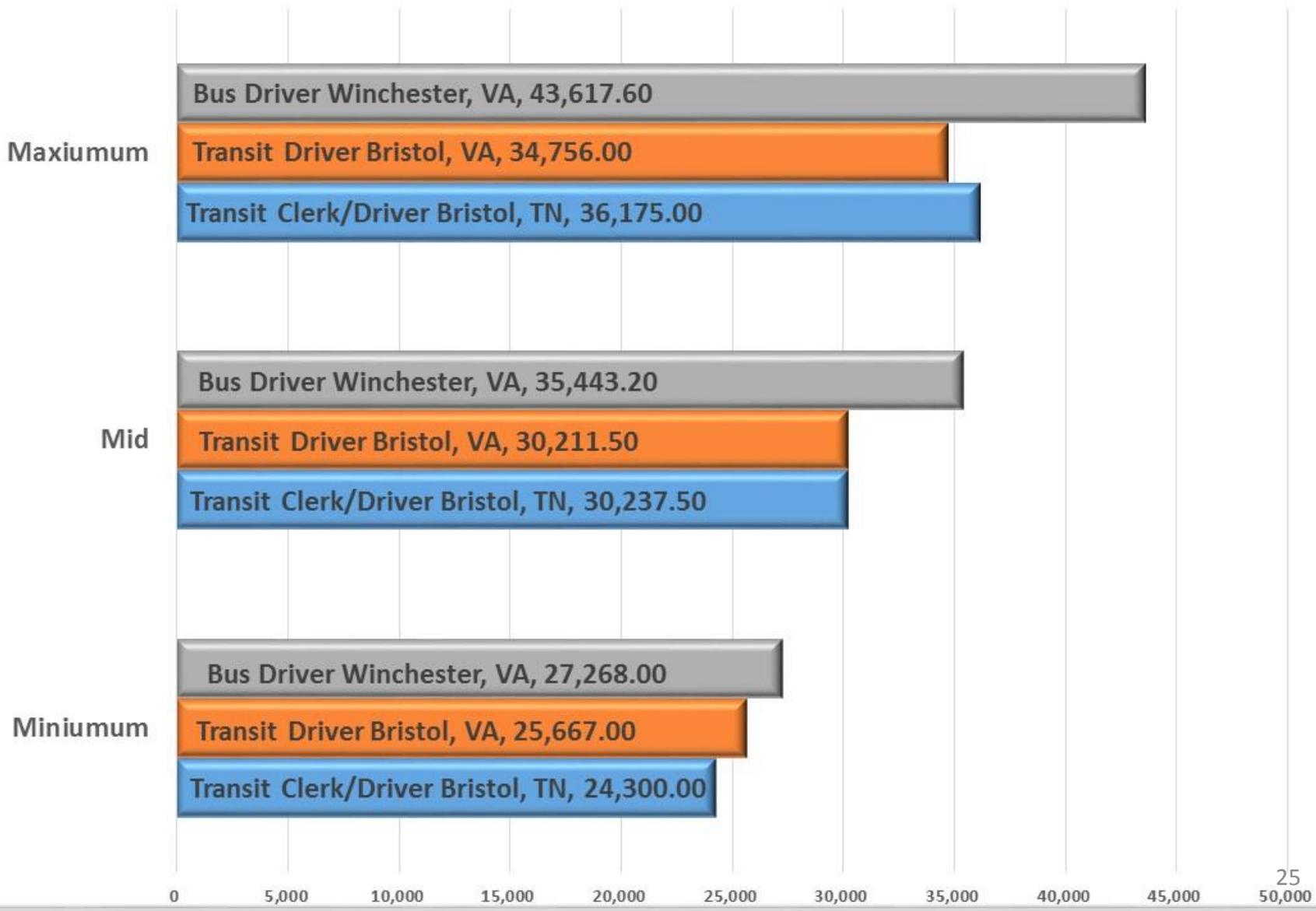
Fixed Route



Paratransit



Transit Driver Pay Ranges per Locality



Peer Summary

- BVT has the smallest population, smallest overall operating expense, and has the fewest number of full time employees.
- BVT is in operation for the fewest hours and travels the fewest miles.
- Based on operating cost per trip, BVT is first in Fixed Route and third in Paratransit.

Service Recommendations

- Adjust routes to better correspond with demand. This is planned to be presented at a public hearing in October. Making changes to routes based on ridership surveys will allow us to cut back service to areas where passenger demand has fallen.
- Add electronic fareboxes and increase driver training to capture more transit fares. The purchase of two electronic fareboxes is in the current capital budget.

Service Recommendations

- Continue to purchase buses at the Federal useful life average of 4 years or 100,000 miles. Many of the operating costs that BVT has incurred over the past years has been for repair of older buses. Keeping the fleet in working order will lessen the need for repair.

Bristol Virginia Transit

