



AGENDA

Meeting of the Board of Directors

February 14, 2024 at 10:00 AM EST

PUBLIC ARE ENCOURAGED TO ATTEND REMOTELY USING THE BELOW LINKS

- Webinar: <https://us02web.zoom.us/j/84728922538>
- Or One tap mobile: US: +13092053325, 84728922538#
- Or Telephone Only: +1 312 626 6799
- Webinar ID: 847 2892 2538

Do not use both computer and phone audio together: use one only to avoid audio distortion.

I. Call to Order — Brad Burdette, President

II. Roll Call — Christine Appert, Secretary

III. Introductions — Brad Burdette, President

IV. Public Comments — Brad Burdette, President

The public may address the board by first contacting Amanda Powell before the start of the meeting. Comments are limited to three minutes at the discretion of the board president. Contact Amanda Powell at amandap@ridejaunt.org or (434) 296-3184, extension 115.

V. Action Items

- January 10, 2024 Board of Directors Meeting Minutes— *Christine Appert, Secretary* Pgs 2-5 of 39
- [Approve Changes to Drug & Alcohol Policy -- Mike Murphy, CEO](#) Document hyperlinked on pg 6 of 39
- Approve Appeals Process Policy -- *Mike Murphy, CEO* Pgs 7-8 of 39
- Approve No Show / Suspension Letter Template -- *Mike Murphy, CEO* Pg 9 of 39
- Approve 2023 Excess Working Capital Strategy -- *Mike Murphy, CEO* Pg 10 of 39

VI. Standing Committee Reports

- Finance Committee--*Jacob Sumner, Treasurer & Robin Munson, CFO* Pgs 11-17 of 39
- Operations and Safety Reports—*Levine Hedgepeth, Safety and Training Manager* Pgs 18-24 of 39
- Regional Transit Partnership Update-- *Christine Jacobs/Hal Morgan/Lucas Ames*
- Executive Director Report--*Mike Murphy, CEO* Pgs 34-35 of 39
 - [Fluvanna Feedback](#) Document hyperlinked on pg 36 of 39
 - [Employee Highlights](#) Document hyperlinked on pg 37 of 39

VII. New Business –

- [JAUNT History DRAFT](#) Document hyperlinked on pg 38 of 39
- [Survey Updates](#) Document hyperlinked on pg 39 of 39

VIII. Announcements and Board Member comments

Adjourn to next meeting: March 13, 2024, at 10:00 AM EST

Board Attendance Roster

Month: January Year: 2024

Directors	Present In Person	Present Virtual	Absent
Brad Burdette, [President], Nelson	X		
Hal Morgan, [Vice President], Fluvanna	X		
Christine Appert, [Secretary], Charlottesville (Left during closed session)	X		
Jacob Sumner, [Treasurer], Albemarle (Arrived at 10:21am)	X		
William Wuensch, [Immed. Past President], Albemarle (Logged on virtually at 10:16am, left during closed session)		X	
Caetano de Campos Lopes, Albemarle (Left during closed session)		X	
Lucas Ames, Charlottesville	X		
Erik Larson, Charlottesville (Arrived at 10:21am)	X		
Ray Heron, Charlottesville			X
Randy Parker, Louisa	X		
Dian McNaught, Nelson	X		
Iscella Wittich, Fluvanna	X		
Ex Officio Directors			
Christine Jacobs, TJPDC		X	
Garland Williams, CAT		X	
Katy Miller, DRPT		X	
Staff			
Mike Murphy, Interim CEO	X		
Robin Munson, CFO	X		
Levine Hedgepeth, Safety & Training Manager	X		
Mike Mills, Dir of Procurement		X	
Ben Rutherford, Sys Admin	X		
Janet Jackson, Director of HR	X		
Amanda Powell, Executive Asst	X		
Jason Espie, Director of Planning (Arrived at 10:27am)	X		
Jordan Bowman (Legal Counsel)	X		
Public			
Lucinda Shannon, TJPDC		X	



MINUTES

Meeting of the Board of Directors

January 10, 2024 at 10:00 AM EST

I. **Call to Order** — *Brad Burdette, President*

TIME: 10:06

II. **Roll Call** — *Christine Appert, Secretary*

See Roster

III. **Introductions** — *Brad Burdette, President*

None

IV. **Public Comments** — *Brad Burdette, President*

None

V. **Action Items**

A. October 11, 2023, Board of Directors Meeting Minutes— *Christine Appert, Secretary*

Motion: Randy P.

Second: Dian M.

Vote: Unanimous to accept

B. Changes to Covid-19 Policy -- *Mike Murphy, CEO*

Motion: Hal M.

Second: Iscella W.

Vote: Unanimous to accept

VI. **Standing Committee Reports**

1. Finance Committee--*Jacob Sumner, Treasurer & Robin Munson, CFO*

Robin M. gave a summary of the financial reports for November 2023. She informed the board that salaries were higher this month due to the one-time bonus applied to November for staff, and that this number will likely reduce again in future months. She also mentioned that facility was currently under budget, however we have since had to replace our hot water heater and should see that number rise in upcoming months.

2. Operations and Safety Reports—*Levine Hedgepeth, Safety and Training Manager*

Jaunt's safety & training manger, Levine H., provided the board with the November 2023 safety reports. He reported two preventable and one non-preventable accident that occurred in the month of November. He also reported to the board that there were no customer or staff related incidents, as well as no site visits conducted for the month.

3. Regional Transit Partnership Update-- *Christine Jacobs/Hal Morgan/Lucas Ames*

Christine Jacobs advised the board that the Regional Transit Partnership meeting would be held on January 25, 2024, and would include a presentation on the final report of the governance study, as well as a brief orientation to provide an overview and address impending objectives. She also informed the board that the Mobility Management program was now operational, and that TJPDC is currently working on preparing the FY25 grant application to DRPT to continue the program.

4. Executive Director Report--*Mike Murphy, CEO*

Mike M. began by showing recognition to both Janet J. and Robin M. for their remarkable ability to keep the team together while also assisting him to settle in at Jaunt. He also informed the board that Jaunt has been fortunate in welcoming Jason Espie to the team as its new Director of Planning. Jason E. has 20 plus years of planning expertise and we are happy to have him. He went on to discuss communication needs, and how Jaunt is working hard to address this concern in order to guarantee that all workers receive messages and updates in a timely manner, as well as his plan on making himself available each week for listening hours by appointment to all team members. Lastly, he notified the board that he plans to begin collaborating with other team members in order to catch up on several initiatives involving outside agencies and consultants, as well as other internal projects that appear to have stalled over time.

VII. New Business -- Rockingham County

Mike M. mentioned the possibility of service growth, particularly in Rockingham County, and urged that the board examine what direction Jaunt should take in the near future and address this option and any alternatives at a later date.

VIII. Motion to enter into closed session pursuant to Virginia Code Section 2.2-3711(A)(8) for consultation with legal counsel employed or retained by Jaunt regarding specific matters requiring the provision of legal advice by such counsel and pursuant to Virginia Code Section 2.2-3711(A)(29) for discussion of the award of a public contract and the terms and scope of such contract where discussion in open session would adversely affect the bargaining or negotiation position of Jaunt. The subject matter of the closed session is to discuss Jaunt's options with respect to certain contracts.

Motion: Randy P.

Second: Dian M.

Vote: Unanimous

Entered closed session at 11:09am

The Board of Directors reconvened in open session at 12:00pm, and the following certification was adopted by a roll call vote:

To the best of each member's knowledge (i) only public business matters lawfully exempted from open meeting requirements under the Virginia Freedom of Information Act and (ii) only such business matters as were identified in the meeting by which the closed meeting was convened were heard, discussed, or considered in the meeting by the Board of Directors of Jaunt Inc.

Record of Roll Call Vote of the Certification

AYE	NAY	ABSTAIN	NOT PRESENT	MEMBER
X				Brad Burdette, President
X				Hal Morgan, Vice President
			X	Christine Appert, Secretary
X				Jacob Sumner, Treasurer
			X	William Wuensch
			X	Caetano de Campos Lopes
X				Lucas Ames
X				Erik Larson
			X	Ray Heron
X				Randy Parker
X				Dian McNaught
X				Iscella Wittich

IX. Announcements and Board Member comments

Erik L. asked for an update on an operating manager for Jaunt, in which Mike M. informed him and the board that this position would be posted soon, along with an additional road supervisor position and possibly others. Erik L. also inquired about the new position the board had on board members speaking with Jaunt employees, to which Brad B. responded that while it is acceptable for board members and Jaunt employees to speak on a personal level, any issues pertaining to leadership or work should not be discussed between the two and that employees should go through the appropriate channels to address any concerns that are work related.

Adjourn to next meeting: February 14, 2024, at 10:00 AM EST

Time: 12:18pm

Jaunt, Inc.

Drug and Alcohol Policy

Effective as of [02/14/2024]

Adopted by: Jaunt Board of Directors

Adopted: [02/14/2024]

Last Revised: [09/01/2023]



JAUNT Inc.
Appeal Process for Service Suspension
Revision Date: 1/23/24

Introduction and Purpose

The U.S. Department of Transportation (U.S. DOT) regulations for implementing the Americans with Disabilities Act of 1990 (ADA) (49 CFR Part 37) require a public transit agency with ADA paratransit service to have an appeals process as part of its eligibility determination process [49 CFR Part 37, subpart 125(g)] and for service suspensions related to a pattern or practice of no-shows [49 CFR Section 37.125(h)].

Policy

JAUNT Inc. has established an appeal process for the following:

- An ADA eligible rider receiving notice of a service suspension due to a pattern or practice of no-shows
- Any rider receiving notice of a service suspension due to a pattern or practice of disruptive, dangerous, or threatening behavior

Procedures

- **Submit an Intent to Appeal:** The individual appealing, referred to as the appellant, must submit an intent to appeal in writing, and it must be filed within 60 days of notification of the eligibility determination or of a service suspension.
 - At a minimum, the written intent to appeal
 - The written intent to appeal should be sent by either first class mail or email:
 - By first class mail or hand-delivery to Jaunt, Inc. Attn: Customer Service 104 Keystone Pl, Charlottesville, VA 22902
 - By email to customerservice@ridejaunt.org
 - At a minimum, the written intent to appeal should include the appellant's name, mailing address, phone number, and email address, if applicable. Applicants are encouraged to indicate their encouraged method of contact. If a preferred method is not indicated, Jaunt may use any of the contact methods identified in the written intent to appeal.
 - The written intent to appeal may state the reason(s) for the appeal with supporting information, and this would be helpful for JAUNT Inc. to review the appeal, but this is not required.

- **Appeals Hearing:** Once the intent to appeal is received, JAUNT Inc. will schedule an Appeals Hearing within 30 days.
 - The appellant will be notified in writing of the date, time, and location of the Appeals Hearing.
 - The appellant may attend in person along with an attendant or representative if desired; however, attending in person is not required.
 - If the appellant does not attend the Appeals Hearing in person, they may have another person attend as their representative. This also is not required.
 - The appellant may provide prior to the Appeals Hearing or bring to the Hearing any information or evidence, orally or in written form, that supports the appellant's appeal.
- **Appeals Committee:** The appeal will be heard by the Appeals Committee, composed of the following three staff members of JAUNT Inc: the Road Supervisor, Director of Operations, Chief of People and Operations. In the event that any member of the Appeals Committee has participated in the decision being appealed from, that member will be recused and the Chief Executive Officer will appoint an alternate member of the Appeals Committee who has not been involved in the decision being appealed from. If the Chief Executive Officer has been involved in the decision being appealed from or is otherwise unable to appoint an alternate (e.g. due to vacancy), the President of Jaunt's Board of Directors will appoint the alternate member of the Appeals Committee.
- **Decision:** The Appeals Committee will decide on the appeal within 30 days of the Appeals Hearing and provide the decision and reasons for the decision to the appellant in writing. If a decision on the appeal has not been made within 30 days after the Appeals Hearing, the appellant will be provided ADA paratransit service until a final decision is made.
- **Is ADA paratransit provided during the appeals process?** The provision of ADA paratransit from the time when the appeal is received by JAUNT Inc. to the time when a decision on the appeal is made depends on the reason for the appeal:
 - If the appellant is a new applicant for ADA paratransit, no ADA paratransit will be provided until a decision has been made by the Appeals Committee.
 - If the appellant is currently eligible for ADA paratransit and whose recertification is denied or given conditional or temporary eligibility, ADA paratransit will be provided until a decision has been made by the Appeals Committee.
 - If the appellant is appealing service suspension due to a pattern or practice of no-shows, ADA paratransit will be provided until a decision has been made by the Appeals Committee.

Recordkeeping: Documentation related to the appeal and its outcome will be retained for three years, with a record in summary form kept for five years.



(insert date)

Dear (Name),

JAUNT works to be certain that everyone gets the transportation they need. We strive to be efficient and provide every trip that is requested, but our resources are limited. Although we are very glad that you have chosen JAUNT as your transportation service, an issue has been brought to my attention, which needs to be addressed. JAUNT's policy states that we may suspend service for up to thirty days under specific circumstances.

It is my understanding that you have violated our policies in the following manner, warranting suspension of service:

- Behavior that poses a direct threat to individual(s)
- Behavior that poses a significant risk to the health or safety of others
- Conduct that is seriously disruptive, violent, or illegal
- An established pattern or practice of no-shows

As a result of this behavior .we will be suspending your JAUNT service for (number) days effective **(DATE)**

You may begin using JAUNT again **(DATE)**

If you wish to appeal this decision, please contact me before (60 days or less depending on the circumstances) A copy of the appeals process has been attached to this correspondence.

I am always available to discuss any concerns you may have. I can be reached at 434.296.3184 ext. (number).

We look forward to your return to JAUNT.

Sincerely,

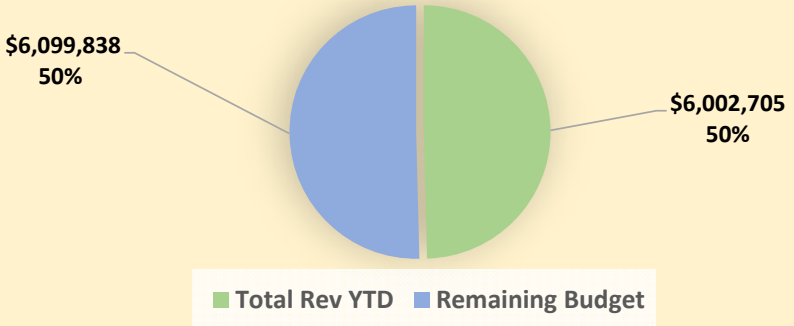
(Name)
(Title)
JAUNT, INC.

Jaunt, Inc.

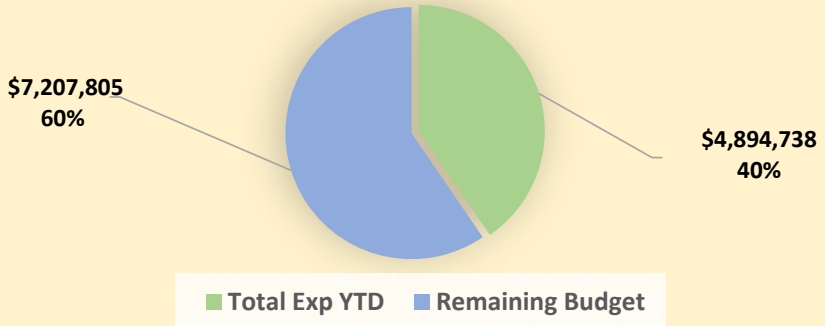
FY23 Excess Working Capital Calculation Based on 6/30/23 Audited Financial Statements

Jurisdiction	Total Excess Working Capital Based on Local Contribution	Excess Working Capital with \$187,704 set aside for parking lot construction project (to cover half of local match needed)	Excess Working Capital with \$375,408 set aside for parking lot construction project (to cover entire local match needed)
Albemarle	\$ 350,746	\$ 257,505	\$ 164,264
Buckingham	\$ 6,151	\$ 4,516	\$ 2,881
Charlottesville	\$ 219,189	\$ 160,921	\$ 102,652
Fluvanna	\$ 11,011	\$ 8,084	\$ 5,157
Greene	\$ 64,128	\$ 47,081	\$ 30,033
Louisa	\$ 44,660	\$ 32,788	\$ 20,915
Nelson	\$ 10,203	\$ 7,491	\$ 4,779
Total	\$ 706,089	\$ 518,385	\$ 330,681

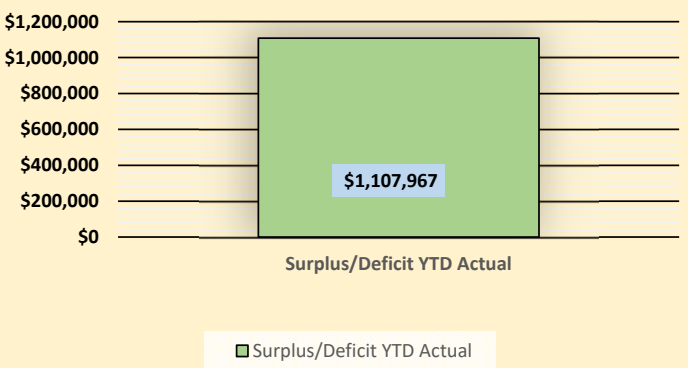
**FY24 YTD Operating Budget v Actual
Revenue
December 31, 2023**



**FY24 YTD Operating Budget v Actual
Expenses
December 31, 2023**



**FY24 YTD Operating Surplus/Deficit
December 31, 2023**



Jaunt, Inc. FY2024 Monthly Financial Summary

Operating

December 2023 Year To Date

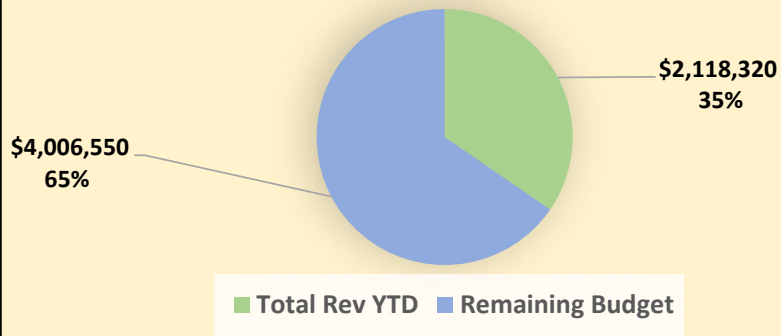
Sources of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Realized	Comments
Fee Revenue:						
Farebox Fee	\$ -	\$ -	\$ -	\$ -		
Contract Revenue	\$ 146,672	\$ 83,255	\$ (63,417)	\$ 293,344	28%	Service lower than anticipated, continues to decrease.
Governmental Revenue:						
Federal Operating Grants	\$ 2,010,787	\$ 1,877,508	\$ (133,279)	\$ 4,021,574	47%	
Virginia DRPT Operating	\$ 981,069	\$ 940,381	\$ (40,688)	\$ 1,962,138	48%	
Local Government Operating	\$ 2,881,194	\$ 2,895,851	\$ 14,657	\$ 5,762,388	50%	
UVA Contribution	\$ 16,893	\$ 20,000	\$ 3,108	\$ 33,785	59%	
Other Revenue	\$ -	\$ 185,710	\$ 185,710	\$ -		
Account Transfer (Jaunt Reserves)	\$ 14,658	\$ -	\$ (14,658)	\$ 29,315	0%	
Total Revenue	\$ 6,051,272	\$ 6,002,705	\$ (48,567)	\$ 12,102,544	50%	

Uses of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Used	Comments
Salaries & Wages	\$ 3,236,527	\$ 2,879,778	\$ (356,748)	\$ 6,473,053	44%	Not at full staffing level, seasonal variation in service
Fringe Benefits/Staff Development	\$ 1,303,365	\$ 963,680	\$ (339,685)	\$ 2,606,730	37%	Not at full staffing level, seasonal variation in service
Travel/Business Meals/Meetings	\$ 10,243	\$ 6,612	\$ (3,631)	\$ 20,486	32%	Activity expected later in the year
Facility/Equipment Maintenance/Utilities	\$ 82,200	\$ 76,165	\$ (6,035)	\$ 164,399	46%	
Supplies & Materials	\$ 621,157	\$ 408,140	\$ (213,016)	\$ 1,242,313	33%	Fuel prices dropped, actual 74% of budgeted amount
Marketing & Advertising	\$ 55,000	\$ 9,659	\$ (45,341)	\$ 110,000	9%	Limited marketing activity
Insurance & Bonding	\$ 201,885	\$ 180,607	\$ (21,278)	\$ 403,770	45%	New Vehicles to be added in January
Professional Services	\$ 524,795	\$ 352,157	\$ (172,638)	\$ 1,049,590	34%	Studies and surveys just begun
Miscellaneous	\$ 16,101	\$ 17,940	\$ 1,839	\$ 32,202	56%	Employee morale activities
Total Expenditure	\$ 6,051,272	\$ 4,894,738	\$ (1,156,534)	\$ 12,102,544	40%	

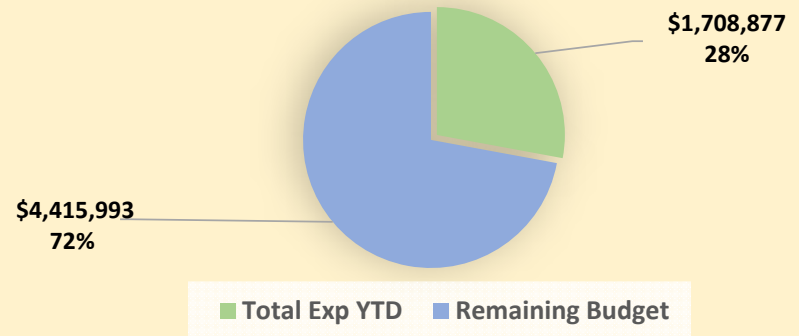
Net change in fund balance	\$ 1	\$ 1,107,967	\$ 1,107,967	\$ -		
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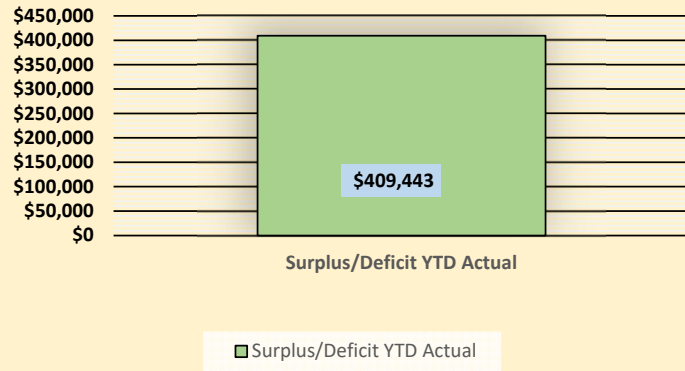
**FY24 YTD Capital Budget v Actual
Revenue
December 31, 2023**



**FY24 YTD Capital Budget v Actual
Expenses
December 31, 2023**



**FY24 YTD Capital Surplus/Deficit
December 31, 2023**



Jaunt, Inc. FY2024 Monthly Financial Summary

Capital

December 2023 Year To Date

December 2023 Year To Date						
Sources of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Realized	Comments
Governmental Revenue:						
Federal Capital Grants	\$ 2,396,851	\$ 1,707,466	\$ (689,385)	\$ 4,793,701	36%	Reimbursable: Little capital spending
Virginia DRPT Capital	\$ 255,860	\$ 1,129	\$ (254,731)	\$ 511,719	0%	Reimbursable: Little capital spending
Local Government	\$ 409,725	\$ 409,725	\$ -	\$ 819,449	50%	
Total Revenue	\$ 3,062,435	\$ 2,118,320	\$ (944,115)	\$ 6,124,869	35%	
Uses of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Used	Comments
Revenue Vehicles	\$ 2,732,576	\$ 1,672,453	\$ (1,060,123)	\$ 5,465,151	31%	FY21 Vehicles purchased, FY24 ordered
Support Vehicles	\$ 27,500	\$ 7,718	\$ (19,782)	\$ 55,000	14%	Vehicle purchased last FY
Spare Parts for Vehicles	\$ 95,564	\$ -	\$ (95,564)	\$ 191,128	0%	Projects not begun yet
Facility	\$ 123,681	\$ -	\$ (123,681)	\$ 247,362	0%	Project to be moved to FY25
Information Technology	\$ 83,114	\$ 28,706	\$ (54,408)	\$ 166,228	17%	FY21 Projects underway, not FY24
Total Expenditure	\$ 3,062,435	\$ 1,708,877	\$ (1,353,557)	\$ 6,124,869	28%	
Net change in fund balance	\$ -	\$ 409,443	\$ 409,443	\$ -		



JAUNT, Inc.
Balance
Sheet
Summary

2/5/2024

4:32 PM

	12/31/2023	12/31/2022
Assets		
Cash and Cash Equivalents	\$ 5,439,163.68	\$ 5,126,654.03
Receivables, Net of Allowances	37,218.05	53,486.86
Due From Other Governmental Units	5,222,407.79	3,419,140.90
Prepaid Items	134,981.02	113,176.64
Capital Assets	5,028,216.66	6,018,838.05
Total Assets	<u>\$ 15,861,987.20</u>	<u>\$ 14,731,296.48</u>
Liabilities		
Accounts Payable	\$ 1,827,976.64	\$ 136,520.17
Accrued Payroll & Related Liabilities	390,615.92	409,140.79
Lease Liability	85,921.59	100,745.08
Deferred Revenue	9,323.17	45,912.16
Total Liabilities	<u>2,313,837.32</u>	<u>692,318.20</u>
Fund Balance/Net Position		
JAUNT Inc. Stock	16.00	16.00
Fund Balance:		
Nonspendable:		
Prepaid Items	134,981.02	113,176.64
Committed:		
Rainy Day	3,000,000.00	3,000,000.00
Capital Reserve	1,000,000.00	1,000,000.00
Unassigned	4,636,901.24	4,162,536.68
Total Fund Balance	<u>8,771,882.26</u>	<u>8,275,713.32</u>
Total Equity	<u>8,771,898.26</u>	<u>8,275,729.32</u>
Total Liabilities and Equity	<u>\$ 11,085,735.58</u>	<u>\$ 8,968,047.52</u>
Net Position:		
Investment in Capital Assets	4,942,295.07	5,918,092.97
Unrestricted	8,605,838.81	8,120,869.31
Total Net Position	<u>13,548,133.88</u>	<u>14,038,962.28</u>
Total Net Position and Equity	<u>13,548,149.88</u>	<u>14,038,978.28</u>
Total Liabilities and Net Position	<u>\$ 15,861,987.20</u>	<u>\$ 14,731,296.48</u>

Jaunt, Inc.

Statement of Cash Flows for month ended December 31, 2023

Cash flows from Operations for December 2023

Local Match	\$	105,550
DRPT Receipts		157,422
CAT Receipts		-
Agency Receipts		15,138
Other Receipts		7,319
Payroll		(591,578)
Capital Payments		(7,290)
Other Payments		(355,385)
Total cash flows from Operations		<u>(668,824)</u>

Cash flows from Investing for December 2023

Interest		
Transfer from Operating Account		21,324
Total cash flows from Investing		<u>21,324</u>

Net change in cash (647,500)

Beginning cash balance 12/1/2023 6,074,749

Ending cash balance 12/31/2023 \$ 5,427,249

Days of cash on hand 224.26
Months of cash on hand 7.48

Ted Rieck Monthly Expenses
Paid between 12/1/23 - 12/31/23

Direct Reimbursement

Date	Check #	Amount	Purpose
12/7/2023	53849	\$ 90.00	Gym Reimbursement: Sept, Oct, Nov 2023
		\$ 90.00	Total Reimbursement

Credit Card Charges

Date	Check #	Amount	Purpose
53876	12/14/2023	\$ 3.35	Lanier Parking
		\$ 815.00	AICP - APA Membership
		\$ 48.39	Timberwood Grill - Jason Espie
		\$ 866.74	Total Monthly Charges
		\$ 956.74	Total Expenses

Jaunt Safety Report December 2023**Preventable vehicle accident(s): 1**

- 12/4/2023 Jaunt vehicle came into contact with a yellow Bollards traveling through Walmart parking lot. (Demand Response) No Injuries

Non-preventable vehicle accident(s): 3

- 12/4/2023 Jaunt vehicle came into contact with a deer jumping out in front causing damage to the driver side front bumper, headlight, and hood. (Connect) No Injuries.
- 12/14/2023 Adverse vehicle rearended Jaunt vehicle entering highway 64 westbound. No damage (Connect) No Injuries.
- 12/29/2023 Adverse vehicle rearended Jaunt vehicle stopped at railroad tracks. (Damand Response) No Injuries.

Customer related incident(s): 1

- 12/24/2023 Jaunt operator failed to use the 7-point tie down causing the passenger chair to flip over. (ADA) Injuries passenger was treated away from the scene.

Staff related incident(s): 1.

- 12/15/2023 Jaunt operator stated he needed medical attention after assisting a passenger. (ADA) Head and Neck pain.

Jaunt traveled 93,276 revenue miles and had 1 preventable accident from 12/1/2023 to 12/31/2023. Jaunt has a goal of less than 1 preventable accident for every 100,00 revenue miles driven. Jaunt has had 15 preventable accidents since 7/1/23 and recorded 661,960 revenue travel miles.

Safety Concerns Shared and Investigated

There were no safety concerns reported in December.

Site Visits

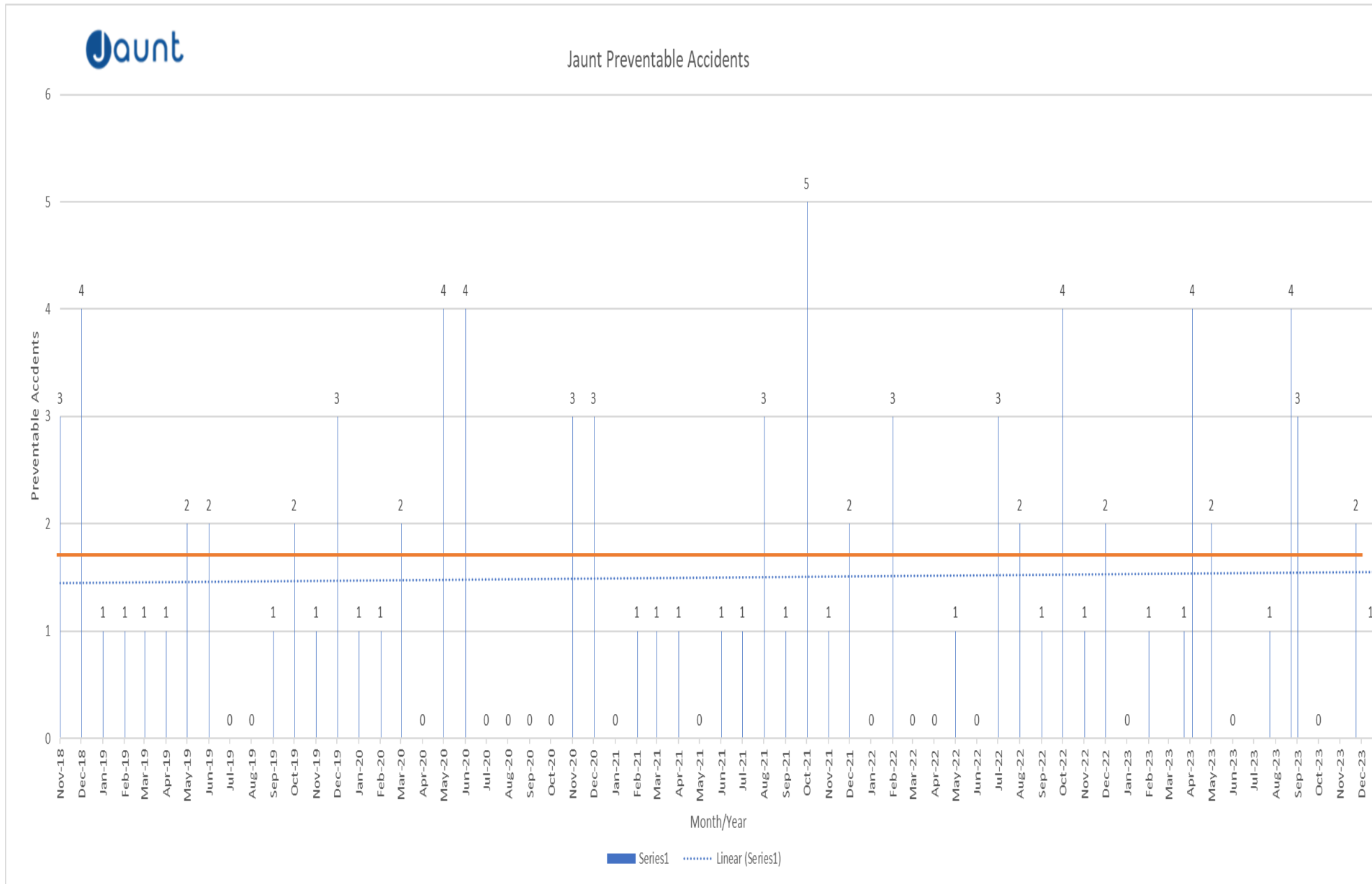
During the month of December 2023, Jaunt conducted 0 site visits.

National Transit Database Reporting

Jaunt had 1 NTD reportable safety event for the month of December 2023

Upcoming Monthly Safety Initiatives

- **Annual Refresher Training Ongoing**



Jaunt Performance Statistics		2022				2023											
Reporting Category		Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
ADA	Passengers	8,627	8,455	7,735	7,485	8,108	8,339	9,289	8,254	8,837	8,229	8,009	8,976	8,799	9,363	8,587	7,539
	Revenue Hours	3,339	3,373	3,253	3,126	3,241	3,237	3,724	3,348	3,520	3,238	3,084	3,432	3,346	3,621	3,144	2,833
	Revenue Miles	37,976	38,629	35,052	33,601	36,055	36,010	41,370	36,164	38,059	35,295	33,114	36,809	37,119	39,213	34,998	30,864
Rural Demand Response	Passengers	6,336	6,279	5,865	5,650	6,236	6,561	7,431	6,693	7,528	6,863	5,700	6,867	6,005	6,164	5,800	5,000
	Revenue Hours	3,120	3,072	3,004	2,878	2,996	3,086	3,553	3,115	3,402	3,242	2,885	3,280	2,787	3,021	2,778	2,476
	Revenue Miles	58,242	58,203	54,776	51,819	57,402	58,821	67,569	59,984	66,874	62,634	52,856	62,499	55,244	57,738	53,609	47,029
Commuter Bus	Passengers	4,163	4,198	3,834	3,476	3,916	3,872	4,353	3,821	4,069	3,446	3,011	3,519	3,996	4,386	3,681	3,170
	Revenue Hours	712	705	699	708	803	758	863	771	843	803	744	766	791	809	753	678
	Revenue Miles	18,108	17,345	17,404	17,493	18,192	17,325	20,015	17,665	19,404	18,414	16,833	17,287	18,083	17,852	17,023	15,063
Agency	Passengers	1,415	1,523	1,014	1,049	985	1,016	1,419	983	1,363	1,129	1,186	738	609	461	451	430
	Revenue Hours	434	431	304	340	328	303	372	280	327	317	250	247	178	143	109	129
	Revenue Miles	7,716	7,859	5,200	5,662	5,811	5,249	6,393	4,471	5,754	5,224	4,341	4,301	3,348	2,747	1,870	2,277
N/A	Passengers	238	193	192	139	186	127	158	148	184	92	61	53	110	93	87	70
	Revenue Hours	90	71	72	56	62	44	45	45	61	37	33	24	32	40	34	28
	Revenue Miles	1,282	943	905	680	791	487	532	547	763	453	309	256	396	424	416	320

Albemarle		2023											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
ADA	Passengers	725	864	869	694	9,604	797	738	5,303	5,048	5,342	5,183	4,360
	Revenue Hours	402	427	466	368	3,931	425	382	2,184	2,026	2,263	2,070	1,781
	Revenue Miles	6,934	7,649	8,249	6,559	45,190	7,402	6,560	27,577	26,074	28,421	26,792	22,544
Demand Response	Passengers	1,271	1,328	1,625	1,480	1,383	1,519	1,390	1,468	1,260	1,359	1,527	1,198
	Revenue Hours	579	590	724	665	654	699	605	667	590	620	659	551
	Revenue Miles	10,339	10,580	13,230	11,569	11,572	12,309	10,871	12,516	10,953	11,568	11,926	10,230
29 North Connect	Passengers	1,288	1,249	1,549	1,318	1,374	1,211	1,035	1,309	1,399	1,555	1,349	1,080
	Revenue Hours	152	139	160	132	153	143	145	136	137	144	137	126
	Revenue Miles	2,464	2,562	2,739	2,233	2,656	2,419	2,381	2,227	2,296	2,245	2,204	1,981
Crozet Connect	Passengers	1,475	1,595	1,459	1,321	1,385	1,046	1,036	1,181	1,305	1,521	1,152	1,016
	Revenue Hours	423	416	449	408	451	437	408	434	447	458	427	398
	Revenue Miles	9,361	9,162	10,298	9,112	10,037	9,592	9,103	9,484	10,103	9,974	9,363	8,801

Jaunt Board of Directors Meeting

February 14, 2024, 10AM

Buckingham		2023											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Buckingham Connect	Passengers	842	811	944	864	927	838	642	724	952	936	854	847
	Revenue Hours	174	169	200	183	184	173	137	147	153	153	140	132
	Revenue Miles	4,989	4,721	5,405	4,915	5,174	4,936	3,990	4,197	4,252	4,196	4,011	3,705

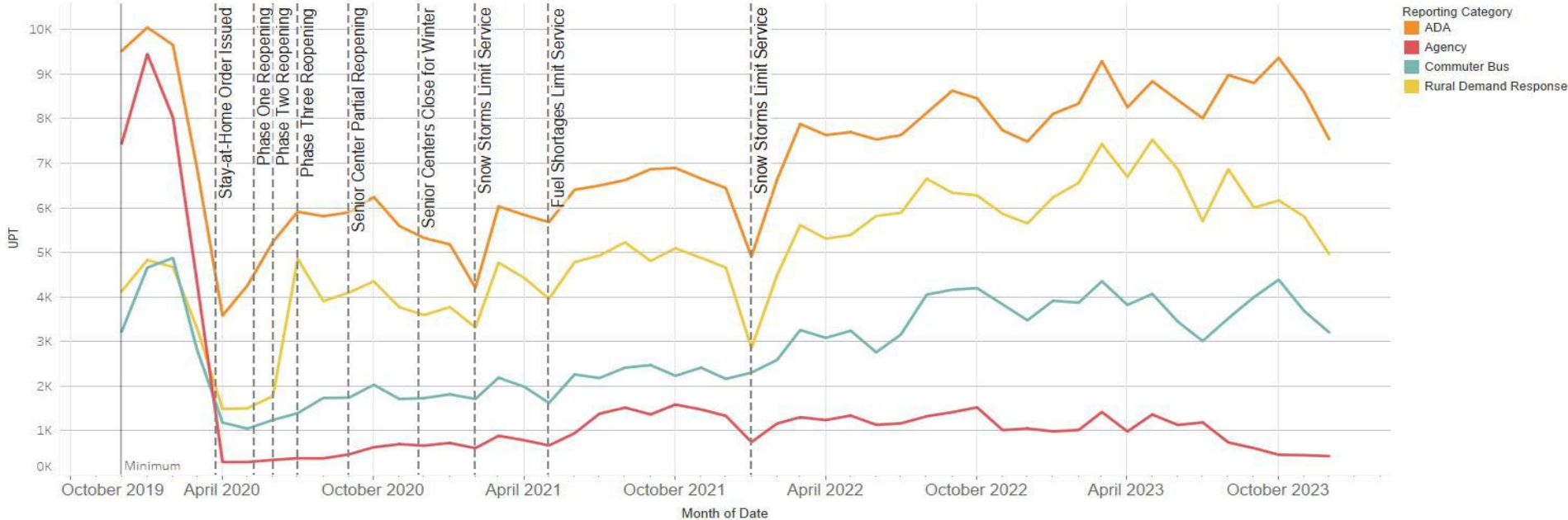
Fluvanna		2023											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Demand Response	Passengers	259	269	295	279	291	269	219	316	304	341	331	268
	Revenue Hours	100	96	110	94	100	124	111	138	137	134	137	103
	Revenue Miles	2,311	2,071	2,386	2,045	2,278	2,372	2,269	2,737	2,714	2,644	2,831	2,374

Greene		2023											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Demand Response	Passengers	2,429	2,563	2,866	2,610	2,890	2,468	1,677	2,089	1,679	1,469	1,273	1,138
	Revenue Hours	1,015	1,076	1,231	1,048	1,129	1,051	879	930	676	689	597	531
	Revenue Miles	18,075	18,669	20,938	18,673	19,977	17,767	11,982	14,174	11,123	10,403	9,300	8,314

Louisa		2023											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Demand Response	Passengers	1,361	1,290	1,479	1,359	1,642	1,488	1,417	1,918	1,747	1,862	1,630	1,459
	Revenue Hours	793	771	879	801	871	790	764	981	886	976	895	822
	Revenue Miles	16,963	16,800	18,999	17,470	20,499	18,592	17,377	22,971	21,258	22,092	20,266	17,254

Nelson		2023											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Demand Response	Passengers	191	247	297	271	377	322	259	131	159	159	139	132
	Revenue Hours	105	126	143	139	162	152	145	74	79	87	60	56
	Revenue Miles	2,781	3,053	3,766	3,667	4,340	4,191	3,797	1,878	2,029	2,302	1,767	1,665
Lovingston Connect	Passengers	311	217	401	318	383	351	298	307	340	374	326	264
	Revenue Hours	54	34	54	49	55	51	54	51	54	54	49	53
	Revenue Miles	1,378	880	1,574	1,406	1,536	1,467	1,364	1,396	1,433	1,436	1,445	1,286

Jaunt COVID Recovery per Service



FY 24 ADA Compliance Report

Item	FY 2024						
	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	FY24 YTD
ADA Unlinked Passenger Trips	8,009	8,976	8,799	9,363	8,587	7,539	51,273
All Demand Response UPT	14,956	16,634	15,523	16,081	6,338	13,002	82,534
ADA Revenue Miles	33,114	36,809	37,119	39,213	34,998	30,864	212,117
All Demand Response Revenue Miles	90,621	103,608	96,107	100,121	55,895	79,782	526,134
ADA Revenue Hours	3,084	3,432	3,346	3,621	3,144	2,833	19,460
All Demand Response Revenue Hours	6,252	6,983	6,343	6,825	2,922	5,435	34,760
ADA No Shows	322	346	332	364	346	314	2,024
All Demand Responses No Shows	631	688	646	668	342	534	3,509
ADA Missed Trips	8	4	16	10	4	5	47
All Demand Responses Missed Trips	13	31	31	20	27	8	130
ADA Denials	0	2	7	17	28	42	96
All Demand Responses Denials	24	26	88	188	181	140	647
ADA On Time Performance	92%	92%	88%	91%	90%	90%	91%
All Demand Responses OTP	90%	90%	86%	89%	87%	88%	88%
ADA Passenger Complaints	0	1	0	0	0	0	1
ADA Lifts Determined Inoperable	1	1	0	0	0	0	2
ADA Passenger Incidents/Accidents	3	0	0	0	0	1	4
ADA Vehicle Accidents	1	0	2	0	0	0	3
Excessively Long ADA Trips	22	23	29	19	19	33	145
Demand Response Reservations Hold Times	3:12	3:00	2:35	2:47	2:27	2:22	2:43



434.296.3184

www.ridejaunt.org

104 Keystone Place
Charlottesville, VA 22902



ACRONYMS AND DEFINITIONS

- **ACFR:** Albemarle County Fire Rescue
- **ADA:** Americans with Disabilities Act
- **AE:** Accountable Executive
- **AED:** Automated External Defibrillator
- **AHS:** Albemarle High School
- **APTA:** American Public Transportation Association
- **APC:** Automated Passenger Counter
- **ARC:** Arc of the Piedmont
- **AV:** Autonomous vehicle
- **BMP:** Best Management Practice
- **BOC:** Body-on-Chassis
- **BOS:** Board of Supervisors
- **BRT:** Bus Rapid Transit
- **BRHD:** Blue Ridge Health District
- **CARS:** Charlottesville-Albemarle Rescue Squad
- **CAT:** Charlottesville Area Transit
- **CB:** Commuter Bus
- **CCTV:** Closed-Circuit Television
- **CDL:** Commercial Driver's License

- **CEO:** Chief Executive Officer
- **CFD:** Charlottesville Fire Department
- **CHO:** Charlottesville-Albemarle Airport
- **CHS:** Charlottesville High School
- **CIP:** Capital Improvement Program
- **CFR:** Code of Federal Regulations
- **CLRP:** Constrained Long-Range Plan
- **CMAQ:** Congestion Mitigation and Air Quality
- **COOP:** Continuity of Operations Plan
- **CPR:** Cardio-Pulmonary Resuscitation
- **CSO:** Chief Safety Officer
- **CTAA:** Community Transportation Association of America
- **CTAC:** Citizen’s Transportation Advisory Committee
- **CTAV:** Community Transportation Association of Virginia
- **CTB:** Commonwealth Transportation Board
- **CTF:** Commonwealth Transportation Fund
- **D&A:** Drug and Alcohol
- **DDI:** Diverging Diamond Interchange
- **DMV:** Department of Motor Vehicles
- **DO:** Directly Operated
- **DOT:** Department of Transportation
- **DR:** Demand Response
- **DRPT:** Virginia Department of Rail and Public Transit

- **DVIR:** Daily Vehicle Inspection Report
- **DVR:** Digital Video Recorder
- **EOP:** Emergency Operations Plan
- **EPA:** Environmental Protection Agency
- **ESF:** Emergency Support Function
- **ETA:** Estimated Time of Arrival
- **EV:** Electric Vehicle
- **FEMA:** Federal Emergency Management Agency
- **FHWA:** Federal Highway Administration
- **FMCSA:** Federal Motor Carrier Administration
- **FR:** Fixed Route Service
- **FTA:** Federal Transit Administration
- **FY:** Fiscal Year
- **HOS:** Hours of Service
- **HUD:** Housing and Urban Development, U.S. Department of
- **ICS:** Incident Command System
- **ISR:** Internal Safety Review
- **IT:** Information Technology
- **JARC:** FTA Job Access and Reverse Commute Program
- **Jaunt:** not an acronym, just Jaunt
- **JPA:** Jefferson Park Avenue
- **LEPC:** Local Emergency Planning Committee
- **LMS:** Learning Management System

- **LRTP:** Long Range Transportation Plan
- **LR:** Light Rail Transit
- **MAACA:** Monticello Area Community Action Agency
- **MAP-21:** Moving Ahead for Progress in the 21st Century
- **MDC:** Mobile Data Computer
- **MDT:** Mobile Data Terminal
- **MJH:** Martha Jefferson Hospital
- **MMIS:** Maintenance Management Information System
- **MPO:** Metropolitan Planning Organization
- **NGIC:** National Ground Intelligence Center
- **NIMS:** National Incident Management System
- **NS:** No Show
- **NTD:** National Transit Database
- **OE:** Operating Expense
- **OJT:** On-the-Job Training
- **OSHA:** Occupational Safety and Health Administration
- **OTP:** On-time Performance
- **PACE:** Program of All-Inclusive Care for the Elderly
- **PASS:** Passenger Service and Safety; for fire extinguisher use – point-aim-squeeze-sweep
- **PASS:** Passenger Assistance, Safety and Sensitivity
- **PCA:** Personal Care Attendant
- **PM:** Preventative Maintenance
- **PMT:** Passenger Miles Traveled
- **POV:** Personally Owned/Operated Vehicle

- **PT:** Purchased Transportation
- **PTASP:** Public Transportation Agency Safety Plan
- **PTSCTP:** Public Transportation Safety Certification Training Program
- **RideShare:** Free carpool matching service for the City of Charlottesville and Albemarle, Fluvanna, Louisa, Nelson, and Greene counties
- **RLRP:** Rural Long Range Transportation Plan
- **RTA:** Regional Transit Authority; also Rail Transit Agency
- **RTP:** Regional Transit Partnership
- **SA:** Safety Assurance
- **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation governing the metropolitan planning process)
- **Section 5307:** FTA Urbanized Area Formula Grants
- **Section 5310:** FTA Enhanced Mobility of Seniors and Individuals with Disabilities Grants
- **Section 5311:** FTA Formula Grants for Rural Areas
- **Section 5337:** FTA State of Good Repair Program
- **SGR:** State of Good Repair
- **SMP:** Safety Management Policy
- **SMS:** Safety Management System
- **SP:** Safety Promotion
- **SRM:** Safety Risk Management
- **SOV:** Single Occupant Vehicle
- **STIC:** FTA Small Transit Intensive Cities Formula (Section 5307)
- **STIP:** Statewide Transportation Improvement Plan
- **SYIP:** Six-Year Improvement Plan

- **TAM:** Transit Asset Management
- **TCRP:** Transit Cooperative Research Program
- **TDP** – Transportation Development Plan
- **TIP:** Transportation Improvement Plan
- **TJPCD:** Thomas Jefferson Planning District
- **TRB:** Transportation Research Board
- **TSA:** Transportation Security Administration
- **TSSP:** Transportation Safety and Security Professional
- **TWG:** Technical Working Group
- **UPT:** Unlinked Passenger Trips
- **UTS:** University Transit System
- **UVA:** University of Virginia
- **UZA:** Urbanized Area
- **VAMS** - Vehicles Available for Maximum Service
- **VEC:** Virginia Employment Commission
- **VGA:** Virginia General Assembly
- **VIB:** Virginia Industries for the Blind
- **VMT** – Vehicle Miles Traveled
- **VP:** Vanpool
- **VRH:** Vehicle Revenue Hours
- **VRM:** Vehicle Revenue Miles
- **VOMS:** Vehicles Operated in Annual Maximum Service
- **VTA:** Virginia Transit Association
- **WC:** Wheelchair

Glossary for Jaunt's ADA Monthly Performance Summary

The Americans with Disabilities Act (ADA) The [Americans with Disabilities Act \(ADA\)](#) prohibits discrimination against people with disabilities in several areas, including employment, transportation, public accommodations, communications and access to state and local government' programs and services. Source: US Department of Labor

Jaunt's ADA Monthly Performance Summary report includes metrics for both Jaunt's ADA Service and the sum of all Demand Response service Jaunt performs (including ADA). Rows labeled as "ADA" are those pertinent to Jaunt's ADA Service.

Unlinked Passenger Trip – Passenger travels one-way; picked up from one destination, transported, and dropped off at a different destination. If a passenger books round-trip transportation to a destination and back home, that is two unlinked passenger trips. If the passenger transfers as part of their trip, each time they transfer marks the beginning of a new unlinked trip (this is more common for fixed-route transit). Source: National Transit Database

Revenue Miles – The miles that a vehicle is available to the general public and there is an expectation of carrying passengers (NTD Glossary). Vehicle revenue miles are calculated as the miles traveled between the first pickup after leaving the depot and the last drop-off before returning to the depot, excluding breaks and travel to/from breaks. Vehicle revenue miles are allocated to individual demand response trips in proportion to passenger ride distance. Source: Jaunt

Revenue Hours – The hours that a vehicle travels while in revenue service. Source: NTD Glossary

Vehicle revenue hours are calculated as the time between the first pickup after leaving the depot, or starting location, and the last drop-off before returning to the depot, excluding breaks and travel to/from breaks. Vehicle revenue hours are allocated to individual demand response trips in proportion to passenger ride time. Source: Jaunt

No-Show: A no-show occurs when a Jaunt vehicle arrives at the scheduled location, per GPS/AVL, within the 25-minute pickup window (15 minutes before the scheduled time to 10 minutes after the scheduled time) and the rider fails to appear to board the vehicle within a five-minute wait time. Source: Jaunt

Missed Trips – A missed trip occurs when a Jaunt bus arrives outside of the 25-minute pick up window (15 minutes before the scheduled time to 10 minutes after the scheduled time) and the passenger chooses not to ride. A missed trip is not counted against a passenger because it was Jaunt's error. If the passenger is unavailable or no longer wishes to ride, a "Missed Trip No-Show" is recorded. If the passenger rides with Jaunt regardless of the arrival time, or finds alternative transportation, a "Missed Trip but Transported" is recorded. When a passenger has additional trips scheduled after a missed trip, Jaunt will work with the customer to see if they still plan to take those trips. Jaunt strives to minimize Missed Trips to the greatest extent possible.

Missed trips, which are caused by agencies and not by riders, result from trips that are requested, confirmed, and scheduled, but do not take place

because:

- The vehicle arrives and leaves before the beginning of the pickup window without picking up the rider and without any indication from the rider that he or she no longer wants to make the trip. Note that a rider is not obligated to board until the beginning of the pickup window or—for transit agencies that have a 5-minute wait-time policy—from the start of the pickup window until 5 minutes have elapsed.
- The vehicle does not wait the required time within the pickup window, there is no contact with the rider, and the vehicle departs without the rider. Note that if during the wait time the rider indicates he or she no longer wants to take the trip, this is typically recorded as a “cancel at the door.”
- The vehicle arrives after the end of the pickup window and departs without picking up the rider (either because the rider is not there or declines to take the trip because it is now late).
- The vehicle does not arrive at the pickup location.

Source: FTA C 4710.1

A transit agency cannot have substantial numbers of trip denials and missed trips, as they are also considered capacity constraints and are not permitted under FTA ADA Circular § 37.131(f)(3)(i)(B).

Denials—Trip denials result when agencies do not accept trip requests.

Examples of trip denials include:

- A rider requests a next-day trip and the transit agency says it cannot provide that trip.
- A rider requests a next-day trip and the transit agency can only offer a trip that is outside of the 1-hour negotiating window. This represents a denial regardless of whether the rider accepts such an offer.
- A rider requests a round-trip and the agency can only provide one leg of the trip. If the rider does not take the offered one-way trip, both portions of the trip are denials. Source: 8.5.4 of the FTA ADA Circular C_4710.1:

Per § 37.131(b)(2), while a transit agency may negotiate pickup times with the individual, it may not require an ADA paratransit eligible individual to schedule a trip to begin more than 1 hour before or after the individual’s desired departure time.

If Jaunt is unable to provide an ADA trip at the requested time, an alternative time will be offered 60 minutes before or after the requested time. Source: Jaunt

On-Time Performance – The percentage of passenger events performed where a rider arrived within the customer’s established time window(s). For most trips, this just refers to the 25-minute pickup window, but some trips also have a specified drop-off window, such as to reach a medical appointment on-time. In those cases, the pickup and drop-off are counted as two separate events for calculating on-time performance.

Note: FTA considers pickups as on time when a driver arrives at the pickup location within the established pickup window.

- Early – FTA considers pickups early if a driver arrives and departs with the rider before the established pickup window begins.
- Late – FTA considers pickups late if a driver arrives after the end of the established pickup window and the rider boards the

vehicle. Source: 8.5.4 of the FTA ADA Circular C_4710.1:

ADA Passenger Complaints – An ADA complaint is when an individual (verbal or written) who has been certified as an ADA rider, indicates that the service provided is inaccessible to someone with a disability or someone with a disability has been denied service due to discrimination of the disability. This measures Jaunt’s adherence to the ADA regulations. Source: Jaunt

Lifts Determined Inoperable – The number of times a vehicle was put into service with a lift that was inoperable that prevented Jaunt from providing service to the rider that required the lift for transport. Source: Jaunt

ADA Passenger Incidents/Accidents – Accidents or incidents that result in an injury to a passenger who is ADA certified. Source: Jaunt

ADA Vehicle Accidents – Accidents that resulted in monetary damage of any size or a service disruption to a vehicle being used for ADA service. Source: Jaunt

Excessively Long ADA Trips – It is important to understand that “excessive” is in comparison to the time required to make a similar trip using the fixed route system; while a 1-hour travel time for a 5-mile complementary paratransit trip may seem excessive in the abstract, if the same trip takes an hour using the fixed route system, it is comparable, not excessive. Complementary paratransit service is by nature a shared-ride service. The standard of service is not intended to reflect that of a taxi service, which typically transports passengers directly to their destination Source: Section 8.5.5 of ADA circular C_4710.1:

Call Hold Times – Average length of time a caller is placed on hold while scheduling a demand response trip. Source: Jaunt



February 2024 Interim CEO Report

It is February and I am happy to say that we have enjoyed a pleasant reprieve from wintry weather. Punxsutawney Phil predicted an early spring, but I learned he is only right 39% of the time! Let us hope 2024 helps improve his results.

The Board meeting will include several action items this month. We needed to create an appeal process to comply with regulatory requirements. The appeal process is directly related to the suspension letter template shared for your approval. The Drug and Alcohol policy is back for your approval. The only change is the role of the employee stated in section ten. Finally, I am asking the Board to determine the plan for the excess working capital from FY23. I request your consideration that a portion of the funds be retained by Jaunt for the parking lot improvements capital project in FY25. There are two follow-up items requested by Board members at the January meeting slated for this agenda. We will discuss a DRAFT history of Jaunt that was prepared and our path forward on survey data.

On the personnel front my thanks to Janet and Robin for their ongoing commitment and leadership. Also, a bit of special recognition for Jason who has been buried in data projects to help us meet the expectations of our State and Federal Partners. Phyllis and Jerome continue to go above and beyond in their roles as Road Supervisors, together with Angie and her team in reservations and dispatch consistently problem solving all day every day to ensure continuity of service. I am hopeful that we will fill vacancies for Manager level roles soon. Also, we are onboarding new Operators and interviewing candidates for Dispatcher. We are posting the HR Coordinator role within the next few days. I am in the final stages of completing a new personnel plan for Jaunt that will revise our classification and compensation practices. Operator wages are badly lagging their local counterparts and I am working on a plan for a market adjustment.

This month we advanced our plan to alert team members via text messaging of critical information. We held four meetings on January 25th that allowed me to meet nearly every employee. The format of the meeting included a brief safety presentation followed by some remarks from me, an engagement survey, and a Q&A period. We had an open and positive exchange, and any questions we could not answer that day are being responded to in writing and shared with all employees. More to come on the survey process and results in the New Business section of our meeting on 2/14/24. One immediate byproduct of our meetings was a change to our vehicle order for FY25. There was clear feedback from operators that the plan to phase out 18 passenger vehicles would not meet the needs of our ridership. I am continuing to make myself available for 1:1 meetings with employees and will share my plans for a People of Jaunt initiative with the Board during our meeting. I look forward to Board members volunteering to be featured as well!

We have been chipping away at data, access, retention, and reporting efforts. This month you will see a brand-new report in the Board packet that shows ridership by locality.

This was inspired by my visit to the Fluvanna County Board of Supervisors. I included some wonderful personal remarks from Fluvanna riders and operators for the BOS and in your materials for this meeting. Robin and I have prepared budget materials for Greene and Buckingham this month. I want the Board to know that I needed to increase the budget request to Buckingham by 25% to catch up with the increases deferred in FY24. I hope to meet the Greene County Executive in the next week. I spoke with the Deputy County Administrator in Louisa about our budget request and was informed that we will be welcoming Supervisor Rachel Jones to the Board in March. I plan to travel to Louisa to meet her on 2/26. I met with Garland Williams this week and I am hopeful that we can forge a productive partnership with CAT (Charlottesville Area Transit). We have worked with Albemarle County to revise our proposed budget and we have modified our plans for staffing and planning initiatives as a result. I will be available for any of the upcoming local budget discussions, as necessary. My thanks to Christine Jacobs for spending time with me to update me on numerous regional initiatives and the role Jaunt might play as an active partner. I visited JABA (Jefferson Area Board for Aging) and spoke to Marta Keane about how we can best serve their participants and discuss the possibility of formalizing an agency agreement. I have connected with Katy Miller of DRPT (Department of Rail and Public Transportation) on a couple of occasions and found her to be a helpful resource. I attended my first RTP meeting and plan to connect with Scott Silsdorf of UVA to learn more about the university's transit initiatives and vision for the future. Based on our January discussion, I told the potential partners in Rockingham that Jaunt could not participate in the foreseeable future. As expected, legislation was filed regarding collective bargaining. I will summarize the status for the Board on 2/14. [legp504.exe \(state.va.us\)](#)

Jason Espie and I have been working with consultants on Microtransit, Fleet Electrification and Rural Transit Needs Assessment. I am planning to pause any plans for run cuts for the time being and will deploy those dollars to advance training on mission critical software products. Our current reservation system is so dated that it will not be supported by the vendor soon. We will need to upgrade by three missed versions of the system in the short term and will continue to study what products might best meet the needs of Jaunt and potentially further our partnership and data exchange with local partners.

I will share additional details with the Board about this work and a variety of other plans in future meetings. I am incredibly grateful for the commitment and solution orientation of our team. We are building a positive and productive energy at Jaunt. Thank you for the opportunity to serve.

Be well - Mike

I have enjoyed being a part of Jant Bus service. Been riding a long time. Everyone has been good and ready to serve. I love the Jant Bus. I wish more people would use the service.

Doris Munoz

THE PEOPLE OF Jaunt



MEET

JOHN DOE

JOB TITLE

ABOUT JOHN

Short bio, include hometown, how long they've worked for Jaunt, education background, do they have any pets/are they married, any hobbies they want to include.

WHAT DO YOU LIKE MOST ABOUT WORKING AT JAUNT?

Why do they like working at Jaunt? What makes their work rewarding?

FUN FACT ABOUT ME...

Fun fact, favorite quote, advice they live by, favorite movie/book/food, etc.



A BRIEF JAUNT HISTORY

1975: Following five years of studies supporting the idea of coordinated service for human service agencies, Region Ten obtained funding from the Area Manpower Planning Council for a CETA position of Transportation Coordinator. **J**efferson **A**rea **U**nited **T**ransportation (JAUNT) Board was formed in July with five agency representatives, the VEC's Work Incentive Program committed their van to provide rural transportation, and in September 1975 the first six clients were transported. The Thomas Jefferson Planning District Commission (TJPDC) and Greene County Economic Development Corporation applied for a federal rural transportation demonstration grant (Section 147).

1976: Region Ten supplied a small start-up grant. Seven additional CETA positions were allocated from various agencies. Offices were located at 1111 Rose Hill Drive. The Section 147 grant was turned down, and when it was re-submitted for the entire planning district it was approved (\$275,000). Zone fares were instituted. Economic conditions required lay-offs and salary reductions.

1977: Section 147 service began. The office moved to Westminster Presbyterian Church. The fleet size was six vans.

1978: Fifteen routes started serving Albemarle, Fluvanna, and Nelson Counties. The fleet consisted of eighteen radio-equipped vans, and 25 employees.

1979: A second radio frequency was added to better reach Nelson County. The office moved to 1138 E. High Street, JAUNT's home for the next twelve years. The by-laws were amended to provide for one director from each of the six jurisdictions. Local governments were asked for funding for the first time (Albemarle and Nelson appropriated funds; Greene, Louisa, and Fluvanna did not; JAUNT's objective was to provide transportation for social service-related clientele and expand transportation services for the general public not served by any other source at a price that both can afford. The first lift-equipped van was added to the fleet.

1980: An hourly rate was instituted for agencies. Charlottesville appropriated local funds for Jaunt. The first federal mass transit funding allocation (Section 18) was delayed and caused JAUNT to go into debt. Problems with the audit of Section 147 grant lingered for over a year. The RideShare program started at JAUNT to help businesses and individuals to form carpools and vanpools.

1981: The CETA program tapered off. CPR and First Aid training for drivers was required. The Board developed a Five-Year Strategy.

1982: Medicaid service increased by five-fold. The Blue Ridge Hospital/PVCC shuttle started service. The agency rate doubled in response to the loss of CETA jobs program funding. The demand-response sector service in Nelson County

Employee Survey Results

Safety Meeting January 25, 2024