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Albemarle County Board of Supervisors Joint Work Session with Charlottesville City Council, Tuesday, October 6, 2026

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Speech-to-text: whisper.cpp, model large-v3-turbo. Produced 2026-10-14. Each paragraph starts with its time [HH:MM:SS] in the meeting video.

[00:03:01] um i called the um charlotte's special joint meeting to order uh madam clerk will you please call the room counselor fleischer here request from counselor or vice mayor ostran to join electronically counselor payne here counselor smoke here mayor wade here um vice mayor ostran has requested to participate via zoom um are you able to hear us natalie yes can you all hear me and hear you can you please state um your location and the reason for your electronic participation

[00:03:40] yes i am in charlottesville and i am sick this is not the kind of regional sharing i wanted to give to everyone else tonight thank you we all appreciate that um council is there a motion to approve electronic participation by vice mayor ostran so all in favor please say yes yes all opposed please say no the motion is approved um uh chair galloway um i invite you to call your meeting board thank you mr mayor i'd like to call the order the alphard county board of supervisors for our joint meeting with the

[00:04:20] charlottesville city council tuesday october 6th 2026 6 p.m here at city space 105th street northeast charlottesville virginia 22902 and we want to do a roll call as well please yes mr missel yes mr pruit hi miss duncan yes mr galloway yes miss lapisa curly hi thank you thank you um i want to welcome everyone to this meeting it looks like with this room was is anyone back home to keep

[00:04:57] the lights on but it's good that we have so many people here this is something that we've been doing scheduling and hosting every other year and the city is proud to host it this time from our friends

from the county and we welcome our friends from UVA and who are also represented this evening where we have several reports from executives and I think Mr. Richard you will start off

[00:05:30] in with the first remarks yes sir mayor thank you very much for the opportunity to speak this evening the first thing that the city manager checked in on me and asked will you be at five minutes or less and Mr. City Manager I will be and I appreciate you reminding me to stay on time and in fact I will be much less than five minutes because really I just want to make a couple of observations first of all I'm in my ninth year as county executive for Atmar County Government I've been to a number of these, and I can honestly say in nine years that I've never been more excited to be a part of a joint meeting with the city, the county, and the

[00:06:09] university at any point in time. And I want to say a couple of things about why I'm so excited. Just over a week ago, Albemarle, Charlottesville, the university, the chamber, and key community leaders, we had an opportunity to host 82 guests traveling from the greater Chapel Hill Carrboro Chamber on an action-packed two-day visit to our community where they were focused on benchmarking and learning in the areas of affordable housing, downtown vitality, economic development, university and community partnerships, workforce development, and strategic planning.

[00:06:43] And that's not all that they came to look at. Hosting this visit pushed our respective organizations and our community, almost like cramming for a comprehensive final exam to prepare for shared learning opportunities with the greater chapel hill carlboro chamber i need to mention that in may 35 of us went down to visit the chapel hill greater chapel hill chamber in the communities down there and they did a wonderful job of hosting us for two days we learned at that time that for the last 25 years chapel hill takes these visits to university communities town gown communities every two years so they have worked that muscle

[00:07:20] and they have that framework in place we were a little intimidated at the county because we wanted to make sure that we met their expectations after the two-day event the city manager and i received the following text from the chapel hill chamber president in all my 25 years of organizing these trips your community has set the high watermark it was followed by a big thank you he was referring not to us having best practices in every area that i described but i think he was pointing to

[00:07:51] our energy our attitude our collaboration our partnerships our openness our welcoming and how we shared with a sister community that has an uncanny resemblance to us and we talked openly for two days about a lot of our opportunities and a lot of our problems i think this is the beginning of a really nice relationship moving forward one of the things that we discovered while we were in the middle of this two-day visit was that the city is going to embark upon its strategic planning work over the next year. The university is in the process of updating its 10-year strategic plan,

[00:08:28] and the county is in the process in the next year of updating its five-year plan. And we have talked openly about is there an opportunity for these three respective organizations to put something in each of the strategic plans that recognizes this partnership work that is occurring every day in many of the areas that I outlined. I'm excited about what the next 12 months holds. I'm excited about our discussions tonight and our staff stand ready to take direction from our board and we continue to really appreciate the good partnership work from the university and from the city thank

[00:09:04] you good evening city councilors board of supervisors uva guests and members of the public i take this opportunity to brief you on a couple of critical matters in the packet for this meeting there is the

revenue sharing report for fy26 and per the 1982 agreement the city has reported on the 20 million 175 533 dollars received from the county a little more than 11.5 million dollars was allocated to the operating portion of the city budget and the remaining 8.6 million was allocated to the capital improvement program the city continues to provide to prioritize the

[00:09:40] deployment of these funds and ways to demonstrate a direct and mutual benefit to the taxpayers of albamore county while also investing in the priorities needed to ensure a stable and strong city continues to churn in the center of the much larger county and university that surrounds it the report highlights how that is done and in the areas of parks and recreation transportation court services and regional public safety housing employment and workforce programming landfill and recycling services the city further invests 18.4 million dollars within its operating budget that carries a direct benefit to albamore county and our five-year cip funds are just under

[00:10:15] 18 million dollars in regional projects also in the packet is the partnerships report we want to just highlight just a few substantive items in that report the projects indicate our shared priorities and underpin a foundation of mutual pursuit that is a high quality for a high quality of life for all residents in the city and county in reviewing the report i've chosen to highlight three specific areas of collaboration arts culture and recreation critical infrastructure and transportation planning coordination and cooperation arts and culture arts culture and recreation it is clear that the city's downtown is the centerpiece of the region that boasts a strong and vibrant

[00:10:51] community our teams have come together to support great cultural events provide critical adaptive services and provide and protect our natural areas we're appreciating while appreciating them just the same loop de ville is an example of an opportunity to locals and visitors to experience the city county and university on one continuous walk run or ride and most don't appreciate the power of such an opportunity we can and should continue to look for ways that we continue to promote the connections that blur our boundary lines if for only the opportunity to dream up the next opportunity to make our region stand out as an invitation to those who come and need their

[00:11:28] money with us critical infrastructure our budget i.t economic development and public safety teams model the best of collaboration between us their regular contact has made it possible to delve into deeper mutual challenges to surface coordinated opportunities to strategically invest accurately project and specifically protect our community our most impressive regional coordination is in the area of emergency management an area vitally important to the protection of people property and the well-being of a community for transportation coordination and collaboration as we will hear or more shortly. Transportation is a high priority for all of us. Our planning is critical, our

[00:12:07] coordination is vital, and our collaboration is an opportunity worth exploring. CAT continues to push toward reclaiming its pre-COVID service levels on which to build an even broader ridership in our area. MicroCAD is still exceeding all expectations, and the county remains committed to serving the transportation needs with fixed route and on-demand service. John has celebrated its 50th year of service to this community with people, service, and connection at the forefront of that journey and the university transit service is shaping the system it needs to move students health care workers and a broader university community tonight exemplifies regionalism for the greater charlottesville area by having the city county and university at this table we are

[00:12:46] doing what we know is important for regionalism and that is being curious about what we can what can happen if we work on it together a strong region is important to each of us and no matter how hard anyone might try to identify over the over the other we just go together the county is so tightly wrapped around the city and extends far beyond university is an engine in the center that elevates the collective profiles while impacting the local fabric just the same and the city is small and unafraid to fill up more than its space with an opportunity to serve all who come each of us today is actively working on our strategic plans as jeff mentioned the city will release

[00:13:23] its three-year plan in july with the start of our next fiscal year our strategy team is hard at work building our internal muscles so that we can get back to tracking measuring and reporting this will be the first strategic plan for the city since 2018. we will both include county and university priorities in our plan because we have to and the county and university are also in the strategic planning mode as we speak i will end with a thank you to our respective teams for their continued collaboration and professionalism and i'll turn it over to jj davis thank you for being here and for comments from the university great thank you um good evening mayor wade and uh chair gallaway

[00:13:59] it's an honor and privilege to be with you and the other executives jeff richardson and sam um saunders who i work with all the time so uh it's really a privilege with me tonight just want to do quick introductions as low as stanley our svp kevin mcdonald our vice president and megan lowe our chief of staff as you know we're only as good as the team and i'm fortunate to work with these three stellar individuals day in and day out. So I'm going to do brief updates and then we'll stay on schedule. So we also wanted to express our deep gratitude to the joining the Chambers visit to Chapel Hill, which many of my team joined, and then also for the most recent event. I'm also going

[00:14:38] on my ninth year, so Jeff and I are like, you know, not popping any gray hairs yet, but we've been working together for a long time, and it's really amazing to see some of the initiatives that we've able to do together and I'll talk about several of those accomplishments and some work underway. As both the county exec and the city manager mentioned, we are also in the midst of a strategic plan. We love the idea of collaborating across areas of mutual interest. We have a 10th president, Scott Beardsley. Many of you have already met him and worked with him regularly. He is knee-deep into that gathering facts and information about what's important to the university stakeholders,

[00:15:16] of which you are critically important we already gotten 13 000 responses to questions about what would you like to see in the next decade so i would encourage anyone that's interested to please participate in that in addition to that we're working on areas of partnership and alignment obviously we talked about some of the regional opportunities but key issues for us continue to be things like transit mobility affordable housing lots of new student housing going up by private sector and how will that impact the university. So lots of key issues for us. Some successful

[00:15:51] initiatives include pipelines and pathways where we've just celebrated 500 local residents who are seeking UVA employment are gainfully employed now at UVA and that's just been such a huge accomplishment and a partnership with the city in particular on those initiatives. Other things obviously we really care about sort of how UVA sits in the broader ecosystem as well and I'm really happy to report. Princeton just announced we're the number one school for financial aid. As you know, we're the only public institution left in the country that meets 100% of demonstrated need. We're basically need blind for admissions, both in-state and out-of-state undergraduate

[00:16:29] students. It's obviously underpinning with lots of resources from donors and alums, but we're so grateful to be able to have that and to be able to be incredibly affordable and accessible to our students. In addition to that, obviously, our graduation rate still leads the best in the nation for public universities. And Forbes just last week announced UDA Health among best employers for women. So particularly excited about that. Might be a biased joke. That was a joke. Okay.

[00:16:57] A couple of other things. Obviously, transit, critically important to us. So taking a collaborative approach to that. You all have worked with Lois and Scott on our team. And so we're very interested in finding ways to share data, partner, whatever makes sense moving forward. Next, a couple of other things. We are in the midst of a new Charlottesville Child Care Center, again, underpinning a huge gift from the Lacrosse family, a \$43 million gift to be exact. We'll allow local partners to be able to have access to affordable child care right in the city of

[00:17:32] Charlottesville. And then other things, obviously, in addition to pipelines and pathways, we're really focus on two critical areas. One is affectionately biotech and the biotech industry, as you've seen with all of your partnership, AstraZeneca, Eli Lilly, Merck, all coming into the region.

[00:17:51] We are in the midst of about a \$380 million capital construction project for the state-of-the-art biotech Manning Institute. That will open Q2 of 2028 with lots of incredible researchers. Obviously the focus there is molecules, to bedside, which is basically trying to find science and ways to save lives. So very excited about that. Lois and team are spending a lot of time on that. And the other big thing is the state of Virginia, the Commonwealth just approved 205 million for the Center for the Arts. So we're very

[00:18:27] excited. This will obviously be a big regional impact for the city, the county, and I would say the larger Central Virginia region that, again, also has about \$130 million gift from the Eder family behind that.

[00:18:43] That is under lots of planning and design underway. Bear with us on traffic on the Emmett Ivy Quarter. It will be a little challenging, but very, very excited about a world class performing arts center. But we'll also include the museums and we'll have a connection with education for drama and performing arts um with that again just a debt of gratitude to the city and the county leadership and obviously the elected officials here this evening we do really feel part of the collaboration and i think we've made tremendous progress in the last couple of

[00:19:19] years so really looking forward as we build the next strategic plan and finding ways to continue to get the best of each other as i said our our employees live and work in the city and county disproportionately so really important um that we're all in it together thanks thank you um i think we next we will have a presentation um by garland director of charles bay area transit

[00:19:47] let's double check and leave you gonna advance the slides correct all right thank you um mayor Chair Galloway, Executive Jefferson, and City Manager Sanders, thank you, and the university for coming here tonight.

[00:20:16] I want to give you an opportunity to, I want to highlight the fact that Charleston Area Training has been in operation since 1975, continuously, through a number of iterations of changing names and structure, but it's running operations for everyone to make sure this is a regional system that benefits everyone. So we'll advance the first slide. We're going to update you tonight about how we look, and we're

going to go through the first year of a four-year plan that the city council had basically laid out for CAT. The first slide

[00:20:53] basically highlights that we have \$16,774,292 dedicated to transit. And if you look at the bottom of the slide, it outlines where those funding sources come from. The amount of funding that comes from the city, the county, the university, federal, state, and our advertising budget. This is truly a regional partnership that touches the city, the county, and the university if you advance to the next slide so i want to highlight the fact that there is a four year plan we're going to opt we're going to really focus in the first year of the plan

[00:21:32] each year of the four-year plan we have 10 year 10 more operators that we're going to potentially add to the system to highlight the fact that we want to increase reliability and frequency if you advance the next slide so in the first year of the expansion there are seven items here that we've listed as priorities for the first year of operations and the ones that are highlighted in the yellow are the ones that we are anticipating being able to complete this year all of them are being phased in over time and if you look at the ones that are in october 26 20 days from now

[00:22:10] the route 7 itself will advance its frequency from a 30-minute model during the peak period of time to a 15-minute model that is one of the things that was highlighted as a priority from city council um with the five and the seven um if you look at uh other opportunities that we have and we're looking at the five which is also one of our higher um anticipated routes of uh passengers um that will be uh hopefully if we can get bus stops in and we get some other things

[00:22:42] changed and some people hired um we will advance the frequency on the five um in february um and a number of our routes we are also going to extend a little bit of service at night having every one of our routes have their last trip basically begin at 10 30. so that one final trip will probably end around 11 11 15 or 11 30 at the latest the next slide please so what does that look like in real terms so the seven and the five those are two key components that the region has said

[00:23:19] that they really want more service on um the five and the seven um the seven itself uh there's major um advancements that we want to do on that it's one of our highest it's actually the highest route in our system today um the alignment of itself we want to extend it to walmart um extending it to walmart longer uh along the alignment and making sure that stonefield is a major connection point on the five itself we want to also de-emphasize fashion square mall which is basically

[00:23:56] going through a re-engineering and then we will hopefully at some point in time at peak service and then extend service back on the weekends we do not have any service right now on sundays that was one of the things that we had to modify during the pandemic and we have not been able to extend service back on sundays because we just do not have the number of drivers required to do so when we have the number of drivers we will extend service as soon as we possibly can if you extend the next next slide please so this is how i explain to city council

[00:24:31] many times about how the service is being used and how it's run the color combinations today you see the yellow and the green yellow means you would see us every 60 minutes the greens will you see about every 30 minutes no matter where you're standing on the line the eventual goal is to have service that looks blue which means you have to service every 15 minutes um and like uh james often says to me blue and green are cat colors and that's really what we want to see on these um these trucks so today this is

what it looks like and if you advance to the next slide the first year of our four-year plan um like i said we're rolling out on october

[00:25:10] 26 um you'll see the five and the seven and the six uh we're all trying to make 15-minute service happen on all of those during the the peak period of time um and then the if you look at where we're also trying to make extended service during the middle of the day um that connection between the university and downtown on the trolley on saturdays the university connection between the university and trolley on the trolley is still the university in downtown the trolley is still there but we're not able to extend any service beyond 30 minutes anywhere else if you go to the next slide that's

[00:25:47] year one that's 76 operators year two if we add 10 more operators there's a priority for us to potentially look at doing more service and bringing back sunday service that's the key component here if you look at the difference between two backs so there's really not a whole lot more that we're going to be able to do other than revive sunday service which is a major component here people need to be able to still get to work hospitals connections shopping on sunday and that's a real emphasis in the second year of if we get additional resources year three if we go up to 96 operators

[00:26:23] and advance the next slide we start to add more frequent service on 15-minute service during the the day on the 7th. It's basically a 12-hour service from 6 a.m. to 6 p.m. you'll have 15-minute peak service, highest line. We do know there's a direct correlation between frequency and ridership, so we're hoping to play that up, and we will extend the frequency on Saturday and Sunday on the trolley to also increase that frequency between the university and downtown. In the fourth

[00:26:57] here when we go to 106 we start to see a lot of the yellow has disappeared on the weekday that's where our highest ridership is and we're trying to make sure we emphasize um getting away from all of the tan getting away from 60 minute service if we really want to build a ridership we build that at the baseline at 30 minute service so the more 30 minute service we have the major the major connections we can make the easier it is for folks to use our service to get around the regional connectivity happens there. If you go to the next slide for me. So one of the things that we've been talking about since we've come back, a lot of us made an opportunity, made a trip to Champaign-Urbana

[00:27:36] and we started the system there, the MTD system there. What we noticed there is they take advantage of what's called stick funding. We want to talk a little bit about what stick funding means and how we can potentially at this region take advantage of stick funding here. So if you go to the next slide and one more i'm sorry so um how does stick funding work so one of the things i wanted to highlight the fact is stick funding stands for small transit intensive city funding it's a federal dollars associated with smaller transit systems that operate at a higher capacity

[00:28:14] similar to what large transit agencies do if you're a golfer that basically is a handicap it allows us to basically compete with larger transit systems and where we um are doing just as well as them we get rewarded for being a small transit system that's doing as well as a large transit system and we want to probably take advantage of that that money basically is allowing us to do major things if you will advance to the next slide so that federal funding is a source called 5307 um it doesn't mean a lot to a lot of people to mean a lot to transit agencies of my size

[00:28:51] that's the lifeblood of where we get our federal dollars from that allows us to do operating allows us to do capital but for us we specifically use the 50.07 for our operating dollars we as a small transit agency we have a population between 50 and 199 000 that means we're in that sweet spot which will allow

us to take advantage of the state funding the state funding itself can be used for operating keys for capital and it's specifically just for small transit agencies this is not a funding source that can be used by large transit agencies like um grtc 85 miles down the

[00:29:28] road if you go to the next slide today transfer area transit um participates in three of the six categories if you look at the bottom there are six categories that are outlined that transit agencies can do reporting and that reporting allows at some point in time if we exceed the number it basically equates to about 500 000 a year for each category that we meet the marks or exceed the mark and what we're trying to do today is look at an opportunity where we can potentially add to those buckets right now we're only reporting in the three areas that have the stars

[00:30:07] so three four and six but eventually if we have an opportunity and partner with the university you may be able to do um one and two um so it means potentially at least one of the categories for uh passenger miles travel um but if we can get up uh because passenger miles travel is really important i think this is the point i want to highlight even if we uh the university can help in this situation because even as a small transit agency um we don't have enough miles that we generate on our own to eclipse the the category so by partnering getting the the data that the

[00:30:46] university already collects and having them potentially volunteer reporting that basically comes into the area the money that comes into the area that can be used for operating services that will touch the university the county and the city if you go to the next slide so what does that look like for us today over the last five years five years cycles of federal cycles you can see the number of performance categories that we basically exceeded and it goes from three three three two and three that one year where we had a blip where we had two you can see we fell out where it was in

[00:31:23] vehicle revenue miles per capita that was a little issue that we had on reporting we've corrected that situation and we're getting that 500 000 that continues to come back to us and that number right now for us is over 500 it's 512 000 that basically comes basically by exceeding that category if you go to the next one for us so what does um a potential partnership with a university well if we are allowed to partner or the university itself voluntary reporting it will help us to

[00:31:58] to uh exceed the the categories in the passenger miles travel as a small transit agency partnering pairing the two together our number of passenger miles traveled will will eclipse or at least get to the categories of those the larger transit systems that's where the money potentially comes in for us if we and this was an example we hired rk and k to do a model for us and they looked at just one line from the university just using the gold line as an example it was not the only one that was chosen but it was just one of the the examples that was used to to basically build out

[00:32:35] this mile for us if we were to use those numbers we as you can see that we would basically eclipse where the the 50 59 um in the 50 when the passenger miles traveled which means that we would be in the category for getting 500 000 to this region by pairing those two numbers together the cat itself right now does not report in this category there are things as we are building our system we're allowed to do so one of the major things that we have to do is get our numbers up to at least 30 vehicles at peak period of time we are very close to being able to do that and and we are able to

[00:33:09] get additional operators hired where we strongly believe in february of 27 we'll have 31 vehicles at peak period which basically starts our process of being able to report um for other categories if you go to the next slide for me so what does that look like for um funding implications um voluntary funding is a

potential way that a university can help um they can report through us they can report on their own if they report through us there are potentially some um some issues that we will have to work out some agreements but if you report on your own

[00:33:47] you don't have any of the federal um obligations that you have to work potentially worry about There are other transit systems that function for other major universities that do this. And in the end of this month, the National Transit Database will actually update their database system and show us which university systems report on a voluntary basis but do not take federal funding.

[00:34:12] So they report for the region, and that will be an important marker for allowing universities to see how they can help the region get more money. If you want to go to the next slide, I just want to highlight the fact that becoming a voluntary partner does not trigger any of the FDA rules.

[00:34:33] That was one of the things we really wanted to make sure that we bargained against in putting the university in jeopardy of having to report on a federal basis. But voluntary reporting itself is probably the easiest way to make this thing happen.

[00:34:49] AND I KNOW WE BOOKED AT POTENTIALLY AN MOU REPORTING THROUGH US BUT IT'S PROBABLY EASIER IF THE UNIVERSITY REPORTED ON IT. IF YOU WANT TO GO TO THE NEXT SLIDE, I'LL OPEN IT UP FOR QUESTIONS. THAT WAS PRETTY QUICK BUT I WAS TRYING TO STAY ON ON TASK WITH TIME.

[00:35:07] ANY QUESTIONS FROM ANYONE? I THINK THAT'S A QUESTION. THANK YOU. IT'S JUST BEEN A CONCERN FOR MANY YEARS, HAS BEEN THE SHIFT change at martha jefferson in the evening and so do you work with the hospital staff too because i think it used to be 11 o'clock when they got out and then there's no way home and it's terrible on the weekends and sunday is a disaster so i just wanted to find out where you were in any of those

[00:35:40] deliberations we have not contacted the uh the hospital itself but we i shouldn't say let me back up two years ago we had a conversation with the with the hospital about potentially adding service um we do not have enough operators to extend the service model at this point in time but as we continue to build out our model we will be able to do so the ultimate goal for transit is to extend our service to midnight that would solve the issue with being able to for the shift change for the for the hospital um but as we as you can see when we have the charts as we build out more we'll be able to revisit extending service later and later but the goal is get the additional 10

[00:36:18] operators next year and then have a conversation about potentially sending service hours thank you and in your other homework have you done any kind of origin destination study amongst your potential riders to say where do you want to go and that you can't get to now something like that to build build the groups we do a little bit of that during our um we do what is a transit strategic plan um so we do surveys about where people want to go um it's three four years old now we need to potentially update that number and i think we probably just really need to do a much more

[00:36:54] extensive survey um and then that will allow us an opportunity to really feel more people go thank you yeah yes ma'am darling if you could speak a little bit about the ability to hire those ambitious goals that we have of iron drivers i'm 10 drivers over the next four years and because a few years ago we all had you know problems hiring school bus drivers and you take care of that for the city as well so if you

could talk about that just a little bit absolutely uh great question sir um i'm happy to stand before you right now and say uh before we had 66 all-track operators today i have 69

[00:37:35] drivers we just made offers to seven more drivers um we're hopeful that all will accept um and if that's the case then we'll be you know a couple short and uh and we have a wait list um of a potential that uh uh have been calling us asking if we have uh available uh slots so i don't think we're gonna have an issue filling the 10 this year um and we're creating that weightless in case we get 10 next year um so we can move forward our vice chair has a question

[00:38:10] quick question um as you look at costs uh and you think about fuel prices for example how do you adapt to those it's as simple as saying we've got contingency there we've got flexibility when they go up and down but increasing costs and fuel costs for example how do you adapt to this um we pray. No, just a little joke. So we do build a little bit of cushion when we build out our fleet budget. We've had these conversations. I've reached out to Chrissy. I'm a little concerned

[00:38:43] now. Normally when the inflections happen for us on fuel, it's usually a couple of cycles, maybe a month um but we've seen a sustained uh higher so we we were getting diesel at two dollars and 35 cents our last shipment two day three days ago was five dollars and 85 cents um that's unsustainable for us um but we'll we're managing because we did build in like a five percent um uh increase in our fuel budget um luckily we did um but we will have to potentially visit

[00:39:21] revisit that and we're using part of our um solid savings right now if necessary to bid the whole i will not come back asking money so just one quick follow-up on that in terms of sustainability are you thinking about um ev buses or any kinds of longer term that will help eliminate some of those official costs um uv buses are a great transition and a thing that we have to do um the goal from the council is to have us uh zero emissions by 2050 so our we've set out on a

[00:39:56] path to do so um and i invite all of you at some point in time to come by and look at um what the tax dollars in this region have already come to fruition on our property we have two battery electric transit buses charging stations the whole gamut is there we have two more on the way should be here by march we're building out so to answer your question about operations the the bus is not really going to have a major impact on our our cost yet because we're still building out the infrastructure as we build out the infrastructure though it will come

[00:40:34] down over time um so the faster we can build the infrastructure the faster we can get to the cost savings years out um but it's not build it now and we get the savings now unfortunately thank you yeah michael um three three questions one with that four-year plan how much of that is currently funded and baked into the budget i'm not sure i can answer that other than the first year of the

[00:41:09] four-year plan is baked in because we have those 10 drivers um the other 10 is an assumption that it would be in the 28 budget um but i i can't answer you on that yeah the intention would be that the four-year plan was identified by staff on the city side specifically that bringing forward the budget each year would be a a four bites at that apple the question is what makes up each one of those requests and the coordination that we have we've actually invited the county into our budget process earlier i think they have more than one touch now to be able to get more information

[00:41:47] in advance of even the presentation that mr williams makes to the board of supervisors each year so the question that we will have to face as a part of each budget cycle is what fits within all the

various other things that we have and then that becomes part two of four part three of four and so on so years two three and four will remain similar points for us as they as the budget cycles open um the second question on the uts voluntary reporting which i think is a fantastic and incredibly important idea beyond you'd reference the memorandum of agreement that's not necessary

[00:42:25] it could be voluntary if it is voluntary what are concrete next steps that would need to be taken so the university we're having robust conversations with the university right now so um my counterpart uh scott's gold dwarf and i have had a couple conversations we actually brought our consultant in we've talked through um some of the logistics of of you know how we potentially start down that path i know the university has sent some of their staff to some of the trainings um so i believe the university is doing everything it can to uh get educated on this process and then

[00:43:00] potentially become a partner with us so i am really hopeful and i think um um you know whether i can't remember ben shuman's last name um with the uh the university uh we've had a couple of meetings with him talking about statistics of how we're reporting um so i i think uh the university moving down the path getting the the education it needs and research done um to make a uh informed decision but i think we're i think we will get there pretty quickly and then the final question

[00:43:36] also on the revenue front at this point are there any planned next steps for moving to try to secure a new state funding source for regional transit authority uh james um that that's a conversation that's happening with carta um the the idea the idea of carta is serving as a as a uh essentially as a collector of revenue that can then be turned over to serve the transit system um we are on our schedule right now is to bring forward a proposal that

[00:44:11] would go into not this upcoming legislative session but the next one following thank you yeah we have time we have time do we okay um the do we have a timeline for the trolley service for year one getting to 15 minutes it's not highlighted so no um we we were hopeful um i didn't want to put it on there we're hoping that may of 27 would be a time when we have all the operators hired

[00:44:49] trained and we'll be able to extend the service but i didn't want to put that on there because it's so far out uh the two ones that we are targeting right now are the october which is 26 and then the february um time frame um and then after that we would look at potentially moving forward to uh nailing down a time okay and the do we know what our on-time performance is now

[00:45:25] and what um how these changes and the drivers will impact that or what our projected impact is that's a great question so yes um i believe the last time we talked our on-time performance was like 60. today it's like 67 percent um but with that uh and i think um when we talk about on-time performance i need people to understand on-time performance is measured in two ways outbound and inbound if you look at our dashboard if you look at individual routes you can see we we're performing really well going out there meaning going out to the end of the line coming

[00:46:02] back downtown we have a number of our routes that are running hot which means they're running ahead of schedule um we can we do that uh adjustments in the schedule twice a year so unfortunately when we put the new schedule in in the 26th then we will start to see whether the adjustments we've made will start to improve that on-time performance on the inbound portion and then we make those and And then if it doesn't, then we continue to do an analysis, make changes to each one of the routes, and do it again the next time we do another booking, which is when we update the schedules.

[00:46:36] So unfortunately, when you build the schedule, it's hard for us to change the runtime because everybody has a schedule, and that's what the public sees. So we have twice a year to make those adjustments, and I believe we're getting better at analyzing which part of the route we need to make the adjustments on.

[00:46:55] so but we don't have a prediction for what this might if everything went as planned what that might produce the goal would be high 80 um that's where i'm aiming um that's what the team is uh we're organizing our our systems around um high performance systems are in the you know 90 to 93 on time um we're going to crawl before we run um and we're going to get there uh i believe incrementally we'll get there great see if counselor ashra has any questions i have so many

[00:47:33] so i'll keep i'm going to keep us on time natalie have any questions hey i just i'll i'll just keep it to one because we get a chance to ask these in in carta as well but um uh for the stick funding can you talk a little bit more about that funding source um where does the state collect the money how limited is that pool or expansive is that pool? How do we compete with other regions to get that money? So great question. So the STIC funding in this case is all federal dollars. It

[00:48:06] has zero state money in it. We are competing with other systems across the country. So it's not just a commonwealth of Virginia thing, which is why it's important that we try to maximize all of our reporting structures to get at that dollar there are there's money that's basically sitting in this pot at fta that are designed for small transit agencies we are just not tapping into it so um we're not we would not be taken away from anybody else we would be dipping into a pot that

[00:48:43] is right now is not 100 allocated and i think that is uh one of the things that we want to try to maximize um so but there are state additional funds that would also uh potentially come three to four years later if we um if we can get our ridership up which is also um a part of a byproduct of this so um uh the initial piece is the feds but long term it's the it's the federal end state thank you do we have time for a couple more questions

[00:49:20] jen you want to get one more yeah okay um the route five evenings with that change um the weekday evenings and saturday mornings drop to 60 minutes how will riders on the stretches that route seven doesn't cover be served in that route five drop i mean that's a pretty big jump if you if you're on the seven at 15 and you're going to 60 minutes on the five which in year one or two i think it's

[00:50:00] year so year two um we we go uh if you look at the five and schedulers pulled it up uh we go 15 minute service peak periods of time middle of the day from nine um to three 30 minutes and then 60 minutes after 6 p.m we are doing that because we're trying to preserve resources and apply them to where we know the bulk of our ridership is but also allowing us to extend service beyond

[00:50:32] our 10 30 time frame so it's um what cad is trying to do is basically um maximize the hours where the the bulk of our riders are but also maintain um a coverage component um after uh the bulk of people have gone home from work um so extending service would mean we'd have to get our ridership i mean our operator numbers higher than the 10th and right now what we are prioritizing is the reliability during the 6 a.m to 6 p.m time frame and then getting more frequency in that

[00:51:12] time frame and then restoring sunday service in the second year so those are the three major functions that we're trying to do any additional resources beyond that we cannot we would definitely dedicate more resources to making service better i want questions too once we've got a couple minutes

when you think about four years out when you think about what this community is going to like look like in four years there's a good chance astrozental will be here moving forward manning institute will be coming online the bio boom that you were talking about jj there's you know there's

[00:51:50] a lot of change that's going to happen how do you and when do you adapt if at all the the alignment of your routes to accommodate new economic development initiatives that happens during our budget sessions so we're developing conversation we're in that budget development phase right now okay so we know for example astrazeneca is coming yeah two years from now and they've reached out and said that they wanted a connection yeah we can build that into the mod right for two years out um because there's also a resources of you know uh putting bus stops in that process unfortunately takes a long time it's probably a two-year window for us to be fair to get it in

[00:52:30] so knowing two years in advance when we wanted to do something um so it's that it's that planning phase so you know seeing a couple years out at least two maybe three years out and um organizing our steps to be able to make adjustments because it's it's easy to say we're going to just add service yeah but are we moving something are we taking something away um are we adding service um without making any adjustments so those are those are conversations that we would have staff and then we would figure out how if you wanted to pay for it and move forward and make the service

[00:53:06] happen great thank you thank you sir thank you lots of good information um we now are going to have um roman to talk and others to talk about the homelessness um intervention good evening again everyone good evening i'm going to stand down here because when i stand up i don't have uh much clearance up there i have been assured that everyone can hear me online uh just by standing

[00:53:41] here so i'm going to introduce myself and obviously introduce themselves and move on with the presentation we're going to talk about homelessness intervention for the next 15 minutes So, again, I am Sam Roman. Most people call me Roman because there's only one Sam.

[00:54:02] So, I am Roman. That's right. That's right. It's very good to be with you tonight. I wanted to talk a little bit, next time, please, as I introduce myself, about my portfolio. I am a little bit biased because I believe that I have the best portfolio that one could ever have.

[00:54:19] uh mr sanders has been very intentional about community safety and so in my portfolio i have emergency management i have police i have fire i have human services and i have social services what better portfolio to have so i'm pretty excited about that and i think that as we think about community safety uh and we talk about homelessness or homelessness and homelessness intervention this portfolio is really poised to address that the collaboration between

[00:54:53] all of the departments that i just mentioned so it really postures postures us to really integrate as it says a coordinated and really a holistic approach to community safety well-being and responsiveness so in terms of homelessness intervention obviously as everyone in the room know that we have been able to accomplish bringing on an additional asset to merge into the ecosystem of homelessness intervention and that is a 27 square foot 27 000 square foot space over on

[00:55:28] holiday drive and so as we begin to address homelessness we know that homelessness and its intervention is not just based uh in the city of shawlsville it knows no boundary so it would only make sense for us to approach this from a collaborative posture and so that's what we think that we are doing um i'm going to introduce misty here pretty soon to uh talk a little bit about our efforts you can stand up

you need a little bit i have some more clearance good evening everyone i'm the director of the department of human services for the city of charlottesville

[00:56:08] and one of my roles was to serve as a leader with other leadership members to transition the encampment at the two encampments that were at the riverfront and work on a transition plan to stand up holiday drive in an emergency posture so we're going to share some of the key points and highlights and takeaways of that endeavor highlighting collaboration and then turn towards opportunities for next steps in the future and what else is in the pipeline for

[00:56:43] resolving homelessness so what we did was we decided to utilize the united states interagency council on homelessness to look at their best practice models for closing encampments and one of those things talked about really working with the encampment members to identify needs currently and then what their needs were for the future and so one of the things that we heard was that they wanted and the community required and asked for some basic public health amenities so a place to

[00:57:19] dispose of trash properly bathrooms and hand washing stations so we were able to do that and be able to collect trash on a more frequent basis than we had been able to do before and so we were able to leverage the voices of the folks that were living in the encampment and then turn that into practical action. We also utilized a regional approach to deploy navigation teams, as you will, care navigators. This included folks from the UVA School of Nursing, the UVA Medical Center

[00:57:56] clinical staff. We had folks from Pacham and other members and volunteers to basically pair up, at least in pairs, sometimes more, and have kiosks down there, not only for the encampment members to receive information and updates from the city about the next phase of holiday drive and the encampment closing expectations, but also to get some real practical needs met. So filling out SNAP applications, making sure folks were enrolling in Medicaid if they were eligible.

[00:58:28] Some folks needed identification and so that they can obtain employment in the next step on the ladder. So we were able to actually practically meet some of those needs right there in the field. We didn't have to wait for the shelter to open to do that. We could leverage volunteer efforts right now.

[00:58:46] And so next slide. We also, alongside engagement in the encampment, we also engaged our businesses and the community pieces, so we were able to do some walk-arounds and some town halls with the business owners, again, trying to source their needs and how we might come up with practical solutions to resolve those needs, making sure that we were being transparent with plans as they moved forward.

[00:59:16] We were also members of the public spaces working group, which also involved folks that were in the Rivanna Trail Foundation and other community groups, including members from the encampment, to keep that touch point going from a planning level and on the on-ground level.

[00:59:34] And we also created the public engagement Connect Sea Bill to make sure that the community members were updated as well. Next slide. Just a couple of snapshots on the Holiday Drive endeavor. So we did a informational kind of walkthrough tour of Holiday Drive. If you haven't seen it or you haven't been to the property, you can sort of see inside and see some of the philosophy of how CAS, the Central Arizona Sheltering Services, put this trauma-informed lens onto what the Holiday Drive build-out looks like on this.

[01:00:14] right now operates on just the first floor of the operations. This is just for the temporary status to meet the immediate need, while phase two of the build-out will include all three floors. So you can kind of take a look at that if you go into YouTube and just search up 2000 Holiday Drive.

[01:00:32] That should come up for you. It is a 24-hour, seven-day-a-week shelter, so folks can remain on site should they need to they can also receive um outreach support their case management support will be coming along shortly we've also had some success early on in this we know that there are on average about 70 guests staying there a night which indicates the high level of fees right off the bat it did not take long for the shelter to get up to that 70 level benchmark and so we know that this has definitely been real well received so far in our community we've also had some

[01:01:10] positive exits so folks are already again moving through that pipeline because shelter isn't the end shelter is just one stop on the way to a more self-sufficient and successful transition so we've had a couple folks take advantage of treatment and accepting treatment opportunities some folks have have been transitioning to permanent housing, which you'll hear more about that next.

[01:01:38] We have been, I think even tomorrow, there'll be another touch point with the business community, just with public safety officials to make sure that there's no increase or spikes in calls for service to that area, and currently we are not seeing that. Next slide. What's next for us?

[01:01:56] Department of Human Services will be bringing online three new members to the department to focus on homelessness outreach services. And so that'll include one supervisor and two outreach specialists. These will be in the field. So going around to possible pop-up encampments that happen to make sure that they have a touch point with those individuals to make sure that with integrity, we can say that each person has been engaged in services to be able to say that for sure, that that has been offered, that we want to make sure that there's somebody out there checking on safety and well-being and making sure that they're aware of the other

[01:02:36] shelter services and giving resources on how to get their employment benefits. All that will continue. We'll also be joining to staff from Support Works Housing to be able to do this regionally, not just in the city. And so this will be a regional effort. And we just want to continue to offer a human-centered approach to whatever we're faced with when it comes to resolving homelessness. And so one of those solutions is public supportive housing. And I'll invite my colleague. Good evening. Kaki Demick, Chief Human Services Officer for Albemarle County. I'm pleased

[01:03:13] to go to the next slide, please. Talk to you this evening about permanent supportive housing. Permanent supportive housing is a best practice solution to folks who have extended periods of housing disability. It's identified by the federal definition of chronic homelessness, which means somebody who's been experiencing homelessness for over a year and also has a documented disability. And so that disability can be a behavioral health concern. It could also be

[01:03:45] a physical concern. This is a process that's about providing housing and supportive services on site without an expectation or a requirement if people engage in those supportive services. This is also parallel to a low barrier approach called housing first, which is that you may receive the housing simply because you need the definition of chronic homelessness and eligibility requirements and do not have to achieve any degree of sobriety or compliance with any kind of medical or behavioral health concern.

[01:04:22] It's important that you know that permanent supportive housing has been well tested in the country as a best practice. Average length of stay is six years for permanent supportive housing. And there's pretty substantial evidence that people who receive supportive, have permanent supportive housing services, have dramatic reductions in the use of both the criminal justice and emergency room services that yield additional deep end cost savings for systems of

[01:04:51] So in this community, it's fortuitous that the timing for Holiday Drive parallels the timing of an opening of a permanent supportive housing project called Vista 29, which is a no shock on 29.

[01:05:08] And it includes 80 units of permanent supportive housing, 77 of which will be studio apartments, three of which will be one bedrooms. 12 of those 80 units will be fully accessible, which is really important for this particular population.

[01:05:25] And 67 of which have been specifically reserved for people who meet this definition of chronic homelessness. So if you think about what it might be for somebody who has substantial needs, who's going to a shelter. For many people, that brief period of stability with supportive services helps to sort of launch them into some more permanent housing situation.

[01:05:47] for others, they need more substantial support. And this resource will provide that immediately to the population, probably a substantial population, but probably not everyone who's currently using Holiday Drive, which is really good timing for people to sort of move through that system. A really amazing home system of care is not a net, it's a trampoline. So a system of care that catches you and then has the momentum to push you back into a more self-sufficient and agency-specific approach to your community, as opposed to being deeply reliant on systems of

[01:06:25] care. I will say that around permanent supportive housing, I think it's important to note that VISTA 29 was a collaborative approach. It's a \$26 million project that is funded by state, city, county, and community foundation sources to get it up and running. These are not one-time supportive projects. In addition to the additional dollars required to build the project, there are, I think the 67 beds are parallel to 67 project-based vouchers provided by Alamara

[01:07:00] County in order to provide ongoing subsidy. I think the city, the county, and the community Foundation have all been asked for additional dollars in the next month or so to support ongoing supportive services, which are the hardest part for Virginia.

[01:07:17] What used to be called Virginia Supportive Housing is now called Support Works, is to pay for those ongoing supportive services. And yet they're a critical component of what permanent supportive housing provides. In addition, this community has two other permanent supportive housing projects.

[01:07:33] One is called The Crossings at 4th and Preston, which was built by the same company that built Fista 29. We know they have experience and also some commitment to our community. And Region 10, probably very few people know this, has 27 beds of permanent supportive housing that it is maintained with HUD funding for over 20 years in this community.

[01:07:56] Both the city and the county recently pooled together resources to support the cost of that permanent supportive housing because of some wobbles in the HUD funding. I anticipate additional wobbles in the HUD funding for a variety of reasons, and so it's likely that the city and county and community foundation and other private philanthropists will be called to support maintaining those ongoing 27 vets.

[01:08:22] Permanent supportive housing is a best practice solution, and we're delighted and really lucky in this community to have three of those projects and to have this project of VISTA 29 opening in parallel to Holiday Drive. And with that being said, obviously this is just a glimpse into the homelessness intervention space.

[01:08:46] City Manager Sam Sanders talks about the shelter as being the first rung on a ladder, a ladder in the steps towards permanent housing. so with that being said we are more than happy to answer any questions you may have one and two questions i'm going to invite my team my colleagues to come on up and help me with these questions

[01:09:17] i have seen where you have the uh the housing on um monticello road and then i was here when you know you had all that and i didn't know how many families were living there but you have done so much to help so many people and there's so many buildings i'm just wondering what is the what the if you know the population before and then the population what that will be out of curiosity because you've done an amazing job so i think she's talking about kindlewood and it was

[01:09:53] 150 and i think it's going to end up about 400 380 yeah yeah so yeah they're still in north yes kudos yes um i i have two um because that's the one that i was told i could i remember the holiday drive project was first kind of forming there was a discussion of it being a sort of joint venture with uh brack pochman the haven it it feels like now it's going to be the city continuing as an owner operator of the shelter can you help me just understand a little

[01:10:32] bit more of the long-term just organizational structure i don't know of many city operated shelters that aren't done primarily throughout our term good question here obviously we have our continuum of care we want that to continue however um the goal here is building the capacity within the continuum to ensure that we can transition operations at the appropriate time and so it's important to remember that this is an emergency posture uh you know as we dealt with the encampment

[01:11:07] that we had along the trail so uh the work that we're doing now is building capacity not only through the city but also through the continuum of care to ensure that they are perfectly postured to uh assume the work it is it is not lost on me they call it building the plane while you're flying and rest assured i i get questions about this uh project from my constituents a lot the consistent statement i've said over the past two months has been how impressed i am with how the city has executed the plan for this so i just want to say that i i have been telling my constituents i think

[01:11:41] it's some truly remarkable work and um something that could be long and elsewhere um similarly on the kind of topic of dealing with the emergency first um but there are other problems that need to be addressed later um it's not lost on me that vista 29 has county project-based vouchers but not city project-based vouchers um and i also i don't believe the city exercises a um a placement radius without porting for vouchers in the city correct me if i'm wrong as in i don't think you place

[01:12:20] vouchers in the county without first entering into an arrangement with the county in which we port over the billing responsibilities i might be mistaken on that i mention this because i don't think there's a strong regional strategy around segregation because we're putting out the fire affordability and maybe that's not the first thing on our mind i do worry the city as a statistically poorer and blacker locality than albemarle county that a non-regional approach especially on the

[01:12:55] intersection of vouchers be they project-based or removable um is re-entrenching patterns of segregation and i this is now no longer a question i apologize um i might entertain that a strategy that could be used would be project-facing vouchers in county-based properties or evaluating jurisdictional radiuses for which you would be willing to locate a voucher in the county that

[01:13:33] was a statement not a question i apologize but it's something that was on my mind while we were talking about this yeah so um thank you i'm thinking i saw sam got the note taking me yes - I can say a whole lot, but I won't, let's just keep going.

[01:13:50] - So this is a big topic. We're a little bit off, but I think it's really important that if we have any burning questions, we get them answered, so yes. - Great, so I ask one question. So when you add up the numbers, you've got Holiday Drive, you've got the three, basically the three areas that are permanent supportive housing, correct?

[01:14:13] That are available. what is the trajectory for occupancy? Are we thinking we're gonna plateau? Are we planning for growth in the future and additional units? Is that part of phase two at Holiday Drive? How do we handle that?

[01:14:29] How are we thinking about that? - We've talked a lot about like a housing and homelessness continuum, that the sort of best practice solutions and for specific populations at many stages along the continuum and a really healthy continuum sufficient resources in each one of those buckets it's not surprising we don't have that in our community we have some resources in each one of those buckets so we don't have the kind of even an ideal system of care would have where you have the next best thing for your circumstance after this one available to you at the right time exactly and so if you we have these wonderful

[01:15:08] these 80 units uh at best of 29 they're going to open they're going to lease up in december january timing for the holiday drive folks um if the average tenure is six years then that sort of that is a that's a fast turnover and it gets slow again so um so the need to identify additional resources and to target the resources we have for the folks who most need it so permanent supportive housing is a housing first approach low barrier approach for folks who meet very specific conditions and are likely to be the most vulnerable and designated as the sort of folks who are most

[01:15:45] likely to die in homelessness um then we've done a good job targeting the the sort of the best um the highest and best uh resource we have for that population and then begin to look at other resources including potentially transitional housing and other products that we don't have in our community but but still thank you thank you all so much we appreciate that the whole crew did an amazing job and i know um for city council that jen you took the lead for us and i know it wouldn't

[01:16:18] have been possible without you so thank you so much um i just wanted to add one comment to what ms crew had said it wasn't just a matter of building the plane as we fly it was designing the plane in five weeks um so we now are at um for the lupec with um jeffrey dumars

[01:16:56] again i'm jeffrey dumars um director of facilities environmental services with albemarle county and i um have the fortune of being the 2026 chair of the lupec group so lupec is the latest and Environmental Planning Committee.

[01:17:14] And this is the biannual report covering LUPLEX activities from January to June. Next slide. So the committee is a land use and environmental planning committee was established to share and

coordinate land use and development plans and projects, consider environmental and infrastructure issues facing our community.

[01:17:39] And from time to time, we advance ideas and solutions that support broader regional mutual advantage it serves as an advisory committee to the city the county as well as the va and the rhianna authorities so the committee meets regularly typically monthly online quarterly in person and we discuss timely issues from each entity and share information with the public and each entity's senior leadership with biannual updates such

[01:18:15] as this evening. Through its work, the committee further seeks to ensure that the actions, policies, and processes of the committee are reflective of an ongoing commitment by the entities to support broader equity and inclusion principles. The committee was established back based on a three-query agreement from 1986. And that agreement, though updated, remains in effect today and focuses on land use planning between the city, county, and UVA. Next slide.

[01:18:52] So the committee membership is a staff committee from Albemarle County. It includes the community development director, myself, the facilities and environmental services director, and a representative from the Albemarle Planning Commission. From the city, it includes currently the deputy city manager, the director of public works, director of utilities, and a city planning commissioner representative. From the university, the committee includes the university architect,

[01:19:27] the building official, as well as the director of real estate and leasing services. From the University Foundation. We currently have the Senior Real Estate Project Manager and the Director of Real Estate and Asset Management. And the group also includes the Executive Director of the Reveon Authority. Also quarterly, there's participatory members from VDOT, including the Culpepper District Engineer. And VDOT typically brings other staff as well, at least quarterly. And then others are invited from a staff level, typically the Director of the

[01:20:05] Thomas Jefferson Planning District Commission attends quarterly. And there's other members from UVA, including the associate planner and the director of energy and utilities. Next slide. The meeting really choreographed on theme-based conversations, working one to build relationships, but then also increased communication and solve problems at the staff level. Some of the themes that we talked about this year, including the capital construction program broadly in the region, infrastructure, transportation, and affordable housing planning, comprehensive planning generally

[01:20:44] for all of the entities, stakeholder engagement, climate action, and adaptation. Some of the agenda topics we've had earlier this year, including February, we talked about regional infrastructure coordination.

[01:21:03] And this was a really interesting thing that has come out of the group planning, so it was VDOT initiated, and we really looked to coordinate regional capital construction program efforts. There's just a large amount of construction in our region. With UVA, VDOT, Rivana, the city, city and county capital construction programs, there's just a lot of construction for a market of our size, a huge amount.

[01:21:30] And the leads in the committee saw that there was a real need for coordination. But this is not a LUPEC-level coordination that needed to do this work. LUPEC is somewhat long-range, planning-focused. So LUPEC helped coordinate and convene the different entities' capital construction, design, and construction leads.

[01:21:53] And that regional coordination is not in that staff person's typical wheelhouse. But the effort was put forward, and the entities were able to do this and spin a separate group off to do this coordination, simply because these leaders are gathering and coordinating regularly.

[01:22:17] Other topics that we addressed in April, excuse me, in March, we presented on affordable housing with the group. In April, there was an update on the Rivanna Futures Project and the Northern County Services and utility coordination and then in May there was a discussion on broader transportation issues the the Charlottesville airport the UVA health system presented their transportation plan

[01:22:46] and then there was a county update on the three-notched trail other successes come out of the group that weren't agenda-based if you will there was ad hoc coordination on the Fontaine Avenue corridor so from Highway 29 hanging up to up to JPA there's just a ton of construction projects going on right a lot of work at the Fontaine Research Park by UVA VDA and the city

[01:23:20] have significant roadway projects and there's just ad hoc coordination needed for common right-of-way impacts and to confirm vital connections are completed and coordinated between construction projects and this happened on an ad hoc basis just making sure we're bringing sidewalks together where we need to in the different projects it's an exciting group we'll be back at the end of the year and offer presentations then on on deck if you will for the rest of the

[01:23:55] year this month we will be looking at sustainability climate action and the resilient together work that the all the entities are working on then in November we'll be looking at the Ivy Corridor Center for the Arts um that UVA is dealing uh coordinating that with the Image Street Smart Skill project with the city then in December we'll be coordinating parks projects including the University's Avenue and Clark Park update really the county city and UVA's or excuse me

[01:24:31] Rivanna's work at Sugar Hollow to coordinate that and then also uh the county's recent Monica Nantuxton Tribute Park then in January it resets each of the entities rotate the chair so the university will take over being the chair next year and new members will with that i will take any thank you

[01:24:59] questions has there been any thought or discussion about changing the committee in any way or looking at how it could be more impactful um i would just say for me as a decision maker it's challenging because the meetings aren't open to the public or the media and there's not meeting minutes in terms of any summary of what was discussed by any individual or what if any decisions happened the semi-annual reports are about 700 words and again don't have any summaries of discussions it's

[01:25:34] just topic speaker and then a summary of what the committee itself is um obviously there's a lot of big topics for collaboration issues you know the amount of tactics and property approaching 25 million dollars now that could be tackled in a lot of different ways um but again for me as a decision maker it does feel like there's not a good entry point for the community and elected officials to be part of collaborative thinking about solutions um and i would just end by saying i think to me that's really important because i don't think it needs to be zero sum and i think

[01:26:10] there's a lot of community members who want to get involved on crafting solutions not just criticism and ultimately you know when Charlottesville has the largest achievement gap in the state and very little economic expectancies of 10 years in our forest and richest neighborhoods UVA it impacts all of us so i do think there's a lot of non-zero-sum opportunities but um again i wonder if there's been any

thought or discussion about opening up the committee or having it operate in a more open way so it is my understanding that was a different format previously um with an open

[01:26:46] format and a public format and it has transitioned to a private staff level meeting and it has been highly valuable for staff of the different entities to have be able to have private frank conversations and coordinate in that manner but we absolutely can explore updating as needed again i'll just add i think it's a challenge for me and from my perspective the community that there's not a body in which elected officials or the community at large can be a part of those

[01:27:22] conversations um in any way or to see and know what was discussed and what if anything was decided if i might build on that a little bit um it may be that in if we're truly going to recognize a potential synergy of everybody doing their planning efforts in the next 12 to 18 months together and the the key word being together as opposed to simply simultaneously we may get to

[01:27:57] something along the lines of what the lupec committee was actually intended to do 45 years ago when we start 40 40 years ago um one of the things that has been distressing to me and i partly blame our own city government but partly uh the everybody else involved in it as well just to to echo what michael was saying i have no idea what you guys do i have no idea what kind of

[01:28:30] joint planning efforts may be going on i often ask about them sometimes uh people in the city government will tell me well we talked a little bit about that loopback most often the answer is well we don't really do any of that and maybe maybe y'all do but it it doesn't those of us who are supposed to be doing the planning never learn about it and it's no good if the rest of us don't learn about it and can't learn there's really no procedure for us to learn about it

[01:29:12] i guess just one suggestion to think about going forward having been part of the old system for about 10 years the while there wasn't any active debate and votes and things like that there was a lot of discussion going on and sometimes issues were thorny and scary and probably people wished it weren't in public but that's life and so in some ways you build a lot of confidence when you're struggling with things and get things talked about so perhaps a public meeting once a year or something where there could be a better discussion or open here's what we've done here's

[01:29:49] we're looking at um sort of a bigger version of this meeting person with uh people invited from the community might be a helpful step i i i wanted to touch on one other thing as well as we talked about the fact that there's going to be at least simultaneous planning going on in the next year or so most of the interesting uh and difficult issues that we have as a community

[01:30:27] on transit, on housing. They are clearly regional problems, and they are clearly going to have regional solutions. We are never going to be able to address, or we're going to have a hard time addressing the kind of transit planning that some questions were getting at earlier today without a lot of discussion of, here's what we're going to be doing in the county or at the university for the next couple of years. And that has often been very different. That kind of joint,

[01:31:05] I mean, occasionally we have casual conversations that allow us to know what's going on. And maybe staff level has something going on, but at least at the council level, I don't think we ever get anything that's really very organized to have that kind of planning. I would love to be able to say that i know where the county is going to be emphasizing significant population growth or where the university is going to be putting another thousand students and then we will have

[01:31:38] cat put a bus out there we don't work that way and partly because we don't have the information partly also because i understand for mr williams cat uh really is not supposed to be uh planning this would be as wayne gretzky would say hitting the puck you know going to where the puck is going to be that cat's supposed to look at where the puck is right now and that's not allowing any of us to plan really three years five years down the road i i would just it's been a source of

[01:32:13] frustration to me that i don't know what y'all are are actually planning it may be available some place i just don't have a good way to get it well some thoughts on that i suppose um i don't think we as a board do anything in secret it's all done in public we have a growth area that's well defined and any decisions we make are there i guess i've always thought of lupec as something

[01:32:51] that once some of those decisions are made it's the coordination effort to get it executed not that i'm disagreeing or counterpointing you all but i feel like the planning process and the discussion process that led to get those things on the way down the path happened and now the people we rely on to execute that are coordinating with one another to make sure they pull it off in an appropriate way um frankly i'd be a little it to politicize that um means that i would probably

[01:33:27] rather have a different format that we could come up with to maybe address some of those concerns than necessarily put the lightning rod and let the electricity strike that the things that they are dealing with received a public process before decisions were made by whichever body did it so i guess i'm just trying to go okay well if that's really a concern is that really the right place that we try to solve it my my point was really not directed specifically to look back but to look back as well as to what i i've referred to as the simultaneous planning

[01:34:01] that we will be doing in the next year and a half and i also think that staff communicates well i think sam and jeff have a good relationship and i think they have that with jj to be able to discussing that um you know i rely on where do i get the information what do i know what the city's up to to turn it back around sure well i rely on a lot of roundtable discussions at the regional housing partnership you know there are remarks about the thomas jefferson planning district commission but at the end of that at that round table that's a serious time where we get to hear what other people have to say and frankly we hear illuminating things like louisa county's

[01:34:38] two months ago discussion about homeless homelessness and encampment understanding that some of their residents were there and actually did it in a sincere and genuine way that spoke to a regional collaboration that went beyond charlottesville and albemarle so you know that's where i learned about it and that's all public that's all open now we shared that information back with the rest of our board in our committee reports that we do so um you know there there's some ways to share information that don't require a lot of extra meetings that we all were broken out and go to but it only works as far as the information coming back when it goes when it

[01:35:14] right i would say for me the challenge is from my perspective i feel like when it comes to albemarle county uh i feel like all that information is available there there's those opportunities that you've discussed i never feel any friction in terms of knowing what abemoral county is doing and knowing that there are avenues for us as the city to work with abemoral where i see the friction point where there's less transparency and opportunity for community input is uva decisions and maybe lupec isn't the body maybe there are other models like town and gown committees that other communities have done but at least for me that's kind of the less so charlottesville abemoral

[01:35:50] more the uva side of us together i was going i think i caught that from your initial statement and i've been sitting here noodling on it because we're all three governments or um and we all also have business-like characteristics i i think it is fair to say that uva has a greater degree of business-like characteristics um in its organization in its relationship between staff and its board um and with that like i don't think it is unfair to say that there's probably a greater degree of

[01:36:25] tiered hierarchy and consolidation of decision making and less availability of people who i would say are fundamental decision makers i interface a lot with uva staff um i sit on card and work with scott silsdorf um scott is fundamentally not someone who's able to make the kind of grand strategic planning decisions that i think we are talking about not having that level of transparency on and i might agree that i know lupec is a place for people who have been given a charge by their respective boards to coordinate none of us talk

[01:37:02] to the president of uva or we do it's incidental um none of us talk with the board of visitors uva um and none of us wouldn't we rarely talk with senior vice presidents of uva is a special treat um feeling that way right now i'm saying i don't think it's i think it's a natural posture of the way we are separately organized but i think that is kind of the source of the tension i get to talk with the people who get to lay down the budget and make the big decisions who yes we don't stand in our power very often but like overnight the elmo board supervisors could triple the development area

[01:37:42] if we want and there's nothing that jeff can do about it right like we are the big decision makers and we don't have that level of access and by extension i feel like my constituents don't have that level of access to decision making power at uva and if i could speak for michael i that was kind of the tension i was hearing and that's the tension i thought about before so um thank you so um mr dumaris you can have a seat because i think this is kind of morphed into actually

[01:38:16] perfectly into the next section where it's kind of up to us to um just kind of talk as um counselors and supervisors about some regional type of things and and i just want to quickly chime in um as is someone who worked for the county for 35 years and did transportation planning for 20 and every year as someone who worked on the county's comprehensive plans would work with the cat person at that time about the expansions in the county based on our transportation best based on the comprehensive plan where we saw development so so lord that is taking place i can

[01:38:56] tell you and then someone who worked for social services for the county for 15 years is that it's an amazing amount of work of collaboration that goes on at the staff level i mean every day that's uh you know unsung um and university my wife works for um uva so that that happens it's at this level that it's new that i mean that maybe the public i may not know about and just quickly i want to add that at the leadership level um for the mayor vice mayor and chair and vice chair is that probably for the last five years we meet with a few exceptions monthly um

[01:39:35] now it's ned and fred and natalie and i um for lunch it used to be lloyd and diantha and donna you know um to meet and just talk sometimes we commit commiserate with each other um but um it's good that we get together those things are taking place now and you know maybe some people definitely see us but we do that um that collaborate that collaboration that communication is there what we want to do now is continue this type of talk we may not be able to give you responses to staff

[01:40:10] because this is things that that is not on the agenda to talk about some things that the three of these entities can do more together or issues that we want to address so i'm sorry um mike you can

continue natalie did you want to say something we'll get you next if you did not at the moment Thanks.

[01:40:32] What's Mike's done I'd like to comment? Oh, I didn't have more on this point. I think I communicated what I was trying to in response to Michael's original concern. I'd love to hear what you have to say. Yeah, so I guess I think it's important to understand the organizational structure, right? So \$7 billion operating entity with 17 appointed board of visitors.

[01:40:52] They meet four to six times a year. We do have Jeff and Sam and I meeting regularly with the president. So there is active communication and ongoing dialogue. i think the second thing to understand is um we are always willing to meet and we talk constantly uh so i guess perhaps not to the council um directly or to the supervisors but we will always afford opportunity if there are questions or comments or concerns but again we are very large our workforce is almost 40 000 people now and we're a 7 billion operating entity so we are big

[01:41:29] and we're complex and we're also highly decentralized. So it is, but it's not impossible to access us as leaders. In fact, I would say Lois and myself and Kevin readily make ourselves because we understand the interconnected nature and our success is interdependent upon one another, whether that's public safety or affordable housing, whatever the issue is, you know, our ability to be effective as leaders requires collaboration and coordination across the So I appreciate that our structures are different, but that doesn't make us unavailable, inaccessible.

[01:42:08] And if there's need for more information, I would just say ask it and we'll do our best to respond. So thanks. I would just say I think there's opportunity areas to maybe look at other college towns and areas defined by colleges that have done town and gown committees and processes in a way that I think could be constructive.

[01:42:34] because I just think obviously the reality is UVA's budget and staff makes Charlottesville's look small. It really is the driver of economic development and the announcements of Manning Institute and the biomedical facilities are obviously going to generate growth in tax revenue, but there's negative externalities as well that I just think there's an opportunity for the community and elected bodies to kind of all be more sustained, structured, direct conversations with the university to help navigate some of those things in terms of, you know, quality or

[01:43:13] just transportation problems of these things may create along with the revenue and growth. Yeah. And I don't, I don't disagree with that. I guess what I would simply say is I think we've come a long way from the nine years I've been here. And I really want to applaud Sam and the team and Jeff as well, because I think, you know, whether it be public safety issues or affordable housing issues or X, you know, fill in the blank, the ability to pick up the phone now at any point and talk through issues happening at least every week, if not sometimes once a day with not just me, but Lois and other members of our team, Kevin, we're always interested in a continuous

[01:43:50] improvement model. Like, again, our employees live and work disproportionately in the city and the county. So we are all interconnected and we want to find ways to build solutions together. i'll just make an observation too um so i've been in this community years and um i've seen a lot of change in terms of just the approach to communication between the city and the county and i've been a part of a lot of it so i was on loopback for four years i think and then i shifted off of that um i was on pac tech before there was pack and pack tech you guys will remember that

[01:44:29] and that all was based i think on a three-party agreement right which is probably the date you were referring to back in 86 and that was an effort to get everybody talking right and get everybody pulling together so just from an experience standpoint and you know i'll speak to the land use sort of related pieces because that's kind of my wheelhouse and it's what lupec is about i had never witnessed until being part of lupec as much open communication about city county and university projects and the impacts that they would have on transportation

[01:45:08] education schools etc etc that's where that's where the work happens i get what you're saying because you may be not aware that that's happening right but having been a part of it i can tell you that it is so the thing that sort of comes to mind is maybe there's a need for just a chance to step back again and look at the communication matrix how are we talking as a community right amongst the three big but also you know the folks that are doing development in this area other people that are actually influencing the hardware of the community and thinking about how we're all

[01:45:45] communicating and at these different levels um jeff mentioned two things he said one is the group loopback is advisory and i know we're beyond loopback now but just using that as an example it is advisory my question is how is that advice being shared right i mean i know it's shared amongst that group and i'm working with alice rousher i know she's been really open and honest about the sort of looking forward that the university has the master plan the university has and the county and vdot and all that has actually worked out really well but i think maybe looking about how that advice is shared is worth doing and then the second thing is the problem self-solving

[01:46:24] at the staff level and the level of collaboration at the staff level is in my opinion it's really excellent right i mean we've talked about different levels of staff and how they're engaged and working together but again how is that information maybe communicated i hate to say up but to maybe elected officials i think zooming back and taking a look at what that looks like from a you know communication plan level on uh i'll say you want to just to add one thing to what

[01:47:00] uh fred just said there are concerns in the community which i don't know how to answer when they say who's making the decision is are people going into this room and making all the decisions so the elected bodies making decisions and i'm going well i think the elected bodies are still making decisions because we do a lot of that but that's part of the back draft of not having more information shared because people can always imagine something that's a whole lot worse than the trick so we need to all things to do better on a kind of new business for the discussion

[01:47:39] getting uva out of the hot seat sorry um there is um this is kind of a perennial issue in the county but i would say over the past calendar year it's something we've had renewed focus on um which is our revenue sharing agreement there's a report in here that discusses it and i always appreciate every year um we had this year i would say a renewed and pretty strongly pitched push uh to each of us uh to see what we can do about it right uh there are members we all have constituents

[01:48:16] who want us to sue you over the revenue sharing agreement which for a variety of reasons i don't think it's a good idea and it's not something i personally want to do but it's coming from i think a kind of earnest place just to be very candid i think we have a compared to the city i think we have a higher revenue growth potential um in the near future just based on raw land and frankly like blighted and semi-blighted land that's in our inventory we will just develop more than y'all

[01:48:48] will over the next several years um and i think over time that's going to start to look untenable with what the revenue sharing formula spits out as in it will just be wacky numbers um that reach i think somewhat absurd levels over time um which i'm sure is beneficial to the city and i know you are not in a position to want to say no to that but i i would suggest it is getting to the point where i think it hurts some of our ability to really deliver on certain shared priorities

[01:49:26] i'm typically thinking how it is harder for us to find the marginal dollar to fund our housing fund than would like and it is something that is not lost on me that more than double our goal of our housing trust fund is uh is delivered to the city every year i would i don't think this has time for consideration an upcoming budget cycle i would wonder if the city in the future would be willing to entertain a voluntary hard cap not a percent based cap but a hard cap of a certain level

[01:50:02] after which new investments would be left without morrow county a matter of shared concern i'm thinking specifically it could be put into the housing investment fund which is something that delivers regional value consistently it's a place that your residents try and find housing in the buildings that we built in the county um i would be interested to see if there's any kind of appetite for discussing that moving forward not talking about clawing it down to a hard cap that's below anything y'all have ever received but setting a future maximum limit um we have no leverage

[01:50:38] other than your goodwill here and our shared values well i mean i can tell you that someone who's been an elected official for going on 24 years several times when i was on the school board this matter came up and ned mickey um you know he he kind of took it under and did a lot of research and of course this was voted on by the constituent by the regional and i think that the city was

[01:51:11] considering annexing probably up to the airport and it was analysis done that that was in the city now that the 20 million dollars would be you know really a good it's a good deal for the county yeah yeah neil williamson's analysis yeah um but i mean i'm just i can't speak for i know it's not it's not anything that we have talked about you know considering that um and you know as we are

[01:51:45] entering into budget discussion um you know it will be up to the counselors if there's something you want to consider of course i would just again suggest as we talk about moving i think in the last decade and even during the short time i've been on the board i've seen greater and greater on priorities i've seen our our governing bodies resemble each other more i've seen us talk talk

[01:52:16] with similar voices on similar issues it is going this is a continued challenge to our ability to meet the city in a lot of a lot of the goals that we share we are going to have challenge meeting kind of shared expectations on the future of transit evolution we're going to have a challenge meeting shared expectations on delivery of housing and combating homelessness and i think that challenge could be mitigated if our future revenue potential we had a greater access to

[01:52:54] and that would of course be something that y'all have the sole ability to control and and i would say you know we we will have that we as a city have that same challenge as well i think that the the you know the state knew that cities needed the opportunity or option to grow and and or to annex um to to meet its needs and and we as a community you know decided you know i was

[01:53:28] still in high school knows that norfolk state new one has decided that that this is what i understand what you're saying yeah but um i'll let someone else chime in if they want to from council we have about 10 minutes well i would say a question i have i don't want to side bar that question but we're not

going to resolve that in the next nine minutes um you know to me i and i think everyone agrees with us we're all one community for the people who live here they don't care if they're

[01:54:03] technically not more charlottesville one community to them and i think we have a lot of shared goals and priorities we i think just speaking strictly for the city i think in the past you know since 2018 2019 the city has become a lot less zero-sum in our thinking and has stopped being as antagonistic as maybe you could say historically at times have been with albemarle i think the vista 29 project we heard about earlier today is a model for regional collaboration working well um so that

[01:54:39] bigger question you know i don't know i just have a question a baby step before the bigger things are there things that you all in the board are seeing that are opportunity areas for city county collaboration that could be improved just because it's recent there was a river basin conference and discussion of phase three of that plan and potential better coordination on the river corridor that's just because it's recent something in mind but are there things you all have been thinking about that are just in terms of like a specific shorter medium-term issue where you're

[01:55:11] feeling like the city could collaborate with us more than we are right now uh which has sort of have been back 2010 to 12 there was a tremendous effort on all the jurisdictions around here to try to help with food and security and the connections between the agricultural producers in our community and consumers and it is really dwindled for me album world for a while had 15 farmers markets and now they're at least half of them have gone belly up i think that the people they're often

[01:55:49] personality driven and raised when that person either moves on to something else or moves away or whatever then sometimes there isn't leadership to take it on again but that kind of it's a totally different aspect to what we've been discussing so far but i think could be a tremendous value to our residents i'll throw out something that i i don't have a solution for a thought but it's more an invitation to both uva and to charlottesville and i think carta is focusing on it but we struggled

[01:56:24] at our last board meeting with the idea of being presented with a transit plan but not being in a position to do anything about it other than offer our feedback on the plan and it's a plan that you continually see and update it and it's great there's good work behind it but it's hard as somebody that in the current situation we're basically a customer paying a vendor right and now how it was reported i wasn't exactly thrilled about not really well maybe i am tagging something but the idea is that um you know it wasn't that that's a frustration that we put on you all or on

[01:57:03] cat or on uva but it is something where it's like we're part of this partnership but we don't really have any authority in it other than the dollars that we're putting in and the requests we could make with those dollars um so it's you know it's wonderful to see what the the vision is and the plan is but we have to just accept that right and then how do you do your own planning when you've got the limitation of no authority and and not just associated from mr pruit's point about the

[01:57:37] limiting dollars because that's what when county folks are always revamp up they're wanting to see why it was supposed to be a sharing agreement what are we seeing delivered back for that and it and can see it in the way of going well okay to get in some of those new services to get some of that more money than we'd have to do execute our revenue turners that we have so it's just something to say that i don't i honestly have no clue how to figure that out i think carta was always the best idea because it decided you know it was going to maybe put authority into a regional body where it wasn't

[01:58:15] just one relying on another but everybody had a say and that that understanding could be worked out um to get at state dollars and bring in some other good ideas and the partnership with stick and what uva has so that's one that i think is is a challenge because i just i haven't been able in eight years to really see how we get at that i think the really illustrative like very like two sentence illustration of this problem that uh uh chair galloway is getting at in my own neighborhood

[01:58:47] that i for which i am the sole elected official of um the most important thing that is going to change my neighborhood is the 2a2b split and service improvement i sit on carta i'm the sole representative from my district and if um if y'all chose to and you wouldn't because we are good partners but if you all chose to you could scam the entire improvement tomorrow and it would not happen and i would not have anything to do with it and i would not have any recourse um and

[01:59:22] certainly our role in shared planning on that is diminished and i'm not taking issue with the quality of the service that we get but uh again to kind of the point that we started with um that mr payne raised the the nature of shared planning involves i think partnership and uh the elected decision makers uh being the people who have a voice in that i would see a lot of value in um in transit being something that we can get to a place where we have shared decision-making power and authority which we we have a strong working relationship but it's not a shared decision-making

[02:00:00] relationship currently would you say the solution could be carta is just an actual transit authority that's bringing together the providers under one roof and you all have board seats and i would say that could be a solution i would say that is a solution i would say that's my preferred solution 21 years actually i would say individually i share that vision i think that would be ideal i think i bumped into maria zimmerman at the john celebration last week and she said how's the governance discussion coming i said i don't know yet but anyway she said i know that you all just have to figure out what you're going to do in order to get that next step from

[02:00:37] the state that has to come this is a separate conversation that um uh sally and natalie and jen and i are all having on carta but i think it it's it feels to me like one of the most important regional things that's happening right now and it's not getting signal blasted that much except for sean um and so i wanted to make sure we raised it here or ned rather we wanted to make sure we so we have a couple more minutes if anyone had any um burning things they want to say i think

[02:01:08] we have some good things to continue to to talk about um natalie did you have anything you want to chime in with um sure i just kind of wanted to not incorporate a lot of what the the recent comments have touched on, which is Charlottesville is a destination for a lot of local jobs, right? I mean, JJ said they employ about 40,000 people. We know that by the end of spring

[02:01:44] when the next, or I guess it's probably sooner than that, when the parking garage opens up, there'll be 21,000 parking spaces provided on UVA grounds alone, let alone all the other parking spots. Something that I frequently say is that Charlottesville, it's our responsibility as Charlottesville representatives to not let Charlottesville be a parking lot for the surrounding counties, not just for Albemarle, but for the surrounding counties in general. And so that's where transit comes in, but that's also where housing comes in. Charlottesville is on a path to build more housing after 35 years of very limited housing. And so I just want to encourage

[02:02:24] the county to think about that as well. I know you are, but even bigger and broader, because I think we recently learned that the only city in the entire country with a larger daytime to nighttime

differential is Boulder, Colorado. So we are second to that, which means the amount of people who are here overnight vastly dwarfs the amount of people who come in here for the day and then leave, which means traffic, which means congestion, which means people are spending time away from their families because they're commuting instead. And so I think about opportunities

[02:02:59] in the urban ring, especially, sorry, I sound not amazing. I look across the river at Pantops, which is parking lots and car dealerships and traffic in the morning and traffic in the afternoon and think, what if that was all housing? What if that was dense housing? That would help support a better transit network because transit is fundamentally unscalable past a certain amount of density. And a lot of the county is not that dense beyond the urban ring. And so if we are

[02:03:35] going to think more regionally about transit and transit access, we also need to improve density where we can so that folks have shorter travel distances and can make more use of the transit services that we provide, which is a self-sustaining system. Like we learned about earlier, the more ridership we have, the more funding we can get to then make the system even better.

[02:04:00] So it's not really going to solve CARTA at this exact moment, but just some thoughts I had about kind of bleeding the line at the edge even more with the amount of density and easy access to the city and the jobs um that are here thank you thank you so we're past eight um is any other matters people want to discuss two quick things just because um i'm reading jeff's mind right now so let's see how well i do that i just want to share with both bodies that we have initiated a

[02:04:36] conversation on the executive level to talk about carter because we do sense and understand the frustration of not being sure what that entity really is going to be able to do and it has not been moving at this time so we're going to engage in staff level conversation to figure out how to see if we can release some of that stuckness and maybe get something moving in that regard and the second thing was one of the things that we had previously talked about in preparation for the meeting was a question of would you all like to resume this meeting on an annual basis and therefore seek a date for next year because that was the schedule before we got

[02:05:15] off and a time without meeting and i think one of the issues that you've identified is that maybe you need to talk more on so if you're open to that we can begin our process to work with you on figuring that out yeah absolutely yes i think yes then we get to ask you the question that michael asked us how can we better collaborate yeah we never got to our your response to us just getting scottsville back on a one-year joining schedule now they're going to be jealous i was able to tell them next week that oh you're actually beating the city now i can't

[02:05:53] well i know we're over time i'll i'll just be very brief and it may just be because it's recent because the conference just happened but i'm excited about opportunities along the rivanna river in phase three of the urban rivanna river corridor project i know you've already made some big policy changes and investments so how can we own the city and start connecting better and also share just a level of excitement with revitalize employee giving campaign at the university of virginia get where you live so cvc campaign at its height and cumulative impact was about 19 million

[02:06:29] dollars to support local non-profit so we're excited to be partnering with united way and we've already had a really strong start we have about a 250 000 goals i think our employees are excited to be able to use payroll deductions to support local non-profits great um is there a motion for council to adjourn so

moved a second second on the paper say yes yes yes um without objection now we're cutting board of supervisors will adjourn until wednesday october 7th 2026 1pm

[02:07:09] thank you



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