

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