

AGENDA
Charlottesville-Albemarle Regional Transit Authority
Board of Directors Meeting

Friday, June 5, 2026 @ 2:00 p.m. - Water Street Center, 407 E. Water Street, Charlottesville, VA

Time	Item
2:00-2:15	1. General Administration (Natalie Oschrin, Chair) <ul style="list-style-type: none"> a. Call to Order b. Introductions and Announcements <ul style="list-style-type: none"> • Mariia Zimmerman, Director, Virginia Department of Rail and Public Transportation (DRPT) c. Acceptance of the agenda*
2:15-2:20	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>
2:20-2:50	3. Central Virginia Transportation Authority (CVTA) Overview (Chet Parsons, CVTA) <ul style="list-style-type: none"> a. Presentation
2:50-3:20	4. Statewide Transit Funding Overview (Grant Sparks, DRPT) <ul style="list-style-type: none"> a. Presentation
3:20-3:45	5. General Discussion (Christine Jacobs, TJPDC)
3:45-4:00	6. Transit Agency Remarks <ul style="list-style-type: none"> a. Charlottesville Area Transit (Garland Williams, CAT) b. Jaunt (Mike Murphy, Jaunt) c. University Transit Services (Scott Silsdorf, UVA)
4 p.m.	7. Adjourn* (Natalie Oschrin, Chair)

* A vote is expected for this item

Next CARTA Board meeting — July 23, 2026

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

<https://us02web.zoom.us/j/83698046357?pwd=hEQDy1hY3a9C5MV1ffbz9TGGdB68Io.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.

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	July 23
March 25 at 9 am (New meeting time)	June 5 at 2 pm (Special DRPT Meeting)	November 12 September 24

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

Revised 6.5.26

The Central Virginia Transportation Authority

May 2026 Update

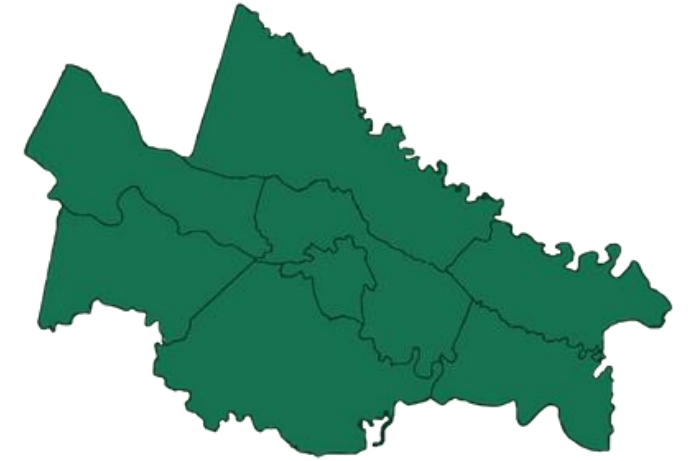
LEGISLATIVE PATHWAY

2013 – Authorities were legitimated

- Northern Virginia and Hampton Roads
- First authorities in Virginia
- Early legal challenges
- Local support was variable
- NVTA 70% Regional / 30% Local
- HRTAC 100% Regional and debt-oriented

2020 General Assembly

- Used HRTAC as a model
- Regional taxing authority more generally accepted
- Seen as a way to compete statewide
- Culmination of years of regional discussions
- CVTA 35% Regional / 50% Local / 15% GRTC

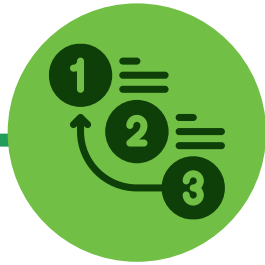


How the CVTA Serves Member Localities & Residents



1 IDENTIFY

The Richmond Regional Transportation Planning Organization (RRTPO) leads transportation planning in the region by identifying priorities in collaboration with residents and interested parties.



2 PRIORITIZE

The CVTA works to collect and pool tax revenues, prioritizing projects at regional levels, based on data-driven scoring.



3 FUND

The CVTA funds transportation projects at the locality level and across the region that align with the plans developed by the RRTPO and the priorities of the Authority.

The Authority administers transportation funding generated through regional fuel and sales/use taxes.



Sales and use tax: 0.7%

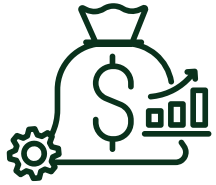


Wholesale gas tax *:
 9.3 cents/gallon of gasoline
 9.4 cents/gallon of diesel fuel

* Indexed for inflation

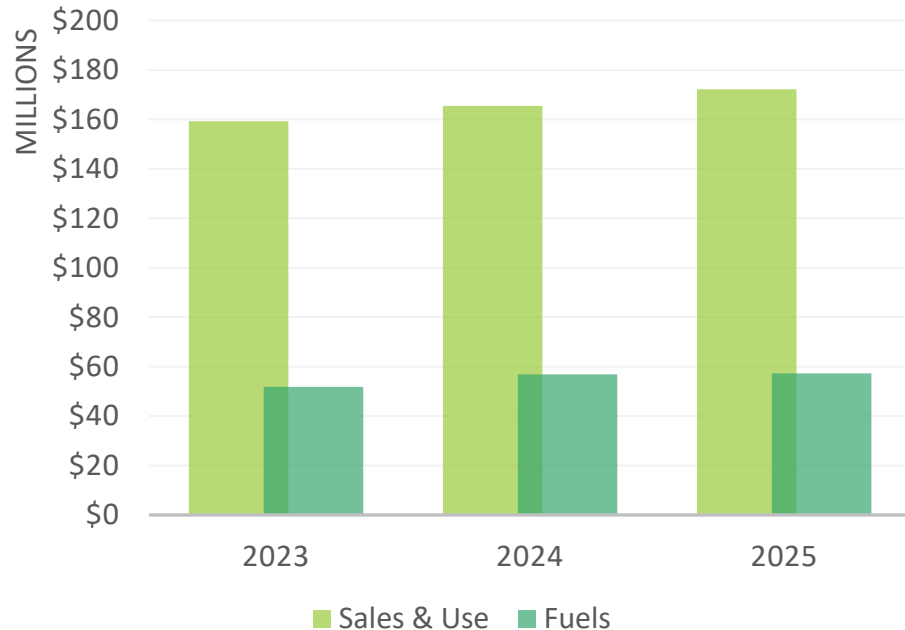
Revenues

Total Receipt of Taxes



Taxes collected from Sales/Use and Fuels have increased incrementally since the creation of the Authority in 2020. These funds are then distributed according to the legislative guidelines for locality, regional, and GRTC proportional allocations.

Year over Year Taxes Collected



Complete financial reports from The Authority can be found at www.cvtava.org

2025

\$229,448,162

Sales and Use:
\$172,219,326

Fuels:
\$57,228,162

2024

\$222,329,187

Sales and Use:
\$165,445,081

Fuels:
\$56,884,106

2023

\$211,035,139

Sales and Use:
\$159,175,280

Fuels:
\$51,859,859



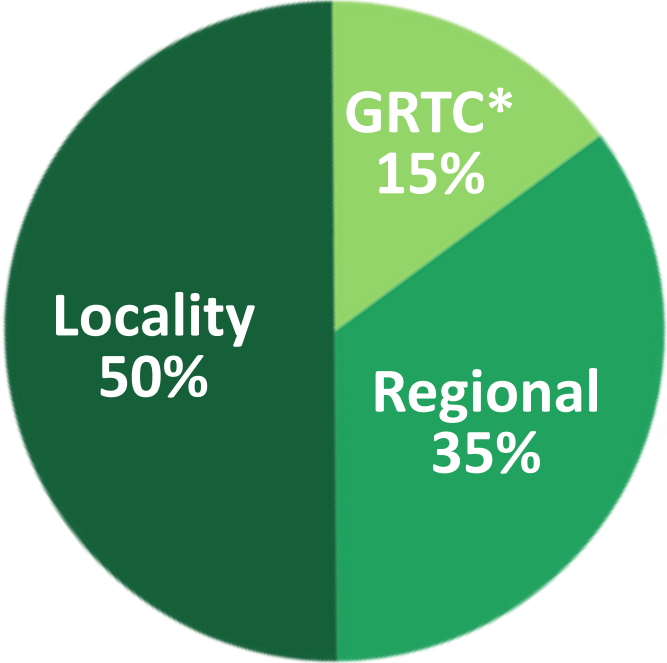
Revenue Distribution

FY 2025 Tax Revenues



Happy AI families paying taxes

The Virginia legislature established the Central Virginia Transportation Authority (CVTA) through House Bill 1541 in 2020. This legislation outlined the specific allocation percentages for the tax revenue generated by the CVTA. Tax revenues for FY 2025 equal \$229,448,162. The majority of that revenue is distributed as follows:



Locality: \$ 114,353,498

Regional: \$ 80,047,448

GRTC*: \$ 34,306,050

* Greater Richmond Transit Company

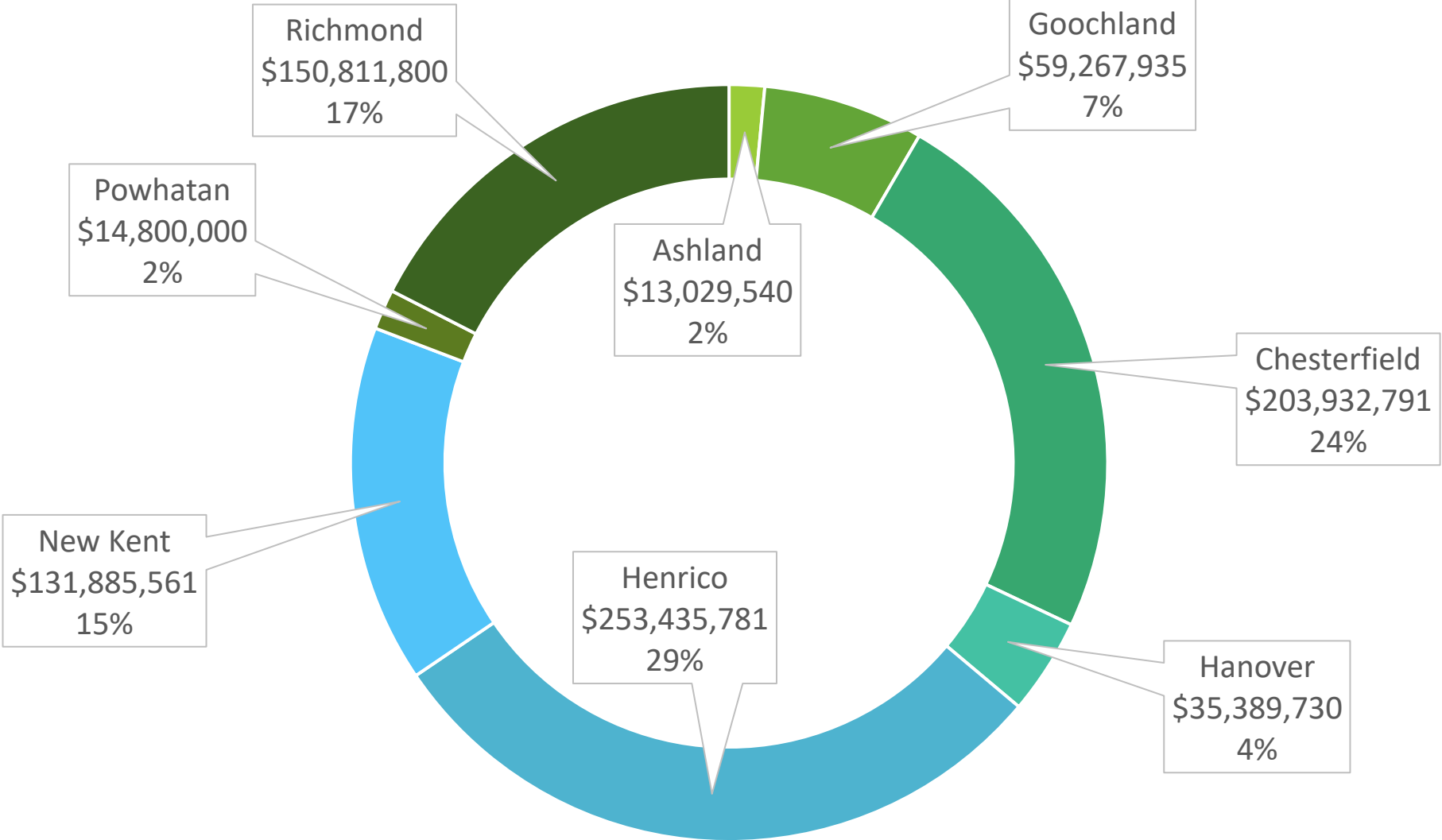


12 new regional projects were approved for funding in FY26 by the Authority.

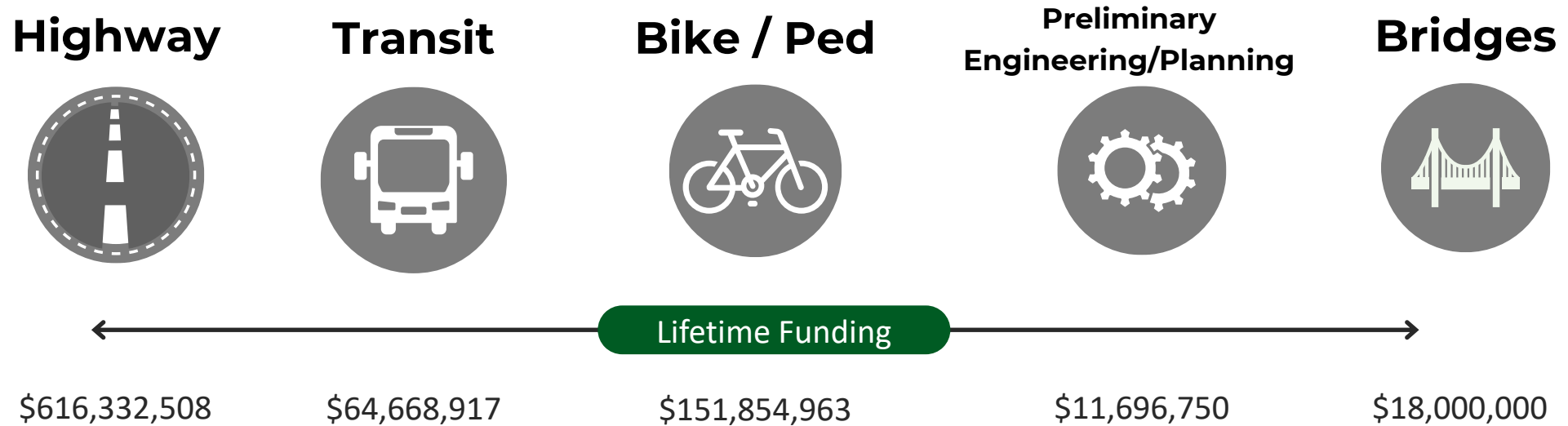
Regional Project Funding

ROUND 4 PROJECT AWARDS -- FEBRUARY 2026

Regionally Funded Projects by Locality, 2021 through 2032



Regionally Funded Projects by Mode, 2021 through 2032

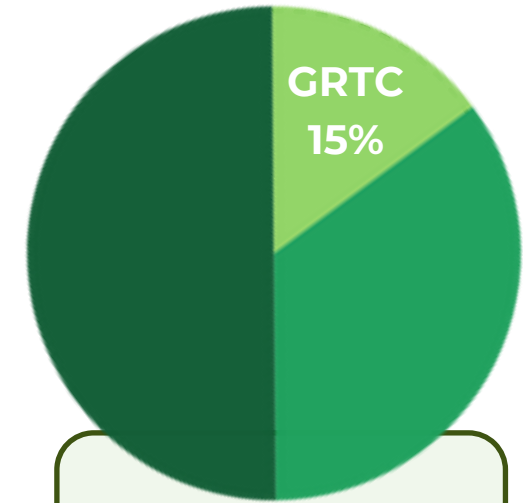


GRTC Funding Commitments



The Greater Richmond Transit Company (GRTC) received \$34,306,050 in FY25 funding for transit and mobility services and other projects.

The 15% funding allocation, set by the Virginia legislature in 2020, ensures that regional transit projects are prioritized and set apart from locality or regional fund distributions, and provide more efficient and comprehensive transit options for the region.



A significant portion of these funds was strategically invested by GRTC to ensure the sustainability of future programs and initiatives.

FY25 Funding Commitment: \$ 34,306,050

Lifetime Funding Commitment: \$ 174,404,602



Regional Public Transportation Plan

*Pending grant awards and board approval

GRTC Operating and Capital Budget						
Expense Category	FY2022	FY2023	FY2024	FY2025	FY2026	*Draft FY2027
Operating Expenses	63,212,364	63,700,000	74,100,000	90,370,287	107,000,000	101,000,000
Capital Expenses	30,866,040	17,900,000	22,135,756	55,813,628	43,000,000	50,000,000

Regional Public Transportation Plan CVTA Approved Spending							
Description	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	Draft FY2027
CVTA Revenue - GRTC	16,424,465	29,501,572	32,057,684	30,795,000	33,900,000	35,100,000	36,300,000
CVTA Expenses							
Maintain Service Levels		21,166,707	22,222,423	22,914,000	24,500,000.00	28,600,000	31,200,000
Capital Needs		633,321	407,423	494,635	1,000,000.00	1,200,000	2,000,000
Studies (RPTP, Micro)		400,000	400,000	250,000		250,000	
Restricted Reserve							
Restricted Reserve	16,424,465	7,301,544	9,027,838	7,136,365	8,400,000	5,050,000	1,900,000
Interest		55,642	593,281	1,548,742	1,817,632	1,880,008	

- GRTC uses funds accrued in the prior year for the next fiscal year's operations
- Estimated total CVTA transit funding to be accrued by June 30, 2026 is \$35.1M
- \$33.2M of CVTA funds to maintain service levels and capital/grant matches
- \$1.9M difference in funds to a restricted reserve for future use.
- Projected total CVTA transit funds distributed in FY2027 are \$36.3 million to be put into restricted reserve.

§ 33.2-3700.

- *Fifteen percent shall be distributed to the Greater Richmond Transit Company (GRTC), or its successor, to provide transit and mobility services in Planning District 15.*
- *The projects and other transportation purposes supported by the revenues shall be approved by the Authority.*
- *The GRTC shall create a separate, special fund in which all revenues received shall be deposited.*
- *The GRTC shall develop a plan for regional public transportation within Planning District 15 in collaboration with the Richmond Regional Transportation Planning Organization in conformance with the guidelines required by § 33.2-286.*
- *The GRTC shall annually provide to the Authority sufficient documentation, as required by the Authority, showing that the revenues distributed under subdivision D 2 were applied in accordance with Authority approval and the guidelines required by § 33.2-286.*
- *The Authority shall develop a prioritization process based on an objective and quantifiable analysis that considers the benefits of projects relative to their cost.*
- *Continued responsibilities for local transit funding. No locality embraced by the Authority shall reduce its local funding for public transit by more than 50 percent of what it appropriated for public transit as of July 1, 2019.*

Regional Allocations

- 35% of tax revenues received
- Used for projects that are not likely to be funded otherwise due to high costs
- Highway, transit, bicycle/pedestrian, bridges, and PE
- Priority is leveraging
- Since 2020, **77 projects** have been supported with \$862.6 million

ROUND 4 PROJECT HIGHLIGHTS

Curb and gutter and sidewalk on both sides of the roadway, grass median, turn lanes, and access management improvements. Also includes storm sewer and stormwater management basin construction.



\$3,993,600

ROUTE 1 - ASHCAKE TO
SOUTHERN CORPORATE LIMITS

Construction of a two-lane road with shared use path on new alignment. The project will include grading for a future four-lane road.



\$21,615,420

POWHITE PARKWAY EXTENDED,
PHASE II (WOOLRIDGE RD - GENITO
RD)

This project will widen US 33/Mountain Road from 2 to 4 lanes, from the 4 lane section (just north of the Henrico county border) to Route 660 Winns Church Road, plus improvements at that intersection.



\$4,000,000

US33 AND MOUNTAIN ROAD
WIDENING

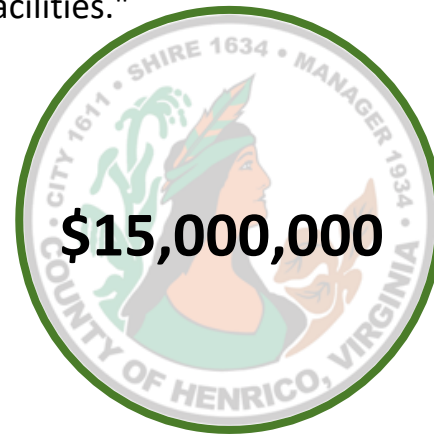
ROUND 4 PROJECT HIGHLIGHTS

The Beulah Road Closure & Relocation would reroute traffic away from the Sandston Readiness Center, thus allowing the VA Army National Guard direct access to Richmond International Airport for their mission (aircraft operations).



BEULAH RD RELOCATION

Design and construction of three storage tracks, one maintenance platform, a service pit, upgrades to the existing railroad signal system, roadway improvements, a parking lot for staff, and a site building for equipment storage and staff facilities."



FULTON YARD LAYOVER FACILITY

Reconfigure the I-95 at Parham Road full cloverleaf interchange to a diverging diamond interchange to create a safer and more efficient interchange. It will also include a pedestrian bridge for a shared use path across I-95.



I-95 AND PARHAM RD INTERCHANGE IMPROVEMENTS

ROUND 4 PROJECT HIGHLIGHTS

Extension of GRTC's Pulse BRT from its current western terminus at Willow Lawn to Parham Road and West Broad Street. This project will construct thirteen (13) BRT station platforms with level boarding along West Broad Street.



PULSE WESTERN EXTENSION
(BRT) - STATIONS

Construct a multi-lane roundabout at Route 249 (New Kent Highway) and Rt 613 (Dispatch Road) with sidewalks in the NW and SE quadrants of the roundabout. The improvements are aimed at achieving operational efficiencies and improving safety.



ROUTE 249 DISPATCH ROAD
ROUNDBOUT

Design and construction of the 75-year old bridge replacement, which will span two existing CSX railway lines and two proposed tracks (high-speed passenger rail and freight). This bridge includes space for people who walk, roll, and bike.



ARTHUR ASHE BOULEVARD
BRIDGE

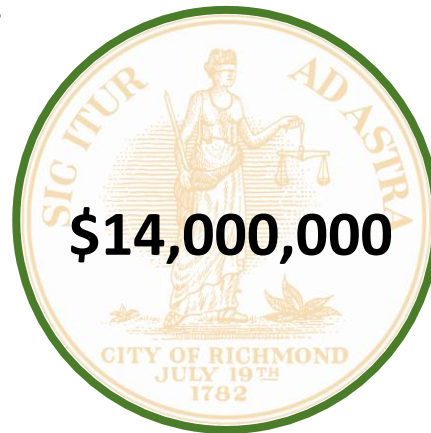
ROUND 4 PROJECT HIGHLIGHTS

Two new bus rapid transit (BRT) dedicated lanes along E. Belt Boulevard (Route 161) between Midlothian Turnpike and Hull Street Road. This project also includes a raised median, 10' shared use path, a 5' sidewalk and a Pedestrian Hybrid Beacon.



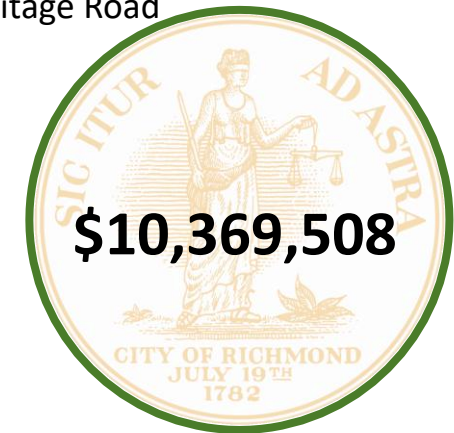
**BELT BOULEVARD TRANSIT
STREETScape**

Converting Oliver Hill Way and 18th Street to two-way streets for connectivity. Roundabouts at Oliver Hill Way and Venable Street, 18th Street and Venable Street, Mosby Street and Venable Street, and Mosby Street/East Leigh Street/O Street.



**SHOCKOE VALLEY STREETS
IMPROVEMENT**

Construction of new neighborhood collector streets, including "Road A" (920 linear feet), "Road B" (1,220 LF), "Road C" (620 LF), and "Road J" (1,370 LF) and new signalized intersections where "Road J" meets Arthur Ashe Boulevard and Hermitage Road



**DIAMOND DISTRICT
TRANSPORTATION INFRASTRUCTURE
PROJECT – PHASE 1A**



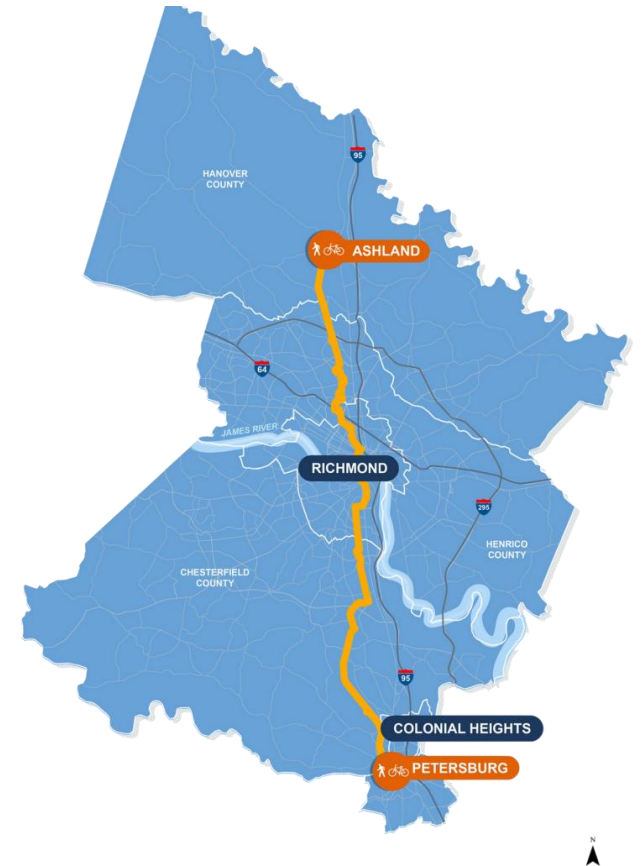
Total Estimate: \$477.4 million
Remaining need: \$195.3 million

VDOT Segments:

- **Northern Section (DB1)** from the Chickahominy River to Ashland
 - Completed Sept 2025
- **Southern Section (DB2)** from the Appomattox River to Route 10
 - Design-Build RFP released Oct 2024
 - NTP June 2025
 - Completion July 2028

Local Segments Funded, Underway or Complete:

- *Henrico*: Park Street, Lakeside Comm Trail 1-3, Brook/Hilliard Road Diet, Villa Park, Longdale
- *Richmond*: Bryan Park, Manchester Bridge, Commerce Ph.1
- *Chesterfield*: Route 1 (Falling Creek – Alcott, Myron – Gettings, Willis - Galena)



What's next?

- DESIGN AND CONSTRUCT COMMITTED PROJECTS
- ROUND 5 REGIONAL FUNDING – FY 2028
- BOND ISSUANCE
- TELL THE REGION'S STORY



Artemis 2 “overview effect” - the realization that everyone back on Earth shares more in common than we realize. Borders and divisions aren't visible from space.





CARTA Board Meeting

June 5, 2026

Grant Sparks, Director of Statewide Transit Programs



VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



DRPT's Role in Transportation

Who are we?



The catalyst to connect and improve the quality of life for all Virginians through innovative transportation solutions



Our vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need



The agency works with rail and public transportation stakeholders to provide service to people throughout Virginia



1992 General Assembly established DRPT as an independent agency separate from VDOT

What do we do?



Allocates state and federal funding through capital and operating grants, as well as grants to support specific enhancements or improvements



Conducts statewide rail and transit studies, including improving service or identifying new opportunities



Plans and programs new services and capital improvement projects, from public transportation to freight and passenger rail



Provides leadership, advocacy, technical assistance, and funding oversight

Virginia's Transit Network

Public Transportation in Virginia



5 VIRGINIA BREEZE BUS ROUTES



41 TRANSIT SERVICE PROVIDERS



60 HUMAN SERVICES TRANSPORTATION OPERATORS



17 TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

Transit Landscape in Virginia

Fixed Route Service Areas
(includes Fixed-Route + ADA Paratransit + Deviated Fixed Route)

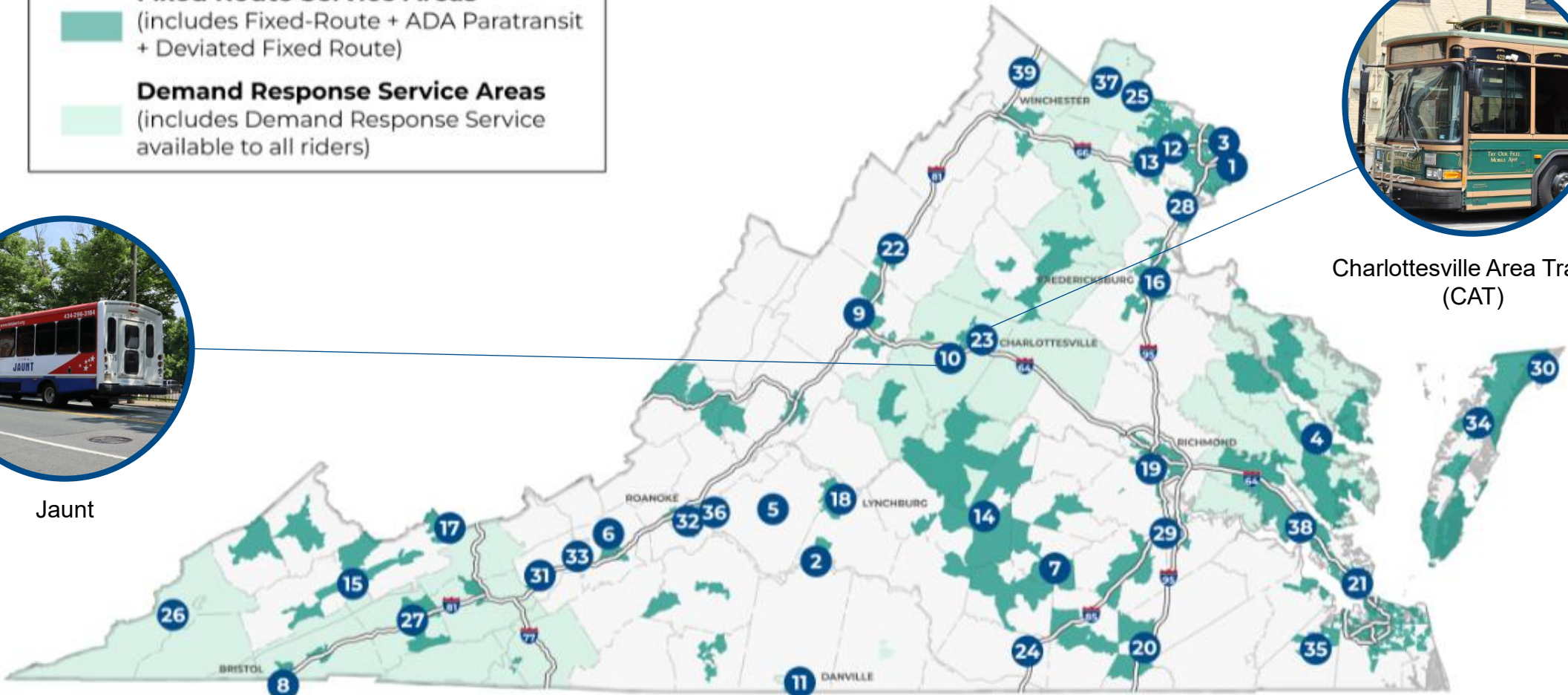
Demand Response Service Areas
(includes Demand Response Service available to all riders)



Jaunt



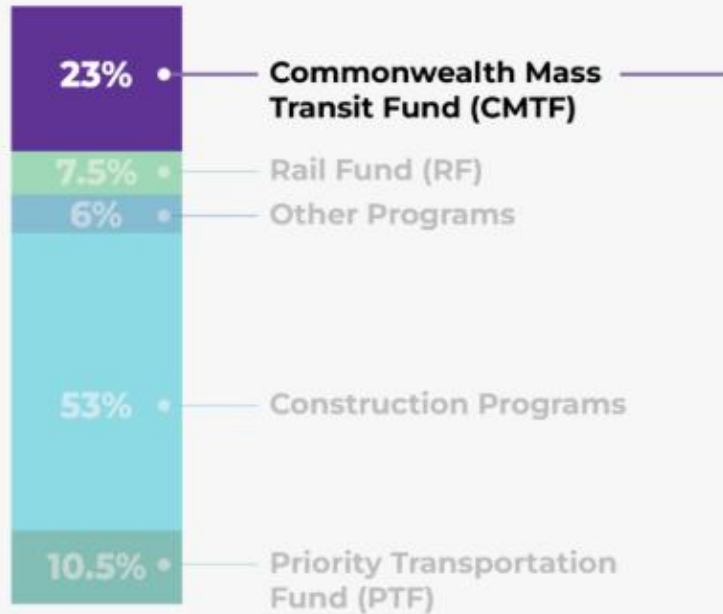
Charlottesville Area Transit (CAT)



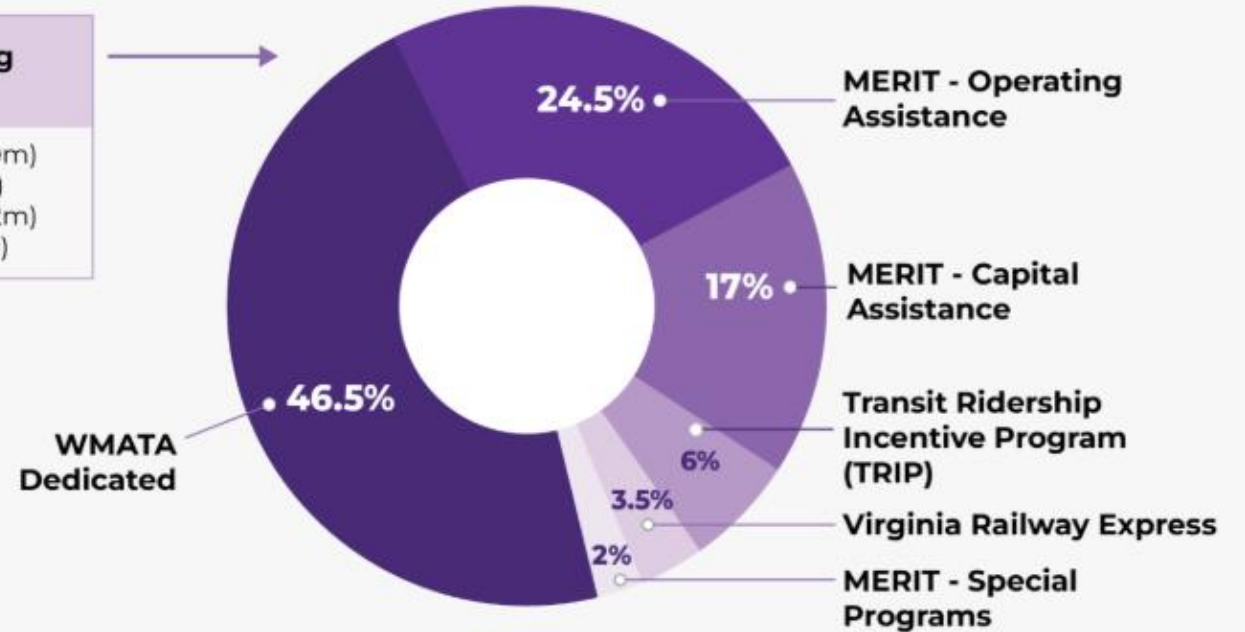
State Transit Funding

Commonwealth Mass Transit Fund (CMTF)

Transportation Trust Fund (TTF)



Commonwealth Mass Transit Fund (CMTF)



MERIT Operating Assistance

FY27 MERIT Operating Assistance Recommended Award: \$138.8M

- Eligible transit agencies receive state operating funds through a formula that considers:
 - **Sizing Metrics**
 - Costs, Ridership, Revenue Hours, Revenue Miles
 - **Performance Metrics**
 - Passengers/Hour, Passengers/Mile, Cost/Hour, Cost/Mile, Cost/Passenger
- Draft FY27 Six-Year Improvement Program (SYIP) Operating Allocations:
 - CAT: \$3.7M
 - Jaunt: \$970K
- The average operating allocation in the Draft FY27 SYIP accounts for 23% of transit agency operating expenses.

MERIT Capital Assistance

FY27 MERIT Capital Assistance Recommended Award: \$101M

- MERIT Capital Assistance is a discretionary program that prioritizes State of Good Repair (SGR) projects over enhancement/expansion projects.
- Draft FY27 SYIP Capital Allocations:
 - CAT: \$6.3M
 - Vehicle replacements, new facility E&D, maintenance equipment, ITS equipment
 - Jaunt: \$1.9M
 - Vehicle replacements, spare parts, maintenance equipment, on-board tablets, etc.
- State capital funding typically accounts for 68% of total project costs with the exception of “Major” capital projects where state funding is capped at 50%.

Other State Funding Programs

Transit Ridership Incentive Program (TRIP)

- TRIP funds regionally significant transit projects, zero/reduced fare projects, public safety projects, and passenger amenity projects.
 - Draft FY27 SYIP TRIP Allocation (CAT): \$1.3M – Bus Shelters

MERIT Special Programs

- MERIT Special Programs fund pilot projects, innovation projects, new studies/plans, and workforce development projects.
 - Draft FY27 SYIP Allocation (Jaunt): \$490K – Pilot projects in Fluvanna, Louisa, Greene County

SMART SCALE

- SMART SCALE funds capital transportation projects that expand capacity (ex: buses and infrastructure for a new Bus Rapid Transit service).

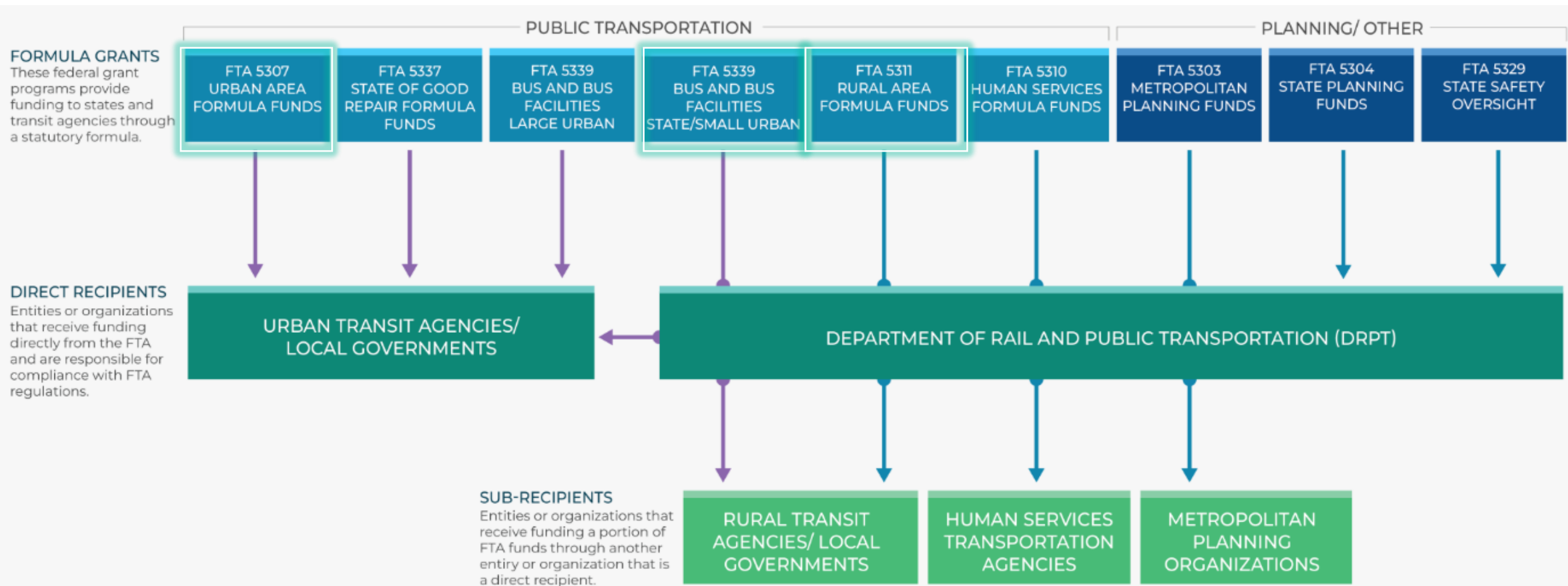
Federal Transit Funding

Federal Funding Programs

The Federal Transit Administration (FTA) apportions federal transit funding based on geography, not agency:

- **Urbanized Areas (UZAs) with Population >200K: Large Urban**
 - A single agency is identified as the Designated Recipient for each Large Urban area (typically the primary transit provider).
- **Urbanized Areas (UZAs) with Population 50K-200K: Small Urban**
 - DRPT is the Designated Recipient of FTA funding for all Small Urban areas in Virginia.
 - CAT is the Direct Recipient of FTA funding for the Charlottesville UZA.
- **Areas with Population <50K: Rural**
 - DRPT is the Designated and Direct Recipient of FTA funding in all Rural areas in Virginia.
 - Jaunt is a Subrecipient to DRPT for Rural FTA funding.

Federal Transit Administration (FTA) Programs



Federal Funding: Small Urban Areas

FTA Section 5307 Formula Program

- FTA Section 5307 Formula Program is the primary federal funding program for urban transit providers (ex: CAT).
- It can be used for capital or operating expenses.
- The funding formula is primarily based on population and population density but also includes a performance-based set aside that offers additional 5307 funding for agencies that are deemed as high performers (i.e. Small Transit Intensive Cities (STIC) funding).
- FTA apportions 5307 funding for Small Urban areas to states, who then suballocate these funds to transit agencies in these areas.
- Draft FY27 SYIP 5307 Allocation (CAT): \$4.3M

Federal Funding: Small Urban Areas

FFY26 FTA Small Transit Intensive Cities (STIC) Funding Table

Urbanized Area (UZA) Description	Passenger Miles per Vehicle Revenue Mile	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Capita	Vehicle Revenue Hour per Capita	Passenger Miles per Capita	Passenger Trips per Capita	Number of Performance Factors Met or Exceeded	STIC Funding: @ ≈ \$542,412 per Factor Met or Exceeded
Avg for UZAs with Populations 200K - 999K	4.71630	80.71282	10.44697	0.66475	55.43578	8.64342		
Blacksburg-Christiansburg, VA	6.41545	72.06129	19.20521	1.70360	118.26413	56.35819	5	\$2,712,061
Charlottesville, VA	2.07478	24.14498	10.57134	0.93825	10.86108	9.75741	3	\$1,627,236
Fredericksburg, VA	5.74030	320.46131	4.04324	0.23144	5.11235	2.00105	2	\$1,084,824
Harrisonburg, VA	4.30619	43.20340	10.47545	1.04411	45.10930	25.58194	3	\$1,627,236
Lynchburg, VA	1.88457	27.39471	9.22254	0.63445	17.38049	4.66383	0	\$0
Staunton-Waynesboro, VA	0.00000	0.00000	5.90150	0.39472	0.00000	2.77200	0	\$0
Williamsburg, VA	3.63973	59.39870	9.94419	0.60934	36.19418	12.43867	1	\$542,412
Winchester, VA	0.00000	0.00000	3.97287	0.30306	0.00000	2.17453	0	\$0

Federal Funding: Rural Areas

FTA Section 5311 Formula Program

- The FTA Section 5311 Formula Program is the primary federal funding program for rural transit providers (ex: Jaunt).
- It can be used for capital or operating expenses.
- The funding formula is based primarily on rural land area and population.
- FTA apportions 5311 funding to states and states suballocate funding to rural transit agencies.
 - DRPT suballocates 5311 Operating funds based on submitted transit agency budgets for the upcoming year.
 - DRPT suballocates 5311 Capital funding using the same prioritization process as MERIT Capital.
- Draft FY27 SYIP 5311 Allocation (Jaunt):
 - Operating: \$3M
 - Capital: \$259K

Federal Funding: Small Urban AND Rural Areas

FTA Section 5339a Formula Program

- The FTA Section 5339a Formula Program is the federal funding program for both small urban and rural transit providers.
- It can only be used for capital expenses.
- The funding formula is based primarily on rural land area and population.
- FTA apportions funding to states and states suballocate funding to small urban and/or rural transit agencies.
 - DRPT utilizes its MERIT Capital prioritization process to determine allocations.
- Draft FY27 SYIP 5339a Allocation
 - CAT: \$2.5M
 - Jaunt: \$618K

Federal Funding: Discretionary Programs

- **US DOT BUILD**
 - Funds capital infrastructure projects
 - \$5M minimum award (Urban) and \$1M minimum award (rural)
- **FTA Capital Investment Grants (CIG)**
 - Primary federal funding source for new BRT/passenger rail projects
 - Match rates are scaled based on the size of the project
- **FTA Buses and Bus Facilities (5339b)**
 - Funds buses and passenger facility projects
 - 80% standard federal share
- **FTA Low/No Emissions (5339c)**
 - Funds low and no emission bus and infrastructure projects
 - 80-90% federal share depending on project type

FY27 State and Federal Transit Funding

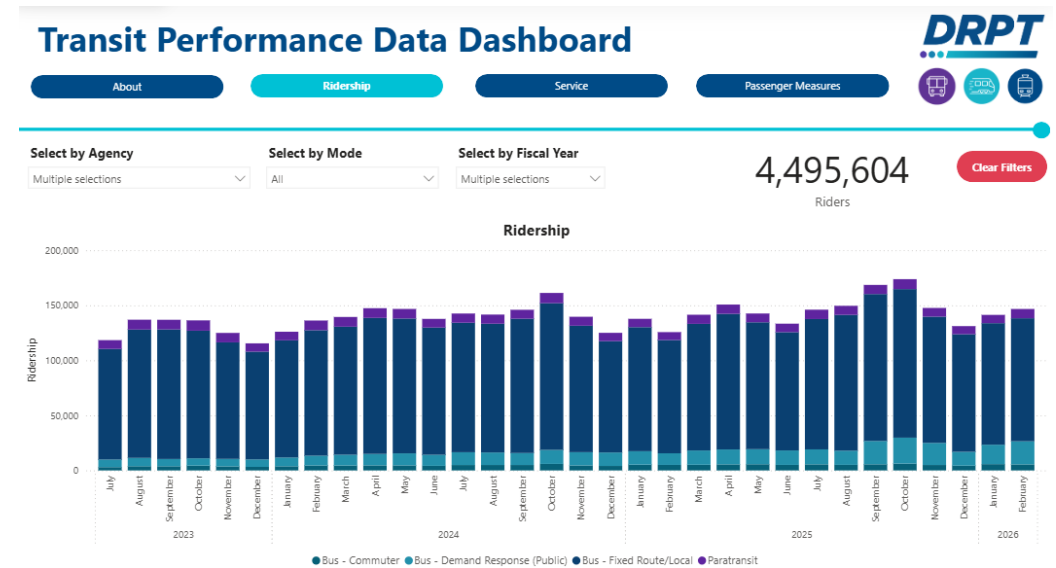
FY27 DRPT State and Federal Funding Allocations to CAT and Jaunt

	State Funding Programs				Federal Funding Programs			Total
	MERIT Operating	MERIT Capital	TRIP	MERIT Special	5307	5311	5339	
CAT	\$3,733,430	\$6,346,094	\$1,277,719	-	\$4,256,074	-	\$2,530,776	\$13,888,018
Jaunt	\$966,623	\$1,861,330	-	\$487,753	-	\$3,317,979	\$618,584	\$7,245,063
Region Subtotal	\$4,700,053	\$8,207,424	\$1,277,719	\$487,753	\$4,256,074	\$3,317,979	\$3,149,360	\$21,133,081

Transit Performance

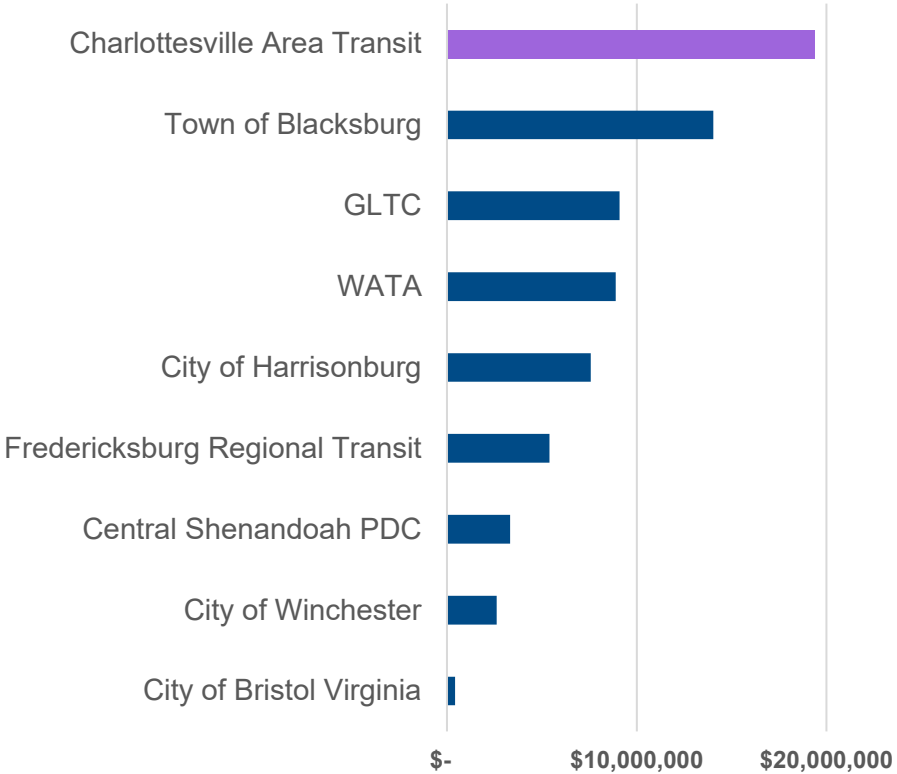
Transit Performance Metrics

- Performance metrics are used to determine allocations in both the MERIT Operating (state) formula, as well as the 5307 STIC (federal) formula.
 - DRPT is considering changes to the performance metrics used in the MERIT Operating formula.
- DRPT collects ridership, revenue hours, and revenue miles data from every transit agency in Virginia on a monthly basis and collects cost data annually.
- Performance metrics are posted for all agencies on [DRPT's Open Data Portal](#).

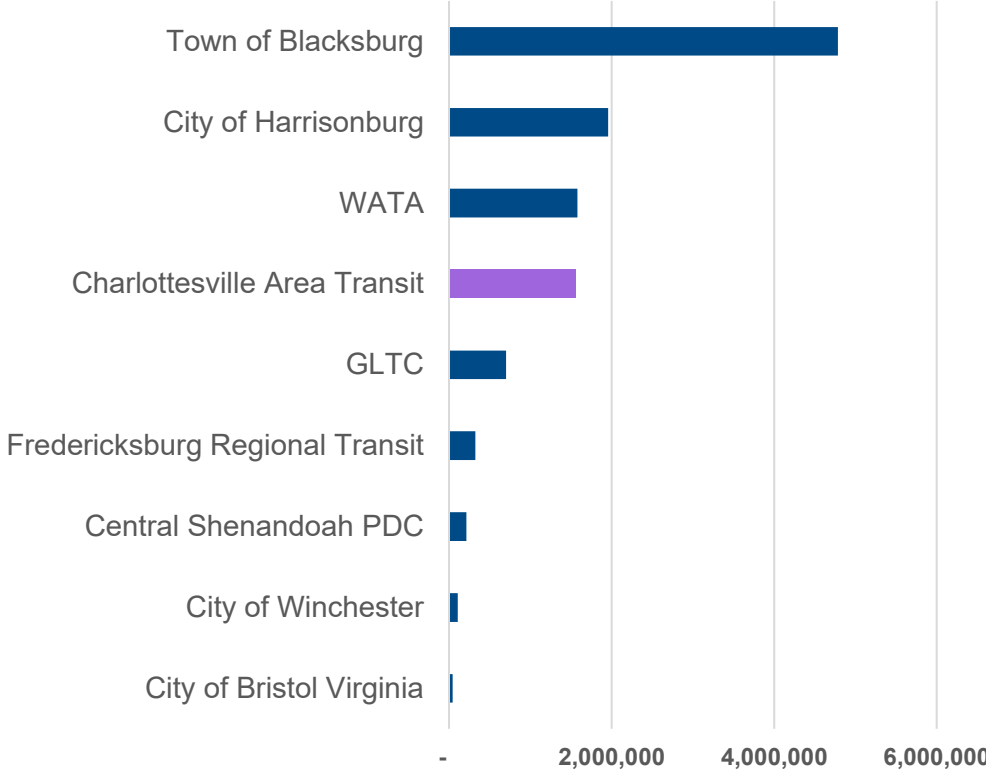


Virginia Small Urban Metrics: Cost & Ridership

2025 Operating Cost

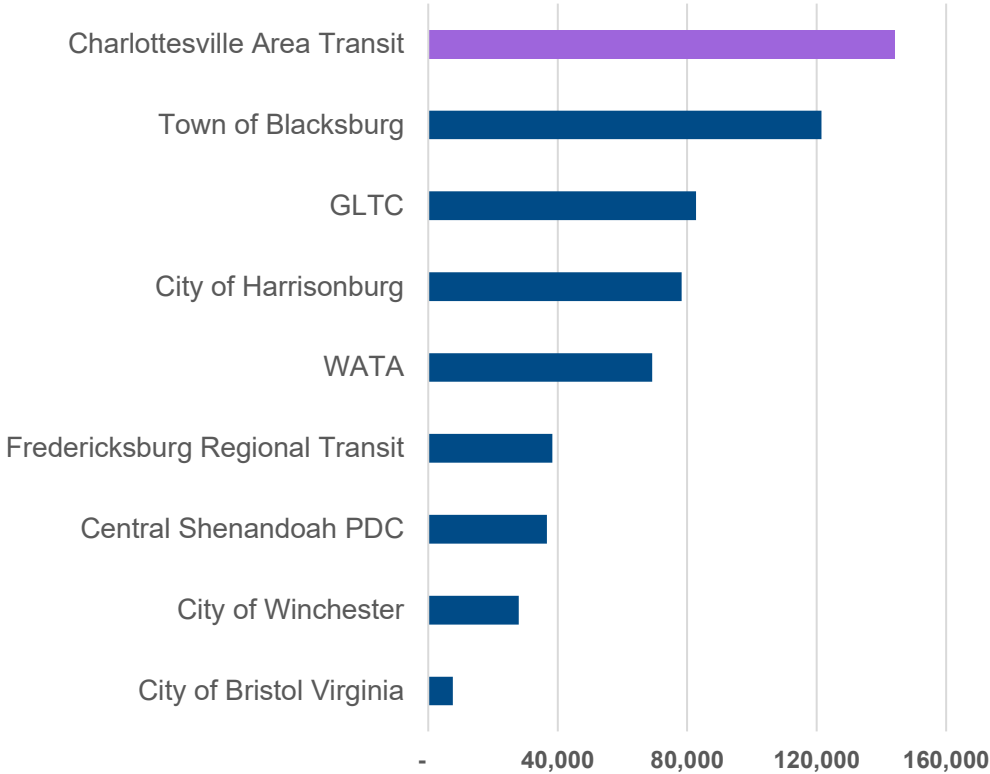


2025 Ridership

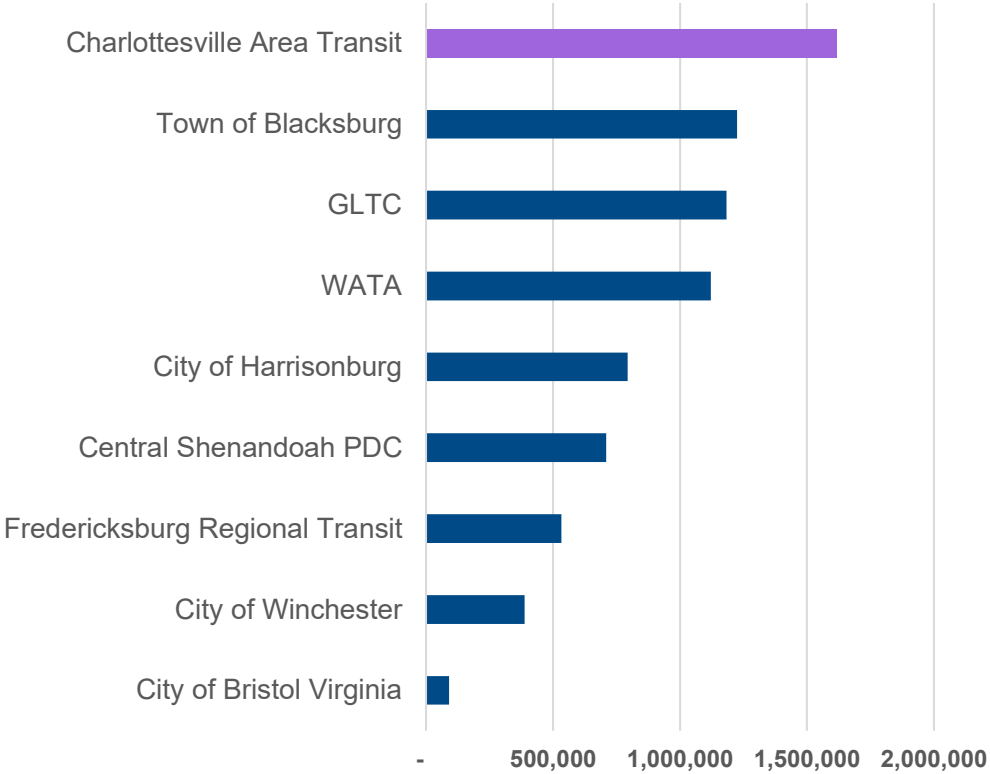


Virginia Small Urban Metrics: Hours & Miles

2025 Revenue Hours

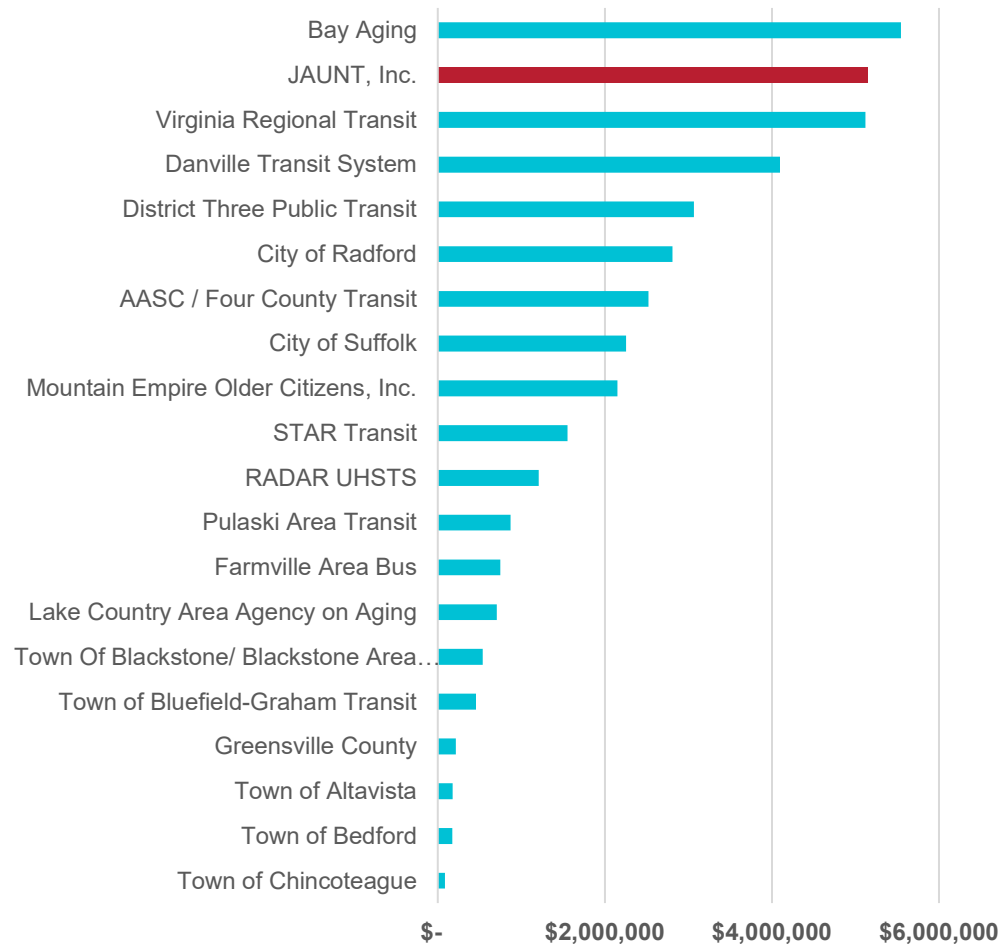


2025 Revenue Miles

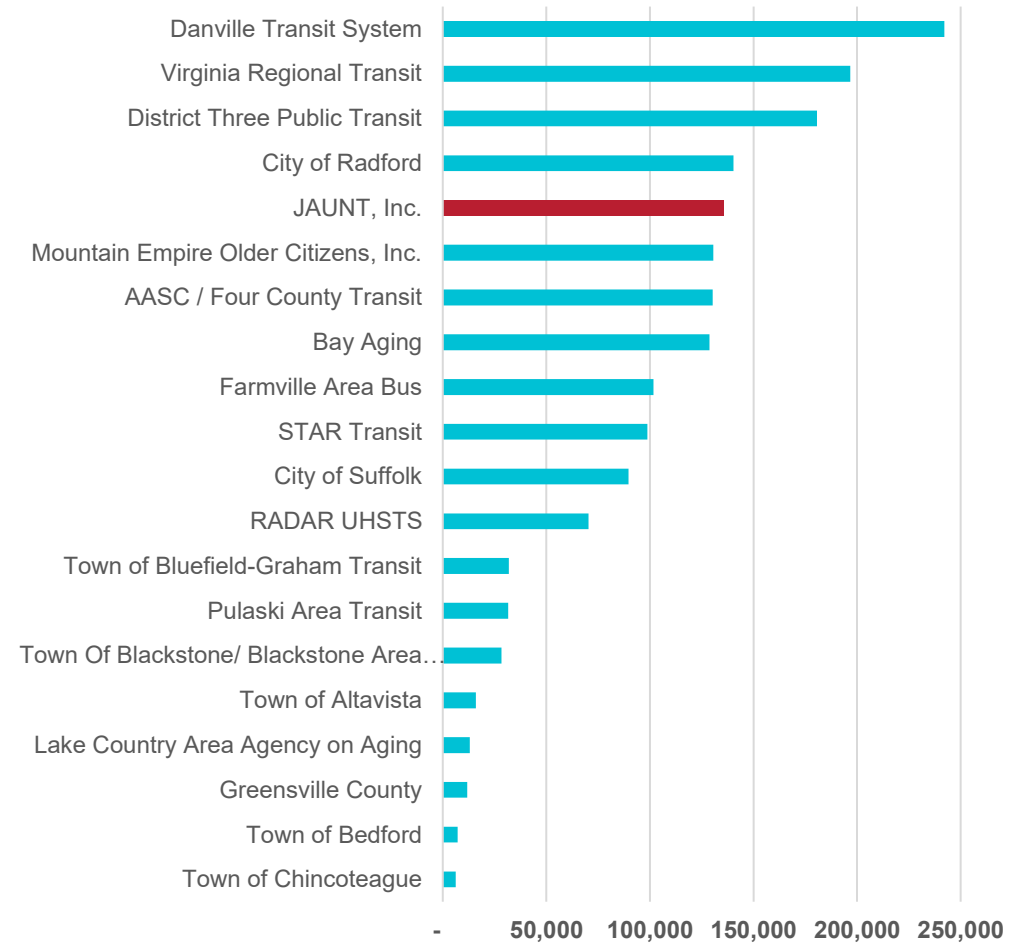


Rural Cohort – Sizing Metrics

2025 Operating Cost

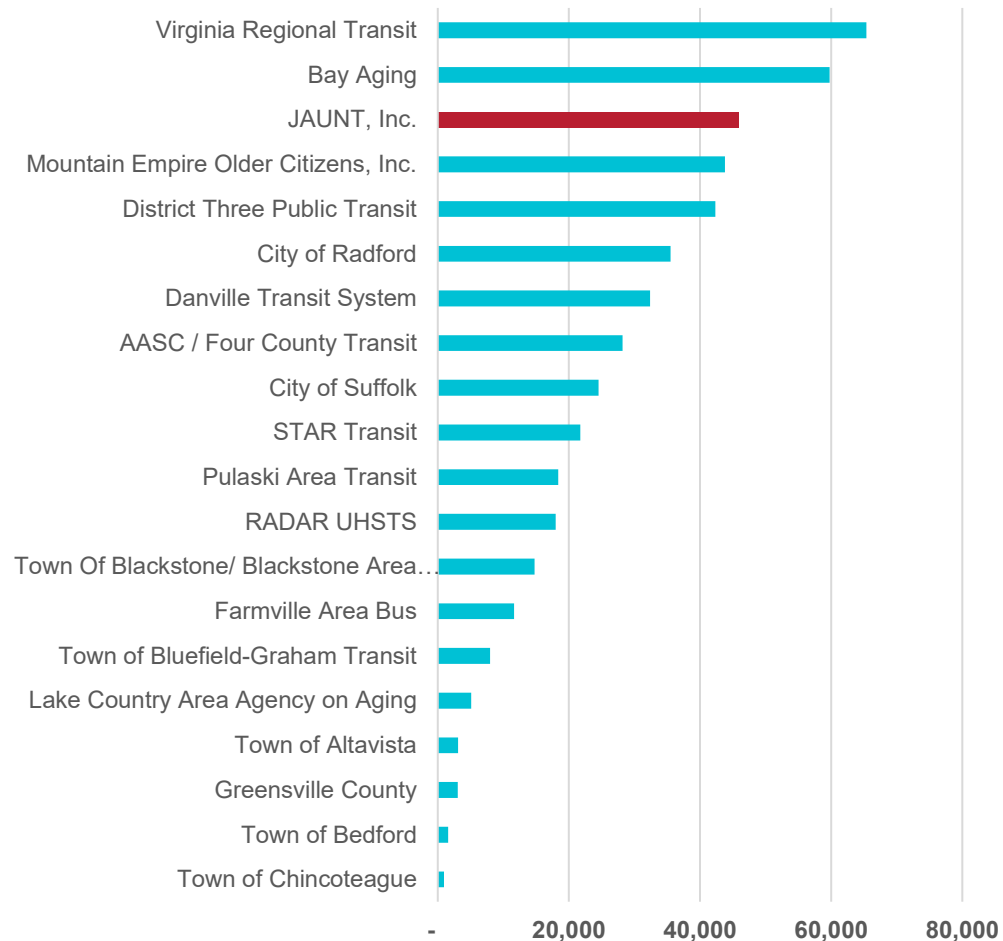


2025 Ridership

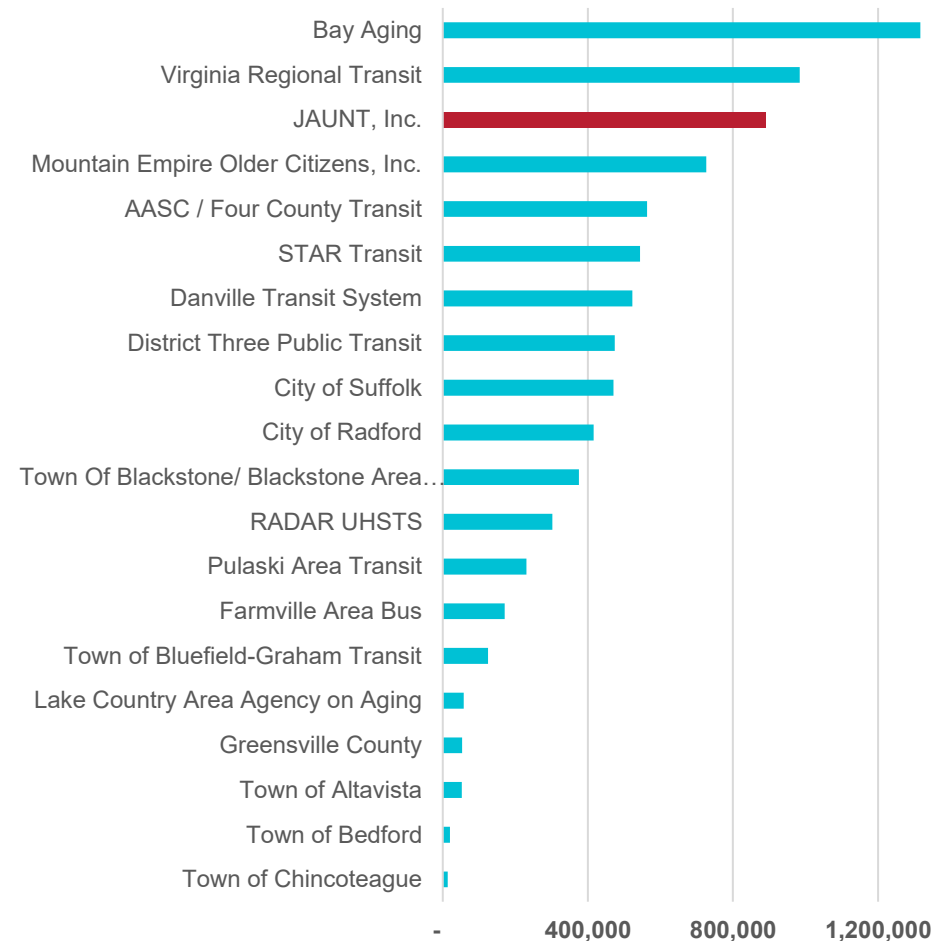


Rural Cohort – Sizing Metrics

2025 Revenue Hours



2025 Revenue Miles



Regional Considerations

Transit Considerations for the Greater Charlottesville Region

- Currently, there are no **Transit Authorities** in Virginia that receive dedicated regional transit revenues. If CARTA pursues dedicated regional transit funding, it would be the first of its kind in Virginia and potentially a model for other systems.
- There are opportunities to bring more federal and state funding to the region if regional transit performance metrics are improved via MERIT Operating and STIC.
 - The Incorporation of UTS data would likely lead to more federal funding for the region.
- Regional transit can come in many different forms:
 - Richmond: One regional transit agency (GRTC)
 - Northern Virginia: One regional Commission (NVTC) with multiple local transit agencies
- **What should Regional Transit look like in the Greater Charlottesville Region?**



Questions?