

Final Presentation - Additional Research & Next Steps

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Additional Research/General Updates Since March 9

Ridership Data & Small Bus Feasibility

- Route 1, PM Peak: avg 8.5 passengers
- Route 9, PM Peak: avg 5.8 passengers
- Both well below CDL threshold (16 passengers)
- CAT could deploy smaller vehicles, freeing CDL drivers for high demand routes
- Would require a second union class or part-time non-CDL drivers to implement.

DOT/DOE Physical Requirement

- Federal DOT and state DOE physicals cannot be waived
- CAT could coordinate a combined appointment, one physician performs both the DOT exam and additional DOE mobility tests.
- No regulatory change required.
- Would increase driver availability across CAT and school system routes.

Dispatcher Feasibility

- VA dispatcher: ~\$45-49k/yr vs. ~\$78k/yr total cost per driver.
- With ~30% first-year turnover and supervisors too stretched to support drivers, a dedicated dispatcher could directly improve retention since drivers who feel backed up and fairly scheduled are 6x more likely to stay.

Remaining Future Research

Dispatcher & Supervisor Staffing

- Figure out how many supervisors and dispatchers are required and what the timeline on training is for them in order for CAT to operate smoothly after additional drivers join the fleet.
- Alternatively, check the feasibility of a software that operates as a dispatcher that tells buses when to wait at stops to stay on schedule.

SPOT Scheduling Alternative

- Create a detailed proposal for scheduling access alternative to the electronic bus schedule software (SPOT) that is low-cost and low-maintenance.

Regional Transit Authority

- Assess the benefits of a regional authority for staffing and resource sharing.

Economic Feasibility of Labor Reforms

- Determine the economic feasibility of expanding the training capacity and increasing the starting wages or compressing wage progression.