

AGENDA
Charlottesville-Albemarle Regional Transit Authority
Board of Directors Meeting
Wednesday, March 25, 2026 @ 9:00 a.m.

Dial-In Information Below

<https://us02web.zoom.us/j/87664849564?pwd=IK0BRUVZl6tBBNFTBB7j1AtEJ6gGNZ.1>

Meeting ID: 876 6484 9564

Passcode: Carta@2026

Phone: 309-205-3325 US

Time	Item
9:00-9:05	1. General Administration (Councilor Oschrin, Chair) <ul style="list-style-type: none"> a. Call to Order b. Introductions and Announcements c. Acceptance of the agenda* d. Approve draft CARTA Board meeting minutes, January 22, 2026 meeting*
9:05-9:10	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>
9:10-9:15	3. Regional Housing Partnership (RHP) Appointment* (Lucinda Shannon, TJPDC) <ul style="list-style-type: none"> a. Staff Memo
9:15-9:30	4. Legislative Update (David Blount, TJPDC)
9:30-10:00	5. Transit Prioritization Study: Prioritization Methodology (Jennifer DeBruhl, RKK) <ul style="list-style-type: none"> a. Presentation
10:00-10:25	6. Transit Agency Governance and Operations (Garland Williams, CAT) <ul style="list-style-type: none"> a. Presentation: Charlottesville Area Transit
10:25-10:40	7. CAT Bus Stop Inventory (Zoe Macomber, CAT) <ul style="list-style-type: none"> a. Presentation
10:40-10:55	8. Roundtable Transit Agency Updates <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)
11:00	9. Adjourn* (Councilor Oschrin, Chair)

* A vote is expected for this item

Next CARTA Board meeting — May 28, 2026

CARTA Board Members

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

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

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

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Charlottesville Albemarle Regional Transit Authority (CARTA) Meeting

Draft Minutes, January 22, 2026

The recording of this meeting can be found at https://www.youtube.com/watch?v=VONS7A_XUQo

VOTING MEMBERS & ALTERNATES		STAFF	
Jen Fleisher, Charlottesville	x	Christine Jacobs, TJPDC	
Natalie Oschrin, Charlottesville	x	Lucinda Shannon, TJPDC	x
Sally Duncan, Albemarle	x	Gretchen Thomas, TJPDC	
Mike Pruitt, Albemarle	x	Taylor Jenkins, TJPDC	x
		Ben Chambers, Charlottesville	x
		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
		Zoe Macomber, CAT	x
		Tonya Swartzendruber, Albemarle	x
		Jennifer DeBruhl, RK&K	x

1. CALL TO ORDER:

Taylor Jenkins called the meeting to order at 5:04 p.m. because there is an election of officers on the agenda for this meeting. She welcomed two new board members, Sally Duncan and Jen Fleisher.

Lucinda Shannon noted that the meeting was all-virtual, held over Zoom, and she read the electronic meeting policy.

2. ELECTION OF OFFICERS (MINUTE 1:49)

Taylor Jenkins reminded the board of the duties of both the Chair and Vice Chair. Mike Pruitt nominated Natalie Oschrin as Chair and himself as Vice Chair to maintain continuity and switch City and County leadership (a County rep was Chair and a City rep was Vice Chair last time).

Motion/Action: Jen Fleisher made a motion to approve Natalie Oschrin as Chair and Mike Pruitt as Vice Chair. Sally Duncan seconded, and the motion passed unanimously.

Natalie Oschrin took over leadership of the meeting. She invited those at the meeting to introduce themselves.



3. ACCEPTANCE OF THE AGENDA (MINUTE 9:30)

Motion/Action: Jen Fleisher made a motion to approve the agenda. There was no second. There was a group of new attendees who were accepted into the meeting and who introduced themselves.

4. MEETING MINUTES (MINUTE 10:43)

Motion/Action: Jen Fleisher made a motion to approve the November 18, 2025, meeting minutes. Mike Pruitt seconded, and the motion passed unanimously.

5. MATTERS FROM THE PUBLIC (MINUTE 11:45)

None.

6. PRIORITIZATION STUDY UPDATE (MINUTE 12:12)

Taylor Jenkins gave an overview of the meeting schedule with dates, times, and potential topics for the calendar year 2026. The regularly scheduled meetings are set for the fourth Thursday of the odd months from 5:00 – 7:00 p.m. The exception would be in November due to a conflict with the Thanksgiving holiday, so it is rescheduled for November 12.

Mike Pruitt noted that it will be important to focus on the eventual implementation of the transit vision plan and would like the topics presented at the meetings have that at top of mind. There was a brief discussion about how best to do that. He noted that he would like to start adopting an internal position within CARTA and then pursue legislative action.

It was the position of the board to accept the calendar dates and times and topics as presented. No vote was necessary.

7. TRANSIT AGENCY UPDATES (MINUTE 23:29)

Ms. Jenkins noted that during the last RTP meeting, one of the positives of that organization’s meetings was having an open forum to hear about the various transit agencies’ current work, their budgets, and other things they were working towards. Supervisor McKeel, the former Chair, asked that this agenda item remain as part of CARTA meetings going forward. The memo in the agenda packet covers this topic with additional details.

8. TRANSIT GOVERNANCE AND OPERATIONS (MINUTE 31:09)

Jaunt

Mike Murphy presented the board with general information about Jaunt and its stockholders. He noted that Jaunt celebrated its 50th anniversary in the fall of 2025. They have currently been working on rebranding and are working on refining their values. The rebrand will include “Regional Connections Powered by Care.” He shared the service area noting that it covers over 2,700 square miles. He shared the characteristics of the service they provide noted that the majority of all riders are “demand response” trips and that Jaunt averages 20,000 trips per month with a total of over 97,000 ADA trips in FY25.

He reported that Jaunt became an ADA provider in 1987 and shared numerous statistics with their Charlottesville and Albemarle services.

He continued by sharing Jaunt's values regarding people, service and connection. He shared a variety of major considerations he shared with Jaunt's board and the five priorities for 2025/2026 that they chose from a list of 25 strategic priorities they brainstormed in a workshop last January.

He also shared a FY26 budget overview and 10 projects that are funded in the state budget through the CTB. He noted that their FY25 audit is done and completely clean. He said there is excess capital and he will be going back to the board on how to return that excess capital (approximately \$1 million) to the localities.

He continued by covering the FY27 budget concepts including services, capital, people and other operations considerations. He gave a brief overview of the \$20 million FY27 budget and how the board can help Jaunt in the future.

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

University Transit Service (UTS) (Minute 47:08)

Scott Silsdorf introduced himself and shared the governance structure of UVA's UTS and the operations that fall under both parking and transportation.

He shared the origins of UTS from 1971 as a response to the growing parking problem at UVA.

He also shared the UTS FY25 revenue by source, including mandatory student fee, UVA Health Service, bus charters, and fuel sales throughout the University.

He said they have 44 vehicles in their fleet, and nine of them are electric vehicles. He reviewed the fixed route service types and a map of its routes.

He reported that they had 2.2+ million total rides in FY25.

He noted that UTS also offers on-demand service and it is an overnight point-to-point service on Grounds only. It uses a fleet of nine mini- and full-size vans.

Mr. Silsdorf briefly reviewed the charter services that are available.

He continued by reviewing UTS's operations planning.

He shared the Purple line route map that will begin on March 9 and will run from 2:30 – 8:00 p.m.

He shared their workplan to-date to reach zero emissions including the Gillig electric buses and the Karsan e-Jest mini-transit vehicles.

He said they are looking to enhance their paratransit services in 2026-2027.

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

Mr. Silsdorf said they will be creating a Wahoo Wheels Bike Garage at the intersection of Massie and Copely Roads to teach bike repair and safety.

9. ROUNDTABLE TRANSIT AGENCY UPDATES (MINUTE 1:12:00)

Charlottesville City Schools

Garland Williams said over the winter holiday, they got 95% of their operators and supervisors trained. They now have two battery-electric school buses that are in service that are scheduled to do both AM and PM trips. He said the chargers are having some issues with the freezing temperatures. He said they are trying to determine where to place the buses in their normal rotations.

CAT

Mr. Williams said they are currently adding the finishing touches to their budgets and working through determining the amount they are going to need for FY27. He noted that there will be two battery-electric buses scheduled to be delivered in May. CAT is also planning to purchase two more that would be delivered in February, 2028. They have to determine whether there are other buses that will be needed for the future.

Jaunt

Mr. Murphy said the weather is the big story right now. He said Jaunt is preparing seven budgets for the local governments. He has gone to make presentations to Charlottesville and Fluvanna so far. He said they are the most fully staffed they have been since he joined the organization. He reiterated that there is a Board meeting on February 10.

UTS

Mr. Silsdorf did not have anything else to report except that their battery-electric buses are being utilized on their Gold line. The unit numbers start with "25" on the buses.

10. REGIONAL TRANSIT SERVICE PRIORITIZATION STUDY UPDATE (MINUTE 1:19:25)

Jen DeBruhl, Director of Rail/Transit at RK&K, reviewed the study scope of work. She said the study will develop an implementation plan that identifies costs for constrained and unconstrained services and feasible short-, mid-, and long-term timelines. She said they are planning to bring a draft/final plan for approval in the early Fall of this year.

She shared the project status noting that both service identification and refinement, and prioritization methodology & project prioritization portions of the study are currently underway.

Ms. DeBruhl shared the prioritization methodology from January through April and then shared the next steps. They are planning to develop a draft of the prioritization methodology for review by CARTA Board in March before getting into the implementation plan in the summer.

11. ADJOURN

Ms. Oschrein adjourned the meeting at 6:00 p.m.

Memorandum

To: Charlottesville-Albemarle Regional Transit Authority Board
From: Lucinda Shannon
Date: March 25, 2026
Subject: Regional Housing Partnership Appointment

Purpose:

This memorandum requests that the CARTA board consider appointing a representative to the Central Virginia Regional Housing Partnership.

Background:

The Central Virginia [Regional Housing Partnership](#) (RHP) facilitates regional coordination to ensure access to housing for all. The RHP serves as an official advisory board, created by the Thomas Jefferson Planning District Commission, in partnership with public, private, nonprofit, and citizen stakeholders. It aims to provide stakeholders with a venue to coordinate affordable housing efforts, access resources to develop and maintain affordable housing, and research innovative and effective strategies for use across the planning district.

The RHP encourages its members to participate in its committees and projects to support affordable housing strategies across Charlottesville, Albemarle, Louisa, Greene, Nelson, and Fluvanna counties. The RHP meets once a quarter for about 2 hours. Members also contribute to the RHP's efforts outside that time, either by serving on a committee, fundraising for initiatives, or otherwise helping connect resources and people to the RHP. The RHP has an executive committee, an events committee, a communications committee, and a data committee. Some of RHP's projects include regional housing summits, strategic plans, and a regional housing dashboard.

Discussion:

The RHP bylaws included the Regional Transit Partnership (RTP) chair as a member. The CARTA Board is requested to appoint a representative to the Central Virginia Regional Housing Partnership (RHP) to ensure continued transit representation in the regional housing strategy. This role requires attending quarterly meetings and participating in committees focused on affordable housing initiatives. The next RHP full partnership meetings are scheduled for March 25th and June 24th from 1 to 3 pm.

Recommendation:

Staff recommends that the CARTA Board appoint one of its members to the Regional Housing Partnership.



Regional Transit Service Prioritization and Implementation Feasibility Study

CARTA Board Meeting – Prioritization Discussion
March 25, 2026

Project Overview

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

Identify Service Improvements



Prioritize Service Improvements



Develop Implementation Plan

Connection to the Regional Transit Vision (2022)



Guiding Principles

 Equity

 Multi-modality

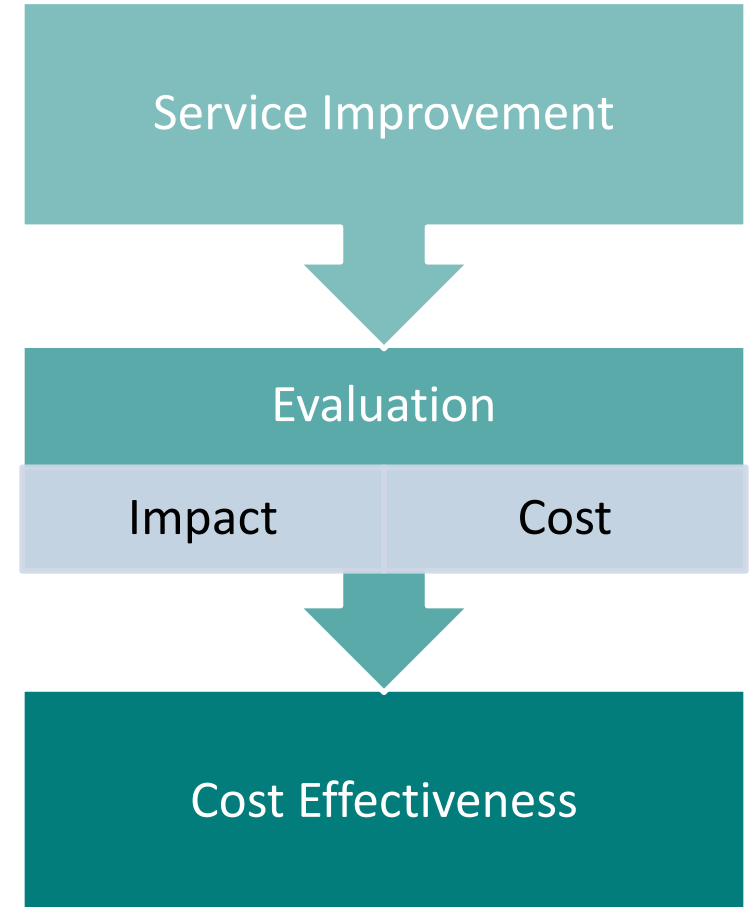
 Climate Change Mitigation

Goals

- 1 Enhance
- 2 Expand
- 3 Connect
- 4 Collaborate
- 5 Improve Equity
- 6 Grow Equitably
- 7 Support
- 8 Sustainability/Climate

Types of Improvements

- Expanded route coverage
 - New fixed routes
 - Extensions of existing fixed routes
 - Realignment of existing fixed routes
 - Introduction of BRT
 - Introduction/continuation of microtransit and on-demand services
- Improved frequencies at different times of day
 - Peak, Mid-day, night, Saturday, Sunday
- Extended hours of service
 - Mid-day, night, Saturday, Sunday



Stakeholder Discussions

- Met with several groups to discuss priorities

County

City

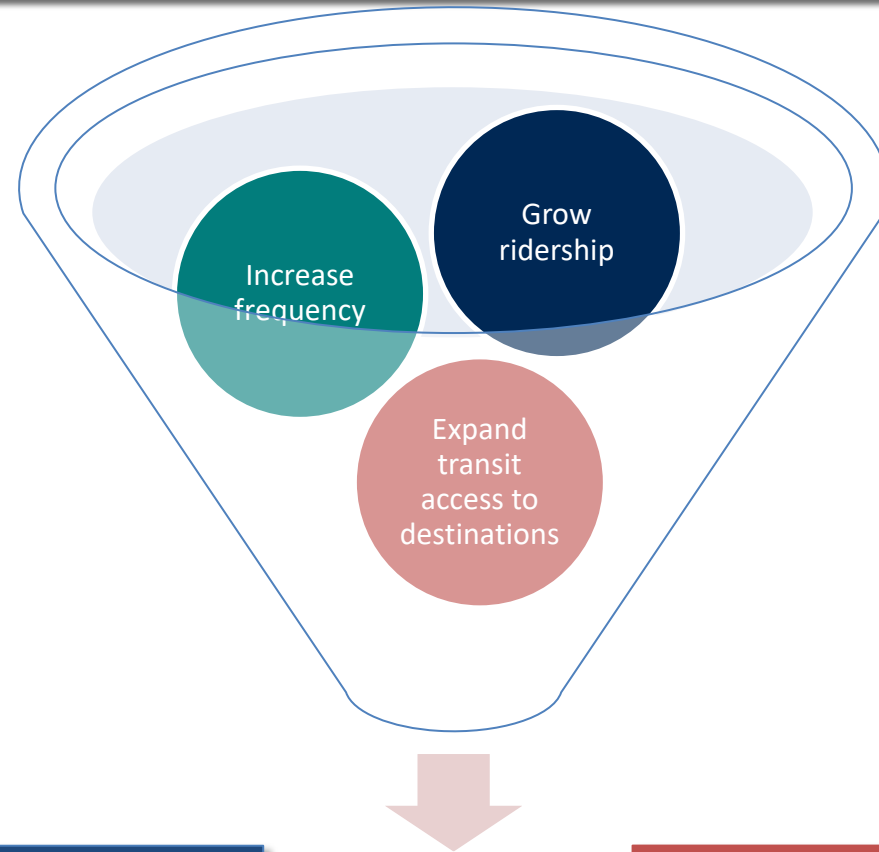
TJPDC & Jaunt

Broader set of stakeholders including DRPT, School District, UVA, Charlottesville Area Alliance, and Piedmont Environmental Council

Top priorities we heard:

- Grow ridership
- Provide transit access to more people and essential destinations
- Increased frequency

Priorities Into Prioritization Criteria




Increase Intensity






Increase Footprint

Criteria #1: Increase Intensity

»»» Achieved primarily by...

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

Includes focus on:

- Serving communities that rely on transit 
- Providing convenient alternatives in congested areas 
- Providing service that is better than hourly in outer areas, where possible  

Note: Increasing intensity is more likely to increase ridership

Guiding Principles



Equity



Multi-modality




Climate Change Mitigation

Criteria #2: Increase Footprint






Achieved primarily by...

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

Note: Increasing footprint is more likely to increase access

Includes focus on:

- Making sure everyone has access to some level of transit service throughout the week – especially the elderly and people with disabilities 
- Providing convenient alternatives in congested areas 
- Connecting to activity centers (e.g., medical facilities, senior centers, schools, retail centers)  

Measuring the Impact of Service Improvements



Increase Intensity

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

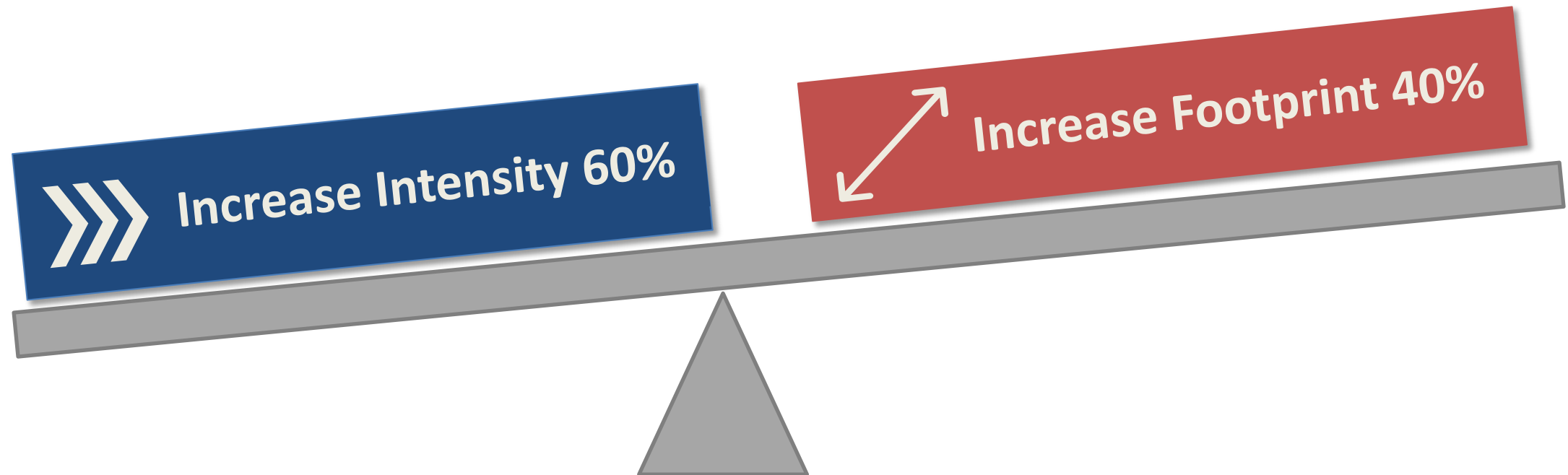


Increase Footprint

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

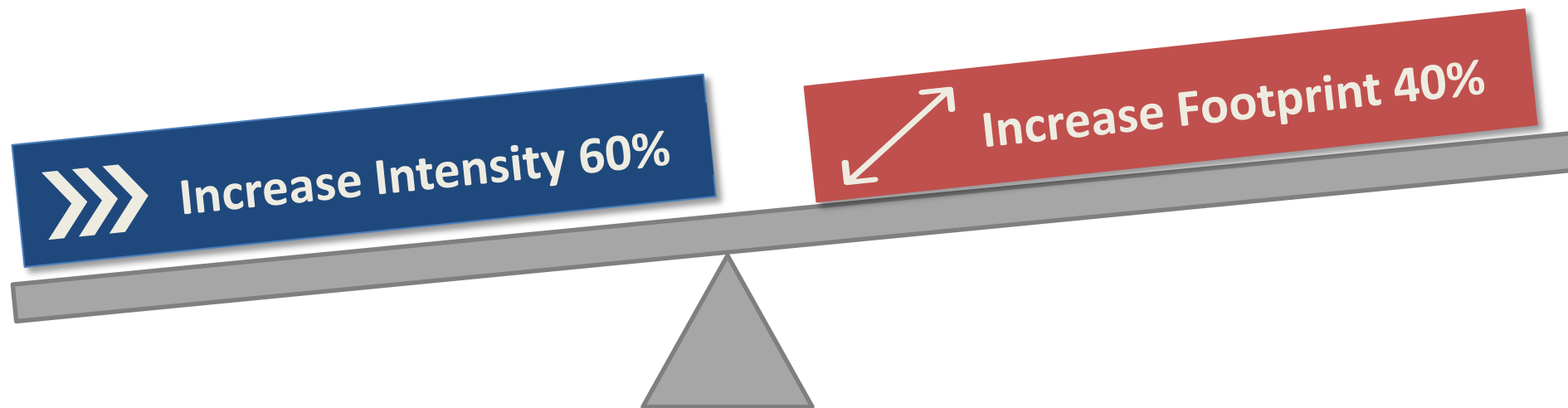
Proposed Prioritization Weighting

Based on stakeholder feedback, we are proposing a 60/40 split



Discussion

- Do you agree with this weighting?
- Any questions about the proposed prioritization methodology?



Next Steps

- **March/Early April:** Update and finalize prioritization methodology based on today's discussion
- **April – May:** Apply prioritization methodology to list of service improvements, develop capital and operating costs
- **May:** Bring draft prioritized list of service improvements to CARTA Board Meeting
- **Summer:** Public Survey & Develop Implementation Plan



CHARLOTTESVILLE AREA TRANSIT

FEBRUARY 2026





Charlottesville Transit Service

1975 - 2010






Charlottesville Area Transit

2010 - Present





THE HISTORY of TRANSIT IN CHARLOTTESVILLE



1975

CTS Begins Service



1985

City Takes on School Bus Service



1999

Downtown/UVA Trolley Launches



2007

UTS Ridership Agreement
Transit Center Opens on Mall



2010

CTS Renamed **CAT**



2011

First Hybrid Buses



2020

All CAT services move to zero fare system



2023

MicroCAT Rideshare Service Launches



2024

CAT Becomes Unionized



2026

First Fully Electric Transit & School Buses

Staffing Overview (Budgeted)



TRANSIT

109 Budgeted*

- 66 FT Operators
- 9 Supervisors
- 3 Customer Service
- 7 Mechanics
- 7 Maintenance Workers
- 1 Safety & Security Coordinator
- 16 Admin Staff



PUPIL

39 Budgeted*

- 10 Full-Time Drivers
- 10 Part-Time Drivers
- 13 Bus Aides
- 5 Leads/ Supervisors
- 1 Operations Manager/ Admin



****The above graphic reflects year-round employees only. Transit has 141 total budgeted positions, and Pupil has 48 total budgeted positions, including temporary and seasonal roles.****

OUR SERVICES

Providing fare-free public transit to Charlottesville and Albemarle County via three main services:

- **Fixed-Route Service:**

- Regular, scheduled buses connecting key areas and hubs like UVA and the Downtown Transit Center.

- **MicroCAT Rideshare:**

- Safe, reliable transit for Charlottesville City Schools - daily commutes, field trips, and summer programs. On-demand service within designated areas, connecting riders to fixed routes and offering flexible, easy travel.

- **Pupil School Transportation:**

- Safe, reliable transit for Charlottesville City Schools - daily commutes, field trips, and summer programs.



FIXED-ROUTE SERVICE

11 CITY/ COUNTY ROUTES & DOWNTOWN TROLLEY



FIXED-ROUTE SERVICE

- **What It Is:**

- CAT operates 11 routes, including our downtown trolley, providing fare-free public transit across Charlottesville and parts of Albemarle County.

- **Key Features:**

- Downtown Transit Station (DTS):
 - Main hub for route connections and rider services.
 - Offers smooth transfers across most routes throughout the day.

- **ADA Accessible:**

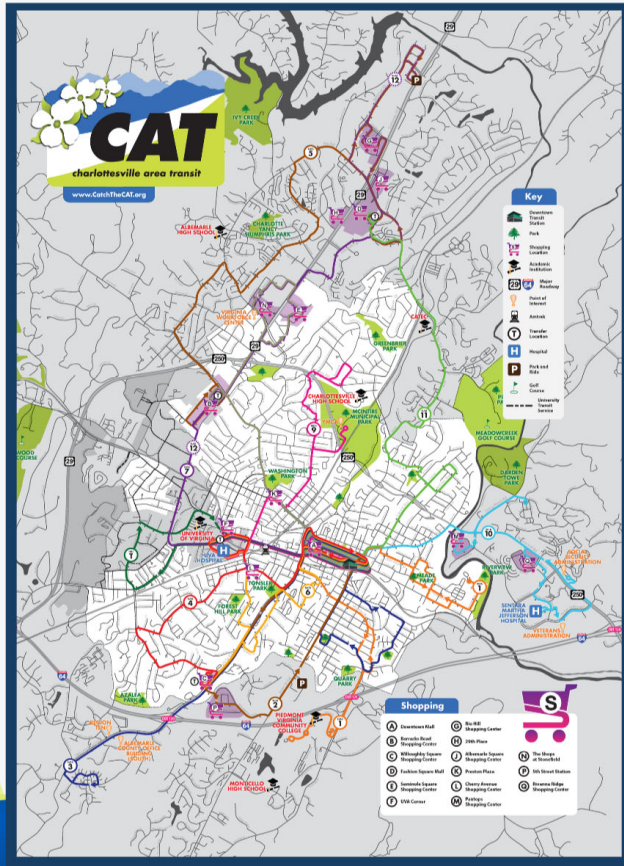
- All buses include wheelchair ramps and bike racks.

- **CAT is a Small Urban Direct Recipient Transit Agency:**

- Receive federal financial assistance directly from the Federal Transit Administration (FTA)
- CAT is responsible for managing its own grants, overseeing subrecipients, and complying with federal requirements such as EEO programs.

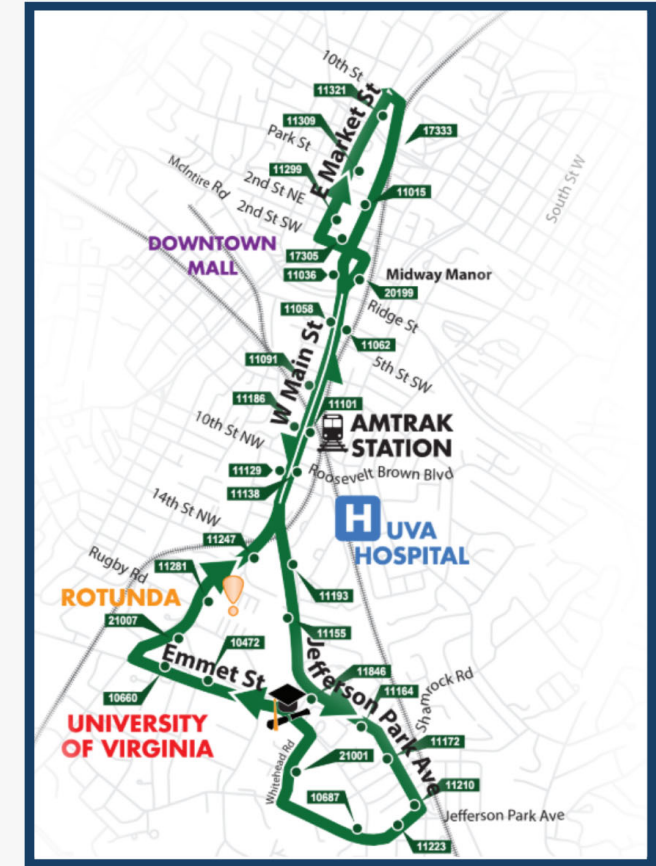


TRANSIT SERVICE AREA MAPS



CAT Fixed-Routes & Trolley

- Service to Charlottesville and Albemarle County.
- Reaches key locations such as UVA, local hospitals, the downtown mall, walmart, Pantops, and more.
- Serves routes that go to Pantops, Walmart, Barracks Road, or any other stops in the MicroCAT service area for easy transfers.
- The trolley connects the downtown area with UVA, making travel easy and convenient.



3 YEAR FIXED-ROUTE RIDERSHIP

Route	FY 2023	FY 2024	FY 2025
FREE TROLLEY	125,163	132,755	151,307
ROUTE 1	32,056	32,755	33,544
ROUTE 2	67,721	89,834	96,715
ROUTE 3	108,237	124,958	120,941
ROUTE 4	69,024	82,388	91,757
ROUTE 5	160,870	192,156	192,876
ROUTE 6	62,378	78,811	102,314
ROUTE 7	270,502	330,522	338,524
ROUTE 8	82,833	78,811	82,318
ROUTE 9	36,053	41,347	74,755
ROUTE 10	60,122	71,708	74,755
ROUTE 11	72,060	73,923	56,625
TOTAL	1,147,018	1,353,060	1,382,686

FY26 EXISTING CAT RIDERSHIP

CAT Routes 5, 7 and Trolley account for **53%** of **Weekday** Ridership and **55%** of **Saturday**.

- These three routes also have the **best service frequencies** in the CAT network

Route	Weekday		Saturday	
	Ridership	Riders/ Rev. Hr.	Ridership	Riders/ Rev. Hr.
Route 1	113	6.7	N/A	N/A
Route 2	350	21.6	294	18.2
Route 3	404	23.9	394	23.3
Route 4	308	10.9	182	6.4
Route 5	711	15.0	636	13.4
Route 6	332	11.7	277	9.7
Route 7	1,403	29.1	1,138	23.6
Route 8	302	25.4	259	21.8
Route 9	166	7.3	53	2.3
Route 10	265	16.1	218	13.2
Route 11	230	13.9	202	12.2
Trolley	695	22.1	546	17.3
Totals	5,279	17.5	4,201	16.2

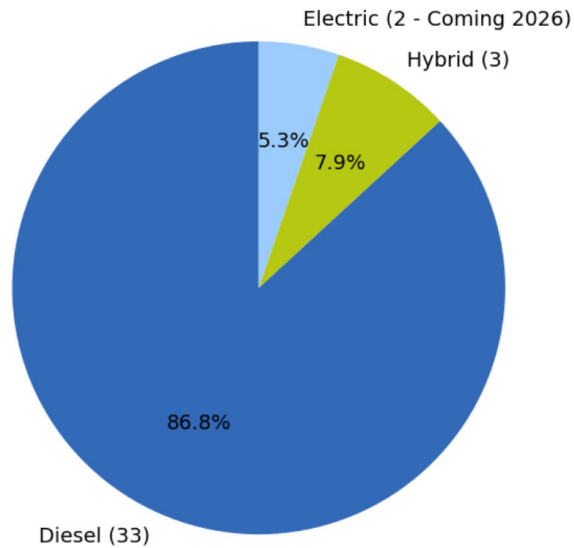
CAT FLEET BREAKDOWN

- 2027**– Last year CAT will buy diesel fuel buses for fleet.
- 2040** –First year for a **potential 100% ZEB fleet**

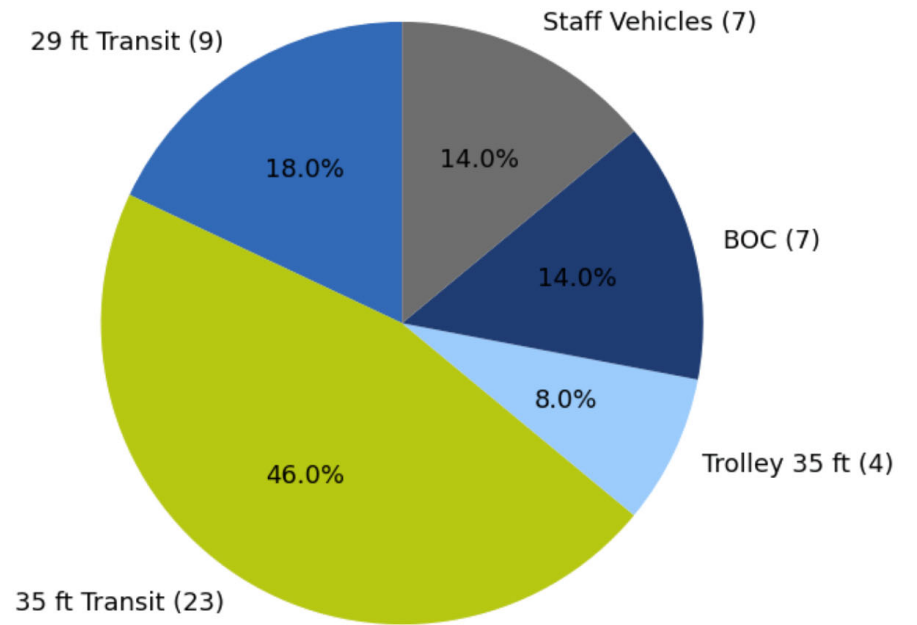
*Assumes 12yr lifespan for buses

Totals:
 38 Transit Buses – Incl. 2026 electric
 5 Contingency Buses
 7 BOC Vans
 7 Staff Vehicles

Vehicle Type Breakdown



Total Vehicle Breakdown



MICROCAT RIDESHARE

SERVING 29 NORTH AND PANTOPS AREAS

MicroCAT

MicroCAT

MICROCAT RIDESHARE

- **What It Is:**

- MicroCAT is an on-demand, fare-free microtransit service for Charlottesville and Albemarle County.

- **Key Features:**

- Flexible Trips: Riders can request rides through the MicroCAT app for pickup and drop-off anywhere within the service area.
- Connection to Fixed Routes: MicroCAT makes it easy to reach fixed-route stops, expanding access to the broader CAT system.
- Fare-Free and Accessible: Service is free for all riders, and vehicles are ADA-compliant.

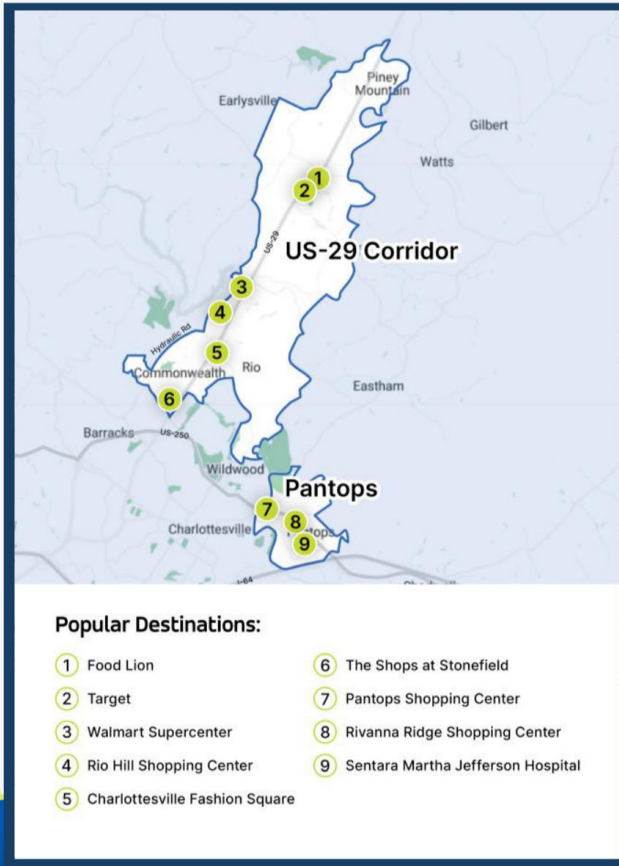
- **How It Works:**

- Request rides via the MicroCAT app or call by phone for convenient door-to-door service.
- MicroCAT operates alongside fixed-route buses to fill transit gaps in underserved areas.



Ride MicroCAT

MICROCAT SERVICE AREA MAP



MicroCAT Rideshare

- Service to the US-29 Corridor & Pantops.
- Reaches key locations such as the airport, medical centers, and popular shopping centers.
- Can take you to many fixed-route stops such as Walmart, Pantops and Barracks Road for easy transfers.

Powered by **VIA** **MicroCAT**

Get around Albemarle County with MicroCAT.

Navigate the Pantops and US-29 Corridor areas at the tap of a button! Book a shared ride with MicroCAT to the bus, work, the doctor, and more.

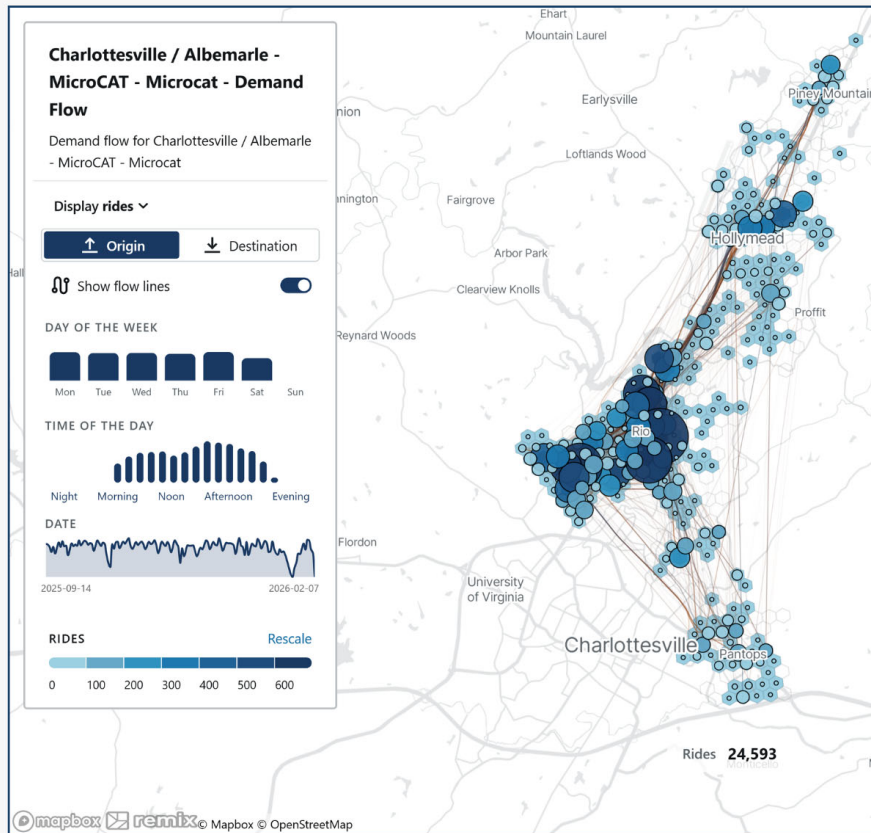
All rides are **fare-free!**

Scan to learn more.

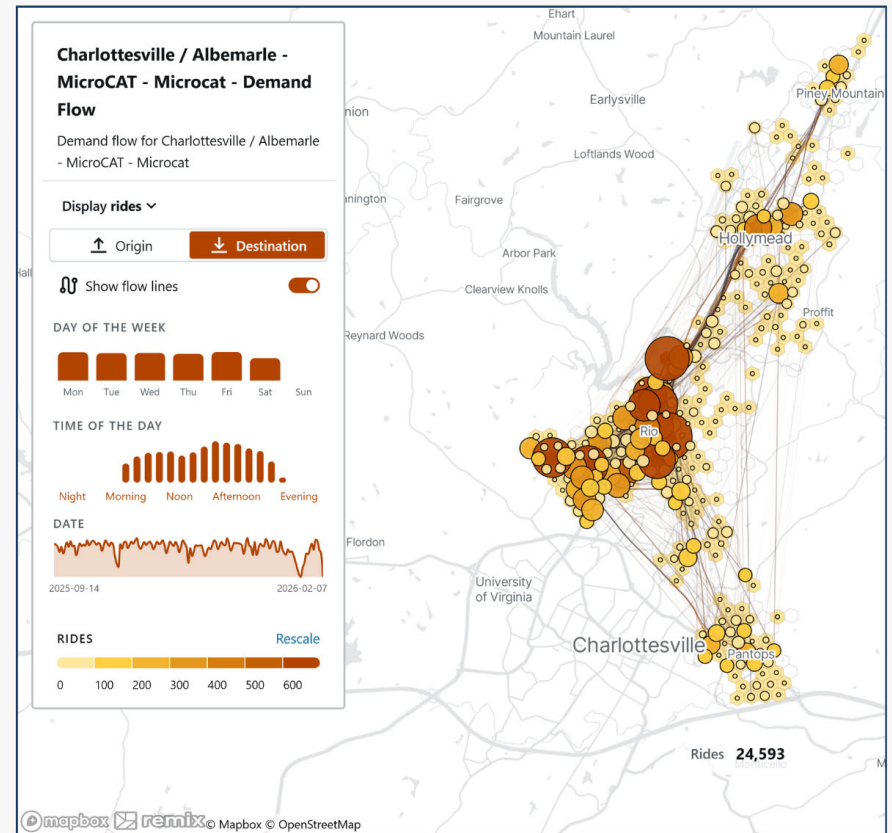
city.ridewithvia.com/microcat

MICROCAT HOTSPOT MAPS

Origin



Destination



24,593 Rides Completed as of 2/20/2026

Operations Review

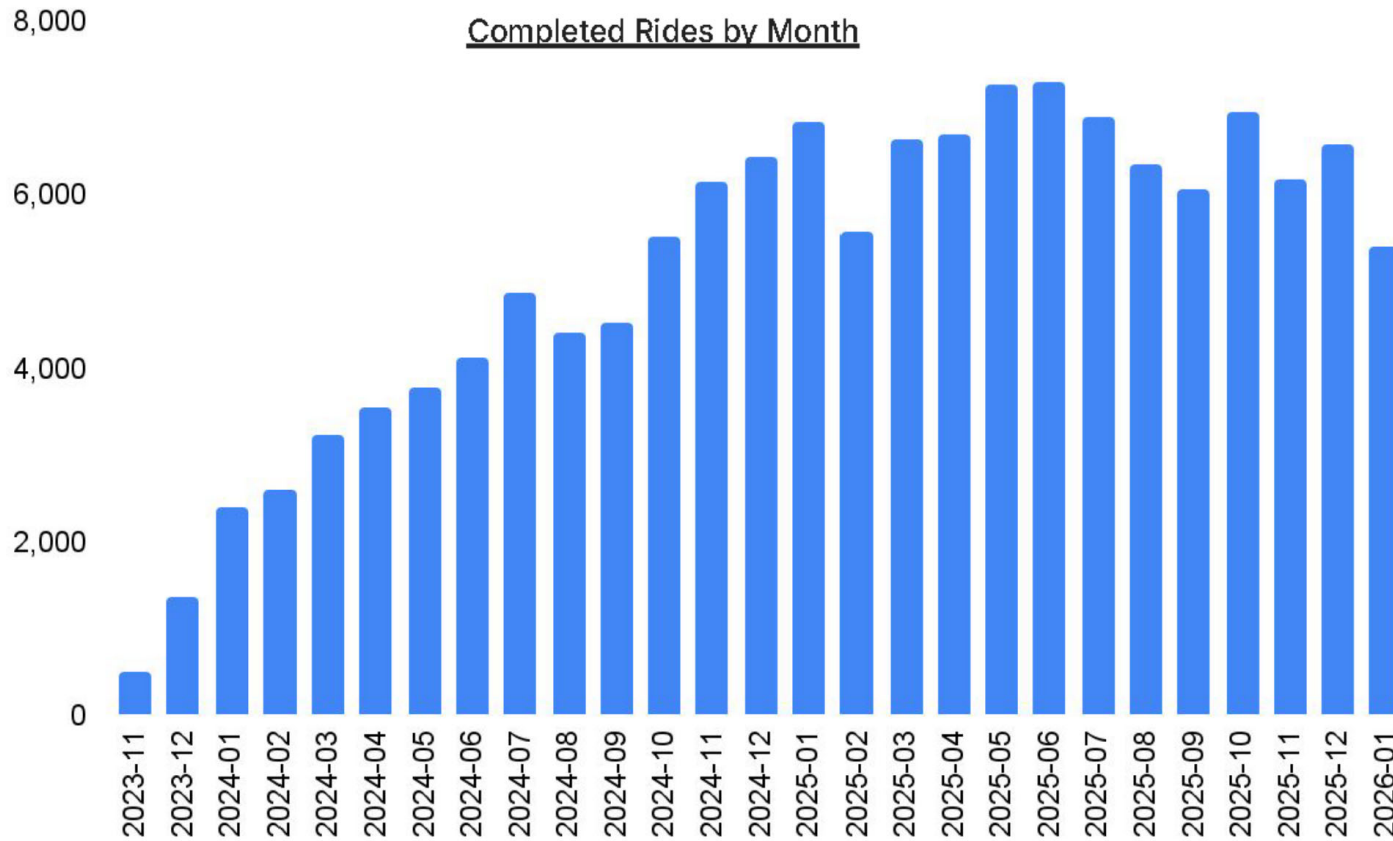
Demand remains strong; outpaces supply

Monthly performance

Category	Metric	November 2025	December 2025	January 2026	Comments
Inputs	Requests	11,027	12,050	11,958	
	Vehicle hours	1,647	1,722	1,376	Hours impacted by winter storm closures in Jan
Efficiency	Rides	6,171	6,564	5,407	
	Utilization	3.7	3.8	3.9	Utilization extremely strong
Quality	Met demand	78%	75%	64%	Demand outpacing supply
	Average ETA	23.1	23.0	23.7	

MicroCAT Performance Overview

Rides served increased through Summer of 2025 and have plateaued with current supply



4.9

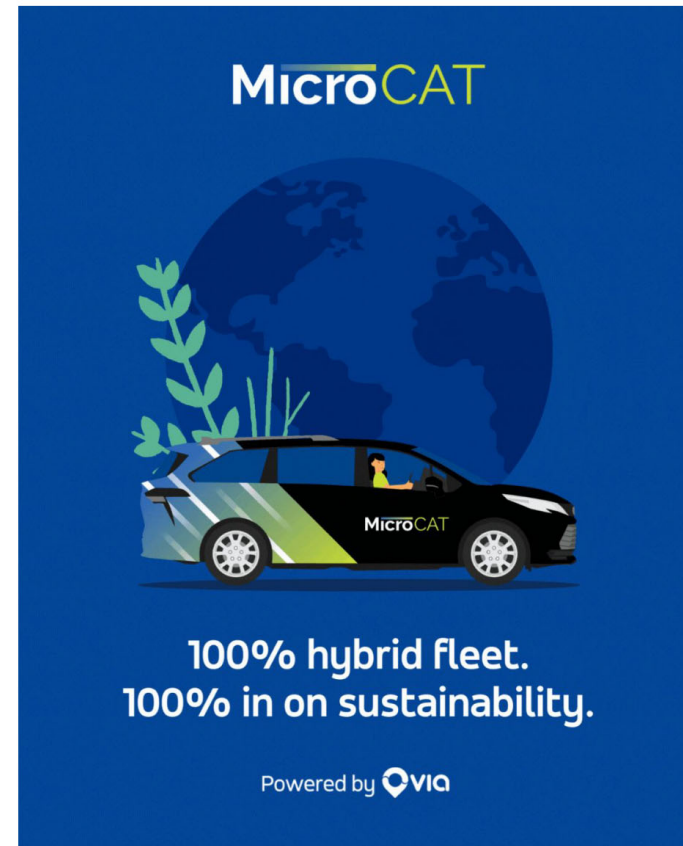
out of 5 ride
rating

4.2

Passengers per
revenue hour

Current service running efficiently; demand outpacing supply

	Current Supply Levels
Est. Weekly Requests	3000
Est. Weekly Met Demand	2250 (75%)
Est. Weekly Rides	1500
Avg. Wait Time	23 min
Weekly Supply (Van Hrs)	380
Requests / Van Hour	7.9
Vehicle Count (Total)	8
Total Annual Cost	\$1.275M



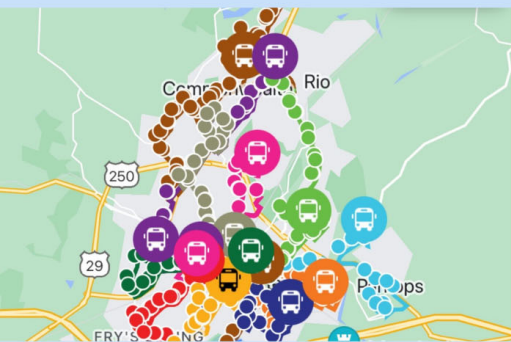
ACCESSING FIXED-ROUTE & MICROCAT

Fixed-Route:

- **ETA Spot Mobile App**
 - Real-time tracking of buses and routes
 - Available on Apple and Google Play stores
- **Our Website - CatchtheCAT.org**
 - Full list of schedules and routes
 - Also includes a real-time tracking tool
- **Google Maps**
 - Easy Trip Planning: Enter your destination in Google Map and click on the bus icon to see the best bus route or combination of routes to take

MicroCAT:

- **MicroCAT by VIA App**
 - Easily create an account and book rides
 - Available on Apple and Google Play stores
- **Phone Call in**
 - *No smartphone?* Book a ride by calling in: 434-442-2466.
- **Website - City.ridewithvia.com/microcat**
 - Provides more info on service along with resources detailing how to access the service and book a ride



ETA SPOT APP

Real-Time Route Map
View our [real-time route map](#), complete with arrival estimates.

ETAs by Phone
To hear the ETAs for a bus stop, call: 434-970-3649, option 0.

Free ETA Spot Mobile App
Download our [mobile bus tracking app](#) for IOS or Android.

Bus Info and System Map:
Bus Stop Lookup
Find a [bus stop](#).

Plan a Trip
Use Google Maps to [plan your trip](#).

CATCHTHECAT.ORG

MicroCAT

Get around Albemarle County fare free with MicroCAT.

Access: Walking, Wheel & Access to the Parkways & US-29 Corridor areas at the top of a subject.

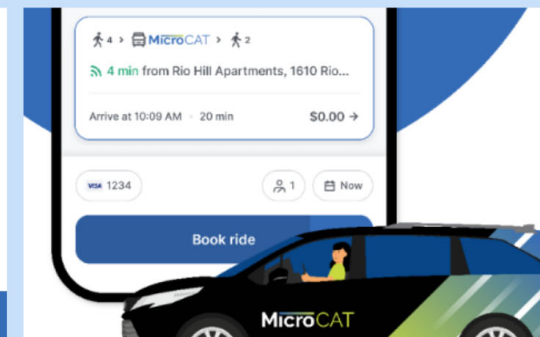


Scan to download



All MicroCAT rides are FARE-FREE!

CITY.RIDEWITHVIA.COM/MICROCAT



MICROCAT BY VIA APP

PUPIL SCHOOL TRANSPORTATION

SERVING CHARLOTTESVILLE CITY SCHOOLS

CHARLOTTESVILLE CITY PUBLIC SCHOOLS

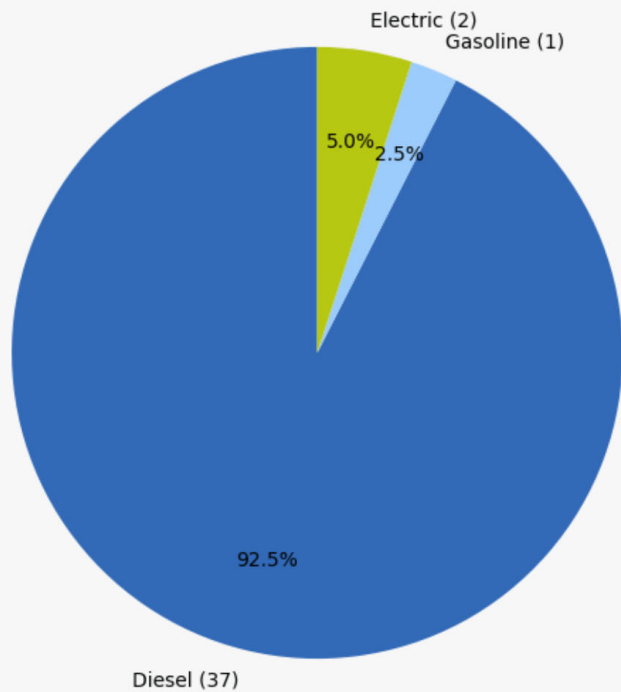


PUPIL OPERATIONS

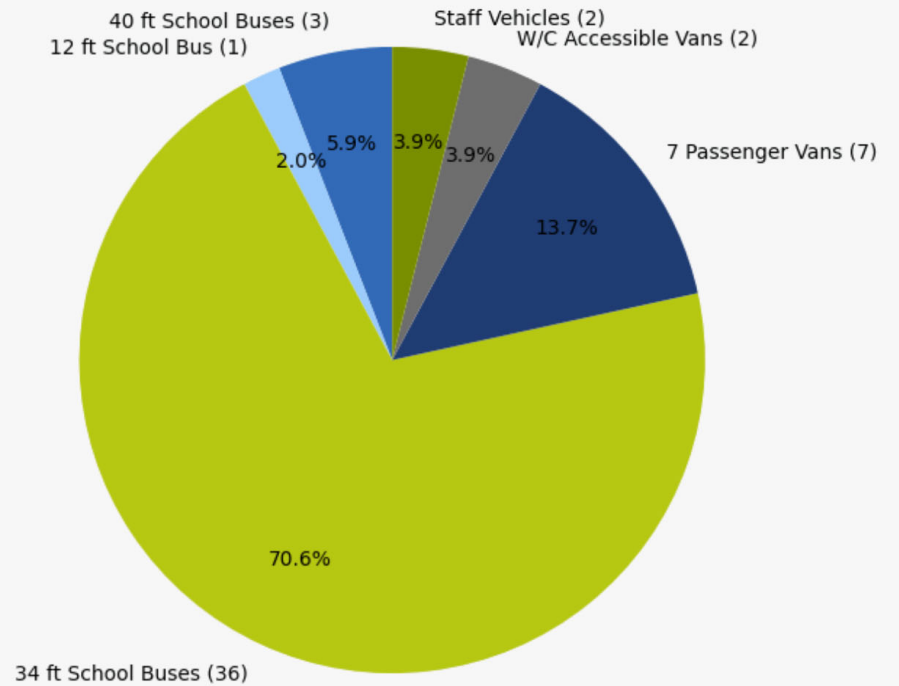
In 1985, transportation responsibilities for Charlottesville City Public Schools were taken on by the City's Transportation Department

Totals:
40 School Buses
7 Passenger Vans
2 Wheel Chair Accessible Vans
2 Staff Vehicles

Pupil Vehicle Type Breakdown



Pupil Vehicle Breakdown



UPCOMING PROJECTS

THE FUTURE OF TRANSIT IN CHARLOTTESVILLE

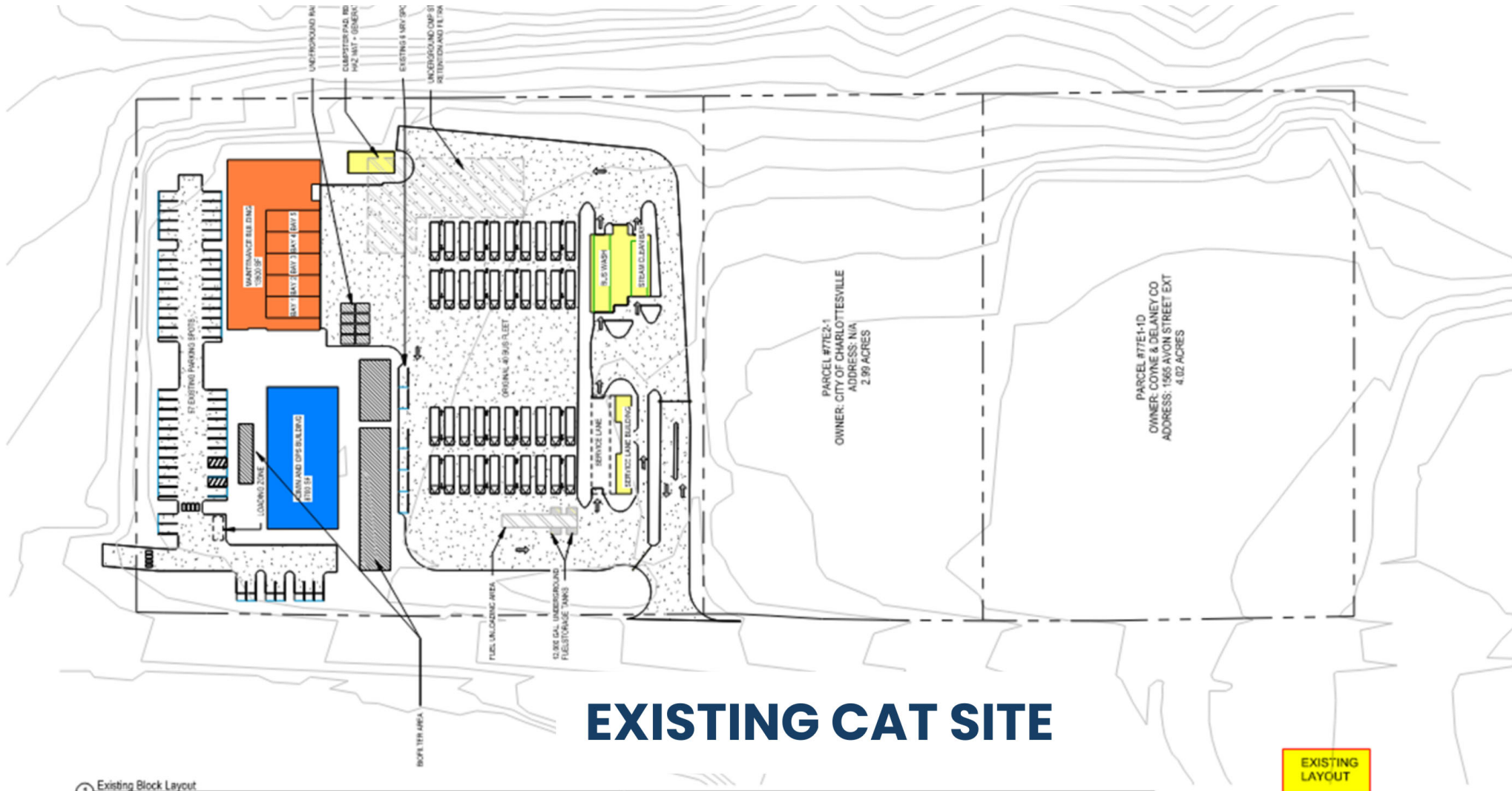


INFRASTRUCTURE

Completed Work (Kimley-Horn & Wendel):

- Feasibility Study
- Site Evaluation
- Transition Plan



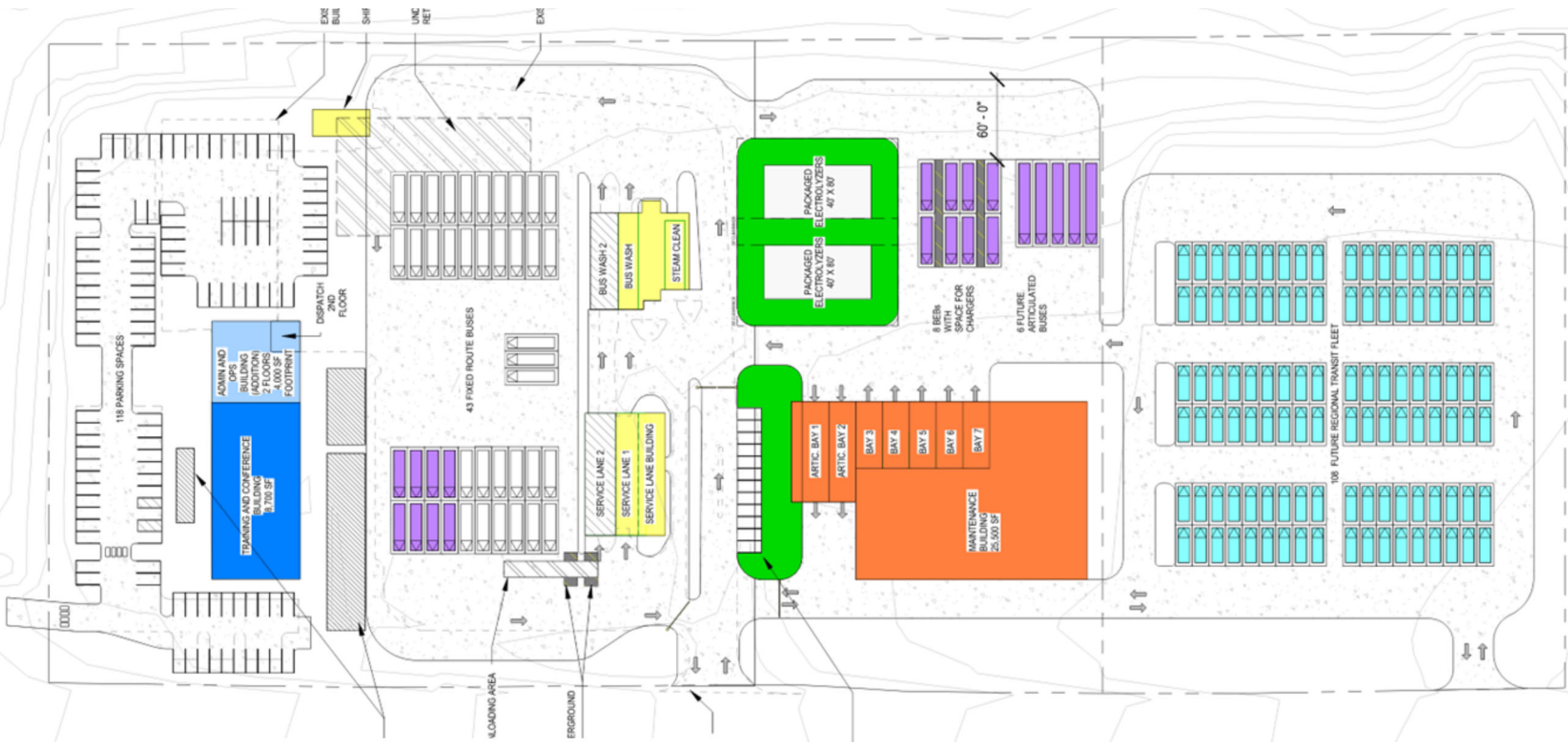


EXISTING CAT SITE

EXISTING LAYOUT

1 Existing Block Layout
SCALE: 1" = 50'-0"

Issue Date OPTION



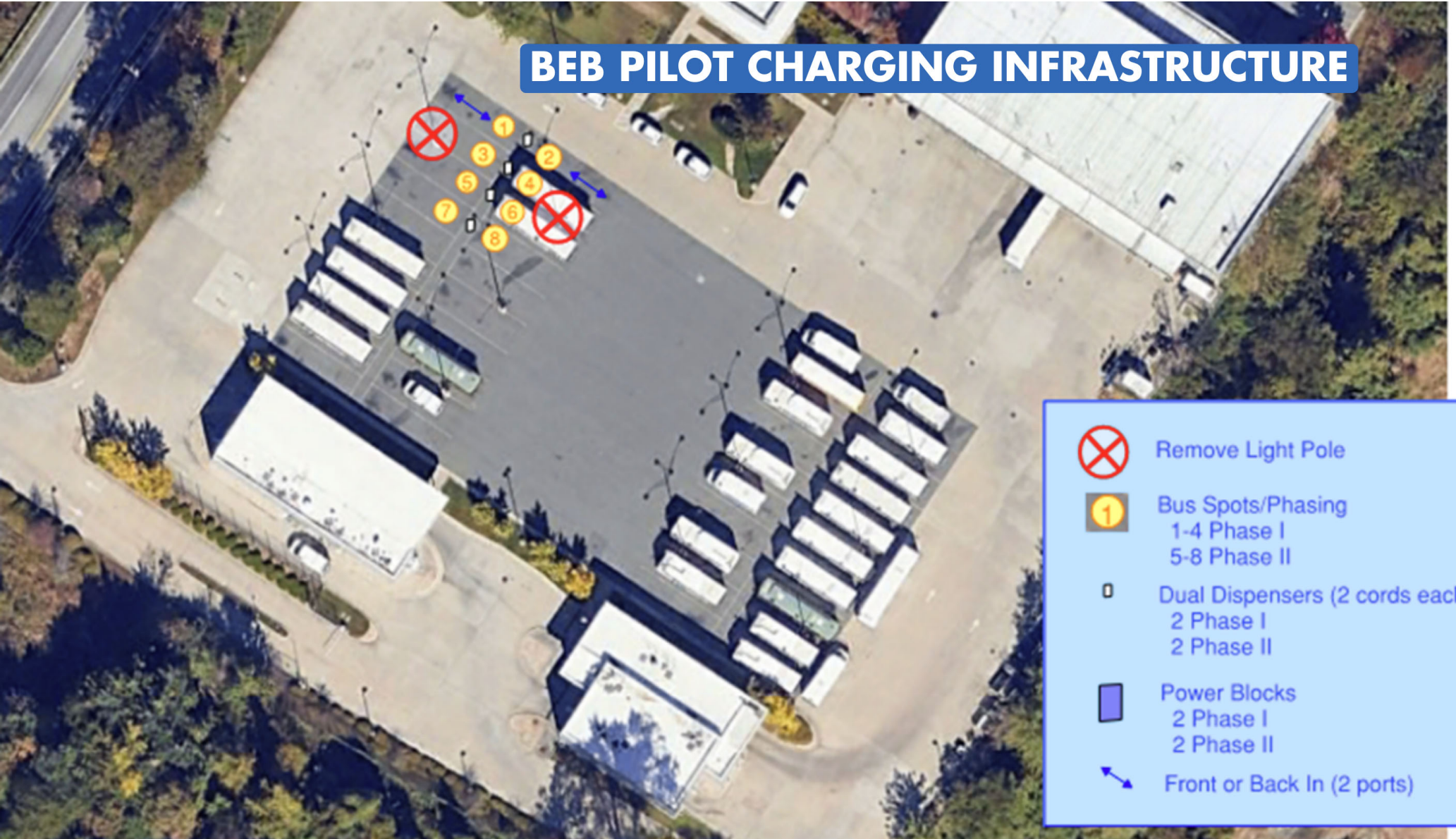
PROPOSED CAT SITE

1 Option A1.2 - REVISED
SCALE: 1" = 80'

OPTION A - REVISED **A**
REVISED

Issue Date **OPTION**

BEB PILOT CHARGING INFRASTRUCTURE



Remove Light Pole



Bus Spots/Phasing
1-4 Phase I
5-8 Phase II



Dual Dispensers (2 cords each)
2 Phase I
2 Phase II



Power Blocks
2 Phase I
2 Phase II



Front or Back In (2 ports)

NEW FACILITY PHASES



Facility Phase 1: New Maintenance Facility

- ☆ Includes design and construction of a new maintenance facility and bus parking expansion
- 📅 **Opening Year:** 2029
- 💰 **Estimated Total Cost:** \$37,711,000
 - ▢ **Planning/Engineering/Acquisition:** \$2,727,000
 - ▢ **Construction:** \$34,984,000

- ✔ Operations of the existing CAT facility must be maintained during construction
- ✔ All NEPA and Site Master Planning costs were allocated to Phase 1

Facility Phase 2: New Administrative Facility

- ☆ Includes demolition of existing maintenance facility, renovation and expansion of administrative building, and parking expansion
- 📅 **Opening Year:** 2030
- 💰 **Estimated Total Cost:** \$35,571,000
 - ▢ **Planning/Engineering/Acquisition:** \$2,227,000
 - ▢ **Construction:** \$33,344,000

- ✔ Operations of the existing CAT administrative building must be maintained during construction

Facility Phase 3: Regional Expansion

- ☆ Includes purchase of additional lot, building demolition, and construction of a new facility to accommodate potential regional transit expansion
- 📅 **Opening Year:** 2031
- 💰 **Estimated Total Cost:** \$14,717,000
 - ▢ **Planning/Engineering/Acquisition:** \$6,226,000
 - ▢ **Construction:** \$8,491,000

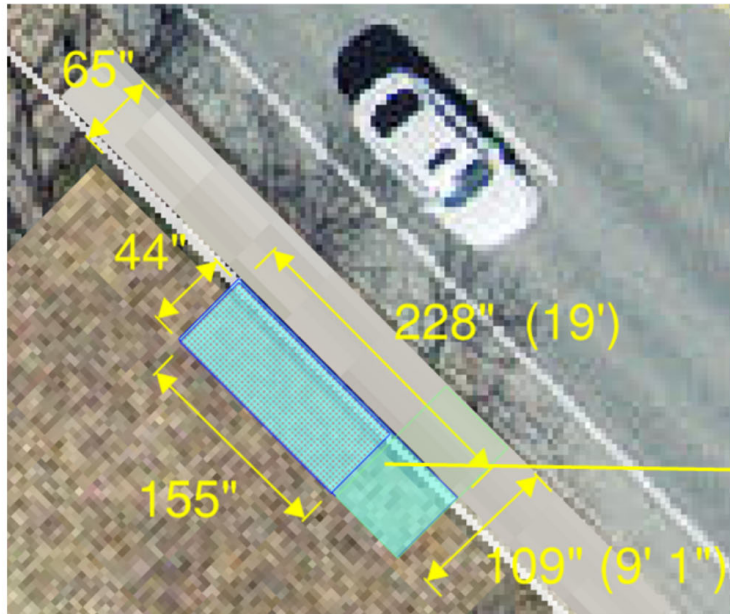
- ✔ Operations of the existing CAT facility must be maintained during construction
- ✔ Land acquisition will be completed concurrently with preliminary engineering
- ✔ Phase 3 would be constructed immediately after Phase 2

BUS STOPS & SHELTERS

The image features a stylized landscape with blue mountains and dark blue evergreen trees. The text 'BUS STOPS & SHELTERS' is centered in the upper half of the image.

PRESTON AVE @ REGION 10 - \$15,000

Shelter in bad condition
No 5' x 8' landing pad



New 44" x 228" concrete pad for
new shelter and landing pad
(using existing sidewalk)

MIDWAY MANOR - \$85,000



BELMONT PARK - \$120,000 (WORST CASE SCENARIO)



Lengthy sloped sidewalk

Stairway

Street cut and water pipe relocation



COMPLETED BUS STOPS - PRICING

BELMONT PARK - \$120,000

- Complete bus stop relocation
- Street cut and water pipe relocation
- Lengthy Sloped Sidewalk
- Added Stairway
- New shelter
- “Worst Case Scenario” final cost

MIDWAY MANOR - \$85,000

- Sidewalk “bump out” constructed for new shelter
- Cost on higher end due to increased construction needs

PRESTON AVE @ REGION 10 - \$15,000

- New 44" x 228" concrete pad added for new shelter and landing pad
- Used existing sidewalk
- Closer to your average cost for standard upgrades



THANK YOU!

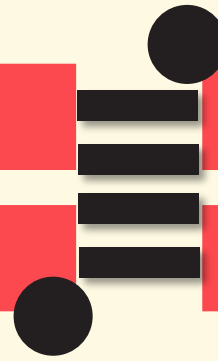
PLEASE FEEL FREE TO ASK ANY
QUESTIONS YOU MAY HAVE!



Bus Stop Inventory & Amenities

MARCH 2026

Charlottesville Area Transit



Agenda

Goal & Scope

03

Inventory

04

Amenities Criteria

14

What's Next?

15

3

Goals & Scope

ADA Compliance

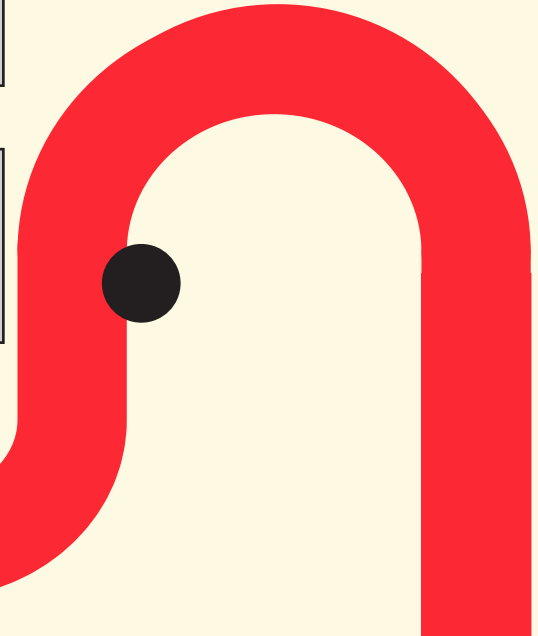
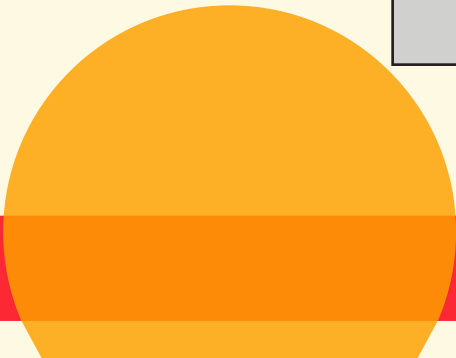
US Access Board technical requirements – January 2024 revision of ADA standards for stop upgrades

Rider Experience

Record status quo of amenities present at stops – shelters, benches, trash, lighting, etc

Systemwide Assessment

Review amenities across routes – City and County jurisdictions



4

Inventory

**ADA Transition Plan
Inventory**

**PIM conducted Right of Way
self-assessment, including
bus stops
Point in time accuracy (2023)**

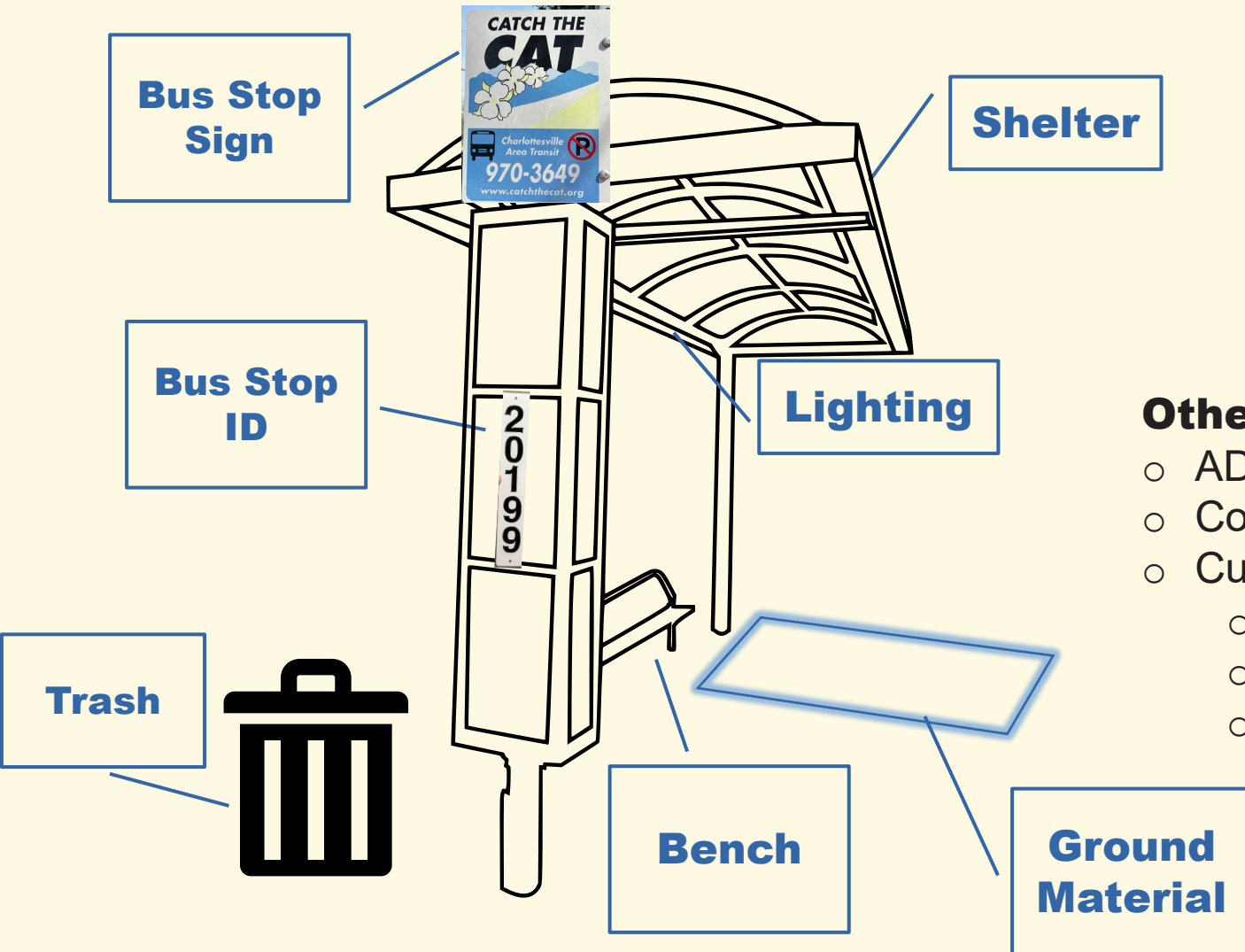
**Bus Stop
Inventory Field
Work**

**Augment PIM data with updates and
additional amenities
Point in time accuracy (2025)**

Updates

**Maintain accuracy as stops are upgraded or new
stops are installed
Procedural data management; longitudinal accuracy
(2026+)**

5 Data Collected

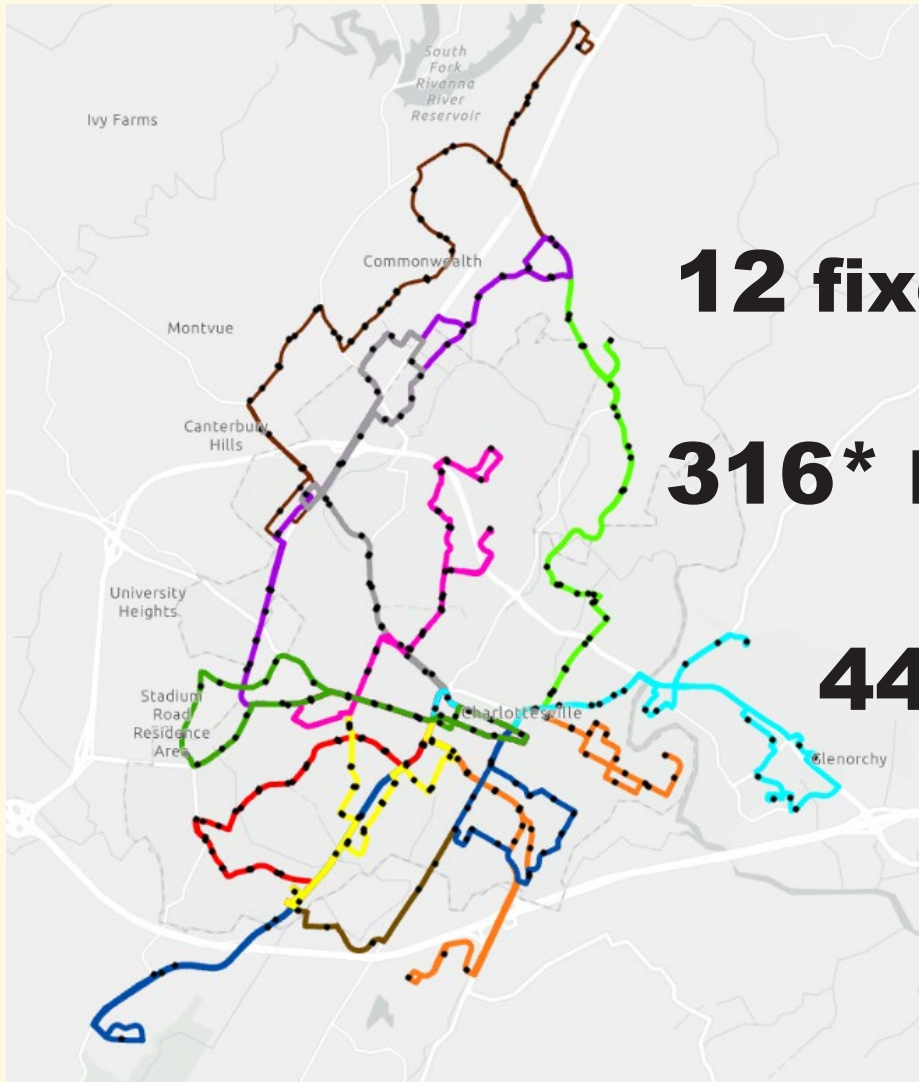


Other design elements:

- ADA compliant landing pad
- Connectivity with pedestrian access route (PAR)
- Curb management
 - Interaction with bike lane
 - Adjacent parking
 - Bus stopping zone ("Bus Only" lane vs. travel lane)

6

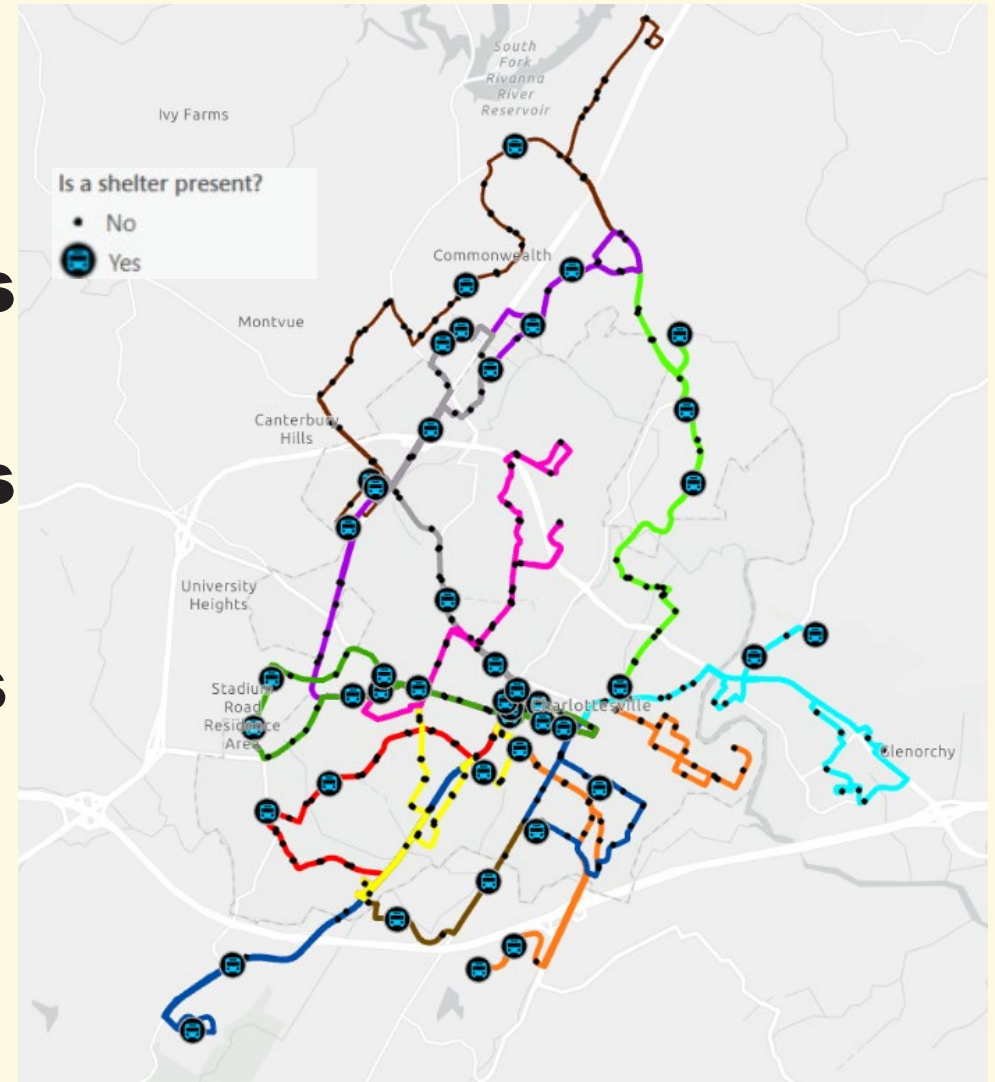
System Overview



12 fixed routes

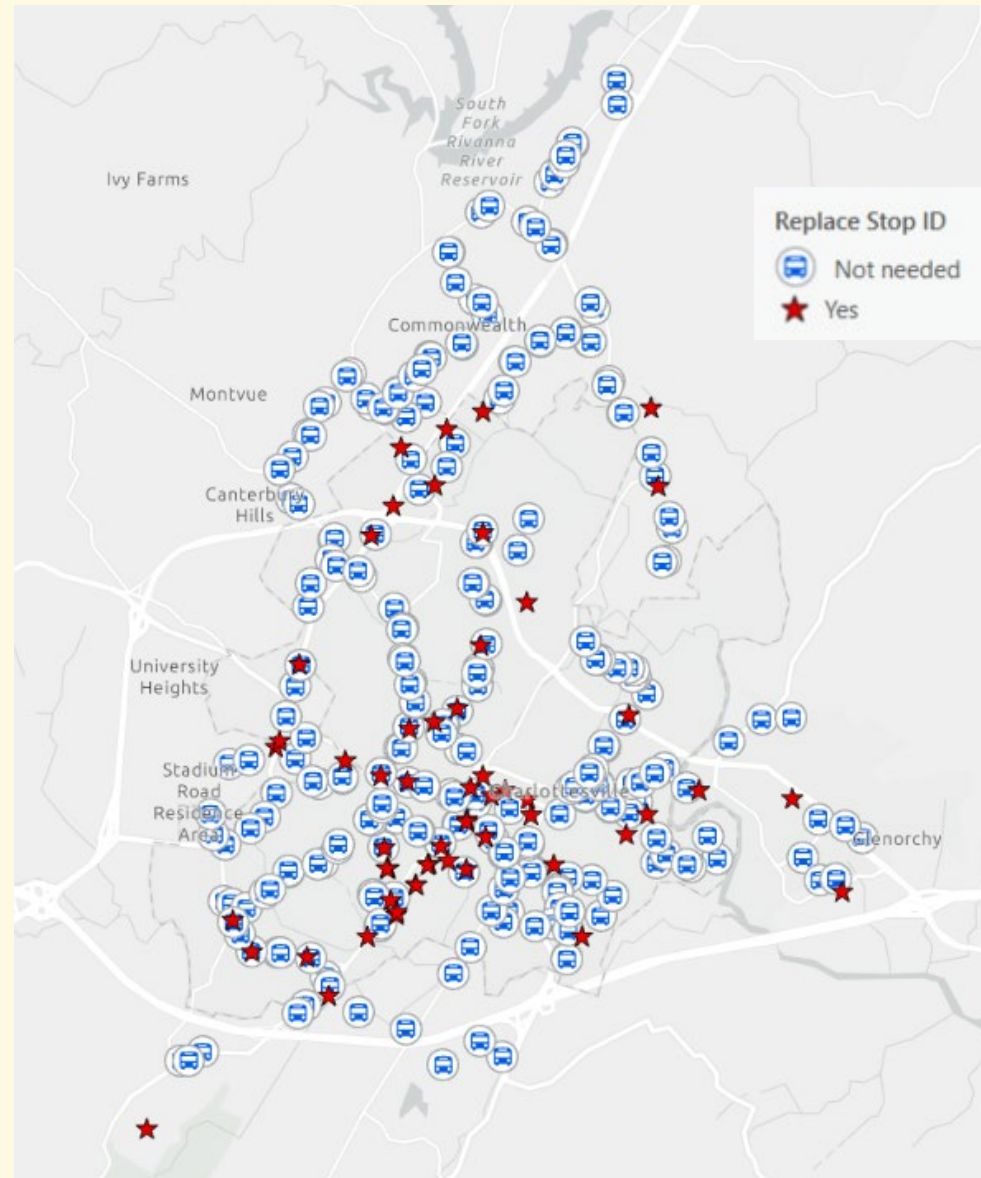
316* bus stops

44 shelters



Maintenance of Bus Stop IDs

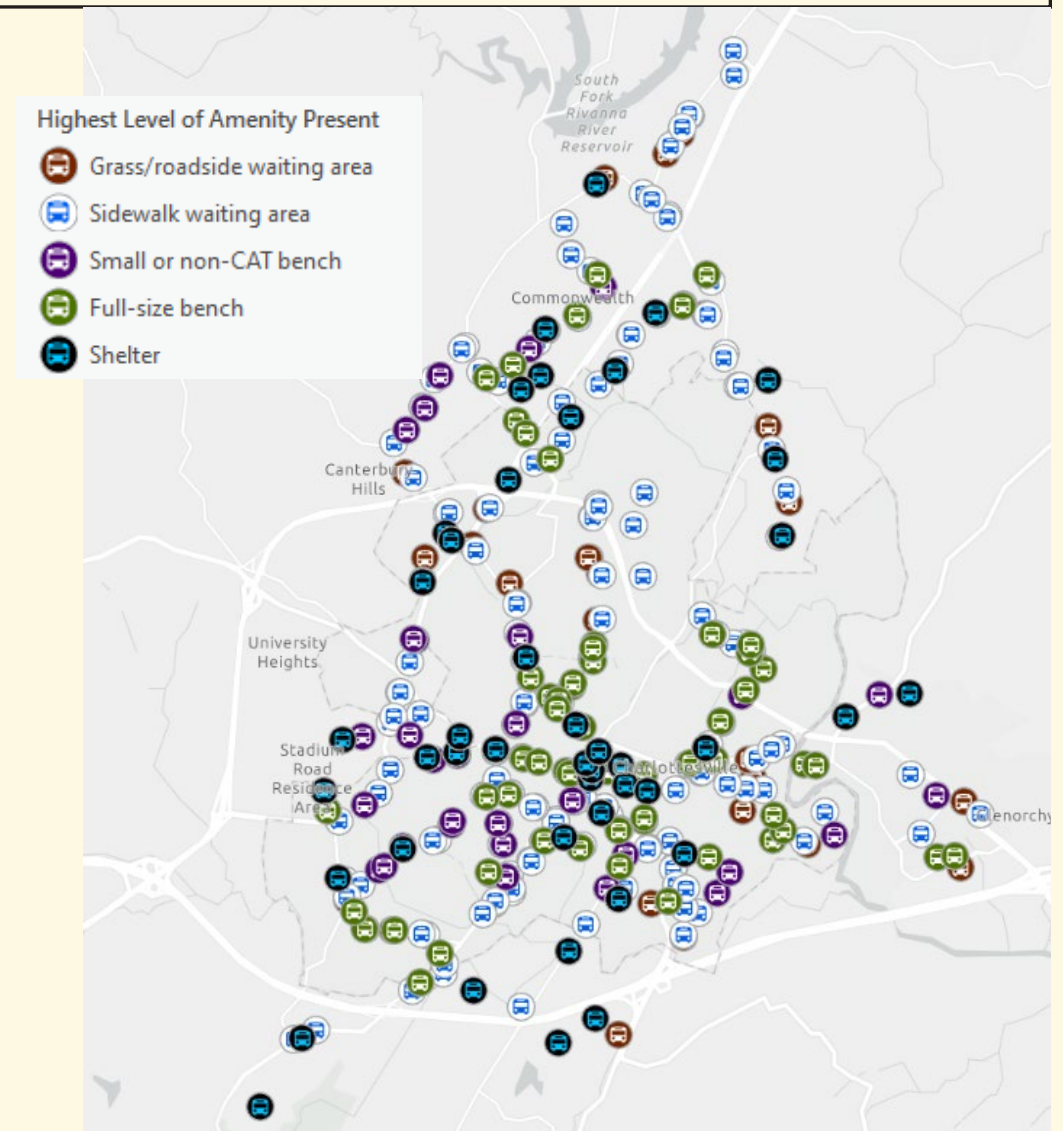
Condition of ID	Count
Missing	47
Damaged	9
Good condition	259



8

Data: Highest Amenity

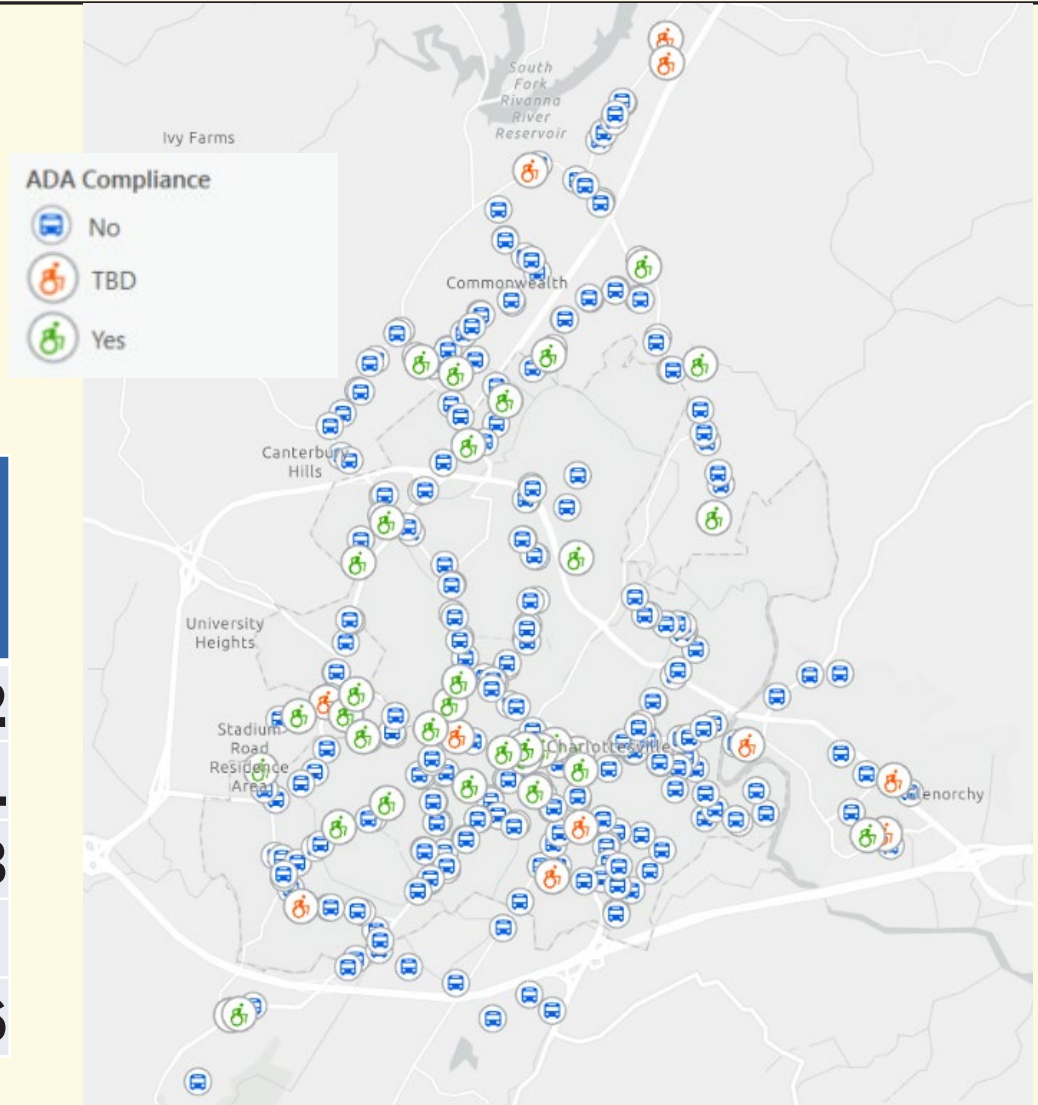
Highest Amenity Present	Count
Shelter	44
Full-size bench	58
Small or non-CAT bench	33
Sidewalk waiting area	148
Grass/roadside waiting area	33
Grand Total	316



9

Data: ADA Accessibility

Stop Accessibility	Landing Pad
No	272
TBD – survey needed	11
Yes	33
Grand Total	316



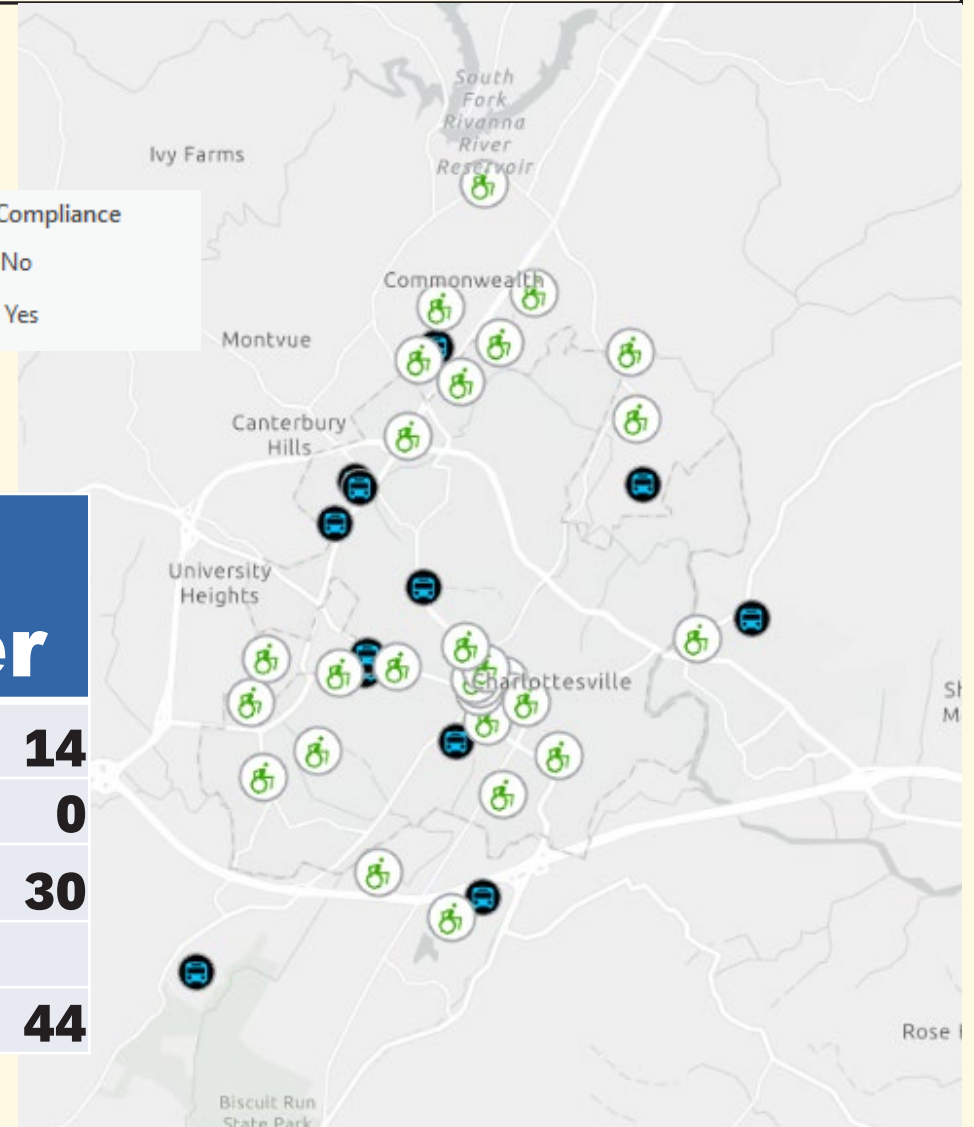
10

Data: ADA Accessibility

Stop Accessibility	Landing Pad	Shelter
No	272	14
TBD – survey needed	11	0
Yes	33	30
Grand Total	316	44

ADA Compliance

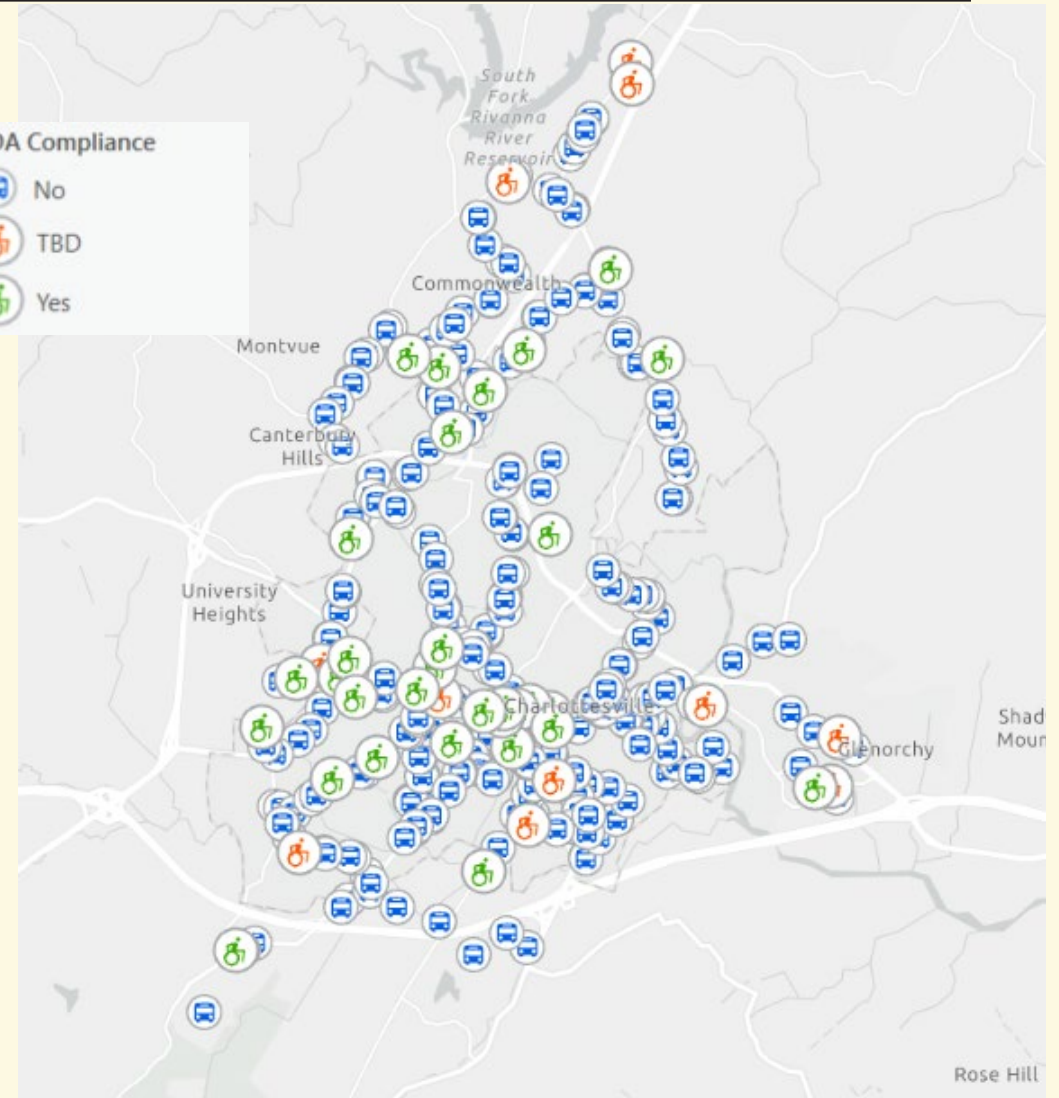
- No
- Yes



11

Data: ADA Accessibility

Stop Accessibility	Landing Pad	Shelter	Whole System
No	272	14	274
TBD – survey needed	11	0	11
Yes	33	30	31
Grand Total	316	44	316

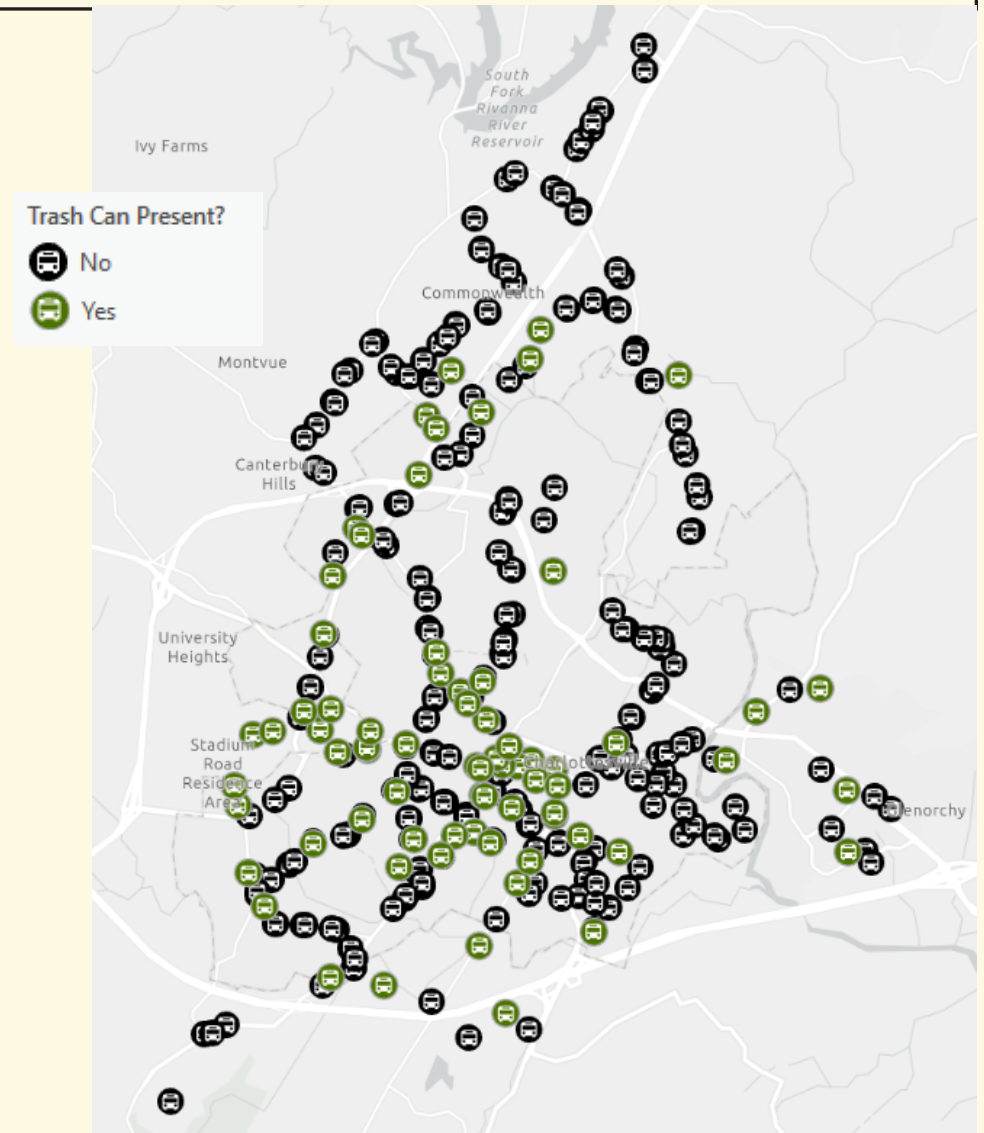


12

Data: Trash

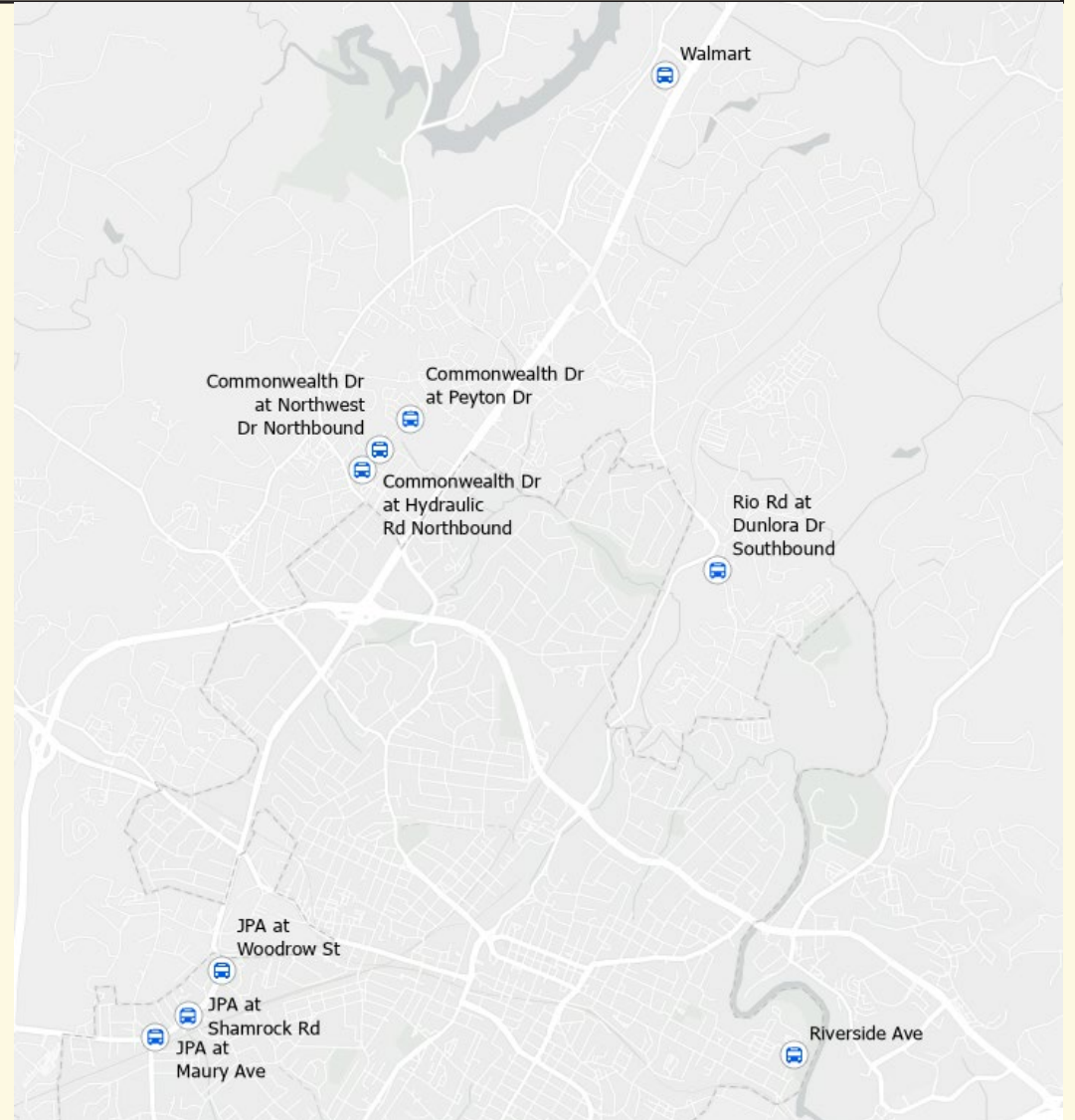
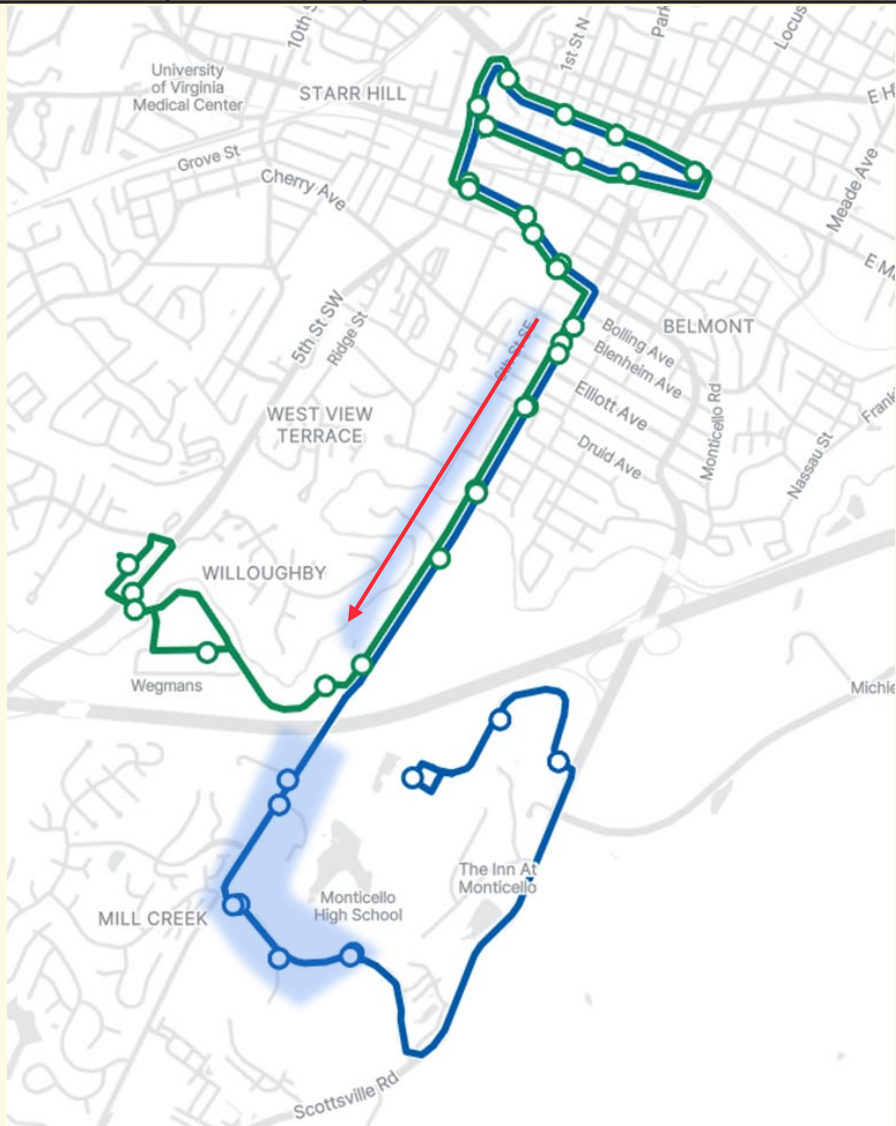
**Outstanding question:
Distribution of maintenance across
jurisdictions and shared stops**

Trash Can	Count
No	243
Yes	72
Grand Total	316



13

New Stops and Upgrades



14

Amenities Criteria

Shelter

Based on **ridership** standards set for City and County jurisdictions

Already established in *Transit Strategic Plan* Service Design Standards

City

>50 ADB

County

>35 ADB

Bench

Based on **ridership** standards across the system

Potential standard: >7 average daily boardings (ADB)

Trash can

Contingent on jurisdiction and maintenance agreement: UVA shared stops, City Public Works trash routes, CAT hostellers, private entity

CAT Lighting

When incorporating other upgrades, where solar sufficient to power

All Stops

Signage indicating bus stop ID, routes served, snow route, system map, how to access real time arrival info

15

Next Steps

Inventory

- **Data collection**
- **Validation**



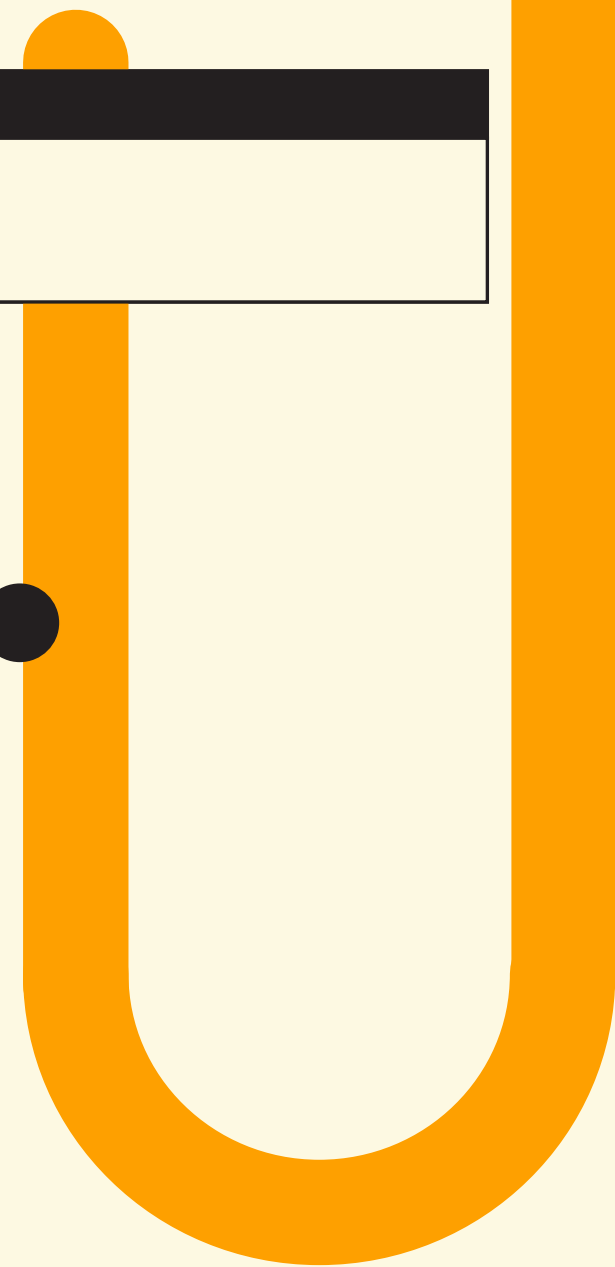
Criteria

- **Amenities**
- **CARTA Presentation**
- **Guidelines**



Prioritization

- **Programming upgrades**
- **Design & construction**



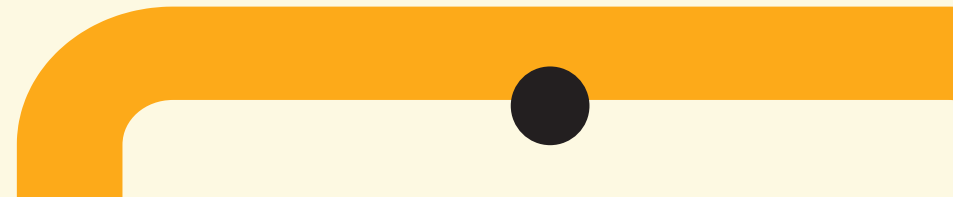
1. Develop a process to filter:

- Requests for bus stop upgrades
- Inquiries about additional amenities (ex. tree planting)
- Requests for new bus stops
- Syncing amenity programming with other projects
 - Streetscape design
 - Repaving
 - VDOT projects

Is the site in the City or County?

Does construction require concrete work for ADA access?

Is sufficient right of way available?



17

Outstanding & Future Projects

2. Design Signage



Stop ID

Route Information

Braille "Bus Stop"



Snow route

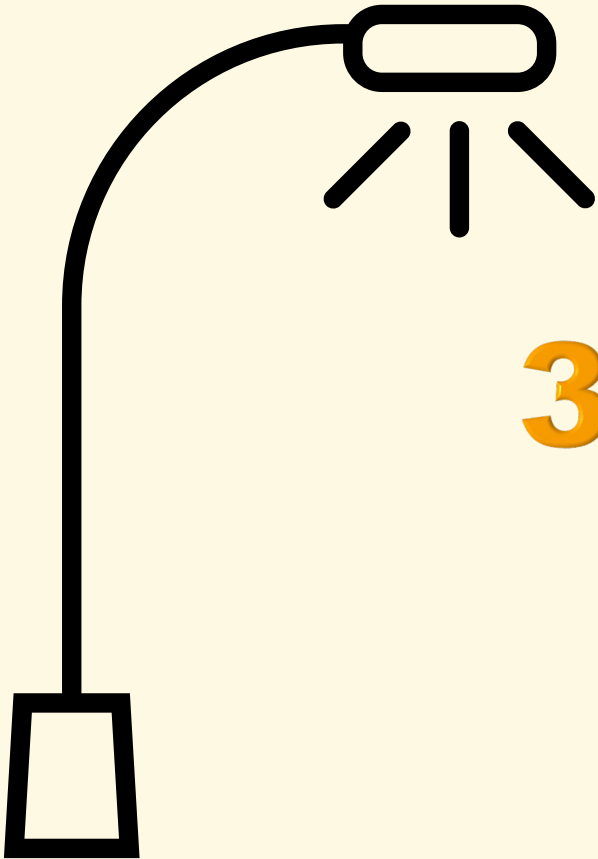
Real time arrival

System information



18

Outstanding & Future Projects



3. Holistic Lighting Assessment

Coordination with Public Works & VDOT to conduct a more comprehensive lighting assessment of transportation facilities in the City and VDOT in the County





**Thank
you**

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Appendix



Simme Bench Example

