



THOMAS JEFFERSON PLANNING DISTRICT COMMISSION

COMMUTER ASSISTANCE PROGRAM STRATEGIC PLAN

FY2026 - FY2030





PLAN APPROVED BY TJPDC BOARD XX/XX/2024



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EXECUTIVE SUMMARY

CHAPTER ONE

COMMUTER ASSISTANCE PROGRAM OVERVIEW

The Commuter Assistance Program Overview provides a look into the history, structure, and scope of the Thomas Jefferson Planning District Commission and the RideShare Commuter Assistance Program. This chapter covers the program's origins, including when and why it was established. It also explains how the program is governed and details the roles of decision-makers. Additionally, the chapter provides an overview of the RideShare program's organizational structure, outlining the responsibilities of staff and contractors, as well as the program's mission and milestones. Finally, it describes the program's service area, including the regions and communities it serves.



INTRODUCTION

The **Thomas Jefferson Planning District Commission (TJPDC)**, Region 10, was founded in 1972 to provide a forum for discussion of issues localities have in common and any areas of disagreement. This forum allows localities to work to decrease fragmentation in government, to plan cooperatively for the future, and to provide planning services to local governments as requested. As a public body, TJPDC strives to include the public in decision-making. TJPDC serves 6 unique jurisdictions, including the City of Charlottesville and the counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson.

TJPDC assists our local member governments, partners, and stakeholders with a variety of technical and program services in the various areas of transportation, community and economic development, housing, and environment. Additionally, TJPDC conducts transportation studies, creates Long-Range Transportation Plans (LRTP), offers grant-writing assistance, and provides on-call transportation consulting services. As the region's transportation needs have grown, the transportation program has become a significant part of its overall responsibilities. The RideShare Commuter Assistance Program (CAP) is part of the transportation programs and is managed and supported by staff members at TJPDC.

REGIONAL MISSION AND VISION

Regional Mission

TJPDC serves our local governments by providing regional vision, collaborative leadership, and professional service to develop effective solutions.

Regional Vision

TJPDC facilitates the creation of a shared vision by bringing the six governments together to understand the contribution of each to the region and the role each will play in serving the region's needs.

Collaborative Leadership

TJPDC leads the development of solutions for the region's issues by helping member governments identify the critical issues facing the region and finding collaborative approaches to address those issues.

Professional Service

TJPDC serves our members by providing cost-effective, high quality technical assistance that focuses on their most important issues.

ORGANIZATIONAL VISION

TJPDC works at the intersection of ideas, partnerships, and support, to create a cohesive regional community.



CORE VALUES

- **Collaboration:** We will work together with members and partners to manage, support, and innovate.
- **Professionalism:** We will be trustworthy, responsive, and accountable in service to our members.
- **Adaptability:** We will anticipate and creatively respond to changing landscapes to support our members.
- **Accountability:** We will be credible, dependable, and responsible in all that we do.
- **Equity:** We will respect the different values and needs of our members and will provide fair treatment, access, and opportunity for our members, stakeholders, and the community.

REGIONAL TRANSPORTATION PROGRAMS AND PLANNING

TJPDC is the **Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)** administrator and receives federal and state funding to support regional transportation planning initiatives. Each MPO has a Policy Board and a Technical Advisory Committee. The Technical Advisory Committee is composed of city, county, and agency staff with expertise in planning, engineering, and related fields. Its primary role is to perform technical reviews and analyses of activities related to the Unified Planning Work Program (UPWP), LRTP, Transportation Improvement Program (TIP), and other relevant programs and issues as directed by CA-MPO's Policy Board. The committee also advises the Policy Board on technical transportation matters. Currently, the committee meets every other month, except during projects like the LRTP when more frequent meetings may be required.

TJPDC also has a Citizens Transportation Advisory Committee (CTAC) that consists of citizens appointed by the City of Charlottesville, Albemarle County and the MPO Policy Board. This group reviews, comments, and recommends ideas on transportation plans, programs, studies and other appropriate documents. CTAC raises transportation issues and concerns from their communities. The Policy Board is responsible for making all official decisions of the MPO, including adoption of the UPWP and the TIP.

The Virginia Department of Transportation (VDOT) allocates part of the State Planning and Research (SPR) funding to provide annual transportation planning assistance for non-urbanized areas within the Commonwealth. The Rural Transportation Planning Program was created to aid the State in fulfilling the requirements of the State Planning Process to address the transportation needs of nonmetropolitan areas. Through this program, the TJPDC provides rural transportation planning services to the counties of Fluvanna, Greene, Louisa, Nelson and the non-urbanized portion of Albemarle County. Planning activities may include updating comprehensive plans, development of small urban area plans, performing traffic impact analyses, transportation grant application assistance, and other transportation-related studies and plans. A Rural Transportation Advisory Committee (RTAC) meets every other month to discuss and advise on rural transportation planning activities.



REGIONAL TRANSIT PARTNERSHIP

The **Regional Transit Partnership (RTP)** serves as an official advisory board, created by the City of Charlottesville, the University of Virginia (UVA), Albemarle County and Jaunt, in Partnership with the Virginia Department of Rail and Public Transportation (DRPT) to provide recommendations to decision-makers on transit-related matters. There are four main goals of the RTP, including:

1. Establishing Strong Communication
2. Ensuring Coordination Between Transit Providers
3. Set the Regions Transit Goals and Vision
4. Identify Opportunities



MOBILITY MANAGEMENT PROGRAM-PARTNERSHIP FOR ACCESSIBLE TRANSPORTATION HELP (PATH)

PATH is a mobility management program helping support transit and improve transportation services for underserved populations and people who can't drive. The program is supported by the US Federal Transit Administration (FTA), the state DRPT, and many local partners.

COMMUTER ASSISTANCE PROGRAM

The **RideShare CAP** is the subject of this Commuter Assistance Strategic Plan (CAPSP). The TJPDC's program provides commuter resources to individuals commuting from, to, or within the TJPDC member jurisdictions. These resources include a website and app-based ride-matching platform to help connect commuters to alternative modes of transportation, a rewards system for logging alternative commute trips, and information, education, and outreach about the benefits of utilizing alternative transportation for commute trips. The program activities are described in greater detail throughout this document.

TJPDC partners with the Central Shenandoah Planning District Commission (CSPDC) to offer these services under the RideShare program name. Having all of these transportation programs housed under one roof creates a strategic advantage in the promotion of Transportation Demand Management (TDM). TJPDC staff who work on the RideShare program are also often involved with these other transportation programs. This relationship between RideShare and other regional transportation initiatives creates many opportunities for collaboration and incorporation of TDM goals into a range of transportation planning processes.

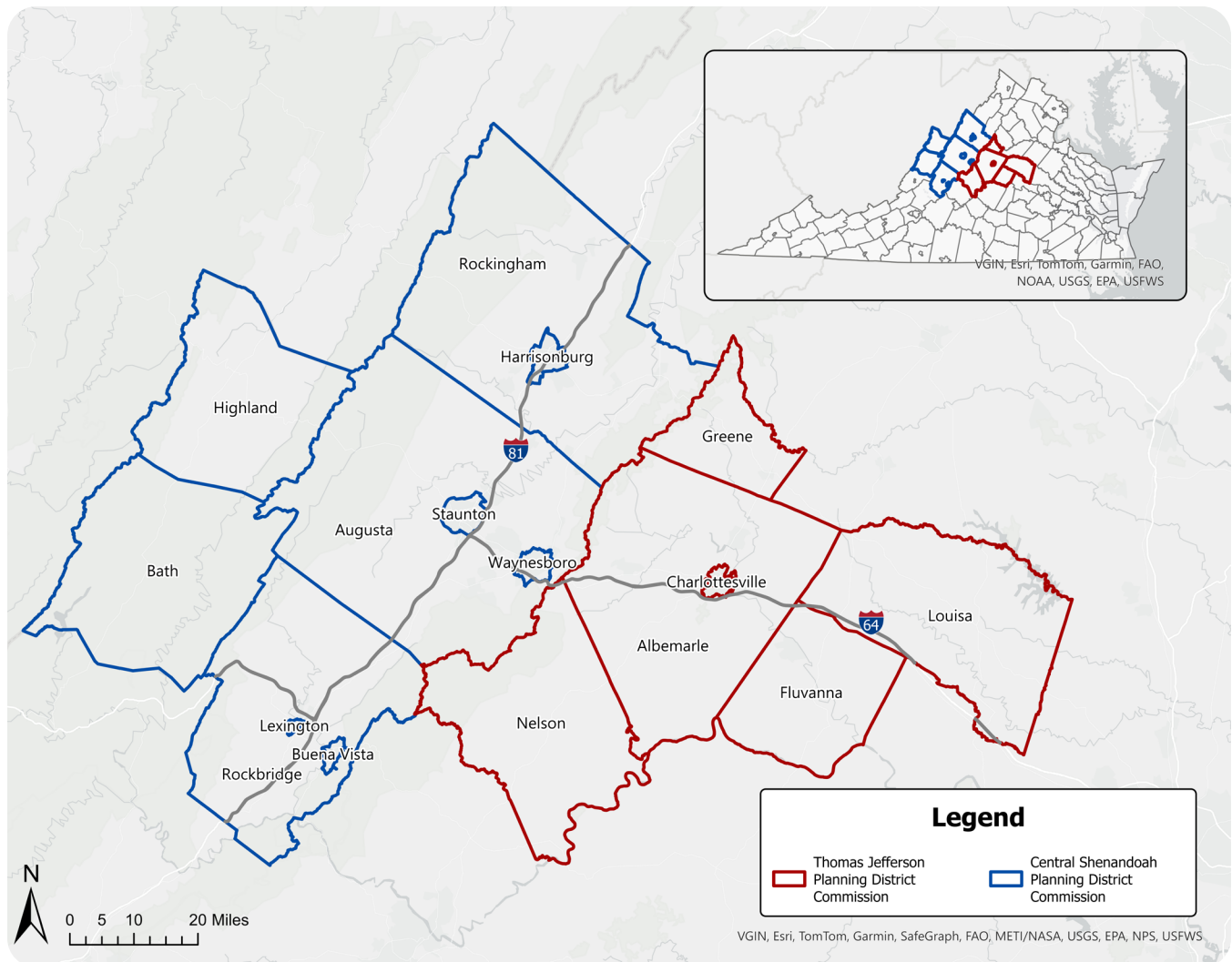


Figure 1. RideShare Service Area

GOVERNANCE

RideShare is a service of TJPDC and is the direct responsibility of the Executive Director. The organization is guided by a locally appointed, 12-member Commission, of which at least 51% are local elected officials. Monthly Commission meetings are open to the public. Funding sources include annual contributions from member local governments, state appropriations, grants from state and federal governments, contract services, and private foundations. Staff leadership and the Commission recognize the importance of TDM and have included RideShare and its TDM programs in regional plans to advance viable transportation choices.

The Commission has the authority to define important RideShare concerns and initiatives, including the budget and work program. Transportation planning for the urbanized area, however, is organized and approved by the MPO. As a mobility organization, RideShare occasionally reports to the MPO Policy Board, and is a voting member of the MPO Technical Committee and the Rural Transportation Committee. Over the years, the Commission have agreed to fund RideShare's local match to the DRPT grant. Within the parameters defined for the program by TJPDC, RideShare maintains a substantially independent operation, albeit one with an integrated relationship with TJPDC and the other transportation programs.

Like many of the programs housed within the TJPDC, the RideShare program is governed by the Commission. Though the RideShare program is largely funded through a state grant, the local funds required to match this grant are provided by each locality in the region. Each jurisdiction pays annual assessments, with a set amount of that assessment being the matching funds for the CAP operating grant. As such, the Commissioners approve the budget for the program by voting on and passing an annual resolution of support. The Commission is also the governing body responsible for adopting the RideShare CAPSP.

ORGANIZATIONAL STRUCTURE

In addition to elected officials who provide high-level oversight functions, TJPDC is supported by 15 filled staff positions as of July 2024. An Executive Director oversees the entire Commission and its programs.

Figure 2 presents an organizational chart of current positions to date. The Director of Transportation Planning position is currently vacant, which historically works closely with the RideShare Program Manager.

TJPDC consists of four primary program areas:

- Community Development/Planning
- Housing
- Environment
- Transportation

The Director of Planning and Transportation oversees all transportation and planning programs, including RideShare. The TDM Program Manager (PM) position primarily manages the program with approximately 65 to 75% of their time spent on RideShare activities. The TDM PM reports directly to the Director of Planning and Transportation. Additionally, a regional planner was selected in FY2024 to assist with outreach and engagement for the RideShare program. This planner also works on environmental programs, which provides a connection to climate action plans and groups, as well as congestion mitigation for air quality. This planner reports to the TDM PM, as well as the Director of Planning and Transportation. Through the end of FY2014, RideShare had one full-time staff member and one part-time staff member. The part-time position was not filled in FY2015. Existing staff from TJPDC helped to fill some program duties. As the TDM PM accepts new responsibilities, more time and duties were shifted to the Outreach Coordinator.

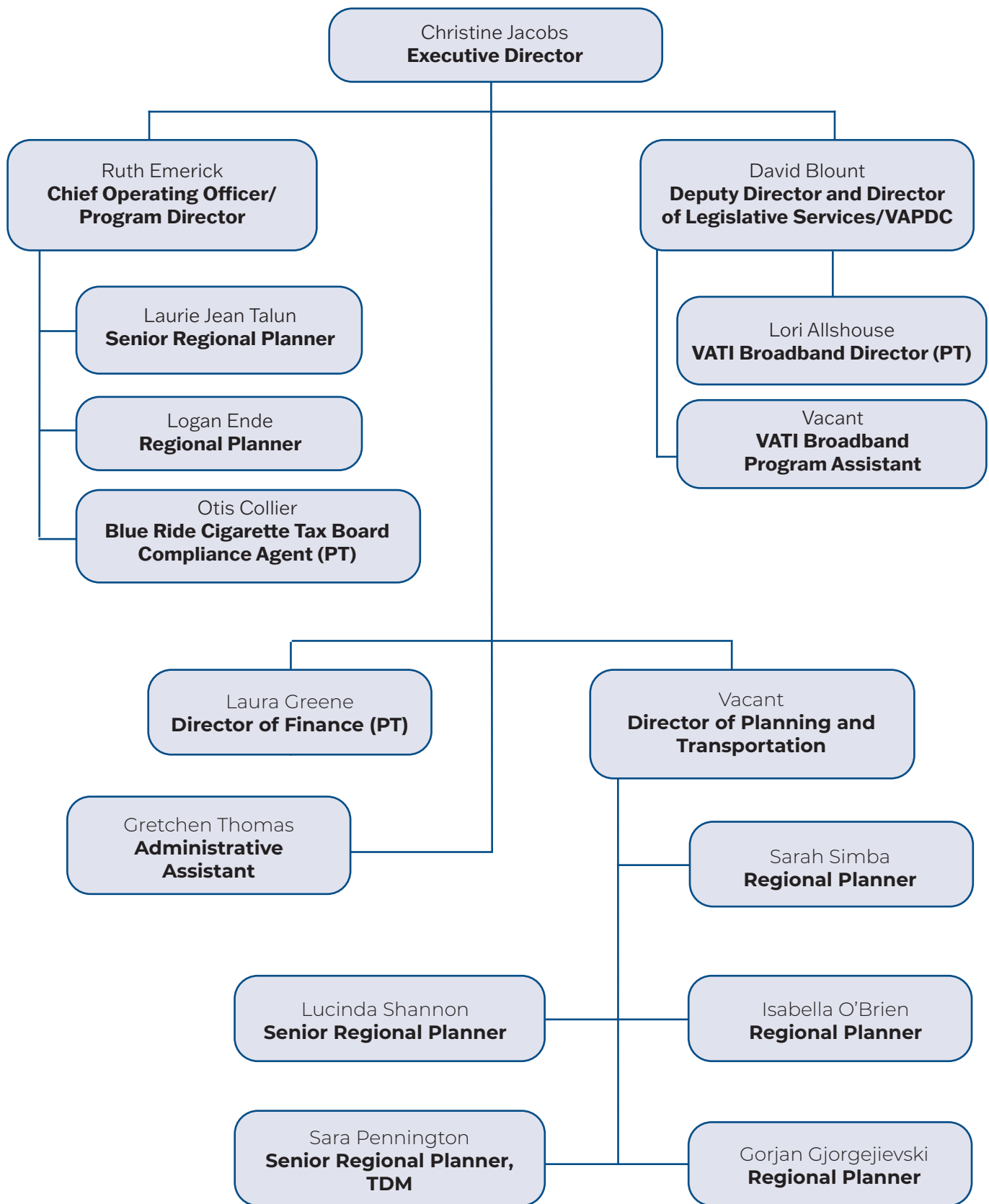


Figure 2. TJPDC Organizational Chart

Note: Organizational Chart as of July 2024

A few other TJPDC staff positions provide support for RideShare in a limited capacity. A full table of RideShare staff and their roles are provided below in **Table 1**. The TJPDC uses consultants and contracted services when needed to meet needs that exceed staff capacity or expertise. The RideShare program sometimes utilizes professional services for specific projects, such as our website (includes the redesign from 2021, and all maintenance and hosting). Any professional services needed for RideShare activities are included in each year's grant application and are subject to the approval of DRPT.

TJPDC is the key service delivery partner to CSPDC with respect to the RideShare program. While the CSPDC operates the marketing, outreach, and programming activities concentrated in their region, TJPDC RideShare staff does the same for their jurisdictions, as well as oversees and maintains the Guaranteed Ride Home (GRH) program and database, as well as the RideShare website. The staff in each PDC work collaboratively together to deliver high-quality programming within and between both regions, sharing responsibilities for many aspects of the program.

Table 1. RideShare Staff and Roles

Staff Position	% of Time Spent on RideShare	Program Activity
Executive Director	1.0%	Oversees all agency programs, receives monthly updates on RideShare program activities, sets and internally approves agency-wide budgets, applies for funding requests for match to localities, assists with program planning as needed, and serves as liaison to Commission.
Chief Operating Officer	2.0%	Works with Economic Development (ED) to complete funding requests to localities for match funds, and assists with overall budget, reviews and approves invoicing, personnel, and overall administration of the program at TJPDC.
Director of Transportation	5.0%	Oversees all transportation-related programs, has semi-regular check-in meetings with TDM staff, reviews budget reports and funding applications, approves annual programming and work plan for TDM program.
TDM Program Manager	60.0%	Responsible for day-to-day operation of the RideShare program. Writes grants, implements operational plans, creates content and prepares informational materials, conducts public engagement and outreach activities, manages web and social platforms, reconciles budget, prepares reimbursement packets, submits monthly performance metrics. Rideshare liaison to DRPT Program Manager. Manages the GRH program for the entire RideShare service area (both PDCs).
Planner/TDM Outreach Coordinator	30.0%	Assists with public and employer engagement and outreach activities. Runs some marketing and outreach programming with supervision from the program manager. Provides customer service support and assists with database management and data analysis.
Finance Director	1.0%	Maintains budget database, manages all accounts receivable, regularly provides expenditure reports and payroll job cost reports to TDM Coordinator for budget monitoring.
Administrative Assistant	1.0%	Provides additional assistance with administrative activities, such as mailings, assembling packets, meeting notes, record keeping, posting announcements, routing phone calls and emails, and other tasks that assist the program manager and outreach efforts.

PROGRAM HISTORY

RideShare was founded in the 1980s as a commuter information and assistance program of Jaunt and TJPDC. Over the last forty years, RideShare has evolved into a modern day TDM organization. Financial hardships from nationwide economic recessions and a rise in gas prices in 2008 renewed resident interest in transportation alternatives – particularly in the Harrisonburg-Rockingham metropolitan area. As a result, the Rockingham County Board of Supervisors and the Harrisonburg City Council approached the CSPDC about forming a rideshare/carpool program in the region.

The CSPDC secured grant funding from the Virginia DRPT to support a regional TDM program and was awarded a TDM grant in 2009. Given the success and name recognition of the RideShare program in the neighboring region, the CSPDC partnered with TJPDC becoming a co-sponsor of the existing commuter assistance program. Henceforth, the RideShare program provides commuter assistance services throughout and between both regions.

The decision to partner with CSPDC has proven over and over again to be both economically and operationally beneficial to both regions – particularly as the volume of commuters between the two regions increases over time. Interstate 64 (I-64) between the City of Charlottesville and the Shenandoah Valley has become a significant commuting route for those who live in the Valley and work in Charlottesville. The 2010 census showed that the population in the cities of Staunton and Waynesboro and nearby portions of Augusta County had grown so much since the 2000 census the region was reclassified as an urbanized area.

After several failed attempts at forming and sustaining vanpools from the Valley to Charlottesville employers, the Afton Express became a reality in September 2021. The bus service operates Monday through Friday and the schedule is designed for commuters. The addition of the Afton Express has significantly contributed to commuter transportation options in the region. UVA, one of the region's largest employers, has three stops along the Afton Express route. This allows commuters a direct service from Park and Ride Lots in Staunton, Waynesboro, and Fishersville to their workplace. As of 2023, roughly 80% of regular riders on the Afton Express are traveling to the University or it's hospital system. Utilization of transit as commute mode has increased drastically.

Another change of note is the deemphasis of telework as an alternative commute mode. Prior to the COVID-19 pandemic, RideShare offered telework consultation services to employers who wished to establish telework or hybrid workplace policies. When the pandemic hit, employers had to quickly adapt, with many requiring employees to work from home for health and safety. Out of the pandemic came a new landscape for working environments. Some employers opted to retain their telework policies where others required employees to return to work entirely in person. Effective July 1, 2021, the Governor of Virginia issued an order requiring employees of state agencies to return to work in person with very few exceptions.

Given this order, state-funded programs, such as RideShare, were advised to no longer promote telework as an alternative commute mode. However, hybrid and remote work arrangements are still prevalent in our region. Based on results from the Commuter Services Survey conducted during the development of this strategic plan, 5.1% of respondents indicated they work remotely for a portion or all of their job. Telework remains a trip option in the ConnectingVA mobile application and commuters who work hybrid or remote work schedules may still log their telework trips and earn rewards for those trips.

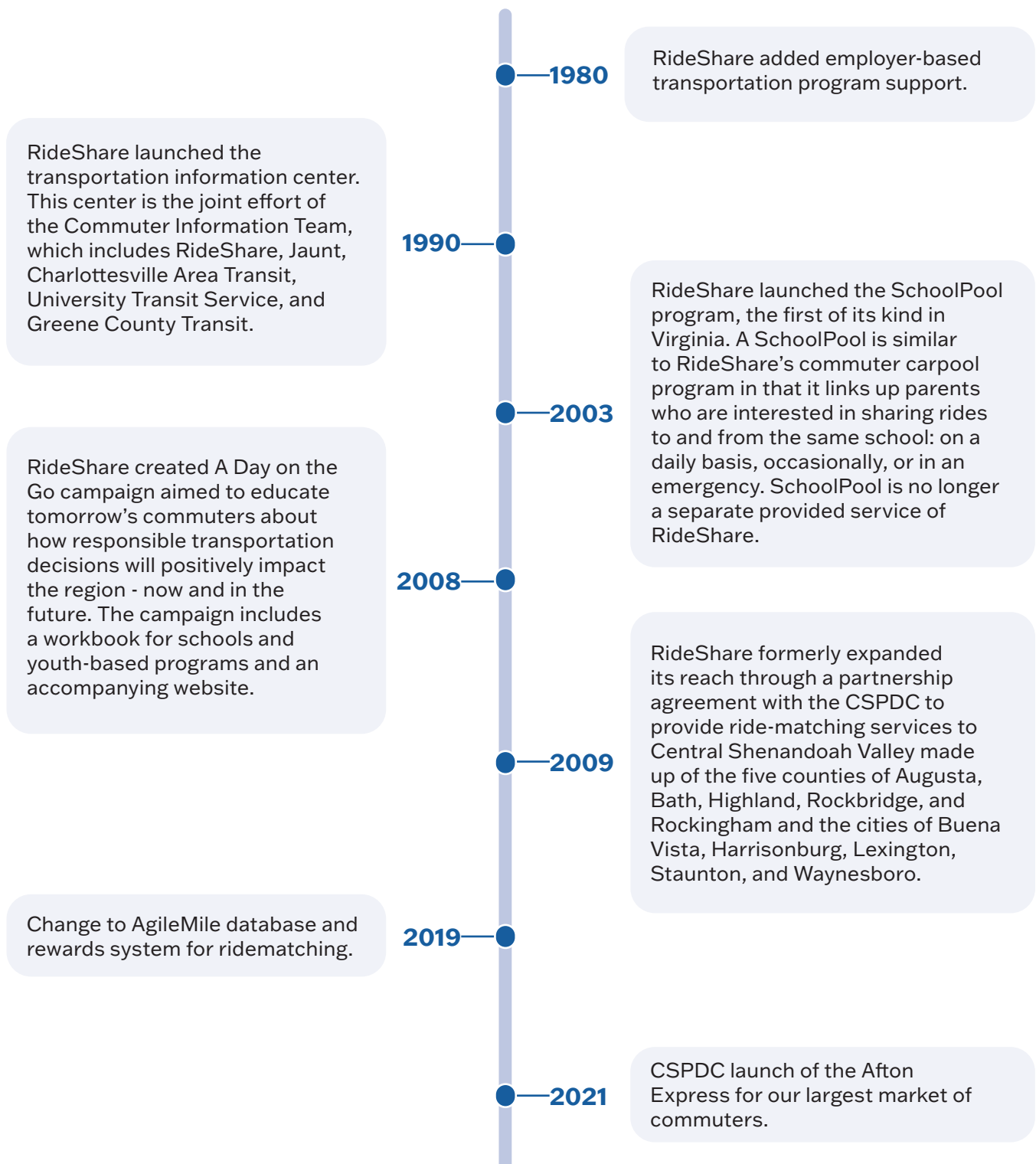


Figure 3. Key Milestones of the RideShare Program

CHAPTER TWO

SERVICE AREA DEMOGRAPHICS AND CHARACTERISTICS

This chapter provides a comprehensive overview of the demographics, commuter, and workforce characteristics within the RideShare service area, covering the TJPDC and CSPDC regions. It includes an analysis of population demographics, workforce distribution, major employers, and commuter behaviors. The chapter highlights existing transportation services and facilities to understand the commuter options currently available in these regions.



POPULATION

The RideShare service area covers approximately 574,395 residents across 16 unique localities in the CSPDC and TJPDC regions, which include a mix of urban, suburban, and rural communities.

In the TJPDC region, which consists of six localities—Albemarle, Louisa, Fluvanna, Greene, Nelson counties, and the City of Charlottesville—Albemarle County holds the largest share of the population at 20.2%. Charlottesville, within Albemarle County, is a key urban center, contributing 8.1% of the total population. Louisa (7%), Fluvanna (4.9%), Greene (3.7%), and Nelson (2.6%) add a blend of suburban and rural character.

In the CSPDC region—which covers Augusta, Bath, Highland, Rockbridge, and Rockingham counties, as well as the cities of Buena Vista, Harrisonburg, Lexington, Staunton, and Waynesboro—Rockingham County holds the largest share of the service area population at 14.9%. Augusta County follows with 13.6%, while the cities of Harrisonburg, Staunton, and Waynesboro contribute 9.0%, 4.5%, and 3.9%, respectively. Rockbridge County and the cities of Lexington and Buena Vista account for 3.9%, 1.3%, and 1.1%, respectively, with Bath and Highland counties representing the smallest shares at 0.7% and 0.4%, respectively. These population distributions highlight the diverse areas served by the RideShare program.

Table 2. Total Population by Locality

PDC	Locality	Population Estimate	Percent of Service Area Population
TJPDC	Greene County	21,423	3.7
	Charlottesville City	46,740	8.1
	Albemarle County	115,941	20.2
	Louisa County	40,070	7.0
	Fluvanna County	28,056	4.9
	Nelson County	14,693	2.6
CSPDC	Augusta County	78,373	13.6
	Bath County	4,065	0.7
	Buena Vista City	6,598	1.1
	Harrisonburg City	51,870	9.0
	Highland County	2,205	0.4
	Lexington City	7,414	1.3
	Rockbridge County	22,642	3.9
	Rockingham County	85,620	14.9
	Staunton City	26,016	4.5
	Waynesboro City	22,669	3.9
Total Population		574,395	100%

Source: 2023 ESRI GeoEnrichment

AGE

The age distribution across the 16 localities highlights the diverse rural, suburban, and urban landscapes within the RideShare service area.

In the TJPDC region, the City of Charlottesville has the lowest median age at 30.1, which is likely due to the presence of universities like the UVA. Other areas show slightly higher median ages, with Albemarle County at 39.9 and Greene County at 41. Louisa and Fluvanna counties have median ages of 45.5 and 43.2, respectively, indicating a slightly older population in these suburban and rural areas. Nelson County stands out as the highest median age, with 51.8, potentially influenced by the rural characteristics of the area.

In the CSPDC region, which encompasses smaller cities, suburban areas, and rural counties, the population generally trends older. Highland County has the highest median age in the service area at 57.2, followed by Bath County at 52.3 and Rockbridge County at 49.7. This reflects an appeal to older adults potentially drawn to these counties' rural environments. Median ages in Augusta and Rockingham counties, as well as in the cities of Staunton and Waynesboro, fall closer to the middle range, at 45.9, 42.3, 44.1, and 41.1, respectively. In contrast, Harrisonburg and Lexington have notably younger populations, with median ages of 24.8 and 24.9, respectively. This is likely influenced by the presence of universities such as JMU and Eastern Mennonite University (EMU) in Harrisonburg, as well as Washington and Lee University (W&L), and the Virginia Military Institute (VMI) in Lexington.

Table 3. Median Age by Locality

PDC	Locality	Median Age
TJPDC	Greene County	41
	Charlottesville City	30.1
	Albemarle County	39.9
	Louisa County	45.5
	Fluvanna County	43.2
	Nelson County	51.8
CSPDC	Augusta County	45.9
	Bath County	52.3
	Buena Vista City	39.2
	Harrisonburg City	24.8
	Highland County	57.2
	Lexington City	24.9
	Rockbridge County	49.7
	Rockingham County	42.3
	Staunton City	44.1
	Waynesboro City	41.1

Source: ESRI GeoEnrichment 2023

RACE AND ETHNICITY

Understanding the racial and ethnic composition of the RideShare service area is essential to making commuter options accessible and inclusive for all residents.

The TJPDC region also shows a majority of White residents, but with a higher representation of Black or African American residents in several areas. The City of Charlottesville (17%), Louisa County (13%), and Fluvanna County (13%) have the highest percentages of Black or African American residents. Asian residents are most prominent in Charlottesville and Albemarle County, at 7% and 5.6%, respectively. Greene County has the highest representation of Hispanic or Latino residents in TJPDC with 6.6%.

In the CSPDC region, most localities are predominately White, while Staunton and Waynesboro have the highest proportions of Black or African American residents at 11% each. Asian representation is most concentrated in Harrisonburg, Lexington, and Highland County, with approximately 3.1–3.2% in each. Harrisonburg stands out for its diversity, with 20.8% of residents identifying as Hispanic or Latino and 11.6% as two or more races.

Table 4. Race and Ethnicity by Locality

PDC	Locality	Total Population	White	Black or African American	Asian	Two or More Races	Hispanic or Latino
TJPDC	Greene County	20,631	81.0%	6.0%	2.3%	5.0%	6.6%
	Charlottesville City	46,289	69.0%	17.0%	7.0%	5.9%	5.8%
	Albemarle County	112,513	79.0%	9.0%	5.6%	5.2%	5.9%
	Louisa County	38,106	78.0%	13.0%	<1%	6.3%	3.6%
	Fluvanna County	27,442	77.0%	13.0%	1.4%	6.2%	4.2%
	Nelson County	14,773	82.0%	12.0%	<1%	2.6%	4.6%
CSPDC	Augusta County	77,433	91.0%	4.0%	<1%	2.8%	3.4%
	Bath County	4,177	94.0%	5.0%	<1%	0.0%	0.7%
	Buena Vista City	6,639	87.0%	4.0%	<1%	7.0%	1.5%
	Harrisonburg City	51,784	71.0%	7.0%	3.2%	11.6%	20.8%
	Highland County	2,247	94.0%	0.0%	3.1%	2.6%	0.0%
	Lexington City	7,346	84.0%	5.0%	3.1%	6.0%	5.1%
	Rockbridge County	22,673	91.0%	4.0%	<1%	2.2%	2.1%
	Rockingham County	83,905	90.0%	2.0%	<1%	4.9%	7.8%
	Staunton City	25,581	82.0%	11.0%	1.4%	4.6%	3.8%
	Waynesboro City	22,341	76.0%	11.0%	1.8%	9.0%	9.3%

Source: US Census Bureau's [2022] ACS 5-Year Estimates

INCOME

Median household income data for the RideShare service area provides an indicator of economic well-being in each locality which can help to guide planning for inclusive commuter services. By assessing income levels, services and infrastructure can be more effectively tailored to the specific needs of communities across the TJPDC and CSPDC regions.

In the TJPDC region, Albemarle County stands out with the highest median household income at \$98,000, which is well above the Virginia state median. This may reflect the county’s larger population, availability of high-paying jobs, and telework-friendly job opportunities. Conversely, Nelson County and the City of Charlottesville report the lowest median household incomes in the region, at \$63,757 and \$66,571, respectively. Nelson’s rural character may contribute to its lower income levels, while Charlottesville’s figures could be impacted by its sizable student population.

In the CSPDC region, Rockingham County has the highest median household income at \$75,411, which is slightly lower than the Virginia state median of \$87,249.¹ At the other end, the cities of Buena Vista, Waynesboro, and Harrisonburg have the lowest median household income in the region at \$40,306, \$46,509, and \$49,593, respectively. This may suggest potential economic challenges and underscores the importance of strategies to enhance access to employment, both on-site and remote, especially in areas with lower income levels.

Understanding these income disparities across the TJPDC and CSPDC regions is essential for developing transportation solutions that ensure access to job opportunities for all residents.

Table 5. Median Household Income by Locality

PDC	Locality	Median Household Income
TJPDC	Greene County	\$76,030
	Charlottesville City	\$66,571
	Albemarle County	\$98,000
	Louisa County	\$75,502
	Fluvanna County	\$84,207
	Nelson County	\$63,757
CSPDC	Augusta County	\$71,349
	Bath County	\$53,082
	Buena Vista City	\$40,306
	Harrisonburg City	\$49,593
	Highland County	\$53,600
	Lexington City	\$65,246
	Rockbridge County	\$57,190
	Rockingham County	\$75,411
	Staunton City	\$54,021
	Waynesboro City	\$46,509

Source: ESRI GeoEnrichment 2023

1. U.S. Census Bureau, 2022

WORKFORCE

Approximately 282,551 residents within the RideShare service area are employed, making up nearly half of the total population. The distribution of employed residents generally aligns with the population size of each locality, meaning areas with larger populations tend to have more workers.

In the TJPDC region, Albemarle County accounts for the largest share of the employed population at 20.2%, highlighting its role as a major employment center in the region. This reflects the county's strong workforce and access to job opportunities.

In the CSPDC region, Rockingham County holds a significant portion of the employed population at 15%, emphasizing its importance as an employment hub within the region. Meanwhile, smaller localities like Bath and Highland counties represent 0.7% and 0.3%, respectively, of the employed population. These lower employment figures likely reflect the rural nature of these areas, with smaller populations and fewer job opportunities.

The concentration of workers in Albemarle and Rockingham counties suggests a potential commuting pattern, where residents may live in one jurisdiction but work in another. This underscores the importance of RideShare services and inter-jurisdictional transportation solutions to support commuters across the region.

Table 6. Employed Population by Locality

PDC	Locality	Employed Civilian Population (16+)	Percent of Service Area Worker Population
TJPDC	Greene County	10,735	3.8%
	Charlottesville City	24,331	8.6%
	Albemarle County	57,191	20.2%
	Louisa County	19,619	6.9%
	Fluvanna County	12,814	4.5%
	Nelson County	6,828	2.4%
CSPDC	Augusta County	39,340	13.9%
	Bath County	1,972	0.7%
	Buena Vista City	3,541	1.3%
	Harrisonburg City	25,258	8.9%
	Highland County	961	0.3%
	Lexington City	2,905	1.0%
	Rockbridge County	10,989	3.9%
	Rockingham County	42,252	15.0%
	Staunton City	12,624	4.5%
	Waynesboro City	11,191	4.0%
Service Area Total		282,551	100%

Source: ESRI GeoEnrichment 2023

WORKER EARNINGS

In the TJPDC region, income levels are similarly varied, with a notable concentration of workers in the \$100,000 to \$149,999 bracket, which includes 17.6% of the workforce. The \$50,000 to \$74,999 range represents 15.7% of workers, and 12.9% fall within the \$75,000 to \$99,999 bracket. Lower-income groups (those earning less than \$25,000) account for about 13% of the service area, reflecting a significant portion of economically disadvantaged workers. The region also has 13.1% of workers in the highest income bracket (\$200,000+).

In the CSPDC region, income distribution reveals a substantial proportion of workers in the middle-income brackets. The largest group, representing 17.8% of the service area, has household incomes between \$50,000 and \$74,999. The next largest income group is those earning between \$100,000 and \$149,999, accounting for 16.5% of workers. Workers in the \$35,000 to \$49,999 bracket make up 12.3%, while 13.2% fall within the \$75,000 to \$99,999 range. Higher income brackets are less prevalent, with 7.3% of workers earning between \$150,000 and \$199,999 and 5.2% earning \$200,000 or more. Lower income levels, under \$25,000, make up about 17% of the area. This data indicates a mix of economic backgrounds within the CSPDC region.

Table 7. Worker Earnings by Region

Household Income	Number of Workers in the TJPDC Region	Percent of Service Area	Number of Workers in the CSPDC Region	Percent of Service Area
<\$15,000	7,695	7.2%	11,329	9.4%
\$15,000 - \$24,999	6,210	5.8%	9,172	7.6%
\$25,000 - \$34,999	6,914	6.5%	12,717	10.6%
\$35,000 - \$49,999	10,673	10.0%	14,785	12.3%
\$50,000 - \$74,999	16,699	15.7%	21,341	17.8%
\$75,000 - \$99,999	13,731	12.9%	15,864	13.2%
\$100,000 - \$149,999	18,751	17.6%	19,789	16.5%
\$150,000 - \$199,999	11,673	11.0%	8,772	7.3%
\$200,000 +	13,970	13.1%	6,249	5.2%

Source: ESRI GeoEnrichment 2023

EMPLOYERS

The RideShare service area encompasses a total of 20,070 businesses, providing a snapshot of the economic landscape within the TJPDC and CSPDC regions.

In the TJPDC region, Albemarle County leads with the highest number of businesses, totaling 4,208, reflecting a strong commercial base. The City of Charlottesville also plays a key role as a commercial hub with 3,709 businesses. Smaller localities like Louisa (802), Fluvanna (560), Nelson (545), and Greene (550) counties have fewer businesses. The data suggests a more localized, smaller-scale markets where citizens are commuting into urban areas for employment.

The CSPDC's business distribution aligns with its population size. The City of Harrisonburg and Rockingham County have the highest number of businesses, with 2,502 and 2,111, respectively. Augusta County (1,903) and the cities of Staunton (1,126) and Waynesboro (902) also contribute significantly to the region's business landscape, helping to create employment opportunities across the CSPDC area.

Table 8. Total Businesses by Locality

PDC	Locality	Total Businesses (NAICS)
TJPDC	Greene County	550
	Charlottesville City	3,079
	Albemarle County	4,208
	Louisa County	802
	Fluvanna County	560
	Nelson County	545
CSPDC	Augusta County	1,903
	Bath County	239
	Buena Vista City	215
	Harrisonburg City	2,502
	Highland County	187
	Lexington City	437
	Rockbridge County	704
	Rockingham County	2,111
	Staunton City	1,126
	Waynesboro City	902
Total Businesses		20,070

Source: ESRI GeoEnrichment 2023

In the TJPDC region, there is a high concentration of management positions (12.5%) and education/library roles (9.7%), highlighting a workforce geared toward knowledge-driven industries. This is further supported by notable representation in Office/Administration and Sales roles, both representing 9.1%. The region demonstrates a notable emphasis on business/finance and computer/math occupations, highlighting its alignment with professional, technical, and educational expertise. This trend is likely influenced by the presence of numerous hospitals and medical facilities, further supported by educational institutions such as the University of Virginia (UVA) and Piedmont Virginia Community College (PVCC).

The CSPDC region's employment profile highlights a strong representation in administrative, sales, and management roles, with Office/Administration leading at 10.6%. Sales and management closely follow representing 9.0% and 8.9%, respectively. These trends indicate a workforce centered on operational efficiency and leadership. The region also emphasizes production (8.1%) and transportation/moving (8.6%) roles, underscoring its connection to industrial and logistics-focused sectors. The region is home to diverse manufacturing sectors, including food and beverage, automotive, and plastics, all of whom rely on freight to transport goods. These factors make the Valley a prime location for industry. Additionally, healthcare and social assistance, alongside educational services are supported by institutions such as JMU and various healthcare facilities, play pivotal roles in shaping the employment landscape.

Table 9. Employed Population (16+) Occupations by Region

Occupation	Percent of TJPDC Region	Percent of CSPDC Region
Architecture/Engineer	1.8%	1.6%
Building Management	3.8%	4.4%
Business/Finance	5.8%	3.6%
Computer/Math	4.3%	2.1%
Construction/Extraction	4.5%	4.8%
Education/Library	9.7%	6.9%
Entertainment/Sports	2.3%	1.8%
Fish/Forestry	0.5%	1.4%
Food Prep	4.7%	5.7%
Health Practitioner	8.0%	5.9%
Healthcare Support	2.7%	3.2%
Installation/Repair	2.6%	4.2%
Legal	1.3%	0.8%
Life/Social Science	2.4%	1.0%
Management	12.5%	8.9%
Office/Administration	9.1%	10.6%
Personal Care	2.8%	2.9%
Production	3.0%	8.1%
Protective Services	2.1%	2.3%
Sales	9.1%	9.0%
Social Services	2.3%	2.3%
Transportation/Moving	4.8%	8.6%

Source: US Census Bureau's [2021] ACS 5-Year

TOP TEN EMPLOYERS

The top ten employers for each region based on Virginia Employment Commission data highlights the varied employment opportunities that shape the RideShare service area.

In the TJPDC region, the UVA/Blue Ridge Hospital lead as the largest employers, reflecting the area's focus on healthcare and education. Public sector roles are significant, with Albemarle County and the City of Charlottesville providing government services. Retail and healthcare are also prominent, with Walmart, Sentara Healthcare, and the UVA Health Services Foundation. Other major employers, such as Dominion Virginia Power, the U.S. Department of Defense, and Louisa County Public Schools, showcase the region's varied employment landscape, spanning education, energy, and federal services.

In the CSPDC region, JMU is the largest employer, which underscores the importance of higher education. Walmart and Sentara Healthcare also play key roles as top employers. The Rockingham and Augusta County School Boards, Augusta Medical Center, and Washington and Lee University also highlight the strong presence of education and healthcare. Industrial and manufacturing strength is reflected in employers like Hershey Chocolate of Virginia, Cargill Meat Solutions, and Merck Sharp & Dohme Corp.

This data demonstrates the economic variety in both regions, with healthcare, education, retail, and manufacturing as leading sectors. It underscores the need for transportation solutions like RideShare to connect workers with diverse employment opportunities.

TJPDC Top Ten Employers

- 1 University of Virginia/Blue Ridge Hospital
- 2 County of Albemarle
- 3 Walmart
- 4 Sentara Healthcare
- 5 University of Virginia Health Services Foundation
- 6 City of Charlottesville
- 7 Louisa County Public School Board
- 8 Dominion Virginia Power
- 9 U.S. Department of Defense
- 10 Food Lion

CSPDC Top Ten Employers

- 1 James Madison University
- 2 Walmart
- 3 Sentara Healthcare
- 4 Rockingham County School Board
- 5 Augusta Medical Center
- 6 Augusta County School Board
- 7 Hershey Chocolate of Virginia
- 8 Washington and Lee University
- 9 Cargill Meat Solutions
- 10 Merck Sharp & Donhme Corp

Source: Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 3rd Quarter (July, August, September) 2023

COMMUTER PATTERNS

Commuting patterns within the RideShare service area provide key insights into transportation habits across its 16 localities, supporting strategic planning for transportation demand management (TDM).

In the TJPDC region, Charlottesville and Albemarle County emerge as primary employment hubs, with 60.4% and 58.7% of their workforce employed locally. Greene and Fluvanna Counties experience significant out-commuting rates, with 66.1% of workers traveling to other counties. Louisa County retains 43.5% of its workforce locally, with 52.4% commuting out. Nelson County has 2.2% of its workforce working outside Virginia, the highest in the region. These patterns reflect a connected regional economy, anchored by Charlottesville and Albemarle County, and a workforce extending across local and state boundaries.

In the CSPDC region, commuting trends highlight distinct local employment dynamics. Bath County leads with 78.1% of residents working locally, while Buena Vista City has the lowest at 36.8%, with 61.9% commuting to other counties. Highland County stands out, with 9.1% of its workforce employed outside Virginia. Harrisonburg City maintains a balance, with 62.3% working locally and 33.1% commuting out. Augusta, Rockingham, and Rockbridge Counties each see about half of their workforce commuting to other counties, while Staunton and Waynesboro Cities show similar patterns, with over 50% commuting externally. These trends underscore the region's reliance on inter-county commuting, with hubs like Bath County and Harrisonburg City serving as localized employment centers.

Table 10. Commuting Patterns by Locality

PDC	Locality	Commuting	Working in County of Residence	Working Outside of County of Residence	Working Outside of Virginia
TJPDC	Greene County	85.2%	59.6%	39.6%	0.8%
	Charlottesville City	87.1%	79.4%	18.6%	2.0%
	Albemarle County	79.8%	49.8%	49.4%	0.7%
	Louisa County	78.2%	32.8%	67.0%	0.2%
	Fluvanna County	89.0%	30.5%	68.2%	1.3%
	Nelson County	79.5%	44.6%	53.7%	1.7%
CSPDC	Augusta County	87.2%	70.1%	20.8%	9.2%
	Bath County	88.7%	47.6%	50.1%	2.3%
	Buena Vista City	80.7%	51.4%	46.8%	1.8%
	Harrisonburg City	89.0%	52.8%	46.4%	0.8%
	Highland County	71.7%	37.0%	62.3%	0.7%
	Lexington City	75.0%	61.1%	38.1%	0.8%
	Rockbridge County	81.0%	64.8%	34.4%	0.9%
	Rockingham County	91.0%	74.5%	24.8%	0.7%
	Staunton City	89.4%	46.2%	52.6%	1.2%
	Waynesboro City	90.0%	38.1%	61.2%	0.8%

Source: US Census Bureau's [2021] ACS 5-Year Estimates



Commuting insights from the RideShare public survey indicated that 85.4% of respondents commute 3 to 5 days per week.

Of those respondents, 40.2% live and commute within the CSPDC region, 25.6% live and commute within the TJPDC region, and 19.5% live in the CSPDC region and commute to the TJPDC region.

In the TJPDC region, commuting patterns highlight diverse travel choices, particularly in Charlottesville City, where only 57.6% of residents drive alone. The city also leads in public transportation usage (11.9%), walking (12.6%), and bicycling (2.4%), attributed to its urban infrastructure and accessibility. Albemarle County follows with 68.9% of commuters driving alone, while Greene County sees one of the highest carpooling rates at 14.5%. Nelson County has the lowest share of solo drivers (61.5%) but leads in working from home, with 16.1%. Fluvanna and Louisa Counties show traditional commuting patterns, with over 74% of residents driving alone and minimal use of alternative transportation.

The CSPDC region reveals significant variability in how residents travel to work. Driving alone is the predominant commuting choice in most localities, with Bath County leading at 88.2%, followed closely by Augusta County at 83.1%. Harrisonburg City shows the lowest percentage of solo drivers (69.8%), reflecting a greater reliance on carpooling (10.5%), walking (5.9%), public transportation (2.1%), and bicycles (2.0%). Lexington City stands out with a particularly high percentage of commuters walking to work (25.8%). Highland County also sees a notable share of commuters walking (7.2%) and working from home (12.1%), reflecting its rural and remote nature. Most other localities, including Rockbridge and Rockingham Counties, maintain solo driving rates around 78-81%, with limited use of alternative modes of transportation.

Table 11. Commuting Choices by Locality

PDC	Locality	Drive Alone	Carpool	Public Transportation	Other Means	Bicycle	Walk	Work at Home
TJPDC	Greene County	68.7%	14.5%	1.5%	2.9%	0.0%	0.5%	9.8%
	Charlottesville City	57.6%	6.6%	11.9%	1.3%	2.4%	12.6%	12.6%
	Albemarle County	68.9%	8.6%	3.8%	1.0%	0.5%	2.5%	15.2%
	Louisa County	76.8%	10.2%	0.5%	0.7%	0.0%	0.6%	8.9%
	Fluvanna County	74.0%	9.4%	1.2%	1.7%	0.0%	1.0%	12.1%
	Nelson County	61.5%	15.7%	0.0%	1.0%	0.0%	1.7%	16.1%
CSPDC	Augusta County	83.1%	8.7%	0.8%	0.4%	0.0%	0.6%	5.5%
	Bath County	88.2%	6.0%	0.0%	0.9%	0.0%	1.3%	2.0%
	Buena Vista City	81.9%	5.9%	0.0%	1.1%	0.0%	7.2%	3.3%
	Harrisonburg City	69.8%	10.5%	2.1%	1.1%	2.0%	5.9%	5.9%
	Highland County	75.2%	4.0%	0.0%	0.6%	0.0%	7.2%	12.1%
	Lexington City	49.8%	6.1%	0.0%	0.6%	0.3%	25.8%	10.5%
	Rockbridge County	79.1%	7.4%	1.2%	1.5%	0.4%	0.8%	8.3%
	Rockingham County	78.2%	9.7%	0.4%	0.7%	0.2%	3.2%	6.4%
	Staunton City	80.0%	6.8%	0.9%	1.2%	0.6%	4.4%	4.9%
	Waynesboro City	81.2%	8.5%	0.7%	0.9%	0.0%	2.2%	6.2%

Source: US Census Bureau's [2021] ACS 5-Year Estimates

Commuting Preferences from the RideShare Public Survey

- 22.0% of respondents use public transportation for their daily commute.
- 52.0% are extremely likely to use a bus if available in their area.
- 11.0% currently walk or bike to work, while 50% would consider alternative transportation modes with improved infrastructure.
- 51.3% would be extremely likely to telecommute if options were accessible.



"I'd prefer to ride a bike but there's no cycling infrastructure for much of the commute."

- Public Survey Respondent



"I'm incredibly grateful for the Afton express bus route. It makes for a long day, but since cost of living is lower in Staunton, I'll continue to utilize the bus to Charlottesville."

- Public Survey Respondent

REGIONAL WALK SCORES

Walk Score is a metric that assesses the walkability of a location based on the availability and proximity of various amenities such as grocery stores, schools, parks, and restaurants. A higher Walk Score suggests that daily errands and commuting can be easily accomplished on foot, making the area more pedestrian-friendly and less dependent on vehicles. A lower Walk Score indicates that essential services and amenities are spread out, resulting in a greater need for car transportation. Walkability scores are particularly valuable in TDM, as they provide insights into the infrastructure and accessibility of a region. This information can help guide future transportation and infrastructure planning, ensuring that both regions are accessible and inclusive for all residents.

For detailed Walk Scores across the TJPDC and CSPDC regions, please refer to Appendix A.

WORKFORCE DENSITY

The workforce density maps in **Figures 4-7** on the following pages reveal important insights into commuting patterns across the RideShare service area.

In the TJPDC region, workforce density is more evenly distributed across the area. Albemarle County and the City of Charlottesville stand out as major employment centers, while surrounding counties such as Fluvanna, Greene, and Louisa also show relatively high workforce densities. Although Nelson County is more rural, it still attracts workers due to its tourism industry and local businesses.

In the CSPDC region, workforce density is notably high in Augusta, Rockingham, and Rockbridge counties, as well as in the cities of Buena Vista, Harrisonburg, Lexington, and Waynesboro. These areas likely serve as employment hubs, attracting a larger concentration of workers. In contrast, rural counties like Bath and Highland exhibit lower workforce densities, reflecting more dispersed populations and fewer concentrated employment opportunities.

These density patterns help pinpoint where TDM services can be most impactful in the service area. High-density areas may benefit from expanded mobility services like RideShare programs and public transportation, while lower-density, rural areas may require customized commuting options, such as carpooling and telecommuting support, to ensure accessible transportation for all residents.

What are workforce density maps?

The workforce density maps provide a visual representation of where residents live and work in the RideShare service area. They highlight the concentration of workers in residential neighborhoods and key employment centers. These maps reveal commuting patterns by illustrating the flow of workers between their homes and job locations, showing where workforce activity is most intense and where it is more dispersed. This information is essential for understanding the movement of residents and identifying areas with high or low commuting demand.

For RideShare, workforce density maps are an important tool for tailoring transportation services to meet the unique needs of different communities. By identifying areas with high concentrations of workers, RideShare can focus their efforts in expanding program offerings to reduce congestion and support efficient commuting. In areas with lower workforce density or more dispersed employment locations, these maps highlight opportunities for alternative commuting solutions, such as carpooling networks, vanpool programs, or telework options, which can provide flexible and sustainable transportation choices. Overall, workforce density maps help RideShare strategically allocate resources to maximize accessibility and convenience for commuters across the region.

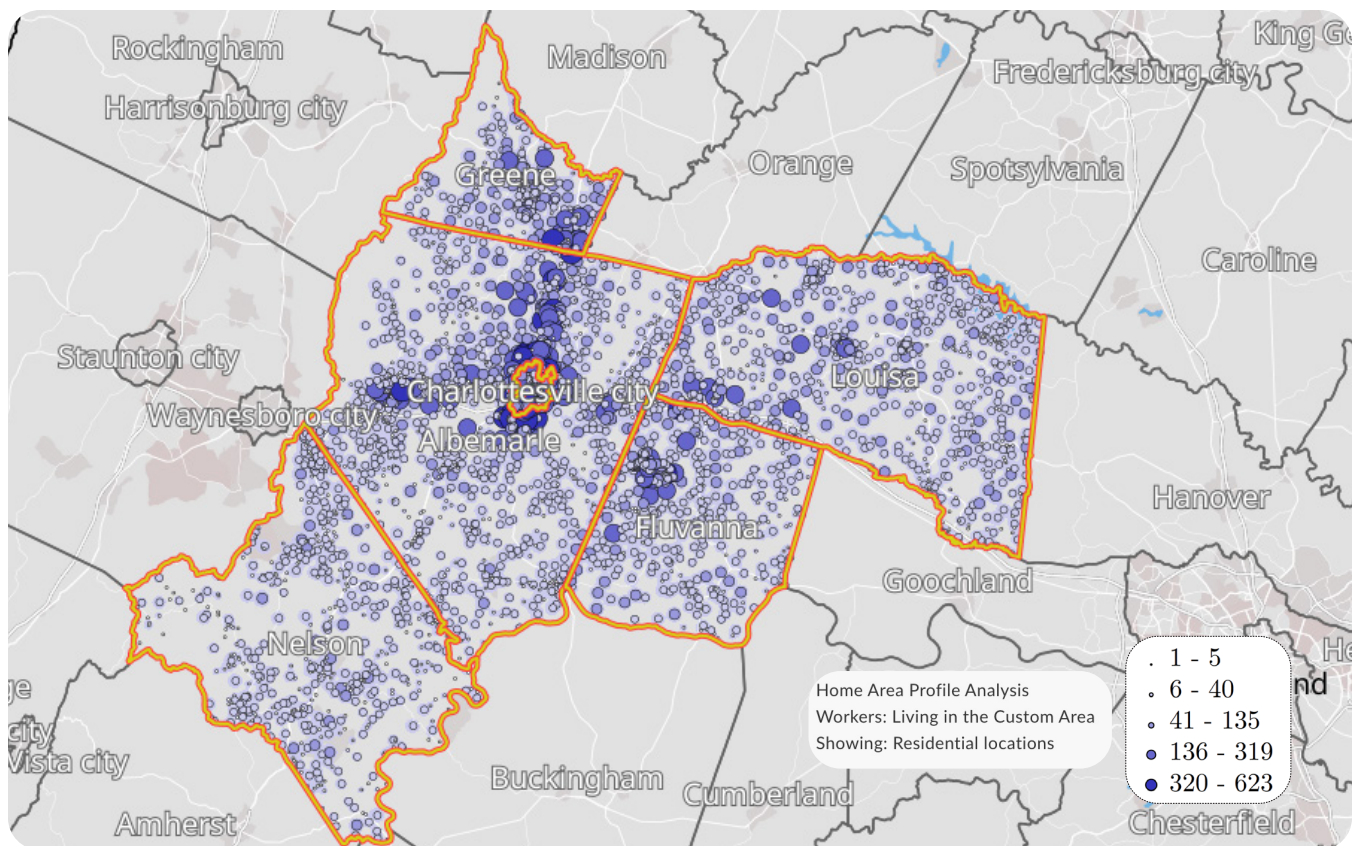


Figure 4. Density of Where People Live in the TJPDC Region

Source: US Census Bureau's [2024] OnTheMap

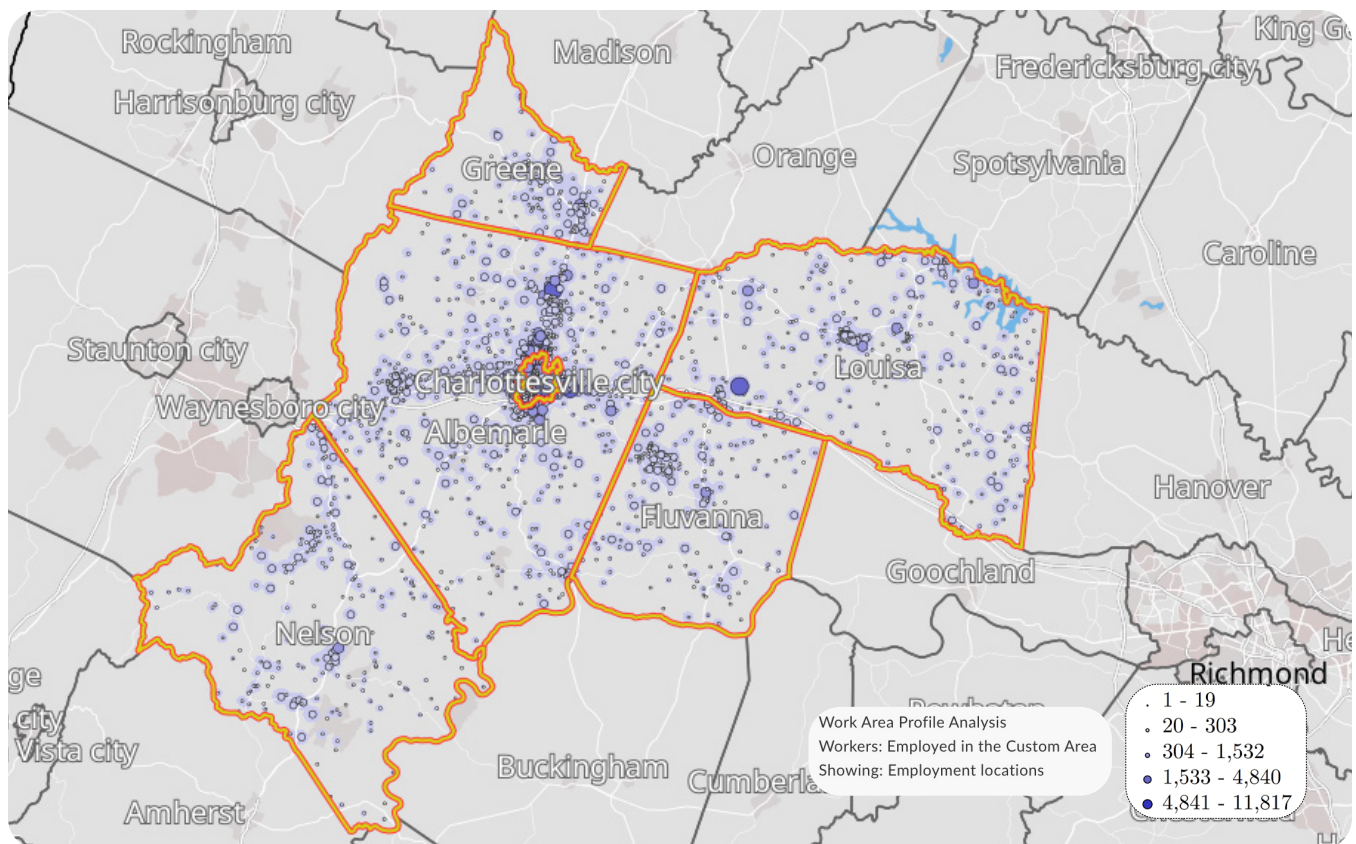


Figure 5. Density of Where People Work in the TJPDC Region

Source: US Census Bureau's [2024] OnTheMap

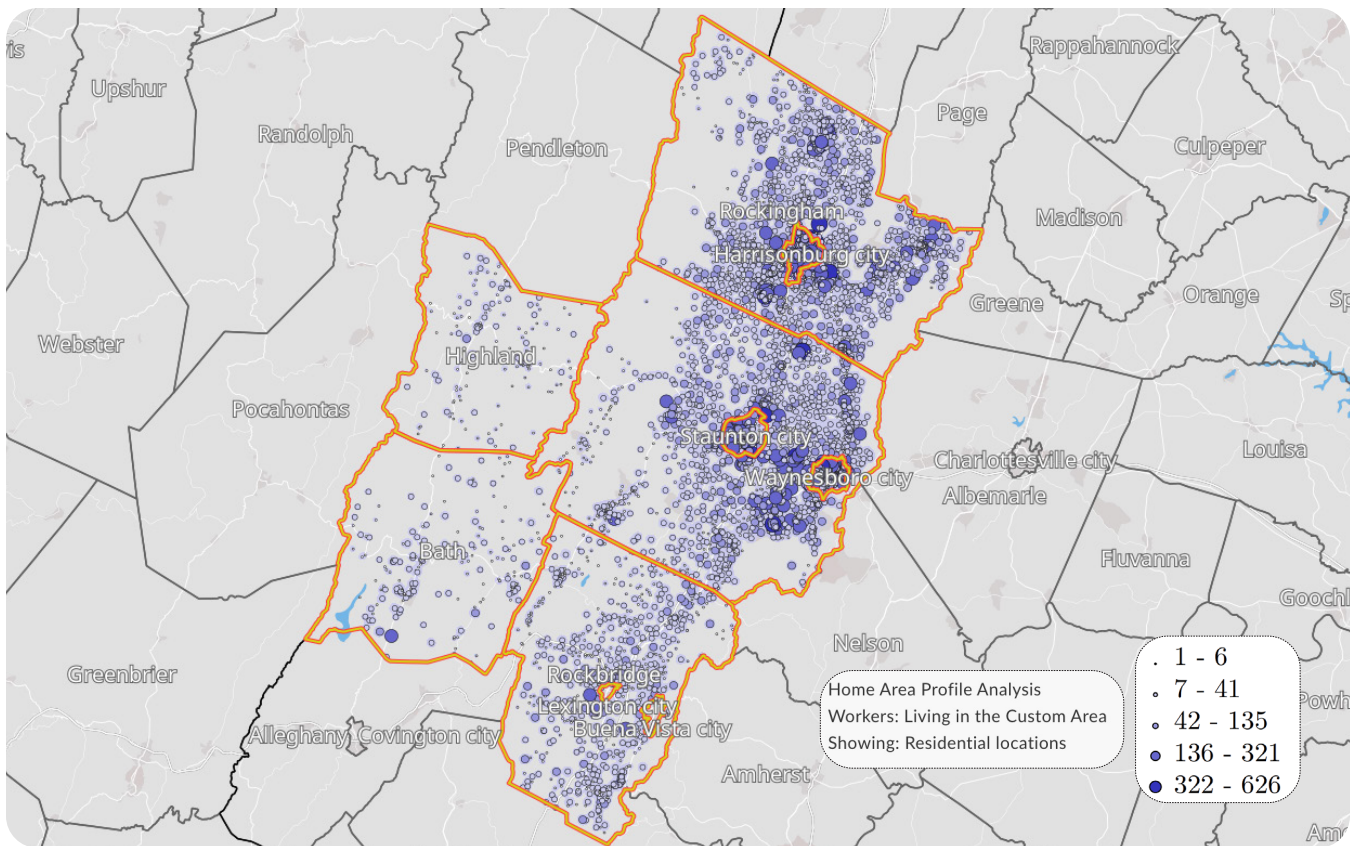


Figure 6. Density of Where People Live in the CSPDC Region

Source: US Census Bureau's [2024] OnTheMap

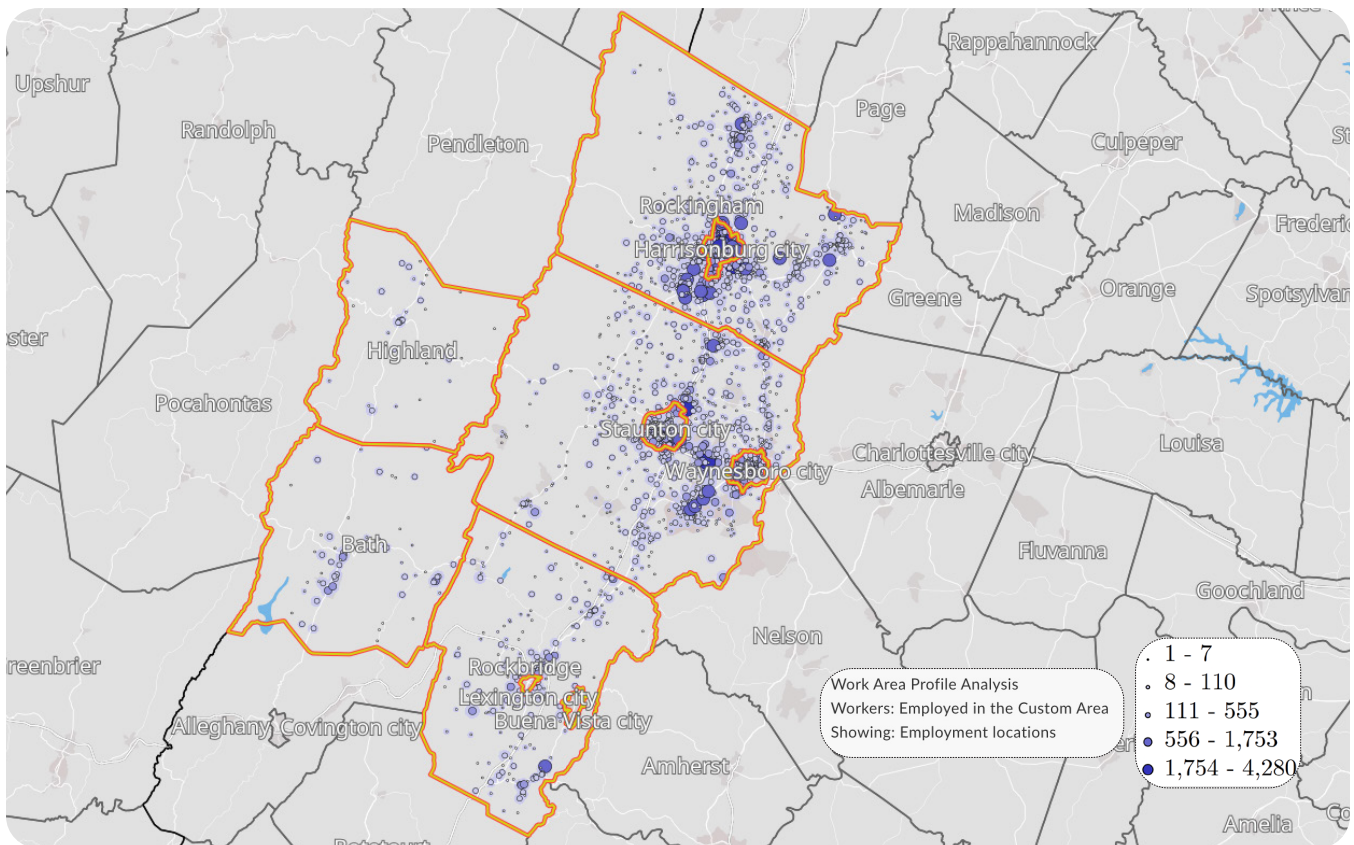


Figure 7. Density of Where People Work in the CSPDC Region

Source: US Census Bureau's [2024] OnTheMap

EXISTING FACILITIES AND SERVICES

Figure 8 below presents the existing transportation facilities and services within the RideShare service area and **Figure 9** highlights the existing facilities and services in the TJPDC region. This includes fixed bus routes, rail lines, park and ride lots, transit hubs, and train stations. All facilities and services provide alternative transportation options for commuters within both the TJPDC and CSPDC regions.

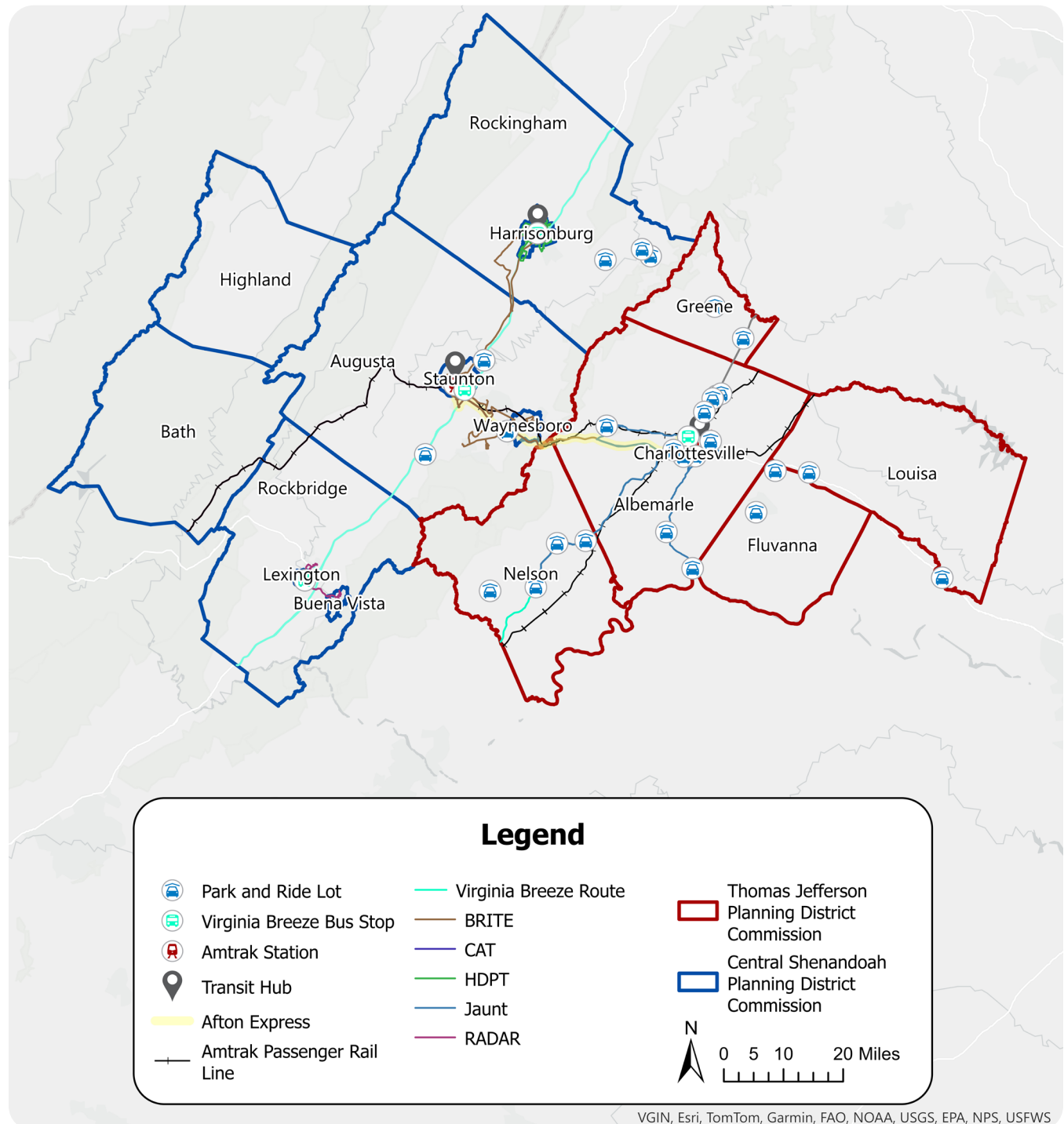


Figure 8. RideShare Service Area Existing Facilities Map

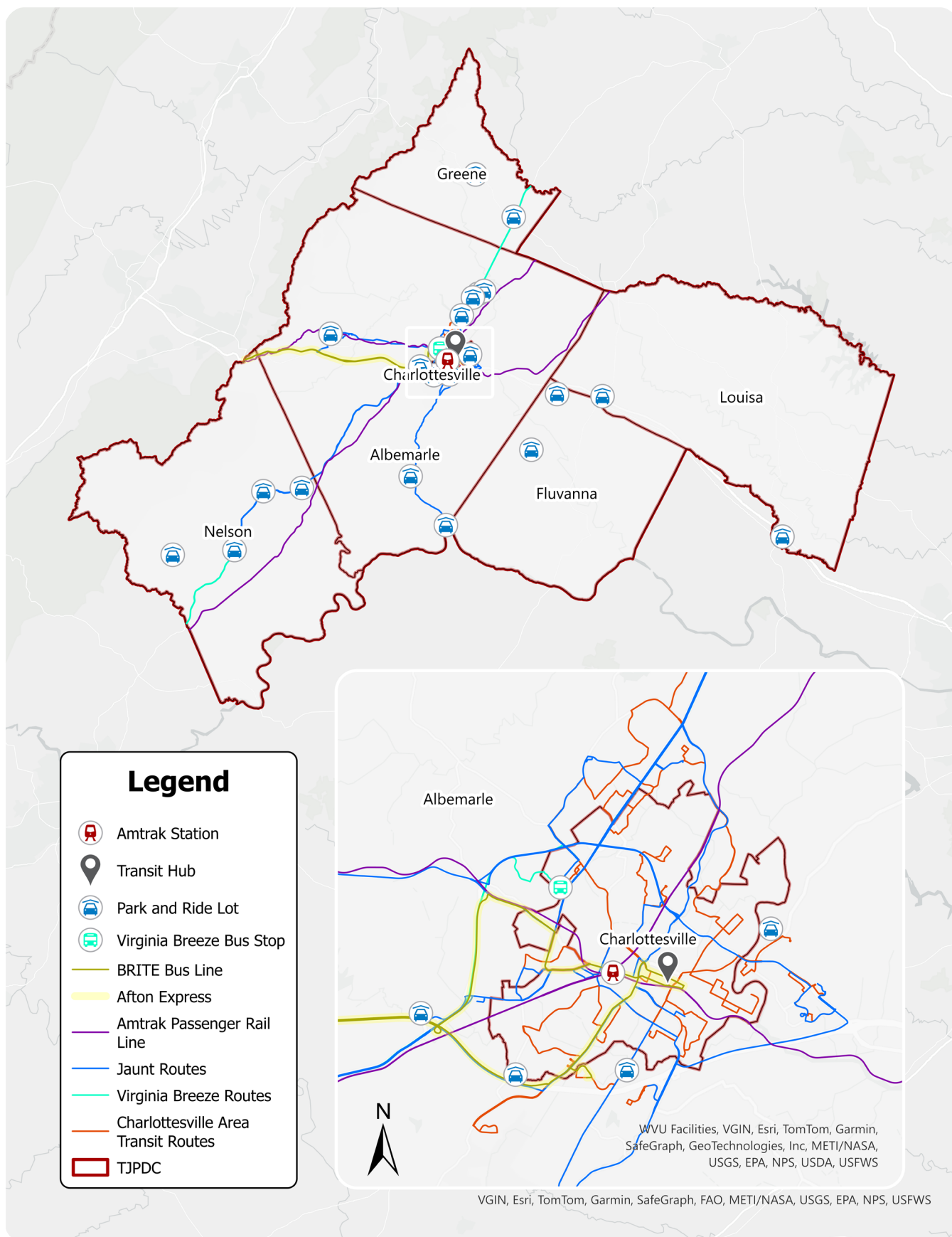


Figure 9. TJPDC Existing Facilities Map

TRANSIT SERVICES

The collaboration between TJPDC and CSPDC has established a transportation network that aims to connect residents, workers, and visitors, addressing a wide range of transportation needs across urban and rural areas. Stretching from Charlottesville to Harrisonburg, these transit services encompass major counties such as Albemarle, Augusta, and Rockbridge. This partnership aims to create a flexible, efficient transportation system that enhances mobility and accessibility throughout Central Virginia.

TJPDC TRANSIT SERVICES

CHARLOTTESVILLE AREA TRANSIT (CAT)

CAT provides public transportation in Charlottesville and parts of Albemarle County, serving key areas like the UVA and the downtown mall. It offers fixed-route bus services, trolley routes, and paratransit options. The free trolleys operate on two routes—the Downtown Trolley and the University Trolley—connecting major destinations. CAT operates on a schedule, with real-time tracking available through the CAT Bus Tracker app or website.

JAUNT

Jaunt transit offers transportation services across Albemarle, Buckingham, Fluvanna, Louisa, and Nelson counties, as well as the City of Charlottesville. Its offerings include flexible door-to-door demand-response services, fixed-route connections between communities, and commuter services linking residential areas to major employment hubs. Jaunt's Connect services (Crozet, 29 North, Buckingham, and Lovingston) transport commuters from park-and-ride lots to destinations like UVA and downtown Charlottesville. Additionally, out-of-county services enable travel between regions within the service area.

UNIVERSITY TRANSIT SERVICE (UTS)

UTS operates fixed-route services around the UVA, offering essential transportation for students, faculty, and staff. UTS provides shuttles connecting parking lots, garages, and campus buildings, ensuring convenient access to academic, residential, and recreational areas. Designed for the UVA community, UTS runs on a schedule, offering reliable and efficient transit across the university grounds.

CSPDC TRANSIT SERVICES

BRITE BUS

The BRITE bus service provides fixed-route and on-demand transportation in the Staunton- Augusta-Waynesboro area and parts of Rockingham County and Harrisonburg. Managed by the CSPDC, with guidance from the BRITE Transit Advisory Committee (BTAC), BRITE's network includes routes like the 250 Connector, Stuarts Draft Link, BRCC Shuttles, Waynesboro Circulator, and Staunton North & West Loops. The Afton Express, BRITE's newest route serving both the CSPDC and TJPDC regions, is detailed further on page 30.

HARRISONBURG DEPARTMENT OF PUBLIC TRANSPORTATION (HDPT)

HDPT is the municipally owned public transportation system for the City of Harrisonburg. It operates six fixed-route bus services covering key areas of the city, along with dedicated routes for JMU students. HDPT also offers commuter options and paratransit services for individuals with disabilities.

RADAR TRANSIT

RADAR, a non-profit organization, provides rural public transit services primarily in the Greater Roanoke Valley. It offers various transportation options, including the Maury Express, which serves Lexington, Buena Vista, and Rockbridge County. RADAR's services include fixed-route transit and specialized options for seniors and individuals with disabilities, focusing on improving accessibility and connectivity in rural communities.

ROCKBRIDGE AREA TRANSPORTATION SYSTEM (RATS)

RATS offers safe, affordable transportation in the Rockbridge/Alleghany area, with a focus on accessibility for individuals with disabilities. Its fleet includes 12 wheelchair-accessible vans, three cars, and one SUV, operated by a team of drivers, schedulers, and administrators dedicated to rider safety. Supported by grants and donations from residents, businesses, and churches, RATS keeps fares low to ensure affordable service for the community.

CONNECTING BOTH REGIONS

AFTON EXPRESS

The Afton Express extends beyond a standalone service by connecting with BRITE on the western side of Afton Mountain and CAT and UTS in Charlottesville, creating a comprehensive transit network for residents in both the CSPDC and TJPDC regions. Commuters from Augusta County, Staunton, and Waynesboro can enjoy seamless transitions between stops. The Afton Express offers a reliable and comfortable transportation option across Afton Mountain, enhancing mobility within the CAP service area.

OTHER TRANSIT OPTIONS

The **Virginia Breeze** bus lines connect small towns and cities across Virginia, including stops in Charlottesville, Staunton, and Harrisonburg, as well as major hubs like Dulles International Airport and Union Station in Washington, D.C. However, its north-south route does not provide a direct connection between the CSPDC and TJPDC regions, requiring travelers to pass through Washington, D.C. Starting in 2025, the **Tidewater Current** route will be introduced, offering an east-west route along the I-64 corridor and extending to I-81, connecting to Harrisonburg.

Amtrak services are available in both regions. Charlottesville's station is near downtown and UVA, while Staunton's station offers a route to Charlottesville on select days, providing an additional option for inter-city travel within the RideShare service area.

RIDESHARE PROGRAM

RideShare is the CAP operated by the TJPDC and the CSPDC for residents, workers, commuters, and tourists. The program promotes sustainable and shared commuting options, focusing on carpooling, vanpooling, and environmentally friendly transportation solutions. RideShare's comprehensive approach to shared commuting underscores its role in advancing sustainable transportation solutions and promoting community-oriented initiatives in the service area.

RideShare Supports Commuters!

RideShare is experiencing a growing demand from commuters traveling between Harrisonburg and Staunton along the I-81 Corridor.

PROGRAM OFFERINGS



CARPOOLING AND VANPOOLING

RideShare offers comprehensive commuting solutions through its carpooling and vanpooling services. Carpooling encourages two or more commuters to share a private vehicle regularly, reducing the number of SOV trips taken during peak commuting times. RideShare provides free carpool matching services, connecting commuters to individuals who share similar commutes, that result in benefits such as cost savings, reduced traffic congestion, and environmental sustainability.

For individuals facing commutes of 35 miles or more one-way, RideShare advocates for vanpooling as a cost-efficient, time-sensitive, and comfortable alternative. The program assists individuals in forming vanpools by guiding them through the process of gathering riders, calculating fares, determining routes, and initiating the vanpool. Vanpool services are provided through Enterprise Vanpools and offer recent model SUVs, vans, and crossovers, enhancing both savings and the overall commuting experience.



ONLINE RIDE MATCH SYSTEM

RideShare operates an online ridematching system, providing a self-directed platform where individuals can create profiles and search based on commute preferences. The system presents potential matches allowing users to directly contact potential carpool or vanpool partners through the app. Users have the flexibility to log in at any time to make changes to their schedules, locations, radius, and profiles.



ASSISTANCE AND SUPPORT

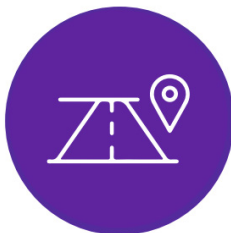
RideShare is committed to supporting individuals interested in shared commuting options. Users can access the online ride matching system for updates and additional searches. Assistance is available by calling (888) 974-5500 for those who need support or have questions.



GUARANTEED RIDE HOME (GRH) PROGRAM

The GRH program is an initiative designed to support individuals who use alternative transportation methods to commute to work at least twice a week. This program provides a safety net in case of unexpected emergencies or situations that require participants to alter their work schedule unexpectedly. Eligible participants (employed full- or part- time utilizing alternative commuting methods) can benefit from up to five free trips per calendar year.

In eligible situations, such as sudden illnesses or injuries to oneself or immediate family members, unscheduled overtime requested by a supervisor, unexpected early departure of a carpool driver, or emergencies at home, participants can utilize the service. The program covers the cost of a taxi or rental car, providing a reliable and timely means of transportation. Rides utilizing Uber or Lyft can be reimbursed after submitting the necessary paperwork and verifying the ride qualifies.



PARK AND RIDE LOTS

Park and Ride lots are designated areas where individuals can park their personal vehicles and transfer to shared transportation options, such as buses, carpools, or vanpools, to continue their journey. Currently, there are 27 Park & Ride lots serving central Virginia and the Shenandoah Valley. Some of these lots are shared facilities, available to commuters through the businesses or organizations that own the property.



CONNECTINGVA

App to Help Residents Find Rides!

The ConnectingVA app helps commuters get connected to alternative transportation options, now with new features to find rides for single trips and events.

ConnectingVA is a comprehensive tool created by DRPT to serve as a central resource for Virginians seeking information about accessing and utilizing carpooling and vanpooling options that align with their needs. TJPDC and CSPDC collaborate with DRPT through the statewide ConnectingVA program to offer free ridematching services, helping users find carpools, vanpools, and various public transportation options. The program also provides trip planning assistance and information on park-and-ride lots, bike share services, electric vehicle charging stations, and reward programs.

In June 2023, TJPDC hosted a RideShare focus group to better understand local commuter perception of the program and individual needs when commuting. The following insights were provided:

Convenience in Commuting

When considering commuting, participants associated convenience with factors such as:

- Access to services when needed, particularly for families needing to pick up children (i.e., flexibility of transport times).
- A variety of transportation options available throughout the day.
- Safe biking routes
- Bus service availability that meets personal schedules, with consistent timing, minimal transfers, and reliable transportation options.
- Service availability that meets personal schedules, with consistent timing and reliable transportation options.

Ideal Alternative Transportation Offerings

- A commuter train connecting Staunton to Charlottesville.
- The possibility of reducing personal car ownership.
- Expanded bus routes, particularly between Pantops and UVA, and along 29 North.
- Better bus services to underserved locations, such as 2400 Old Ivy Road.
- Real-time tracking of buses to enhance reliability and convenience.

Areas for Improvement

- Expanding alternative transportation service areas to accommodate commuters living further away from urban centers.
- Increasing the frequency of transportation services, particularly during midday, to reduce the number of guaranteed ride-home trips and to enable more recreational travel.
- Better advertising and communication of RideShare offerings, particularly within large organizations like UVA, and in parking lots or employee orientations.
- Collaborating with local businesses and UVA to offer financial incentives for employees who carpool or use alternative transportation.

MICROMOBILITY AND MICROTRANSIT

Micromobility and microtransit, although limited within the RideShare service area, are innovative concepts studied throughout the CSPDC and TJPDC regions. These concepts are tailored for urban and suburban environments and prioritize efficiency and convenience. Micromobility includes lightweight, sometimes electric, modes of transportation such as scooters and bicycles. These options cater to short-distance travel needs, serving as a solution for the first or last mile of a commute. Microtransit often involves on-demand transportation services operating on a smaller scale than traditional public transit. This may include shuttle buses or on-demand vans. Microtransit services respond dynamically to real-time demand and utilize technology to optimize routes. TJPDC's CAT initiated a microtransit pilot program in November 2023. In addition, the CSPDC will conduct a microtransit feasibility study in FY25 for the BRITE Transit service area.

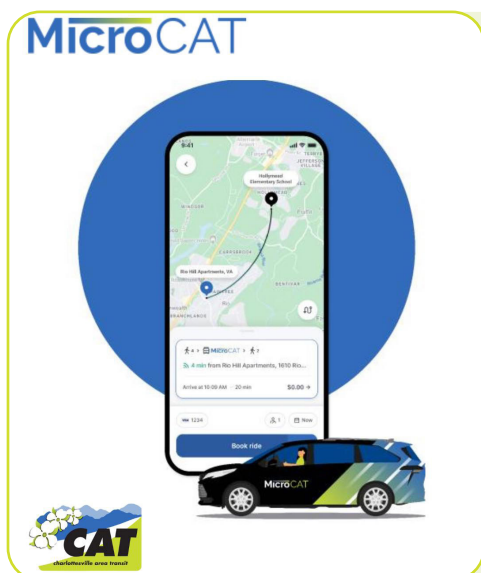
The following micromobility and microtransit services are currently available within the RideShare service area.

ELECTRIC SCOOTERS

Electric scooters are a popular micromobility option and provide a convenient solution for short-distance travel in urban areas. Users can easily rent electric scooters through mobile apps. These scooters are available within the cities of Harrisonburg and Charlottesville to provide additional commuting options for residents, university students, and visitors.

ELECTRIC BIKES AND BIKE SHARE

Electric bikes, or e-bikes, are bicycles equipped with an electric motor that assists the rider's pedaling effort. Bike share programs provide e-bikes for shared use to individuals on a short-term basis. These programs typically operate in urban areas and allow users to rent bikes from designated stations or through mobile apps. The only locality in the two regions that currently provides any form of bike-share services is the City of Charlottesville through the provider Veo.



Expanding Mobility in Albemarle County!

In fall 2023, CAT introduced “MicroCAT,” a microtransit pilot program in Albemarle County. This fare-free, on-demand public rideshare service enhances transportation options by extending CAT’s fixed-route bus coverage in the Pantops and US-29 Corridor areas. Riders can easily book trips in comfortable, wheelchair-accessible vehicles through the MicroCAT app by entering their pickup and dropoff locations, while those without smartphones can reserve rides via a dedicated phone line. This innovative service offers a convenient and accessible solution for commuting, shopping, and other travel needs.

>> To learn more about MicroCAT, please visit www.charlottesville.gov/1806/MicroCAT

CHAPTER THREE

VISION, MISSION, GOALS, AND OBJECTIVES

This chapter details RideShare's strategic framework, including its vision, mission, goals, objectives, and metrics. This framework serves as the cornerstone for the CAPSP's development, steering the program's direction in the years ahead. Staff members from the TJPDC and the CSPDC jointly designed these guiding principles, using their regional expertise and data from Chapter 2 to inform their decisions. The vision, mission, goals, and objectives represent the diverse needs of the 16 distinct localities within the RideShare service area.



VISION, MISSION, AND GOALS



RIDESHARE VISION

To be the trusted resource where regional travelers come to find sustainable, relevant solutions for transportation.

RIDESHARE MISSION

Connecting people to inclusive and sustainable transportation alternatives to increase mobility and enhance quality of life.

RIDESHARE GOALS

1

Reduce single-occupancy vehicle trips.

2

Encourage utilization of trip planning tools.

3

Build and maintain relationships with community stakeholders to promote regional collaboration around transportation solutions.

4

Educate community members on TDM as a solution to increased mobility and access throughout the service area.

1

Reduce single-occupancy vehicle trips.

This goal aims to decrease the number of vehicles on the road with only one occupant, which can help alleviate traffic congestion, reduce emissions, and promote more sustainable transportation options.

OBJECTIVES AND MEASUREMENTS

Objective 1a: Increase utilization of carpool and vanpool services.

- Track the total number of new vanpool formations facilitated through the program.
- Track the total number of new carpool and vanpool searches in the carpool matching system.
- Track the total number of new carpool and vanpool trip types logged.
- Conduct new surveys to assess commuter satisfaction and perceived benefits of participating in carpool and vanpool programs.

Objective 1b: Increase utilization of transit services.

- Monitor ridership data for public transit systems, tracking changes in the number of passengers over time.
- Track the total number of new transit trip types logged.
- Conduct surveys to assess commuter satisfaction and perceived benefits of utilizing transit services.

Objective 1c: Increase utilization of non-vehicle trips (e.g., bicycling, walking, telework).

- Track the total number of new other non-vehicle trip types logged.
- Monitor the participation rates in telework programs among eligible employees.

What Residents Say About Their Daily Commute...

- 46.3% of survey respondents currently drive alone for their daily commute.
- 68.3% have considered alternative options like carpooling, ride-sharing, or commuter buses.
- 43.2% reported traffic congestion as one of the main challenges of their daily commute.
- 73.0% cited convenience as a key factor in their choice of transportation.

2

Encourage utilization of trip planning tools.

This goal focuses on promoting the use of trip planning tools (e.g., DRPT trip planner and the ConnectingVA mobile app) to help individuals and communities efficiently plan their travel routes, modes of transportation, and schedules.

OBJECTIVES AND MEASUREMENTS

Objective 2a: Collaborate with local transportation agencies and community organizations to conduct outreach events at key transit hubs, employment centers, and community gatherings to introduce commuters to trip planning tools.

- Measure attendance and participation rates at outreach events.
- Collect feedback from attendees to assess awareness and understanding of trip planning tools before and after the events.
- Track the number of new users or downloads of trip planning apps following outreach efforts.

Objective 2b: Offer training and support for commuters and partners (e.g., employers, community organizations, etc.) on existing trip planning tools and how to utilize them to enhance their travel experiences.

- Measure participation rates in training opportunities.
- Conduct pre- and post-training surveys to assess knowledge and confidence levels in using trip planning tools.
- Track the number of participants who subsequently utilize trip planning tools for their travel needs.

Objective 2c: Promote the GRH Program through various channels, including social media, transit stations, employer networks, and community events.

- Track the reach and engagement metrics of social media posts promoting the GRH program.
- Track the number of employers reached or engaged through outreach efforts.
- Measure the utilization of the GRH among employees of participating employers.

Awareness of the ConnectingVA App

- 47.4% of survey respondents are familiar with the ConnectingVA app.
- 25.0% are familiar with and have used the app.
- 22.4% are familiar with the app but have not used it.

3

Build and maintain relationships with community stakeholders to promote regional collaboration around transportation solutions.

This goal emphasizes the importance of fostering partnerships and collaboration among various stakeholders to address transportation challenges and implement effective solutions at a regional level.

OBJECTIVES AND MEASUREMENTS

Objective 3a: Reach out to community organizations, advocacy groups, educational institutions, and underrepresented communities to broaden the network of stakeholders involved in transportation planning and decision-making.

- Monitor the expansion of the stakeholder network by tracking the number of new partnerships and collaborations formed.
- Conduct surveys or interviews to assess stakeholders' perceptions of engagement and effectiveness of outreach efforts.

Objective 3b: Develop targeted outreach campaigns to engage communities that may be disproportionately affected by transportation issues or underserved by existing transportation services (e.g., more rural communities).

- Measure the reach and engagement of outreach campaigns through metrics such as website traffic, social media interactions, and event attendance.
- Monitor changes in transportation-related indicators (e.g., mode share, commute times) in targeted communities following outreach efforts.

Objective 3c: Utilize a multi-channel approach to public outreach, including traditional media, social media, community events, and direct mail, to reach a broad and diverse audience.

- Track the effectiveness of different communication channels by comparing engagement metrics and reach.
- Conduct surveys to assess the level of participation across diverse demographics and geographic areas.

Objective 3d: Participate in relevant educational workshops to facilitate discussions on TDM related topics and distribute information materials.

- Monitor the reach and engagement of digital materials distributed through online platforms or email newsletters, such as website views, downloads, or email open rates.
- Measure the attendance and participation rates at educational workshops.
- Conduct surveys or feedback forms with workshop participants to gather insights on their knowledge, attitudes, and behaviors related to transportation topics.

4

Educate community members on TDM as a solution to increased mobility and access throughout the service area.

This goal aims to raise awareness and understanding of TDM strategies among community members to improve mobility, reduce congestion, and enhance access to transportation options.

OBJECTIVES AND MEASUREMENTS

Objective 4a: Provide opportunities for professional development for PDC staff, such as attending conferences, participating in webinars, and pursuing certifications related to TDM.

- Measure staff participation in professional development opportunities, including attendance at conferences, webinar, and training sessions.
- Conduct pre- and post-training assessments to evaluate staff knowledge and skills in TDM concepts and strategies.

Objective 4b: Compile and disseminate semi-regular reports or newsletters highlighting TDM initiatives, accomplishments, and progress made by PDCs and partner organizations.

- Measure the distribution and readership of reports/newsletters through metrics such as open rates, click-through rates, and downloads.

Objective 4c: Share success stories, case studies, and testimonials from community members, employers, and stakeholders to showcase the impact and effectiveness of TDM strategies.

- Measure the reach and engagement of success stories and case studies through metrics such as website views, social media shares, and media coverage.
- Collect feedback from stakeholders on the perceived impact and effectiveness of the stories and case studies in promoting TDM awareness and adoption.

Objective 4d: Establish mechanisms for stakeholders to provide input and suggestions for future quarterly updates, ensuring that the content remains relevant, informative, and responsive to community needs and interests.

- Measure stakeholder participation in feedback mechanisms such as surveys, focus groups, and advisory committees.
- Analyze stakeholder input to identify trends, priorities, and areas for improvement in TDM education and outreach efforts.

Objective 4e: Collaborate with local Chambers of Commerce, business associations, and industry groups to promote TDM adoption among employers and share best practices and success stories.

- Monitor the number of Chamber of Commerce events and activities featuring TDM education and outreach.

4

Educate community members on TDM as a solution to increased mobility and access throughout the service area.

This goal aims to raise awareness and understanding of TDM strategies among community members to improve mobility, reduce congestion, and enhance access to transportation options.

OBJECTIVES AND MEASUREMENTS CONTINUED...

Objective 4f: Collaborate with colleagues in other program areas within PDCs, such as housing, environment, and land use planning, to integrate TDM principles and strategies into broader community development initiatives.

- Monitor the integration of TDM principles into housing, environment, and land use planning processes and projects.
- Conduct cross-departmental meetings or workshops to assess collaboration and alignment of goals and strategies.

Objective 4g: Initiate dialogue and collaboration with the VDOT to raise awareness and understanding of the importance of integrating TDM strategies into construction projects and infrastructure improvements.

- Track the number of collaborative projects or initiatives between the organization and VDOT.
- Conduct surveys or interviews with stakeholders, including VDOT staff, to assess awareness and understanding of TDM strategies and their potential impact on construction projects.
- Monitor any policy changes or updates to VDOT guidelines that reflect the integration of TDM strategies into construction projects.

Comments on the RideShare Program

- “[The RideShare Program] needs more marketing [and] exposure.”
- “I think that you could do more to promote carpooling. I think that you also could work more with UVA to develop more alternatives for their employees to commute via vanpool or carpooling.”

CHAPTER FOUR

TARGET MARKETS AND CUSTOMERS

This chapter focuses on the strategic planning of RideShare services, outlining the program's targeted approaches to maximize SOV trip reduction within resources. By strategically identifying specific target markets and customers within both the CSPDC and TJPDC regions, RideShare can allocate resources efficiently. Understanding the rationale behind these selections is crucial for optimizing the effectiveness and efficiency of RideShare services. This chapter explores these considerations to ensure that RideShare effectively serves the community's commuting needs while maximizing cost-effectiveness.



DEVELOPMENT METHODOLOGY

A comprehensive and collaborative process was used to develop target markets and customers in the RideShare service area. This included the integration of data analysis, RideShare staff expertise, and public feedback. RideShare staff played a pivotal role in leading this process, leveraging their collective knowledge of the service area and its commuters to inform decision making.



Data Review and Analysis

RideShare staff reviewed data from Chapter 2, which provided insights into the broader service area and existing commuter patterns. This included analyzing demographic information, commuting behaviors, and transportation preferences to identify potential target markets and customers.



Staff Expertise and Local Knowledge

Drawing on their knowledge of the area and their customers, RideShare staff contributed valuable insights into commuter demographics, employment sectors, and transportation challenges. Their expertise helped to refine target market criteria and customer profiles to ensure alignment with the program's objectives.



Public Survey

To gather additional insights and validate preliminary findings, RideShare conducted a public survey reaching out to residents, workers, and commuters within the service area. The survey received responses from 84 individuals living and commuting in the service area. This survey provided valuable feedback on commuting habits, commuting needs, and perceptions of the RideShare program. Results from the survey were analyzed and incorporated into the development of target markets and customer profiles.

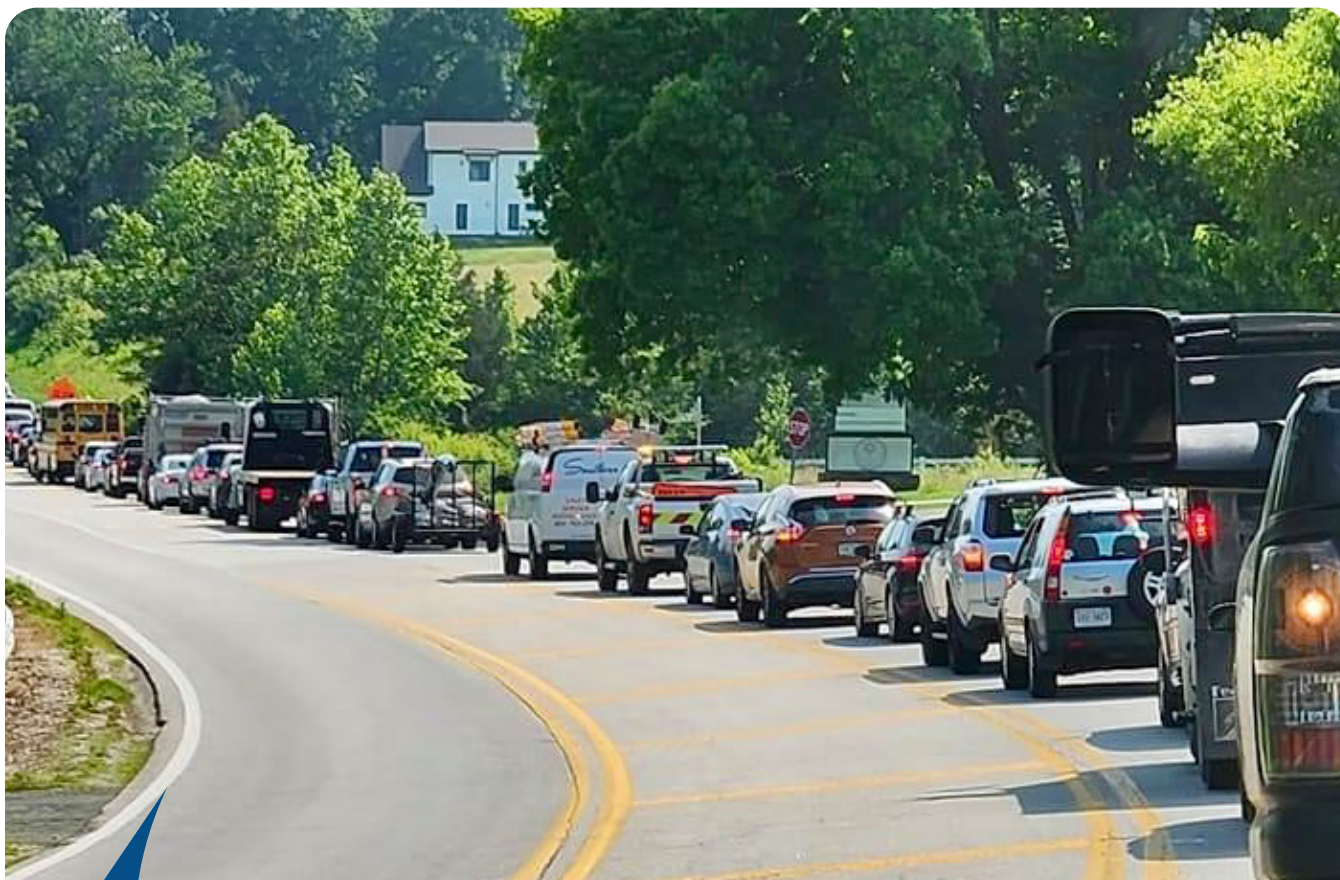


Integration and Iteration

Throughout the development process, RideShare staff integrated findings from data analysis, their expertise, and public survey results. This iterative approach allowed for refinement and validation of target markets and customer profiles, ensuring alignment with the program's goals and objectives.

TARGET MARKETS AND CUSTOMERS

RideShare staff developed target markets and customers to strategically target program services and effectively address the diverse commuting needs of the TJPDC and CSPDC regions. Both PDCs focus on serving commuters within their respective regions, as well as those traveling between and from outside regions. Each region has unique commuting needs, which require tailored efforts to reduce single occupancy vehicle trips.



Where Are People Traveling?

Based on survey responses, commuters in the RideShare service area travel along the I-64 Corridor between Staunton and Charlottesville (34.4%), followed by the I-81 Corridor between Harrisonburg and Staunton (21.9%), and the I-64 Corridor east of Charlottesville (18.8%). Other significant corridors include the I-81 Corridor north of Harrisonburg (14.1%) and areas categorized as "Other" (20.3%).

What Challenges Do Commuters Face?

Survey participants identified the main challenges during their daily commutes as:

- Traffic congestion (43.2%)
- Long travel times (32.4%)
- Safety concerns (36.5%)

This data emphasizes the importance of targeted outreach and tailored commuting solutions to address congestion, improve safety, and provide reliable alternatives for commuters.

TJPDC TAGRET MARKETS AND CUSTOMERS

TARGET MARKET 1

Commuter within the TJPDC region

TARGET CUSTOMER 1

Commuters within the TJPDC region, particularly those traveling from rural outlying counties to the Charlottesville-Albemarle metropolitan area for work.

CUSTOMER PROFILE

Demographics

- **Occupation:** Shift laborers and professional administrative workers, particularly in the healthcare and hospitality sectors.
- **Income Range:** Broad spectrum ranging from \$30,000-\$75,000
- **Employment Status:** Primarily full-time employees working varied shift schedules.

Behavioral Characteristics

- Commuters regularly travel from rural areas to urban employment hubs within urban areas, often seeking cost-effective and reliable alternatives to solo driving. With limited public transportation options in rural regions, they show a strong interest in carpooling as a practical and affordable solution. Key motivations influencing their transportation choices include cost savings, reduced vehicle wear and tear, and the convenience of shared transportation.

Pain Points

- Rising fuel prices and vehicle maintenance costs have made solo commuting increasingly undesirable for rural commuters. With limited access to public transit systems, they often rely on personal vehicles or carpooling as their primary transportation options. However, shift-based employment presents scheduling challenges, making traditional transit services less effective in meeting their needs.

Opportunities

- Flexible and affordable carpooling programs tailored to the specific needs of rural commuters can provide practical solutions for this group. Raising awareness about RideShare services in rural counties is crucial, as many commuters may be unaware of the alternatives available to them. Collaborating with major employers, such as hospitals, hospitality businesses, and other key organizations in the Charlottesville-Albemarle area, can help promote carpooling participation and foster sustainable commuting practices.

Key Insights

- This commuter group is a key segment in the TJPDC region, facing challenges from rural origins and shift-based schedules. Promoting carpooling and shared transportation can reduce single-occupancy trips, cut costs, and offer sustainable solutions. Targeted marketing and employer partnerships are essential for reaching and supporting this audience.

TARGET MARKET 2

Commuters from the CSPDC Region to the TJPDC Region

TARGET CUSTOMER 2

Commuters from Staunton, Waynesboro, and Augusta County to Charlottesville for employment in healthcare sectors and educational services.

CUSTOMER PROFILE

Demographics

- **Occupation:** Healthcare professionals, educators, and administrative staff.
- **Income Range:** Mid to upper-income earners.
- **Employment Status:** Primarily full-time employees.

Behavioral Characteristics

- Daily commutes for this group average 30 to 45 minutes, with most traveling in SOVs from rural or suburban areas to urban job centers in Charlottesville. They show interest in alternative commuting options such as carpooling or the Afton Express bus service, seeking solutions that lower costs and reduce the stress of solo driving. Convenience, affordability, and reliable schedules are key factors shaping their commuting choices.

Pain Points

- Limited parking availability and high costs in urban job centers, combined with rising fuel prices and vehicle maintenance expenses, make commuting increasingly challenging. Traffic congestion along major routes adds stress and extends travel times, while shift-based work schedules require flexible and adaptable commuting solutions to meet these demands.

Opportunities

- Promoting carpooling as a cost-effective and stress-reducing alternative to solo driving can address commuters' needs effectively. Targeted outreach along high-traffic corridors and at employment hubs will help maximize the impact of these efforts. Collaborating with major employers, such as UVA, can further raise awareness and encourage participation in RideShare programs.

Key Insights

- This commuter group is highly impacted by commuting costs, time, and stress, making them receptive to practical and affordable alternatives. Tailored outreach highlighting convenience and cost savings can drive engagement, while strategic partnerships with employers can enhance the visibility and adoption of shared commuting solutions.

TARGET MARKET 3

Commuters from outside regions to the TJPDC region

TARGET CUSTOMER 3

Commuters traveling long distances from areas like Richmond to the Charlottesville metropolitan area for employment.

CUSTOMER PROFILE

Demographics

- **Occupation:** Professionals working in government, administration, or institutional roles.
- **Income Range:** Mid to upper-income earners.
- **Employment Status:** Primarily full-time employees.

Behavioral Characteristics

- Commutes for this group range from 1 to 1.5 hours each way, making these trips both lengthy and costly. With limited transit alternatives, they prefer shared transportation options such as carpooling or vanpooling. Key motivations include cost savings, reduced stress from solo driving, and an improved quality of life through shared commuting experiences.

Pain Points

- Long travel times contribute to commuter fatigue and stress, while high transportation costs—such as fuel, tolls, and vehicle maintenance—place a significant burden on individuals. The lack of alternative transportation options further limits flexibility and available choices for commuters.

Opportunities

- Many long-distance commuters are unaware of carpooling and vanpooling options that could reduce costs and improve their commuting experience. Targeted outreach and effective marketing are essential to reach commuters from outside regions and showcase the benefits of shared transportation solutions. To encourage adoption, carpooling and vanpooling services must prioritize flexibility and reliability, catering to full-time workers with fixed schedules. Promoting these shared transportation options can not only alleviate congestion in the TJPDC region but also enhance the overall commuting experience for long-distance travelers.

Key Insights

- This commuter group faces significant time and cost challenges due to their lengthy commutes. They are likely to embrace carpooling or vanpooling as practical, cost-effective solutions if properly informed. By raising awareness and focusing on the convenience and savings of shared transportation, RideShare can encourage a mode shift among this market. Partnerships with employers and strategic outreach efforts can further enhance engagement and reduce single-occupancy vehicle trips into the TJPDC region.

CSPDC TAGRET MARKETS AND CUSTOMERS

TARGET MARKET 1

Commuters within the CSPDC region

TARGET CUSTOMER 1

Commuters traveling from rural counties to urban centers such as Staunton, Waynesboro, Lexington, and Harrisonburg for work.

CUSTOMER PROFILE

Demographics

- **Occupation:** Shift laborers and professional administrative workers, particularly in the education sector.
- **Income Range:** Broad spectrum, ranging from \$20,000 to \$75,000 annually.
- **Employment Status:** Includes both part-time and full-time workers.

Behavioral Characteristics

- Commuters traveling from dispersed rural areas to concentrated urban employment hubs often seek reliable, cost-effective alternatives to solo driving to avoid traffic congestion. With limited commuting options in rural areas, they are likely to consider carpooling or vanpooling. They are motivated by financial savings, reduced commuting stress, and the convenience these alternatives offer.

Pain Points

- The dispersed nature of rural origins poses challenges for centralized outreach and uniform commuting solutions, while urban hubs like Staunton and Harrisonburg face congestion that makes solo driving less appealing. Additionally, limited cost-effective opportunities to disseminate information across the region may leave many commuters unaware of alternative transportation options.

Opportunities

- Concentrating outreach and service promotion near urban hubs, where commute destinations are clustered, can maximize impact. Partnering with educational institutions and large employers in these areas can encourage the adoption of carpooling and other commuting alternatives. Additionally, offering flexible, accessible RideShare options tailored to the unique needs of rural commuters with varied schedules and employment types ensures broader inclusivity and effectiveness.

Key Insights

- This commuter group relies on urban centers for employment and values cost-effective transportation solutions. By promoting carpooling near urban hubs and partnering with employers, RideShare can effectively engage this segment. Tailored outreach strategies are key to addressing the challenges of reaching a dispersed rural population and maximizing the impact of commuting alternatives in the CSPDC region.

TARGET MARKET 2

Commuters from the CSPDC region to the TJPDC region

TARGET CUSTOMER 2

Commuters traveling from the CSPDC region to the TJPDC region, specifically those commuting from Staunton, Waynesboro, and Augusta County to Charlottesville for employment in the healthcare and university sectors.

CUSTOMER PROFILE

Demographics

- **Occupation:** Professionals working in healthcare, education, or other university-related roles.
- **Income Range:** Typically higher-income earners.
- **Employment Status:** Primarily full-time employees with varied shift schedules.

Behavioral Characteristics

- Long-distance commuters traveling between urban hubs in the CSPDC region and Charlottesville often seek alternatives to single-occupancy vehicle travel. They show a strong interest in services like the Afton Express, which alleviates the stress of solitary commutes and reduces the burden of driving. Key motivations for exploring alternative commuting options include cost savings, reduced wear and tear on personal vehicles, improved road safety, and the convenience these services provide.

Pain Points

- Commuters face significant concerns about rising fuel prices, vehicle maintenance costs, and the overall expenses associated with solo driving. Road safety is another major worry, with issues such as inadequate highway lighting adding stress to long commutes. Extended working hours combined with lengthy travel times contribute to exhaustion, making comfortable and convenient alternatives highly appealing. However, a general lack of awareness about available transportation options limits their ability to consider alternatives, highlighting the need for improved outreach and education.

Opportunities

- Raising awareness about existing solutions, such as the Afton Express and other RideShare options, through targeted outreach is essential to reaching these commuters. Emphasizing convenience-focused solutions, such as the stress-free nature and cost-effectiveness of shared transit, can further appeal to this group. Partnering with employers, particularly healthcare institutions and universities in Charlottesville, to promote RideShare services and offer commuting incentives can significantly boost adoption rates.

Key Insights

- This commuter group prioritizes reliable, convenient transportation to address challenges like cost, safety, and fatigue from long commutes. Raising awareness of options like the Afton Express and emphasizing convenience and affordability can effectively engage this audience. Partnering with major Charlottesville employers provides a strategic opportunity to boost outreach and adoption.

CHAPTER FIVE

OPERATIONAL PLAN

This chapter presents an overview of the existing services and future needs for the delivery of the RideShare commuter assistance program, managed by the TJPDC and CSPDC. RideShare's strategic initiatives aim to advance sustainable transportation solutions and foster community-oriented efforts across its service area. The chapter details RideShare's current services, new and enhanced service plans, technological tools, partnerships, staffing needs, and marketing strategies. RideShare seeks to optimize resource allocation, reduce SOV trips, and effectively serve the diverse commuting needs of the community while ensuring cost-efficiency and sustainability.



EXISTING SERVICES

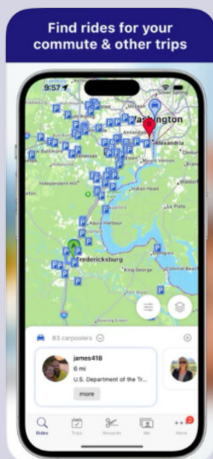
COMMUTER ASSISTANCE AND SUPPORT

RideShare caters to commuters and employers, emphasizing sustainable and shared commuting choices such as carpooling, vanpooling, and other modes of eco-friendly transportation. With its comprehensive approach, RideShare plays a pivotal role in advancing sustainable transportation solutions and fostering community-oriented initiatives across its service area. The program offers free carpool matching services, which connects commuters with similar routes, resulting in benefits like cost savings, decreased traffic congestion, and environmental preservation. RideShare advocates for vanpooling as a viable option for individuals facing lengthy commutes of 35 miles or more one-way, providing guidance on forming vanpools, and initiating vanpooling arrangements. By integrating both carpooling and vanpooling services, RideShare caters to diverse commuting needs, delivering flexibility, cost-efficiency, and sustainable transportation alternatives.

RideShare currently utilizes several web-based tools to connect commuters to resources including a carpool matching database with a rewards system, a dedicated website, and information sharing through social media channels. Additionally, the program utilizes DRPT's ConnectingVA platform for trip planning and ride matching, provides a support phone line, and collaborates with Enterprise Vanpools to assist with their formation of vanpools for interested commuters. These services support goals one and two of this strategic plan and are for all market segments.

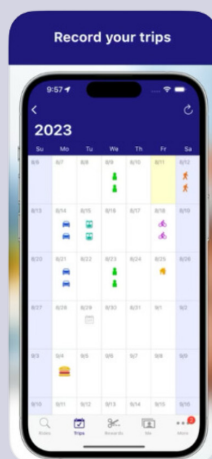
Throughout the duration of this strategic plan, RideShare program staff will continue promoting carpooling and vanpooling to commuters within the TJPDC and CSPDC regions. Although no new services related to carpooling and vanpooling are to be introduced during the five-year period covered by this plan, staff will continue to look for new and innovative ways to market these services through advertisements and outreach to commuters, employers, and community- partners.

Your Commute, Simplified with the ConnectingVA App!



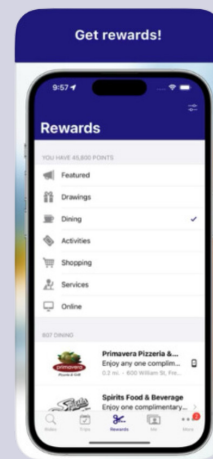
Find Rides

Explore your best commute options, including transit, carpooling, vanpooling, or biking, all in one app.



Track Your Trips

Log your greener trips to see how much money you save, emissions you reduce, and points you earn with ConnectingVA.



Earn Rewards

Earn points for every trip, redeemable for coupons, discounts, and more.

GUARANTEED RIDE HOME PROGRAM

The GRH program is designed to aid individuals who commute to work using alternative transportation methods at least twice a week. This service provides a safety net for unexpected emergencies or situations requiring participants to alter work hours without notice. Eligible participants (full- or part-time employees utilizing alternative commuting methods) are allowed up to five free trips per calendar year. In eligible scenarios, such as sudden illnesses, injuries to oneself or immediate family members, unscheduled overtime, unexpected early departure of a carpool driver, or emergencies at home, participants can utilize the service.

The program covers the expenses of a taxi or rental car, ensuring a reliable and prompt means of transportation home from work. RideShare staff oversee the application process, verification of contact information, provision of welcome packets, and promotion of the program. These services support goals one and two and apply to all market segments.

Although it is available to commuters in both regions, TJPDC RideShare staff are responsible for managing enrollments and processing emergency ride home requests. It is understood that DRPT is in the process of implementing a new state-wide emergency ride home program, though it is not clear when the new system will be available in the RideShare program region. The new platform would require requests for emergency rides to be routed to staff for approval.

If RideShare program staff are responsible for processing real-time requests for emergency rides, TJPDC staff may require additional support either in the form of additional staff hours within their agency or supplemental support from CSPDC staff. Program staff will also increase promotion of emergency ride home services at the time the new program is implemented. This will ensure commuters who are currently enrolled in the GRH program are migrated to the new program, and new users are aware of how to register for the service. This would require staff time and an allocation of the advertising and printing budget for the creation of new marketing materials.

>>Learn more and register for the Guaranteed Ride Home Program at www.rideshareinfo.org/guaranteed-ride-home/

Register Now!

NAME

EMPLOYER

ADDRESS

ADDRESS

CITY

STATE

ZIP

CITY

STATE

ZIP

HOME PHONE

WORK PHONE

NAME OF SUPERVISOR

SUPERVISOR PHONE

EMAIL

I CURRENTLY GET TO WORK BY:

☐ CARPOOL ☐ VANPOOL ☐ CAT ☐ BRITE ☐ AFTON EXPRESS ☐ JAUNT ☐ BIKE ☐ WALK

DAYS PER WEEK USING THE METHOD ABOVE:

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7

RESEARCH AND PLANNING

RideShare program staff provide essential planning and research services toward the goals of TDM. They play a pivotal role in supplying valuable data to partners and assist in identifying regional transportation solutions. This involves conducting an annual marketing survey to gather insights crucial for program enhancement and development. Additionally, RideShare actively engages with member localities in both TJPDC and CSPDC regions, and collaborates with major transportation planning partners such as VDOT and the MPOs within their jurisdictions. These efforts ensure a comprehensive understanding of transportation needs and facilitate informed decision-making processes.

RideShare program staff will continue to engage in research and planning activities throughout the duration of this strategic plan. Beyond current and ongoing activities, additional resources may be required to support the annual updates to the strategic plan and to the full re-write scheduled for fiscal year 2030 (FY30). These resources could include increased staff time, reallocation of existing staff time from other program activities, or funding for professional services to contract with an external agency for plan development. According to DRPT funding requirements, any contracted services for strategic plan development must be provided through a Technical Assistance Grant rather than operating funds.

PARK AND RIDE LOTS

Park and Ride lots serve as designated areas where individuals can park their personal vehicles and seamlessly transition to shared transportation options like buses, carpools, or vanpools to continue their journey. Presently, there are 30 Park and Ride lots catering to commuters in central Virginia and the Shenandoah Valley. Some of these lots are private facilities, accessible to commuters through the businesses or organizations that own the property. RideShare actively promotes existing park and ride lots, provides information and resources for their expansion, monitors utilization, and maintains maps of their locations on the website. These lots are also featured on the ConnectingVA website. This supports all goals of this plan and applies to all market segments.

Staff will continue to promote the region's Park and Ride Lots as a commuter resource to be used for access to carpools, vanpools, and transit. An overhaul of the RideShare website is planned for future years to improve access to commuter resources and information. As part of this re-design, additional or enhanced Park and Ride Lot information may be explored. Regardless of future website efforts, the Park and Ride Lot GIS map will be kept up to date regularly – adding new lots as they come online, such as the planned lots at Staunton Crossing (CSPDC), and Crozet (TJPDC). As of FY25, DRPT's CAP operating funds may no longer be used for data collection on Park and Ride Lot utilization. RideShare program staff will continue to conduct utilization counts and an annual conditions assessment on behalf of VDOT. Costs associated with these activities will no longer be charged to the RideShare operating budget and funds from another source must be allocated to cover these expenses. Beyond FY24, CSPDC and TJPDC intend to use Rural Transportation funding to conduct these activities.



MARKETING, OUTREACH, AND EDUCATION

RideShare program staff undertake a multifaceted approach to marketing, outreach, and education to promote alternative transportation options. This includes active participation in tabling events at various community gatherings such as fairs and chamber of commerce sponsored events, as well as engagement with educational institutions like JMU and UVA. They also invest efforts in creating and disseminating social media content through both organic and paid advertisements, alongside other digital ads, movie theatre ads, and radio and streaming advertisements.

Additionally, RideShare program staff utilize printed marketing materials to reach a wider audience. In addition to RideShare's region- specific content, staff promote DRPT marketing campaigns and make regular presentations to key stakeholders such as each region's Board of Commissioners, and MPO Policy Boards and TAC. Furthermore, RideShare program staff regularly include commuter assistance and TDM content in agency newsletters, providing information and updates about the RideShare program and its activities.

These initiatives collectively aim to reduce single occupancy vehicle trips by raising awareness about alternative transportation options and encouraging their adoption among various segments of the community. These activities support goals one and four and apply to all market segments. Marketing, advertising, and outreach activities will continue throughout the period covered by this strategic plan. RideShare program staff are always exploring new pathways and opportunities to reach commuters with valuable information and resources.

To reach commuters in all target markets, RideShare program staff plan to:



Identify new advertising and outreach opportunities and work with their program managers at DRPT to get these activities reviewed and approved for inclusion in future year marketing plans.



Continue translating existing materials into other languages, such as Spanish, and develop new materials that appeal to commuters with limited or no English proficiency.



Use the target markets and commuter profiles developed as part of this strategic plan, to create targeted marketing materials (i.e. digital content) that appeals directly to these different market segments.



Undergo a complete re-design of the RideShare website and re-evaluate the mediums and modes used to share information with commuters.

To accomplish these goals, RideShare program staff may contract with outside firms such as communications consultants and graphic designers, translators, and web developers. Costs associated with these professional services will be one-time expenses to be included in future year budgets.

The annual budget for marketing, advertising, and outreach activities may fluctuate from year to year based on planned campaigns and activities but will not increase significantly without further evaluation of the cost/benefit analysis for doing so. Estimated costs for marketing, advertising, and outreach activities from year to year are outlined in the five-year budget projections included in **Tables 14 and 15** in the financial plan (Chapter 6).

PARTNERSHIP AND COORDINATION

The RideShare program collaborates with various partners, programs, and agencies to advance commuter assistance and support across the TJPDC and CSPDC regions. Presently, program partners encompass key entities such as DRPT, VDOT, MPOs, and transit providers such as BRITE Bus, Afton Express, CAT and Jaunt. Additionally, RideShare maintains relationships with academic institutions like JMU and UVA.

By working closely with these strategic partners, RideShare ensures programming and services align with regional transportation goals. RideShare program staff engage with local employers to facilitate the implementation of commuter assistance initiatives that help to reduce single occupancy vehicle trips. By partnering with various community groups, the program fosters community-driven support for alternative modes of transportation.

VIRGINIA DEPARTMENT OF TRANSPORTATION

As the primary entity responsible for maintenance and development of Park and Ride Lots throughout the CSPDC and TJPDC regions, VDOT plays an important role in providing access to carpool, vanpool, and transit options for commuters. As such, it's critical for RideShare program staff to work with VDOT to promote TDM strategies by meeting regularly with district staff and participating in advisory committees. By working with partners like VDOT, RideShare can ensure transportation amenities and facilities, like Park and Ride Lots, are accessible to commuters. Higher utilization of Park and Ride lots leads to the reduction of single occupancy vehicle trips.

REGIONAL EMPLOYERS

During the COVID-19 pandemic, promoting commuter resources was not a high priority for regional employers. Organizations were focused solely on finding ways to continue operating while keeping workers healthy and safe. Furthermore, many employers were forced to quickly provide alternative working environments for their employees. As telework became the “new normal,” services once provided by RideShare, like employer telework consultations, were no longer needed. Coming out of the pandemic, the business landscape throughout the CSPDC and TJPDC regions has changed, and challenges once faced by employers have been replaced with entirely new and different challenges.

Over the next five years, RideShare staff are committed to growing and nurturing the relationships with the partners identified herein. In addition to these existing partnerships, RideShare program staff will seek to rebuild relationships with employers that were disrupted by the COVID-19 pandemic, and expand its employer network within both the TJPDC and CSPDC regions. To better coordinate the promotion of commuter resources by and among employers in the two regions, RideShare program staff will seek to establish a comprehensive employer database.

By working collaboratively with more employers, specifically those larger institutions, RideShare can reach a larger pool of commuters and encourage the utilization of carpools, vanpools, and transit. Currently, no additional resources are needed to pursue these partnerships and relationships. Staff time will be allocated accordingly within the operating plan budget from year to year.

If it becomes apparent that the previously offered employer resources (i.e. telework consultations) are no longer required or relevant, RideShare program staff will assess the needs of employers and identify new or additional programming that may be better suited to the modern-day workforce. Given the timeline of this guiding document, the development of new employer services is likely outside the scope of this plan and may be better suited for future iterations.

TRANSIT PROVIDERS

There are several transit providers operating within the RideShare program service area. CAT provides public bus service and on-demand microtransit in the City of Charlottesville and urban Albemarle County. Operating fare-free, these bus routes provide a great opportunity for individuals commuting within the city. Jaunt provides public bus service in rural Albemarle, Fluvanna, Greene, Louisa and Nelson Counties with specific routes designed to connect commuters from these suburban and rural areas to the City of Charlottesville and the University of Virginia.

In the CSPDC region, the BRITE Transit system serves residents in the cities of Staunton and Waynesboro and portions of Augusta and Rockingham Counties. The transit system is operated by the CSPDC via a contracted service provider, Virginia Regional Transit. The newest route of the BRITE system, the Afton Express, is a commuter bus route connecting Staunton, Waynesboro, and Augusta County to Charlottesville and Albemarle County. This route aligns well with RideShare's target market of individuals commuting between the Shenandoah Valley and the greater Charlottesville area.

Beyond the transit system directly operated by the CSPDC, RideShare staff seek to strengthen partnerships with other transit agencies in the region. The CSPDC will emphasize relationships with HDPT, RADAR, and RATS. RideShare program staff will continue to work closely with these transit agencies and promote the use of transit services to commuters in the CSPDC and TJPDC regions.

Through these symbiotic relationships, RideShare provides information about routes, stops, and schedules to commuters, and transit agencies that benefit from increased ridership. As members of the Afton Express Strategic Planning committee, RideShare program staff routinely meet with BRITE Transit and the University of Virginia's Office of Parking and Transportation to identify commuter needs and ensure TDM is at the forefront of plans for service delivery. RideShare staff also attend TAC meetings for each MPO in their respective regions. These TACs provide an opportunity to interact with city and town staff, along with representatives from transit agencies.



NEW AND ENHANCED SERVICES

TARGET TIMELINE FOR IMPLEMENTATION

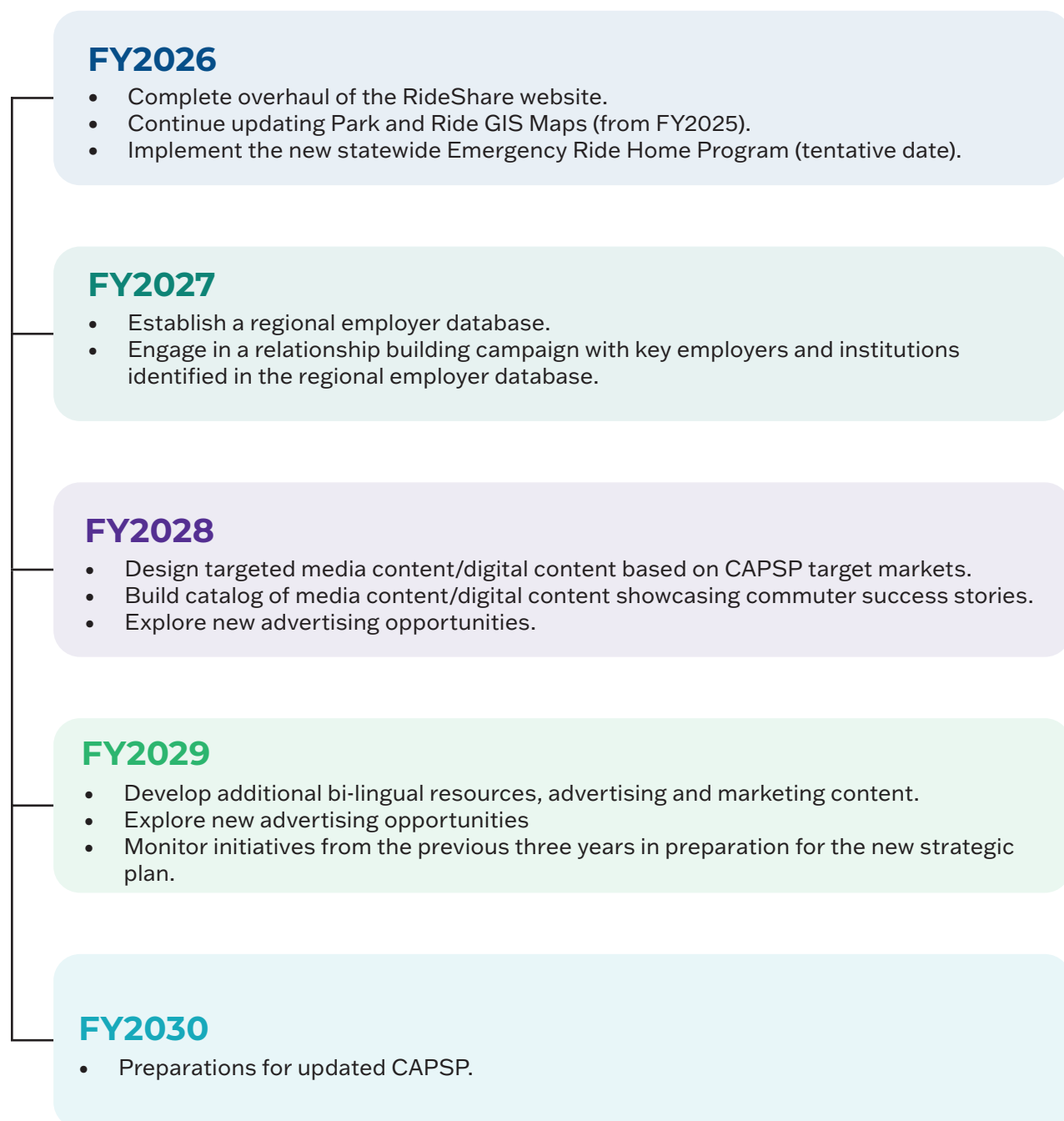


Figure 10. Target Timeline for Implementation

CHAPTER SIX

FINANCIAL PLAN

The RideShare Program is operated jointly by the CSPDC and the TJPDC. However, each agency maintains its own budget. This chapter outlines the financial plan and budget considerations for TJPDC's RideShare operations over the five years covered by this plan.



FINANCIAL PLAN OVERVIEW

Both TJPDC and CSPDC RideShare staff collaborated to develop a strategic plan focused on a shared mission, vision, and goals for the CAP. Chapter 5 outlines the operations and programming plan, which takes a holistic, partnership-driven approach. TJPDC and CSPDC staff worked together to allocate costs for new initiatives and services across both agency budgets. This collaboration has been key in helping each PDC create their own financial plans, ensuring efficient service delivery while keeping costs low and sustaining the program's long-term viability.

Consultant-led workshops guided staff in identifying activities and programming to meet Chapter 3 goals. During the operations plan development, staff prioritized activities and set timelines for phased implementation, allowing one-time costs to be spread across budget years. This careful planning enables each initiative to be fully developed and implemented effectively, while also guiding financial planning for each PDC, ensuring feasibility and the conditions for success.

EXISTING FUNDING SOURCES

TJPDC's CAP, RideShare, is funded through a combination of local and state sources. The primary funding source is the CAP Operating Grant provided by DRPT, which covers 80% of the program's operational costs. The remaining 20% comes from a local match, contributed by six participating localities. These local funds are determined on a per capita basis, set each year by the PDC, ensuring that each locality's contribution reflects its population size. The combined funding model allows CAP to operate sustainably by sharing the financial burden between state and local sources, maintaining a reasonable cost for each locality while providing essential commuting services.

This shared funding approach not only ensures the program's sustainability but also helps reduce operational costs for localities, making it a cost-effective solution for supporting regional transportation needs. By securing both state and local funding, the program remains financially stable and capable of expanding its services to meet the growing demand for alternative commuting options.

The financial plan herein accounts for the existing services provided by the TJPDC's RideShare program at the time of plan development and are therefore based on the budgetary needs over three fiscal years (FY23, FY24, and FY25). For future programming and service enhancements identified in Chapter 5, a five-year budget projection is included as well. These projections consider future one-time costs linked to new initiatives and estimates for incremental increases in costs associated with staff wages, fringe benefits, and indirect costs.

BASELINE FINANCIAL PLAN

RideShare's operating budget is broken down into various categories of expenses. Staff set out to establish a baseline budget, using the past five years of expenses. However, FY21's budget was impacted by the COVID-19 pandemic and was omitted from calculations. Though the total program budget did not change from FY22 through FY25, individual categories of expenses within each budget varied from year to year. A complete description of the baseline budget for FY22-FY25 is provided in **Tables 12 and 13**.

Fluctuations in expense lines are due to staffing changes, specific marketing and advertising campaigns, and variable costs associated with travel. In one example, costs related to vehicle mileage increased significantly as gas prices and vehicle maintenance costs increased nationwide.

Table 12. Baseline Revenue and Funding Sources

Funding/Revenue Sources	FY2021*1	FY2022	FY2023	FY2024	FY2025	Average Percent of Total
DRPT/CAP Operating Assistance Grant	\$141,656	\$139,358	\$139,358	\$139,358	\$139,358	80.0%
TJPDC Local Match	\$35,414	\$34,840	\$34,840	\$34,840	\$34,840	20.0%
Total Revenue - Baseline Budget	\$177,070	\$174,198	\$174,198	\$174,198	\$174,198	

* Grant application budget

Table 13. Baseline Expenditures by Budget Line

Expense Description	FY2021	FY2022	FY2023	FY2024	FY2025	Average Percent of Total
Salaries and Wages	\$69,644	\$65,191	\$73,519	\$68,583	\$76,399	41.0%
Fringe	\$19,148	\$14,420	\$15,901	\$15,636	\$17,603	9.0%
Indirect	\$55,051	\$49,355	\$49,180	\$62,325	\$52,400	31.0%
Communication Services	\$ -	\$150	\$270	\$300	\$330	0.0%
Supplies	\$300	\$275	\$30	\$15	\$30	0.0%
Dues and Subscriptions	\$1,675	\$2,360	\$2,360	\$2,950	\$2,980	1.0%
Advertising and Marketing	\$20,000	\$20,750	\$16,823	\$16,500	\$15,000	17.0%
Education and Training	\$2,300	\$2,297	\$1,400	\$2,310	\$1,470	1.0%
Travel	\$5,500	\$5,500	\$3,800	\$3,670	\$4,650	2.7%
GRH	\$2,000	\$2,000	\$1,500	\$200	\$800	0.0%
Professional Services	\$550	\$11,000	\$9,165	\$1,459	\$2,336	8.6%
Promotional Items	\$ -	\$ -	\$ -	\$ -	\$ -	0.0%
Vanpool Subsidies/Incentives	\$500	\$500	\$ -	\$ -	\$ -	0.0%
Printing	\$402	\$400	\$250	\$250	\$200	0.0%
Total Expenses	\$177,070	\$174,198	\$174,198	\$174,198	\$174,198	

WAGES AND BENEFITS

Wages and benefits are the largest program expense as it takes approximately 2,000 staff hours to operate the RideShare program annually. TJPDC operates more of the administrative aspects of the program that serve both TJPDC and CSPDC (for example, GRH registrations, renewals, and redemptions for both PDCs.) This line item was calculated by using the baseline year (FY2025) and multiplying each staff member's estimated hours for that position for work on the RideShare program. Benefits were calculated in much the same way, with an estimated average increase of 2% in costs to the agency each year.

It was estimated that staff would receive a Cost-of-Living Adjustment (COLA) due to inflation. Some staff may also see a larger increase due to the class and compensation study being performed by the agency in FY24.¹

INDIRECT RATES

The indirect rates were forecasted using an average of the last five years, as each year's rates are based on the annual financial audit from two years prior.

ADVERTISING AND PROMOTION

Advertising and promotional expenses, or the marketing budget, represent the largest direct expense within the Rideshare budget. Advertising the program to reach commuters is the most significant activity within the RideShare operations plan. Costs associated with the placement of advertisements represent 6% of the total Rideshare budget but represent over 50% of total direct expenses (wages, benefits, and indirect excluded). By evaluating the effectiveness of past and ongoing marketing methods and media, strategies were identified that make the most sense to continue in terms of cost-effectiveness and return on investment. These strategies make up the core annual marketing budget for the RideShare program and will be included in each year's marketing plan unless circumstances change lessening their utility.

RideShare Marketing Strategies



Boosted and Paid
Social Media Posts



Digital and Streaming Radio
Advertisements



Local Radio
Advertisements



Movie Theater Advertisements



Participation in Chamber of
Commerce and Community Events



Digital Advertisements through
Chamber of Commerce Websites

1. This is a new development recently approved by the Commission.

While the content promoted through these channels will vary from month to month, and year to year, the platforms have proven to be useful in informing commuters and employers of RideShare program services. Over the course of this strategic plan, RideShare staff will continue to explore new opportunities for marketing the program and adjust the annual marketing budget accordingly.

PROMOTIONAL ITEMS

Funding for the purchase of promotional items is not a recurring annual cost and is not included in all future-year forecasts. Since the beginning of 2019, TJPDC has not purchased promotional items and due to the pandemic limiting in-person events, a surplus of items was available for use. A total of \$2,000 in FY26 was allocated to purchase items to use for the next five years.

PRINTING

This line item covers all in-house printing and copying needs. The costs associated with the copier lease, maintenance, and supplies are accounted for in the TJPDC's indirect costs.

TRAVEL

The travel budget for the RideShare program represents costs associated with travel to and from regional and state-wide meetings, trainings and workshops, including the ACT International Conference and Chapter events, and the Virginia Transit Association Conference. Historically, for the vehicle mileage associated with conducting quarterly park and ride lot inventories and assessments.

Through FY24, a large portion of travel expenses were associated with conducting quarterly Park and Ride Lot inventories. As discussed in Chapter 5, those activities will continue but will no longer be paid for using Commuter Assistance Operating funds. A baseline assumption for projecting travel costs over the next five years was established. Recurring program travel expenses include vehicle mileage for the following activities:

- Participation in community, employer, and commuter outreach events hosted throughout our region;
- Quarterly meetings with CSPDC RideShare staff;
- Participation in the Association for Commuter Transportation (ACT) annual conference and TDM Forum, ACT Chesapeake Chapter training and networking events;
- Meetings with employers throughout the region; and,
- Delivery of materials.

EDUCATION AND TRAINING

RideShare staff attend the annual ACT International Conference each year to stay current on TDM practices and strategies. This conference provides real-life examples of strategies implemented by peers. Also, the Chesapeake Chapter of ACT hosts trainings and workshops over the year that are valuable to staff. Learning from peers and other programs is crucial given the small staff that operate RideShare.

SUPPLIES

Basic office supplies are included in the indirect rate; however, items beyond that fall for the RideShare program to pay.

DUES AND SUBSCRIPTIONS

TJPDC pays annual membership dues to the ACT, the nation's primary professional organization for the field of TDM. In recent years, the cost for this annual membership has been \$575. In FY24, the cost increased to \$675. Additionally, RideShare also spends \$600 for the Virginia Transit Association membership under the TDM category.

There are five established Chambers of Commerce in the TJPDC region. These organizations are one of the most effective ways to reach groups of local employers. Historically RideShare has paid to be members of each Chamber of Commerce out of the operating budget. Additionally, there are sometimes fees associated with attending certain Chamber events throughout the year, and those expenses are accounted within the Advertising and Promotion line item.

PROFESSIONAL SERVICES

Professional services and service contracts are allowed under the Commuter Assistance Operating program funding to support programming efforts by procuring skilled service that exceed those available in house. These are typically a one-time expense incurred in the fiscal year in which the project is to be completed. One exception is Pace Communication, which provides website design, hosting and maintenance each year. This is under contract with the TJPDC and RideShare covers the costs for necessary work for the program. Looking forward, RideShare intends to continue translating materials into additional languages and will seek to have new digital content created based on the market segments and target customers identified in this strategic plan.

The funding forecasts included in this financial plan reflect TJPDC's best ability to effectively operate the RideShare CAP and to address the improvements and initiatives outlined in Chapter 5 and illustrated in **Figure 10**. Future budget projections from FY2026 – FY2030 are fiscally constrained. Any additional revenue needs beyond FY25 are not committed currently.

BUDGET FORECAST

The funding forecasts included in **Tables 14 and 15** reflect TJPDC's best ability to effectively operate the RideShare CAP and to address the improvements and initiatives outlined in Chapter 5 of this plan. FY2025 operating funds are included in the Six-Year Improvement Plan and are pending approval by the Commonwealth Transportation Board in June 2024. Once approved, these funds, along with local matching funds from the participating localities, will be available on July 1, 2024. However, operational funding for FY2026 and beyond from DRPT's commuter assistance grant program has not yet been secured. TJPDC will apply for these funds annually, with availability contingent upon DRPT's approval and funding levels.

To ensure sustainability, TJPDC has taken careful measures to keep local match requirements steady, minimizing the financial burden on participating localities. While the current budget allows for adjustments in wages and operational costs, maintaining fiscal balance relies on ongoing eligibility for DRPT funding and the continued commitment of local matching funds.

Table 14. Budget Forecast and Projections - Funding and Revenue Sources

Funding/Revenue Sources	FY2026	FY2027	FY2028	FY2029	FY2030	Average Percent of Total
DRPT/CAP Operating Assistance Grant	\$146,798	\$151,448	\$156,282	\$161,305	\$166,526	80.0%
TJPDC Local Match	\$36,699	\$37,862	\$39,070	\$40,326	\$41,631	20.0%
Total Revenue - Baseline Budget	\$183,497	\$189,310	\$195,352	\$201,631	\$208,157	

Table 15. Budget Forecast and Projections - Baseline Expenditures

Baseline Expenditures	Base Year	Projected Fiscal Year Expense				
	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Salaries and Wages	\$75,737	\$78,872	\$82,137	\$85,538	\$89,079	\$92,767
Fringe	\$18,050	\$18,411	\$18,779	\$19,155	\$19,538	\$19,928
Indirect	\$52,521	\$58,370	\$60,550	\$62,815	\$65,170	\$67,617
Communication Services	\$330	\$330	\$330	\$300	\$300	\$300
Supplies	\$30	\$30	\$100	\$30	\$30	\$50
Dues/Subscriptions	\$2,980	\$2,980	\$2,980	\$2,980	\$2,980	\$2,980
Advertising/Marketing	\$15,000	\$15,000	\$16,000	\$16,300	\$16,000	\$16,281
Education & Training	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500
Travel	\$4,650	\$4,304	\$4,200	\$4,000	\$4,300	\$4,000
GRH	\$800	\$500	\$500	\$500	\$500	\$500
Professional Services	\$2,336	\$1,000	\$2,034	\$2,034	\$2,034	\$2,034
Promotional Items	\$-	\$2,000	\$-	\$-	\$-	\$-
Printing	\$264	\$200	\$200	\$200	\$200	\$200
Total Expenses	\$174,198	\$183,497	\$189,310	\$195,352	\$201,631	\$208,157

CHAPTER SEVEN

MONITORING AND EVALUATION PLAN

Chapter Seven provides further context into the performance measures and evaluation plan for the RideShare program. It outlines what is being measured, the data collection needs and timelines, and how the results are utilized to enhance the effectiveness and efficiency of the program. This will allow RideShare program staff to better track and assess the goals and objectives developed in this strategic plan overtime and adjust as needed in future updates.



OVERVIEW

Chapter 3 outlines the overarching strategic goals of the RideShare program along with specific, measurable objectives designed to achieve those goals. While the goals represent long-term aspirations, the objectives can be monitored and evaluated regularly to gauge the effectiveness of operational strategies. RideShare staff will use two key methods to measure the success of the RideShare program and progress toward achieving the goals and objectives described in this plan. Using both qualitative and quantitative data collected through a variety of sources and methods, RideShare staff can assess program outcomes and make decisions about programming based on actual outcomes.

QUANTITATIVE METHODS

Quantitative research uses **numerical data** that can be directly measured and objectively analyzed. Tools like surveys, polls, and database analytics provide structured insights to evaluate program performance and inform strategic decision-making.

How Will RideShare Staff Use Quantitative Data?

RideShare staff will use quantitative data from the ConnectingVA mobile application and its corresponding database. By leveraging the AgileMile software program, staff generate reports and analyze commuter behaviors across various travel modes. This data collection will assist staff with making data-driven decisions and program enhancements.

KEY MONITORING AND EVALUATION ACTIVITIES USING QUANTITATIVE METHODS

Tracking Trip Frequency by Mode: Using data from the AgileMile database, RideShare staff will routinely analyze the utilization of each alternative commute mode over time. Performance metrics will include the frequency of carpool, vanpool, and transit trips, as well as the logged bike-to-work and walk-to-work trips logged by RideShare users over a designated period.

Compiling Monthly and Quarterly Reports: Currently, staff run reports on commute trips logged in their respective regions monthly and report specific metrics to DRPT on both a monthly and quarterly basis. Staff will continue to provide the metrics as requested by DRPT and will also track the number of logged trips by commute type monthly to assess the effectiveness of programming. Analyzing utilization over time will also allow staff to make inferences about the relationship between programmed activities and increases in the number of trips or new users recorded during and immediately after public engagement and outreach events.

It is important to note that this type of analysis can suggest correlation but cannot confirm causation without a controlled environment. For example, an increase in new registered users after a pop-up event likely results from the event, but this cannot be definitively proven. To improve data reliability, RideShare staff allow users to register on-site using paper forms during events. Staff then manually create these accounts in the AgileMile system afterward. Although this process is time-consuming, it ensures accurate tracking of new users directly linked to specific events.

Analyzing Carpool Matching: Another way RideShare staff use data to measure success is by tracking the number of attempted carpool matches within the ConnectingVA web and mobile application. This data helps to determine how often commuters use the trip-planning tools to find alternatives modes of transportation to their work or destination. Comparing the number of carpool matches attempted to the number of successful matches helps assess the strength and utility of the carpool matching database. If the number of attempts is significantly greater than successful matches, RideShare staff may need to identify ways to increase the number of registered users. More users in the database create more opportunities for commuters seeking a carpool partner to find someone aligned with their travel needs.

Tracking Stakeholder Engagement: Stakeholder engagement and community outreach is not easily measured using data from the AgileMile system. The objective of these forms of outreach is to connect with businesses, employers, community non-profits and other agencies that can help RideShare staff reach commuters. Employers and community organizations may be able to incentivize employees to decrease SOV trips to the workplace in ways RideShare cannot. The objective of these outreach activities is to ensure regional employers and organizations understand the types of resources available to the populations with whom they regularly interact. The success of these efforts can be measured by the number of new connections made with stakeholders and by tracking any activity that results from that new relationship. Staff track and report this information to DRPT in the program's quarterly reports.

Tracking Guaranteed Ride Home Registrants: Finally, RideShare staff will track the number of RideShare users registered for the Guaranteed Ride Home program. As one of the most useful benefits of the program, the GRH program is an excellent tool for recruiting and retaining new commuters. Monitoring registration rates can inform strategies for marketing and promoting the program to new users.

QUALITATIVE METHODS

Qualitative research focuses on gathering **non-numerical data** to capture rich, contextual insights into the experiences, perceptions, and needs of program participants and stakeholders. Methods such as interviews, open-ended surveys, focus groups, and observations are used to explore the lived experiences of individuals and evaluate program impact in a meaningful way.

How Will RideShare Staff Use Qualitative Data?

RideShare staff will use qualitative data to monitor progress toward achieving program goals and objectives. Insights gained from stakeholder feedback, public engagement outcomes, and participant experiences will be used to assess and refine strategies. By identifying recurring themes, staff can address areas for improvement, ensuring the program remains responsive to community needs. These efforts will be documented in DRPT's monthly and quarterly reports.

KEY MONITORING AND EVALUATION ACTIVITIES USING QUALITATIVE METHODS

Building Outreach and Partnerships: Aligning with Goal Three of the strategic plan, RideShare staff will focus on building and maintaining relationships with diverse community stakeholders. Objectives include targeted outreach to community organizations, advocacy groups, educational institutions, and underrepresented communities. The effectiveness of these efforts will be assessed using qualitative methods such as open-ended surveys, interviews, and participant feedback. Stakeholders will share their perspectives on engagement activities, enabling staff to evaluate the success of outreach initiatives. Additionally, surveys and feedback forms will capture participants' knowledge, attitudes, and behaviors related to transportation topics. Insights drawn from lived experiences will inform adjustments to outreach strategies and program offerings, ensuring they remain effective and community focused.

Gathering Stakeholder Feedback and Refining Strategies: Staff will actively solicit stakeholder input to guide program adjustments. Feedback from employers, community leaders, and participants will inform refinements to outreach plans and operational strategies. Success stories and case studies will be documented to illustrate program impact and promote TDM awareness.

Evaluating Promotional Campaigns and Public Engagement Efforts: Qualitative data collection will help assess the success of promotional campaigns and public outreach activities. Feedback gathered through focus groups, interviews, and event evaluations will identify effective practices and areas for improvement. Goal Four of this strategic plan aims to raise awareness of TDM strategies. Success stories, case studies, and one-on-one discussions with partners in areas like transportation, housing, environment, and land use planning will be used to build collaborative relationships and ensure campaigns resonate with their intended audiences. Insights from these collaborations will be captured to guide future promotional campaigns.

COMBINING BOTH METHODS

RideShare program staff will utilize both qualitative and quantitative methods to monitor, evaluate, and refine strategies aimed at achieving the goals and objectives outlined in this plan. By combining these complementary approaches, staff will gain a comprehensive understanding of program performance and its impact on the community.

Quantitative methods will deliver objective, measurable insights into critical metrics such as commuter behaviors, trip frequency, stakeholder engagement, and participation in programs like GRH. These metrics allow staff to track progress over time, identify trends, and make data-driven decisions to improve program offerings and align with strategic goals. For example, analyzing trip logs and carpool match success rates will reveal trends in commuter preferences, while tracking stakeholder engagement will highlight opportunities to strengthen partnerships and expand outreach efforts.

Qualitative methods will capture the nuanced experiences and perceptions of program participants and stakeholders—insights that cannot be quantified. By collecting feedback through interviews, surveys, and focus groups, staff will better understand the program's impact on individuals and communities. These methods will also allow staff to document success stories, lived experiences, and lessons learned to ensure the program remains adaptive and responsive to the diverse needs of community members.

RideShare staff will evaluate the program with a balanced perspective that combines precise metrics with contextual insights. This will ensure that decisions are not only guided by data but also informed by the voices and experiences of the communities served. Through continuous analysis, feedback collection, and strategy refinement, the RideShare program will maintain its effectiveness, community-driven focus, and alignment with its mission to, ***“Connect people to inclusive and sustainable transportation alternatives to increase mobility and enhance quality of life.”***



CHAPTER EIGHT

USE OF RESEARCH AND DATA

Chapter Eight provides context into the use of research and data in this strategic plan. It details how it was utilized to craft targeted strategies and identify key markets for the RideShare program. Through the following research and data collection, this plan was tailored to address the unique needs and opportunities within the CSPDC and TJPDC regions, ensuring a more effective and focused approach to commuter assistance.



RESEARCH AND DATA

To create a comprehensive CAP Strategic Plan, RideShare staff and their consultant team employed three key research methods: a regional public survey, a focus group, and quantitative data collection and analysis. Each method provided critical insights into the transportation behaviors and preferences of the region's commuters, ensuring that future programs effectively promote alternatives to SOV trips.

REGIONAL PUBLIC SURVEY

The regional public survey was distributed to residents of the two PDCs through a variety of communication channels, including Facebook, LinkedIn, the GRH program listserv, AgileMile app notifications, and email lists from regional partners. The survey aimed to gather a comprehensive understanding of commuting trends and perceptions of transportation options within the region, specifically focusing on the RideShare program, transit services, and other non-SOV alternatives like carpooling, vanpooling, cycling, and walking.

Respondents were asked to share their experiences with the RideShare program offerings and to provide feedback on factors that would motivate them to switch from driving alone to alternative modes of transportation. Questions covered topics such as the convenience of current transit services, the perceived barriers to using alternative transportation, and the types of incentives—such as cost savings, time efficiency, or environmental impact—that might encourage a shift in commuting habits.

The survey findings provided both quantitative and qualitative data, which helped to shape the strategic plan by confirming the relevance of target markets and customer segments. It also highlighted key commuting patterns and identified potential areas for improvement in RideShare's services and campaigns, ensuring that future initiatives would be aligned with the needs and preferences of the region's commuters.

See Appendix B for the findings of the public survey.

FOCUS GROUP

The focus group, hosted virtually by TJPDC in June 2023, provided an opportunity for deeper engagement with a select group of participants who were interested in the RideShare program and non-SOV commuting options. During the session, participants discussed their current commuting choices and explored the challenges and incentives that influence their transportation decisions.

This focus group offered valuable qualitative data by providing a direct line of communication between RideShare staff and residents. Participants shared insights into why they choose their current commute option—whether driving alone, using public transit, or opting for alternative modes—and discussed what would make them more likely to switch to options like carpooling or vanpooling. Topics included convenience, cost, availability of transit routes, and perceived reliability of non-SOV alternatives.

The findings from the focus group offered context to complement the broader survey results. These personal stories and perspectives helped RideShare staff understand the potential barriers that residents face, enabling the team to design more targeted programs and campaigns that directly address commuter concerns and needs.

DATA COLLECTION AND ANALYSIS

In addition to gathering qualitative data through the survey and focus group, RideShare staff utilized quantitative data from various trusted sources to inform the strategic plan.¹

This includes the following:

2023 ESRI GeoEnrichment Data

- Table 2. Total Population by Locality
- Table 3. Median Age by Locality
- Table 4. Race and Ethnicity by Locality
- Table 5. Median Household Income by Locality
- Table 6. Employed Population by Locality
- Table 7. Worker Earnings by Region
- Table 8. Total Businesses by Locality

US Census Bureau's [2021] ACS 5-Year Estimates

- Table 9. Employed Population (16+) Occupations by Region
- Table 10. Commuting Patterns by Locality
- Table 11. Commuting Choices by Locality

US Census Bureau's [2024] OnTheMap

- Figure 4. Density of Where People Live in the CSPDC Region
- Figure 5. Density of Where People Work in the CSPDC Region
- Figure 6. Density of Where People Live in the TJPDC Region
- Figure 7. Density of Where People Work in the TJPDC Region

Virginia Employment Commission (VEC) Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 3rd Quarter (July, August, September) 2023

- Top Ten Largest Employers

1. Due to the COVID-19 Pandemic, demographic trends presented variations which was accounted for in data collection process through sourcing from both US Census Data with ESRI GeoEnrichment Data. This approach ensured access to the most up-to-date information. However, since these two sources may not always align perfectly in timing or methodology, there may be slight discrepancies between the data sets. This approach ensures accuracy while accounting for potential variations between sources.

APPENDIX A

REGIONAL WALK SCORES

Walk Score is a measure of how walkable a location is, determined by the distance to nearby amenities like schools, restaurants, parks, and grocery stores. It indicates how easily someone can navigate the area on foot without needing a car. Additionally, Walk Score offers a Bike Score and Transit Score to evaluate the availability of bike infrastructure and public transportation options.

Scores range from 0 to 100, with 0 representing the least walkable areas and 100 reflecting the most walkable.

Walk Score	Description
90 - 100	Walkers Paradise; Daily errands do not require a car.
70 - 89	Very Walkable; Most errands can be accomplished on foot.
50 - 69	Somewhat Walkable; Some errands can be accomplished on foot.
25 - 49	Car-Dependent; Most errands require a car.
0 - 24	Car-Dependent; Almost all errands require a car.

Below are the available walk, transit, and bike scores for each of the 16 localities in the RideShare service area. For a full explanation of methodology and to explore the Walk Score resource, visit: <https://www.walkscore.com/>

PDC	Locality	Walk Score	Transit Score	Bike Score
TJPDC	Greene County	0	-	-
	Charlottesville City	58	38	57
	Albemarle County	12	-	9
	Louisa County	0	-	19
	Fluvanna County	0	-	9
	Nelson County	27	-	26
CSPDC	Augusta County	0	-	-
	Bath County	0	-	-
	Buena Vista City	65	-	48
	Harrisonburg City	45	31	40
	Highland County	0	-	-
	Lexington City	87	-	54
	Rockbridge County	0	-	-
	Rockingham County	0	-	-
	Staunton City	35	-	22
	Waynesboro City	31	-	30

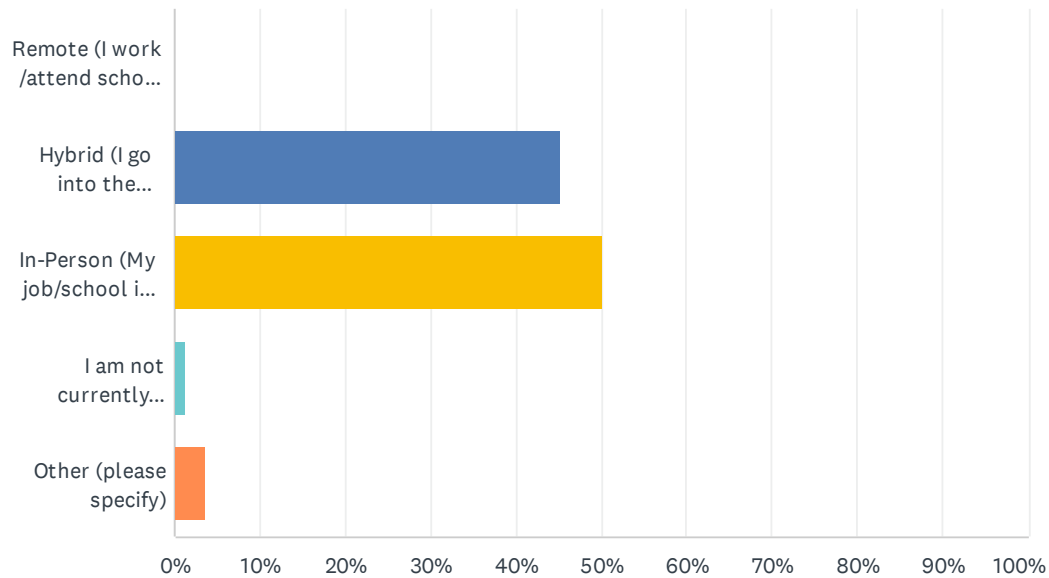
Source: Walk Score, 2024.

APPENDIX B

RIDESHARE PUBLIC SURVEY RESULTS

Q1 Which structure best describes your job/school schedule?

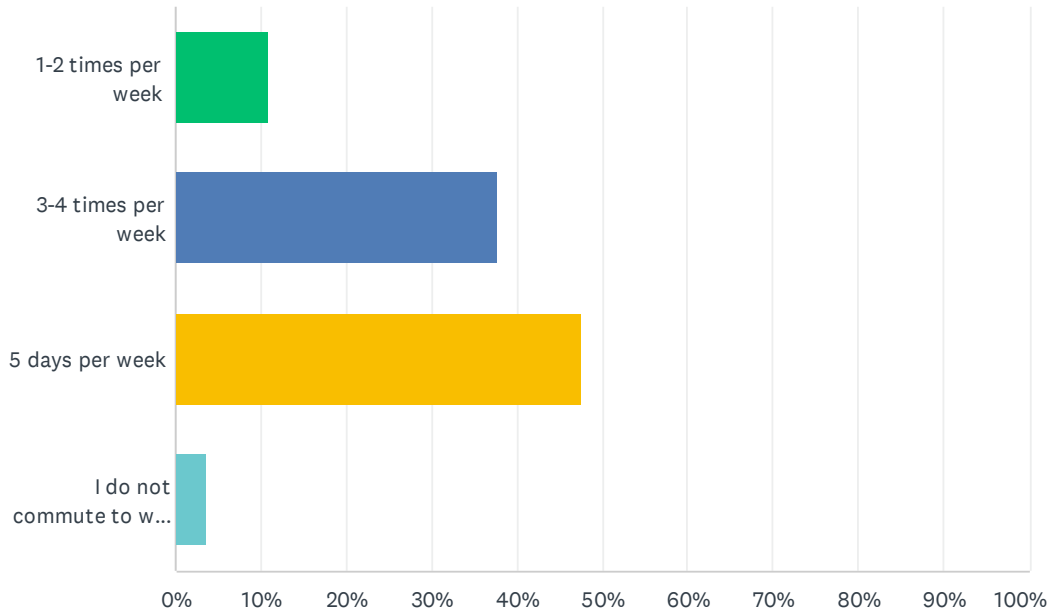
Answered: 82 Skipped: 2



ANSWER CHOICES	RESPONSES	
Remote (I work /attend school entirely from home)	0.00%	0
Hybrid (I go into the office/school a few times a week and work from home the rest)	45.12%	37
In-Person (My job/school is in-person only)	50.00%	41
I am not currently employed or attending school	1.22%	1
Other (please specify)	3.66%	3
TOTAL		82

Q2 On average, how many days per week do you commute to work or school?

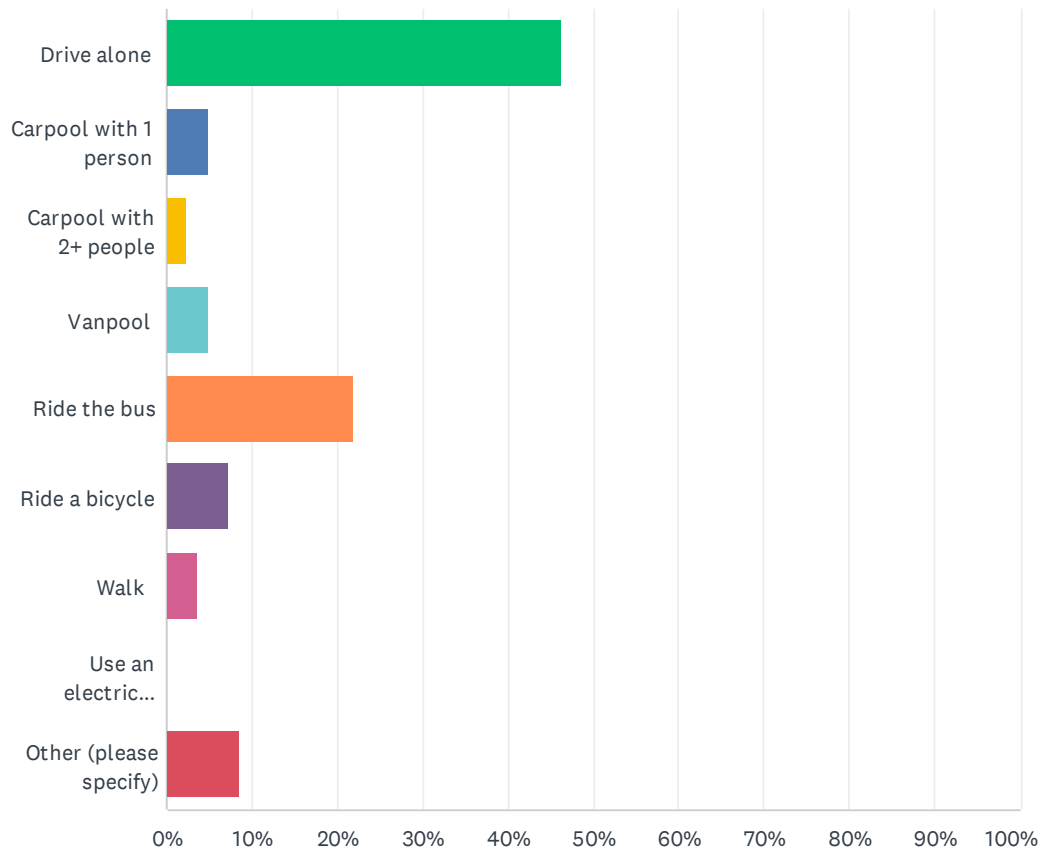
Answered: 82 Skipped: 2



ANSWER CHOICES	RESPONSES	
1-2 times per week	10.98%	9
3-4 times per week	37.80%	31
5 days per week	47.56%	39
I do not commute to work or school	3.66%	3
TOTAL		82

Q3 What is your typical mode of transportation when you commute?

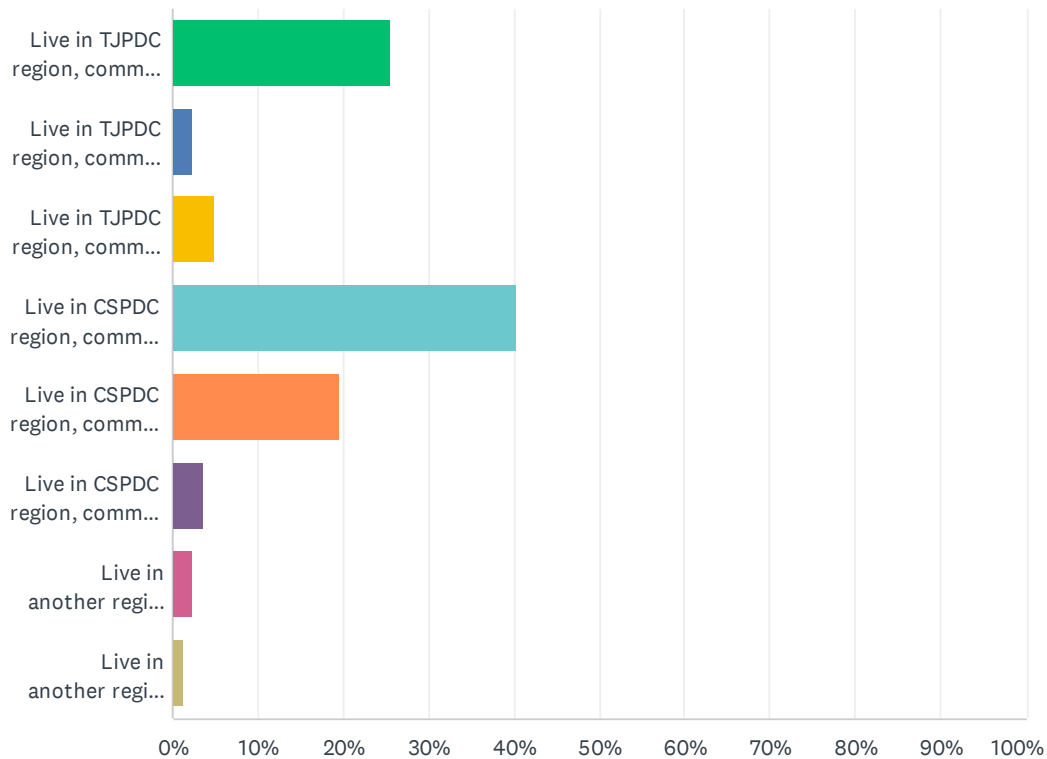
Answered: 82 Skipped: 2



ANSWER CHOICES	RESPONSES	
Drive alone	46.34%	38
Carpool with 1 person	4.88%	4
Carpool with 2+ people	2.44%	2
Vanpool	4.88%	4
Ride the bus	21.95%	18
Ride a bicycle	7.32%	6
Walk	3.66%	3
Use an electric scooter	0.00%	0
Other (please specify)	8.54%	7
TOTAL		82

Q4 What region do you live in and where do you commute?

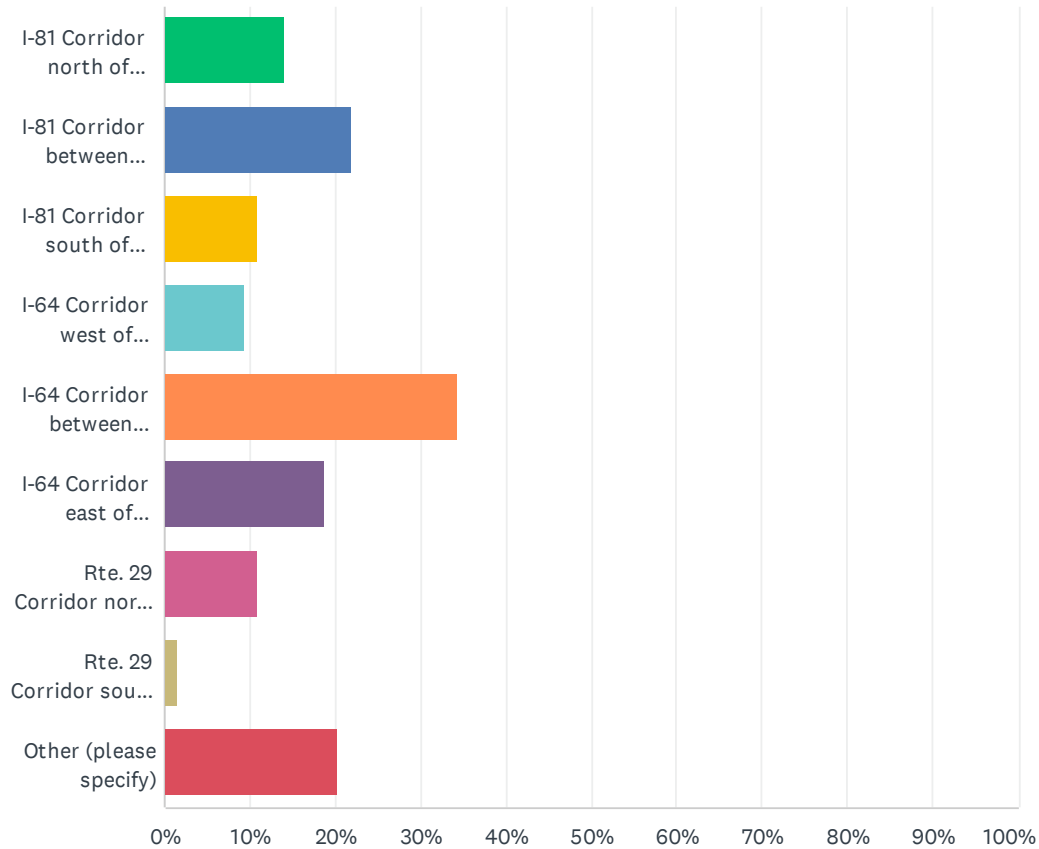
Answered: 82 Skipped: 2



ANSWER CHOICES	RESPONSES	
Live in TJPDC region, commute within TJPDC region	25.61%	21
Live in TJPDC region, commute to CSPDC region	2.44%	2
Live in TJPDC region, commute to another region	4.88%	4
Live in CSPDC region, commute within CSPDC region	40.24%	33
Live in CSPDC region, commute to TJPDC region	19.51%	16
Live in CSPDC region, commute to another region	3.66%	3
Live in another region, commute to TJPDC region	2.44%	2
Live in another region, commute to CSPDC region	1.22%	1
TOTAL		82

Q5 Do you currently travel along any of these corridors during your commute? (Select all that apply)

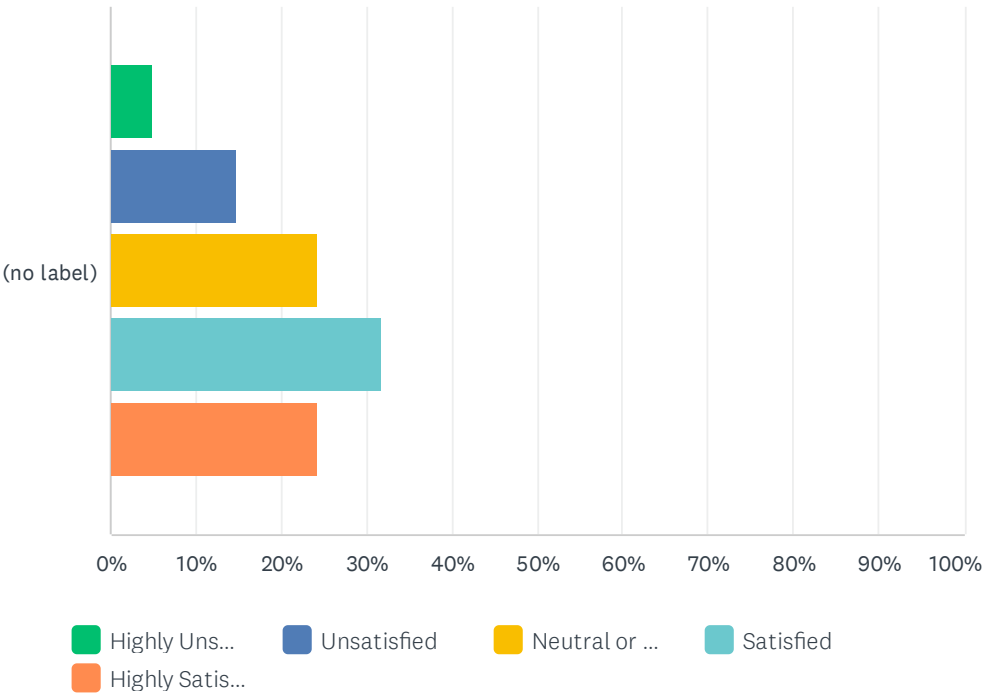
Answered: 64 Skipped: 20



ANSWER CHOICES	RESPONSES	
I-81 Corridor north of Harrisonburg	14.06%	9
I-81 Corridor between Harrisonburg and Staunton	21.88%	14
I-81 Corridor south of Staunton	10.94%	7
I-64 Corridor west of Staunton	9.38%	6
I-64 Corridor between Staunton and Charlottesville	34.38%	22
I-64 Corridor east of Charlottesville	18.75%	12
Rte. 29 Corridor north of Charlottesville	10.94%	7
Rte. 29 Corridor south of Charlottesville	1.56%	1
Other (please specify)	20.31%	13
Total Respondents: 64		

Q6 How satisfied are you with your current commute?

Answered: 82 Skipped: 2



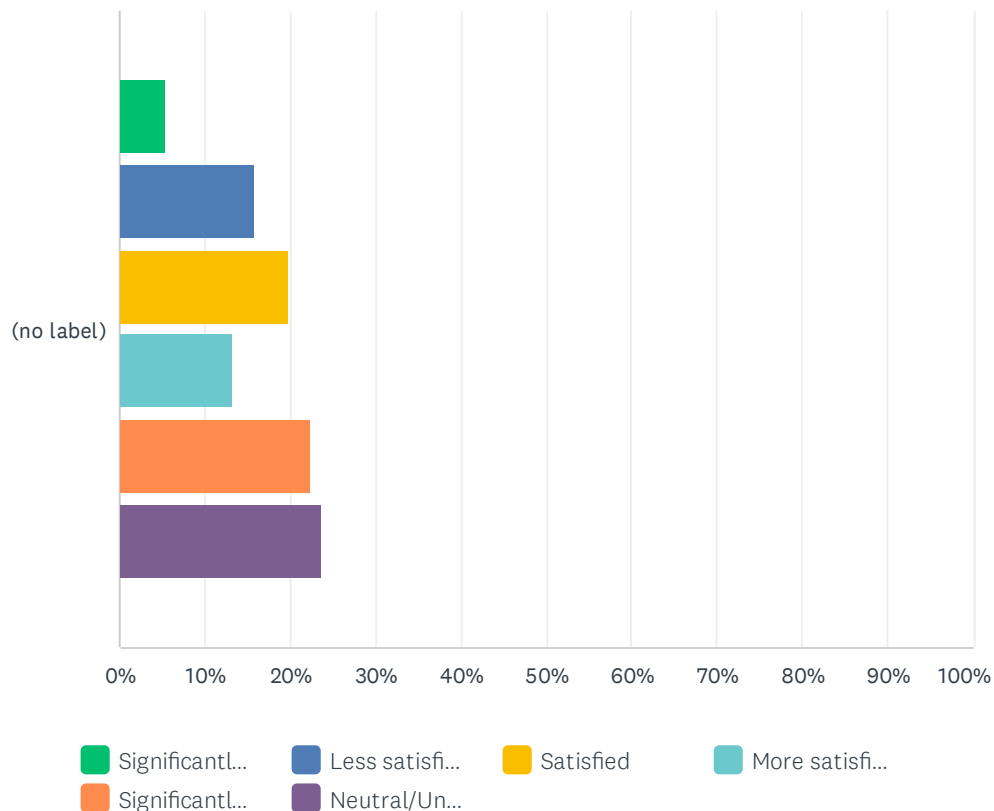
	HIGHLY UNSATISFIED	UNSATISFIED	NEUTRAL OR UNSURE	SATISFIED	HIGHLY SATISFIED	TOTAL	WEIGHTED AVERAGE
(no label)	4.88% 4	14.63% 12	24.39% 20	31.71% 26	24.39% 20	82	3.56

Q7 Has your commute changed between 2019 and now? If so, how?

Answered: 66 Skipped: 18

Q8 How satisfied are you with your commute now compared to 5 years ago?

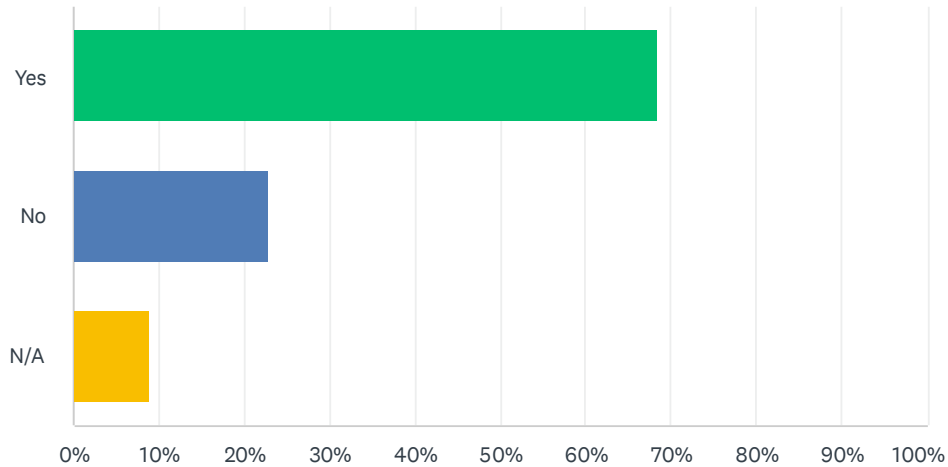
Answered: 76 Skipped: 8



	SIGNIFICANTLY LESS SATISFIED	LESS SATISFIED	SATISFIED	MORE SATISFIED	SIGNIFICANTLY MORE SATISFIED	NEUTRAL/UNCHANGED	TOTAL	WE AV
(no label)	5.26%	15.79%	19.74%	13.16%	22.37%	23.68%	76	
	4	12	15	10	17	18		

Q9 Have you ever considered using alternative commuting option? (e.g., carpooling, ride-sharing, commuter bus, telecommuting)

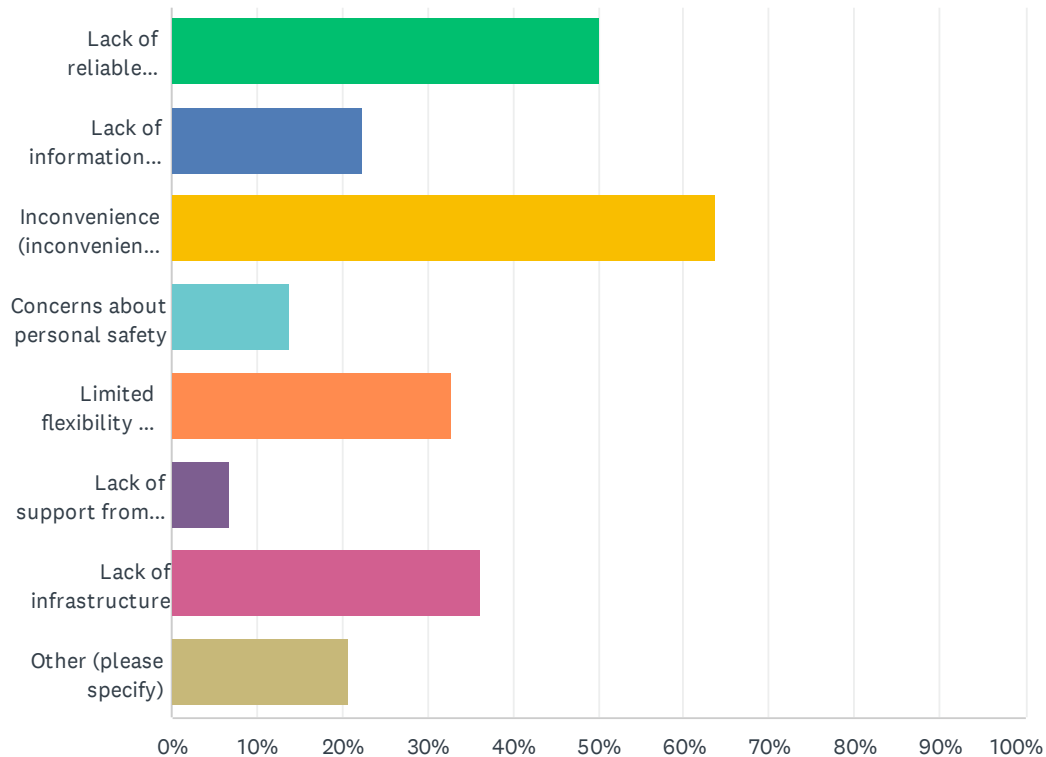
Answered: 79 Skipped: 5



ANSWER CHOICES		RESPONSES	
Yes		68.35%	54
No		22.78%	18
N/A		8.86%	7
TOTAL			79

Q10 If you answered "Yes" to the previous question, what factors prevented you from adopting alternative commuting options? (Select all that apply)

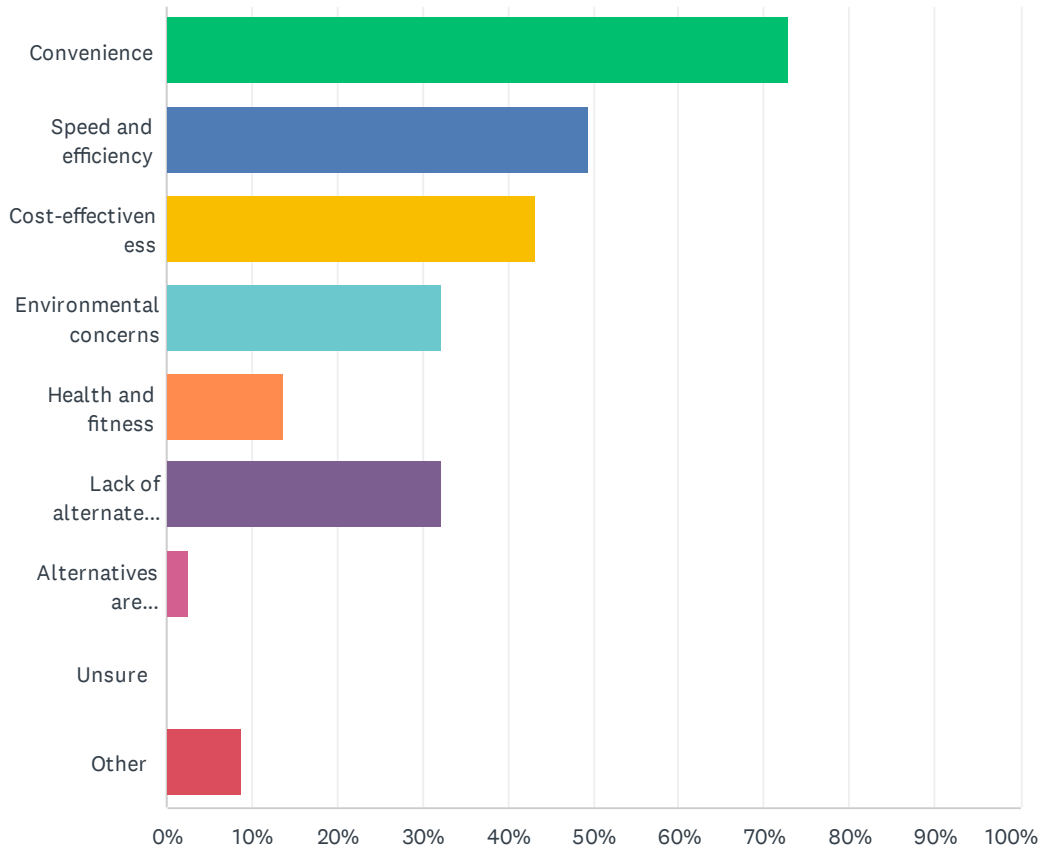
Answered: 58 Skipped: 26



ANSWER CHOICES	RESPONSES	
Lack of reliable alternative options	50.00%	29
Lack of information about alternative modes of transportation	22.41%	13
Inconvenience (inconvenient mode or time)	63.79%	37
Concerns about personal safety	13.79%	8
Limited flexibility in work hours	32.76%	19
Lack of support from employer	6.90%	4
Lack of infrastructure	36.21%	21
Other (please specify)	20.69%	12
Total Respondents: 58		

Q11 What are the main reasons for choosing your current mode of transportation? Select up to three options.

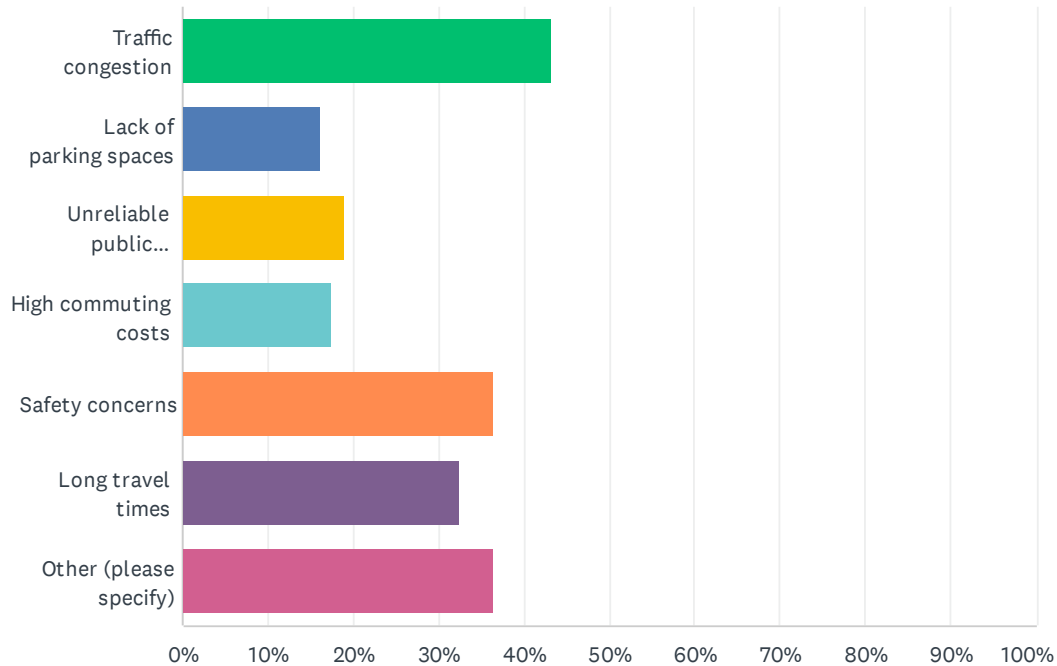
Answered: 81 Skipped: 3



ANSWER CHOICES	RESPONSES	
Convenience	72.84%	59
Speed and efficiency	49.38%	40
Cost-effectiveness	43.21%	35
Environmental concerns	32.10%	26
Health and fitness	13.58%	11
Lack of alternate options	32.10%	26
Alternatives are inaccessible for my mobility needs	2.47%	2
Unsure	0.00%	0
Other	8.64%	7
Total Respondents: 81		

Q12 What are the main challenges you face during your daily commute? Select up to three options.

Answered: 74 Skipped: 10



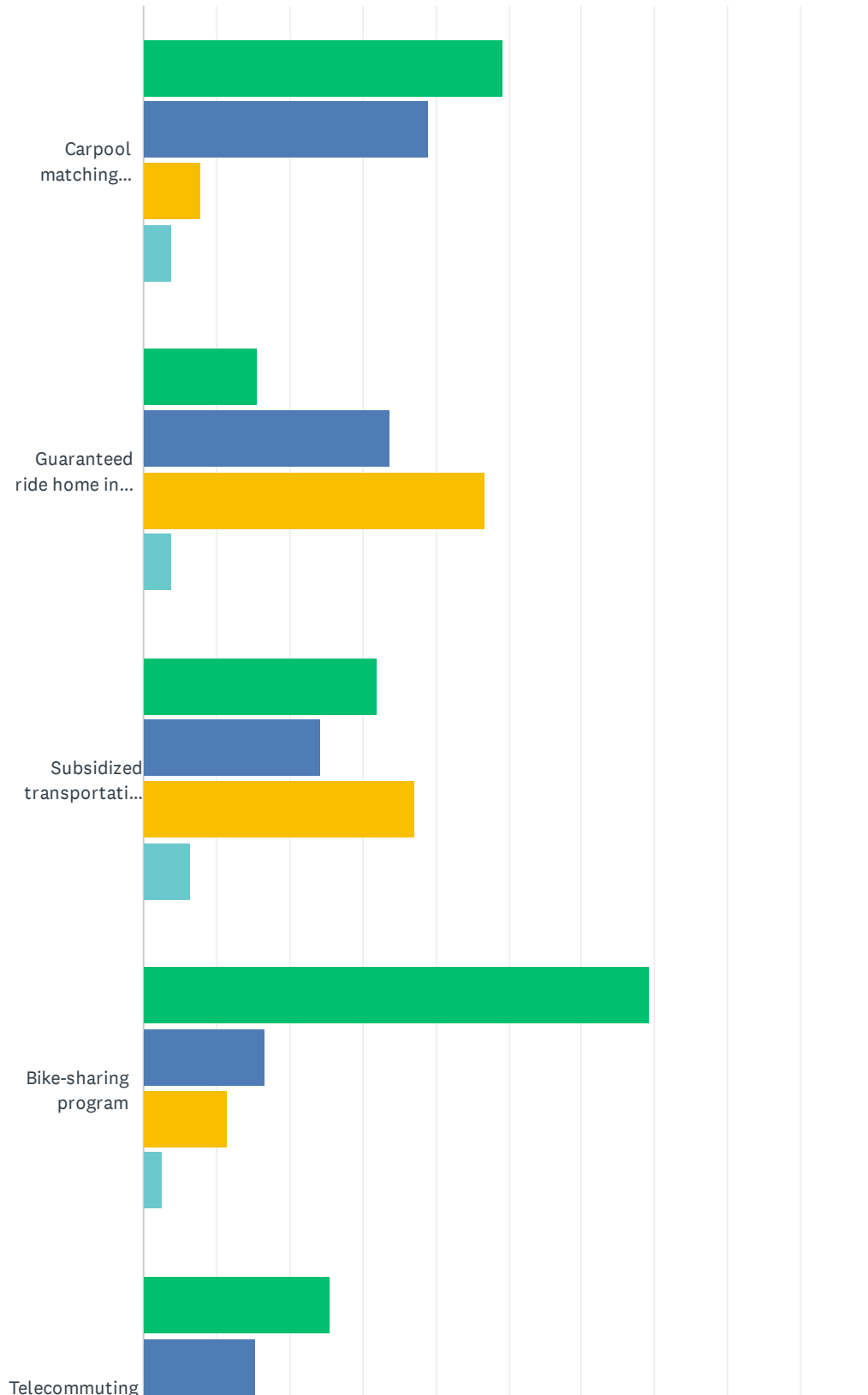
ANSWER CHOICES	RESPONSES	
Traffic congestion	43.24%	32
Lack of parking spaces	16.22%	12
Unreliable public transportation schedules	18.92%	14
High commuting costs	17.57%	13
Safety concerns	36.49%	27
Long travel times	32.43%	24
Other (please specify)	36.49%	27
Total Respondents: 74		

Q13 Is there any additional information or feedback you would like to provide regarding your personal commute?

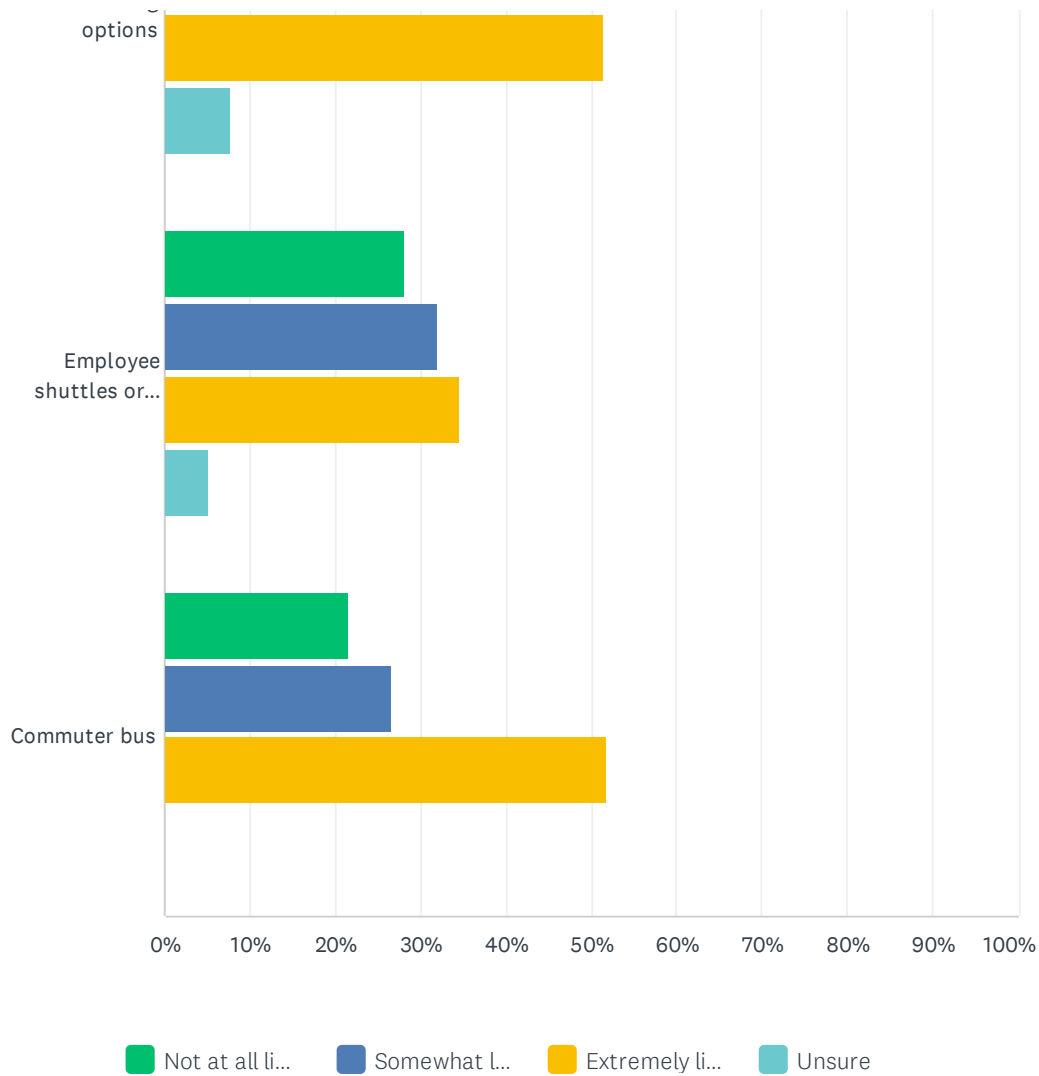
Answered: 33 Skipped: 51

Q14 How likely are you to use the following services if they were offered in your area?Rate each item

Answered: 79 Skipped: 5



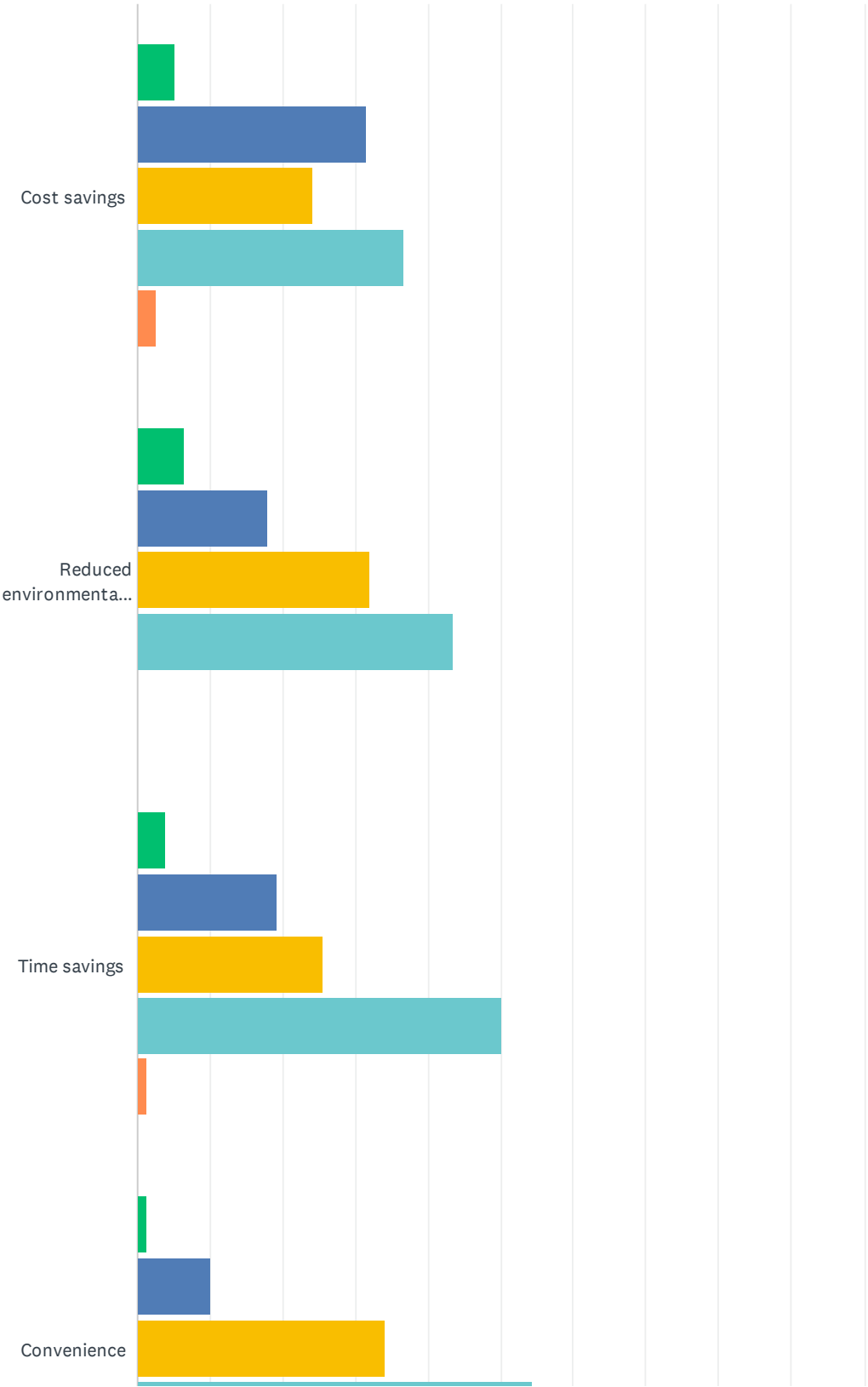
RideShare Commuter Services Survey



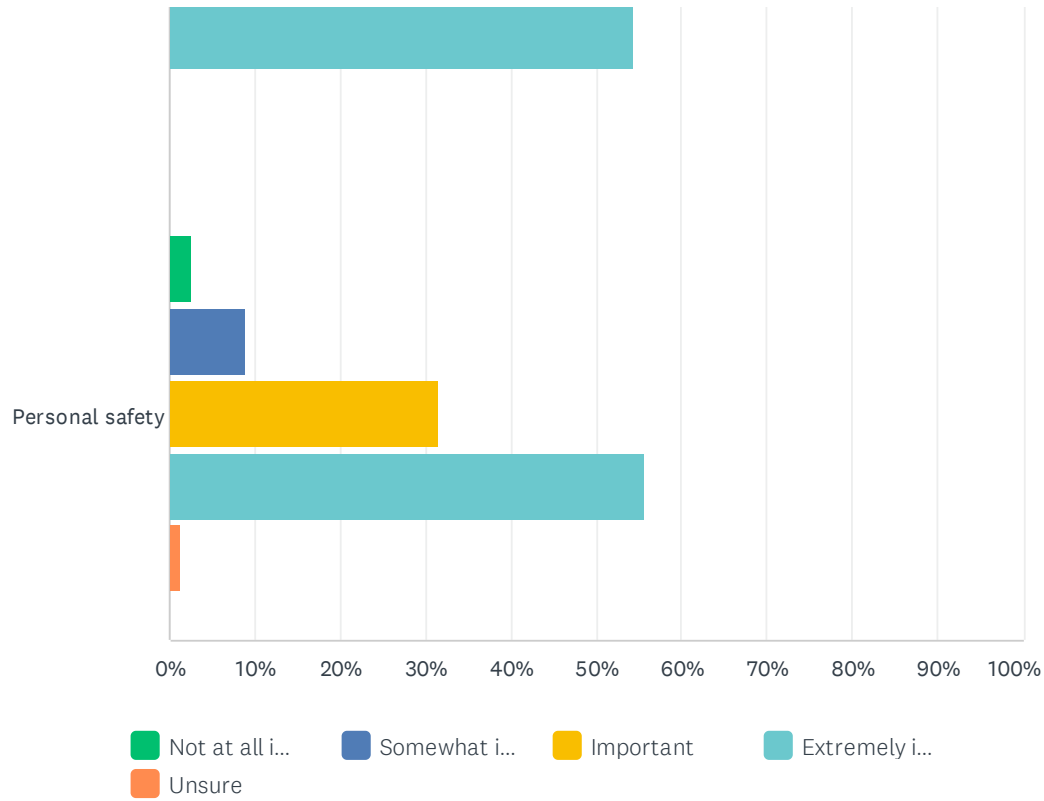
	NOT AT ALL LIKELY	SOMEWHAT LIKELY	EXTREMELY LIKELY	UNSURE	TOTAL	WEIGHTED AVERAGE
Carpool matching services	49.35% 38	38.96% 30	7.79% 6	3.90% 3	77	1.51
Guaranteed ride home in case of emergencies	15.58% 12	33.77% 26	46.75% 36	3.90% 3	77	2.23
Subsidized transportation passes	32.05% 25	24.36% 19	37.18% 29	6.41% 5	78	1.92
Bike-sharing program	69.23% 54	16.67% 13	11.54% 9	2.56% 2	78	1.37
Telecommuting options	25.64% 20	15.38% 12	51.28% 40	7.69% 6	78	2.10
Employee shuttles or vanpool programs	28.21% 22	32.05% 25	34.62% 27	5.13% 4	78	1.96
Commuter bus	21.52% 17	26.58% 21	51.90% 41	0.00% 0	79	2.30

Q15 How important are the following factors when considering alternative commuting options?Rate each item

Answered: 80 Skipped: 4



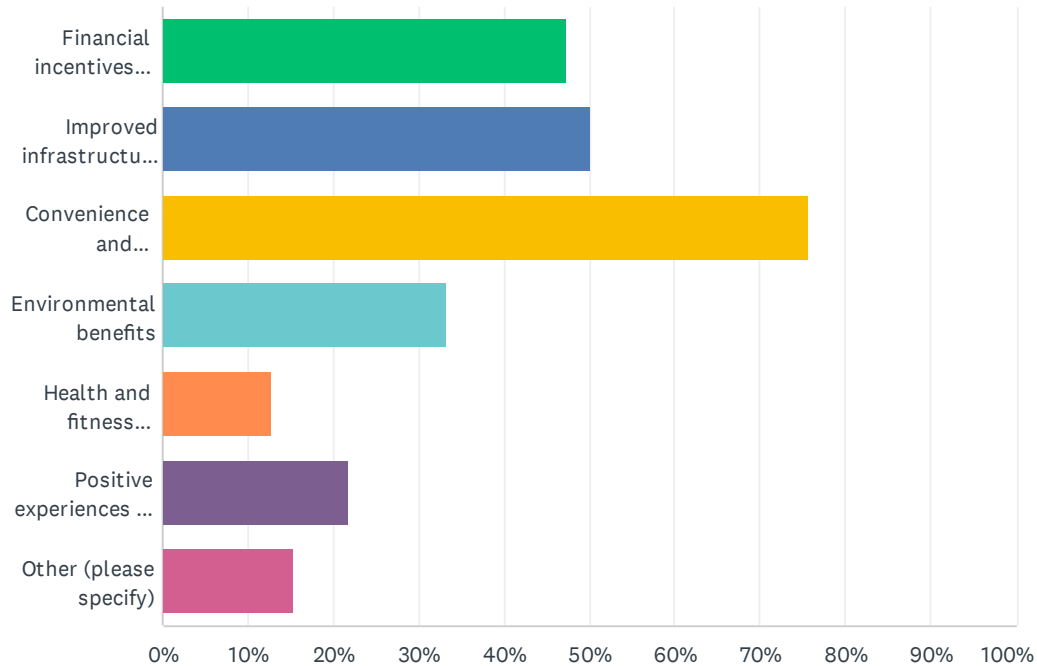
RideShare Commuter Services Survey



	NOT AT ALL IMPORTANT	SOMEWHAT IMPORTANT	IMPORTANT	EXTREMELY IMPORTANT	UNSURE	TOTAL	WEIGHTED AVERAGE
Cost savings	5.06% 4	31.65% 25	24.05% 19	36.71% 29	2.53% 2	79	2.87
Reduced environmental impact	6.41% 5	17.95% 14	32.05% 25	43.59% 34	0.00% 0	78	3.13
Time savings	3.85% 3	19.23% 15	25.64% 20	50.00% 39	1.28% 1	78	3.19
Convenience	1.27% 1	10.13% 8	34.18% 27	54.43% 43	0.00% 0	79	3.42
Personal safety	2.53% 2	8.86% 7	31.65% 25	55.70% 44	1.27% 1	79	3.38

Q16 What would motivate you to switch to alternative modes of transportation? Select up to three options.

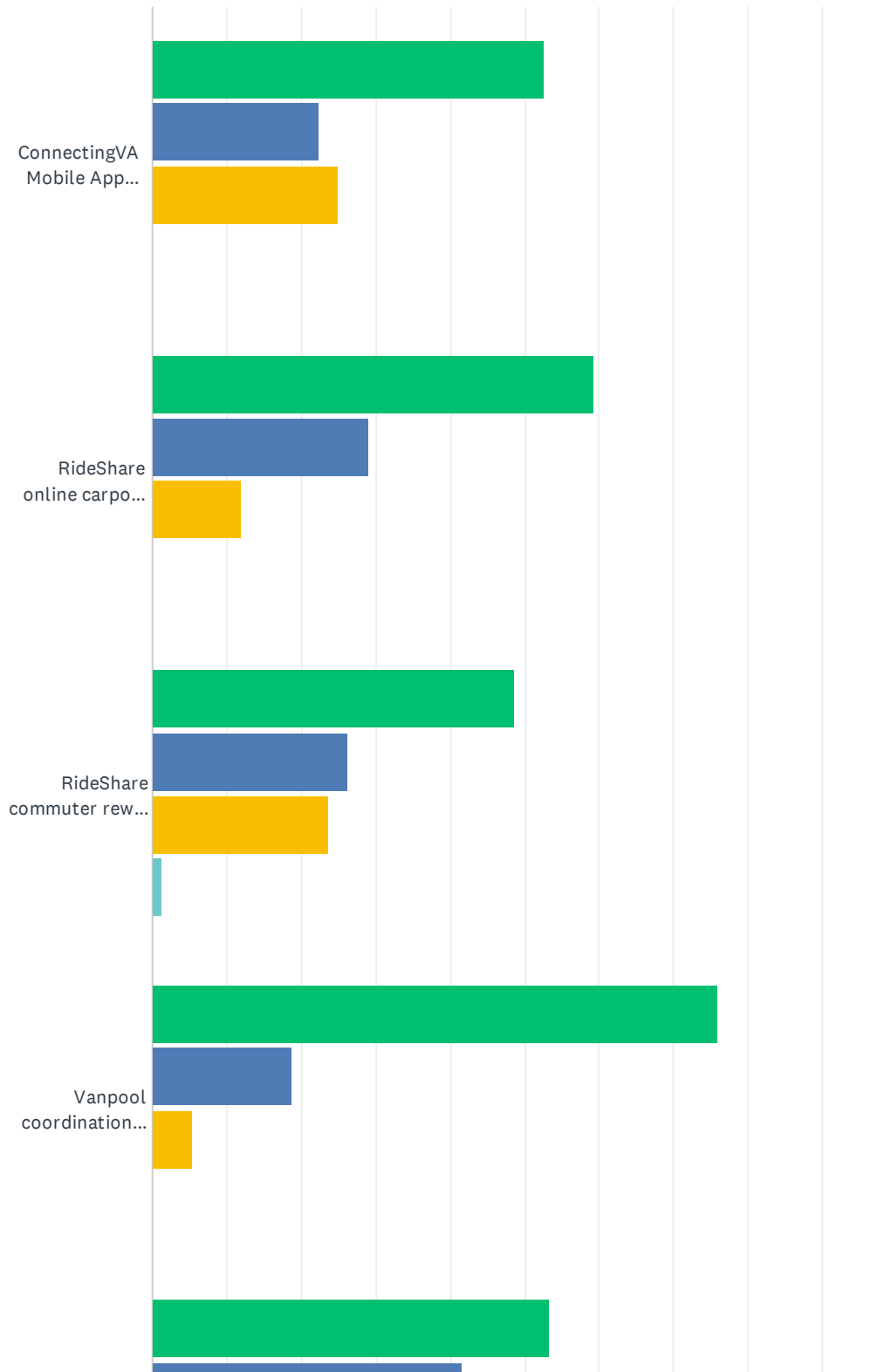
Answered: 78 Skipped: 6



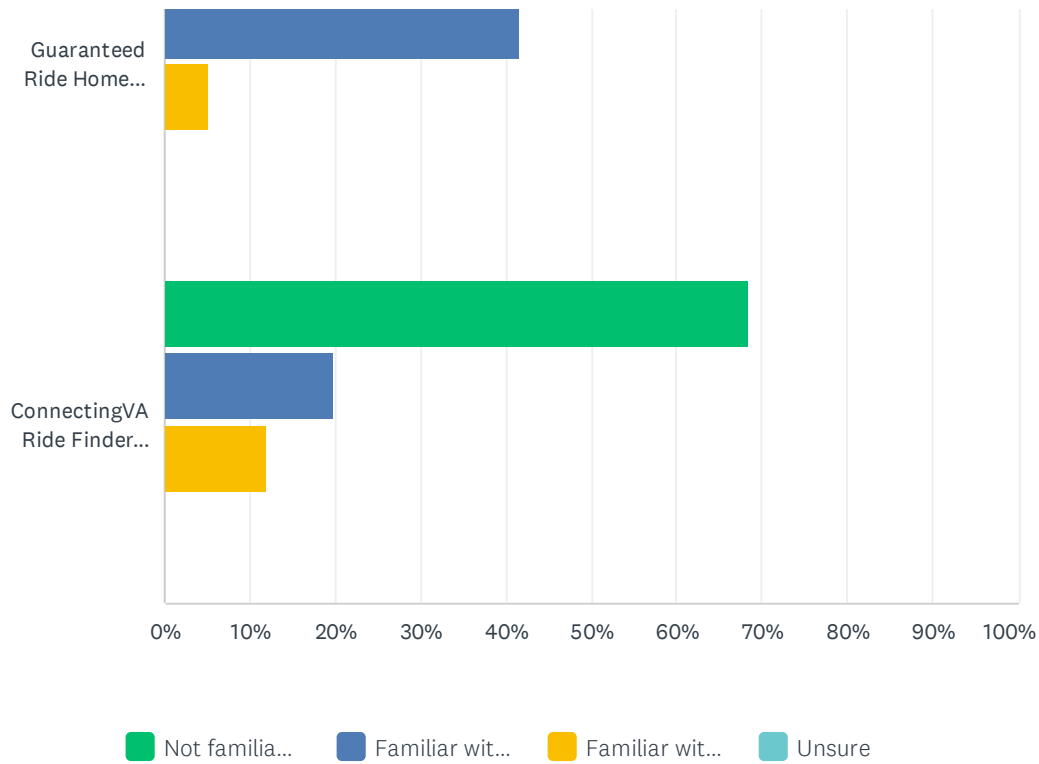
ANSWER CHOICES	RESPONSES	
Financial incentives (e.g., reduced fares, subsidies)	47.44%	37
Improved infrastructure (e.g., bike lanes, pedestrian friendly routes)	50.00%	39
Convenience and accessibility	75.64%	59
Environmental benefits	33.33%	26
Health and fitness benefits	12.82%	10
Positive experiences or success stories from others who have switched	21.79%	17
Other (please specify)	15.38%	12
Total Respondents: 78		

Q17 The RideShare program provides the following commuter resources in our region. Please indicate the level to which you are familiar with these services.

Answered: 77 Skipped: 7



RideShare Commuter Services Survey



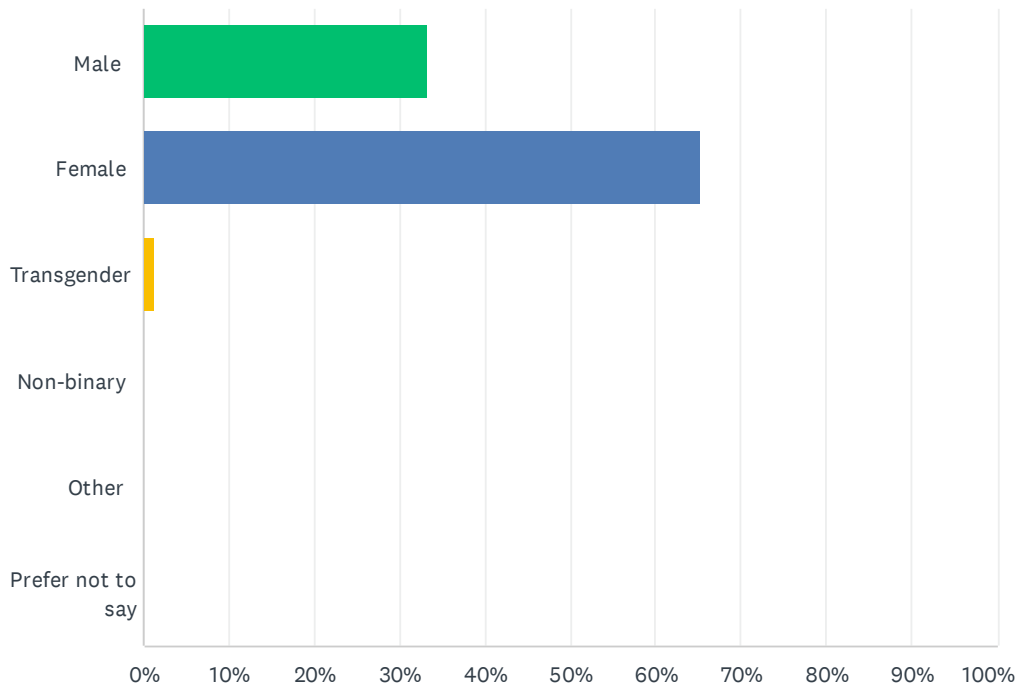
	NOT FAMILIAR WITH	FAMILIAR WITH BUT HAVE NOT USED	FAMILIAR WITH AND HAVE USED	UNSURE	TOTAL	WEIGHTED AVERAGE
ConnectingVA Mobile App (previously called Rideshare App)	52.63% 40	22.37% 17	25.00% 19	0.00% 0	76	1.72
RideShare online carpool matching services (through app or website)	59.21% 45	28.95% 22	11.84% 9	0.00% 0	76	1.53
RideShare commuter reward points and discounts	48.68% 37	26.32% 20	23.68% 18	1.32% 1	76	1.72
Vanpool coordination services through Enterprise	76.00% 57	18.67% 14	5.33% 4	0.00% 0	75	1.29
Guaranteed Ride Home program	53.25% 41	41.56% 32	5.19% 4	0.00% 0	77	1.52
ConnectingVA Ride Finder Mapping Tool	68.42% 52	19.74% 15	11.84% 9	0.00% 0	76	1.43

Q18 General commentary on the RideShare Program

Answered: 21 Skipped: 63

Q19 How do you identify?

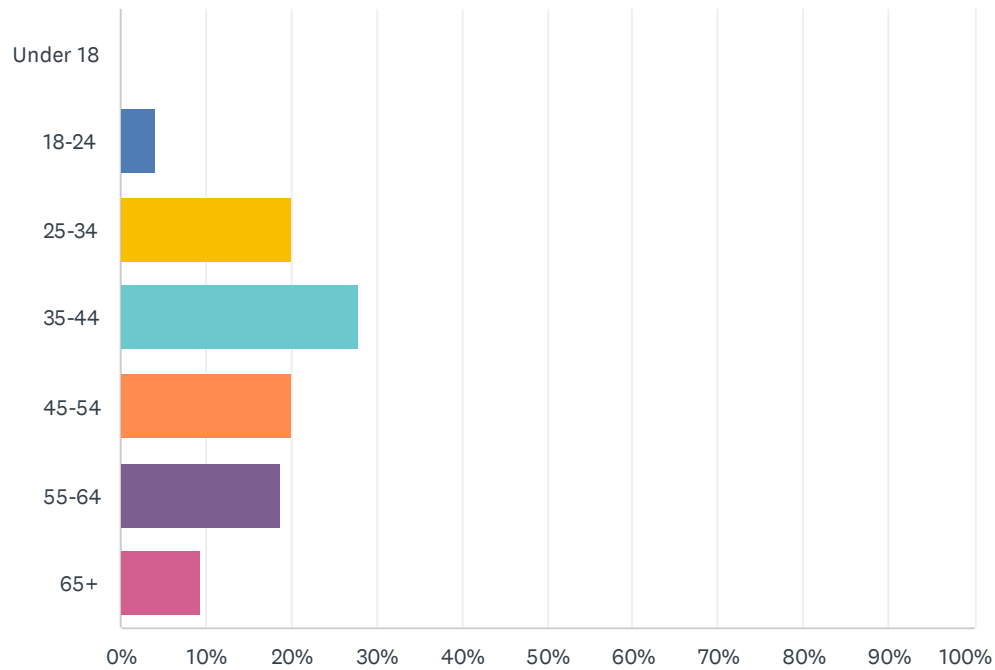
Answered: 75 Skipped: 9



ANSWER CHOICES	RESPONSES	
Male	33.33%	25
Female	65.33%	49
Transgender	1.33%	1
Non-binary	0.00%	0
Other	0.00%	0
Prefer not to say	0.00%	0
TOTAL		75

Q20 How old are you?

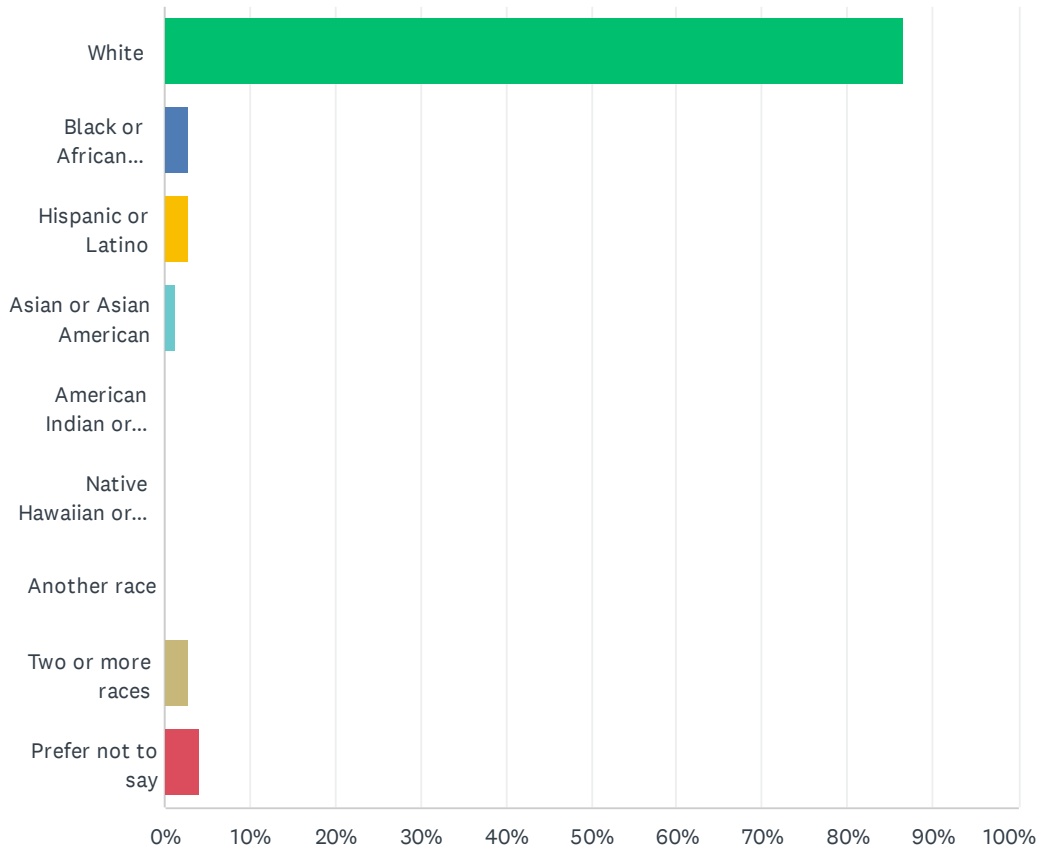
Answered: 75 Skipped: 9



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	4.00%	3
25-34	20.00%	15
35-44	28.00%	21
45-54	20.00%	15
55-64	18.67%	14
65+	9.33%	7
TOTAL		75

Q21 What is your race/ethnicity?

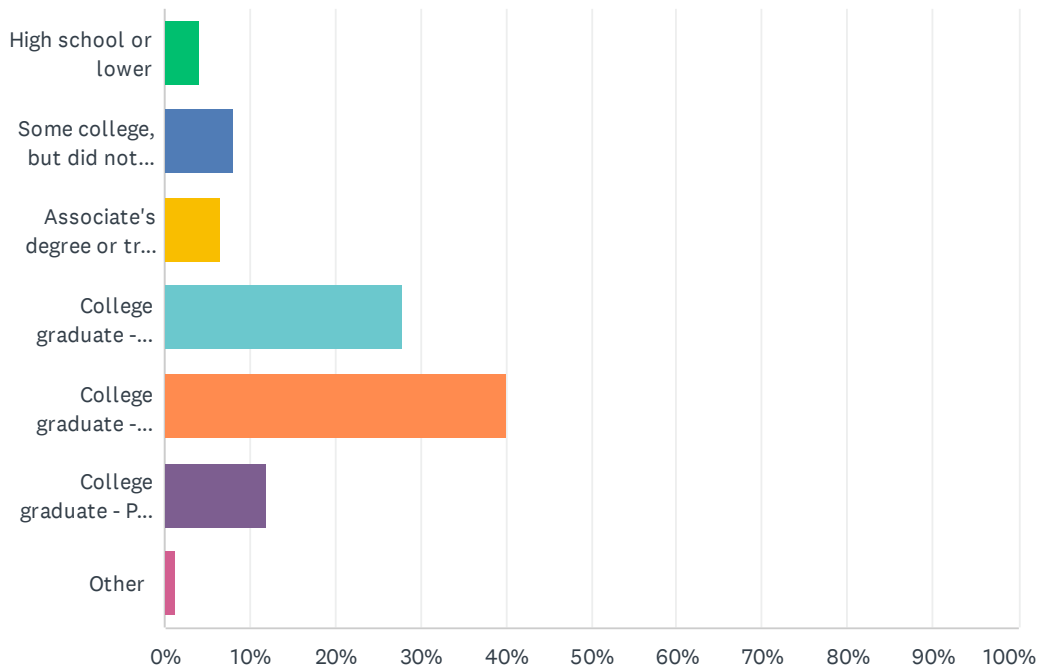
Answered: 75 Skipped: 9



ANSWER CHOICES	RESPONSES	
White	86.67%	65
Black or African American	2.67%	2
Hispanic or Latino	2.67%	2
Asian or Asian American	1.33%	1
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	0.00%	0
Two or more races	2.67%	2
Prefer not to say	4.00%	3
TOTAL		75

Q22 What is the highest level of education you have completed?

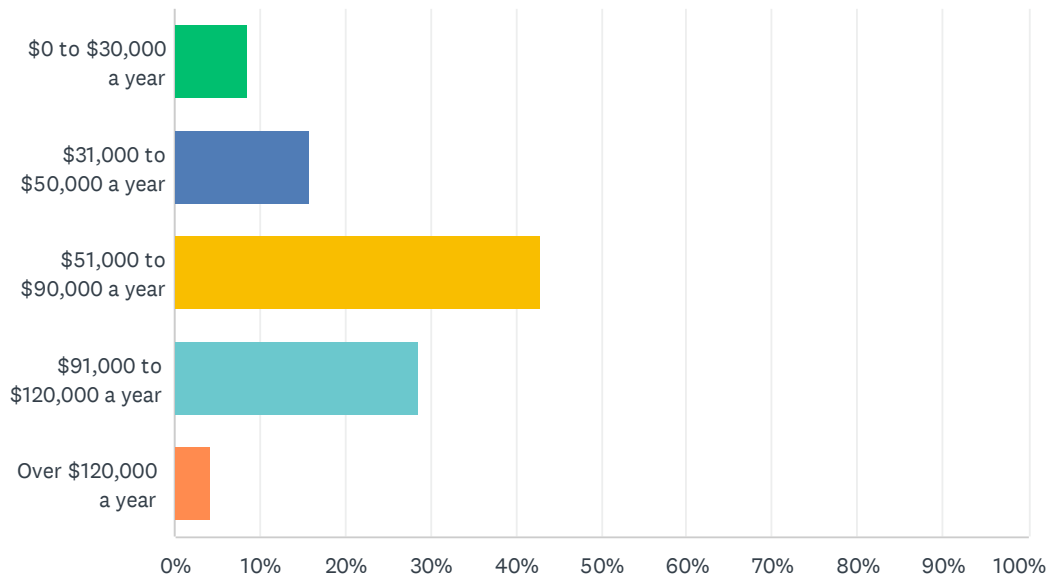
Answered: 75 Skipped: 9



ANSWER CHOICES	RESPONSES	
High school or lower	4.00%	3
Some college, but did not receive a degree	8.00%	6
Associate's degree or trade school certification	6.67%	5
College graduate - Bachelor's	28.00%	21
College graduate - Master's	40.00%	30
College graduate - PhD or Professional degree	12.00%	9
Other	1.33%	1
TOTAL		75

Q23 What is your individual annual income?

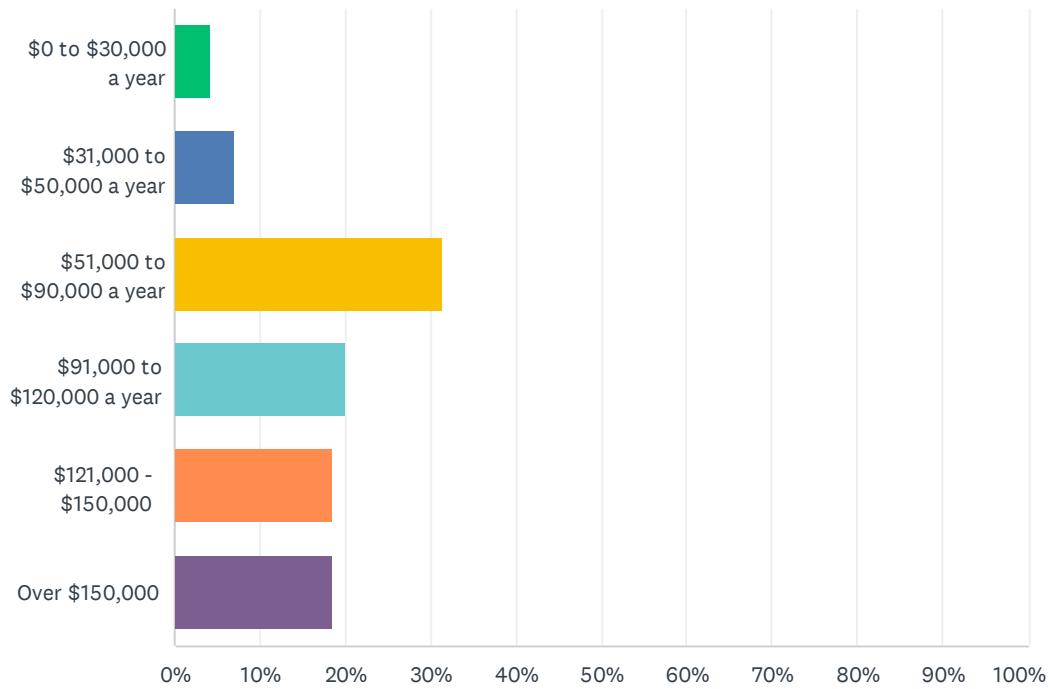
Answered: 70 Skipped: 14



ANSWER CHOICES	RESPONSES	
\$0 to \$30,000 a year	8.57%	6
\$31,000 to \$50,000 a year	15.71%	11
\$51,000 to \$90,000 a year	42.86%	30
\$91,000 to \$120,000 a year	28.57%	20
Over \$120,000 a year	4.29%	3
TOTAL		70

Q24 What is your household annual income? (total income for all members in your household)

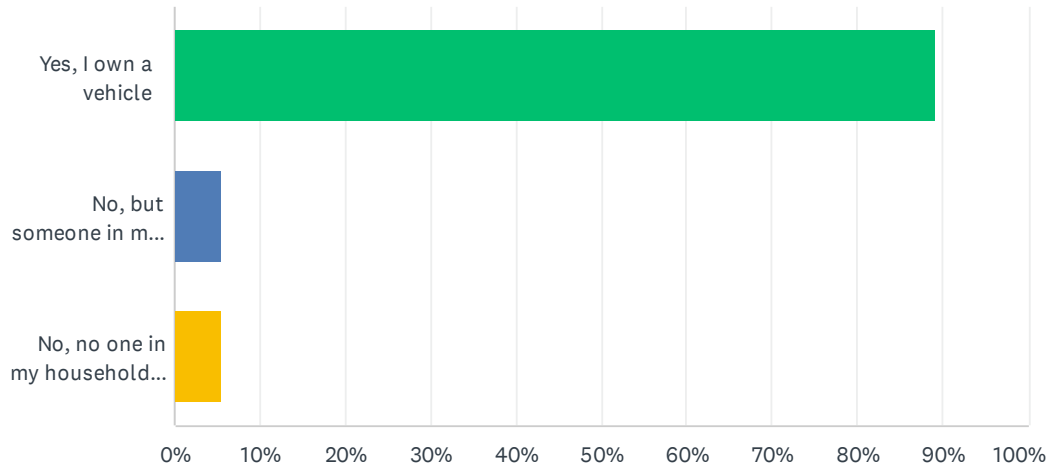
Answered: 70 Skipped: 14



ANSWER CHOICES	RESPONSES	
\$0 to \$30,000 a year	4.29%	3
\$31,000 to \$50,000 a year	7.14%	5
\$51,000 to \$90,000 a year	31.43%	22
\$91,000 to \$120,000 a year	20.00%	14
\$121,000 - \$150,000	18.57%	13
Over \$150,000	18.57%	13
TOTAL		70

Q25 Do you own a vehicle?

Answered: 73 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes, I own a vehicle	89.04%	65
No, but someone in my household owns a vehicle	5.48%	4
No, no one in my household owns a vehicle	5.48%	4
TOTAL		73

Q26 What is the zipcode where you live?

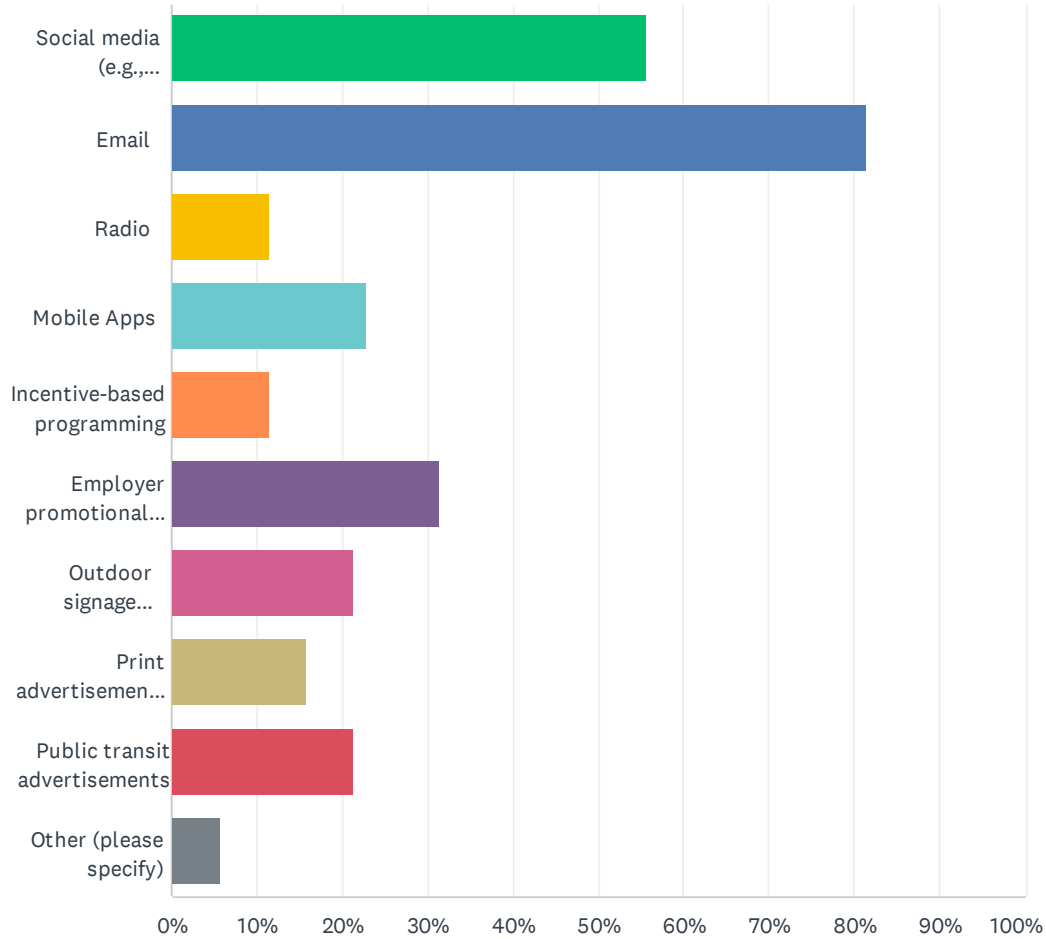
Answered: 71 Skipped: 13

Q27 What is the zipcode where you work?

Answered: 69 Skipped: 15

Q28 How do you prefer to get information about events, resources, and information? Select all that apply.

Answered: 70 Skipped: 14



RideShare Commuter Services Survey

ANSWER CHOICES	RESPONSES	
Social media (e.g., Facebook, Instagram, LinkedIn, or X)	55.71%	39
Email	81.43%	57
Radio	11.43%	8
Mobile Apps	22.86%	16
Incentive-based programming	11.43%	8
Employer promotional materials	31.43%	22
Outdoor signage advertisements	21.43%	15
Print advertisements (e.g., newspaper or magazine)	15.71%	11
Public transit advertisements	21.43%	15
Other (please specify)	5.71%	4
Total Respondents: 70		

Q29 If you'd like to receive more information about the RideShare program, the ongoing development of this strategic plan, or other topics related to commuter transportation in our region, please provide your email address below. By doing so, you give us permission to contact you via email.

Answered: 21 Skipped: 63

APPENDIX C

LIST OF ACRONYMS

ACT, Association for Commuter Transportation
CA-MPO, Charlottesville-Albemarle Metropolitan Planning Organization
CAP, Commuter Assistance Program
CAPSP, Commuter Assistance Program Strategic Plan
CAT, Charlottesville Area Transit
CSPDC, Central Shenandoah Planning District Commission
CTAC, Citizens Transportation Advisory Committee
DRPT, Department of Rail and Public Transportation
GIS, Geographic Information Systems
GRH, Guaranteed Ride Home
HDPT, Harrisonburg Department of Public Transportation
JMU, James Madison University
LRTP, Long-Range Transportation Plan
MPO, Metropolitan Planning Organization
PDC, Planning District Commission
RATS, Rockbridge Area Transportation System
RTA, Regional Transit Authority
RTP, Regional Transit Partnership
RTAC, Rural Transportation Advisory Committee
SAWMPO, Staunton-Augusta-Waynesboro Metropolitan Planning Organization
SOV, Single-Occupancy Vehicle
TDM, Transportation Demand Management
TDP, Transit Development Plans
TIP, Transportation Improvement Program
TJPDC, Thomas Jefferson Planning District Commission
UPWP, Unified Planning Work Program
UTS, University Transit Services
UVA, University of Virginia
VDOT, Virginia Department of Transportation