



Regional Transit Service Prioritization and Implementation Feasibility Study

Illustrative Implementation Strategy

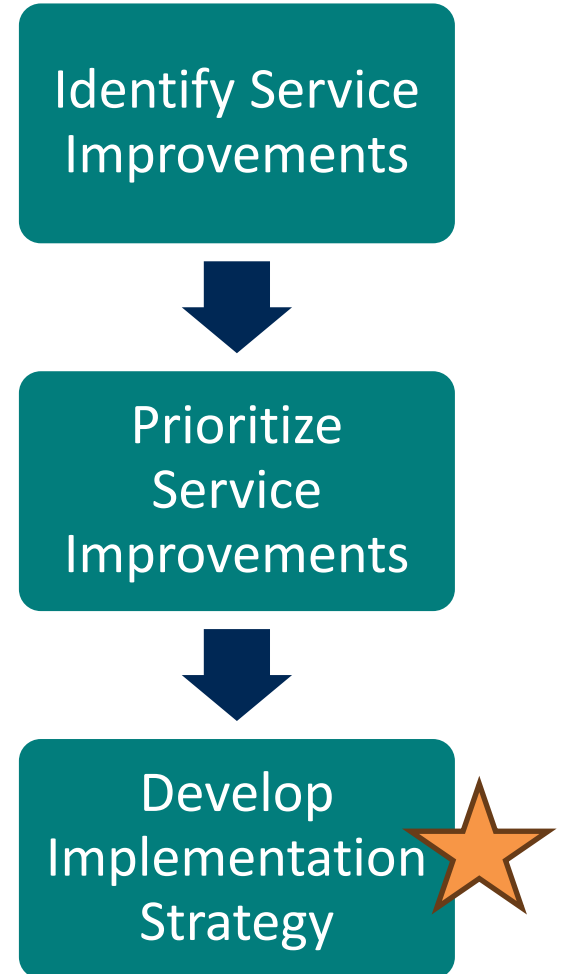
CARTA Board Meeting

July 23, 2026

PROJECT OVERVIEW

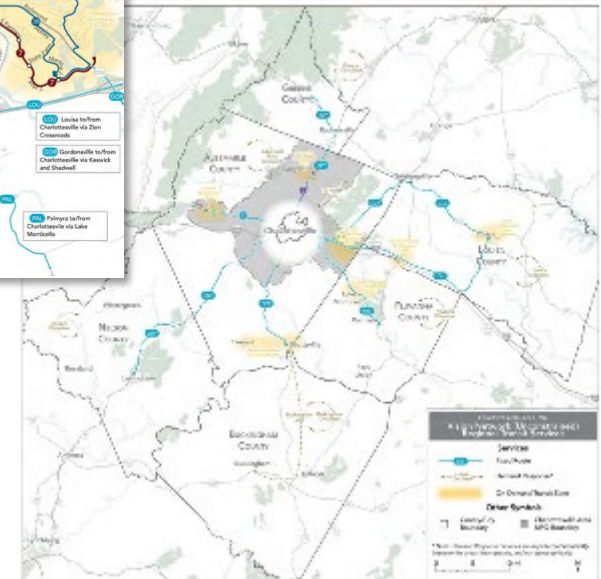
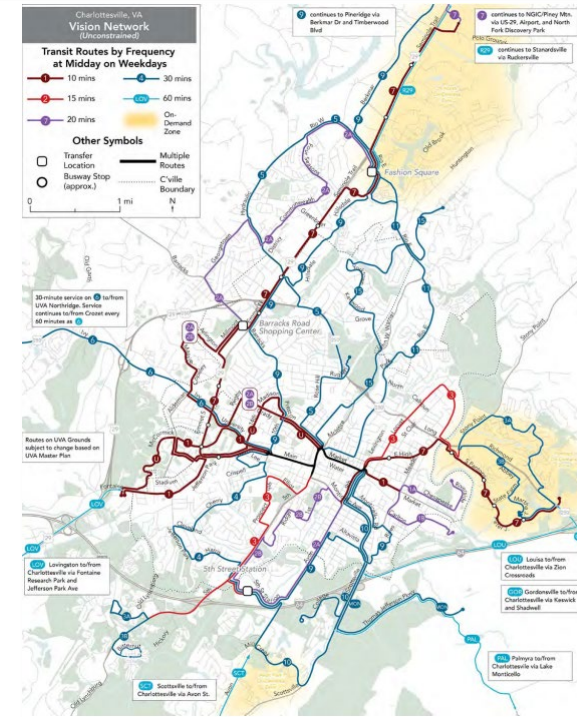
Project Overview

- 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**

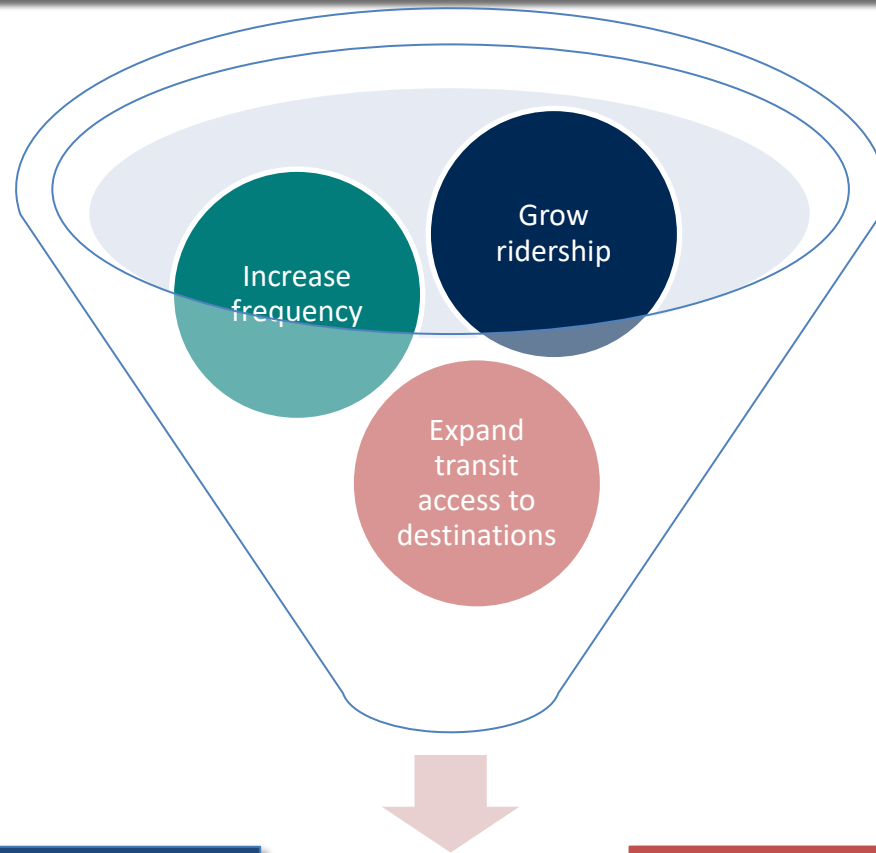


Sample of Plans Reviewed

- 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



Increase Intensity



Increase Footprint

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, Grenne		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