A special meeting of the Board of Supervisors of Albemarle County, Virginia, was held on Tuesday, September 17, 2024, at 6:00 p.m. in Room 241, Second Floor, Albemarle County Office Building, 401 McIntire Road, Charlottesville, Virginia, 22902. This meeting was called by the Chair, Mr. Jim Andrews, to allow a quorum of Board members to convene an open meeting for the purpose of participating in a joint meeting with the City of Charlottesville, including: (1) Call to Order; (2) Welcome and Introductions; (3) Review and Discuss: (a) City of Charlottesville Use of Revenue Sharing Report; (b) Albemarle County and City of Charlottesville Partnership List; (4) Land Use and Environmental Planning Committee (LUEPC) Report; (5) Regional Transit Authority Update; (6) Champaign-Urbana, Illinois Mass Transit District Site Visit; (7) Board to Board Discussion; and (8) Adjournment.

BOARD MEMBERS PRESENT: Mr. Jim H. Andrews, Mr. Ned Gallaway, Ms. Beatrice (Bea) J.S. LaPisto-Kirtley, Ms. Ann H. Mallek, Ms. Diantha H. McKeel, and Mr. Mike O. D. Pruitt.

BOARD MEMBERS ABSENT: none.

COUNTY OFFICERS PRESENT: County Executive, Jeffrey B. Richardson; Interim County Attorney, Andy Herrick; Clerk, Claudette K. Borgersen; and Senior Deputy Clerk, Travis O. Morris.

CITY COUNCILORS PRESENT: Ms. Natalie Oschrin, Mr. Michael Payne, Mr. Brian Pinkston, Mr. Lloyd Snook, and Mr. Juandiego Wade.

CITY COUNCILORS ABSENT: none.

CITY OFFICERS PRESENT: City Manager, Mr. Samuel Sanders, Jr.; Deputy City Manager for Operations, Mr. James Frees; Clerk of Council, Ms. Kyna Thomas; and Deputy Clerk of Council, Ms. Maxicelia Robinson.

Agenda Item No. 1. Call to Order. The special meeting was called to order at 6:00 p.m., by the Chair of the Albemarle County Board of Supervisors, Mr. Jim Andrews. He said all Board of Supervisors Members were present and that there was a quorum.

At 6:00 p.m. the Charlottesville City Council was called to order by the Mayor, Mr. Wade. He said that all City Councilors were present and that there was a quorum.

Agenda Item No. 2. Welcome and Introductions.

Mr. Andrews asked to go around the table and have each person introduce themselves. In addition to Board and Council members, the following County staff introduced themselves: Jeff Richardson, County Executive; Ann Wall, Deputy County Executive; and Jodie Filardo, Director of Community Development.

Mr. Andrews announced the following in attendance: Andy Herrick, Interim County Attorney; and Claudette Borgersen, Board Clerk.

Mr. Andrews introduced the following Albemarle County Police Department Officers in attendance: Lieutenant Angela Jamerson and Master Police Officer Dana Reeves.

Mr. Wade said that he and his colleagues expressed their gratitude to the County for organizing the gathering. He said that it had been approximately four or five years since they last had this opportunity to come together. He said that it was crucial to have these discussions to identify their commonalities and to collaborate on their future endeavors. He said that they engaged in similar discussions at both the staff and elected official levels.

Mr. Wade said that reflecting on the past 24 hours, he had a meeting with Ms. Mallek regarding workforce issues. He said that together with Ms. LaPisto-Kirtley, they welcomed around 70 to 80 tourism professionals across the capital region to their area of Mount Alto. He said that they were actively working together every day. He said that he believed it was beneficial for the public. He said that coordinating 11 schedules and staff for this event required considerable effort.

Mr. Wade said that he looked forward to this dialogue and working together to move forward. He said that as a former planner for the County for 20 years, the meeting room used to be where the Board of Supervisors met, but it was set up differently now. He said that it was good to be back in a different capacity.

Mr. Andrews said that he believed the meeting provided an opportunity to appreciate how much they did together. He said that he had enjoyed the past few months, especially getting to know the Mayor and the Vice Mayor, and working together with the Vice Chair in regular monthly meetings. He said that he was aware that the County Executive and the City Manager worked together as well, as did the leaders of their many different departments.

Mr. Andrews said that he wanted to recognize the critical significance the University played in all their community efforts, particularly in their work together on community safety, welfare, and resilience in both informal and formal ways. He said that many of the issues and opportunities had no geographical boundaries, so they succeeded as a community, and he was glad they got to celebrate that and build on it that night.

Agenda Item No. 3. Review and Discuss:
Item No. 3.a. City of Charlottesville Use of Revenue Sharing Report.

Mr. Sam Sanders, City Manager, said that the topics they wanted to discuss were their collaborative relationship, specifically as it related to the Revenue Sharing Agreement and the partnerships between the two jurisdictions. He said that in their packet, they received a substantial amount of information. He said that in their packet for the revenue sharing report for FY24, this was the required report that met the terms of the 1982 agreement. He said that the City had fallen a little behind in 2021 on getting that report in on time, but they had since caught up and made sure that they were now getting that information to the County on a regular schedule. He said that he had asked the budget director to ensure that that document gets released in August of each year, and the County had received that packet from the City the previous month.

Mr. Sanders said that they recognized that this was an interesting part of their relationship. He said that they were committed to making sure that the funds were used wisely. He said that they focused on general operating and capital projects. He said that the FY24 report represented $15 million, focused on parks and recreation, transportation, court services, and regional public safety, housing, employment, and workforce programs, along with landfill and recycling services. He said that they projected that the City exceeded mutual benefit investments by another roughly $5 million. He said that he believed that they were being good stewards of all resources entrusted to them.

Mr. Sanders said that the partnership report included in their packet was a very substantial and substantive report. He said that the partnership report solidly framed a quality list of projects that they were working on together and that aligned with their shared priorities. He said that the projects were essential to maintaining their high quality of life for both residents in the City and County.

Mr. Sanders said that he would like to highlight three specific areas that he found particularly important in regards to community safety, emergency management, and transportation. He said that their work in the community safety space was characterized by their co-responder models, which they were able to successfully launch. He said that this approach prioritized the needs of their residents and demonstrated their commitment to providing appropriate interventions when law enforcement was not the necessary first or primary response. He said that it allowed them to bring the necessary resources to individuals facing a crisis at any time.

Mr. Sanders said that he would like to extend his heartfelt thanks to HART (Human Services Alternative Response Team) for their assistance in helping them launch ANCHOR (Assisting with Navigation, Crisis Help, and Outreach Resources). He said that it was a great opportunity for them to leverage their expenses and learn how to do things more effectively.

Mr. Sanders said that in terms of emergency management, he acknowledged that the City had fallen behind in this area. He said that it became a high priority for him to ensure that they were prepared for events beyond their control. He said that they had caught up in a way where they wanted to prioritize some key things. He said that they established an Office of Emergency Management and hired a dedicated emergency management coordinator for the first time. He said that this gave them the ability to ensure that the three-legged stool of the City, County, and University were really ready to come together and do the things that they needed to do to ensure the safety for all of their residents.

Mr. Sanders said that this was important for them because they wanted to continue to collaborate regionally. He said that it was important for him to express that they were interested in doing this together. He said that they could all do it individually, but they were definitely stronger together because, as they knew, their geographic boundaries were very hard for people to understand.

Mr. Sanders said that the last area he wanted to mention was transportation planning. He said that it was important for City Council, and it was important for him and his team. He said that planning was a critical element where they had not necessarily had the great focus that they needed. He said that they had fixed that. He said that they had hired a transportation planning manager, and they were adding additional resources in that space. He said that they were not just talking about transit anymore; they were talking about multimodal priorities. He said that they wanted to make sure that they were ready to collaborate wherever that needed to be, especially as they activated climate action.

Item No. 3.b. Albemarle County and City of Charlottesville Partnership List.

Mr. Jeff Richardson, County Executive, said that this was his seventh year of service, and he could say unequivocally that it was the best it had been. He said that their agenda that evening was really focused on partnerships and working together with the City Council, the leadership from the Council, and the Board of Supervisors. He said that they were examining what they were doing well together and how they could continue to work for the betterment of their community.

Mr. Richardson said that it was really an investment of time to build relationships and trust. He said that he met with the City Manager every 30 days, and they started by checking in on a personal level, asking about each other's well-being and families. He said that they moved on to discussing commitments they had made to each other, that the organizations had made to each other. He said that they would discuss the potential for partnerships and the challenges they faced, as well as how they could assist each other. He said that this approach had been in place since the day the City Manager had become city manager.

Mr. Richardson said that he wanted to bring to the Board's attention their partnership report. He said that their partnerships maximized the value of their shared service delivery at the lowest possible cost. He said that when he joined seven years ago, he quickly recognized the abundance of partnerships in their community. He said that these partnerships spanned various services, including emergency management, emergency dispatch, management, recycling, libraries, jails, courts, and more.

Mr. Richardson said that for those partnerships between the City and the County, there was a shared understanding that shared service delivery at the lowest possible cost was the goal. He said that this shared understanding created capacity for both the City and the County, which was essential as they faced opportunities and challenges moving forward.

Mr. Richardson said that college towns carried the reputation of being an idyllic place to live. He said that these reputations highlighted cultural vibrancy, robust economies, and well-educated populations. He said that they certainly had all of that in their community. He said that they also learned during the pandemic that they faced problems. He said that as they looked to the future, their community would undoubtedly face challenges. He said that their ability to work together, by maximizing their relationships and skills, set them up for future success. He said that this included sharing obligations and opportunities.

Mr. Richardson said that when he reviewed their partnerships, particularly those involving the University, that was where they excelled. He said that two-thirds of the University's workforce, which amounted to two-thirds of 30,000 employees, resided within Charlottesville and Albemarle County. He said that it was a responsibility for the City Manager and the County Executive to monitor this quality of life in their college town community and collaborate with their boards to address the issues that arose.

Mr. Richardson said that their partnerships enabled them to provide services at the lowest possible cost and identify capacity, which he believed was some of the best work they could do in their community. He said that he was excited about the discussions they would have that night and the potential for new opportunities to move forward.

Ms. Mallek said that she wanted to share two examples of how beneficial this partnership had been in the past, and the workforce development that had come along with it. She said that both the City and the County had on-site job training facilities, as well as the region, which made opportunities for job training for their residents exceptional. She said that the second example that really struck her was the job fair organized at the Workforce Center for the Child Care Center at Rivanna Station. She said that with just seven days of preparation, they managed to put together a job fair that resulted in the hiring of 12 people on the spot.

Mr. Wade said that their colleague from Fauquier County had brought up the successes they had in this region and had asked how they did it. He said that he and Ms. Mallek had responded by emphasizing that staff at the City and County levels were working together to provide their residents with jobs, not just jobs, but also training for those jobs. He said that these efforts were ongoing and occurred every day.

Mr. Pinkston said that he had enjoyed observing their collaborative efforts. He said that he believed it had made a significant difference for both organizations and, consequently, for the entire community. He said that when he described the experience of serving on the City Council, people often mentioned the meetings where constituents expressed their concerns. He said that he found the work on various boards and committees to be the most fulfilling part of his role.

Mr. Pinkston said that he had had the pleasure of getting to know his colleagues on those boards and committees. He said that he firmly believed integration was essential, and he was grateful for the partnerships they had built over the years. He said that reflecting on the challenges faced by neighboring counties regarding water issues, he was thankful for the legacy of regional cooperation established by those who came before them.

Ms. McKeel said that she had read the revenue sharing report and was pleased to see a level of transparency that she had not seen before for their citizens. She said that in her 27 years of serving as an elected official in this community, she saw the highest level of trust and cooperation between their two communities. She said that in her mind, this was a significant achievement.

Mr. Snook said that he believed that the relationship with the County had significantly improved over the course of his four and a half years on the Council. He said that their relationship with the University was also on the upswing. He said that matters such as transit planning, land use planning, and affordable housing required the involvement of all three entities. He said that on a personal note, as someone in the line of work he was in, he was very pleased that they had finally reached the stage of the courts project with shovels in the ground and steel rising from the ground, indicating progress.

Mr. Pruitt said that in his limited time of service on the Board, he had witnessed nothing but extraordinary partnerships, which was clearly demonstrated by some of the items in the report. He said that it briefly mentioned the therapeutic recreation program. He said that just recently, a friend and constituent from Scottsville had shared how their grown son who used the program more than twice a week. He said that their son traveled all the way to the City to access these services, which he described as life changing.

Mr. Pruitt said that this partnership enabled such access and would not be possible in a more contentious relationship. He said that it allowed individuals to thrive. He said that he wanted to express his appreciation for the working relationship they had built that made this possible. He said that they were aware of the challenges they faced, which were also on their agenda that night. He asked how many UVA employees lived in the City and County.

Mr. Richardson said that the University had 30,000 employees, with two-thirds residing in Charlottesville and Albemarle County.

Mr. Pruitt said that meant that one-third of UVA employees were commuting more than half an hour to work. He said that he suspected it was not solely because they truly enjoyed living in Fluvanna or Louisa, although there were certainly nice things there. He said that they had to confront the reality that they needed to ensure this community was accessible to everyone. He said that this included those working as maintenance staff at the hospital or as bus drivers for the University.

Ms. Oschrin said that she had noted only two-thirds of the UVA staff lived in the City or the County. She said that she shared the same thoughts on the need to make it more affordable and accessible. She said that if they had 10,000 people commuting into the City daily, that would equate to 10,000 cars on the road. She said that this situation presented an opportunity to help reduce traffic, improve safety, and mitigate climate change. She said that she was eager to work on these improvements.

Ms. LaPisto-Kirtley said that one of the things that had made her happy about working with the City was the change in people. She said that they had welcomed new individuals into their team, and this shift had positively influenced their work attitude. She said that what had truly impressed her regarding health and safety was the collaboration between their police departments, fire departments, and UVA. She said that they were working together to make things better for their community, which was a significant change from before. She said that she believed this cooperation was very important. She said that when she mentioned this to others, they expressed gratitude, as it aligned with their concerns about health and safety.

Agenda Item No. 4. Land Use and Environmental Planning Committee (LUEPC) Report.

Ms. Alice Raucher, Architect for the University of Virginia, said that she was currently serving as the chair of the Land Use and Environmental Planning Committee. She said that the position of chair rotated among the three entities of the City, the County, and the University, and she was joined that evening by the past chair, Jodie Filardo, Albemarle County Community Development Director, and next year's chair, Lauren Hildebrand, Charlottesville Director of Utilities.

Ms. Raucher said that in 1986, with the adoption of the three-party agreement, the Planning and Coordination Council, known as PAC, was established to promote collaborative planning among these three entities. She said that in 2019, by joint agreement, PAC was reconstituted as the Land Use and Environmental Planning Committee, or LUPEC. She said that the charge to LUPEC was broadened to not only include cooperative land-use planning efforts but also to consider the environmental and infrastructure issues facing their community.

Ms. Raucher said that the slide showed the membership of LUPEC with the positions represented by the City, the County, UVA, and the University of Virginia Foundation. She said that when PAC was reconstituted as LUPEC, the committee's membership was expanded to include RWSA (Rivanna Water and Sewer Authority) because so much of their collective planning work depended on the services RWSA provided, and it had been a great addition.

Ms. Raucher said that in 2023, the Committee voted to invite VDOT representatives on a quarterly basis because of the important transportation intersections in their collective work. She said that during COVID, the Committee convened their monthly meetings over Zoom, which admittedly had its scheduling benefits, but they greatly missed seeing each other in person. She said that there was much better conversation and better outcomes when they met in person. She said that the Committee decided to meet in person on a quarterly basis, and it was to these meetings that their VDOT colleagues were invited.

Ms. Raucher said that the Committee also determined that the inclusion of regular guests with regional perspectives enhanced their work. She said that their colleagues from the Thomas Jefferson Planning District Commission (TJPDC) regularly attended these meetings as well. She said that the meetings had shifted from the usual practice during the PAC years of each entity giving high-level, somewhat generic updates about what was happening in their respective spheres.

Ms. Raucher said that themes such as the impacts of new construction or transportation planning generated robust conversations that had, more times than not, identified issues that otherwise would not have been fully appreciated by all and had led to positive outcomes. She said that most of all, they had all fostered an effective, collaborative working relationship with each other, allowing for open communication.

Ms. Raucher said that per their charter, the agenda and meeting minutes were available online to the public within a few days after the meeting. She said that they also submitted a biannual report to the City Council, the Board of Supervisors, and the leadership of UVA. She said that some examples of the theme-based conversations regarding infrastructure included the work on Fontaine Avenue. She said that they were all aware that each entity had some work planned in the vicinity of Fontaine Avenue, but they did not know the extent or timelines of each other's plans.

Ms. Raucher said that the University began work on the Fontaine Research Park Entry Road, the Fontaine Parking Garage, the Institute for Biotechnology, the Central Energy Plant, and the Encompass Rehab Hospital renovation. She said that the University of Virginia Foundation led the affordable housing initiative at the Piedmont housing site on Mimosa Drive. She said that RWSA was planning to construct a new 36-inch raw water line across Fontaine Avenue and up Observatory Hill to increase water supply. She said that the City was planning for the Fontaine Avenue SMART SCALE streetscape improvements. She said that VDOT and the County were planning for the Fontaine Avenue/Route 29 interchange improvements.

Ms. Raucher said that all of these projects were important infrastructure improvements that would serve their community and had the potential to affect the successful outcome of each others. She said that they had had five meetings where they had shared information, discussed their goals, and worked out potential conflicts with each other. She said that LUPEC had been a great forum for these technical discussions.

Mr. Pinkston asked for Ms. Raucher to elaborate on any particularly interesting discoveries she had made during one of the conversations with the partners.

Ms. Raucher said that when RWSA joined the team, along with TJPDC and VDOT, it significantly expanded their capacity for engagement. She said that this allowed them to have more comprehensive discussions that addressed conflicts effectively. She said that they had had some robust conversations that tackled some challenging issues. She said that they all understood that compromise and collaboration were essential to successfully advance these projects. She said that Fontaine was a prime example of this approach.

Agenda Item No. 5. Regional Transit Authority Update.

Ms. Ann Wall, Albemarle County Deputy County Executive, said that she would like to acknowledge the partnership with the TJPDC. She said that Christine Jacobs and Lucinda Shannon deserved special recognition for their invaluable assistance as they discussed regional transit authorities. She said that the agenda included a historical overview of regional transit and governance structures, an examination of the role and intents behind creating a regional transit authority (RTA), a report on the work completed to date, and insights from their outreach conversations. She said that they would also delve into the structure of an RTA and share draft work plans.

Ms. Wall said that before they delved into the specifics of an RTA, they believed it was important to understand the history and how they arrived at this point. She said that the discussion of an RTA in their community had been ongoing for at least 15 years, starting with a study in 2008. She said that the study aimed to explore the formation of an RTA, which was intended to promote regional transit services as an alternative to the increasingly congested roads.

Ms. Wall said that in 2009, the General Assembly passed legislation that enabled the establishment of an RTA in order to plan for regional transit services. She said that the legislation outlined the authority's membership, governance, and structure. She said that the legislation did not include any mechanism for state-approved revenue generation. She said that the legislation referred to this entity as the Charlottesville Albemarle Regional Transit Authority, or as they referred to it as CARTA.

Ms. Wall said that in 2016, a Regional Coordination Study was conducted with the intent to examine opportunities for improved communication, collaboration, and coordination between transit partners, focusing on matters related to transit. She said that this study led to the development of the Regional Transit Partnership (RTP) in 2017, which was intended to be the interim body before the formation of an RTA.

Ms. Wall said that in 2022, local leaders, transit agencies, and stakeholders collaboratively discussed a vision for high-quality transit service in the region. She said that the study focused on efficient, equitable, and effective transit service and identified short-term, long-term, and extended long-term actions to support the community transit vision. She said that the first action identified in the 2022 report was to conduct a transit governance study to investigate what governance looked like for transit services.

Ms. Wall said that in 2024, the transit governance study was developed through work from the TJPDC with goals to review existing transit governance, identify a structure for regional governance, and identify potential revenue streams for dedicated transit funding. She said that the first step identified in the study was to enact the CARTA legislation, which was intended for CARTA to serve as a governance structure and decision-making body for regional transit issues. She said that other steps to take place included setting up a committee, developing bylaws, and engaging partners.

Ms. Wall said that additional steps including conducting a transit needs assessment, particularly for rural transit needs, as well as engaging with rural partners and UVA leadership, specifically regarding UTS (University Transit Services) and potential partnerships with the University. She said that they had numerous studies and discussions about the importance of regional transit, and they had arrived at a place, 15 years later, where they had done some work. She said that they were asked by the RTP to develop bylaws for an RTA.

Ms. Wall said that now, she wanted to take a moment to discuss the role of an RTA. She said that the concept of an RTA was to be a collaborative, multi-jurisdictional entity, for identifying and solving transit issues. She said that it was supposed to be a forum to carry out planning work and to work through difficult shared concerns. She said that it was intended to help recommend regional transit priorities, provide some general oversight over programs, such as transit or congested management.

Ms. Wall said that the other area of activity was related to planning. She said that the idea of this transit authority would really focus hard on planning. She said that regional transit plans for all or a portion of the area, long-range transit planning in the area, consideration of service expansions and alternatives.

Ms. Wall said that another area included funding. She said that the transit authority could serve as a vehicle for administering and collecting dedicated regional transit funding when available, and could consider funding formulas for services and capital. She said that the final area was around federal and state government, and that the transit authority could be an advocate for transit needs to the federal and state government. She said that it could recommend transit priorities, and it could be a vehicle to apply for and receive grants to provide services.

Mr. Ben Chambers, Charlottesville Transit Planning Manager, said that they continued to discuss what they had been working on since the adoption of the Transit Governance Study. He said that initially, they began engaging with staff from other localities and with UVA leadership to understand their transit needs and how an RTA could serve them. He said that they also consulted with transit services to understand how their existing plans might align with coordinating across jurisdictions. He said that concurrently, they were developing bylaws for CARTA that comply with legislation. He said that as they established CARTA, they pondered its future actions.

Mr. Chambers said that they initiated discussions with surrounding counties, who expressed a desire to understand their own transit needs and how they interacted with the region. He said that some of their partners in the more rural areas had some questions about what that looked like. He said that there was an understanding both within and outside of their jurisdictions that more planning work needed to be done before they could address funding. He said that they had heard that there were opportunities for using this transit authority to go after some short-term service improvements. He said that they had heard that there were grants available for regionally significant investments, and having an RTA could enhance their credibility in securing such funding. He said that they could pursue demonstration grants for DRPT (Department of Rail and Public Transportation) for new services and trip grants for regionally expanding services or fare-free services.

Mr. Chambers said that there was unanimous interest in this approach. He said that surrounding counties were keen to observe their progress before joining. He said that they acknowledged the need for collaboration among all parties. He said that they had been working together through the RTP, but it was time to progress to CARTA. He said that they needed to consider the bylaws for this need to look like. He said that the legislation was clear on the powers of the RTA, including planning for the region, but it did not provide dedicated funding at this time.

Mr. Chambers said that the initial members were the City of Charlottesville and Albemarle County, with provisions for surrounding counties to join as partners, and it described other duties and responsibilities related to fiscal concerns. He said that the bylaws would also outline the board of directors' composition, giving two votes to the County and City, and one vote to each additional county. He said that non-political jurisdictions, such as UVA, transit agencies, or TJPDC could serve on the board as non-voting members. He said that the bylaws outlined essential details such as the officers' roles, terms of service, and the chair or vice chair positions.

Mr. Chambers said that they also established the basic procedures for meetings, public hearings, quorums, voting, and agenda availability. He said that two standard committees were required. He said that one was a finance committee, comprising five members appointed by the CARTA Board, which would oversee the annual budget and transit funding. He said that the second was a technical committee, consisting of staff members from each member locality, essentially an extension of the existing working group.

Mr. Chambers said that they were also contemplating the appointment of an executive director, with the intention of utilizing existing County and City staff until a definitive decision was made regarding the executive director's role. He said that the bylaws also detailed the adoption process and the amendment process for the bylaws.

Mr. Chambers said that a work plan was being formulated to determine the next steps after establishing CARTA. He said that the initial phase involved setting up CARTA, which included approving the bylaws, electing a chair and vice chair, establishing committees, and continuing outreach efforts to the partners who had not yet joined and their transit service agencies. He said that their goal was to initiate the planning process and begin discussions early on.

Mr. Chambers said that this would lead them into the planning work that needed to be done, which included establishing shared regional goals. He said that some of these goals would emerge from their existing planning work, such as the transit vision plan. He said that they would examine these goals and consider if the establishment of an RTA altered their previous plans. He said that they would explore short-term transit improvements that they could immediately address, as they understood their shared needs.

Mr. Chambers said that he recognized the success of the trolley and MicroCAT services, and they sought opportunities to continue these services. He said that part of the work involved determining the funding for this. He said that they needed to start planning for the next fiscal year's budget, considering the establishment of CARTA and its implications for the budget. He said that they would assess whether existing County and City staff would suffice for CARTA's workload in FY26. He said that concurrently, they would collaborate with DRPT at the state level and FTA (Federal Transit Administration) at the federal level to identify potential revenue sources to support their strategies.

Mr. Chambers said that as part of this effort, they would advocate for the funding of their identified needs. He said that he emphasized the necessity of initiating discussions with their legislative representatives to establish a comprehensive funding package. He said that currently, they were not authorized by CARTA legislation to generate their own dedicated funding.

Mr. Chambers said that their key takeaways were that they had a variety of transit needs in this region, with multiple providers and significant investment required. He said that they were aware of these needs, having discussed them extensively over the years. He said that the existing legislation provided them with a vehicle to address these issues, allowing them to progress from the RTP to a legislatively enabled initiative that would enhance their collaboration with the state.

Mr. Chambers said that they presented this to the RTP at the August meeting. He said that they received unanimous endorsement from the partnership to move forward with CARTA.

Mr. Payne said that Charlottesville and Albemarle could present a unified message and voice to advocate for legislation that would establish a funding mechanism for the regional transit. He said that although their local legislators were supportive, it might require multiple sessions to navigate the House and Senate committees and secure the governor's signature. He said that for the regional transit to have a transformative impact, both JAUNT and UVA must participate in the RTA.

Mr. Payne said that he recalled discussing with the transit director of Champaign-Urbana how the University of Illinois merged with their transit authority, which led to a significant increase in ridership within a year. He said that this increase in ridership, in turn, secured federal funding, allowing for service expansion. He said that he was curious about the potential structure of conversations that could facilitate a serious exploration of UVA's participation in the RTA, considering the significant changes and discussions it would entail.

Mr. Chambers said that the legislation was quite specific that UVA could not be a voting member of the board, but they were permitted to be a non-voting member and participate in discussions about transit. He said that they had directly engaged with UVA and gauged their interest in participating. He said that the response was overwhelmingly positive, with UVA expressing a strong desire to be involved. He said that while he did not wish to speak on behalf of UVA's plans, he was aware that they had ideas for enhancing their transit system to better serve their community. He said that this may involve collaborating more closely with them than they had in the past.

Mr. Snook asked if other localities had enabling legislation that embraced the possibility of non-governmental entities being voting members.

Ms. Wall said she believed there were other jurisdictions. She said that there were a number of authorities, but they would have to research more specific information.

Mr. Snook said that if they considered returning to the General Assembly to secure the authority to obtain funds, it seemed appropriate that they should also address other organizational issues.

Ms. McKeel said that her understanding was that the initial step involved the approval of the City Council and Albemarle County to establish an authority. She said that following that, once they had the authority established and were able to hold meetings, they could then determine the legislative changes needed, as well as the funding mechanism they would propose to the General Assembly.

Ms. McKeel said that they could not simply request funds for transit; they had to specify the source of the funds and their funding strategy. She said that this process would not be immediate, as it would require some effort. She said that they could not undertake any of this work until the authority was established.

Ms. Wall said that the transit governance study mentioned that legislation already existed within the current laws, which allowed the creation of an entity. She said that the City and County should initiate outreach to surrounding counties and partners to gauge their interest in transit. She said that they were aware of the interest, although there was a cautious approach.

Ms. Wall said that the study also emphasized the need to identify projects and activities that demonstrated collaboration among all parties involved. She said that these projects should serve as proof that everyone was committed to working together. She said that the aim was to convince the General

Assembly that they were prepared to engage in serious discussions about revenue.

Ms. Wall said that some of the work identified in the work plan was exploring demonstration projects. She said that they heard a clear interest from rural communities in understanding their rural transit needs, and she asked if there was some planning work that they could do together. She said that some of that was groundwork necessary to prove again that this entity could work and that they were ready to take funding when they could.

Mr. Pruitt said that he considered both their next steps and the role the University should play. He said that Councilor Payne had brought up the Champaign-Urbana transit system. He said that he would like to draw on a best practice that was closer to home, which was also highlighted in their packet. He said that Blacksburg showed an example where voting membership may not align with what UVA desired. He said that Blacksburg had been recognized as the best transit system in America in 2019 by the American Transit Association.

Mr. Pruitt said that the city and county funded this system primarily through Virginia Tech, with half of the ridership being Virginia Tech students. He said that they should not assume that a voting membership was ideal, as it could lead to controversy and potentially create a lightning rod for individual representatives. He said that this could hinder their ability to ask the right questions and understand the best partnership for their situation. He said that while the idea of the University of Virginia funding their transit system was appealing, they needed to carefully consider the implications of a voting membership.

Mr. Pinkston said that he had been on the RTP, and he had enjoyed that experience. He said that many of these initiatives were driven by federal requirements, and he had been trying to educate himself on that matter. He said that the governance study was a very comprehensive discussion of different models, including places like Virginia Tech and other cities across the country. He said that a lot of groundwork had to be done. He said that when he thought about establishing an authority, it was one thing to vote on CARTA to enable it.

Mr. Pinkston said that the next thing would be some sort of service agreement, and that the founding documents of other regional partnerships were meticulously crafted by city managers, lawyers, and other professionals who had worked together to define the specifics of how they could progress. He said that he assumed this would be part of the next piece of this. He said that while bylaws were certainly important, he believed that fleshing out how the organization would function was equally important.

Mr. Pinkston said that questions such as whether CAT or JAUNT would become part of this organization were also important. He said that these were concerns that had been raised and needed to be addressed. He said that there was still a lot of work to be done, but he was hopeful that they could make progress.

Ms. Wall said that they had discussed CARTA, its formation, and the approach they took that was advocated in the transit government study was to establish the organization, create bylaws, and start meeting. She said that they planned to explore some low-hanging fruit and planning efforts before tackling larger items like services and oversight over organizations. She said that they purposefully identified those steps but set them aside during their engagement. She said that their intention was to form the organization, initiate planning discussions, and determine the appropriate structure, knowing that these steps would likely come in the future.

Ms. McKeel said that that was what she was hearing from DRPT, and it was critical that they were at the table working with them. She said that they would be very important to the work as they approached the General Assembly.

Ms. Wall said that their outreach had included the four surrounding counties. She said that they had engaged in conversations with CAT, JAUNT, and the University. She said that several of them had taken a trip to Richmond to meet with DRPT and discuss the potential future of the authority.

Mr. Wade said that he had been in conversation with the mayor of Blacksburg, and it had been a productive dialogue. He said that some of the initiatives they were undertaking and those being implemented in Blacksburg were quite similar. He said that the influence of Virginia Tech on Blacksburg was profound, more so than any other locality in the country, due to the size ratio between the college and the town.

Mr. Wade said that the impact on housing, schools, and other aspects of their community was significant. He said that they were observing their strategies and learning from their experiences, even as they navigated their own unique challenges. He said that as they considered the future, they recognized that no matter how comprehensive their plans may be, they ultimately relied on the state for approval.

Mr. Wade said that this was evident in their attempt to implement a one-cent tax for educational funding, which, despite their thorough preparation, was not successful. He said that they needed to engage more assertively with their legislators and advocate for the necessary tax authority and powers to carry out their vision for the community.

Mr. Garland Williams, Director of Transit for CAT, said that he previously worked with GRTC, which served Richmond. He said that it took them three years to get the legislation through the General Assembly. He said that the first time they introduced it, it did not even make it out of committee. He said that the second year, it almost reached the finish line, and then in the third year, it was passed. He said that it was quite unusual for anything to be passed by the General Assembly in the first year. He said that the efforts they started now would yield results two or three years from now.

Ms. McKeel said that the RTP had three of their representatives attend a General Assembly meeting a year ago. She said that the purpose was to explain their plans for setting up a new system and how they were moving forward. She said that conceptually, they were supportive.

Mr. Payne said that initiating conversations earlier would be beneficial. He said that his concern was not primarily about their local legislators but also about other committee members and potentially the governor, who may change in the future. He said that if they began the groundwork now, they would be well-prepared for any new governor's administration.

Mr. Payne said that although this may seem premature, he had been curious about the timeline in their minds for when localities, such as Charlottesville and Albemarle, would decide on the revenue source from the state. He said that at some point, they would need to make a decision on this matter.
Mr. Andrews said that they could see what that was in other places as well.

Ms. LaPisto-Kirtley said that it was important for them to expedite the process of getting everything in place as soon as possible. She said that she hoped that this would happen soon, and the sooner it did, the sooner other entities could join them, giving them a stronger voice when they approached the legislature. She said that she wondered if their lobbyists already worked together or if there was potential for them to do so.

Mr. Sanders said that the key was to ensure that it appeared on both lists so that Mr. Blount was aware of it and could monitor it.

Ms. LaPisto-Kirtley asked about the long-term potential of a light rail system in the area.

Mr. Wade said they had been considering it since he was in grad school. He said that maybe when their new zoning ordinance got really robust, they would have that nice density to make it really work.

Mr. Wade said that he recently visited their sister city in France, and they had a light rail system. He said that they got a lot of state money, and that it was a $250 million project for a town similar in size to Charlottesville and Albemarle. He said that they based their entire transit system on this light rail system, which was very well-run.

Mr. Gallaway said that he would like to challenge the surrounding localities to be just wait and see. He said that the TJPDC had received updates on the RTA. He said that when taxing was brought up, the commission members often showed surprise and skepticism. He said that if they considered the strength of a united front, where not just two, but six of them, reached out to the General Assembly, the impact would be significantly greater. He said that he often reminded their four rural neighbors that Albemarle County was not an urban jurisdiction like Charlottesville. He said that their rural transit needs would align with those of Nelson, Fluvanna, Louisa, and Greene.

Mr. Gallaway said that transit went both ways, so it was not just people coming in to work. He said that if there was a transit stop at the Walmart in Ruckersville, local businesses would likely appreciate the increased foot traffic. He said that the same applied to Fluvanna, Nelson, and Louisa. He said that while he understood the inclination to wait and see, if they wanted this initiative to succeed in the future, they should already be advocating for the necessary legislative changes.

Mr. Gallaway said that he wanted to emphasize the urgency of the matter. He said that if they delayed action for four, five, or even ten years, they may miss the opportunity. He said that it was essential for someone, whether elected or staff, to take on this responsibility. He said that there were success stories, such as the Afton Express, which had adjusted their bus schedules to align with employee shifts at UVA at the health system. He said that they were considering adding another line due to high demand, which was a powerful example.

Mr. Gallaway said that he challenged them not to be the wait-and-seers but to engage at a different level. He said that if funding was the concern, they needed advocacy now. He said that he believed that if they saw a united front from Charlottesville, Albemarle, Fluvanna, Nelson, Green, Louisa, Augusta, and Staunton, it could influence the General Assembly.

Agenda Item No. 6. Champaign-Urbana, Illinois Mass Transit District Site Visit.

Mr. Garland Williams, Director of Transit for CAT, said that for approximately 16 to 17 months, CAT had a consultant working with them to develop a transition plan for their fleet. He said that they presented this alternative transition plan to City Council on February 27, and the Council adopted it, which would help them achieve their carbon-neutral goals for the City by 2050. He said that their plan included a goal to reach carbon neutrality by 2040. He said that they were considering two potential pilot projects, one involving battery electric vehicles and the other hydrogen.

Mr. Williams said that as there were no hydrogen providers or users on the East Coast, they identified Champaign-Urbana, Illinois, as the closest location with hydrogen fuel cell technology, specifically the MTD, which was the Mass Transit District. He said that they visited this facility to observe their groundbreaking hydrogen fuel cell technology firsthand. He said that they brought a group of about 15 people, including government officials and a reporter.

Mr. Williams said that their experience in Champaign-Urbana was similar to Charlottesville, as both cities had universities and faced similar challenges in transitioning to new technologies. He said that the services provided by MTD and Charlottesville were similar in many aspects. He said that both organizations offered fixed route service and branded lines. He said that they did a night line fixed route service and Charlottesville has a downtown trolley service. He said that both also provided paratransit services and ride-sharing services. He said that they provided university routes, football routes, and services for schools.

Mr. Williams said that when comparing the two systems, both were established in the 1970s, with MTD founded in 1970 and their organization in 1975. He said that the service population for MTD was 135,000, while theirs was 80,000. He said that MTD operated with 114 buses, whereas they had 48. He said that MTD had 26 routes, while they had 12. He said that in terms of annual unlinked passenger trips, MTD reported 9.4 to 9.5 million, while they reported 1.3 million. He said that when they delved deeper into the numbers, 7.7 million of MTD's trips were associated with the university. He said that if they removed this figure, MTD's number was very close to what they were doing on their side.

Mr. Williams said that the luncheon with them allowed the opportunity to engage in in-depth discussions. He said the executive director of MTD, Carl Gannett, and his team presented a comprehensive overview of their operations, including the hydrogen transition. He said that they were fortunate to visit their transit center, which allowed them to observe their hydrogen production and fueling stations firsthand. He said that this visit provided them with a deeper understanding of their technology and operations.

Mr. Williams said that they were currently generating 420 kilograms of hydrogen daily. He said that they had a fleet of 12 hydrogen fuel buses. He said that based on their conversation, they planned to increase their storage capacity by between 65 and 90 over the next few years. He said that the startup cost for hydrogen was a significant topic of discussion, with an initial investment of around $20 million.

Mr. Williams said that they were planning to introduce battery electric and hydrogen models. He said that they prioritized hydrogen initially, as they believed battery electric vehicles were not a direct replacement for diesel vehicles. He said that they planned to incorporate battery electric vehicles into their fleet model. He said that most transit agencies were not adopting a single-model fleet; instead, they were opting for a mix of battery electric and hydrogen vehicles for reliability and redundancy.

Mr. Williams said that it was possible for this community to potentially adopt hydrogen over the next three to five years, making them potentially the first transit agency in the Commonwealth to do so.

Mr. Williams said that Maryland had also announced their move towards hydrogen, which placed them slightly ahead of this community. He said that adopting hydrogen could provide them with different funding opportunities. He said that they had to consider the significant infrastructure needs to make these models a reality. He said that they discussed the phased approach to potential infrastructure needs, including short-term and long-term goals. He said that they also discussed the possibility of using battery electric and hydrogen to access funding opportunities, such as federal or state discretionary grants. He said that they planned to continue exploring these options in their strategic plan.

Mr. Williams said that the trip highlighted that hydrogen technology was real. He said that Champaign-Urbana was the first transit agency in the country to have articulated hydrogen buses. He said that they received a special grant through the Department of Transportation with the FTA. He said that they were considering adding more articulated buses to their model. He said that the City was hopeful that at some point in time, they would be able to introduce hydrogen buses in this region.

Mr. Williams said that the goals for the City Council were to not purchase any more fossil fuel buses after December 31, 2027. He said that starting January 1, 2028, only battery electric or hydrogen vehicles would be purchased. He said that they had several people who went on the trip who could answer questions and discuss regional cooperation. He said that this was a great example of the region coming together to learn from another transit agency that was making things work.

Mr. Wade said that it was a fantastic trip. He said that one of the key takeaways for him was the commitment to hydrogen technology, even though they were cautious not to rely solely on one technology. He said that there was a situation in Indiana where a company had invested heavily in battery-powered buses that went down, and they faced financial difficulties and were left with no alternative options.

Ms. McKeel said that she believed there would be around 22 people from the County, the City, school systems, and UVA attending the next trip to Champaign-Urbana. She said that she believed it would be advantageous for their community if they could invite a representative from Champaign-Urbana to visit their region. She said that this could provide valuable perspectives for their discussions.

Ms. LaPisto-Kirtley asked if CNG (Compressed Natural Gas) and LNG (Liquified Natural Gas) facilities were considered outdated now.

Mr. Williams said that the City Council had decided to remove LNG and CNG as fuel types. He said that they were only considering the potential of battery electric or hydrogen options.

Ms. LaPisto-Kirtley asked if this was due to improvements in battery electric and hydrogen technologies.

Mr. Williams said that they were considering the impact on the environment. He said that their goal was to ensure that the end result was zero emissions. He said that as they transitioned to using zero-emission sources, such as battery electric or hydrogen, the cleaner the grid or the cleaner the hydrogen, the cleaner the emissions would be.

Mr. Payne said that initially, he had entered the trip as the most skeptical person regarding hydrogen. He said that the information presented had been very enlightening, and he had left feeling much more confident about hydrogen as a viable option for transit agencies. He said that it had been fascinating to see how Champaign-Urbana had successfully implemented hydrogen technology. He said that the major questions that remained were related to long-term storage and scale along with transportation, and when and where hydrogen hubs got built out. He said that it was evident that there were transit agencies where hydrogen could be a successful solution.

Mr. Payne said that he hoped there would be an opportunity to delve deeper into the University of Illinois's experience, as the significant ridership numbers there were transformative for the agency's success. He said that he believed this could serve as a valuable learning experience for them, potentially helping them achieve the County Executive's goal of reducing redundancies and creating the most efficient regional infrastructure.

Ms. Mallek said that she wanted to know if they had learned from previous correspondence with Urbana whether each locality was on their own to produce, or if there was a possibility of a common producer due to regional demand from multiple transit agencies.

Mr. Williams said that they were the only game in town out there. He said that they were somewhat different from them here, as they trucked in a significant amount of their hydrogen. He said that they produced hydrogen, but they also trucked it in. He said that they planned to increase this importing because they aimed to increase the number of hydrogen vehicles. He said that they had placed an order for 25 or 30 vehicles, which were expected to arrive within 18 to 24 months. He said that they planned to expand from 12 to 34 to 50 or 60 vehicles over the next two to three years. He said that they were aggressive in their approach to hydrogen. He said that they also had goals to achieve carbon neutrality by 2050.

Ms. Oschrin asked how many bus routes a shipment of hydrogen was able to fuel.

Mr. Williams said that he could reach out to the Champaign-Urbana MTD staff to get an answer. He said that they had remained in communication.

Mr. Sanders said that he imagined they were calculating the loss to their climate gain by trucking it in but pushing themselves farther and faster is compensating for that. He said that that was one of the questions he had because if they chose to go this route, they would be trucking it in as well. He said that he understood that some people might oppose the idea of trucking in materials. He said that it was a trade-off. He said that they might not achieve perfection, but they could strive to balance it.

Mr. Payne said that he recalled that Champaign-Urbana utilized hydrogen, which was produced using renewable energy, and they had the benefit of having solar panels on-site. He said that Chicago had a hydrogen production facility that could utilize a nearby nuclear power plant, allowing them to truck it in a cost-effective manner while still being renewable.

Mr. Pinkston said that the transportation vehicles were also using hydrogen as fuel.

Ms. Oschrin said that she did a quick Google search, which indicated that hydrogen fuel buses typically carried up to 40 kilograms of hydrogen and consumed approximately 25 kilograms per day. She said that a capacity of 125 kilograms could fuel five buses.

Mr. Williams said that Trillium Agency, which had helped design and build the electrolyzer for Champaign-Urbana, was present when they visited. He said that they had a productive discussion, explaining all the equipment's nuances and features. He said that their goals aligned closely with theirs. He said that they aimed to achieve zero emissions by 2040, with plans to introduce 50 battery electric buses and 68 hydrogen buses in their initial phase. He said that they were also considering expanding their services. He said that they had not yet decided on what their mix would be after that.

Ms. McKeel said that it was interesting to recognize that the university in Champaign-Urbana was internationally well-known and considered the gold standard for engineering schools. She said that they were discussing a community that understood this.

Agenda Item No. 7. Board to Board Disussion.

Ms. Oschrin said that currently, they were only covering approximately four to six percent of the bus cost through federal grants. She asked what funds were available to transition to hydrogen buses.

Mr. Williams said that the same grants were available, discretionary 5307 money. He said that while the grant pot had grown over time, the increase had been modest. He said that it had expanded by approximately 20%. He said that for the purpose of scaling, a diesel bus cost around $524,000. He said that a battery electric bus cost about $1.3 million, and a hydrogen bus cost approximately $1.4 million. He said that the infrastructure cost was where they would save money, and that the upfront cost for hydrogen buses were significant but resulted in long-term savings. He said that unlike battery electric buses, which required a four-to-five-hour period of refueling at a station, hydrogen buses could be refueled in about 10 minutes, offering a faster turnaround.

Mr. Andrews said that the packet included information about the work being done at Virginia Tech and collaborating with the county and the city there.

Ms. McKeel said that she hoped they had been able to read the article about the model that Blacksburg, Virginia Tech, and Roanoke County were participating in, as included in their packet. She said that it was an interesting model. She said that it exemplified cooperation and strategic planning. She said that the Champaign-Urbana transit model also encouraged them to think strategically for their community and even their larger community, which included Albemarle, Charlottesville, and the University of Virginia. She said that she proposed a discussion about exploring a strategic model of cooperation between Charlottesville, Albemarle, and the University of Virginia.

Mr. Gallaway said that he would be interested in a study to understand the impact that students had on services. He said that this was a significant point mentioned by Mayor Wade. He said that the dynamics were different from what they were used to. He said that it was important to understand the impacts, especially in conjunction with the airport. He said that he was not aware if such a study had been conducted in the past, but if it had been, it was time for an update.

Mr. Pinkston asked how Mr. Richardson and Mr. Sanders learned about the partnership.

Mr. Richardson said that the article he mentioned was published in the Daily Progress in May. He said that at that time, they had been discussing emergency management planning with the University, which included public safety and election security for the upcoming fall. He said that in the past year, the University, the City, and the County had engaged in conversations about a community safety initiative.

Mr. Richardson said that this framework might not be of interest to them, but he believed that considering the economic vitality of college towns and the regional economic impact of their university, it was worth examining. He said that the work being done at the University presented opportunities for collaboration that could enhance their relationships and maximize their potential.

Mr. Sanders said that he also read the article in the Daily Progress, and he had included it on their list for discussion as well. He said that in the past three years, he had asked when they had engaged in community planning together and when they had extended their community planning beyond the City's boundaries. He said that he believed it was important for them to identify moments where they overlapped, as they had been doing more and more of this.

Mr. Sanders said that as he had been asking questions, he had been trying to understand how he could feel better about ensuring that he was not solely focused on the City of Charlottesville. He said that it was important for him to always be aware of what was happening in the region. He said that it was important not to lose sight of the events around him that influenced his decisions. He said that this was what he would offer as his interest.

Mr. Sanders said that they had numerous agreements. He said that some of these agreements were quite old, dating back many years. He said that just because they had been around for a long time did not necessarily mean they were perfect for today. He said that this had opened the door to re-evaluating some of these agreements and questioning what had changed today. He said that the County had grown and evolved, and more things were happening. He said that he considered if there were interests today that were not even considered back then, or were not even part of the agreement at that time.

Mr. Andrews said that he would say a takeaway of this meeting should be to encourage continuing this work and to look for ways that they could further the work together, including the University, for the benefit of the region as a whole.

Mr. Pinkston said that he had been working at the University for 20 years, and he had found it to be a rewarding place to work. He said that he had graduated from there, and his career had included industry work for Procter Gamble for several years, followed by a 20-year tenure at the University. He said that when he first came to work for the City on Council, he was struck by how lean the City operated, and he had assumed it was similar in the County. He said that at the University, a million-dollar project was relatively modest compared to the City, where a million-dollar project was like a penny in real estate tax.

Mr. Pinkston said that the scales of resources and funding were vastly different. He said that this had required him to adjust his thinking on how they addressed community needs, especially in a well-educated community like the City and County. He said that the needs expressed by residents, whether through emails, conversations, or in-person meetings, often reflected a community with great values. He said that the things that people wanted them to do, at least in the City, was a lot.

Mr. Pinkston said that he felt like they were perpetually 10 to 15 percent underfunded, at least in the City. He said that this may have been the legacy of years and years of the low-tax mantra in the early 2000s. He said that he knew that no one really appreciated paying taxes. He said that he was not sure what future partnerships might look like with the University or the County, but he really applauded this regional approach. He said that he hoped that they could figure out ways to meet the gaps that were there.

Ms. Mallek said that reflecting on the Transportation Working Group, which had begun its work some years before 2010, she recalled the extensive research conducted at that time regarding various funding sources. She said that it was gratifying to know that they had now reached the adoption phase to get this authority stood up. She said that she did not believe that the options available to them were different. She said that many studies would need to be updated or modernized, but she had spent many years contemplating this issue, going back even further than 2010.

Ms. Mallek said that she had listened to discussions about the importance of unifying transportation systems in other college towns. She said that she had heard people express the need for them not to operate multiple systems, as this would not allow them to receive the federal funding they deserved, especially considering the thousands of students who were currently not being counted. She said that she was inspired by Blacksburg's success.

Ms. Mallek said that she hoped that the right leaders would be present in all the various partnerships to help them reach a new stage. She said that the presence of influential figures, such as the Mayor and Chair, could help bring in regional partners who were currently hesitant, even if they needed to keep this conversation on hold for future reference. She said that this collaboration would lend more credibility to the legislative process.

Mr. Wade said that he believed that the direction from both the Board of Supervisors and the City Council was to continue the discussion and partnership.

Mr. Payne said that he was interested in pursuing a similar framework to the one used in Blacksburg between Virginia Tech and their city government. He said that they should establish a body where iterative conversations could occur across UVA, Charlottesville, and Albemarle. He said that as an elected official, he saw value in LUPEC (Land Use Planning Environmental Committee) and the framework for how they met and discussed the three-party agreement. He said that he was concerned that it may not be sufficient to meet the current transportation needs. He said that it was clear that they needed to pursue this kind of framework as soon as possible, if UVA was willing to engage in it.

Ms. McKeel said that it seemed they were suggesting that staff should engage in more in-depth discussions and conversations with Albemarle, Charlottesville, and the University of Virginia. She said that staff should then report back with potential outcomes and the best model for their community.

Mr. Wade said that they planned to hold more joint meetings between the localities.

Agenda Item No. 8. Adjournment.

At 8:00 p.m., the Board adjourned its meeting to September 18, 2024, 1:00 p.m. in Lane Auditorium, Albemarle County Office Building, 401 McIntire Road, Charlottesville, VA, 22902. Mr. Andrews said information on how to participate in the meeting would be posted on the Albemarle County website Board of Supervisors home page and on the Albemarle County calendar.

____
Chair

Approved by Board
Date 08/20/2025 Initials CKB