



AGENDA

Meeting of the Board of Directors

May 10, 2023, at 10:00 AM EST

PUBLIC ARE ENCOURAGED TO ATTEND REMOTELY USING THE BELOW LINKS

- Webinar: <https://us02web.zoom.us/j/82077207859>
- Or One tap mobile: US: +19292056099, 82077207859#
- Or Telephone Only: +1 312 626 6799
- Webinar ID: 820 7720 7859

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

I. Call to Order — *Bill Wuensch, President*

II. Roll Call — *Christine Appert, Secretary*

III. Introductions — *Bill Wuensch, President*

IV. Public Comments — *Bill Wuensch, 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

- A. April 12, 2023, Board of Directors Meeting Minutes— *Christine Appert, Secretary* **Pgs. 2-8 of 36**
- B. Call for Annual Meeting--*Bill Wuensch, President* **Pg. 9 of 36**
- C. Appointment of Nominating Committee-- *Bill Wuensch, President* **Pg. 10 of 36**

VI. Standing Committee Reports

1. Finance Committee--*Jacob Sumner, Treasurer & Robin Munson, CFO* **Pgs. 11-16 of 36**
 - Excess Funds Policy Update--Robin Munson, CFO
 - FY2024 Budget Adoption Preview June 2023 Update--Ted Rieck, CEO **Pgs. 17-21 of 36**
2. Operations and Safety Reports—*Jacquelyn Spence, Director of Operations and Zadi Lacy, Transit Planner* **Pgs. 22-26 of 36**
3. Regional Transit Partnership Update-- *Christine Jacobs/Hal Morgan/Lucas Ames*
4. Executive Director Report--*Ted Rieck, CEO* **Pg. 36 of 36**

VII. New Business

VIII. Announcements and Board Member comments

Adjourn to next meeting: June 14, 2023, at 10:00 AM EDST

Board Attendance Roster

Month: April

Year: 2023

Directors	Present In person	Present virtual	Absent
William Wuensch, [President], Albemarle	X		
Hal Morgan [Vice President], Fluvanna	X		
Christine Appert [Secretary], Charlottesville	X		
Jacob Sumner [Treasurer], Albemarle			X
Mike Murphy, Albemarle	X		
Caetano de Campos Lopes, Albemarle		X	
Lucas Ames, Charlottesville	X		
Erik Larson, Charlottesville	X		
Ray Heron, Charlottesville	X		
Randy Parker [Immed. Past President], Louisa	X		
Willie Gentry, Louisa	X		
Brad Burdette, Nelson	X		
Dian McNaught, Nelson	X		
Vacant, Fluvanna			
<i>Ex Officio Directors</i>			
Christine Jacobs, TJPDC		X	
Kevin Hickman, Buckingham County		X	
Garland Williams, CAT			X
Katy Miller, DRPT		X	
Steve Bowman, Greene County BofS		X	
Staff			
Ted Rieck, CEO	X		
Robin Munson, CFO	X		
Randy Cantor, COO	X		
Mike Mills, Dir of Procurement		X	
Cassy Kelly, Market/Comm Coord	X		
Ben Rutherford, Sys Admin	X		
Brooke Solderich, GIS Data Analyst		X	
Zadie Lacy, Transit Planner			X
Janet Jackson, Director of HR	X		
Ben Nemec, Director of Maintenance		X	
Amanda Powell, Admin Assist	X		
Jordan Bowman (Legal Counsel)	X		
Public			

Meeting Minutes

Meeting of the Board of Directors

April 12, 2023, at 10:00 AM EST

I. Call to Order — *Bill Wuensch, President*

TIME: Called to order at 10:02 am

II. Roll Call — *Christine Appert, Secretary (See roster)*

Christine Appert read the roster

III. Introductions — Bill Wuensch, President

- a. Rev. Adam Blagg, Co-Chair Strategy Team of Valley Interfaith Action (Rockingham County)

Ted introduced Jacqueline Charles-Spence as Jaunts new Director of Operations. She will be working with our Chief of Operations Randy Cantor, and will be over the call center, dispatch, and the bus operators. Jacqueline Charles-Spence also introduced herself to the board members and stated that she comes to us from Fairfax Connector and has 23 years in the transportation industry.

Ted also introduced Rev. Adam Blagg from Valley Interfaith Action and offered the floor to Rev. Adam Blagg to speak to the board about trying to promote public transit Rockingham County. Rev. Adam Blagg stated the Valley Interfaith Action is a group of institutions in Rockingham & Harrisonburg Counties that are working towards impacting change in these communities. He mentioned that in 2022 they had 1,067 conversations with people in the community, and asked them all how they would like to see change within their community. Out of these conversations transportation and child care were the top two. After these conversations and months of research on what it would look like to obtain transit in Rockingham County brought them to Jaunt. After speaking with Ted and some other staff members they concluded that door to door demand response public transit was something they really want to work hard at achieving. On March 22 they were authorized a feasibility study to take place in regards to public transit. They are currently working on the next steps of this study as well as hoping to create a privately funded demonstration grant to put some vehicles on the road.

IV. Public Comments — Bill Wuensch, President

None

V. Action Items

A. March 8, 2023, Board of Directors Meeting Minutes— *Christine Appert, Secretary*

Motion: Brad B. Second: Dian M. Vote: Unanimous to accept

B. Resolution 20230401 Authorizing Disposal of Vehicles--Randy Cantor, COO

Randy Cantor presented the board with a list of vehicles that Jaunt was requesting authorization for disposing of. He explained to the board that most of the vehicles on this list would still remain in use, however the 12 2016 Chevrolets on the list are beyond repair at this point and that we would begin auctioning off these vehicles with this resolution.

Motion: Randy P. Second: Willie G Vote: Unanimous to accept

C. Amendment to Telecommuting Policy--Janet Jackson, HR Director

Janet Jackson presented Jaunts current telecommuting policy which was signed May 2021, with some suggested changes that Human Resources would like the board to review and approve on our current telecommuting policy to help make things clearer for our employees. With these changes our telecommuting policy would now state that Jaunt will allow eligible employees to work from home up to two days per week subject to approval from the employee's supervisor, and that any telecommuting arrangement allowing an employee to work remotely more than two days per week must be approved by Jaunts CEO.

Willie G wanted to know what the basis for the 2 days were, unfortunately this question could not be answered because the policy was created and signed before Ted R took the role of Jaunts Chief Executive Officer.

Mike M. questioned whether, given that there was a procedure in place for working remotely, we had also established an application process, and/or changed or indicated on each employee's job description whether they are eligible or not. He also mentioned that the policy currently indicates that the employee would have to deal with the tax ramifications of working from home, so he further inquired as to whether there was an expectation that Jaunt employees must work within the state or if they could work from a different state on their authorized remote days and how that would affect their taxes. In response Jordan B. stated that working from home was more of a privilege to the employee as opposed to being an expectation. He mentioned that he has actually spoke with Jaunt staff in regards to implementing an application to work from home for employees who are eligible and they are working on that part of the process. He mentioned that unfortunately he did not have an answer for the taxes at this moment but that he doesn't believe that we have anyone at this time that is working from another state. He also mentioned that this is definitely something that we could look into and address at a later time if needed.

Motion: Randy P. Second: Hal M. Vote: Unanimous with qualification

Mike M. asked that staff report back at next board meeting with an application process for working from home and amendments to job descriptions on eligibility.

D. Proposed Buckingham Service Changes for FY2024--*Ted Rieck, CEO*

Ted informed the board that in order to help mitigate the increase that Buckingham is currently facing Jaunt is proposing a one-time distribution payment of excess funds in working capital. In addition to this one-time distribution, UVA has a community program where they make available to communities through Jaunt a subsidy. This subsidy was originally created to help riders pay for their fares. UVA currently has \$40,000 for Jaunt to distribute. Jaunt would like to allocate \$35,000 of this to Buckingham to help reduce their cost as well. Ted explained that we are currently running two morning trips and two evening trips 7 days a week in the Buckingham area and that most of the riders from these trips are either service workers, or entry workers at UVA. He is proposing several options to help Jaunt cut their cost as well with the Buckingham routes by service reduction in the area. The first option would be to absorb the increase by using our surplus which Jaunt has not ever done with any other community so it would be an exception for Buckingham. The second option would be to cut out the weekend routes in Buckingham and only provide services Monday through Friday. The last option would be to keep the weekend route by consolidating the Buckingham East and Buckingham North routes into one route for ridership. Ted then asked Kevin H. if he would like to add to the discussion regarding Buckingham.

Kevin H. stated that right now due to a tax increase due to inflation that at this time the Buckingham board cannot justify doing an increase to an external agency. He mentioned that Jaunt was the highest external agency commitment that Buckingham currently has at \$40,000. He also mentioned that with the options presented by Ted that both the Buckingham County administrators and himself feel that eliminating the weekend service, option 2 would be the best at this time. He said that he feels this would be the best way to balance Buckingham for this year but that unfortunately this is more of just a band aid and that they may be looking at the similar situation for the upcoming year.

Dian M asked if there way anyway we could get those riders to pay a fare even though we are fair free to keep the buses rolling. Ted answered by stating the UVA assistance actually offsets the fares.

Erik L asked what vehicles were currently being used for the Buckingham routes and if it would be possible to switch to a smaller vehicle on the weekend route to help reduce cost. Ted explained that the biggest factor currently is actually the bus operators themselves and that a bigger or smaller bus wouldn't really change the dynamic. Erik L also inquired about where the other \$5,000 from the UVA assistance program would be allocated to in which Ted said he had plans to allocate that amount to Nelson County but had not yet announced it. He said while there was the option to give the full amount to Buckingham he didn't feel that would be the fair thing to do.

Dian M brought up the question about Nelson County possibility coming up with full funding without the \$5,000 from the UVA assistance program and that if that happened where the money would go from that point. Ted said that Fluvanna County would be an option as well. He mentioned that both Nelson County and Fluvanna County were legacy members of Jaunt and voting shareholders.

Mike M. mentioned that with this we would be giving 80% to a locality that is not a shareholder and that there should be some type of formal policy or discussion by the board indicating that there is some type of waiting when there are dollars available for partners, and that regions such as Louisa, Fluvanna, and Nelson should be at the head of the table over regions such as Greene and Buckingham.

Ray H. stated that we should reach out to UVA in regards to the assistance program and see where they would like for the money to be distributed to in which Ted stated that this has actually already been discussed with UVA and they have only requested us to send them an invoice after deciding where to allocate the money to.

Dian M. asked if Buckingham was one of those counties that we would even want to pursue for the future. Ted stated that Buckingham has actually expressed interest in becoming a shareholder with Jaunt in the future. Kevin H. also confirmed that Buckingham is very interested in becoming a voting member and that 90% of their riders to Charlottesville are employees to UVA and Martha Jefferson Hospitals and are depending on that ride back and forth to work. He went on to say that the Buckingham community has very limited work opportunities, and really no other means of transportation other than Jaunt and that we are highly valued in their community.

Erik L wanted to make sure that there was nothing in this resolution that would stop us from reassessing bringing the Buckingham weekend routes back if funding was found and Ted confirmed that if new money was found that that could be an option. Mike M. also wanted to reiterate that if there is new money than we should be revisiting what the process of how to decide allocation of new money.

Motion: Randy P

Second: Willie G.

Vote: Unanimous

VI. Standing Committee Reports

1. Finance Committee--Jacob Sumner, Treasurer & Robin Munson, CFO
 - Excess Funds Policy Update--Robin Munson, CFO

Robin provided an overview of the financial reports. Hal M. asked what the UVA Sports Sponsorship was and Cassy responded that this was something that her predecessor Jody had agreed to do with the UVA baseball team. This sponsorship allows us to be on the radio during baseball season, Jaunt will be in the program, as well as we were able to use it as a pivot towards recruitment opportunities as well.

Erik L wanted to know if the capital was a use it or lose it type deal and the capital was currently so low on the financial reports. Robin stated that the capital was not necessarily a use it or lose type deal because they are in the process of working on extensions with DTRP. She explained that 3 of the projects that were awarded are old awards and that it is not the proper funding for the projects to carry them out at this point. She stated that we should not lose any of the current capital.

2. Operations and Safety Reports-Randy Cantor, COO and Brooke Solderich, GIS Data Analyst

Randy C went over the Feb 2023 report about preventable and non-preventable accidents that occurred. Erik L. stated that the data given wasn't supporting the timeline and that he had his own spreadsheet that he would be

Brooke indicated that UPT was increasing again. She mentioned that there was a dip in November and December, but that is something that is typical during that time. She stated that we have had increased UPT from last year in March but similar revenue hours which is an indicator that we have increased our efficiency. She also mentioned that there was an influx of denials in February which are being looked into and that reservations hold times are down.

Erik L. made the comment that he noticed that on the March report and the April report that numbers reported to the board had changed specifically the numbers reported for Oct 2022 and Jan 2023. Brooke responded that she actually had went back and adjusted the numbers because they weren't matching up with what was reported federally and to the state as well as she wasn't adding ADA miles plus the other revenue miles that are related to demand response trips. She assured the board that the numbers on the presented report are accurate.

- Customer Service Policy Changes--Randy Cantor, COO

Randy C. presented the board with information on some of the customer service changes that have taken place. Reintroducing our no-show policy is one of the modifications that are currently being worked on. The idea is to put in place a one-week riding suspension for clients who have three no-shows in a 90-day period. The suspension would not cover any type of life sustaining trips but trips like going to the grocery store. Reservations have also been changed from 14 days to 7 days now as well as email and voicemail reservations will only be accepted during working hours Monday through Friday. Cancellations will now go directly through dispatch that way the driver can be informed right away of the cancellation. Randy also presented a video link for Trip Spark that Jaunt will soon be implicating for reservations. Once this software is up and running weekend reservations can be resumed if done through the TripSpark portal. Erik L. asked how the online portal would work with the will call clients (meaning they will call when they are ready for pickup), Jacqueline S. stated that we are not sure what the delay time would be from the portal to dispatch and that these calls should still be handled directly through dispatch so they can be immediately given and estimated arrival time.

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

Sandy Shackelford was standing in for Christine Jacobs at today's board meeting. TJPDC is currently moving from the phase of looking at existing conditions and looking at benchmarking other transit operations to now examining potential funding sources. They plan on meeting with localities individually to talk to them a little more to understand what their goals and priorities might be at this time to participate in a regional organization of some type as well as for funding opportunities. TJPDC also applied for a mobility management grant during the last rounds of applications with DRPT. They are waiting to see what the recommended funding scenario is going to be when the commonwealth transportation board releases the draft 6yr

improvement program. The final thing that Sandy wanted to mention was that on April 27 there will be a Regional Transit Partnership meeting to discuss their recent initiatives as well as discuss what progress has been made over the last year.

4. Executive Director Report--*Ted Rieck, CEO*

Ted briefly gave a report on several items as well as gave recognition to Janet J. and Cassy K. for organizing a transit employee appreciation week. He mentioned that this week was full of activities for the employees including a cookout, which left us with leftovers and that Jaunt is considering hosting another cookout in May. Ted informed the board that he would let them know if this happens so that they could attend as well if they would like.

VII. New Business

None

VIII. Announcements and Board Member comments

Erik L. wanted to stress the importance of transparency in accurate reporting to the board of directors, and how if there is a change from one month of reporting to another month of reporting that it be brought to the boards attention prior to going over new data.

William W. commended Ted for working through the budgeting and how we are doing business this fiscal year. Ted gave Robin credit for her help with the budgeting and the numbers. William W. also made note of the conversation that was had last year about rebuilding the Jaunt staff and that by looking around the room how successful Jaunt has been in acquiring a great team.

Motion to adjourn: Randy P. Second: Brad B.

TIME: 11:48 am

Adjourn to next meeting: *May*
10, 2023, at 10:00 AM EDST

Annual Board of Director Meeting June 14, 2023

This seeks Board approval to call for its Annual Meeting on June 14, 2023, at 10 AM and would include regular Board of Director business. The meeting will be held at Jaunt offices at 104 Keystone Place, Charlottesville, Virginia, 22902.

The tentative agenda would follow the typical board agenda but include, if approved, the election of Board officers for FY2024 (July 1, 2023, to June 30, 2024).

Background

An annual meeting is required per the by-law per paragraph 2.13 of the by-laws the president can call this without board action.



Appoint Nominating Committee

This seeks Board approval to form a Nominating Committee for the purpose of determining candidates for the following officer positions coming open July 1, 2023, and to be elected at the June 14, 2023 Board meeting:

- President
- Vice President
- Secretary
- Treasurer

The following people are proposed to serve on the nominating committee:

- Randy Parker, Immediate Past President, Chair of the Nominating Committee and representing Louisa County.
- Ray Heron, Director representing Charlottesville.
- Dian McNaught, Director representing Nelson County.

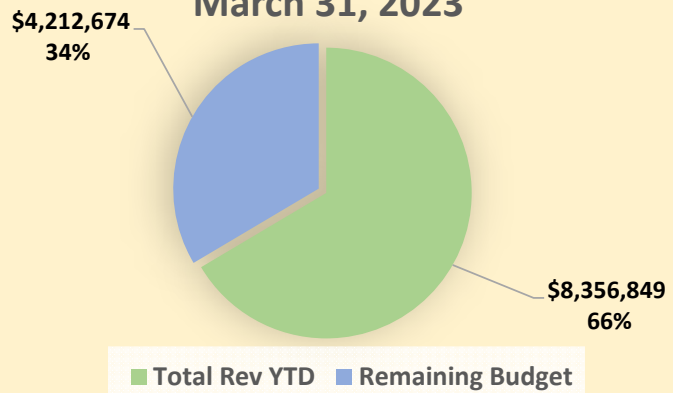
At least one candidate for each officer position must be sent to the full Board by June 3, 2023.

Background

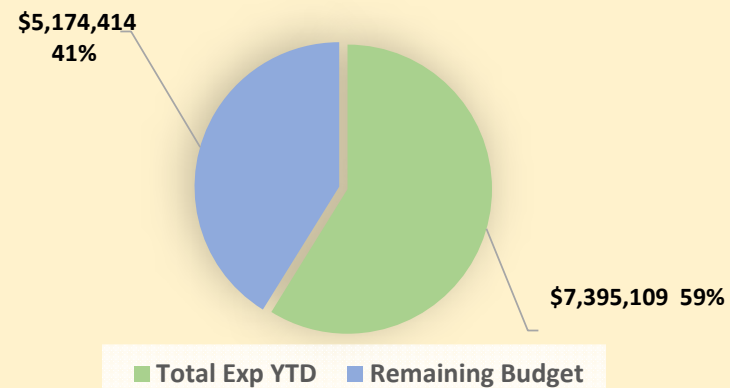
A nominating committee of at least two board members is required per paragraph 4.2 of the by-laws. The election of officers is an annual event per paragraph 4.3 of the by-laws.



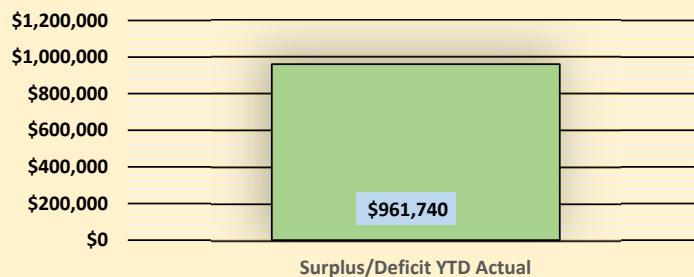
FY23 YTD Budget v Actual Revenue March 31, 2023



FY23 YTD Budget v Actual Expenses March 31, 2023



FY23 YTD Surplus/Deficit March 31, 2023



Jaunt, Inc. FY2023 Monthly Financial Summary

March 2023										
Sources of Financial Resources	Total Budgeted	Total Actual	Budget Variance	Admin (011)	Operations (012, 050)	Special Grants (015, 017, 019)	Agency Program (040)	Accident Fund (041)	Capital (020)	
Fee Revenue:										
Farebox Fee	\$ -	\$ -	\$ -	\$ -	\$ -					
Contract Revenue	\$ 49,132	\$ 19,872	\$ (29,260)	\$ -	\$ -	\$ -	\$ 19,872	\$ -	\$ -	
Governmental Revenue:										
Federal Operating Grants	\$ 339,925	\$ 175,170	\$ (164,755)	\$ 47,226	\$ 127,944	\$ -				
Federal Capital Grants	\$ 53,668	\$ -	\$ (53,668)						\$ -	
Virginia DRPT Operating	\$ 212,655	\$ 211,529	\$ (1,126)	\$ 57,028	\$ 154,501	\$ -				
Virginia DRPT Capital	\$ 4,689	\$ -	\$ (4,689)							
Local Government	\$ 387,391	\$ 387,391	\$ (0)	\$ 104,239	\$ 282,402	\$ 750				
In Lieu of Local	\$ -	\$ -	\$ -	\$ -	\$ -					
Other Revenue	\$ -	\$ 25,829	\$ 25,829				\$ 21,413	\$ 4,416		
Total Revenue	\$ 1,047,460	\$ 819,791	\$ (227,669)	\$ 208,493	\$ 564,846	\$ 750	\$ 41,286	\$ 4,416	\$ -	
Uses of Financial Resources	Total Budgeted	Total Actual	Budget Variance	Admin (011)	Operations (012)	Special Grants (015, 017, 019)	Agency Program (040)	Accident Fund (041)	Capital (020)	
Salaries & Wages	\$ 509,823	\$ 482,070	\$ (27,754)	\$ 101,301	\$ 380,769	\$ -	\$ -	\$ -	\$ -	
Fringe Benefits/Staff Development	\$ 218,035	\$ 160,565	\$ (57,470)	\$ 26,315	\$ 131,739	\$ 750	\$ 1,760	\$ -	\$ -	
Travel/Business Meals/Meetings	\$ 1,608	\$ 3,495	\$ 1,887	\$ 43	\$ -	\$ -	\$ 3,452	\$ -	\$ -	
Facility/Equipment Maintenance/Utilities	\$ 13,359	\$ 11,565	\$ (1,794)	\$ 10,191	\$ 1,375	\$ -	\$ -	\$ -	\$ -	
Supplies & Materials	\$ 140,590	\$ 77,815	\$ (62,775)	\$ 3,727	\$ 73,308	\$ -	\$ -	\$ 780	\$ -	
Marketing & Advertising	\$ 9,167	\$ 2,749	\$ (6,418)	\$ 1,249	\$ -	\$ -	\$ 1,500	\$ -	\$ -	
Insurance & Bonding	\$ 32,375	\$ 32,846	\$ 471	\$ 32,846	\$ -	\$ -	\$ -	\$ -	\$ -	
Professional Services	\$ 60,741	\$ 37,062	\$ (23,678)	\$ 36,346	\$ 566	\$ -	\$ -	\$ 150	\$ -	
Miscellaneous	\$ 2,233	\$ 5,380	\$ 3,147	\$ 4,931	\$ -	\$ -	\$ 449	\$ -	\$ -	
Equipment (Capital)	\$ 59,530	\$ -	\$ (59,530)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenditure	\$ 1,047,460	\$ 813,548	\$ (233,913)	\$ 203,997	\$ 552,666	\$ 750	\$ 55,205	\$ 930	\$ -	
Net change in fund balance	\$ (0)	\$ 6,243	\$ 6,243	\$ 4,496	\$ 12,181	\$ -	\$ (13,919)	\$ 3,486	\$ -	



Jaunt, Inc. FY2023 Monthly Financial Summary

March 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	\$ 442,190	\$ 181,112	\$ (261,078)	\$ 589,587	31%	Ridership lower than expected
Governmental Revenue:						
Federal Operating Grants	\$ 3,059,325	\$ 2,535,158	\$ (524,167)	\$ 4,079,100	62%	Reimbursable: operating expenses lower
Federal Capital Grants	\$ 483,016	\$ 102,855	\$ (380,161)	\$ 644,021	16%	Reimbursable: capital expenses lower
Virginia DRPT Operating	\$ 1,913,894	\$ 1,903,761	\$ (10,133)	\$ 2,551,858	75%	
Virginia DRPT Capital	\$ 42,201	\$ 17,747	\$ (24,454)	\$ 56,268	32%	Reimbursable: capital expenses lower
Local Government	\$ 3,486,517	\$ 3,486,517	\$ -	\$ 4,648,689	75%	
In Lieu of Local	\$ -	\$ -	\$ -	\$ -		
Other Revenue	\$ -	\$ 129,699	\$ 129,699	\$ -		
Total Revenue	\$ 9,427,142	\$ 8,356,849	\$ (1,070,294)	\$ 12,569,523	66%	

Uses of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Used	Comments
Salaries & Wages	\$ 4,588,410	\$ 4,136,481	\$ (451,929)	\$ 6,117,880	68%	Not at full staffing level
Fringe Benefits/Staff Development	\$ 1,962,312	\$ 1,363,454	\$ (598,859)	\$ 2,616,417	52%	Not at full staffing level/Health premiums lower
Travel/Business Meals/Meetings	\$ 14,475	\$ 19,722	\$ 5,247	\$ 19,300	102%	Employee banquet/Staff meetings/Transit Appreciation
Facility/Equipment Maintenance/Utilities	\$ 120,233	\$ 112,100	\$ (8,133)	\$ 160,310	70%	Telephone under, Electricity over
Supplies & Materials	\$ 1,265,308	\$ 657,270	\$ (608,038)	\$ 1,687,077	39%	Fuel prices dropped,actual 47% of budgeted amount
Marketing & Advertising	\$ 82,500	\$ 87,594	\$ 5,094	\$ 110,000	80%	Unexpected invoices - TV ads, consultant
Insurance & Bonding	\$ 291,375	\$ 296,452	\$ 5,077	\$ 388,500	76%	
Professional Services	\$ 546,667	\$ 508,888	\$ (37,779)	\$ 728,889	70%	MSP over, Texas A&M not in budget, Bus Wraps not done yet
Miscellaneous	\$ 20,095	\$ 24,536	\$ 4,441	\$ 26,794	92%	UVA Sports Sponsorship
Equipment (Capital)	\$ 535,767	\$ 188,612	\$ (347,155)	\$ 714,356	26%	Supply chain delays, other projects in planning stage
Total Expenditure	\$ 9,427,142	\$ 7,395,109	\$ (2,032,033)	\$ 12,569,523	59%	

Net change in fund balance	\$ (0)	\$ 961,740	\$ 961,740	\$ (0)	
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JAUNT, Inc.
Balance
Sheet
Summary

4/25/2023

3:00 PM

	3/31/2023	3/31/2022
Assets		
Cash and Cash Equivalents	\$ 5,111,961.88	\$ 3,781,221.89
Receivables, Net of Allowances	42,078.07	66,059.66
Due From Other Governmental Units	3,703,392.48	3,411,476.79
Prepaid Items	90,431.43	130,950.94
Capital Assets	6,018,838.05	7,237,496.74
Total Assets	<u>\$ 14,966,701.91</u>	<u>\$ 14,627,206.02</u>
Liabilities		
Accounts Payable	\$ 97,293.68	\$ 81,205.10
Accrued Payroll & Related Liabilities	446,741.95	392,363.14
Lease Liability	100,745.08	-
Deferred Revenue	35,522.91	10,109.44
Total Liabilities	<u>680,303.62</u>	<u>483,677.68</u>
Fund Balance/Net Position		
JAUNT Inc. Stock	16.00	16.00
Fund Balance:		
Nonspendable:		
Prepaid Items	90,431.43	130,950.94
Committed:		
Rainy Day	3,000,000.00	531,000.00
Capital Reserve	1,000,000.00	450,600.00
Unassigned	4,430,701.90	5,950,466.91
Total Fund Balance	<u>8,521,133.33</u>	<u>7,063,017.85</u>
Total Equity	<u>8,521,149.33</u>	<u>7,063,033.85</u>
Total Liabilities and Equity	<u>\$ 9,201,452.95</u>	<u>\$ 7,546,711.53</u>
Net Position:		
Investment in Capital Assets	5,918,092.97	7,237,496.74
Unrestricted	8,366,273.32	6,905,999.60
Total Net Position	<u>14,284,366.29</u>	<u>14,143,496.34</u>
Total Net Position and Equity	<u>14,284,366.29</u>	<u>14,143,496.34</u>
Total Liabilities and Net Position	<u>\$ 14,964,701.91</u>	<u>\$ 14,627,206.02</u>

Jaunt, Inc.

Statement of Cash Flows for month ended March 31, 2023

Cash flows from Operations for March 2023	
Local Match	\$ -
DRPT	232,589
CAT	-
Agency	32,789
Other	17,096
Payroll	(447,191)
Capital Payments	-
Other Payments	(319,735)
Total cash flows from Operations	<u>(484,453)</u>
Cash flows from Investing for March 2023	
Interest	10,823
Transfer from Operating Account	-
Total cash flows from Investing	<u>10,823</u>
Net change in cash	(473,630)
Beginning cash balance 3/1/2023	<u>5,573,799</u>
Ending cash balance 3/31/2023	<u><u>\$ 5,100,169</u></u>
Days of cash on hand	210.74
Months of cash on hand	7.02

Ted Rieck Monthly Expenses
Paid between 3/1/23 - 3/31/23

Direct Reimbursement

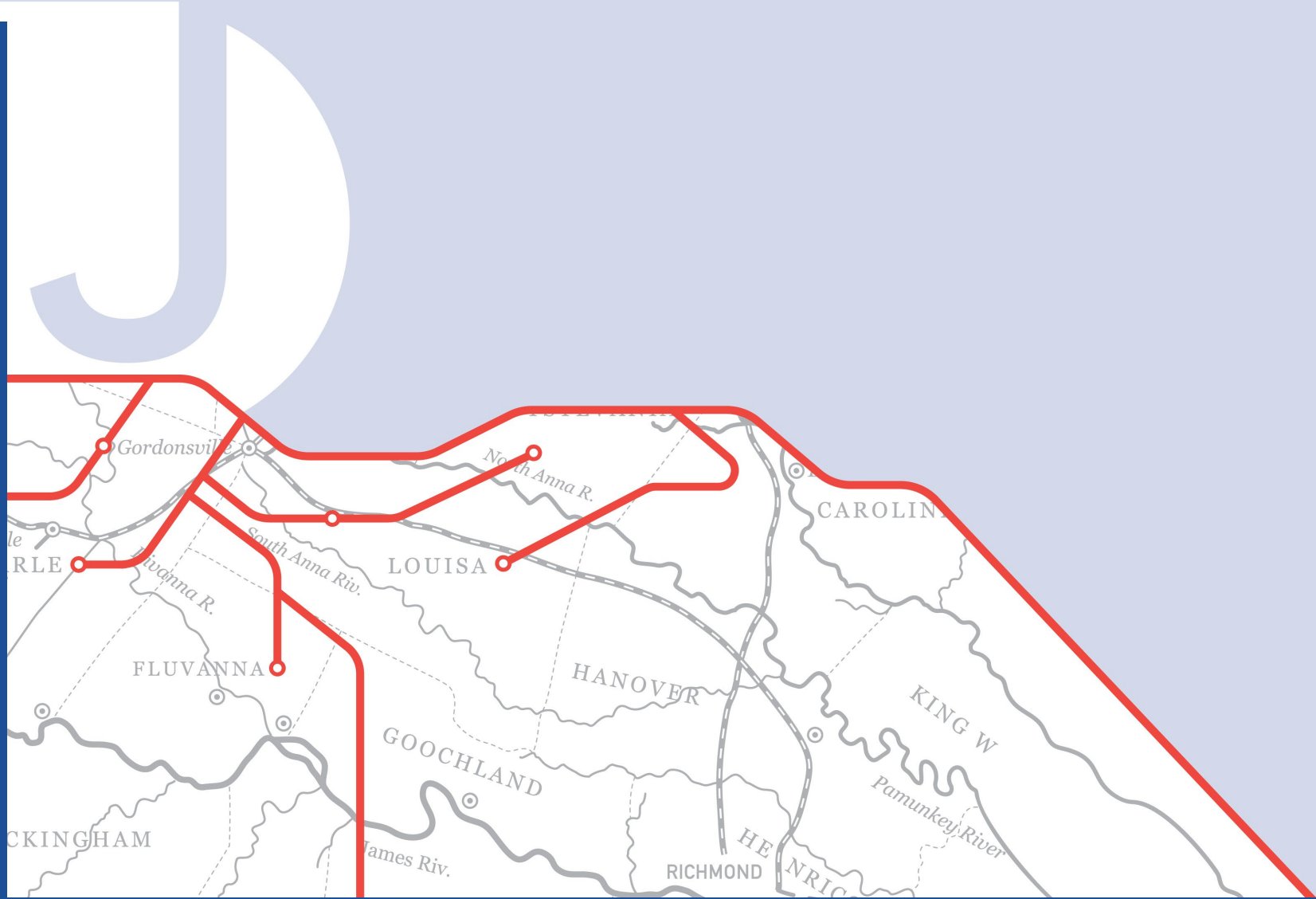
Date	Check #	Amount	Purpose
3/16/2023	53192	\$ 261.38	Mileage - Louisa, Greene, Nelson (7 trips)
3/23/2023	53211	\$ 60.00	Gym Fee Reimbursement - Jan + Feb 2023
		\$ 321.38	Total Reimbursement

Credit Card Charges

Date	Check #	Amount	Purpose
3/15/2023	53193	\$ 3.35	Lanier Parking - Charlottesville Budget Meeting
		\$ 785.00	Nat'l APA - 2023 Conference Registration Fee
		\$ 3.35	Lanier Parking - MPO Policy Meeting
		\$ 2.35	Lanier Parking - RTP Meeting
		\$ 262.00	AmTrak - APA 2023 Conference - Train Fare
		\$ 53.32	Beer Run - Lunch - R Cantor, R Munson
		\$ 37.26	Lunch - DRPT Meeting - R Munson
		\$ 1,146.63	Total Monthly Charges
		\$ 1,468.01	Total Expenses

FY2024 Additional Funding Plan

May 10, 2023



FY2024 Funding Outlook

- DRPT recommended FY204 funding levels higher than budgeted

Source	Budget	Recommended	Balance	Comment
Fed 5311 (Ops)	\$ 2,640,827	\$ 2,764,461	\$ 123,634	Intended for Fluvanna and Nelson expansion
State Operating	\$ 1,162,190	\$ 1,854,386	\$ 692,196	Not committed
Totals	\$ 3,803,017	\$ 4,618,847	\$ 815,830	

FY2024 DRPT Technical Assistance

Projects	Budget	DRPT	Jaunt Share
Microtransit Market Analysis	\$ 130,704	\$ 65,352	\$ 65,352
Battery Electric Veh Implementation	\$ 84,800	\$ 42,400	\$ 42,400
Rural Transit Needs	\$ 77,224	\$ -	\$ 77,224
Technical Assistance Totals	\$ 292,728	\$ 107,752	\$ 184,976



Other Needs

Initiative	Amount	Comment
Texas A&M Implementation	\$51,200	Started FY2023
Board Retreat <i>(includes background research)</i>	\$75,160	
Technology Development Roadmap	\$48,750	Started FY2023
Market salary adjustments	\$397,827	
Senior Accountant	\$94,500	Start September 2023
Employee & Cust. Surveys, Benefit Consultant, Other	\$210,000	
Total Other Needs	\$877,437	

Additional Funding Uses & FY2024 Budgeted Funds

Initiative	Amount	Comment
Technical Assistance	\$184,976	
Other Needs	\$877,437	
Total	\$1,062,413	
Already Budgeted	\$250,000	For some of the technical assistance and other work
Net Funding Needed	\$812,413	
Additional Funding	\$815,830	
Balance	+\$3,417	

Safety Report April 2023:

Preventable vehicle accident(s): 4

- On 4/4 during a demand-response trip an operator hit a parked car, there was no harm caused to the bus the operator, or the car.
- On 4/7 an operator swung a turn to wide and hit a yellow parking bollard which pulled the bumper off a commuter bus.
- On 4/11 during a demand-response trip, an operator was taking a client home, and while passing a roadside tree work removal site, a branch scraped the side of the bus.

Non-preventable vehicle accident(s): 1

- On 4/3 an operator was unloading a client in a parking lot while a car was backing up simultaneously. The car hit the rear end of the bus, no person was harmed.

Customer related incident(s): 3

Staff related incident(s): 1

Jaunt traveled 117,264 revenue miles and had 4 preventable accidents from 4/1/23 to 4/30/23. Jaunt has a goal of less than 1 preventable accident for every 100,000 revenue miles driven. Jaunt has had 20 preventable accidents since 7/1/22 and recorded 947,803 revenue miles travelled. We are currently trailing the goal.

Safety Concerns Shared and Investigated

Jaunt is responsive to safety concerns brought forth by staff and members of the community.

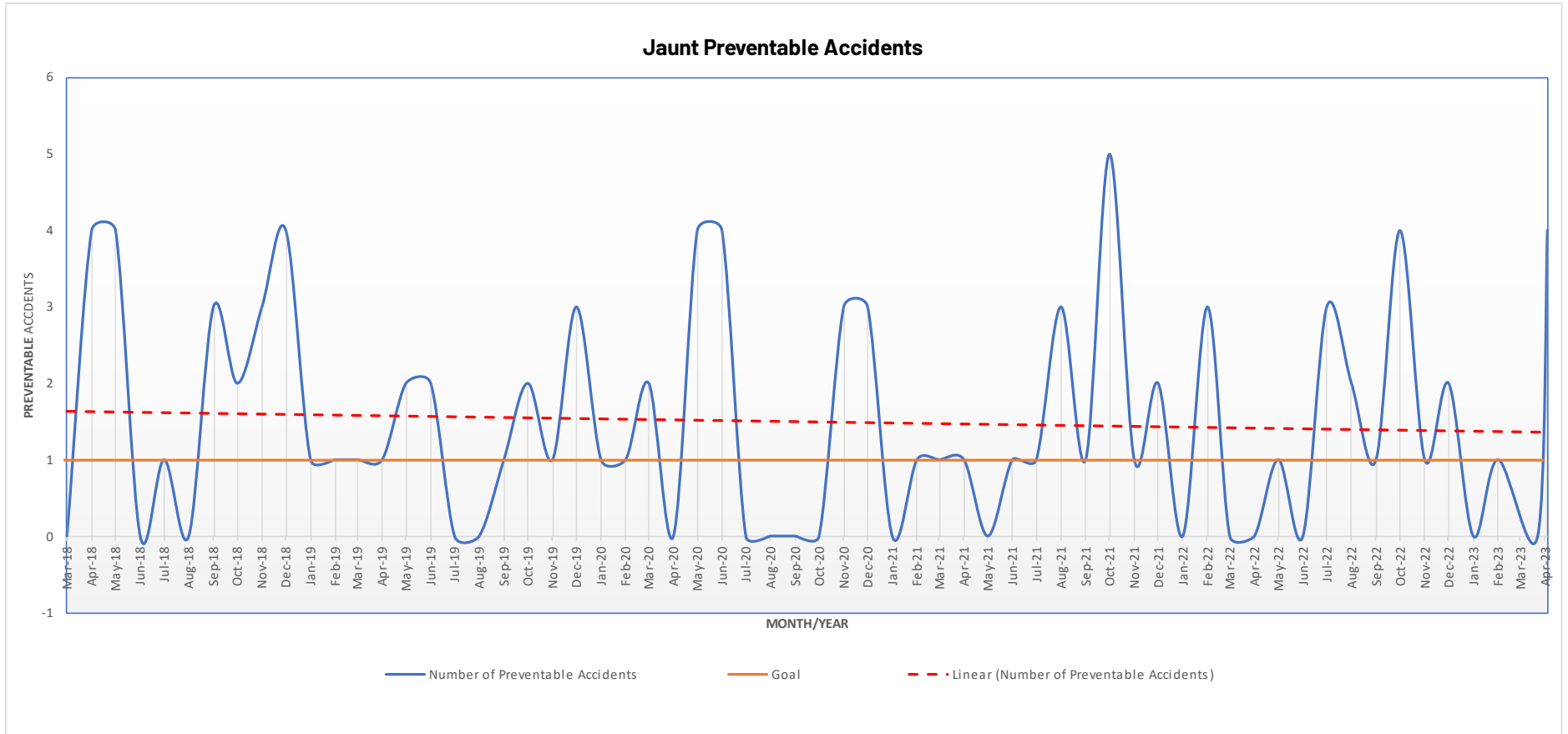
During the month of April 2023, Jaunt conducted four site visits.

National Transit Database Reporting

Jaunt had 0 NTD reportable safety events for the month of April 2023

New Safety / Training Manager joining Jaunt

We're continuing to interview for a new Safety and Training Manager.



Meeting of the Board of Directors

May 10, 2023 at 10:00 A.M. EST

The table below depicts different reporting categories split up the same way as the “Jaunt Covid Recovery Timeline” chart. The ADA Report includes only revenue miles from Demand response services, but this chart encompasses all of the different reporting categories.

Jaunt Revenue Miles

Reporting Category Name	2022										2023		
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
ADA	35,473	34,022	33,667	33,395	33,425	37,519	37,976	38,629	38,629	33,601	36,055	36,010	41,370
Agency	8,874	8,647	9,155	7,755	8,229	9,209	8,998	8,801	8,801	6,340	6,602	5,735	6,925
Commuter Bus	19,875	17,894	18,144	14,543	17,648	19,611	18,108	18,014	17,954	18,177	18,192	17,325	20,015
Rural Demand Response	57,425	53,956	53,059	55,571	54,442	61,000	58,242	58,204	58,204	51,822	57,402	58,821	67,569
Grand Total	121,647	114,518	114,025	111,264	113,745	127,339	123,324	123,649	123,588	109,939	118,252	117,891	135,879



Meeting of the Board of Directors

May 10, 2023 at 10:00 A.M. EST

March 2023 ADA Report

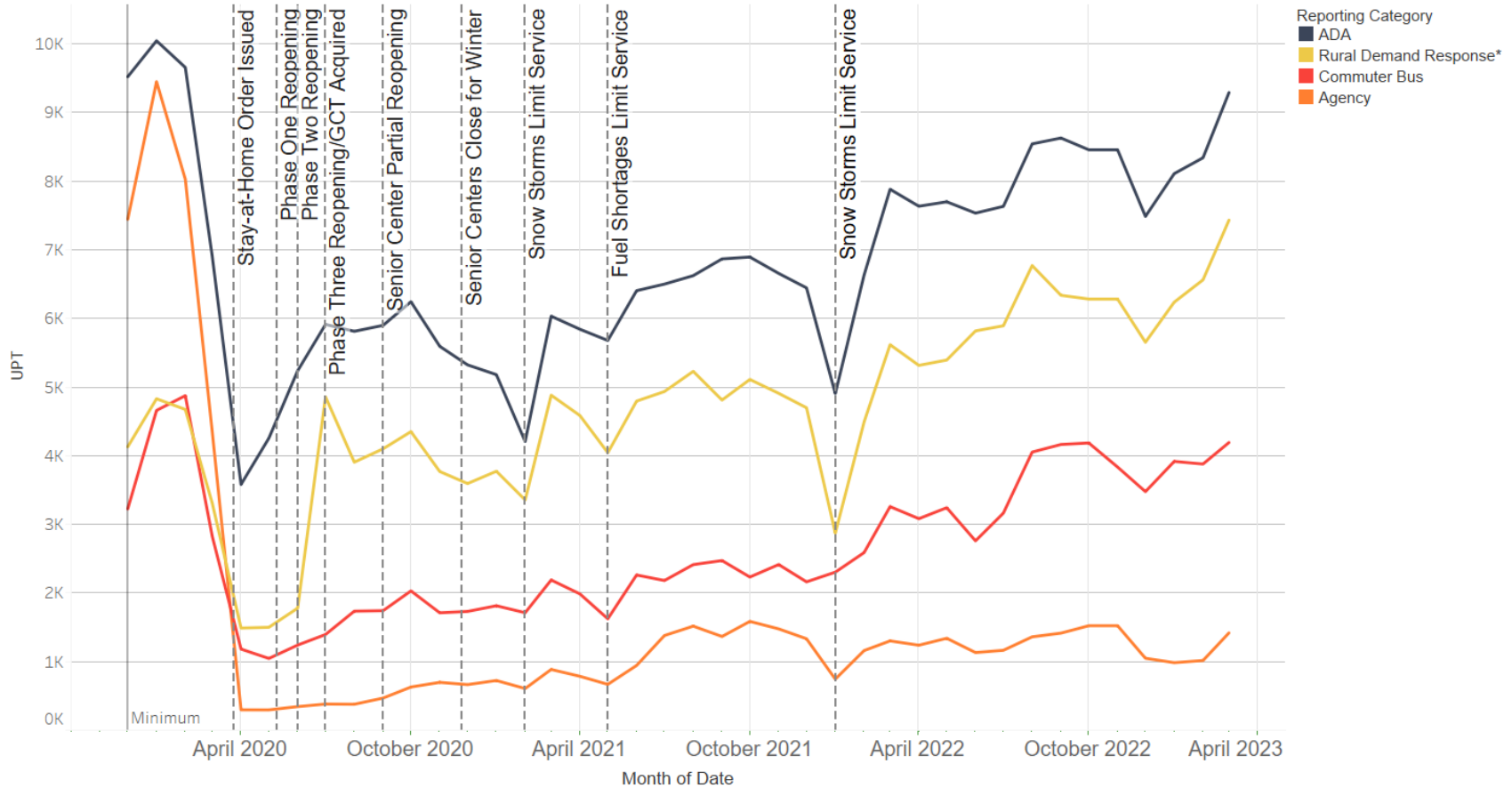
	FY 2022					FY 2023									
	Mar-22	Apr-22	May-22	Jun-22	FY22 Year End	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	FY23 YTD
ADA Unlinked Passenger Trips	7,880	7,633	7,698	7,533	82,258	7,631	8,535	8,627	8,455	7,735	7,485	8,108	8,339	9,289	74,204
All Demand Response UPT	14,798	14,187	14,431	14,482	166,692	14,846	16,794	16,616	16,450	14,806	14,323	15,515	16,043	18,297	143,690
ADA Revenue Miles	35,473	34,022	33,667	33,395	377,149	33,425	37,494	37,976	38,629	35,052	33,601	36,055	36,010	41,370	329,612
All Demand Response Revenue Miles	101,433	96,176	95,270	95,787	1,156,398	96,096	107,542	105,216	105,634*	95,933	91,762	100,060*	100,566	115,864	712,979
ADA Revenue Hours	3,223	3,084	3,172	3,232	34,836	3,102	3,388	3,339	3,373	3,253	3,126	3,241	3,237	3,724	29,783
All Demand Response Revenue Hours	6,801	6,435	6,545	6,483	75,397	6,602	7,213	6,984	6,947	6,633	6,400	6,626	6,669	7,694	61,768
ADA No Shows	189	202	202	186	2,082	197	210	231	273	216	249	247	212	348	2,183
All Demand Responses No Shows	385	381	435	427	4,522	461	460	478	552	532	523	536	525	1,873	5,940
ADA Missed Trips	0	1	0	1	2	0	0	2	0	0	0	2	1	3	8
All Demand Responses Missed Trips	0	0	1	3	4	1	5	5	1	0	1	4	0	18	35
ADA Denials	1	0	0	0	247	0	1	5	2	1	1	0	4	5	19
All Demand Responses Denials	70	39	102	168	1,216	30	88	63	59	23	54	20	50	60	447
ADA On Time Performance	96%	95%	93%	94%	93%	95%	94%	91%	89%	91%	91%	91%	90%	91%	91%
All Demand Responses OTP	96%	95%	92%	93%	93%	94%	94%	91%	89%	91%	90%	91%	90%	90%	91%
ADA Passenger Complaints	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ADA Lifts Determined Inoperable	0	0	0	0	1	0	0	0	0	0	0	1	1	0	2
ADA Passenger Incidents/Accidents	0	0	1	0	1	0	1	0	1	0	0	0	0	3	2
ADA Vehicle Accidents	0	3	1	1	6	1	1	1	2	1	0	0	0	0	6
Excessively Long ADA Trips	8	5	14	6	92	7	17	20	13	15	21	6	14	24	137
Demand Response Reservations Hold Times	2:12	2:32	1:57	2:04	2:17	2:15	2:09	2:15	3:40	3:36	2:46	3:45	2:37	3:02	2:53

*Numbers have been adjusted as of March 2023 Board Meeting



COVID-19 hit Central Virginia in March 2020, resulting in the closure of many human service agencies and businesses which in turn caused a dramatic decrease in public transit ridership. Jaunt’s agency services were hardest hit by this impact, with a 90-95% reduction in service. Public services fared better, with only a 50-75% reduction in service.

Jaunt Covid Recovery Timeline



*Greene County Transit (GCT) merged into “Rural Demand Response” as of March 2023





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

Executive Director Report

1. Jaunt staff met with jurisdictional elected officials regarding its FY2024 budget as well as received word on its budget requests.
 - a. We made a budget presentation to the Buckingham Board of Supervisors on April 17. The Board concurred with Jaunt's plan to eliminate weekend service to eliminate the just over \$20,000 local shortfall. They also expressed interest in charging \$4 one-way fare.
 - b. Greene County was expected to flat fund Jaunt for FY2024 reducing the request for local funds by about \$136,000 or 32%. We are working on identifying service reductions to balance the budget.
 - c. Fluvanna reduced Jaunt's local funding request by almost 13% or \$10,000. We will be identifying service reduction options to balance the budget.
2. We were notified Jaunt is being awarded a \$26,000 TANF (Temporary Assistance for Needy Families) grant from the Virginia Transit Association (VTA). We would use the grant to help kick-start the Rockingham demo project. Congrats go to Zadie Lacy of Jaunt for writing the grant.
3. We are implementing the new phone system from Ring Central. We are on target for full implementation by the beginning of June.
4. Janet Jackson, Director of Human Resources, will update the board on implementing the revised telecommuting policy approved by the Board last month.
5. Jaunt continues to work with the Texas A&M Transportation Institute to implement recommendations it made to improve Jaunt's reservations, scheduling, dispatching, and supervisory functions. We are coordinating this work with various Trapeze upgrades including the installation of a "passenger portal" for on-line booking and management of reservations. We will be initiating staff training soon.
6. Staff submitted a proposal to operate CAT's microtransit pilot service.
7. We will be engaging an outside firm to review our vehicle maintenance program.
8. We are currently still recruiting for a Call Center Manager and Planning Manager/Director. We are interviewing Safety Manager candidates.

