

AGENDA
Charlottesville-Albemarle Regional Transit Authority
Board of Directors Meeting

Thursday, May 28, 2026 @ 5:00 p.m. – [ON-LINE](#)

Time	Item
5:00-5:15	1. General Administration (Natalie Oschrin, Chair) <ol style="list-style-type: none"> a. Call to Order b. Notice of electronic meeting c. Introductions and Announcements <ul style="list-style-type: none"> • Special Meeting, June 5th, 2 to 4 pm d. Acceptance of the agenda* e. Approve draft CARTA Board meeting minutes, March 25, 2026, meeting*
5:15-5:20	2. Matters from the Public: limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comments on any public-interest, transit-related topic, including the items listed on this agenda, with a limit of three minutes per speaker.</i>
5:20-5:30	3. Readoption of the Remote Electronic Participation and All-Virtual Meeting Policy* (Lucinda Shannon, TJPDC) <ol style="list-style-type: none"> a. Remote Meeting Policy Memo b. Remote Meeting Policy
5:30-6:15	4. Transit Prioritization Study: Prioritization Methodology (Jennifer DeBruhl, RKK) <ol style="list-style-type: none"> a. Prioritization Analysis Presentation b. Prioritization Projects
6:15-7 p.m.	5. Roundtable Transit Agency Updates <ol style="list-style-type: none"> a. Charlottesville Area Transit (Garland Williams, CAT) b. Jaunt (Mike Murphy, Jaunt) c. University Transit Services (Scott Silsdorf, UVA)
7 p.m.	6. Adjourn* (Natalie Oschrin, Chair)

* A vote is expected for this item

Next regular CARTA Board meeting — July 23, 2026. Special meeting June 5th, from 2 to 4 pm.

Guests can join in person or by using the link below.

<https://us02web.zoom.us/j/83698046357?pwd=hEQDy1hY3a9C5MV1ffbz9TGGdDB68Io.1>

Meeting ID: 836 9804 6357

Passcode: Carta@2026

Phone: 305 224 1968 US

If a committee member needs to participate remotely, please contact Lucinda Shannon at lshannon@tjpd.org, at least two days before the meetings to receive a personal meeting link.

TJPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. TJPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, to request language translation or other accommodations, or to obtain a Discrimination Complaint Form, please contact Lucinda Shannon at (434) 979-7310 or lshannon@tjpd.org, or visit the website at www.tjpd.org.

CARTA Board Members

VOTING MEMBERS
Natalie Oschrin, Charlottesville, Chair
Michael Pruitt, Albemarle, Vice Chair
Jen Fleisher, Charlottesville
Sally Duncan, Albemarle
NON-VOTING MEMBERS
Grant Sparks, Virginia Department of Rail and Public Transportation

CARTA Board Meeting Dates 2026		
January 22	May 28	September 24
March 25 at 9 am (New meeting time)	July 23	November 12

The CARTA Board meets on the 4th Thursday of every odd month from 5:00 p.m. to 7:00 p.m.

Reading of the electronic meeting notice:

NOTICE OF ELECTRONIC MEETING

This meeting of the Charlottesville-Albemarle Regional Transit Authority is being held pursuant to Code of Virginia Subsection C of § 2.2-3708.3, which allows a public body to hold all-virtual public meetings. The meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public. The method for holding this meeting shall not change unless a new meeting notice is provided. Should the electronic transmission fail, you may reach out to the TJPDC at lshannon@tjpd.org.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda.

The meeting is held pursuant to the Remote Electronic Participation and All-Virtual Meeting policy as adopted by the CARTA Board on May 22, 2025. The meeting minutes will reflect that the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held.

Charlottesville Albemarle Regional Transit Authority (CARTA) Meeting

Draft Minutes, March 25, 2026

The recording of this meeting can be found at <https://www.youtube.com/watch?v=pTEsXZqFKAo>

VOTING MEMBERS & ALTERNATES		STAFF	
Jen Fleisher, Charlottesville	x	Christine Jacobs, TJPDC	x
Natalie Oschrin, Charlottesville	x	Lucinda Shannon, TJPDC	x
Sally Duncan, Albemarle	x	Gretchen Thomas, TJPDC	x
Mike Pruitt, Albemarle	x	Taylor Jenkins, TJPDC	x
		Ben Chambers, Charlottesville	x
		Ann Wall, Albemarle	
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Grant Sparks, DRPT	x	Katy Miller, DRPT	x
		James Freas, City of Charlottesville	x
		Garland Williams, CAT	x
		Scott Silsdorf, UTS	x
		Mike Murphy, Jaunt	x
		Zoë Macomber, CAT	x
		Tonya Swartzendruber, Albemarle	x
		Jennifer DeBruhl, RK&K	x
		Emma Stockton, RK&K *	x
		Jessica Dimmick, Albemarle	x
		Stacy Beverly, UTS	x
		Scott Boon, Cambridge Systematics	x
		Lois Stanley, PhD, UVA	

* Attended virtually

1. CALL TO ORDER:

Natalie Oschrin called the meeting to order at 9:00 a.m. Attendees introduced themselves.

2. ACCEPTANCE OF THE AGENDA (MINUTE 1:44)

Motion/Action: Mike Pruitt made a motion to approve the agenda. Jen Fleisher seconded, and the motion passed unanimously.

3. MEETING MINUTES (MINUTE 2:11)

Motion/Action: Sally Duncan made a motion to approve the January 22, 2026, meeting minutes. Mike Pruitt seconded, and the motion passed unanimously.

4. MATTERS FROM THE PUBLIC (MINUTE 2:36)

None.



5. REGIONAL HOUSING PARTNERSHIP (RHP) APPOINTMENT (MINUTE 3:09)

Lucinda Shannon shared that the Central Virginia Regional Housing Partnership has in their bylaws that the chair from the Regional Transit Partnership (RTP) would be part of their board. Since the RTP is dissolved, they asked if someone from CARTA would take their place on the full partnership. Ms. Oschrein said the CVRHP has one representative from the City of Charlottesville and she is the alternate. Mike Pruitt said either he or Sally Duncan could take that spot. Ms. Jacobs noted that the CARTA rep will be one of 21 members on the board. It was noted that the first meeting is scheduled for this afternoon.

Motion/Action: Sally Duncan nominated Mike Pruitt as the CVRHP appointee. Jen Fleisher seconded, and the motion carried.

6. LEGISLATIVE UPDATE (MINUTE 8:35)

David Blount, Legislative Liaison for TJPDC, noted that there is a gap between the House and the Senate about budget items. They are working towards a compromise now and they will come back together on April 23 for their special session.

Mr. Blount said there was a great deal of discussion in the General Assembly (GA) about WMATA funding in northern Virginia and how to generate it from taxes. He said he thinks there will be funding for WMATA but it is hard to tell at this point.

There is language amendment in the House to provide authority for DRPT to use reserves from the mass transit funds in order to provide short-term loans to transit entities to backstop 5310 and 5311 funds. Both the House and Senate had bills that contains language that would give authority to DRPT to conduct a statewide review related to funding opportunities for transit-oriented development around existing transit and rail stations. That also includes an analysis of potential barriers to housing production and economic development. He noted there is an emphasis in the GA about affordable housing and transit is tied to that.

He continued by reviewing numerous bills under consideration related to transit and transportation.

7. TRANSIT PRIORITIZATION STUDY: PRIORITIZATION METHODOLOGY (MINUTE 22:04)

Jennifer DeBruhl, RK&K, gave a project overview. She noted that this study will develop an implementation plan that identifies costs for those services and feasible short-, and mid-, and long-term timelines based on a funding strategy.

She noted that they are building on the Regional Transit Vision plan. She also reviewed 22 plans across the region and cataloged the transit improvements across the region. They will optimize it before they prioritize it.

She said there are three types of improvements: expanded route coverage, improved frequencies at different times of day, and extended hours of service.

Ms. DeBruhl said they met with several stakeholder groups to discuss priorities including Albemarle County, City of Charlottesville, and TJPDC & Jaunt. There was a broader set of stakeholders including DRPT, the School District, UVA, CAA, and PEC. They hear the priorities are to grow ridership, provide transit access to more people and essential destinations, and increase frequency.

They took that feedback and the two key criteria: either increase the intensity of service or increase the footprint of service.

Increased intensity is achieved primarily by increasing frequencies, and introducing BRT and associated enhancements, such as bus priority treatments. It includes a focus on serving communities that rely on transit, providing convenient alternatives in congested areas, and providing service that is better than hourly in outer areas where possible.

Increasing footprint is achieved primarily by extending/realigning routes, adding new routes, increasing hours of operation, and introducing/expanding microtransit services.

She reviewed how to measure the impact of service improvements. Intensity is measured by the number of people with access to increased frequency of service. Footprint is measured by additional people with access to transit service across the week.

Ms. DeBruhl said based on stakeholder feedback, they propose a 60/40 split with increased intensity at 60% and increasing the footprint at 40%.

There was an extended question and answer session and discussion.

Grant Sparks said there is a financial incentive to put more on the ridership side in DRPT's view.

Ms. DeBruhl gave the next steps. She said there is consensus to proceed with updating and finalizing prioritization methodology based on today's discussion. In April/May, they will apply the prioritization methodology to the list of service improvements, develop capital and operating costs. In May, they will bring a draft prioritized list of service improvements to CARTA Board meeting.

There were technical difficulties, so there was a break in the meeting.

8. TRANSIT AGENCY GOVERNANCE AND OPERATIONS (MINUTE 1:11:10)

Garland Williams reviewed the background of CAT. It was first the Charlottesville Transit Service from 1975 – 2010. He continued with the timeline of the service from 1975 through 2026. He continued reviewing the types of services and routes that were and are now currently available.

He reviewed the exiting ridership numbers noting that Routes 5, 7 and the trolley account for 53% of the ridership.

He gave a breakdown of the CAT fleet, the majority being diesel-fueled (~87%), and the others being electric and hybrid. The projection is that 2027 will be the last year CAT will buy diesel fuel buses for the fleet and 2040 will be the first year for potential 100% ZEB fleet.

He continued presenting about MicroCAT rideshare services. He shared the service area map and the hotspots on that map. He noted that demand remains strong and outpaces supply. He said ridership numbers are increasing and current service is running efficiently.

Mr. Williams continued by noting how to access the fixed route and MicroCAT through their apps, website, Google maps, or by telephone.

He continued by covering the schools services. He briefly covered pupil operations.

Finally, he showed both the existing and proposed CAT infrastructure sites. He shared an active project they are working on that includes the charging stations infrastructure. He said the project should culminate in May.

Additionally, Mr. Williams said they have been working on infrastructure including bus stops and bump outs, sloped sidewalks, stairways, etc. He noted that there have been three completed bus stops to date.

9. CAT BUS STOP INVENTORY (MINUTE 1:35:17)

Zoë Macomber presented on Bus Stop Inventory and Amenities. She presented the goals and scope of the bus stops. She noted that it is important to consider ADA compliance, rider experience and systemwide assessment.

She continued with an overview of current inventory and the data that was collected on the inventory including numerous design elements.

Ms. Macomber said CAT has 12 fixed routes, and 316 bus stops. 44 of the stops have shelters. She said there are 47 missing and 9 are damaged and 259 are in good condition. She reviewed the highest amenities present. She noted that 272 do not have ADA accessibility. She said trash can inventory is a contentious issue because there is a question about who services them.

She reviewed new stops and upgrades. There are three stops under construction on Commonwealth Drive.

She reviewed amenities criteria that include shelter, bench, trash can, CAT lighting, and signage.

She gave next steps that include data collection and validation of inventory, criteria for amenities, guidelines and this CARTA presentation, and then prioritization of programming upgrades and design & construction.

She reported that there are outstanding and future projects including developing a process to filter requests for bus stop upgrades, inquiries about additional amenities, requests for new bus stops, syncing amenity programming with other projects including streetscape design, repaving and VDOT projects. Some of the other future projects include signage design and holistic lighting assessment.

There was a question-and-answer session after the presentation.

10. ROUNDTABLE TRANSIT AGENCY UPDATES (MINUTE 1:56:13)

UTS

Mr. Silsdorf said they are in their third week of the purple line. That combined two routes into one (the red and blue). He said the cost of the infrastructure for that was about \$100,000. They have extensive service on Fontaine Avenue. They will be doing their passenger survey starting next week through April 19.

Jaunt

Mr. Murphy said last week was National Transit Employee Appreciation Day. He said next week they will be having their board and shareholder meeting to discuss the excess capital strategy. He reported that they will be returning the money saved back to the jurisdictions. He said Albemarle County has two vacancies on their Board and is looking to fill those positions. Mr. Murphy said Jaunt is looking to start the Greene County microtransit pilot soon. Lastly, he said Jaunt is celebrating its 50-year anniversary in September.

CAT

Garland Williams said they have ordered two more BEBs that will arrive in approximately 15 months.

Mike Pruitt said the group talks about the needs assessment implementation process as if it were an agile process, but it has a single deliverable with fixed time and feedback. He advocated for a future implementation study because it is not currently an agile process with multiple deliverables at different stages.

11. ADJOURN

Ms. Oschrin adjourned the meeting at 11:05 a.m.

Memorandum

To: Charlottesville-Albemarle Regional Transit Authority Board
From: Lucinda Shannon
Date: May 28, 2026
Subject: Readoption of the Remote Electronic Participation and All-Virtual Meeting Policy

Purpose

This memorandum requests that the CARTA Board vote to readopt the Remote Electronic Participation and All-Virtual Meeting Policy, as provided in your May 28, 2026, agenda materials.

Background

The purpose of this policy is twofold:

1. To establish a framework allowing individual CARTA Board members to participate in public meetings from a remote location via electronic communication.
2. To outline the procedures by which the CARTA Board of Directors may conduct entirely virtual meetings, in strict compliance with the Virginia Freedom of Information Act (FOIA).

The Board originally adopted this policy on May 22, 2025, with a commitment to review, update, and readopt it at least once annually to ensure ongoing regulatory compliance.

Discussion

Readopting this policy ensures that CARTA Board meetings remain compliant with Virginia FOIA guidelines ([§ 2.2-3708.3](#)). Specifically:

- **Subsection B** governs the requirements and limitations for individual members to participate remotely when a physical quorum is present.
- **Subsection C** regulates all-virtual public meetings, limiting them to two meetings or 50 percent of the total meetings held in a calendar year, whichever is greater.

The complete text and procedural requirements are detailed in the attached policy document.

Recommendation

Staff recommends that the CARTA Board vote to readopt the Remote Electronic Participation and All-Virtual Meeting Policy.

REMOTE ELECTRONIC PARTICIPATION AND ALL-VIRTUAL MEETING POLICY

This policy has two purposes. The first is to provide for the Charlottesville Albemarle Regional Transit Authority (CARTA) to permit a member to participate in a meeting through electronic communication means from a remote location, and the second is to allow the CARTA Board of Directors to conduct all-virtual meetings, in the manner allowed by the Virginia Freedom of Information Act (FOIA) and as set out in this policy.

POLICY:

It is the policy of Charlottesville Albemarle Regional Transit Authority (CARTA) that individual members of the CARTA may participate in CARTA meetings by electronic communication as permitted by subsection B of § 2.2-3708.3 of the *Code of Virginia*. This policy shall apply to the entire membership without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting.

In order for an individual member to participate from a remote location as authorized by § 2.2-3708.3 B, a quorum of the Board must be physically assembled at the primary or central meeting location. When such individual participation is due to a personal matter, set out in section A.4, below, such participation is limited to two meetings per calendar year or 25 percent of the meetings held per calendar year, rounded up to the next whole number, whichever is greater.

Further, it is the policy of the CARTA that the Board may hold all-virtual public meetings pursuant to subsection C of § 2.2-3708.3 of the *Code of Virginia*. Such all-virtual public meetings are limited to two meetings per calendar year or 50 percent of the meetings held per calendar year, rounded up to the next whole number, whichever is greater. An all-virtual public meeting may not be held consecutively with another all-virtual public meeting.

This policy shall apply to the CARTA Board and to all committees created by or under the authority of the Board.

REMOTE ELECTRONIC PARTICIPATION BY BOARD MEMBERS:

"Remote participation" means participation by an individual member of a public body by electronic communication means in a public meeting where a quorum of the public body is otherwise physically assembled.

"Electronic communication" means the use of technology having electrical, digital, magnetic, wireless, optical, electromagnetic, or similar capabilities to transmit or receive information.

A. Notification of Inability to Attend Because of Disability, Medical Condition, Location or Personal Matter

In advance of the meeting at which remote participation is requested, the member shall notify the Chair that he or she is unable to attend the meeting

- 1) due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance;
- 2) because a family member's medical condition requires the member to provide care for such family member;
- 3) because such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting; or
- 4) due to a personal matter. The member must identify with specificity the nature of the personal matter and may not use remote participation due to personal matters more than two meetings per calendar year, or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater.

B. Quorum Physically Assembled; Approval of Remote Electronic Participation

A quorum of the Board must be physically assembled at the primary or central meeting location. The Board members present must approve of the remote electronic participation in order for the member to participate remotely; however, the decision shall be based solely on the criteria in Section A, without regard to the identity of the member or items that will be considered or voted on during the meeting.

C. Record of Action

The Board shall record in its minutes the remote location from which a member participated. The minutes also shall reflect the specific nature of the personal matter; the disability or medical condition; the fact that a family member's medical condition that required the member to provide care for such family member, thereby preventing their physical attendance; or that such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting. If the absent member's remote participation is disapproved because participation would violate this policy, the disapproval shall be recorded in the Board's minutes with specificity.

ALL-VIRTUAL MEETINGS:

"All-virtual public meeting" means a public meeting (i) conducted by the CARTA or its committees (hereinafter public body) using electronic communication means, (ii) during which all members of the public body who participate do so remotely rather than being assembled in one physical location, and (iii) to which public access is provided through electronic communication means.

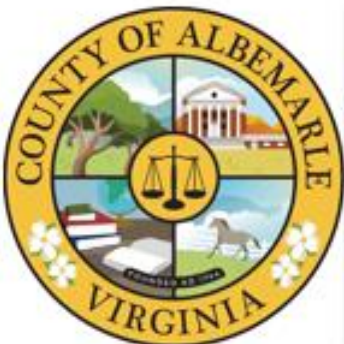
When holding an all-virtual public meeting, the CARTA or committee shall follow the requirements of this policy, other meeting requirements under FOIA, and the following statutory requirements:

- 1) An indication of whether the meeting will be an in-person or all-virtual public meeting is included in the required meeting notice along with a statement notifying the public that the method by which a public body chooses to meet shall not be changed unless the public body provides a new meeting notice in accordance with the provisions of § 2.2-3707;
- 2) Public access to the all-virtual public meeting is provided via electronic communication means;
- 3) The electronic communication means used allows the public to hear all members of the public body participating in the all-virtual public meeting and, when audio-visual technology is available, to see the members of the public body as well. When any member of the CARTA or any of its committees has audio-visual technology available, and electronic communication is being used to establish a quorum, that member shall be considered absent from any portion of a meeting during which visual communication with the member is voluntarily disconnected or otherwise fails or during which audio communication involuntarily fails;
- 4) A phone number or other live contact information is provided to alert the public body if the audio or video transmission of the meeting provided by the public body fails, the public body monitors such designated means of communication during the meeting, and the public body takes a recess until public access is restored if the transmission fails for the public;
- 5) A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to members of a public body for a meeting is made available to the public in electronic format at the same time that such materials are provided to members of the public body;
- 6) The public is afforded the opportunity to comment through electronic means, including by way of written comments, at those public meetings when public comment is customarily received;
- 7) No more than two members of the public body are together in any one remote location unless that remote location is open to the public to physically access it;
- 8) If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public resumes before the public body votes to certify the closed meeting as required by subsection D of § 2.2-3712;

9) The public body does not convene an all-virtual public meeting (i) more than two times per calendar year or 50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, or (ii) consecutively with another all-virtual public meeting; and

10) Minutes of all-virtual public meetings held by electronic communication means are taken as required by § 2.2-3707 and include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location pursuant to this subsection is disapproved because such participation would violate the policy adopted pursuant to subsection D, such disapproval shall be recorded in the minutes with specificity.

This policy was adopted by the CARTA Board on May 28, 2026. Updates to and readoption of this policy shall occur at least once annually.



Regional Transit Service Prioritization and Implementation Feasibility Study

Service Prioritization Tool Preliminary Results

CARTA Board Meeting

May 28, 2026

PROJECT OVERVIEW

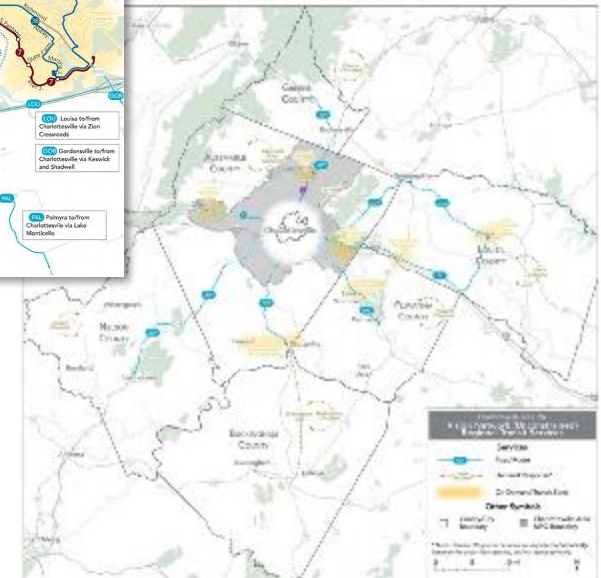
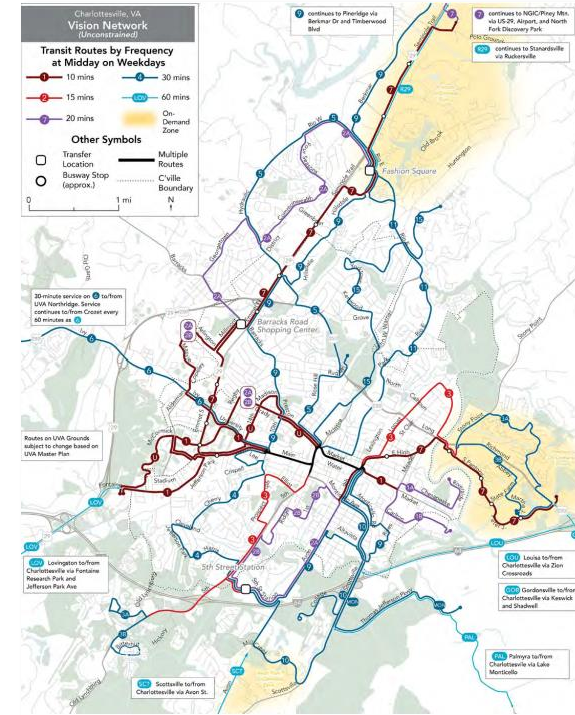
Project Overview

- Regional Transit Vision Plan (2022) developed a constrained and unconstrained network of services
- Localities, transit agencies have completed their own studies as well
- **This study will develop an implementation plan that identifies costs for those services and feasible short-, mid-, and long-term timelines**

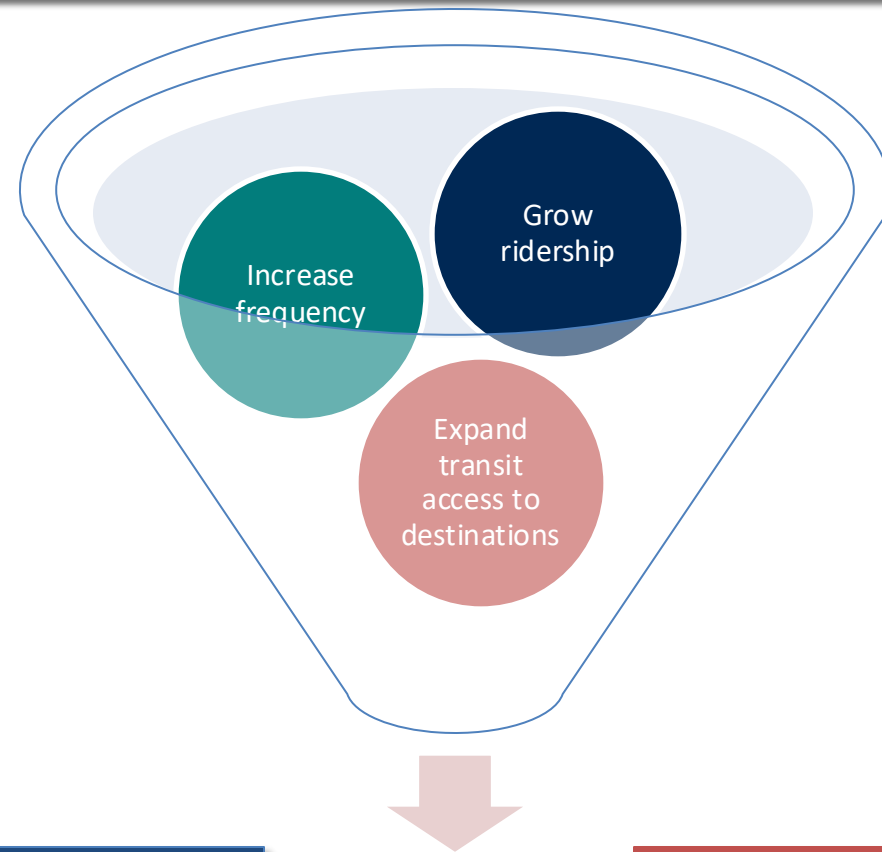


Sample of Plans Reviewed

- TJPDC Regional Transit Vision Plan
- CAT Service Optimization Plan
- CAT Transit Strategic Plan
- Jaunt Transit Development Plan
- Jaunt Microtransit Feasibility Study
- Jaunt Rural Transit Needs Assessment
- BRITE Afton Express Transit Service Plan
- Comprehensive Plans (All Localities)
- Albemarle County Transit Expansion Study
- UVA Parking and Transportation Master Plan
- CAT Facility Design & Zero Emissions Vehicles Feasibility Study
- Jaunt Feasibility Study of Alternative-Fuel Vehicles



Priorities Into Prioritization Criteria



»»» Increase Intensity

↗ Increase Footprint

Measuring the Impact of Service Improvements



Increase Intensity

- People with access to increased frequency of service
- Bonus for:
 - Serving larger proportion of low-income households
 - Providing high-frequency service to people who don't already have it
 - Improving from 60 min service



Increase Footprint

- Additional people with access to transit service across the week
- Bonus for:
 - Serving larger number of low-income households
 - Serving key activity centers – medical, schools, senior centers, etc.

PRIORITIZATION TOOL & PRELIMINARY RESULTS

Prioritization Methodology

- **Step 1: Consolidate service improvements into routes/services**
 - 13 CAT fixed routes
 - 7 Jaunt fixed routes
 - 2 CAT microtransit/on-demand services
 - 7 Jaunt microtransit/on-demand services
- **Step 2: Assign each route/service as increasing intensity, footprint, or mixed**

Prioritization Factors

- Total population
- Age 65+
- Disability population
- Total households
- Zero-car households
- Poverty 200%
- Minority population
- Activity Centers (Retail, School, Senior Center, Medical)

Prioritization Scoring

Step 3: Score routes/services

- Each route/service is scored across 14 metrics, each rated 1-5 based on which percentile-based breaks the route's value falls in relative to all other routes in study area (1= lowest percentile break, 5 = highest). The overall score is the weighted sum of those individual metric scores.

Metric	Category	Weight
% Population Age 65+	Equity	1
% Population with Disabilities	Equity	1
% Zero-Vehicle Households	Equity	1
% Population Below 200% Poverty	Equity	2
% Minority Population	Equity	2
Population per Square Mile	Pop Density	2
Retail Counts per Square Mile	Activity Centers	1
School Counts per Square Mile	Activity Centers	1
Senior Facility Counts per Square Mile	Activity Centers	1
Medical Facility Counts per Square Mile	Activity Centers	1

Activity Center Definitions

- Sourced from openstreetmaps
- Albemarle's Comprehensive Plan Activity Centers and Employment Centers are built into the tool and can be included as factors as well

Category	Subcategory
Medical	Clinic
	Hospital
	Doctor
Senior Center	Social Facility
	Community Center
	Assisted Living Facility
	Retirement Community
Schools	College
	School
	University
Retail	Convenience
	Supermarket
	Variety Store
	Grocery

Prioritization Scoring

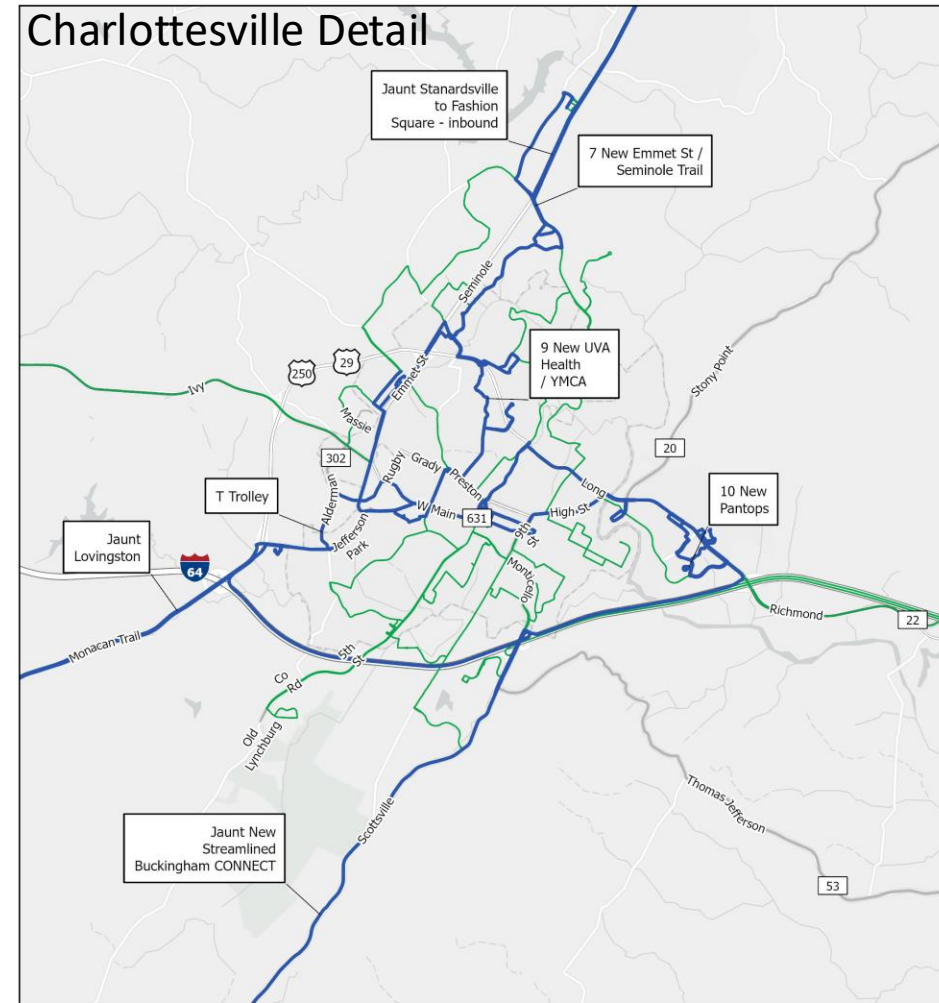
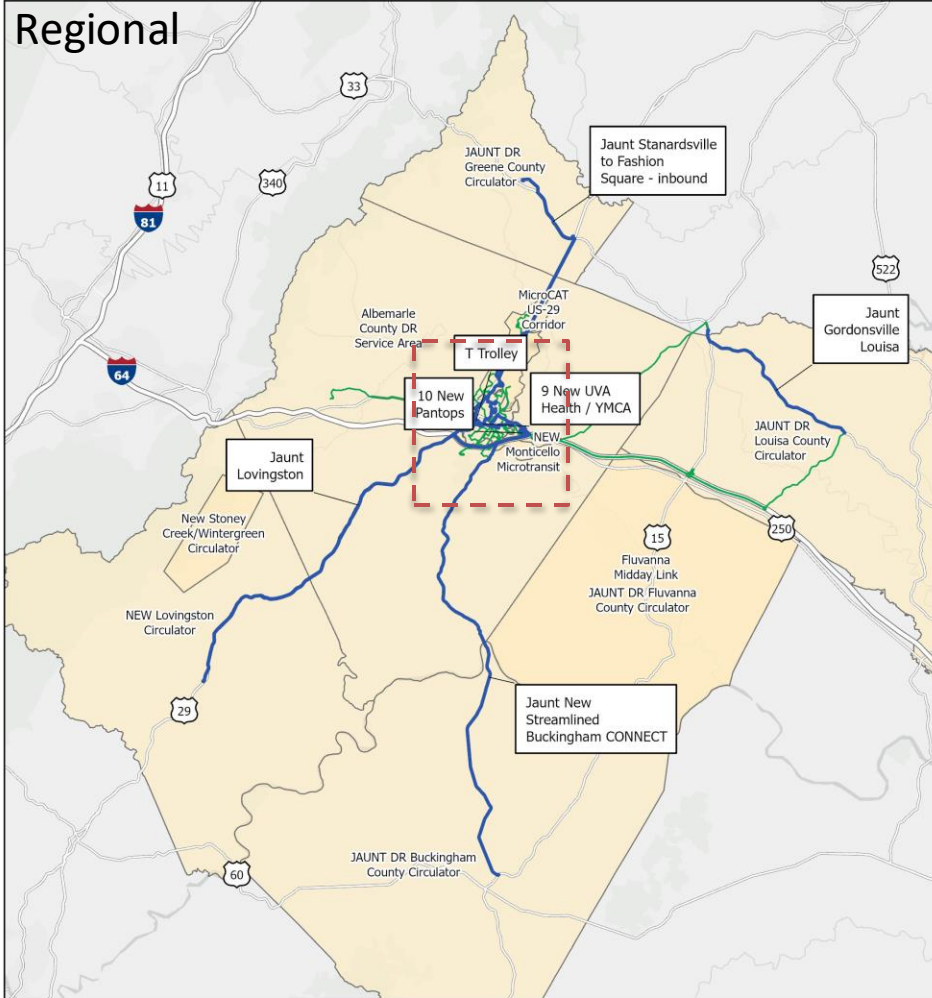
Step 4: Score routes/services

- Each metric can be normalized in five different ways:
 - **Unnormalized:** raw count of people, households, and counts of activity centers: useful for measuring overall magnitude of impact.
 - **Per Route Mile:** raw count / route length (miles): useful for measuring impact relative to operations cost (especially when combined with trips per day). Cannot account for demand response.
 - **Per Square Mile:** raw count / corridor ¼ mile buffer area (sqmi): useful for measuring magnitude of impact relative to access/stop locations. Cannot account for operational cost.
 - **Population:** raw count / relevant universe population: useful for measuring proportion for population metrics (age, race, disability, minority status)
 - **Households:** raw count / total households: useful for measuring proportion for household metrics (vehicle ownership, poverty).

Preliminary Results: All Routes

Rank	Agency	Route / Service	Improvement Type	City/County	Newly Frequent?	Overall Score
1	Jaunt	Jaunt New Streamlined Buckingham CONNECT	Intensity	Albemarle, Buckingham		47
2	CAT	Route 7	Mixed	Charlottesville	✓	45
2	CAT	Route Trolley	Footprint	Charlottesville	✓	45
4	Jaunt	Jaunt Stanardsville to Fashion Square - inbound	Footprint	Albemarle, Grenne		43
5	Jaunt	Jaunt Gordonsville Louisa	Footprint	Louisa		41
6	CAT	Route 9	Mixed	Charlottesville		40
6	CAT	Route 10	Mixed	Charlottesville		40
8	Jaunt	Jaunt Lovingston	Intensity	Albemarle		39
9	CAT	Route 5	Mixed	Charlottesville		37
9	CAT	Route 6	Mixed	Charlottesville		37
11	CAT	Route 4	Mixed	Charlottesville		36
11	Jaunt	Jaunt Crozet	Intensity	Albemarle		36
13	Jaunt	Outer County On-Demand Services	Footprint	Buckingham		35
13	CAT	Route 3	Mixed	Charlottesville		35
13	Jaunt	Jaunt Louisa Express	Footprint	Albemarle, Louisa		35
16	CAT	Route 8	Mixed	Charlottesville		34
17	Jaunt	Jaunt Gordonsville Connector	Footprint	Albemarle		33
18	CAT	Route 11	Mixed	Charlottesville		32
19	CAT	Route 2a/ 2b	Footprint	Charlottesville		31
19	CAT	US 29 and Pantops	Intensity	Albemarle		31
21	Jaunt	Outer County On-Demand Services	Footprint	Nelson		30
22	CAT	Route 15	Footprint	Charlottesville		29
22	Jaunt	Outer County On-Demand Services	Footprint	Greene		29
24	Jaunt	Outer County On-Demand Services	Footprint	Louisa		27
25	CAT	Route 1	Intensity	Charlottesville		26
25	Jaunt	Outer County On-Demand Services	Footprint	Fluvanna		26
25	Jaunt	Fluvanna Midday Link Service	Footprint	Fluvanna		26
28	Jaunt	Monticello Microtransit Service	Footprint	Albermarle		22
28	CAT	South Albermarle	Footprint	Albemarle		22

Prioritized Route/Service Map



Preliminary Results: Top 10 Routes

Rank	Agency	Route / Service	Route Name	Improvement Type	City/County	Newly Frequent?	Overall Score
1	Jaunt	Jaunt New Streamlined Buckingham CONNECT	Buckingham Connect	Intensity	Albemarle, Buckingham		47
2	CAT	Route 7	7 New Emmet St / Seminole Trail	Mixed	Charlottesville	✓	45
2	CAT	Route Trolley	T Trolley	Footprint	Charlottesville	✓	45
4	Jaunt	Jaunt Stanardsville to Fashion Square - inbound	Stanardsville/US29 Connect	Footprint	Albemarle, Greene		43
5	Jaunt	Jaunt Gordonsville Louisa	Gordonsville/Louisa Connect	Footprint	Louisa		41
6	CAT	Route 9	9 New UVA Health / YMCA	Mixed	Charlottesville		40
6	CAT	Route 10	10 New Pantops	Mixed	Charlottesville		40
8	Jaunt	Jaunt Lovingston	Lovingston Connect	Intensity	Albemarle		39
9	CAT	Route 5	5A UVA-Commonwealth-North Fork & 5B-UVA-Commonwealth-Walmart	Mixed	Charlottesville		37
9	CAT	Route 6	6 New Ridge St / Prospect Ave	Mixed	Charlottesville		37

Summary Statistics by Project Type

	Project Type		
	Footprint	Mixed	Intensity
Average Score	31.6	37.3	35.8
Number of Projects	15	9	5
Sum of Additional Weekday VRM	5,242	6,364	3,787

Sensitivity Analysis 1: Double Population Density Weight

Agency	Route / Service	Route Name	Original Weight		Updated Weight	
			Rank	Score	Rank	Score
Jaunt	Jaunt New Streamlined Buckingham CONNECT	Buckingham Connect	1	48	1 (→)	56
CAT	Route 7	7 New Emmet St / Seminole Trail	2	45	5 (↘)	49
CAT	Route Trolley	T Trolley	2	45	2 (↗)	53
Jaunt	Jaunt Stanardsville to Fashion Square - inbound	Stanardsville/US29 Connect	4	43	3 (↗)	51
CAT	Route 9	9 New UVA Health / YMCA	5	41	6 (↘)	47
CAT	Route 10	10 New Pantops	5	41	3 (↗)	51
Jaunt	Jaunt Gordonsville Louisa	Gordonsville/Louisa Connect	5	41	8 (↘)	45
Jaunt	Jaunt Lovingston	Lovingston Connect	8	39	6 (↗)	47
CAT	Route 5	5A UVA-Commonwealth-North Fork & 5B-UVA-Commonwealth-Walmart	9	38	11 (↘)	42
CAT	Route 6	6 New Ridge St / Prospect Ave	10	37	8 (↗)	45

Note: This analysis uses the factor of age 75+ instead of age 65+, but the routes/services included in the top 10 ranking is consistent.

Sensitivity Analysis 2:

Normalize by Route Miles instead of Square Miles

Agency	Route / Service	Route Name	Original Weight		Updated Weight	
			Rank	Score	Rank	Score
Jaunt	Jaunt New Streamlined Buckingham CONNECT	Buckingham Connect	1	48	9 (↘)	36
CAT	Route 7	7 New Emmet St / Seminole Trail	2	45	2 (→)	45
CAT	Route Trolley	T Trolley	2	45	1 (↗)	47
Jaunt	Jaunt Stanardsville to Fashion Square - inbound	Stanardsville/US29 Connect	4	43	13 (↘)	32
CAT	Route 9	9 New UVA Health / YMCA	5	41	3 (↗)	44
CAT	Route 10	10 New Pantops	5	41	4 (↗)	42
Jaunt	Jaunt Gordonsville Louisa	Gordonsville/Louisa Connect	5	41	12 (↘)	33
Jaunt	Jaunt Lovingston	Lovingston Connect	8	39	16 (↘)	29
CAT	Route 5	5A UVA-Commonwealth-North Fork & 5B-UVA-Commonwealth-Walmart	9	38	9 (→)	36
CAT	Route 6	6 New Ridge St / Prospect Ave	10	37	6 (↗)	37

Note: This analysis uses the factor of age 75+ instead of age 65+, but the routes/services included in the top 10 ranking is consistent.

Discussion

- Changing the different factor weights is simple using the prioritization tool – do we want to keep as is, or adjust?
 - Keep population density as it is in the main list or double the weighting?
 - Normalize by route miles instead of square miles?

Metric	Category	Weight
% Population Age 65+	Equity	1
% Population with Disabilities	Equity	1
% Zero-Vehicle Households	Equity	1
% Population Below 200% Poverty	Equity	2
% Minority Population	Equity	2
Population per Square Mile	Pop Density	2
Retail Counts per Square Mile	Activity Centers	1
School Counts per Square Mile	Activity Centers	1
Senior Facility Counts per Square Mile	Activity Centers	1
Medical Facility Counts per Square Mile	Activity Centers	1

Next: Implementation Plan

Development of a regional transit service implementation plan focused on the prioritized list

- Refine operating cost estimates & develop capital cost estimates (infrastructure and fleet) - on-going
- Identify potential funding sources (federal/state/local) and strategies
- Program services over a five-to-ten-year horizon based on availability of resources (short, mid, and long range)
- Draft matrix for CARTA board discussion in July

Next Steps

- Finalize prioritized list of survey improvements
- Develop public survey with prioritized list of service improvements
- Develop Implementation Plan





Thomas Jefferson
Planning District Commission

CARTA Draft Transit Prioritization Projects

MAY 2026

Fixed Route Service Expansion Projects

Route 1

Existing & Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm – 30 minutes
- After 6 pm – 60 minutes

Service Span

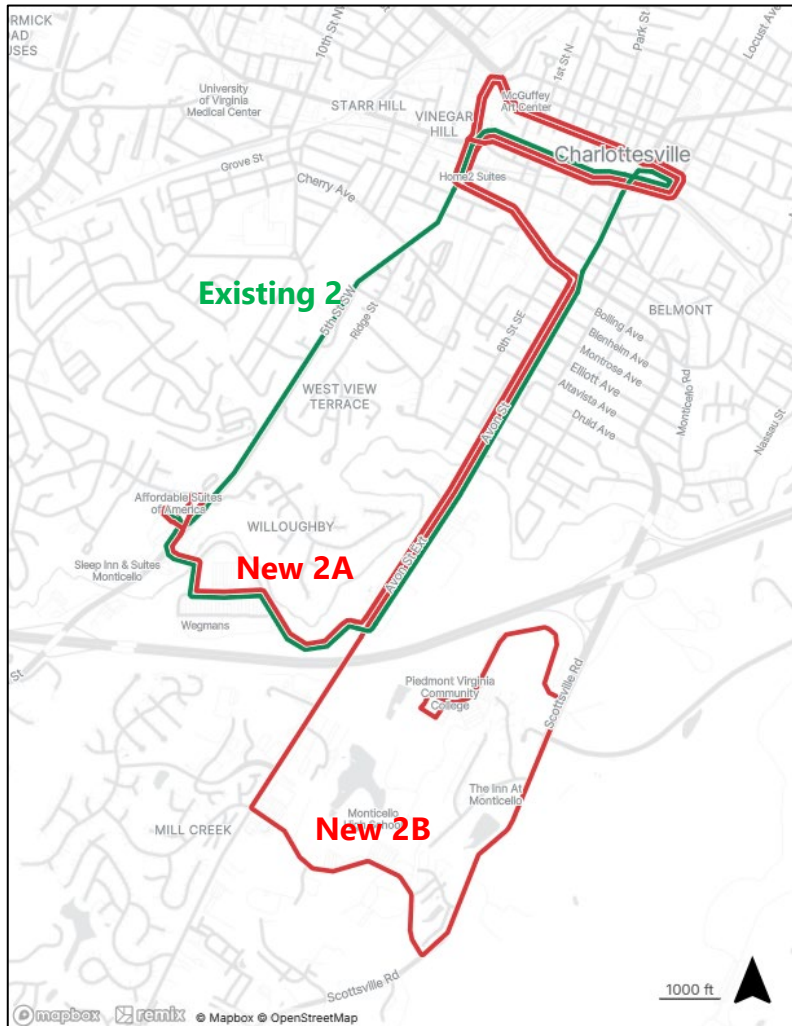
- 6 am to 10:30 pm

Change in Weekday One-Way Trips

- Existing = 34
- Proposed = 57

Route 2

Existing & Proposed Alignment



Alignment Change

- Route modified to have two branches (2A and 2B)

Proposed Frequencies

- 6 am to 6 pm – 30 minutes each on 2A/2B (15 min. on trunk)
- After 6 pm – 60 minutes each on 2A/2B (30 min. on trunk)

Service Span

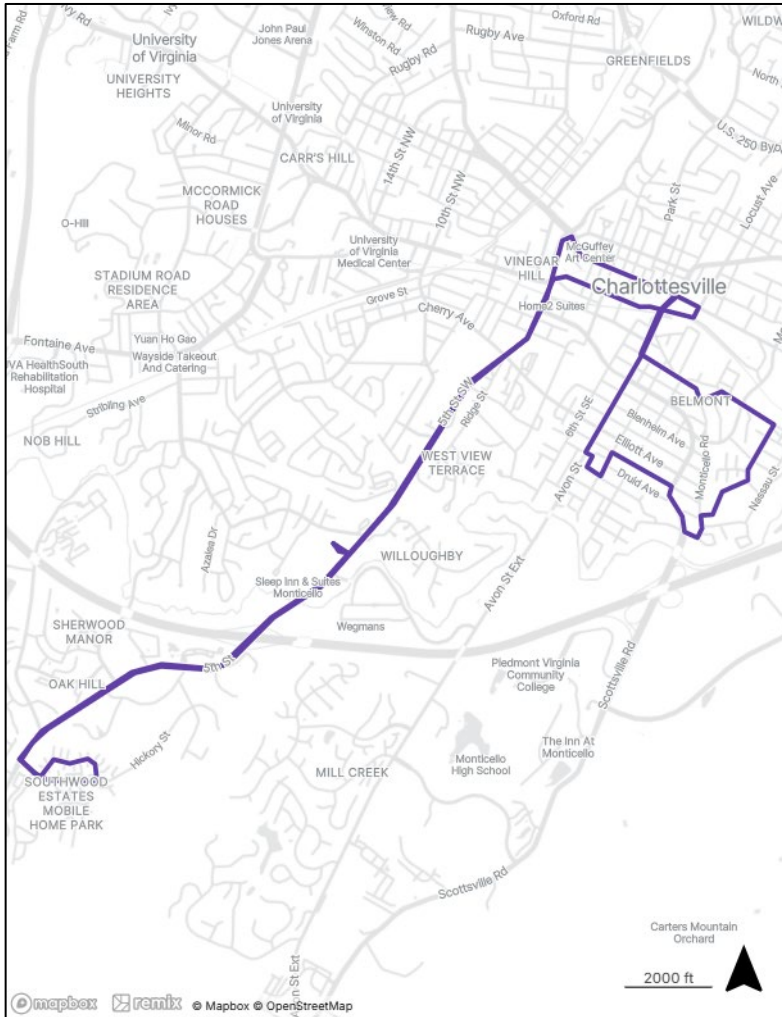
- 6 am to 12 midnight (both patterns)

Change in Weekday One-Way Trips

- Existing = 64
- Proposed = 120

Route 3

Existing & Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm – 30 minutes
- After 6 pm – 60 minutes

Service Span

- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 32
- Proposed = 60

Route 4

Existing & Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm – 15 minutes
- After 6 pm – 60 minutes

Service Span

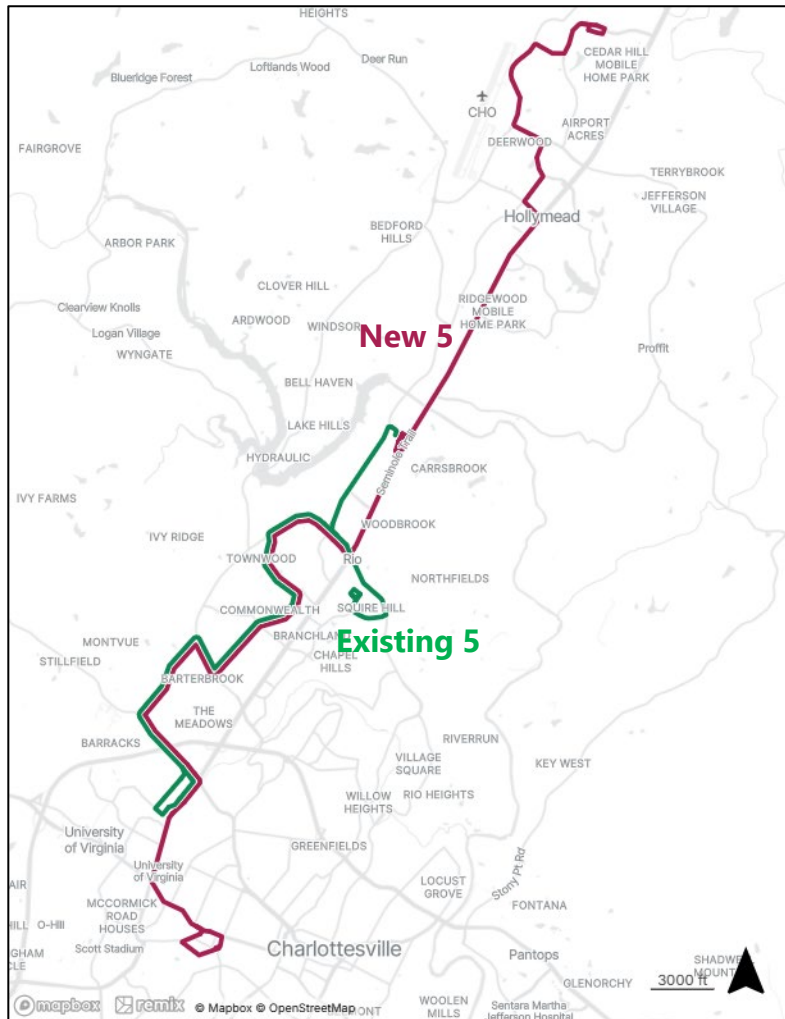
- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 56
- Proposed = 108

Route 5

Existing & Proposed Alignment



Alignment Change

- Route extended north to Hollymead and North Fork, and south to UVA Medical Center
- Two service patterns proposed:
 - 5A to North Fork
 - 5B to Walmart

Proposed Frequencies

- 6 am to 6 pm – 15 minutes
- After 6 pm – 30 minutes

Service Span

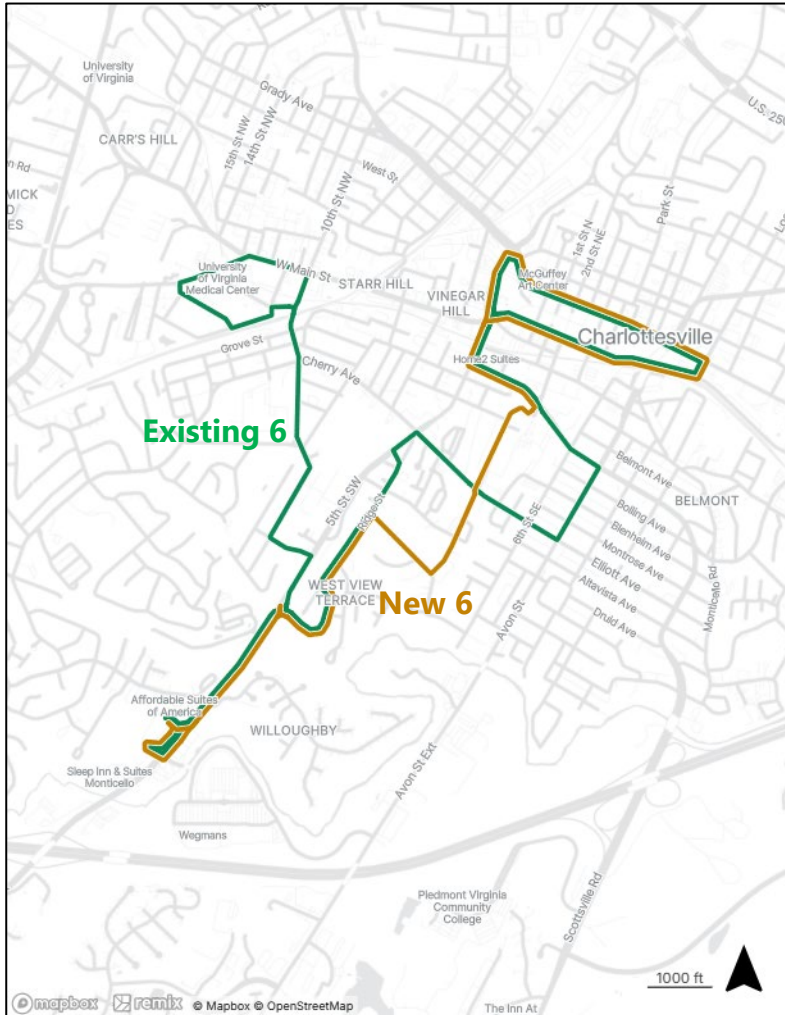
- 6 am to 12 midnight (service until 8 pm north of Walmart)

Change in Weekday One-Way Trips

- Existing = 64
- Proposed = 117

Route 6

Existing & Proposed Alignment



Alignment Change

- Route modified to operate more direction to/from downtown Charlottesville

Proposed Frequencies

- 6 am to 6 pm – 15 minutes
- After 6 pm – 60 minutes

Service Span

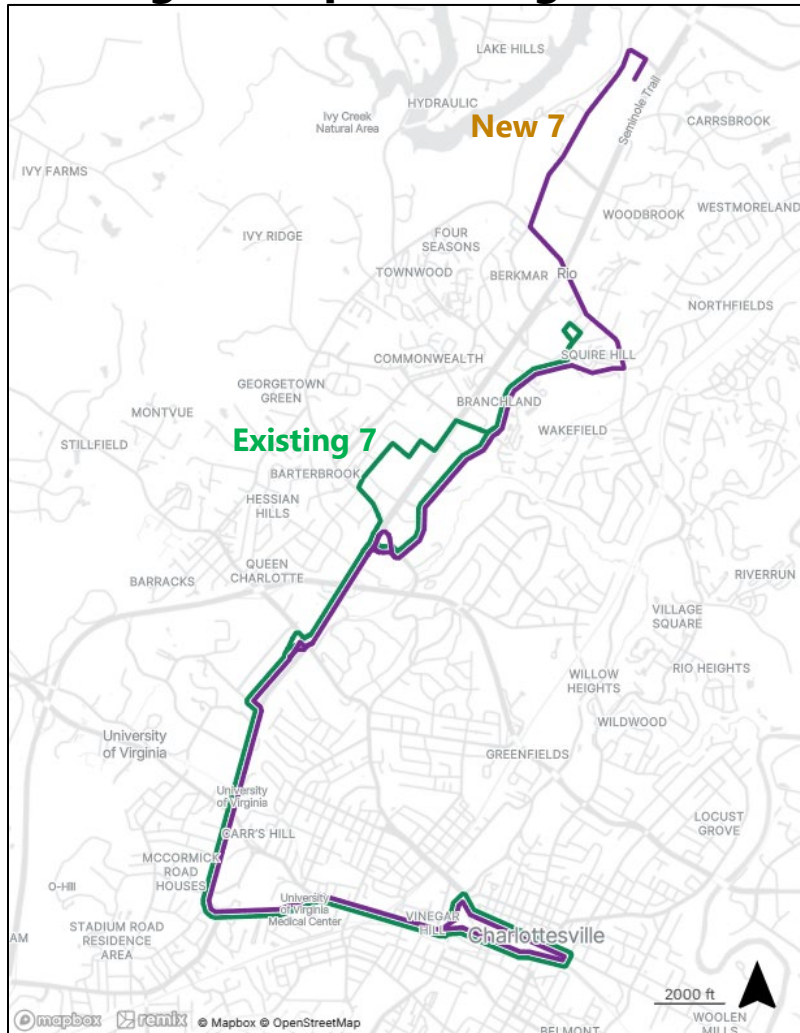
- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 54
- Proposed = 108

Route 7

Existing & Proposed Alignment



Alignment Change

- Route extended north to Walmart
- Corridor service potentially upgraded to BRT

Proposed Frequencies

- 6 am to 6 pm – 15 minutes
- After 6 pm – 30 minutes

Service Span

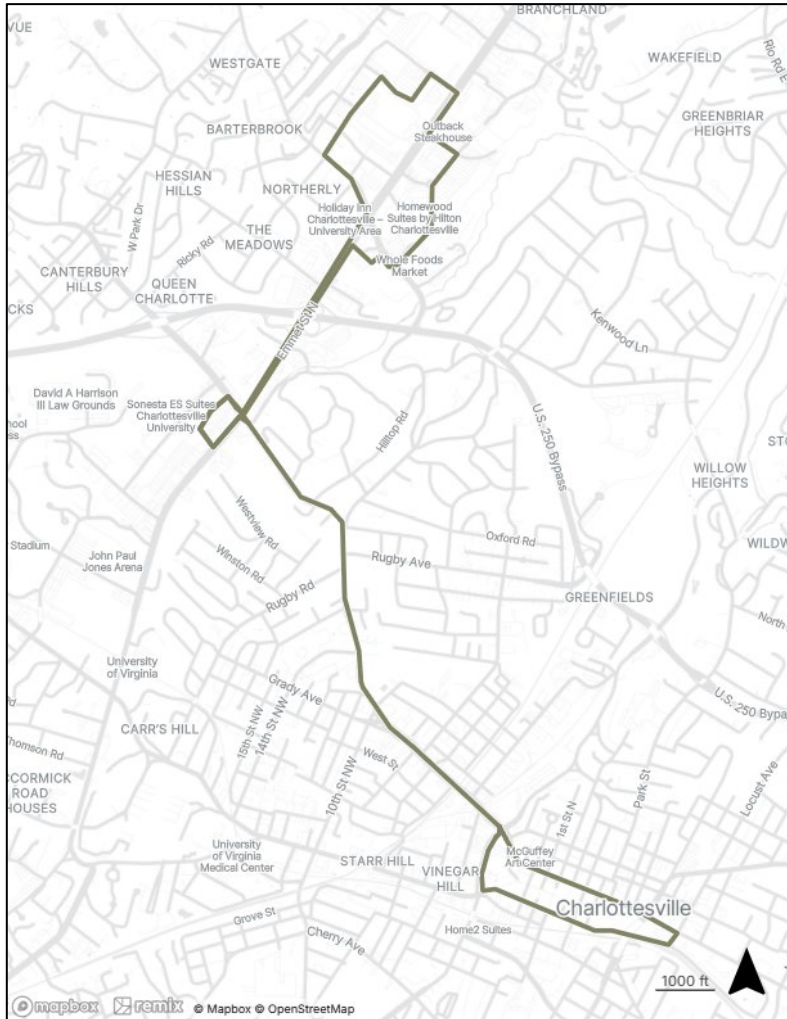
- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 66
- Proposed = 120

Route 8

Existing & Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm – 30 minutes
- After 6 pm – 60 minutes

Service Span

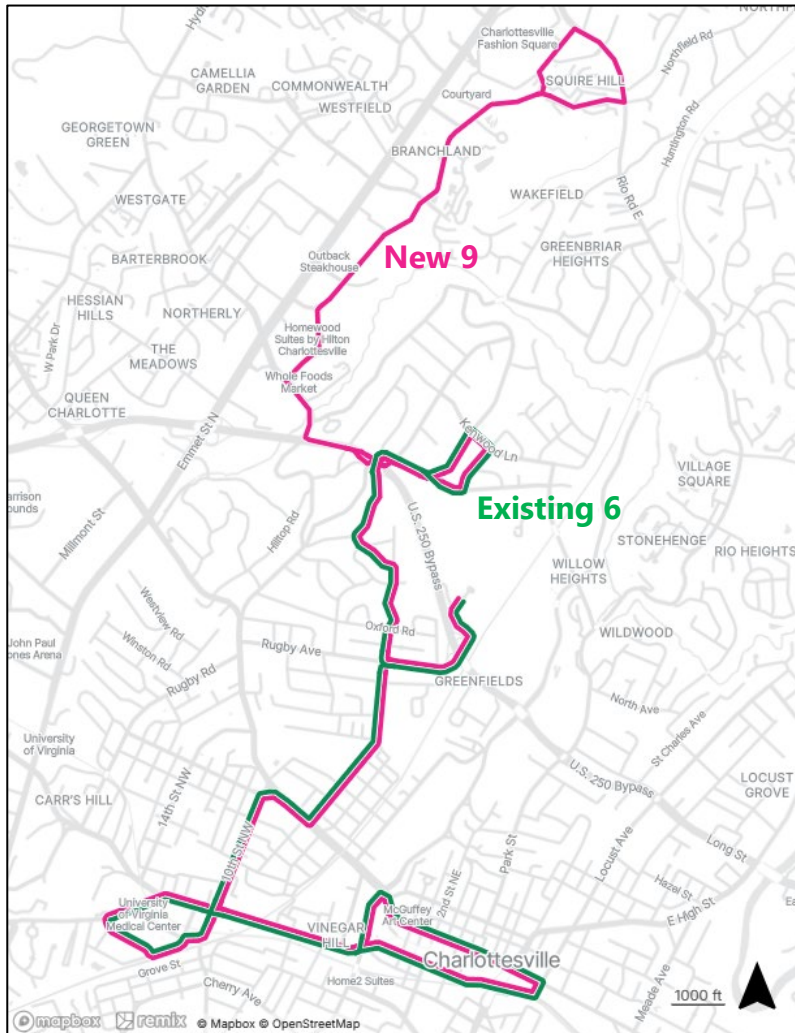
- 6 am to 10:30 pm

Change in Weekday One-Way Trips

- Existing = 24
- Proposed = 57

Route 9

Existing & Proposed Alignment



Alignment Change

- Route extended north to Fashion Square

Proposed Frequencies

- 6 am to 6 pm – 30 minutes
- After 6 pm – 60 minutes

Service Span

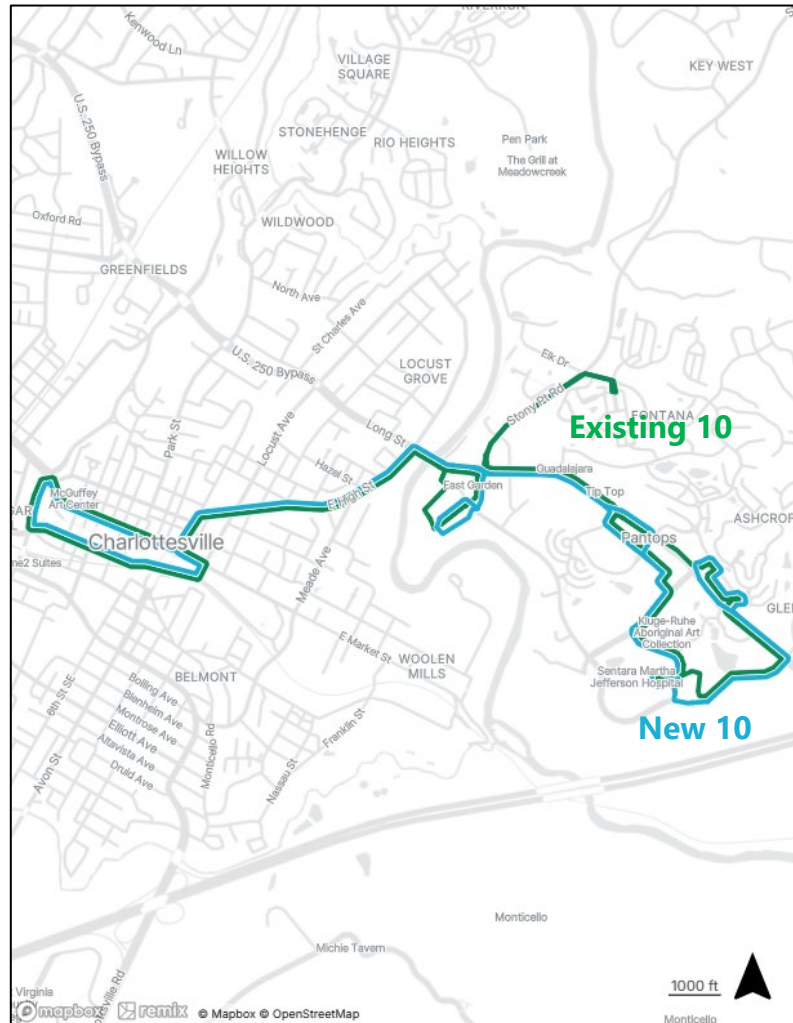
- 6 am to 10:30 pm

Change in Weekday One-Way Trips

- Existing = 46
- Proposed = 57

Route 10

Existing & Proposed Alignment



Alignment Change

- Route modified to operate bi-directionally

Proposed Frequencies

- 6 am to 6 pm – 30 minutes
- After 6 pm – 60 minutes

Service Span

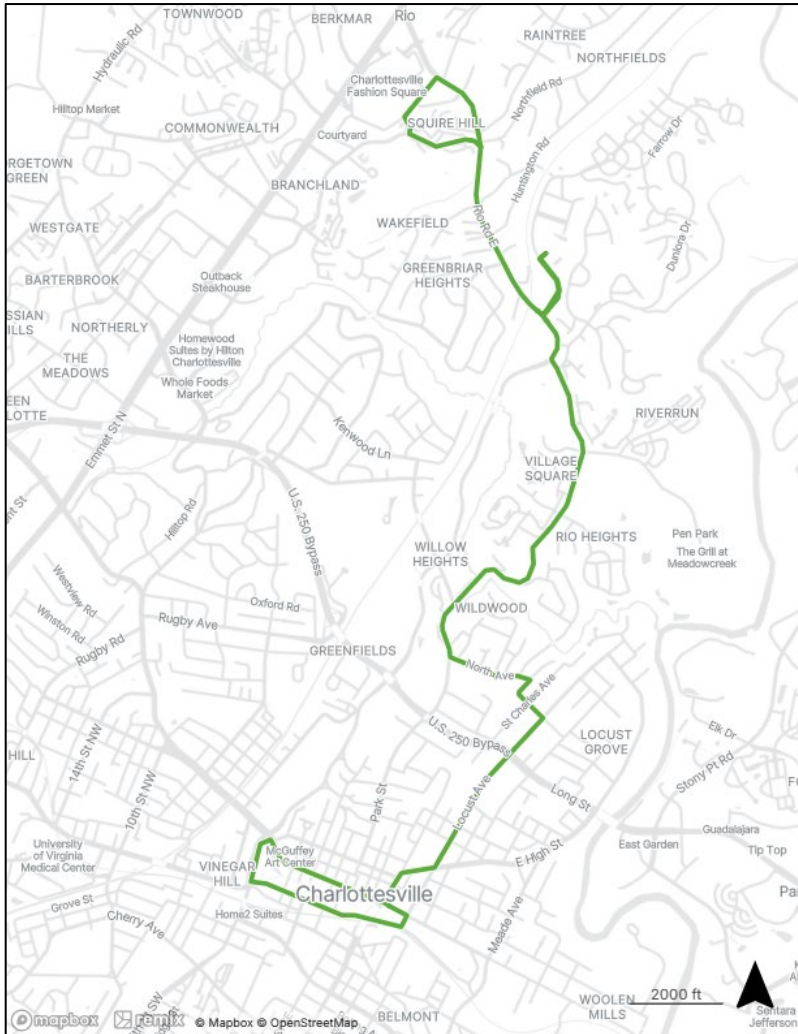
- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 32
- Proposed = 60

Route 11

Existing & Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm – 30 minutes
- After 6 pm – 60 minutes

Service Span

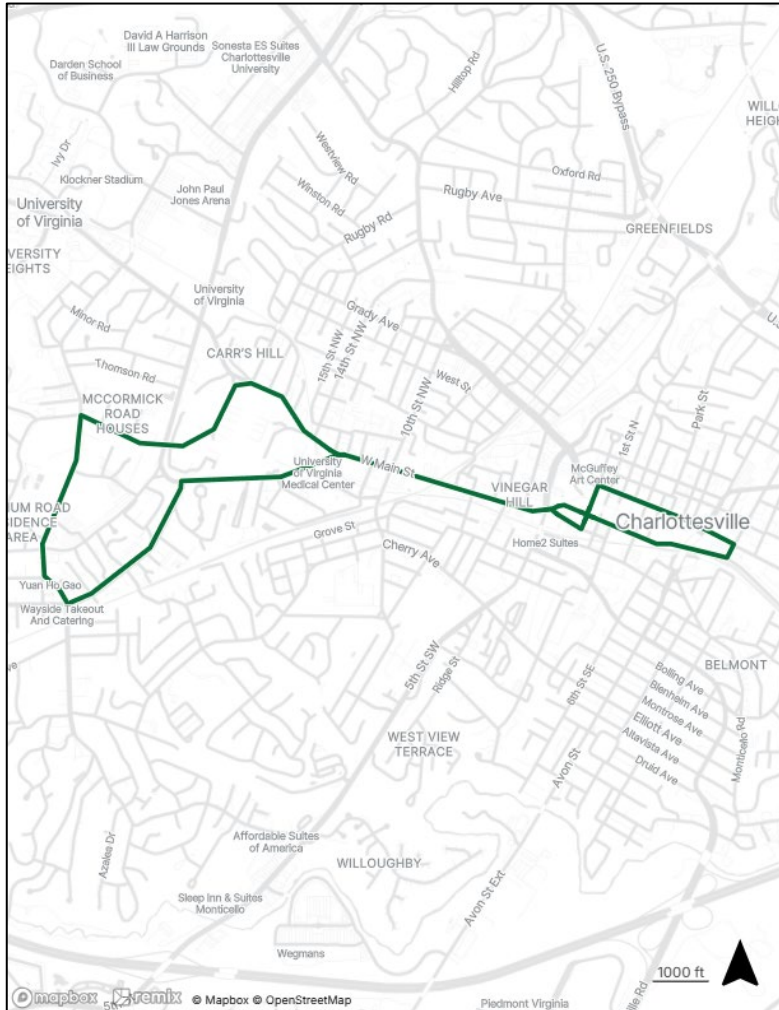
- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 32
- Proposed = 57

Route Trolley

Existing & Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm – 15 minutes
- After 6 pm – 30 minutes

Service Span

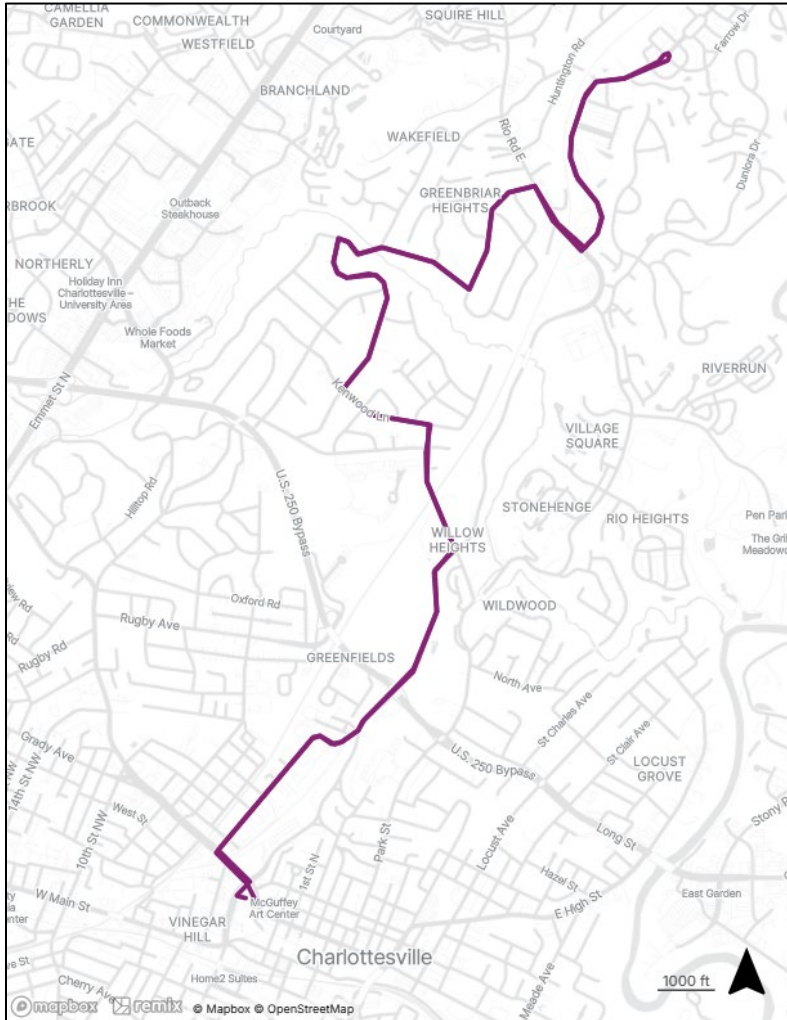
- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 74
- Proposed = 120

Route 15 (New)

Proposed Alignment



Alignment Change

- New proposed route

Proposed Frequencies

- 6 am to 6 pm – 30 minutes
- After 6 pm – 60 minutes

Service Span

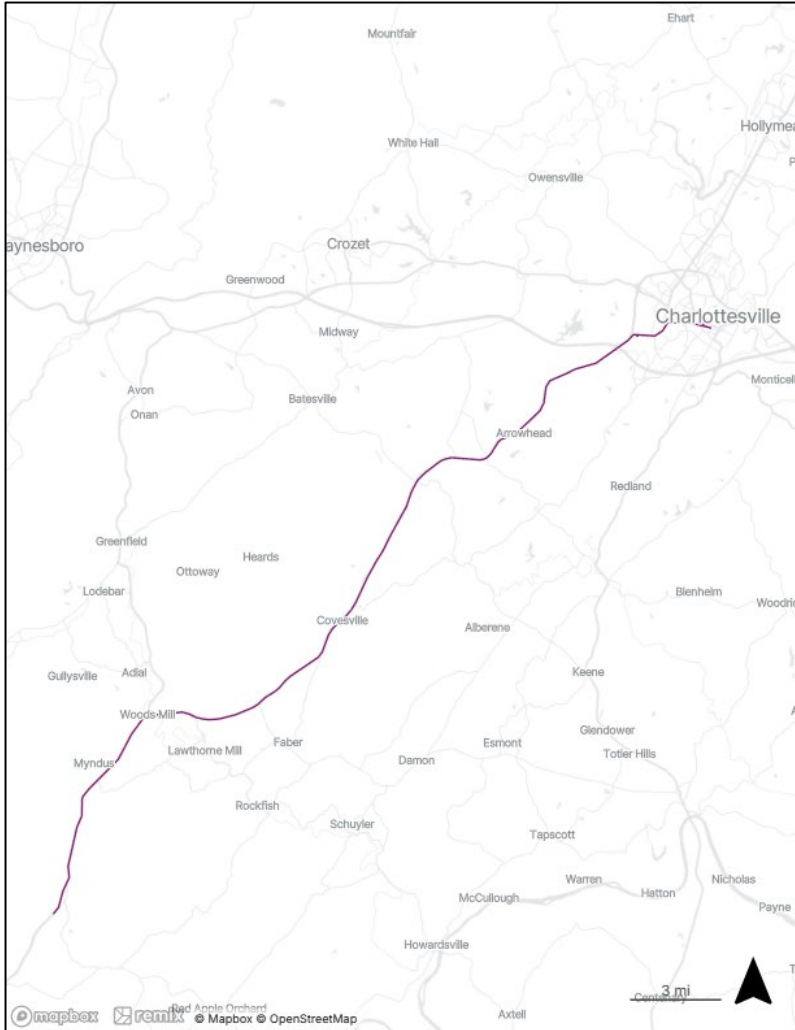
- 6 am to 12 midnight

Change in Weekday One-Way Trips

- Existing = 0
- Proposed = 57

Lovingston Connect

Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm –60 min. peak/120 min. midday

Service Days

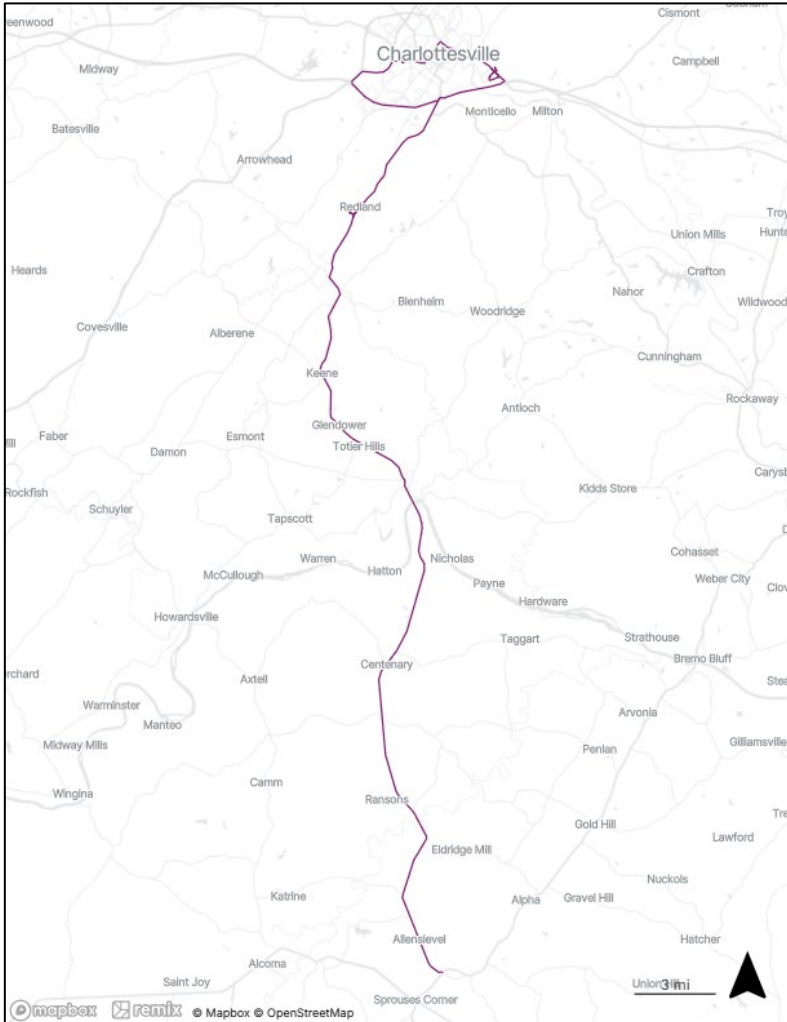
- Weekdays Only

Change in Weekday One-Way Trips

- Existing = 2
- Proposed = 18

Buckingham Connect

Proposed Alignment



Alignment Change

- Buckingham East and North streamlined to one route

Proposed Frequencies

- 6 am to 6 pm –60 min. peak/120 min. midday

Service Days

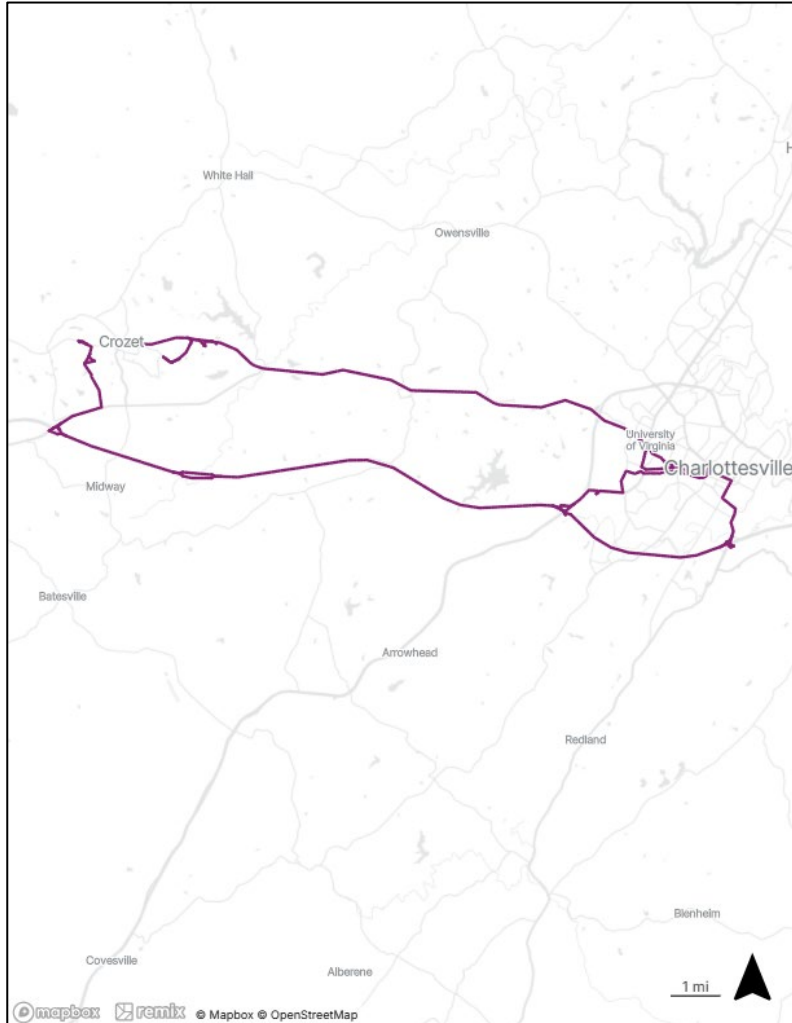
- Weekdays Only

Change in Weekday One-Way Trips

- Existing = 2
- Proposed = 18

Crozet Connect

Proposed Alignment



Alignment Change

- None

Proposed Frequencies

- 6 am to 6 pm –60 min. peak/120 min. midday on East and West route patterns

Service Days

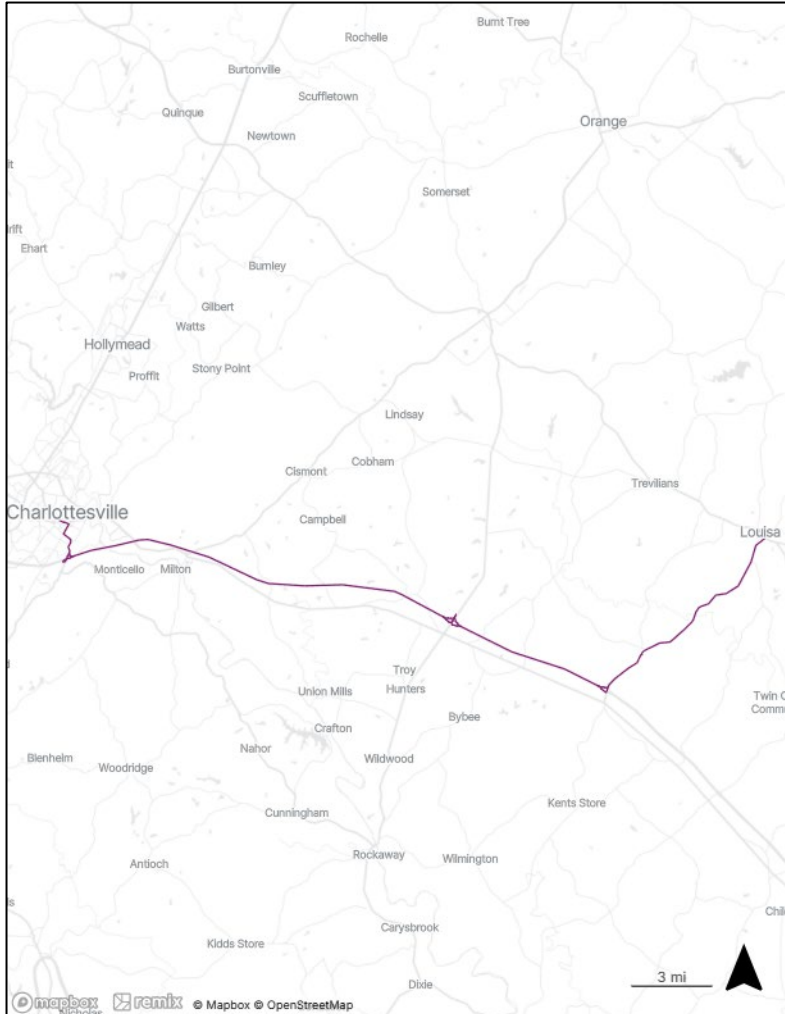
- Weekdays Only

Change in Weekday One-Way Trips

- Existing = 16 (all existing patterns)
- Proposed = 40 (all patterns)

Louisa Connect (New)

Proposed Alignment



Alignment Change

- New

Proposed Frequencies

- 6 am to 6 pm –60 min. peak/120 min. midday

Service Days

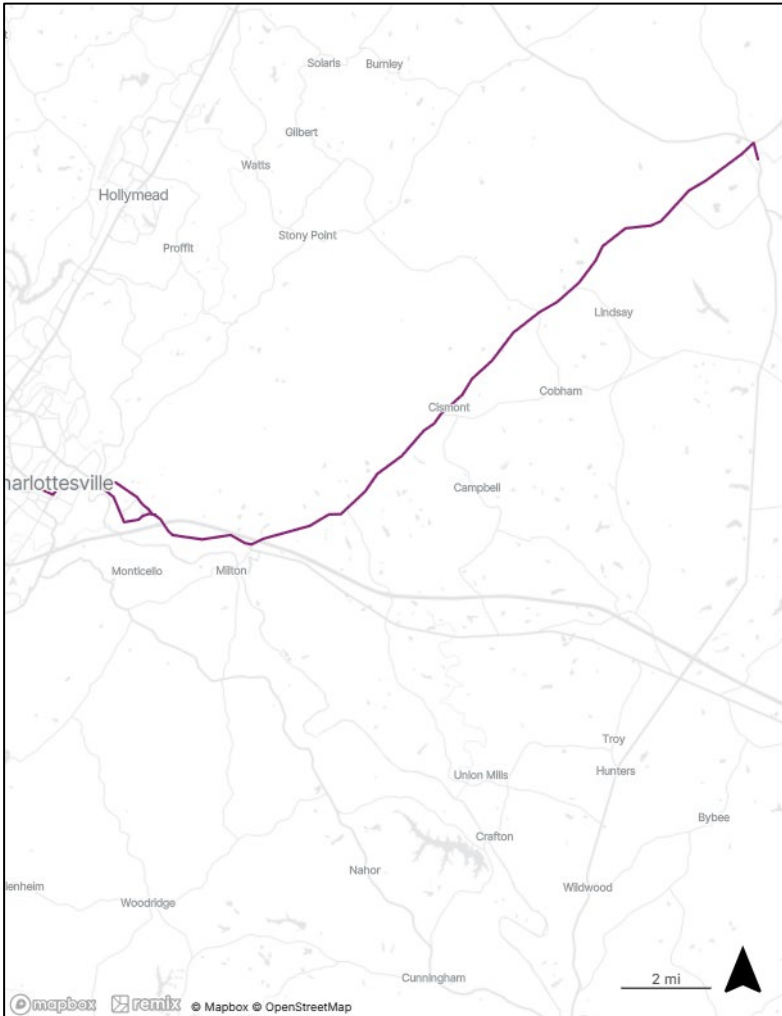
- Weekdays Only

Change in Weekday One-Way Trips

- Existing = 0
- Proposed = 18

Gordonsville Connect (New)

Proposed Alignment



Alignment Change

- New

Proposed Frequencies

- 6 am to 6 pm –60 min. peak/120 min. midday

Service Days

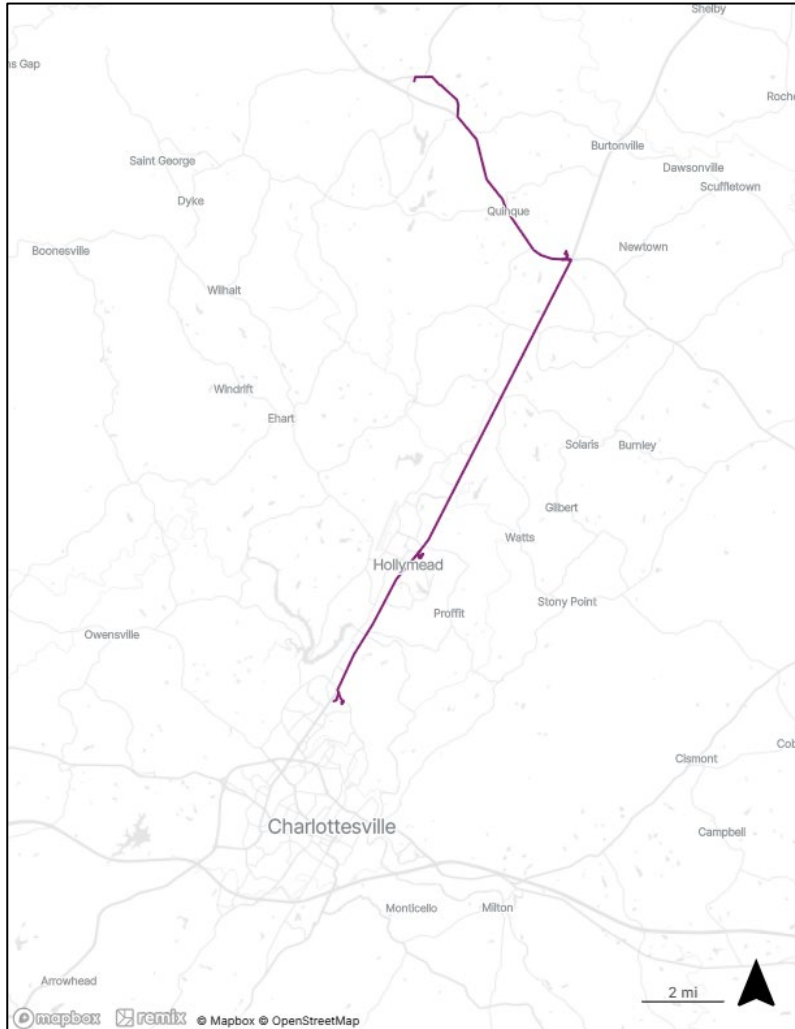
- Weekdays Only

Change in Weekday One-Way Trips

- Existing = 0
- Proposed = 18

Standardsville/US29 Connect (New)

Proposed Alignment



Alignment Change

- New (to Fashion Sq.)

Proposed Frequencies

- 6 am to 6 pm –60 min. peak/120 min. midday

Service Days

- Weekdays Only

Change in Weekday One-Way Trips

- Existing = 0
- Proposed = 18

Gordonsville/Louisa Connect (New)

Proposed Alignment



Alignment Change

- New

Proposed Frequencies

- 6 am to 6 pm –60 min. peak/120 min. midday

Service Days

- Weekdays Only

Change in Weekday One-Way Trips

- Existing = 0
- Proposed = 18

US 29 North Connect

Existing Alignment



Alignment Change

- Eliminate (Route 5 extension covers this route)

Proposed Frequencies

- n/a

Service Days

- n/a

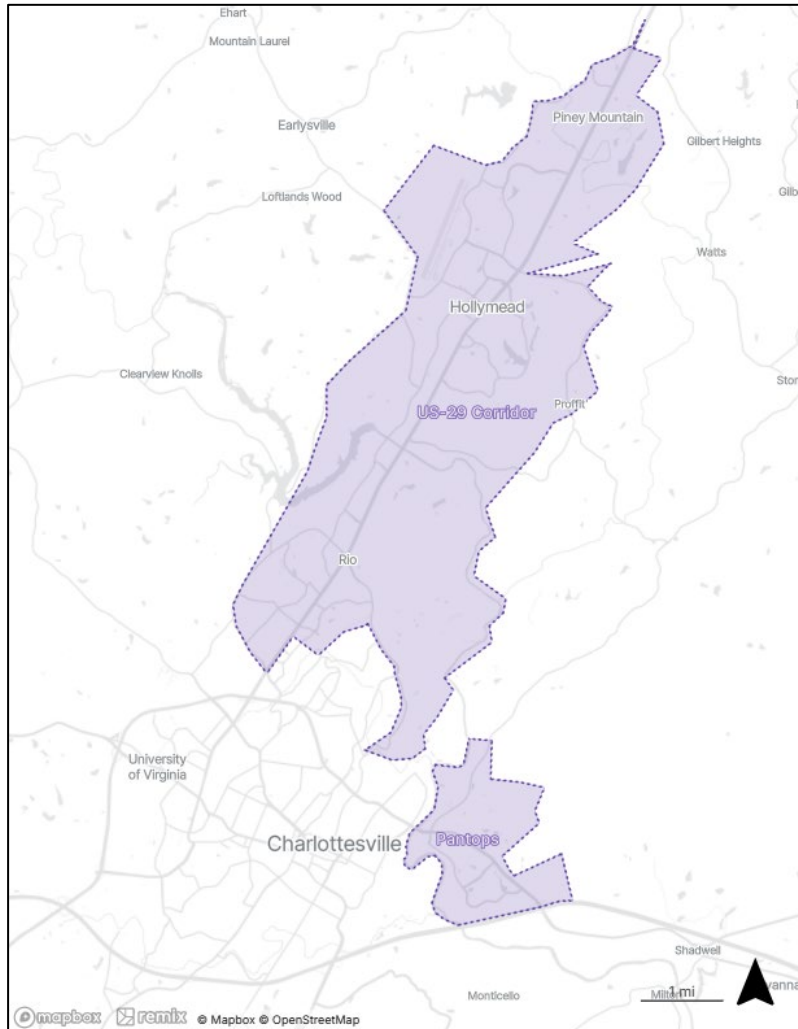
Change in Weekday One-Way Trips

- Existing = 6
- Proposed = 0

On-Demand Service Expansion Projects

US 29 and Pantops

Proposed Service Area



Service Area

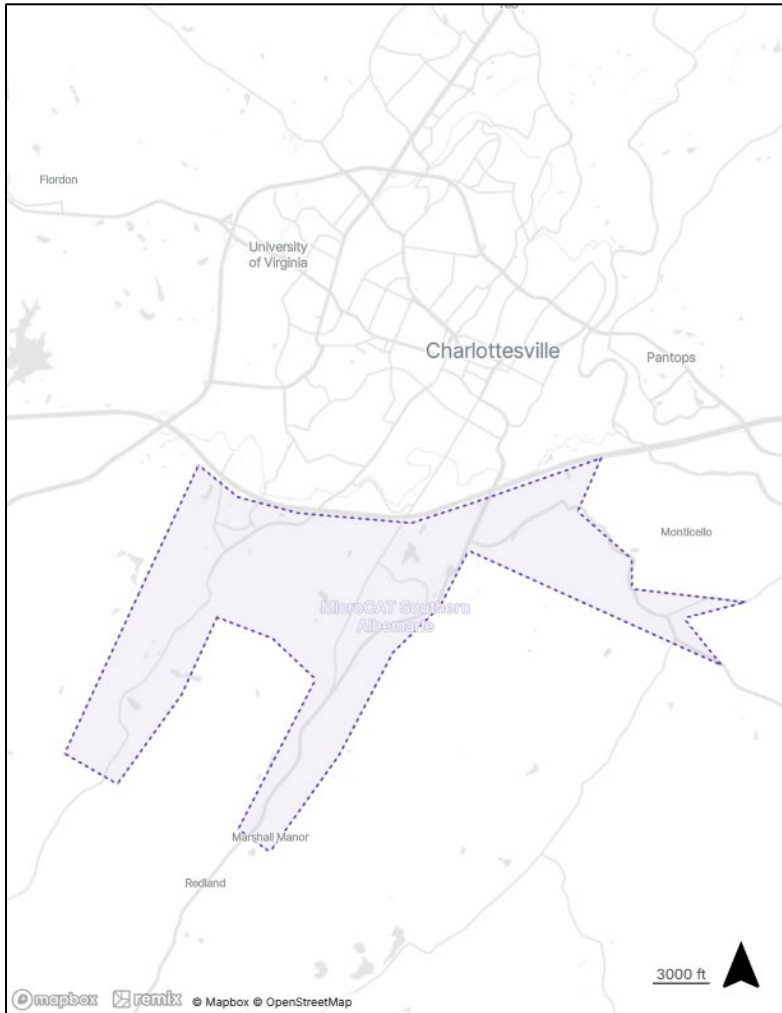
- No change from existing

Service Days and Span

- Mon-Sat: 6:30 am to 9:00 pm

South Albermarle

Proposed Service Area



Service Area

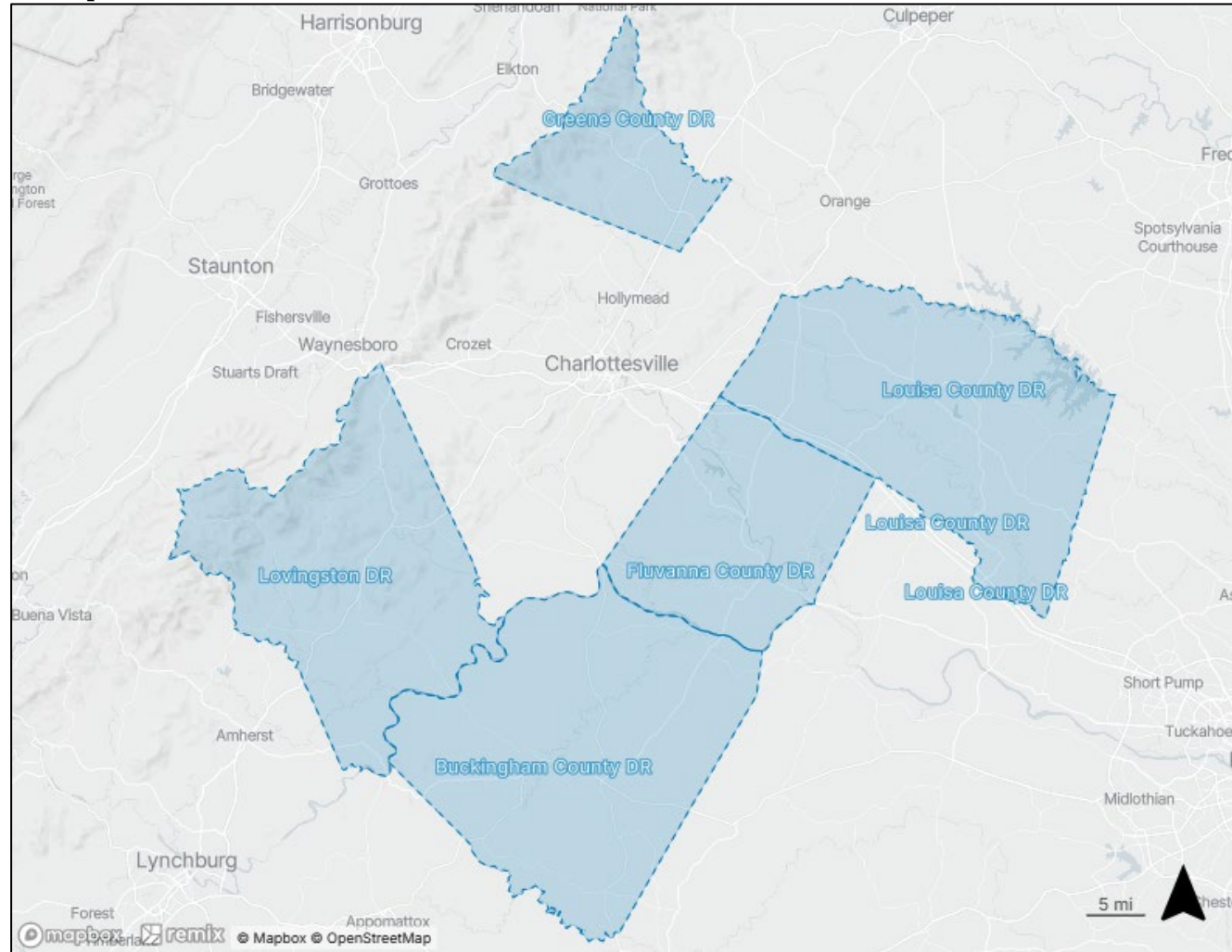
- New

Service Days and Span

- Mon-Sat: 6:30 am to 9:00 pm

Outer County On-Demand Services

Proposed Service Areas



Service Areas

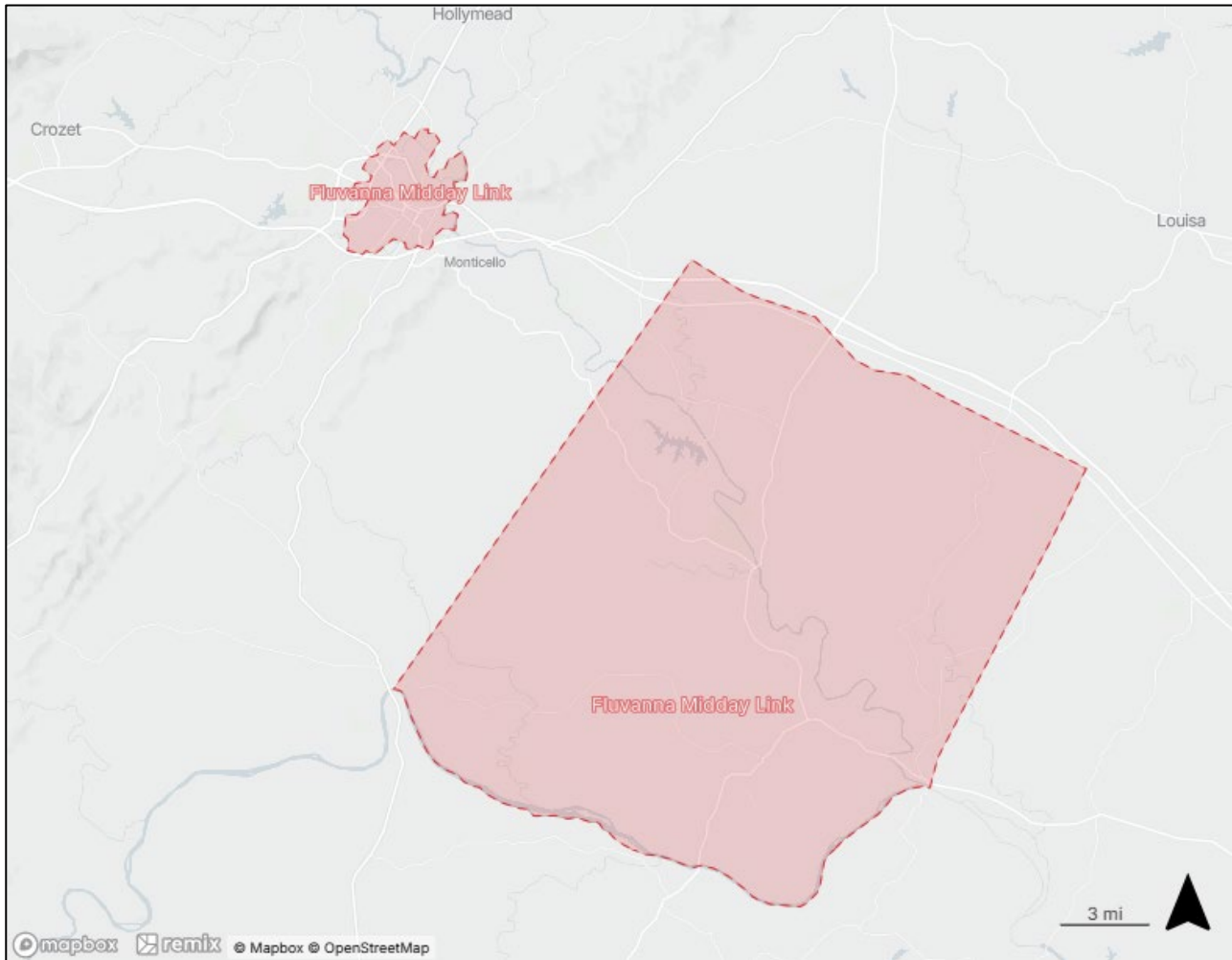
- New (5 zones/areas)

Service Days and Span

- Mon-Sat: 6:30 am to 9:00 pm

Fluvanna Midday Link Service

Proposed Service Areas



Service Areas

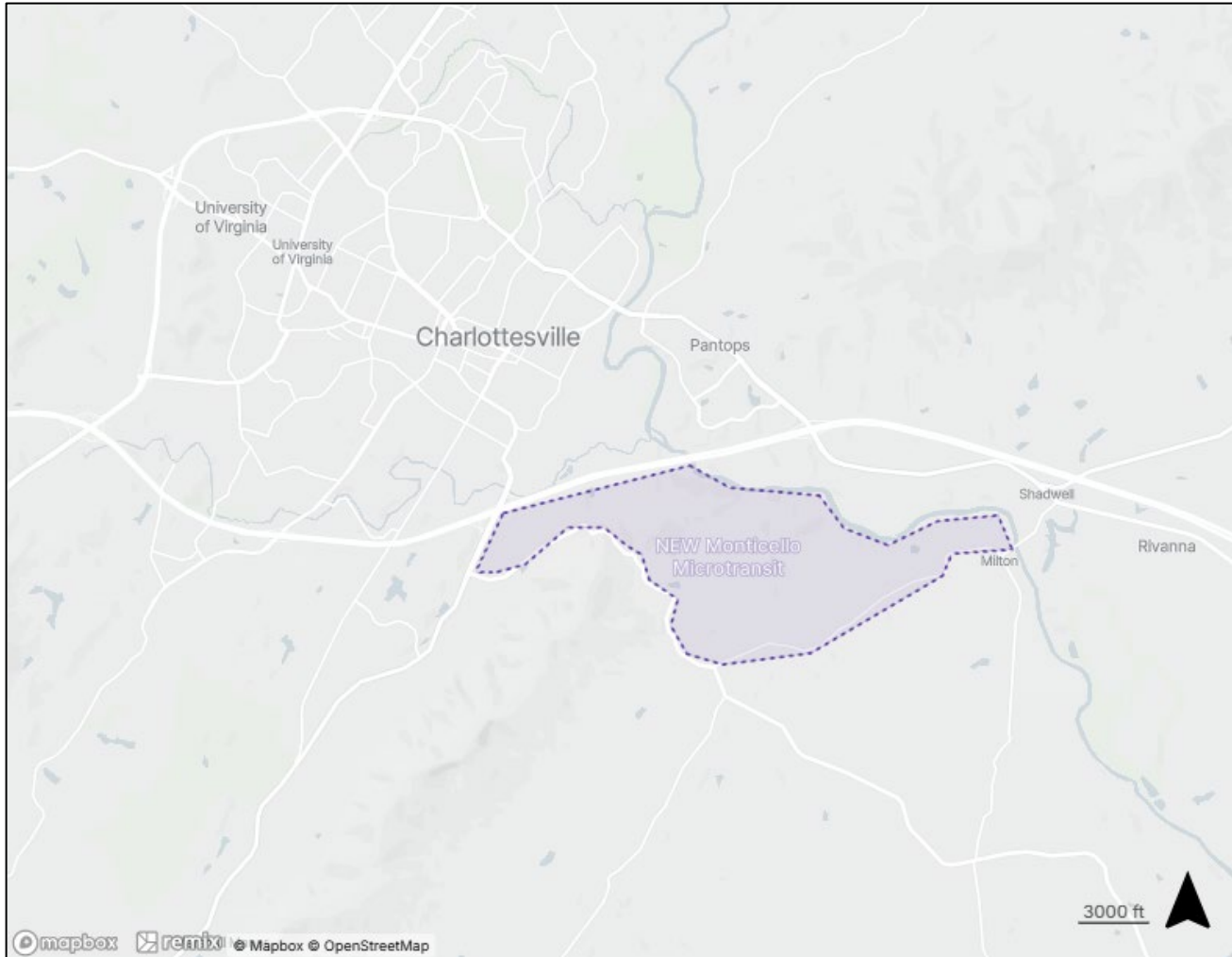
- New

Service Days and Span

- Mon-Sat: 6:30 am to 9:00 pm

Monticello Microtransit Service

Proposed Service Areas



Service Areas

- New

Service Days and Span

- Mon-Sat: 6:30 am to 9:00 pm