

AGENDA

Charlottesville-Albemarle Regional Transit Authority Board of Directors Meeting

Thursday, July 23, 2026 @ 5:00 p.m. - Water Street Center, 407 E. Water Street, Charlottesville, VA

Time	Item
5:00-5:15	1. General Administration (Natalie Oschrein, Chair) a. Call to Order b. Introductions and Announcements c. Acceptance of the agenda* d. Approve draft CARTA Board meeting minutes* • May 28, 2026 • June 6, 2026 e. Schedule August Special CARTA Board Meeting • Thursday (8/27) 9-11 am • Friday (8/27) 11 am –1 pm • Friday 8/27 2-4 pm • Wednesday (8/26) 9-11 am • Monday (8/24) 5-7 pm
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. Virginia Breeze Update, New Route (Avery Daugherty, DRPT) • Presentation
5:30-6:15	4. Draft Implementation Plan Discussion (Jen DeBruhl, RK&K) • Presentation
6:15-6:30	5. Chapel Hill Trip Update & Discussion (Christine Jacobs, TJPDC)
6:30-7:00	6. Transit Agency Remarks a. Charlottesville Area Transit (Garland Williams, CAT) b. Jaunt (Mike Murphy, Jaunt) c. University Transit Services (Scott Silsdorf, UVA)
7 p.m.	7. Adjourn* (Natalie Oschrein, Chair)

* A vote is expected for this item

Next CARTA Board meeting — September 24, 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 meeting 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)	September 24 November 12

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

Charlottesville Albemarle Regional Transit Authority (CARTA) Meeting

Draft Minutes, May 28, 2026 <https://www.youtube.com/watch?v=swEh6CkYkM8&t=831s>

VOTING MEMBERS & ALTERNATES		STAFF	
Jen Fleisher, Charlottesville	x	Christine Jacobs, TJPDC	x
Natalie Oschrein, Charlottesville	x	Lucinda Shannon, PATH and TJPDC	x
Sally Duncan, Albemarle		David Blount, TJPDC	x
Mike Pruitt, Albemarle	x	Taylor Lowery, TJPDC	x
		Ben Chambers, Charlottesville	
		Ann Wall, Albemarle	x
		Gretchen Thomas, TJPDC	x
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	
		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	
		Scott Boone, Cambridge Systematics	x
		Sean Tubbs	x
		Jason Espie, Jaunt	x
		Gwen Griffin	x

1. CALL TO ORDER:

Natalie Oschrein called the meeting to order at 5:04 p.m. Taylor Jenkins read the electronic meeting notice and called roll. Attendees introduced themselves.

Ms. Oschrein noted that there will be a special meeting on June 5, 2026 from 2:00 – 4:00 p.m. in person at the Water Street Center, 407 E Water Street, Charlottesville, VA. Mariia Zimmerman, Director of DRPT, will be the special guest.

Mr. Pruitt said there was an email from a member of the public that he wants to introduce into the record so others can see it. That message is attached as an appendix to these minutes.



Ms. Oschrein noted that this is the end of Bike Month and noted the time and place for the end-of-month celebration, inviting members of CARTA and the public to attend.

2. ACCEPTANCE OF THE AGENDA (MINUTE 10:53)

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

3. MEETING MINUTES (MINUTE 11:39)

Motion/Action: Mike Pruitt made a motion to approve the March 25, 2026, meeting minutes. Jen Fleisher seconded, and the motion passed unanimously.

4. MATTERS FROM THE PUBLIC (MINUTE 12:03)

None.

5. RE-ADOPTION OF THE REMOTE ELECTRONIC PARTICIPATION AND ALL-VIRTUAL MEETING POLICY (MINUTE 12:38)

Taylor Lowery stated the remote electronic participation and all-virtual meeting policy for re-adoption. She noted that the policy must be readopted each year.

Motion/Action: Mike Pruitt made a motion to adopt the remote electronic participation and all-virtual meeting policy. Jen Fleisher seconded, and the motion passed unanimously.

6. TRANSIT PRIORITIZATION STUDY: PRIORITIZATION METHODOLOGY (MINUTE 14:34)

Jennifer DeBruhl, RK&K, presented a brief project overview. Emma Stockton, RK&K, presented the prioritization methodology they have been using. She continued by reviewing the prioritization factors and scoring. It was noted that Albemarle's Comp plan activity centers and employment centers are built into the tool.

Scott Boone, Cambridge Systematics, presented the preliminary results for all routes for CAT and Jaunt. He shared a prioritized route/service map and then the preliminary results for the top 10 routes, including summary statistics by project type.

There was a long discussion after this portion of the presentation.

Ms. DeBruhl continued with the implementation plan, which includes developing a regional transit service implementation plan focused on the prioritized list she presented.

Lastly, Ms. DeBruhl presented the next steps that include finalizing the prioritized list of service improvements, developing a public survey with a prioritized list of service improvements, and developing an implementation plan.

There was a discussion after the presentation. NOTE: A great deal of the discussion was based on Buckingham County.

Ms. DeBruhl said any board members with questions should send them to Taylor Lowery, and she will compile the questions and answers and distribute them accordingly.

7. ROUNDTABLE TRANSIT AGENCY UPDATES (MINUTE 1:31:33)

CAT

Garland Williams said CAT's transition plan is active and working. Their stations for charging are approximately 85% complete. He is hoping that in the next two weeks they will be done. They are waiting on Dominion Power to complete their portion of the project. He also said their BEBs have been built, and they will be on their way in the next week and a half.

Jaunt

Mr. Murphy said Jaunt has the first of their newly branded buses on the road. He attended a bus rodeo recently. He also attended the Virginia Transit Association conference. He said their 5-year capital budget was submitted to DPRT. In the DPRT proposed SIP, Jaunt is looking forward to adding three projects through the demonstration grant, in collaboration with the PDC staff, that will allow them to add midday service for Louisa and Fluvanna Counties. It will also allow for a fixed-route connect service for Greene County, which has the potential to service northern Albemarle County not currently served.

UTS

There was no report from UTS.

11. ADJOURN

Ms. Oschrein adjourned the meeting at 6:42 p.m.

APPENDIX A

From: Ross Harness <harness.ross@gmail.com>
Sent: Wednesday, May 27, 2026 10:10 AM
To: oschrinn@charlottesville.gov; fleisherj@charlottesville.gov; Sally Duncan <sduncan2@albemarle.org>; Michael Pruitt <mpruitt@albemarle.org>
Subject: CARTA - Are we implementing the right network for the region's future?

CARTA Board Members,

Thank you for your efforts working on regional transit planning. I know this is largely unseen, difficult work, but it is important to the future of the region and I appreciate your attentiveness to the issue.

I took time to review the Prioritization and Implementation Feasibility Study presentation for the May 28 meeting and I want to offer a broader perspective as the region moves forward.

My concern is that the study appears to begin with the existing service map and operating assumptions and incrementally expands upon them. That approach makes sense to a degree, but I believe we risk carrying forward structural decisions that were built around a very different transit paradigm and land use expectations.

Much of the current CAT network is operated around 60-minute frequencies and a pulsed system centered on the Downtown Transit Center. At those frequencies, timed transfers are necessary. However, as the region moves towards more frequent service, particularly approaching 15-minute headways, the need for a pulsed network diminishes substantially.

Because of this, I believe CARTA should take a step back and ask whether the underlying route structure itself is still appropriate for the future we are planning toward, or should we think outside the box to implement a more useful system.

I encourage CARTA to think carefully about the long-term purpose of the transit system.

Charlottesville's Comp plan and zoning framework envision a significantly more dense region than exists today. That future will only function if transit becomes a viable, intuitive, and attractive transportation option for a broad share of residents. To achieve that, the system must be designed as a primary mobility network for everyday life. I do not believe incremental improvements to today's status quo will meet the needs of the region's future.

The future transit network should instead incorporate the following:

- Simpler, more legible routes,
- fewer deviations, loops, and one-way segments,
- more direct, corridor based service,
- and stronger alignment between transit investment and future land use

A useful benchmark is whether a visitor or occasional rider can easily understand the system map and confidently navigate the region without prior knowledge.

I also encourage CARTA to carefully examine whether the assumptions underlying the Regional Transit Vision Plan, the backbone of the new Feasibility Study, still align with the scale and geography of growth now envisioned under the city's updated Comp Plan and Development Code. While the timelines technically overlap (comp plan in 2021, transit plan in 2022 and development plan in 2023), I am concerned the transit plan framework may not reflect the newly anticipated land use intensity and development patterns. If that framework does not align with the envisioned future, the vision plan should not be the starting point of the future system.

I appreciate the work underway and appreciate the region thinking boldly about what kind of transit system Charlottesville will need 20 years from now.

Thank you for your time and attention,
Ross Harness
Charlottesville Planning Commissioner, in my individual capacity

Charlottesville Albemarle Regional Transit Authority (CARTA) Meeting

Draft Minutes, June 5, 2026

<https://www.youtube.com/watch?v=vWtf2ptLdzA&t=44s>

VOTING MEMBERS & ALTERNATES		STAFF	
Jen Fleisher, Charlottesville	x	Christine Jacobs, TJPDC	x
Natalie Oschrin, Charlottesville	x	Lucinda Shannon, PATH and TJPDC	x
Sally Duncan, Albemarle	x	David Blount, TJPDC	x
Mike Pruitt, Albemarle	x	Taylor Lowery, TJPDC	x
		Sara Pennginton, Rideshare	x
		Gretchen Thomas, TJPDC	x
		Ben Chambers, Charlottesville	
		Ann Wall, Albemarle	x
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
		Jessica Dimmick, Albemarle	x
		Stacy Beverly, UTS	
		Sean Tubbs	
		Jason Espie, Jaunt	
		Chet Parsons, CVTA	x
		Mariia Zimmerman, DRPT	x

1. CALL TO ORDER:

Natalie Oschrin called the meeting to order at 2:05 p.m. Attendees introduced themselves, and she welcomed Mariia Zimmerman as the special guest.

2. ACCEPTANCE OF THE AGENDA (MINUTE 3:11)

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

3. MATTERS FROM THE PUBLIC (MINUTE 3:28)

None.



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

401 East Water Street • Post Office Box 1505 • Charlottesville, Virginia 22902-1505

Telephone (434) 979-7310 • Fax (434) 979 1597 • Virginia Relay Users: 711 (TDD) • email: info@tjpd.org • web: www.tjpd.org

4. CENTRAL VIRGINIA TRANSPORTATION AUTHORITY (CVTA) OVERVIEW (MINUTE 4:48)

Chet Parsons, CVTA, provided background on CVTA's creation and funding.

He gave a report on the total receipts of taxes, both the sales and use tax and the gas tax, that fund the CVTA. He also presented FY25 tax revenues and gave a breakdown on where they are allocated. He showed a graph with regionally funded projects by locality and by mode, 2021 through 2032.

He continued by presenting GRTC's funding commitments. (FY25 funding commitments are \$34,306,050).

He showed a chart for the funding of the regional public transportation plan. He briefly reviewed the code language that informs how and where to spend their revenue.

Mr. Parsons presented their regional allocations. He said since 2020, they have supported 77 projects.

He briefly presented Smart Scale Round 4 project highlights.

He reviewed their next steps and what they are working on for the future.

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

5. STATEWIDE TRANSIT FUNDING OVERVIEW (MINUTE 41:51)

Grant Sparks, DRPT, presented what the organization is and its role in transportation. He presented the transit landscape in Virginia and pointed out Jaunt and CAT on his map.

He continued with the state transit funding portion of the presentation. He noted that it is quite technical in nature. He said the Transportation Trust Fund (TTF) is a wide variety of fees and taxes collected at the state level. DRPT gets 23% of that fund. He broke down the Commonwealth Mass Transit Fund (CMTF) and the percentages of the revenue and where it is designated.

He continued describing the MERIT Operating assistance for FY27, which amounts to \$138.8 million. It is formula-driven and installment-based. (listen for a few more MERIT programs)

He also briefly reviewed other state funding programs including Transit Ridership Incentive Program (TRIP), MERIT Special Programs, and SMART Scale.

Mariia Zimmerman said \$16 million is supposed to come to this area in FY27. Some of that is outside of MPO area, but most of that is for Jaunt and CAT.

Mr. Sparks continued with federal funding programs. The FTA apportions federal transit funding based on geography, not agency, which translates into "large urban", "small urban" and "rural" areas based on population. He then gave an overview of the FTA programs.

Mr. Sparks reviewed federal funding for small urban areas. He reviewed the 5307 funding and who can receive it and what it can be used for. He described the metrics used for federal funding for the small urban areas and how those areas might get bonuses.

He continued by reviewing federal funding for rural areas. He reviewed the 5311 funding, who can receive it and what it can be used for.

He reviewed 5339a Formula funding for small urban and rural areas and noted that it can only be used for capital expenses.

Mr. Sparks reviewed discretionary programs including US DOT's BUILD, FTA Capital Investment Grants (CIG), FTA's Buses and Bus Facilities (5339b), and FTA's Low/No Emissions (5339c).

Mr. Sparks briefly covered the FY27 state and federal transit funding.

He continued presenting the transit performance metrics. He noted that all of the data collected is available on the open data portal. He proceeded to share some of the data collected.

Mr. Sparks said there are no transit authorities in Virginia that receive dedicated regional transit revenues. If CARTA pursues dedicated regional transit funding but would be the first of its kind in Virginia and potentially a model for other systems. He noted that there are opportunities to bring more federal and state funding to the region if regional transit performance metrics are improved via MERIT and STIC.

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

Mariia Zimmerman said to start asking the question, "What is transit and what is included in transit?" Sidewalks? Bus Stops? Software for applications? Roads? Bikeshare?

6. GENERAL DISCUSSION (MINUTE 1:23:18)

Christine Jacobs thanked Ms. Zimmerman for being at the meeting and being available for open dialog.

Ms. Jacobs asked what regional transit should look like in this area and how CARTA should be moving forward.

She asked DRPT to share transit priorities for providers and localities.

Ms. Zimmerman said one of the goals of the administration is that transportation is important to the commonwealth and transit is the safest, most affordable form of transportation. It is their guiding star to make sure that remains the case.

She said most parts of the state have recovered from the Covid years. She said some commuter patterns changed, but note that transit programs themselves have changed. She said it is important

for DRPT to learn how to grow ridership with the Transit Transformation planning effort they are implementing. She noted that transit only works as well as the land use around it. There will be a transit-oriented development study in the next year about the state of TOD in the Commonwealth and the potential for new housing at their existing and planned transit stations and rail stations. She said they are in the process of completing the statewide rail plan.

She said DRPT, DMV, and VDOT have been working together to increase safety on transportation systems by using a targeted, data-driven approach to addressing key safety needs.

Ms. Zimmerman said there will be a General Assembly-directed study on transit and housing.

Ms. Jacobs asked Mr. Parsons to speak to their initial engagements with rural areas vs the way they engage now.

Ms. Zimmerman said the challenge is that the MPO is larger than just Charlottesville and Albemarle. She said there are also UVA and UVA Health and other special destinations. She said Charlottesville/Albemarle is a hub in the larger region for commerce and employment and their shared futures rely on one another. She acknowledged that more people are moving farther out. The question is how to bring in other county partners because without a regional approach, how does that work? She noted that there are truly growing needs for rural areas. She asked how CARTA would work to approach that.

Ms. Oschrein said people are moving farther away because they cannot afford to live closer. Mr. Pruitt said commuter buses will be important.

Mr. Murphy said at Jaunt, there is already an agreement on the services they want. He said there is a major communication hurdle when it comes to CARTA in getting voters to want to pay for transit over schools, firemen, etc. He said there is a different mindset in each locality. They are not the same, so that needs to an adjustment when considering the different localities.

7. TRANSIT AGENCY REMARKS (MINUTE 1:50:20)

Jaunt

Mr. Murphy said they are in their 50th year and personally invited the folks from DRPT to the celebration in September. He said they have new buses on the road. He said he is impressed by how much their drivers are committed to the organization. He said he appreciates that DRPT is listening to him about numerous issues he has had. He said they are getting another \$4-5 million for a parking lot to put their vehicles behind a fence and a security system.

Charlottesville Area Transit (CAT)

Garland Williams said he appreciates the support from DRPT. He said the team of Alan & Bethel have been great regarding putting in bus stops. Zoë Macomber has been helpful in pushing it along, but it has been onerous. He said the costs have gone up in 2 years by nearly 30%. He doesn't know how to combat that, but any help would be appreciated. He also said the BEB infrastructure is being put in

place now. They have BEBs that should be completed by 7/28/28. The next steps are working with Bethel on their new maintenance facility.

Ms. Zimmerman said they are talking with the CTB Director re: workforce and cost issues and challenges. They are working with the Department of Labor and will be happy to follow up with CAT and Jaunt. She asked how to better help agencies with project delivery? She said there will be a new safety and design division being created.

University Transit Services (UTS)

Scott Silsdorf said they do not receive state money for their operations. He said UTS is committed to working with CAT and Jaunt. At the institution level, there are several commuter programs. He noted that there are numerous employees from the Shenandoah Valley and Richmond. He said multi-modal and land use drive the decisions on whether to drive alone or rideshare or walk/bike somewhere.

Ms. Oschrein announced that the City won the Bike Challenge. She thanked Ms. Zimmerman for being present.

Ms. Zimmerman announced that there will be a special half price Virginia Breeze fare for the Juneteenth weekend and 4th of July weekend.

11. ADJOURN

Ms. Oschrein adjourned the meeting at 4:14 p.m.

The next Board meeting is on July 23, 2026 at 5:00 p.m. at the Water Street Center, 407 E Water Street, Charlottesville, VA.



Regional Transit Service Prioritization and Implementation Feasibility Study

Illustrative Implementation Strategy

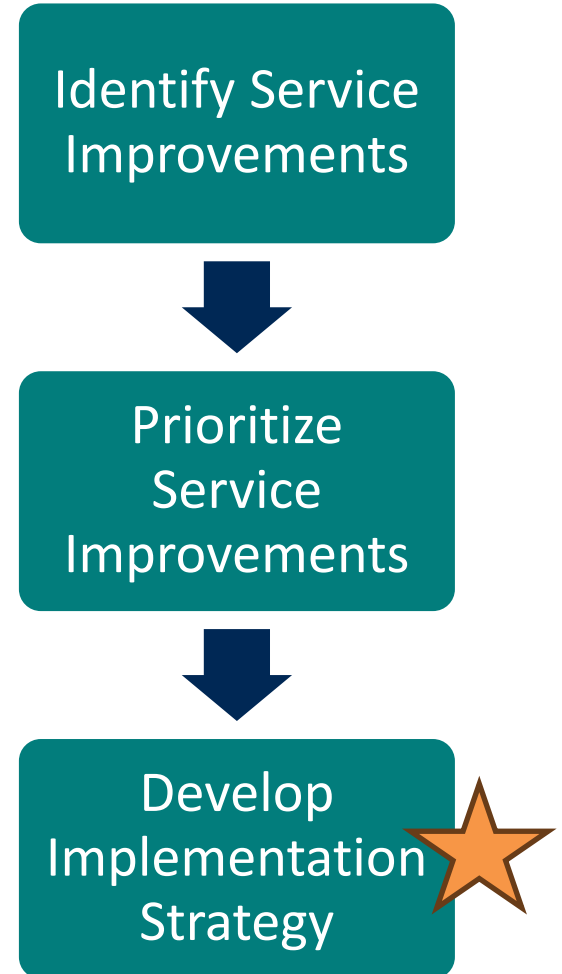
CARTA Board Meeting

July 23, 2026

PROJECT OVERVIEW

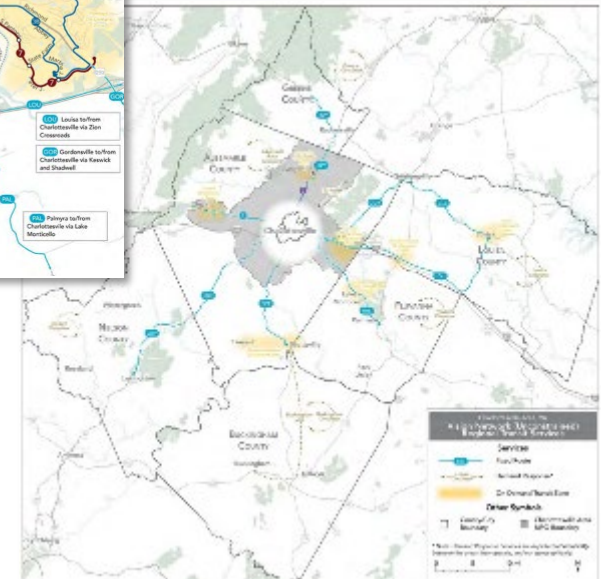
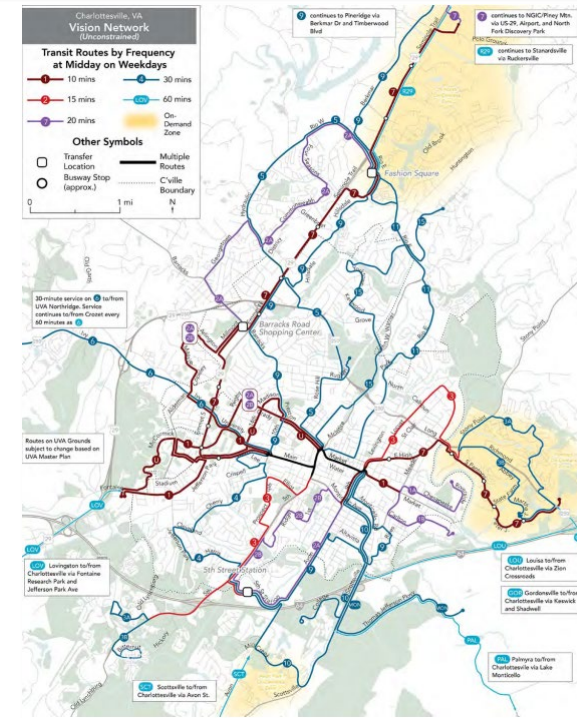
Project Overview

- 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 strategy that identifies costs for those services and potential funding options**

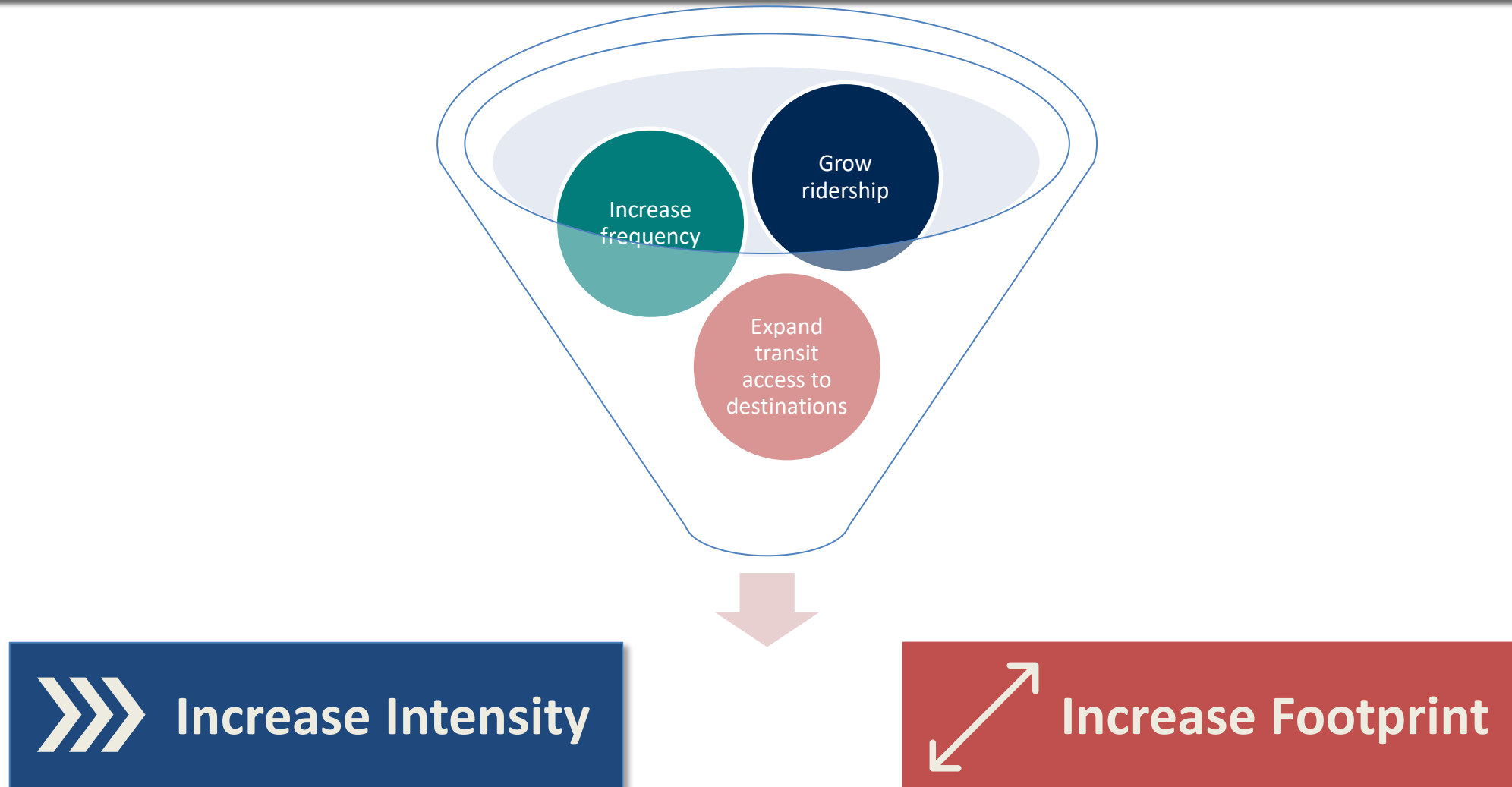


Sample of Plans Reviewed

- 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



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

ILLUSTRATIVE IMPLEMENTATION STRATEGY

Implementation Strategy

Develop a regional transit service implementation strategy based on prioritized list and direction from CARTA Board

- ✓ Refine operating cost estimates & develop capital cost estimates (infrastructure and fleet)
- ✓ Identify potential funding sources (federal/state/local) and strategies
- *Program services over based on resources/funding options*

Development of these strategies has resulted in a series of policy considerations necessary to refine the implementation strategy

For discussion today:

- Policy considerations:
 - Routes outside of Albemarle County and the City of Charlottesville
 - Inclusion of cost and ridership in the prioritization
 - Eligible costs



Increased footprint is achieved primarily by...

- Extending/realigning routes
- Adding new routes
- Increasing hours of operation
- Introducing/expanding microtransit services



Increased intensity is achieved primarily by...

- Increasing frequencies
- Introduce BRT and associated enhancements, such as bus priority treatments

Illustrative Funding Options

2030 Planned

- Service changes planned for FY27-30
- Will be documented in report

Tier 1 Lower Funding Level

- Assumes ~\$12 million in new annual funding

Tier 2 Higher Funding Level

- Assumes ~\$25 million in new annual funding
- Tier 1 + Tier 2

Key Definitions

- Preliminary Score – methodology presented at May CARTA Board which includes factors related to equity, population density, and activity centers

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

- Calculation of Costs:
 - Operating – cost to operate based on hourly cost multiplied by hours of service
 - Capital
 - Vehicles
 - Bus Stop Improvements
 - Maintenance/Operation Facility expansion
 - Transfer centers

Key Definitions

- Local Cost share – match required for state/federal funds
 - 70% for operating (very conservative)
 - 4% for most capital (vehicles, bus stop improvements)
 - 50% for large capital construction projects (large facilities over \$3M total cost)
- Total Annualized Cost – Sum of estimated annual operating cost and an annualized capital estimate (vehicles and infrastructure)
- Cumulative Local Cost – Captures total costs based on score working down a prioritized list of improvements (how far does your money go, based on priority)

Illustrative – Base Scenario Assumptions

- Operating Costs based on current hourly operating costs for CAT & Jaunt
- Capital costs assume maximizing state/federal discretionary funding
- Capital costs are annualized, but do not include lifecycle replacement costs
- Removes services that are fully outside of Albemarle County/Charlottesville

Illustrative – Base Scenario

TJPDC PROJECT PRIORITIZATION - BASE SCENARIO								
Rank	Agency	Route Name	City/County	Preliminary Score	Total Annualized Local Costs	Future Annual Ridership	Annual Cost/ Rider	Cumulative Local Cost
1	Jaunt	Buckingham Connect	Albemarle, Buckingham	47	\$1,301,000	67,000	\$ 19.42	\$ 1,301,000
2	CAT	7 New Emmet St / Seminole Trail	Charlottesville	45	\$8,359,000	1,256,000	\$ 6.66	\$ 9,660,000
2	CAT	Trolley	Charlottesville	45	\$2,479,000	284,000	\$ 8.73	\$12,139,000
4	Jaunt	Stanardsville/US29 Connect	Albemarle, Greene	43	\$ 974,000	76,000	\$ 12.82	\$13,113,000
6	CAT	10 New Pantops	Charlottesville	40	\$1,615,000	152,000	\$ 10.63	\$14,728,000
6	CAT	9 New UVA Health / YMCA	Charlottesville	40	\$2,824,000	115,000	\$ 24.56	\$17,552,000
8	Jaunt	Lovingston Connect	Albemarle, Nelson	39	\$1,068,000	40,000	\$ 26.70	\$18,620,000
9	CAT	5A & 5B UVA /Commonwealth + US 29 North Connect	Charlottesville	37	\$2,020,000	175,000	\$ 11.54	\$20,640,000
9	CAT	6 New Ridge St / Prospect Ave	Charlottesville	37	\$1,989,000	153,000	\$ 13.00	\$22,629,000
11	CAT	4 Cherry Ave / Harris Rd	Charlottesville	36	\$2,513,000	179,000	\$ 14.04	\$25,142,000
11	Jaunt	Crozet Connect	Albemarle	36	\$1,012,000	47,000	\$ 21.53	\$26,154,000
13	CAT	3 Southwood / Belmont	Charlottesville	35	\$1,618,000	247,000	\$ 6.55	\$27,772,000
13	Jaunt	Louisa Connect	Albemarle, Louisa	35	\$1,071,000	46,000	\$ 23.28	\$28,843,000
16	CAT	8 Preston Ave / Emmit St	Charlottesville	34	\$2,338,000	315,000	\$ 7.42	\$31,181,000
17	Jaunt	Gordonsville Connect	Albemarle, Orange	33	\$ 478,000	21,000	\$ 22.76	\$31,659,000
18	CAT	11 Locust Ave/Rio Rd	Charlottesville	32	\$1,372,000	102,000	\$ 13.45	\$33,031,000
19	CAT	2a/2b Avon St	Charlottesville	31	\$1,624,000	198,000	\$ 8.20	\$34,655,000
19	CAT	US 29 and Pantops MicroCAT	Albemarle	31	\$1,889,000	96,000	\$ 19.68	\$36,544,000
22	CAT	15 Harris	Charlottesville	29	\$1,381,000	108,000	\$ 12.79	\$37,925,000
25	CAT	1 PVCC / Woolen Mills	Charlottesville	26	\$1,493,000	66,000	\$ 22.62	\$39,418,000
25	Jaunt	Fluvanna-Albemarle Link DR	Fluvanna, Albemarle	26	\$ 233,000	8,000	\$ 29.13	\$39,651,000
28	CAT	South Albemarle MicroCAT	Albemarle	22	\$ 945,000	41,000	\$ 23.05	\$40,596,000
28	Jaunt	Monticello Microtransit	Albemarle	22	\$ 651,000	22,000	\$ 29.59	\$41,247,000

Illustrative – Base Scenario Summary

Tier 1: Lower Funding Level (~\$12M/year)

- Buckingham Connect, Route 7, Trolley

Tier 2: Higher Funding Level (~\$25M/year)

- Adds: Stanardsville/US 29 Connect, Route 10, Route 9, Lovington Connect, Route 5 + US 29 North Connect, Route 6, Route 4

Illustrative - Blended Scenario Assumptions

- Same assumptions as Base Scenario, plus
- Incorporates an outcome measure (cost per rider) into the prioritization
- Different scenarios possible based upon weighting – sample is 70/30

Illustrative – Blended Scenario

TJPDC PROJECT PRIORITIZATION — BLENDED SCENARIO

Rank	Agency	Route Name	City/County	Preliminary Score	Total Annualized Local Costs	Future Annual Ridership	Annual Cost/ Rider	Weighted Blended Rank (70/30)	Cumulative Local Cost
2	CAT	7 New Emmet St / Seminole Trail	Charlottesville	45	\$8,359,000	1,256,000	\$ 6.66	1	\$ 8,359,000
2	CAT	Trolley	Charlottesville	45	\$2,479,000	284,000	\$ 8.73	2	\$10,838,000
1	Jaunt	Buckingham Connect	Albemarle, Buckingham	47	\$1,301,000	67,000	\$ 19.42	3	\$12,139,000
4	Jaunt	Stanardsville/US29 Connect	Albemarle, Greene	43	\$ 974,000	76,000	\$ 12.82	4	\$13,113,000
6	CAT	10 New Pantops	Charlottesville	40	\$1,615,000	152,000	\$ 10.63	5	\$14,728,000
9	CAT	5A & 5B UVA /Commonwealth + US 29 North Connect	Charlottesville	37	\$2,020,000	175,000	\$ 11.54	6	\$16,748,000
9	CAT	6 New Ridge St / Prospect Ave	Charlottesville	37	\$1,989,000	153,000	\$ 13.00	7	\$18,737,000
13	CAT	3 Southwood / Belmont	Charlottesville	35	\$1,618,000	247,000	\$ 6.55	8	\$20,355,000
6	CAT	9 New UVA Health / YMCA	Charlottesville	40	\$2,824,000	115,000	\$ 24.56	9	\$23,179,000
11	CAT	4 Cherry Ave / Harris Rd	Charlottesville	36	\$2,513,000	179,000	\$ 14.04	10	\$25,692,000
8	Jaunt	Lovingston Connect	Albemarle, Nelson	39	\$1,068,000	40,000	\$ 26.70	11	\$26,760,000
16	CAT	8 Preston Ave / Emmet St	Charlottesville	34	\$2,338,000	315,000	\$ 7.42	12	\$29,098,000
11	Jaunt	Crozet Connect	Albemarle	36	\$1,012,000	47,000	\$ 21.53	13	\$30,110,000
19	CAT	2a/2b Avon St	Charlottesville	31	\$1,624,000	198,000	\$ 8.20	14	\$31,734,000
13	Jaunt	Louisa Connect	Albemarle, Louisa	35	\$1,071,000	46,000	\$ 23.28	15	\$32,805,000
18	CAT	11 Locust Ave/Rio Rd	Charlottesville	32	\$1,372,000	102,000	\$ 13.45	16	\$34,177,000
17	Jaunt	Gordonsville Connect	Albemarle, Orange	33	\$ 478,000	21,000	\$ 22.76	17	\$34,655,000
19	CAT	US 29 and Pantops MicroCAT	Albemarle	31	\$1,889,000	96,000	\$ 19.68	18	\$36,544,000
22	CAT	15 Harris	Charlottesville	29	\$1,381,000	108,000	\$ 12.79	19	\$37,925,000
25	CAT	1 PVCC / Woolen Mills	Charlottesville	26	\$1,493,000	66,000	\$ 22.62	20	\$39,418,000
25	Jaunt	Fluvanna-Albemarle Link DR	Fluvanna, Albemarle	26	\$ 233,000	8,000	\$ 29.13	21	\$39,651,000
28	CAT	South Albemarle MicroCAT	Albemarle	22	\$ 945,000	41,000	\$ 23.05	22	\$40,596,000
28	Jaunt	Monticello Microtransit	Albemarle	22	\$ 651,000	22,000	\$ 29.59	23	\$41,247,000

Blended Score is 70% Preliminary Score and 30% Annual Cost per Rider

Illustrative – Blended Scenario

Tier 1: Lower Funding Level (~\$12M/year)

- Route 7, Trolley, Buckingham Connect

Tier 2: Higher Funding Level (~\$25M/year)

- Adds: Stanardsville/US 29 Connect, Route 10, Route 5 + US 29 North, Route 6, **Route 3**, Route 9

* Differences from Base – Route 3 moves into Tier 2, Lovington Connect and Route 4 drop out of Tier 2

Illustrative - CARTA Only Scenario Assumptions

- Removes route options that operate outside of Albemarle County and the City of Charlottesville
- Two examples – Base scenario and Blended Scenario (70/30)

Illustrative – CARTA Only Scenario

TJPDC PROJECT PRIORITIZATION - CARTA ONLY SCENARIO								
Rank	Agency	Route Name	City/County	Preliminary Score	Total Annualized Local Costs	Future Annual Ridership	Annual Cost/ Rider	Cumulative Local Cost
2	CAT	7 New Emmet St / Seminole Trail	Charlottesville	45	\$8,359,000	1,256,000	\$ 6.66	\$ 8,359,000
2	CAT	Trolley	Charlottesville	45	\$2,479,000	284,000	\$ 8.73	\$10,838,000
6	CAT	10 New Pantops	Charlottesville	40	\$1,615,000	152,000	\$ 10.63	\$12,453,000
6	CAT	9 New UVA Health / YMCA	Charlottesville	40	\$2,824,000	115,000	\$ 24.56	\$15,277,000
9	CAT	5A & 5B UVA /Commonwealth + US 29 North Connect	Charlottesville	37	\$2,020,000	175,000	\$ 11.54	\$17,297,000
9	CAT	6 New Ridge St / Prospect Ave	Charlottesville	37	\$1,989,000	153,000	\$ 13.00	\$19,286,000
11	CAT	4 Cherry Ave / Harris Rd	Charlottesville	36	\$2,513,000	179,000	\$ 14.04	\$21,799,000
11	Jaunt	Crozet Connect	Albemarle	36	\$1,012,000	47,000	\$ 21.53	\$22,811,000
13	CAT	3 Southwood / Belmont	Charlottesville	35	\$1,618,000	247,000	\$ 6.55	\$24,429,000
16	CAT	8 Preston Ave / Emmet St	Charlottesville	34	\$2,338,000	315,000	\$ 7.42	\$26,767,000
18	CAT	11 Locust Ave/Rio Rd	Charlottesville	32	\$1,372,000	102,000	\$ 13.45	\$28,139,000
19	CAT	2a/2b Avon St	Charlottesville	31	\$1,624,000	198,000	\$ 8.20	\$29,763,000
19	CAT	US 29 and Pantops MicroCAT	Albemarle	31	\$1,889,000	96,000	\$ 19.68	\$31,652,000
22	CAT	15 Harris	Charlottesville	29	\$1,381,000	108,000	\$ 12.79	\$33,033,000
25	CAT	1 PVCC / Woolen Mills	Charlottesville	26	\$1,493,000	66,000	\$ 22.62	\$34,526,000
28	CAT	South Albemarle MicroCAT	Albemarle	22	\$ 945,000	41,000	\$ 23.05	\$35,471,000
28	Jaunt	Monticello Microtransit	Albemarle	22	\$ 651,000	22,000	\$ 29.59	\$36,122,000

Illustrative – CARTA Only Scenario

Tier 1: Lower Funding Level (~\$12M/year)

- Route 7, Trolley, Route 10

Tier 2: Higher Funding Level (~\$25M/year)

- Adds: Route 9, Route 5 + US29 North Connect, Route 6, Route 4, Crozet Connect, Route 3

*Removes Buckingham Connect, Stanardsville/29 Connect

Illustrative – CARTA Only Blended

TJPDC PROJECT PRIORITIZATION - CARTA ONLY BLENDED SCENARIO									
Rank	Agency	Route Name	City/County	Preliminary Score	Total Annualized Local Costs	Future Annual Ridership	Annual Cost/ Rider	Weighted Blended (70/30)	Cumulative Local Cost
2	CAT	7 New Emmet St / Seminole Trail	Charlottesville	45	\$8,359,000	1,256,000	\$ 6.66	1	\$ 8,359,000
2	CAT	Trolley	Charlottesville	45	\$2,479,000	284,000	\$ 8.73	2	\$10,838,000
6	CAT	10 New Pantops	Charlottesville	40	\$1,615,000	152,000	\$ 10.63	3	\$12,453,000
9	CAT	5A & 5B UVA /Commonwealth + US 29 North Connect	Charlottesville	37	\$2,020,000	175,000	\$ 11.54	4	\$14,473,000
6	CAT	9 New UVA Health / YMCA	Charlottesville	40	\$2,824,000	115,000	\$ 24.56	5	\$17,297,000
9	CAT	6 New Ridge St / Prospect Ave	Charlottesville	37	\$1,989,000	153,000	\$ 13.00	5	\$19,286,000
13	CAT	3 Southwood / Belmont	Charlottesville	35	\$1,618,000	247,000	\$ 6.55	7	\$20,904,000
11	CAT	4 Cherry Ave / Harris Rd	Charlottesville	36	\$2,513,000	179,000	\$ 14.04	8	\$23,417,000
11	Jaunt	Crozet Connect	Albemarle	36	\$1,012,000	47,000	\$ 21.53	9	\$24,429,000
16	CAT	8 Preston Ave / Emmet St	Charlottesville	34	\$2,338,000	315,000	\$ 7.42	10	\$26,767,000
19	CAT	2a/2b Avon St	Charlottesville	31	\$1,624,000	198,000	\$ 8.20	11	\$28,391,000
18	CAT	11 Locust Ave/Rio Rd	Charlottesville	32	\$1,372,000	102,000	\$ 13.45	12	\$29,763,000
19	CAT	US 29 and Pantops MicroCAT	Albemarle	31	\$1,889,000	96,000	\$ 19.68	13	\$31,652,000
22	CAT	15 Harris	Charlottesville	29	\$1,381,000	108,000	\$ 12.79	14	\$33,033,000
25	CAT	1 PVCC / Woolen Mills	Charlottesville	26	\$1,493,000	66,000	\$ 22.62	15	\$34,526,000
28	CAT	South Albemarle MicroCAT	Albemarle	22	\$ 945,000	41,000	\$ 23.05	16	\$35,471,000
28	Jaunt	Monticello Microtransit	Albemarle	22	\$ 651,000	22,000	\$ 29.59	17	\$36,122,000

Blended Score is 70% Preliminary Score and 30% Annual Cost per Rider

Illustrative – CARTA Only Blended

Tier 1: Lower Funding Level (~\$12M/year)

- Route 7, Trolley, Route 10

Tier 2: Higher Funding Level (~\$25M/year)

- Adds: Route 5 + US 29 North, Route 9, Route 6, Route 3, Route 4, Crozet Connect

* Recommends same routes as CARTA Only by tier but in a different order.

Illustrative – Operating Costs Only Scenario

- Removes annualized capital costs from the calculation

Illustrative – Operating Costs Only

CARTA IMPLEMENTATION — OPERATING COST ONLY								
Rank	Agency	Route Name	City/County	Preliminary Score	Operating Only - Local Cost	Future Annual Ridership	Cost Per Rider	Cumulative Total Cost
1	Jaunt	Buckingham Connect	Albemarle, Buckingham	47	\$1,266,000	67,000	\$ 18.90	\$ 1,266,000
2	CAT	Trolley	Charlottesville	45	\$2,355,000	1,256,000	\$ 1.88	\$ 3,621,000
2	CAT	7 New Emmet St / Seminole Trail	Charlottesville	45	\$8,325,000	284,000	\$ 29.31	\$11,946,000
4	Jaunt	Standardsville/US29 Connect	Albemarle, Greene	43	\$ 949,000	76,000	\$ 12.49	\$12,895,000
6	CAT	10 New Pantops	Charlottesville	40	\$1,590,000	152,000	\$ 10.46	\$14,485,000
6	CAT	9 New UVA Health / YMCA	Charlottesville	40	\$2,775,000	115,000	\$ 24.13	\$17,260,000
8	Jaunt	Lovington Connect	Albemarle, Nelson	39	\$1,040,000	40,000	\$ 26.00	\$18,300,000
9	CAT	6 New Ridge St / Prospect Ave	Charlottesville	37	\$1,950,000	175,000	\$ 11.14	\$20,250,000
9	CAT	5A & 5B UVA /Commonwealth + US 29 North Connect	Charlottesville	37	\$1,995,000	153,000	\$ 13.04	\$22,245,000
11	Jaunt	Crozet Connect	Albemarle	36	\$ 949,000	179,000	\$ 5.30	\$23,194,000
11	CAT	4 Cherry Ave / Harris Rd	Charlottesville	36	\$2,490,000	47,000	\$ 52.98	\$25,684,000
13	Jaunt	Louisa Connect	Albemarle, Louisa	35	\$1,040,000	247,000	\$ 4.21	\$26,724,000
13	CAT	3 Southwood / Belmont	Charlottesville	35	\$1,590,000	46,000	\$ 34.57	\$28,314,000
16	CAT	8 Preston Ave / Emmit St	Charlottesville	34	\$2,295,000	315,000	\$ 7.29	\$30,609,000
17	Jaunt	Gordonsville Connect	Albemarle, Orange	33	\$ 463,000	21,000	\$ 22.05	\$31,072,000
18	CAT	11 Locust Ave/Rio Rd	Charlottesville	32	\$1,350,000	102,000	\$ 13.24	\$32,422,000
19	CAT	2a/2b Avon St	Charlottesville	31	\$1,590,000	198,000	\$ 8.03	\$34,012,000
19	CAT	US 29 and Pantops MicroCAT	Albemarle	31	\$1,853,000	96,000	\$ 19.30	\$35,865,000
22	CAT	15 Harris	Charlottesville	29	\$1,350,000	108,000	\$ 12.50	\$37,215,000
25	CAT	1 PVCC / Woolen Mills	Charlottesville	26	\$1,470,000	66,000	\$ 22.27	\$38,685,000
25	Jaunt	Fluvanna-Albemarle Link DR	Fluvanna, Albemarle	26	\$ 226,000	8,000	\$ 28.25	\$38,911,000
28	Jaunt	Monticello Microtransit	Albemarle	22	\$ 633,000	41,000	\$ 15.44	\$39,544,000
28	CAT	South Albemarle MicroCAT	Albemarle	22	\$ 927,000	22,000	\$ 42.14	\$40,471,000

Illustrative – Operating Costs Only

Tier 1: Lower Funding Level (~\$12M/year)

- Buckingham Connect, Route 7, Trolley

Tier 2: Higher Funding Level (~\$25M/year)

- Adds: Stanardsville/US 29 Connect, Route 10, Route 9, Lovington Connect, Route 5 + US 29 North Connect, Route 6, Route 4

* Recommends the same number of routes as the base scenario

Decision Points:

- As we develop the implementation strategy:
 - Inclusion of cost and ridership in the prioritization
 - Routes outside of Albemarle County and the City of Charlottesville
 - Eligible costs



Increased footprint is achieved primarily by...

- Extending/realigning routes
- Adding new routes
- Increasing hours of operation
- Introducing/expanding microtransit services



Increased intensity is achieved primarily by...

- Increasing frequencies
- Introduce BRT and associated enhancements, such as bus priority treatments

Next Steps – Implementation Strategy

- Revise scenarios based on input from the CARTA Board
- Refine funding options (federal/state/local) and costs
- Optimize service assumptions
- Complete public survey
- Draft Implementation Strategy for CARTA board review

The project ranking and funding scenarios in today's presentation will change based on these refinements

Next Steps – CARTA Board

- August – Draft Implementation Strategy
- September – Draft Report