



## People

## Service

## Connection

# AGENDA

**Meeting of the Board of Directors**

*December 10, 2025, at 10:00 AM EST*

PUBLIC ARE ENCOURAGED TO ATTEND REMOTELY USING THE BELOW LINKS

- Meeting Link: <https://us02web.zoom.us/j/89346833051>
- Or One tap mobile: US: +13052241968, 89346833051#
- 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 — Brad Burdette, President**

**II. Roll Call — Ben Chambers, Secretary**

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

- A. Special Recognition of Ray Heron for 24 years of service to the Board
- B. Introduction of new staff members

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

**V. 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](mailto:amandap@ridejaunt.org) or (434) 296-3184, extension 115.

**VI. Action Items**

- A. October 1, 2025 Board of Directors Meeting Minutes- *Ben Chambers, Secretary* PGS 2-5 of 120
- B. Approve Audit for Fiscal Year 2025--*Mike Murphy, Missy Corbin* PGS 6-50 of 120
- C. Accept Jaunt Branding Changes - *Mike Murphy* PGS 51-80 of 120
- D. Approve dissolution of the Regional Transit Partnership – *Mike Murphy* PGS 81-94 of 120

**VII. Standing Committee Reports**

- A. Finance Committee—*Missy Corbin, Mike Murphy, Jacob Sumner, Treasurer* PGS 95-98 of 120
- B. Operations and Safety Reports—*Jason Espie, Janet Jackson* PGS 99-108 of 120
- C. CEO Report--*Mike Murphy* PGS 109-110 of 120

**VIII. New Business**

- A. Excess Capital Strategy – *Mike Murphy, Missy Corbin*
- B. FY2027 Budget Update – *Mike Murphy, Missy Corbin*
- C. Next board meeting topics - *Mike Murphy*

**IX. Announcements and Board Member comments**

**Adjourn to the next meeting: February 11, 2026, at 10:00 AM EST**

## Board Attendance Roster

Month: October

Year: 2025

<b>Directors</b>	<b>Present In Person</b>	<b>Present Virtual</b>	<b>Absent</b>
Brad Burdette, [President], Nelson	<b>X</b>		
James Schoenster, [Vice President], Fluvanna			<b>X</b>
Ben Chambers, [Secretary], Charlottesville	<b>X</b>		
Jacob Sumner, [Treasurer], Albemarle	<b>X</b>		
Nick Pilipowskyj, Albemarle			<b>X</b>
Kristi Hagen, Albemarle	<b>X</b>		
Jason Eversole, Albemarle			<b>X</b>
Iscella Wittich, Fluvanna			<b>X</b>
Christine Appert, Charlottesville	<b>X</b>		
Chris Cullinan, Charlottesville	<b>X</b>		
Steven Johnson, Charlottesville	<b>X</b>		
Randy Parker, Louisa	<b>X</b>		
Rachel Jones, Louisa (Left at 11:13am)	<b>X</b>		
Dian McNaught, Nelson		<b>X</b>	
<b>Ex Officio Directors</b>			
Christine Jacobs, TJPDC		<b>X</b>	
Garland Williams, CAT			<b>X</b>
Katy Miller, DRPT			<b>X</b>
Juanita Shanks, Buckingham		<b>X</b>	
Davis Lamb, Greene County			<b>X</b>
<b>Staff</b>			
Mike Murphy, CEO	<b>X</b>		
Missy Corbin, CFO	<b>X</b>		
Mike Mills, Dir of Procurement		<b>X</b>	
Ben Rutherford, Sys Admin	<b>X</b>		
Janet Jackson, Chief of People and Operations	<b>X</b>		
Amanda Powell, Executive Asst	<b>X</b>		
Jason Espie, Director of Planning	<b>X</b>		
Jordan Bowman (Legal Counsel)	<b>X</b>		
Corey Houchens, Fleet Manager		<b>X</b>	
Angla Jones, Call Center Supervisor		<b>X</b>	
Simona Howard, Road Supervisor		<b>X</b>	
Phyllis Williams, Operator, Training, and Performance		<b>X</b>	
Tisha Jaudon, Senior Finance Manager		<b>X</b>	
Jermaine Butler, Road Supervisor		<b>X</b>	
Jeania Pace, HR		<b>X</b>	
<b>Public</b>			
Lucinda Shannon, TJPDC		<b>X</b>	

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## MINUTES

**Meeting of the Board of Directors***October 1, 2025, at 10:00 AM EST***I. Call to Order — Brad Burdette, President**

10:04 am

**II. Roll Call – Ben Chambers, Secretary**

See Roster

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

Jaunt board members and staff provided short introductions to start the meeting for the new City of Charlottesville representatives, Chris Cullinan and Steven Johnson.

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

Diane Kircher, an Albemarle County resident, addressed the board during public comments regarding her son's experience with Jaunt's transportation services, emphasizing issues with scheduling and punctuality that creates anxiety for her son, who has autism and relies on Jaunt for commuting back and forth to work. Mike M. apologized for the inconvenience the Kirchers' are experiencing and explained that Jaunt is in the process of trying to determine what the best way to serve the residents of Albemarle County would be moving forward through investigation and data collection.

**V. Action Items****A. August 13, 2025 Board of Directors Meeting Minutes- Ben Chambers, Secretary**

Motion: Randy P.

2<sup>nd</sup>: Christine A.

Vote: Unanimous

**B. Approve Budget Concepts for Fiscal Year 2027--Mike Murphy, Missy Corbin**

Mike M. gave a brief presentation to the board members regarding Jaunt's FY2027 budget concepts, which included sustaining fare-free services and exploring new funding sources. Mike highlighted the importance of aligning resources with priorities and mentioned potential changes in match rates for federal funding plans for possible Fleet expansion and the potential for updating HR systems were also discussed. No action was taken at this time on the FY2027 budget concepts, and the full presentation is available on Jaunt's website in the documents section.

**C. Charge Executive Committee to nominate an at large member -- Brad Burdette, President**

Mike M. informed the board that Ray Heron, who had been serving as the at-large member on the Executive Committee, was not reappointed for another term, leaving a vacancy. He suggested

appointing a new member and Randy P. volunteered to fill this role. A motion was made to appoint Randy P. to the Executive Committee as the at-large representative.

Motion: Christine A.

2<sup>nd</sup>: Jacob S.

Vote: Unanimous

## **VI. Standing Committee Reports**

### **A. Finance Committee—*Missy Corbin, Mike Murphy, Jacob Sumner, Treasurer***

Missy C. reported that she and Tisha J., had revised the financial reports to provide a more streamlined profit and loss presentation showing year-to-date actuals versus budget and the resulting variances. She then went on to review the financials for the months of July and August, noting some key points. Revenue-related expenses currently reflect approximately 2% of budgeted spending, however, an order for new buses has already been placed and, once delivery begins in about 5-6 months, this percentage will begin to increase. She went on to say that salaries and wages are approximately 25% under budget but that Jaunt will have two free payrolls in upcoming months due to the bi-weekly pay schedule which will help bring this percentage closer to budget. Missy C. also mentioned that insurance and bonding expenses are around 85% over budget. She explained that this variance is due to a requirement to pay one additional month in advance and that this will level out in the months to come.

### **B. Operations and Safety Reports—*Jason Espie, Janet Jackson***

Janet J. indicated that in July, Jaunt had 6 preventable accidents, 0 non-preventable accidents, 1 customer related incident, and 0 staff related incidents. For August, she reported 0 preventable accidents, 2 non-preventable accidents, 0 customer related incidents and 0 staff related incidents. Jason E. subsequently shared the statistic reports for both July and August, highlighting that ADA and Demand Response represented 75% of all services, with Connect routes accounting for 26%. He also reported that there were 0 ADA denials in both July and August, and that on-time performance stood at 87% in July and 83% in August.

### **C. Regional Transit Partnership Update-- *Christine Jacobs/Randy Parker***

Christine J. announced that the upcoming Regional Transit Partnership meeting is scheduled for October 23, 2025, and the final meeting is expected to occur on December 11, 2025. She indicated that the TJPDC staff and board created a formal dissolution letter for the voting members, which is to be reviewed in their next meeting with the aim of distributing it after the letter is approved. She further reported that the PATH program is now collaborating with C'Ville Village, a program for volunteer drivers, and that PATH staff are handling phone calls and arranging rides for the volunteers. PATH also held a transportation workshop at the Crossing in Charlottesville, a community for individuals transitioning out of homelessness, to educate them on mobility options accessible to them. She mentioned that TJPDC has been collaborating with Jaunt staff and DRPT to explore opportunities for expanding the application of 5310 in the region, potentially utilizing it for midday services within the 5310 eligible populations. She continued by stating that the CARTA board met on September 25, 2025, to review a summary of all consulting proposals received in response to their RFP for conducting a service prioritization study aimed at identifying priorities and the related costs for implementation. Christine J. wrapped up by stating that she attended a joint MPO meeting that featured presentations on Afton Express and provided updates on the Transit Authority for the region. The state also presented on the statewide rail plan, while Albemarle staff discussed the three-notched trail.

### **D. CEO Report--*Mike Murphy***

Mike M. informed the board about measures being made to decrease reservations wait times, which includes scheduled meetings with the call center as well as placing additional Jaunt staff from outside the reservations department into the reservations queue to assist with phone support when necessary. He informed the board that he, Missy C., and Jason E. all attended the CTAV conference in Roanoke,



where he was elected to their Board of Directors. He continued by stating that Jaunt is still collaborating closely with Chaski Global on Jaunt's brand identity and communication, as well as a planned press release for our 50<sup>th</sup> anniversary campaign.

## VII. New Business

- A. Code of Ethics Reminder - *Brad Burdette, Jordan Bowman,*
- B. Next board meeting topics - *Mike Murphy*

Mike M. wrapped up the October board meeting by letting the board know that he was tentatively planning to present the audit, a draft concept on excess capital distribution, and provide an update on communication during the December board meeting.

## VIII. Announcements and Board Member comments

None

**IX. Closed Session:** Discuss the performance, assignment, appointment, promotion, demotion, salary, disciplining, or resignation of specific officers or employees of Jaunt, as authorized by section 2.2-3711(A)(1) of the state code. The subject of the meeting is the CEO.

Motion: Randy P.

2<sup>nd</sup>: Jacob S.

Vote: Unanimous

Following the closed session, the following certification was approved 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 public business matters as were identified in the motion 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, Nelson
			X	James Schoenster, Vice President, Fluvanna
X				Ben Chambers, Secretary, Charlottesville
X				Jacob Sumner, Treasurer, Albemarle
			X	Nick Pilipowskyj, Albemarle
X				Kristi Hagen, Albemarle
			X	Jason Eversole, Albemarle
			X	Isella Wittich, Fluvanna
X				Christine Appert, Charlottesville
X				Chris Cullinan, Charlottesville
X				Steven Johnson, Charlottesville
X				Randy Parker, Louisa
			X	Rachel Jones, Louisa
			X	Dian McNaught, Nelson

**Adjourn to the next meeting: December 10, 2025, at 10:00 AM EST**

**FINANCIAL REPORT  
FOR THE YEAR ENDED  
JUNE 30, 2025**

**JAUNT, INC.**  
**FINANCIAL REPORT**  
**FOR THE YEAR ENDED**  
**JUNE 30, 2025**

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**JAUNT, INC.**

**DIRECTORY OF PRINCIPAL OFFICIALS**

**BOARD OF DIRECTORS**

Brad Burdette, President  
Lucas Ames, Vice President  
Iscella Wittich, Secretary  
Jacob Sumner, Treasurer

Christine Appert  
Benjamin Chambers  
Rachel Jones  
Raymond Heron  
Kristi Hagen

Dian McNaught  
Randolph Parker  
Nicholas A Pilipowskyj  
James Schoenster  
Jason Eversole

**KEY EMPLOYEES**

Michael Murphy .....Chief Executive Officer  
Melissa Corbin ..... Chief Financial Officer

**INDEPENDENT AUDITORS**

Robinson, Farmer, Cox Associates





# ROBINSON, FARMER, COX ASSOCIATES, PLLC

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*Certified Public Accountants*

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## Independent Auditors' Report

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To the Board of Directors  
JAUNT, Inc.  
Charlottesville, Virginia

### Report on the Audit of the Financial Statements

#### *Opinions*

We have audited the accompanying financial statements of the governmental activities and each major fund of JAUNT, Inc., as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the JAUNT Inc.'s basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the governmental activities and each major fund of JAUNT, Inc., as of June 30, 2025, and the changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### *Basis for Opinions*

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the *Specifications for Audits of Authorities, Boards, and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of JAUNT, Inc., and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### *Change in Accounting Principle*

As described in Note 13 to the financial statements, in 2025, JAUNT, Inc. adopted new accounting guidance, GASB Statement No. 101, Compensated Absences. Our opinion is not modified with respect to this matter.

#### *Restatement of Beginning Balances*

As described in Note 12 to the financial statements, in 2025, JAUNT, Inc. restated beginning balances to reflect the requirements of GASB Statement No. 101. Our opinion is not modified with respect to this matter.



## ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about JAUNT Inc.'s ability to continue as a going concern for twelve months beyond the financial statement date, including currently known information that may raise substantial doubt shortly thereafter.

## ***Auditors' Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the *Specifications for Audits of Authorities, Boards, and Commissions* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the *Specifications for Audits of Authorities, Boards, and Commissions*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of JAUNT, Inc.'s internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about JAUNT Inc.'s ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The budgetary comparison information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise JAUNT, Inc.'s, basic financial statements. The other supplementary information and schedule of expenditures of federal awards, as required by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the other supplementary information and the schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### ***Other Reporting Required by Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated September 30, 2025, on our consideration of JAUNT, Inc.'s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of JAUNT, Inc.'s internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering JAUNT, Inc.'s internal control over financial reporting and compliance.

Charlottesville, Virginia  
September 30, 2025

To the Board of Directors  
JAUNT, Inc.  
Charlottesville, Virginia

As management of JAUNT, Inc, we offer readers of our financial statements this narrative and overview and analysis of the financial activities of the Corporation for the fiscal year ended June 30, 2025. We encourage readers to consider the information presented here in conjunction with the information presented in the financial statements and notes to the financial statements.

### Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to JAUNT's basic financial statements. The Corporation's basic financial statements are comprised of three components:

1. Fund financial & Government-wide financial statements
2. Notes to the financial statements.
3. Required Supplementary Information

This report also contains other supplementary information in addition to the basic financial statements themselves.

The Corporation has elected to report the fund financial statements and government-wide financial statements together as one financial statement. The conversion from fund financial statements to government-wide financial reporting is reported on the face of the financial statement with both types of financial statements reported as two separate columns. A description of both types of financial statements (columns) follows:

Government-wide financial statements - The Government-wide financial reporting is designed to provide readers with a broad overview of the Corporation's finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of the Corporation's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of JAUNT is improving or deteriorating.

The statement of activities presents information showing how the Corporation's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in the statement for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

Fund financial statements - A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. JAUNT, Inc. uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

## Overview of the Financial Statements (Continued)

Governmental Funds - Governmental Funds are used to account for essentially the same functions or services reported as governmental activities in the government-wide financial statements. Whereas the government-wide financial statements are prepared on the accrual basis of accounting, the governmental fund financial statements are prepared on the modified accrual basis of accounting. The focus of modified accrual reporting is on near-term inflows and outflows of financial resources and the balance of financial resources available at the end of the fiscal year. Since the governmental funds focus is narrower than that of the government-wide financial statements, a reconciliation, or adjustments, is presented between the two financial statement columns.

Notes to the financial statements - The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statement can be found on pages 10 through 22 of this report.

Other information - In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information, other supplementary information for budgetary comparison and prior year comparisons.

## Financial Highlights

- The assets of the Corporation exceeded its liabilities at the close of the most recent fiscal year by \$18,627,343 (net position). Of this amount \$9,318,915 (unrestricted net position) may be used to meet the Corporation's ongoing obligations to customers and creditors.
- The Corporation's total net position increased by \$3,617,123 during the year.

## Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of a Corporation's financial position. In the case of the Corporation, assets exceeded liabilities by \$18,627,343 at the close of the most recent fiscal year.

The large portion of the Corporation's net position (50 percent) reflects its investment in capital assets. The Corporation utilizes the capital assets to provide services to its customers; consequently, these assets are not available for future spending.

	<b>Net Position</b>	
	<b>2025</b>	<b>2024</b>
Current and other assets	\$ 11,880,358	\$ 10,093,570
Capital assets	9,362,381	6,266,993
Total assets	<u>\$ 21,242,739</u>	<u>\$ 16,360,563</u>
Current liabilities	\$ 2,579,885	\$ 1,297,544
Long-term liabilities	35,495	52,783
Total liabilities	<u>\$ 2,615,380</u>	<u>\$ 1,350,327</u>
Capital stock	<u>\$ 16</u>	<u>\$ 16</u>
Net position:		
Net Investment in capital assets	\$ 9,308,428	\$ 6,197,037
Unrestricted	9,318,915	8,813,183
Total net position	<u>\$ 18,627,343</u>	<u>\$ 15,010,220</u>

### Financial Analysis (Continued)

At the end of the current fiscal year, the Corporation is able to report positive balances in all categories of net position. The same situation held true for the prior fiscal year.

	<u>Change in Net Position</u>	
	<u>2025</u>	<u>2024</u>
Revenues:		
Fee revenue	\$ 58,234	\$ 128,655
Intergovernmental	16,473,748	14,802,085
Investment income	294,154	235,053
Other revenue	<u>48,229</u>	<u>80,278</u>
Total revenues	\$ <u>16,874,365</u>	\$ <u>15,246,071</u>
Expenses:		
Current expense	\$ 10,916,635	\$ 10,658,247
Capital outlay	182,837	31,705
Depreciation	<u>2,157,770</u>	<u>1,576,622</u>
Total expenses	\$ <u>13,257,242</u>	\$ <u>12,266,574</u>
Increase in net position	\$ 3,617,123	\$ 2,979,497
Net position, beginning of the year	<u>15,010,220</u>	<u>12,030,723</u>
Net position, end of the year	\$ <u><u>18,627,343</u></u>	\$ <u><u>15,010,220</u></u>

The Corporation's net position increased by \$3,617,123 during the current fiscal year. Total revenues increased by \$1,628,294 while total expenses increased by \$990,668 from fiscal year 2024. The increase in revenues is primarily due to increase in federal capital grants and revenues from participating jurisdictions.

## **Capital Asset and Debt Administration**

Capital Assets - The Corporation's investment in capital assets as of June 30, 2025 amounts to \$9,362,381 (net of accumulated depreciation). Investment in capital assets increased by approximately 49% during the year, due to net capital asset additions of \$4,251,549. Below is a comparison of capital assets as of June 30, 2025 and June 30, 2024.

	<u>2025</u>	<u>2024</u>
Land	\$ 541,319	\$ 541,319
Building and other improvements	5,232,597	5,232,597
Vehicles	14,849,116	10,616,189
Communication equipment	180,741	172,126
Office furniture	239,807	239,807
Computer equipment	1,650,556	1,640,549
Garage equipment	181,939	181,939
Lease equipment	114,488	114,488
Total capital assets	\$ <u>22,990,563</u>	\$ <u>18,739,014</u>
Less: accumulated depreciation	<u>(13,628,182)</u>	<u>(12,472,021)</u>
Total capital assets, net	\$ <u><u>9,362,381</u></u>	\$ <u><u>6,266,993</u></u>

More detailed information on the Corporation's capital assets is presented in Note 5 of the Notes to the financial statements.

## **Review of Operations**

During FY25, Jaunt observed increases in demand response ridership and fixed route services. Modest decreases were observed in the number of complementary paratransit trips delivered in comparison to the prior twelve-month period. This fiscal year focused energy on aligning refreshed policies with organizational practices. Additionally, considerable efforts were employed to ensure diversification of funding streams for FY26, in the hopes of relieving local government partners from extensive increases to fund Jaunt operations and capital expenses. The Board convened on two occasions for strategic prioritization and established five goals to guide the growth of Jaunt : Maintain active presence as CARTA develops; Secure written agreement for ADA service in Charlottesville; Implement Microtransit pilot for ADA customers; Create performance evaluation system for all team members; Select/implement new software technologies for scheduling and planning. Finally, the organization partnered with Chaski Global to craft a Communications Strategy Plan with recommendations to guide future actions and resource allocation.

## **Requests for Information**

This financial report is designed to provide a general overview of the Corporation's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Chief Executive Officer, at 104 Keystone Place, Charlottesville, Virginia 22902.

## **Basic Financial Statements**



GOVERNMENTAL FUNDS BALANCE SHEET /  
STATEMENT OF NET POSITION  
JUNE 30, 2025

	General Fund	Capital Fund	Total Governmental Funds	Adjustments (Note 2)	Statement of Net Position
<b>ASSETS</b>					
Cash and cash equivalents (Note 3)	\$ 10,094,507	\$ -	\$ 10,094,507	\$ -	\$ 10,094,507
Receivables, net of allowances	3,144	-	3,144	-	3,144
Due from other governmental units (Note 4)	1,667,082	-	1,667,082	-	1,667,082
Prepaid items	115,625	-	115,625	-	115,625
Capital assets (Note 6):					
Depreciable, net	-	-	-	8,821,062	8,821,062
Nondepreciable	-	-	-	541,319	541,319
Total assets	<u>\$ 11,880,358</u>	<u>\$ -</u>	<u>\$ 11,880,358</u>	<u>\$ 9,362,381</u>	<u>\$ 21,242,739</u>
<b>LIABILITIES</b>					
Accounts payable	\$ 1,497,098	\$ -	\$ 1,497,098	\$ -	\$ 1,497,098
Accrued payroll and related liabilities	295,707	-	295,707	-	295,707
Due to Jurisdictions	588,204	-	588,204	-	588,204
Deferred revenue	-	-	-	-	-
Long-term liabilities (Note 8)					
Due within one year	-	-	-	198,876	198,876
Due in more than one year	-	-	-	35,495	35,495
Total liabilities	<u>\$ 2,381,009</u>	<u>\$ -</u>	<u>\$ 2,381,009</u>	<u>\$ 234,371</u>	<u>\$ 2,615,380</u>
<b>FUND BALANCE/NET POSITION</b>					
Capital stock, \$1 par value, 16 shares authorized, issued, and outstanding	<u>\$ 16</u>	<u>\$ -</u>	<u>\$ 16</u>	<u>\$ -</u>	<u>\$ 16</u>
Fund balance:					
Nonspendable:					
Prepaid items	\$ 115,625	\$ -	\$ 115,625	\$ (115,625)	\$ -
Committed:					
Board designation	4,965,808	-	4,965,808	(4,965,808)	-
Unassigned	4,417,900	-	4,417,900	(4,417,900)	-
Total fund balance	<u>\$ 9,499,333</u>	<u>\$ -</u>	<u>\$ 9,499,333</u>	<u>\$ (9,499,333)</u>	<u>\$ -</u>
Total equity	<u>\$ 9,499,349</u>	<u>\$ -</u>	<u>\$ 9,499,349</u>	<u>\$ (9,499,333)</u>	<u>\$ 16</u>
Total liabilities and equity	<u>\$ 11,880,358</u>	<u>\$ -</u>	<u>\$ 11,880,358</u>		
Net position:					
Net investment in capital assets				\$ 9,308,428	\$ 9,308,428
Unrestricted				9,318,915	9,318,915
Total net position				<u>\$ 18,627,343</u>	<u>\$ 18,627,343</u>
Total net position and equity					<u>\$ 18,627,359</u>
Total liabilities and net position					<u>\$ 21,242,739</u>

The accompanying notes to the financial statements are an integral part of this statement.

STATEMENT OF GOVERNMENTAL FUNDS REVENUES, EXPENDITURES,  
AND CHANGES IN FUND BALANCES/STATEMENT OF ACTIVITIES  
FOR THE YEAR ENDED JUNE 30, 2025

	General Fund	Capital Fund	Total Governmental Funds	Adjustments (Note 2)	Statement of Activities
Revenues:					
Fee revenue:					
Transportation fees	\$ 58,234	\$ -	\$ 58,234	\$ -	\$ 58,234
Intergovernmental:					
Federal grants	4,337,082	2,827,832	7,164,914	-	7,164,914
Virginia Department of Rail and Public Transportation	1,873,883	869,759	2,743,642	-	2,743,642
Non-Federal/State	5,323,120	1,242,072	6,565,192	-	6,565,192
Investment income	294,154	-	294,154	-	294,154
Other	48,229	-	48,229	-	48,229
Total revenues	\$ 11,934,702	\$ 4,939,663	\$ 16,874,365	\$ -	\$ 16,874,365
Expenditures/expenses:					
Current:					
Salaries and wages	\$ 6,248,753	\$ -	\$ 6,248,753	\$ 7,030	\$ 6,255,783
Fringe benefits	2,091,868	-	2,091,868	582	2,092,450
Travel	18,503	-	18,503	-	18,503
Facility/Equip Maint/Utilities	147,873	-	147,873	(17,240)	130,633
Supplies	734,834	-	734,834	-	734,834
Marketing	15,993	-	15,993	-	15,993
Insurance	473,738	-	473,738	-	473,738
Professional services	570,203	-	570,203	-	570,203
Return of grant funds	-	-	-	-	-
Jurisdiction distributions	588,204	-	588,204	-	588,204
Other	35,057	-	35,057	1,237	36,294
Capital outlay	-	5,435,995	5,435,995	(5,253,158)	182,837
Depreciation and amortization	-	-	-	2,157,770	2,157,770
Total expenditures/expenses	\$ 10,925,026	\$ 5,435,995	\$ 16,361,021	\$ (3,103,779)	\$ 13,257,242
Excess (deficiency) of revenues over (under) expenditures	\$ 1,009,676	\$ (496,332)	\$ 513,344	\$ 3,103,779	\$ 3,617,123
Net Transfers	\$ (496,332)	\$ 496,332	\$ -	\$ -	\$ -
Change in fund balance/net position	\$ 513,344	\$ -	\$ 513,344	\$ 3,103,779	\$ 3,617,123
Fund balance/net position, beginning of year, as previously reported	8,985,989	-	8,985,989		15,010,220
Restatement for change in accounting principle	-	-	-		
Fund balance/net position, beginning of year, as restated	8,985,989	-	8,985,989		15,010,220
Fund balance/net position, end of year	\$ 9,499,333	\$ -	\$ 9,499,333		\$ 18,627,343

The accompanying notes to the financial statements are an integral part of this statement.

# JAUNT, INC.

## NOTES TO FINANCIAL STATEMENTS JUNE 30, 2025

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### Note 1—Summary of Significant Accounting Policies:

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#### A. The Financial Reporting Entity

JAUNT, Inc. (the “Corporation”) is a public service corporation created in 1982 by the City of Charlottesville and the Counties of Albemarle and Nelson. However, five localities currently own stock in the Corporation; City of Charlottesville, County of Albemarle, County of Nelson, and the Counties of Louisa and Fluvanna. Charlottesville and Albemarle each own 5 shares of capital stock, while the other participants each own 2 shares. Its purpose is to provide for the maintenance, development, improvement and use of public transportation in the rural and urbanized areas of these localities. Its vehicle fleet is used to transport the general public, agency clients, the elderly, and people with disabilities to work, agency programs, doctors’ offices, and retail businesses throughout Central Virginia.

These financial statements present JAUNT, Inc. as the primary government organization. A component unit is an entity for which the primary government is considered to be financially accountable. JAUNT, Inc. has no component units or jointly governed organizations.

JAUNT Friends, a 501(c)(3) non-profit corporation, is considered a related organization of the Corporation. The Board of Directors of JAUNT, Inc. elects all members of the Board of Directors of JAUNT Friends. JAUNT Friends was established in an effort to support the goals and missions of the Corporation through donations and other support. JAUNT Friends has different officers than JAUNT, Inc. The Corporation is not financially accountable for the related organization.

#### B. Financial Statement Presentation

Management’s Discussion and Analysis - GASB requires the financial statements be accompanied by a narrative introduction and analytical overview of the Corporation’s financial activities in the form of “management’s discussion and analysis” (MD&A).

The Corporation reports the following basic financial statements and other supplementary information:

- Basic Financial Statements
  - Governmental Funds Balance Sheet/Statement of Net Position
  - Statement of Governmental Funds Revenues, Expenditures, and Changes in Fund Balances/Statement of Activities
- Required Supplementary Information
  - Schedule of Revenues, Expenditures, and Changes in Fund Balance—Budget and Actual—General Fund
- Other Supplementary Information and Supporting Schedules
  - Schedule of Revenues, Expenditures, and Changes in Fund Balance—Budget and Actual—Capital Fund
  - Departmental Schedule of Sources and Uses of Financial Resources—Governmental Fund Type
  - Governmental Funds Balance Sheet/Statement of Net Position—Prior Year Comparison
  - Statement of Governmental Funds Revenues, Expenditures, and Changes in Fund Balances/Statement of Activities—Prior Year Comparison

**Note 1—Summary of Significant Accounting Policies: (Continued)**

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**C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation**

The government-wide statement of net position and statement of activities are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized when they have been earned and they are both measurable and available. Revenues are considered to be *available* when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Corporation considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service principal and interest expenditures on general long-term debt as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

Intergovernmental revenues, consisting primarily of federal, state and other grants for the purpose of funding specific expenditures, are recognized when earned or at the time of specific expenditure. Revenues from general-purpose grants are recognized in the period to which the grant applies.

Expenditures are recorded when the related fund liability is incurred.

The Corporation reports the following major governmental funds:

The *general fund* accounts for and reports all revenues and expenditures applicable to the general operations of the Corporation.

The *capital fund* accounts for and reports all capital grants and capital expenditures of the Corporation.

**D. Budgets and Budgetary Accounting**

The Corporation uses the following procedures in establishing budgetary data:

- Proposed budgets are developed by staff and submitted to the Board in the fall for its approval.
- The Board approves the budget and applications are submitted to the local governments for funding.
- Meetings are held with local governments; budget alternatives are discussed and final local government decisions are made.
- The Board holds a public hearing prior to submission of federal and state budget applications.

**Note 1—Summary of Significant Accounting Policies: (Continued)**

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**D. Budgets and Budgetary Accounting: (Continued)**

- Staff personnel prepare a revised budget based on funding agency decisions and changes in services prior to June 30.
- The Board reviews and adopts the revised budget.
- The budget may be revised by the Board subsequent to the June adoption if significant changes in revenues or expenditures are expected.

**E. Encumbrances**

Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditures of monies are recorded in order to commit that portion of the applicable appropriations, is employed as an extension of formal budgetary integration in the Corporation. Encumbrances outstanding at year end are reported as committed fund balance since they do not constitute expenditures or liabilities.

**F. Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, amounts in demand deposits and short-term investments with a maturity date within three months of the date acquired by the government.

**G. Allowance for Uncollectible Accounts**

The Corporation has not recorded an allowance for uncollectible amounts. Management believes that any uncollectible amounts would not be material to the financial statements.

**H. Capital Assets**

Capital assets are tangible and intangible assets, which include property, plant, equipment, and infrastructure. Capital assets purchased or constructed are stated at cost. Donated property is recorded at the acquisition value at the date of donation. Depreciation has been provided for over the following estimated useful lives using the straight-line method:

Building and other improvements	40 years
Vehicles	5 years
Communication and garage equipment	10 years
Office furniture	10 years
Computer equipment	3 years
Lease equipment	7 years

As the Corporation constructs or acquires capital assets each period, they are capitalized and reported at historical cost (except for intangible right-to-use lease assets, the measurement of which is discussed in more detail below). Intangible assets follow the same capitalization policies as tangible capital assets and are reported with tangible assets in appropriate capital asset class.

**Note 1—Summary of Significant Accounting Policies: (Continued)**

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I. Unearned Revenue

Unearned revenue consists of earned revenues not collected within 60 days of year end and grant proceeds that are to be used for future expenses.

J. Compensated Absences

The Corporation recognizes a liability for compensated absences for leave time that (1) has been earned for services previously rendered by employees, (2) accumulates and is allowed to be carried over to subsequent years, and (3) is more likely than not to be used as time off or settled (for example paid in cash to the employee or payment to an employee flex spending account) during or upon separation from employment. Based on the criteria listed, two types of leave qualify for liability recognition for compensated absences - vacation and sick leave. The liability for compensated absences includes salary related benefits, where applicable.

Vacation - The Corporation's policy permits employees to accumulate earned but unused vacation benefits, which are eligible for payment at the employee's current rate upon separation from employment.

Sick Leave - The Corporation's policy permits employees to accumulate earned but unused sick leave. All sick leave lapses when employees leave the employ of the Corporation and, upon separation from service, no monetary obligation exists. However, a liability for estimated value of sick leave that will be used by employees as time off was considered in the liability for compensated absences.

K. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position includes a separate section for deferred outflows of resources. Deferred outflows of resources, represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The Corporation does not have any deferred outflows of resources as of June 30, 2025.

In addition to liabilities, the statement of net position includes a separate section for deferred inflows of resources. Deferred inflows of resources, represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Corporation does not have any deferred inflows of resources as of June 30, 2025.

L. Use of Estimates

Management uses estimates and assumptions in preparing its financial statements. Those estimates and assumptions affect the reported amounts of assets and liabilities, the disclosure of contingent liabilities, and reported revenues and expenditures. Actual results could differ from those estimates.

**Note 1—Summary of Significant Accounting Policies: (Continued)**

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**M. Fund Balances**

Fund balances are required to be reported according to the following classifications:

Nonspendable fund balance – Includes amounts that cannot be spent because they are either not in spendable form, or, for legal or contractual reasons, must be kept intact. This classification includes inventories, prepaid amounts, assets held for sale, and long-term receivables.

Restricted fund balance – Constraints placed on the use of these resources are either externally imposed by creditors (such as through debt covenants), grantors, contributors or other governments; or are imposed by law (through constitutional provisions or enabling legislation).

Committed fund balance – Amounts that can only be used for specific purposes because of a formal action (resolution or ordinance) by the government's highest level of decision-making authority.

Assigned fund balance – Amounts that are constrained by the Corporation's intent to be used for specific purposes, but that do not meet the criteria to be classified as restricted or committed. Intent can be stipulated by the governing body, another body (such as a Finance Committee), or by an official to whom that authority has been given. With the exception of the General Fund, this is the residual fund balance classification for all governmental funds with positive balances.

Unassigned fund balance – This is the residual classification of the General Fund. Only the General Fund reports a positive unassigned fund balance. Other governmental funds might report a negative balance in this classification, as the result of overspending for specific purposes for which amounts had been restricted, committed, or assigned.

When fund balance resources are available for a specific purpose in more than one classification, it is generally the Corporation's policy to use the most restrictive funds first in the following order: restricted, committed, assigned, and unassigned as they are needed.

**N. Net Position**

For the Corporation, the difference between assets and deferred outflows of resources less liabilities and deferred inflows of resources is called net position. Net position is comprised of three components: net investment in capital assets, restricted, and unrestricted.

- Net investment in capital assets consists of capital assets, net of accumulated depreciation and reduced by outstanding balances of bonds, notes, and other debt that are attributable to the acquisition, construction, or improvement of those assets. Deferred outflows of resources and deferred inflows of resources that are attributable to the acquisition, construction, or improvement of those assets or related debt are included in this component of net position.
- Restricted net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Assets are reported as restricted when constraints are placed on asset use either by external parties or by law through constitutional provision or enabling legislation.
- Unrestricted net position is the net amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that does not meet the definition of the two preceding categories.



**Note 1—Summary of Significant Accounting Policies: (Continued)**

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**N. Net Position: (Continued)**

Sometimes JAUNT, Inc. will fund outlays for a particular purpose from both restricted (e.g., restricted bond or grant proceeds) and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position in the government-wide and proprietary fund financial statements, a flow assumption must be made about the order in which the resources are considered to be applied. It is JAUNT, Inc.'s policy to consider restricted net position to have been depleted before unrestricted net position is applied.

**O. Leases**

The Corporation leases an asset requiring recognition. A lease is a contract that conveys control of the right to use another entity's nonfinancial asset. Lease recognition does not apply to short-term leases, contracts that transfer ownership, leases of assets that are investments, or certain regulated leases.

*Lessee*

The Corporation recognizes a lease liability and intangible right-to-use lease asset with an initial value of \$5,000, individually or in the aggregate in the government-wide financial statements. At the commencement of the lease, the lease liability is measured at the present value of payments expected to be made during the lease term (less any lease incentives). The lease liability is reduced by the principal portion of payments made. The lease asset is measured at the initial liability, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs. The lease asset is amortized over the shorter of the lease term or the useful life of the underlying asset.

*Key Estimates and Judgements*

Lease accounting includes estimates and judgements for determining the (1) rate used to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

- The Corporation uses the interest rate stated in lease contracts. When the interest rate is not provided or the implicit rate cannot be readily determined, the Corporation uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancellable period of the lease and certain periods covered by options to extend to reflect how long the lease is expected to be in effect, with terms and conditions varying by the type of underlying asset.
- Fixed and certain variable payments as well as lease incentives and certain other payments are included in the measurement of the lease liability.

The Corporation monitors changes in circumstances that would require a remeasurement or modification of its leases. The Corporation will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

## JAUNT, INC.

### NOTES TO FINANCIAL STATEMENTS JUNE 30, 2025 (CONTINUED)

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#### Note 2—Reconciliation of Financial Statements:

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##### A. Reconciliation between Net Position and Fund Balance

Fund Balance of governmental funds	\$	9,499,333
Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.		9,362,381
Certain liabilities are not payable from current financial resources and therefore are not reported in the funds.		(234,371)
Net position of governmental activities	\$	<u>18,627,343</u>

##### B. Reconciliation between the Change in Net Position and the Excess of Revenues over Expenditures

Change in fund balance	\$	513,344
Amounts reported for governmental activities are different because:		
Governmental funds report capital outlays as expenditures while governmental activities report depreciation expense to allocate those expenditures over the life of the assets. This is the amount by which capital outlays exceeded depreciation in the current period.		3,095,388
Principal payments for lease liability		16,003
Change in compensated absences		(7,612)
Change in net position	\$	<u>3,617,123</u>

#### Note 3—Deposits and Investments:

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##### Deposits

Deposits with banks are covered by the Federal Deposit Insurance Corporation (FDIC) and collateralized in accordance with the Virginia Security for Public Deposits Act, (the “Act”) Section 2.2-4400 et. Seq. of the Code of Virginia. Under the Act, banks and savings institutions holding public deposits in excess of the amount insured by the FDIC must pledge collateral to the Commonwealth of Virginia Treasury Board. Financial Institutions may choose between two collateralization methodologies and depending upon that choice, will pledge collateral that ranges in the amounts from 50% to 130% of excess deposits. Accordingly, all deposits are considered fully collateralized.

## JAUNT, INC.

### NOTES TO FINANCIAL STATEMENTS JUNE 30, 2025 (CONTINUED)

#### Note 3—Deposits and Investments: (Continued)

##### Investments

Statutes authorize local governments and other public bodies to invest in obligations of the United States or agencies thereof, obligations of the Commonwealth of Virginia or political subdivisions thereof, obligations of the International Bank for Reconstruction and Development (World Bank), the Asian Development Bank, the African Development Bank, “prime quality” commercial paper that has received at least two of the following ratings: P-1 by Moody’s Investors Service, Inc.; A-1 by Standard & Poor’s; or F1 by Fitch Ratings, Inc. (Section 2.2-4502), banker’s acceptances, repurchase agreements, and the State Treasurer’s Local Government Investment Pool (LGIP).

The objective of the Corporation’s investment policy is to provide for the safekeeping of JAUNT, Inc. funds and for the production of interest income.

The Corporation’s investment policy requires the Corporation to invest the current operating funds in federally insured checking accounts of government-chartered commercial banks. The policy requires the investment of reserve funds to be held in time deposits similar to current operating funds, securities which are the direct or guaranteed obligations of the US Federal or state governments or investment pools sponsored by those governments.

##### Credit Risk of Debt Securities

The Corporation’s rated debt investments as of June 30, 2025 were rated by Standard & Poor’s and the ratings are presented below using the Standard & Poor’s rating scale.

<u>Rated Debt Investments' Values</u>	
<u>Rated Debt Investments</u>	<u>Fair Quality Ratings AAAm</u>
Local Government Investment Pool	\$ <u>6,470,109</u>
Total	\$ <u><u>6,470,109</u></u>

##### Interest Rate Risk

The Corporation does not have a policy related to interest rate risk.

<u>Investment Maturities (in years)</u>		
<u>Investment Type</u>	<u>Value</u>	<u>Less Than 1 Year</u>
Local Government Investment Pool	\$ <u>6,470,109</u>	\$ <u>6,470,109</u>
Total	\$ <u><u>6,470,109</u></u>	\$ <u><u>6,470,109</u></u>

NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2025 (CONTINUED)

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**Note 3—Deposits and Investments: (Continued)**

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External Investment Pool

The fair value of the position in the external investment pool (Local Government Investment Pool) is the same as the value of the pool shares. As this pool is not SEC registered, regulatory oversight of the pool rests with the Virginia State Treasury. LGIP is an amortized cost basis portfolio. There are no withdrawal limitations or restrictions imposed on participants.

There was no investment activity during the year other than in securities of the types held at year end. Investments in LGIP are not subject to categorization.

**Note 4—Due from Other Governmental Units:**

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A summary of funds due from other governmental units follows:

Commonwealth of Virginia:	
Department of Rail and Public Transportation:	
Capital	\$ 234,887
Federal:	
Operating grant	\$ 491,588
Capital	<u>940,607</u>
Total	<u>\$ 1,667,082</u>

**Note 5—Transfers:**

---

A summary of transfers between funds follows:

	<u>General Fund</u>	<u>Capital Fund</u>
Transfers in	\$ -	\$ 496,332
Transfers out	<u>(496,332)</u>	<u>-</u>
Total	<u>\$ (496,332)</u>	<u>\$ 496,332</u>

**JAUNT, INC.**

**NOTES TO FINANCIAL STATEMENTS**  
**JUNE 30, 2025 (CONTINUED)**

**Note 6—Capital Assets:**

The following summarizes the components of and changes in capital assets:

	<u>Beginning Balance</u>	<u>Increases</u>	<u>Decreases</u>	<u>Ending Balance</u>
Capital assets not being depreciated:				
Land	\$ 541,319	\$ -	\$ -	\$ 541,319
Total capital assets not being depreciated	\$ 541,319	\$ -	\$ -	\$ 541,319
Capital assets being depreciated:				
Buildings and other improvements	\$ 5,232,597	\$ -	\$ -	\$ 5,232,597
Vehicles	10,616,189	5,234,536	(1,001,609)	14,849,116
Communication equipment	172,126	8,615	-	180,741
Office furniture	239,807	-	-	239,807
Computer equipment	1,640,549	10,007	-	1,650,556
Garage equipment	181,939	-	-	181,939
Lease equipment	114,488	-	-	114,488
Total capital assets being depreciated	\$ 18,197,695	\$ 5,253,158	\$ (1,001,609)	\$ 22,449,244
Accumulated depreciation:				
Buildings and other improvements	\$ (2,268,876)	\$ (157,542)	\$ -	\$ (2,426,418)
Vehicles	(8,045,519)	(1,885,491)	1,001,609	(8,929,401)
Communication equipment	(172,126)	(2,154)	-	(174,280)
Office furniture	(225,255)	(14,552)	-	(239,807)
Computer equipment	(1,539,229)	(76,105)	-	(1,615,334)
Garage equipment	(170,133)	(7,991)	-	(178,124)
Lease equipment	(50,883)	(13,935)	-	(64,818)
Total accumulated depreciation	\$ (12,472,021)	\$ (2,157,770)	\$ 1,001,609	\$ (13,628,182)
Total capital assets being depreciated, net	\$ 5,725,674	\$ 3,095,388	\$ -	\$ 8,821,062
Total capital assets, net	\$ 6,266,993	\$ 3,095,388	\$ -	\$ 9,362,381

The Virginia Department of Rail and Public Transportation (VDRPT) has provided grants for certain automotive equipment. The Corporation cannot dispose of these items prior to the end of their useful life without approval from VDRPT.

**JAUNT, INC.****NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2025 (CONTINUED)****Note 7—Antenna Site Lease:**

At the commencement of a lease, JAUNT, Inc. initially measures the lease liability at the present value of payments expected to be made during the lease term. JAUNT, Inc. recognizes a lease liability and an intangible right-to-use asset (leased asset) in the financial statements. On April 1, 2023, JAUNT, Inc. extended a noncancellable three-year lease agreement with one additional three year option to renew for the use of a certain antenna site. The lease agreement requires monthly payments of \$1,592, increasing at 5% per year, with a discount rate of 2.00%.

The future principal and interest payments as of June 30, 2025 were as follows:

<u>June 30</u>	<u>Lease Liability</u>	
2026	\$ 18,458	\$ 880
2027	19,807	497
2028	15,688	105
Total	<u>\$ 53,953</u>	<u>\$ 1,482</u>

**Note 8—Long-term Obligations:**

<u>Type</u>	<u>Balance*</u> <u>July 1, 2024</u>	<u>Increases</u>	<u>Decreases</u>	<u>Balance</u> <u>June 30, 2025</u>	<u>Amounts</u> <u>Due Within</u> <u>One Year</u>
Compensated absences**	\$ 172,806	\$ 7,612	\$ -	\$ 180,418	\$ 180,418
Lease liability	<u>69,956</u>	<u>-</u>	<u>16,003</u>	<u>53,953</u>	<u>18,458</u>
Total	<u>\$ 242,762</u>	<u>\$ 7,612</u>	<u>\$ 16,003</u>	<u>\$ 234,371</u>	<u>\$ 198,876</u>

\*Beginning balances have been restated for implementation of GASB 101

\*\*The change in the compensated absences liability is presented as a net change

**Note 9—Risk Management:**

The Risk Management Programs of the Corporation are as follows:

**Workers' Compensation**

Workers' Compensation insurance is provided through Selective Insurance. Premiums are based on payroll, job rates and claims experience. Total premiums paid by the Corporation for the fiscal year ended June 30, 2025 were \$131,698.

## JAUNT, INC.

### NOTES TO FINANCIAL STATEMENTS JUNE 30, 2025 (CONTINUED)

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#### **Note 9—Risk Management: (Continued)**

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##### General Liability and Other

The Corporation purchases insurance coverage for exposure related to property, general, boiler, and machinery, flood, accident and automobile liability. The Corporation's property and contents are insured up to a limit of \$2,000,000 with additional coverage for tools and equipment. The Corporation provides Public Officials Liability insurance for employees, directors, and officers in an amount up to \$1,000,000. The Corporation maintains an additional \$5,000,000 umbrella policy over all forms of liability insurance. Total premiums for purchased coverage for the year ended June 30, 2025 were \$473,738.

##### Healthcare

The Corporation provides healthcare coverage for employees through a policy with Aetna Health for health coverage and United Concordia for dental coverage. JAUNT, Inc. contributes \$933 of the monthly premium amount for single coverage for each eligible employee. Dependents of employees are also covered by the policy provided they pay the additional premium to the Corporation. Total premiums paid for the year ended June 30, 2025 were approximately \$991,290 and \$11,158 for health and dental premiums, respectively.

There were no significant reductions in insurance coverages from the prior year and no settlements that exceeded the amount of insurance coverage during the last three fiscal years.

#### **Note 10—Contingencies:**

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##### Grant Programs

Federal programs in which the Corporation participate were audited in accordance with the provisions of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)*. Pursuant to the provisions of this circular all major programs and certain other programs were tested for compliance with applicable grant requirements. Under the term of federal and state grants, periodic audits are required, and certain costs may be questioned as not being appropriate expenditures under the terms of the grants. Such audits could lead to reimbursement to the grantor agencies. Management has determined that future disallowances of current grant program expenditures, if any, would be immaterial.

#### **Note 11—Section 457 Deferred Compensation Plan:**

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JAUNT, Inc. offers its employees a deferred compensation plan created in accordance with the Internal Revenue Service Code Section 457. The plan's name is the Deferred Compensation Plan for Employees of JAUNT, INC and its administrator is JAUNT, Inc. Duly authorized employees of the Corporation may amend the plan's provisions, including its contribution requirements.



**Note 11—Section 457 Deferred Compensation Plan: (Continued)**

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The plan, available to all employees, permits them to defer the payment of a portion of their salary until future years. Participants are fully vested in their salary deferral at all times. Employees become vested in employer contributions as follows: 50% after three years of service and 25% each year thereafter until fully vested after five years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseen emergency. The plan administrators report quarterly to the individual employees. The Corporation contributes \$0.50 on every \$1.00 up to 6% of employee contributions made during the plan year. For the fiscal year 2025, the Corporation contributed \$416,653 to the plan.

**Note 12—Restatement of Beginning Balances:**

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Beginning balances were restated as of July 1, 2024 as a result of implementing GASB Statement No. 101, *Compensated Absences*.

	<u>Amount</u>
Net position as of July 1, 2024, as previously reported	\$ 15,010,220
Compensated absences in accordance with GASB Statement No. 101	<div></div>
Net position as of July 1, 2024, as restated	<u><u>\$ 15,010,220</u></u>

**Note 13—Adoption of Accounting Principles:**

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During fiscal year 2025, JAUNT Inc. implemented Governmental Accounting Standards Board (GASB) Statement No. 101, *Compensated Absences*. GASB 101 establishes recognition and measurement guidance for compensated absences, such as vacation and sick leave, to enhance the consistency and comparability of financial reporting. The implementation of this standard resulted in a restatement of beginning balances.

## **Required Supplementary Information**

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE -  
BUDGET AND ACTUAL - GENERAL FUND  
FOR THE YEAR ENDED JUNE 30, 2025

	Budgeted Amounts			Variance
	Original	Final	Actual	Positive (Negative)
SOURCES OF FINANCIAL RESOURCES				
Revenues:				
Fee revenue:				
Transportation fees	\$ 96,000	\$ 96,000	\$ 58,234	\$ (37,766)
Intergovernmental:				
Federal grants	4,184,371	4,184,371	4,337,082	152,711
Virginia Department of Rail and Public Transportation	1,873,883	1,873,883	1,873,883	-
Non-Federal/State	5,245,814	5,245,814	5,323,120	77,306
Investment income	228,000	228,000	294,154	66,154
Other	27,690	27,690	48,229	20,539
Total revenues	\$ 11,655,758	\$ 11,655,758	\$ 11,934,702	\$ 278,944
USES OF FINANCIAL RESOURCES				
Expenditures:				
Non-operations	\$ 2,943,210	\$ 2,943,210	\$ 3,240,497	\$ (297,287)
Operations	8,712,548	8,712,548	7,600,538	1,112,010
Special grants	-	-	44,283	(44,283)
Agency program	-	-	39,708	(39,708)
Total expenditures	\$ 11,655,758	\$ 11,655,758	\$ 10,925,026	\$ 730,732
Excess (deficiency) of revenues over (under) expenditures	\$ -	\$ -	\$ 1,009,676	\$ 1,009,676
Other Financing Sources (Uses)				
Transfers in (out)	\$ -	\$ -	\$ (496,332)	\$ (496,332)
Net change in fund balance	\$ -	\$ -	\$ 513,344	\$ 513,344

## **Other Supplementary Information**

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE -  
BUDGET AND ACTUAL - CAPITAL FUND  
FOR THE YEAR ENDED JUNE 30, 2025

	Budgeted Amounts			Variance
	Original	Final	Actual	Positive (Negative)
SOURCES OF FINANCIAL RESOURCES				
Revenues:				
Intergovernmental:				
Federal grants	\$ 3,535,929	\$ 3,535,929	\$ 2,827,832	\$ (708,097)
Virginia Department of Rail and Public Transportation	1,032,999	1,032,999	869,759	(163,240)
Non-Federal/State	1,242,073	1,242,073	1,242,072	(1)
Other	877,344	877,344	-	(877,344)
Total revenues	\$ 6,688,345	\$ 6,688,345	\$ 4,939,663	\$ (1,748,682)
USES OF FINANCIAL RESOURCES				
Expenditures:				
Capital outlay	\$ 6,688,345	\$ 6,688,345	\$ 5,435,995	\$ 1,252,350
Total expenditures	\$ 6,688,345	\$ 6,688,345	\$ 5,435,995	\$ 1,252,350
Excess (deficiency) of revenues over (under) expenditures	\$ -	\$ -	\$ (496,332)	\$ (496,332)
Other Financing Sources (Uses)				
Transfers in (out)	\$ -	\$ -	\$ 496,332	\$ 496,332
Net change in fund balance	\$ -	\$ -	\$ -	\$ -

## **Supporting Schedules**

DEPARTMENTAL SCHEDULE OF SOURCES AND USES OF FINANCIAL RESOURCES  
GOVERNMENTAL FUND TYPE  
FOR THE YEAR ENDED JUNE 30, 2025

	<u>Non-Operations</u>	<u>Operations</u>	<u>Special Grants</u>	<u>Capital</u>	<u>Agency Program</u>	<u>Totals</u>
<b>SOURCES OF FINANCIAL RESOURCES</b>						
Revenues:						
Fee revenue:						
Transportation fees	\$ -	\$ -	\$ -	\$ -	58,234	\$ 58,234
Intergovernmental:						
Federal grants	1,118,772	3,209,182	9,128	2,827,832	-	7,164,914
Virginia Department of Rail and Public Transportation	490,880	1,383,003	-	869,759	-	2,743,642
Non-Federal/State	1,378,158	3,922,821	22,141	1,242,072	-	6,565,192
Investment income	-	-	-	-	294,154	294,154
Other	-	-	-	-	48,229	48,229
Total revenues	\$ 2,987,810	\$ 8,515,006	\$ 31,269	\$ 4,939,663	\$ 400,617	\$ 16,874,365
Total sources of financial resources	\$ 2,987,810	\$ 8,515,006	\$ 31,269	\$ 4,939,663	\$ 400,617	\$ 16,874,365
<b>USES OF FINANCIAL RESOURCES</b>						
Expenditures:						
Current:						
Salaries and wages	\$ 1,118,405	\$ 5,130,348	\$ -	\$ -	\$ -	\$ 6,248,753
Fringe benefits/Staff development	354,523	1,730,029	-	-	7,316	2,091,868
Travel/Meetings	3,529	-	-	-	14,974	18,503
Facility/Equip Maint/Utilities	129,421	18,417	-	-	35	147,873
Supplies	43,224	687,510	-	-	4,100	734,834
Marketing	15,993	-	-	-	-	15,993
Insurance	473,738	-	-	-	-	473,738
Professional fees	479,595	34,234	44,283	-	12,091	570,203
Other	33,865	-	-	-	1,192	35,057
Jurisdiction distributions	588,204	-	-	-	-	588,204
Capital outlay	-	-	-	5,435,995	-	5,435,995
Total expenditures	\$ 3,240,497	\$ 7,600,538	\$ 44,283	\$ 5,435,995	\$ 39,708	\$ 16,361,021
Total uses of financial resources	\$ 3,240,497	\$ 7,600,538	\$ 44,283	\$ 5,435,995	\$ 39,708	\$ 16,361,021
Net change in fund balance	\$ (252,687)	\$ 914,468	\$ (13,014)	\$ (496,332)	\$ 360,909	\$ 513,344

GOVERNMENTAL FUNDS BALANCE SHEET/  
STATEMENT OF NET POSITION - PRIOR YEAR COMPARISON  
JUNE 30, 2025 and 2024

	Governmental Funds		Statement of Net Position	
	2025	2024	2025	2024
<b>ASSETS</b>				
Cash and cash equivalents (Note 3)	\$ 10,094,507	\$ 8,538,918	\$ 10,094,507	\$ 8,538,918
Receivables, net of allowances	3,144	12,587	3,144	12,587
Due from other governmental units (Note 4)	1,667,082	1,447,536	1,667,082	1,447,536
Prepaid items	115,625	94,529	115,625	94,529
Capital assets (Note 6)				
Depreciable, net	-	-	8,821,062	5,725,674
Nondepreciable	-	-	541,319	541,319
Total Assets	<u>\$ 11,880,358</u>	<u>\$ 10,093,570</u>	<u>\$ 21,242,739</u>	<u>\$ 16,360,563</u>
<b>LIABILITIES</b>				
Accounts payable	\$ 1,497,098	\$ 267,022	\$ 1,497,098	\$ 267,022
Accrued payroll and related liabilities	295,707	320,607	295,707	320,607
Unearned revenue	-	1,550	-	1,550
Due to Jurisdictions	588,204	518,386	588,204	518,386
Long-term liabilities (Note 8)				
Due within one year	-	-	198,876	189,979
Due in more than one year	-	-	35,495	52,783
Total Liabilities	<u>\$ 2,381,009</u>	<u>\$ 1,107,565</u>	<u>\$ 2,615,380</u>	<u>\$ 1,350,327</u>
<b>FUND BALANCE/NET POSITION</b>				
Capital stock, \$1 par value, 16 shares authorized, issued, and outstanding	\$ 16	\$ 16	\$ 16	\$ 16
Fund balance:				
Nonspendable:				
Prepaid items	\$ 115,625	\$ 94,529	\$ -	\$ -
Committed:				
Board designation	4,965,808	4,965,808	-	-
Unassigned	4,417,900	3,925,652	-	-
Total fund balance	<u>\$ 9,499,333</u>	<u>\$ 8,985,989</u>	<u>\$ -</u>	<u>\$ -</u>
Total equity	<u>\$ 9,499,349</u>	<u>\$ 8,986,005</u>	<u>\$ 16</u>	<u>\$ 16</u>
Total liabilities and equity	<u>\$ 11,880,358</u>	<u>\$ 10,093,570</u>		
Net position:				
Net investment in capital assets			\$ 9,308,428	\$ 6,197,037
Unrestricted			9,318,915	8,813,183
Total net position			<u>\$ 18,627,343</u>	<u>\$ 15,010,220</u>
Total net position and equity			<u>\$ 18,627,359</u>	<u>\$ 15,010,236</u>
Total liabilities and net position			<u>\$ 21,242,739</u>	<u>\$ 16,360,563</u>



STATEMENT OF GOVERNMENTAL FUNDS REVENUES,  
EXPENDITURES, AND CHANGES IN FUND BALANCES /  
STATEMENT OF ACTIVITIES - PRIOR YEAR COMPARISON  
FOR THE YEARS ENDED JUNE 30, 2025 and 2024

	Governmental Funds		Statement of Activities	
	2025	2024	2025	2024
Revenues:				
Fee revenue:				
Transportation fees	\$ 58,234	\$ 128,655	\$ 58,234	\$ 128,655
Intergovernmental:				
Federal grants	7,164,914	6,199,062	7,164,914	6,199,062
Virginia Department of Rail and Public Transportation	2,743,642	1,951,872	2,743,642	1,951,872
Non-Federal/State	6,565,192	6,651,151	6,565,192	6,651,151
Investment income	294,154	235,053	294,154	235,053
Other	48,229	87,288	48,229	80,278
Total revenues	<u>\$ 16,874,365</u>	<u>\$ 15,253,081</u>	<u>\$ 16,874,365</u>	<u>\$ 15,246,071</u>
Expenditures/Expenses:				
Current:				
Salaries and wages	\$ 6,248,753	\$ 5,857,859	\$ 6,255,783	\$ 5,864,105
Fringe benefits	2,091,868	1,934,035	2,092,450	1,934,552
Travel	18,503	12,737	18,503	12,737
Facility/Equip Maint/Utilities	147,873	149,330	130,633	131,790
Supplies	734,834	845,456	734,834	845,456
Marketing	15,993	14,943	15,993	14,943
Insurance	473,738	384,699	473,738	384,699
Professional services	570,203	917,243	570,203	917,243
Jurisdiction distributions	588,204	518,386	588,204	518,386
Other	35,057	32,762	36,294	34,336
Capital outlay	5,435,995	2,854,114	182,837	31,705
Depreciation	-	-	2,157,770	1,576,622
Total expenditures/expenses	<u>\$ 16,361,021</u>	<u>\$ 13,521,564</u>	<u>\$ 13,257,242</u>	<u>\$ 12,266,574</u>
Excess (deficiency) of revenues over expenditures	\$ 513,344	\$ 1,731,517	\$ 3,617,123	\$ 2,979,497
Fund balance/net position, beginning of year, as previously reported	<u>8,985,989</u>	<u>7,254,472</u>	<u>15,010,220</u>	<u>12,030,723</u>
Restatement for change in accounting principle	-	-		-
Fund balance/net position, beginning of year, as restated	<u>8,985,989</u>	<u>7,254,472</u>	<u>15,010,220</u>	<u>12,030,723</u>
Fund balance/net position, end of year	<u>\$ 9,499,333</u>	<u>\$ 8,985,989</u>	<u>\$ 18,627,343</u>	<u>\$ 15,010,220</u>





**Independent Auditors' Report on Internal Control over Financial Reporting and on  
Compliance and Other Matters Based on an Audit of Financial Statements  
Performed in Accordance with *Government Auditing Standards***

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To the Board of Directors  
JAUNT, Inc.  
Charlottesville, Virginia

We have audited, in accordance with the auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the *Specifications for Audits of Authorities, Boards, and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia, the financial statements of the governmental activities and each major fund of JAUNT, Inc., as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise JAUNT, Inc.'s basic financial statements and have issued our report thereon dated September 30, 2025.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered JAUNT, Inc.'s internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of JAUNT, Inc.'s internal control. Accordingly, we do not express an opinion on the effectiveness of JAUNT, Inc.'s internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether JAUNT, Inc.'s financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Charlottesville, Virginia  
September 30, 2025



**Independent Auditors' Report on Compliance For Each Major Program and  
on Internal Control over Compliance Required by the Uniform Guidance**

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To the Board of Directors  
JAUNT, Inc.  
Charlottesville, Virginia

**Report on Compliance for Each Major Federal Program**

***Opinion on Each Major Federal Program***

We have audited JAUNT, Inc.'s compliance with the types of compliance requirements identified as subject to audit in the *OMB Compliance Supplement* that could have a direct and material effect on each of JAUNT, Inc.'s major federal programs for the year ended June 30, 2025. JAUNT, Inc.'s major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

In our opinion, JAUNT, Inc. complied, in all material respects, with compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025.

***Basis for Opinion on Each Major Federal Program***

We conducted our audit on compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of JAUNT, Inc. and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of JAUNT, Inc.'s compliance with the compliance requirements referred to above.

***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to JAUNT, Inc.'s federal programs.

## ***Auditors' Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on JAUNT, Inc.'s compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about JAUNT, Inc.'s compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding JAUNT, Inc.'s compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of JAUNT, Inc.'s internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of JAUNT, Inc.'s internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### **Report on Internal Control over Compliance**

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

## **Report on Internal Control over Compliance (Continued)**

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Charlottesville, Virginia  
September 30, 2025

JAUNT, INC.

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED JUNE 30, 2025

Federal Grantor/Pass-through Grantor/Program Title	Federal Assistance Listing Number	Pass-through Identification Number	Federal Expenditures
<b>Department of Transportation</b>			
<u>Pass-through:</u>			
Virginia Department of Rail and Public Transportation			
Formula Grants for Rural Areas and Tribal Transit Program	20.509	42022-10, 42022-13, 42022-09 42023-09, 42023-16 42023-15, 42023-10, 42023-14 42023-12, 42023-17, 42023-20 42023-11	\$ 5,328,797
<u>Total Formula Grants for Rural Areas and Tribal Transit Program</u>			<u>\$ 5,328,797</u>
<u>Federal Transit Cluster</u>			
<u>Pass-through:</u>			
Charlottesville Area Transit			
Federal Transit Formula Grants (Urbanized Area Formula Program)	20.507	Unknown	\$ 879,844
COVID-19 Federal Transit Formula Grants (Urbanized Area Formula Program)	20.507	Unknown	956,273
<u>Total Federal Transit Cluster</u>			<u>\$ 1,836,117</u>
Total Expenditures of Federal Awards			<u>\$ 7,164,914</u>

**Notes to Schedule of Expenditures of Federal Awards**

Note 1 - Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of JAUNT, Inc. under programs of the federal government for the year ended June 30, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of JAUNT, Inc., it is not intended to and does not present the financial position, changes in net position, or cash flows of JAUNT, Inc.

Note 2 - Summary of Significant Accounting Policies

(1) Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

(2) Pass-through entity identifying numbers are presented where available.

Note 3 - Relationship to Financial Statements

Federal expenditures, revenues and capital contributions are reported in JAUNT, Inc's basic financial statements as follows:

Intergovernmental federal revenues per the basic financial statements:

Primary government:

General Fund

\$ 4,337,082

Capital Fund

2,827,832

Total primary government

\$ 7,164,914

Total federal expenditures per the Schedule of Expenditures of Federal Awards

\$ 7,164,914

Note 4 - Indirect Cost Rate

The Corporation has elected to use the 10-percent de minimis indirect cost rate as allowed under Uniform Guidance.

Note 5 - Subrecipients

No awards were passed through to subrecipients.



JAUNT, INC.

SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
FOR THE YEAR ENDED JUNE 30, 2025

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**SECTION I - SUMMARY OF AUDITORS' RESULTS**

**Financial Statements**

Type of auditors' report issued:	Unmodified
Internal control over financial reporting:	
Material weakness(es) identified?	No
Significant deficiency(ies) identified?	None reported
Noncompliance material to financial statements noted?	No

**Federal Awards**

Internal control over major programs:	
Material weakness(es) identified?	No
Significant deficiency(ies) identified?	None reported
Type of auditors' report issued on compliance for major programs:	Unmodified
Any audit findings disclosed that are required to be reported in accordance with 2 CFR Section 200.516(a)	No
Identification of major programs:	

<u>Assistance Listing #</u>	<u>Name of Federal Program or Cluster</u>	
20.507	Federal Transit Formula Grants (Urbanized Area Formula Program)	
Dollar threshold used to distinguish between Type A and Type B programs:		\$750,000
Auditee qualified as low-risk auditee?		Yes

**Section II - Financial Statement Findings**

There are no financial statement findings to report.

**Section III - Federal Award Findings and Questioned Costs**

There are no federal award findings and questioned costs to report.

**JAUNT, INC.**

**SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS  
FOR THE YEAR ENDED JUNE 30, 2025**

---

There are no federal award findings and questioned costs to report.

# Brand & Tagline Update

12 December 2025

# **Where We Started**

# Branding

Through employee and external stakeholders surveys we found out the following:

## Logo

- Concerns: Bland, confusing “big J,” lacks mission expression
- Suggestions: Add motion/people elements

## Colors

- Limited color palette, wanted more dynamic, playful palette.
- Maintain high contrast.

## Tagline

- Not reflective of Jaunt’s services.
- Employee desire to see their commitment to service reflected stated upfront.
- Care as a core identity for Jaunt.

**Brand Insight:** Logo and name awareness is high, but clarity and dynamism need improvement; openness to refresh exists.



# **How We Got Here**



JUNT

JUNT

JUNT

JAUNT

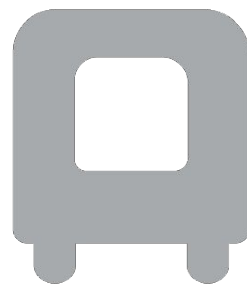
JAUNT

JUNT

JUNT

JUNT





JAUNT

# Color Process

Using color psychology, we worked with the Communications Advisory Committee to create color palettes reflective of Jaunt's mission, values, and story.



Different colors have different connotations, so you need to pick something that is in line with the descriptive words you developed. Consider how the McDonald's logo would look in colors other than its classic red and yellow.

# Logo Type

We also went into logo types and styles

## Monogram / Lettermark

This format is letter-based and typically uses the brand initials.



## Logotype / Wordmark

This format is a font-based logo that focuses on the brand name.



## Pictorial Mark

This format is icon-based and includes literal or representative imagery to symbolize the brand.



## Abstract Mark

This format is icon-based and uses abstract shapes and symbols that convey a specific idea or attribute.



## Combination Mark

This format is both icon-based and font-based / letter-based, and combines a logotype / wordmark with a pictorial or abstract mark.



## Emblem / Enclosure

This format features the name/font as part of a shape or pictorial element such as badges, seals, and crests.



## Mascot

This format involves an illustrated character that represents your brand.



## Complex Illustration

This format uses a custom, hand-drawn feel that depicts a character or scene.



# Font Styles

We also went through fonts to show what each style evokes.

- **Your Brand**

Serif typefaces are often seen as authoritative, traditional, and respectable and evoke a feeling of sophistication, reliability, practicality, and formality.

- **Your Brand**

Thinner, sans serif typefaces and lowercase type feel more modern, minimalistic, clean, and universal.

- *Your Brand*

Script or handwritten typefaces can feel creative, both more artistic and elegant, or handmade, friendly and personal.

- **YOUR BRAND**

Sans serif typefaces are often seen as modern, clean, and stable, and putting the lettering in all caps can make people think about strength, clarity, and a future focus.

- **Your Brand**

Bold typefaces with heavy block slab serifs can be seen as bold, strong, modern, trendy, friendly, and solid. They also help to emphasize a point.

- **Your Brand**

Decorative or display typefaces fall into a variety of categories or defy categorization completely, but what they share in common is that they have a strong and unique visual character.

**Every Detail Was Created  
with Intention**

**Following an in-depth review of several color combinations, the committee aligned on three final options.**

# JAUNT

# JAUNT

connecting  
people to  
each other



People. Service. Connection.

## Primary Colors

Blue



Aqua



White



## Secondary Colors

Purple



Magenta



Indigo



## Accent Colors

Violet



Pink



Light Aqua





# JAUNT

# JAUNT

connecting  
people to  
each other



People. Service. Connection.

## Primary Colors

Blue



Aqua



White



## Secondary Colors

Dark Green



Light Green



Indigo



## Accent Colors

Yellow



Orange



Light Aqua



# JAUNT

# JAUNT

connecting  
people to  
each other



People. Service. Connection.

## Primary Colors

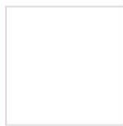
Blue



Aqua



White



## Secondary Colors

Dark Green



Light Green



Indigo



## Accent Colors

Magenta



Pink



Light Aqua



**We then asked employees and stakeholders for their input one final time to determine Jaunt's new color palette.**

JAUNT

JAUNT

JAUNT



connecting  
people to  
each other



68



## Primary Colors

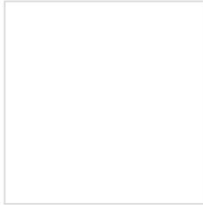
Blue



Aqua



White



## Secondary Colors

Dark Green



Light Green



Indigo





# JAUNT

RideJaunt.org

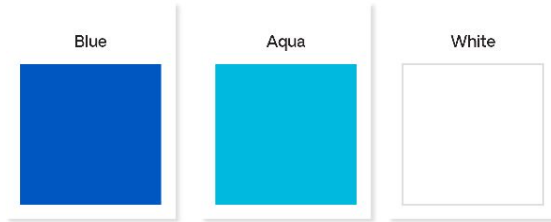
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people.  
service.  
connection.

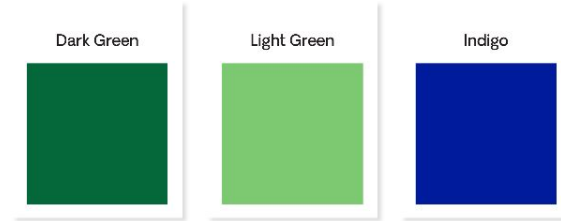


JAUNT

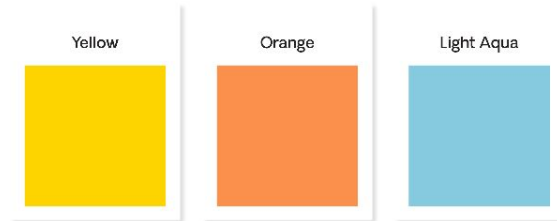
### Primary Colors



### Secondary Colors



### Accent Colors



# JAUNT

# JAUNT

connecting  
people to  
each other



People. Service. Connection.

## Primary Colors

Blue



Aqua



White



## Secondary Colors

Dark Green



Light Green



Indigo



## Accent Colors

Yellow



Orange



Light Aqua





JAUNT



## Small Towns

but big  
connections

From Scottsville to Crozet to Charlottesville, Jaunt ties our communities together one ride at a time. Hop on and say hi to your neighbors.

JAUNT

## Fuel for your day (minus the fuel!)

## Meet Your Jaunt Driver



Say hi to Sam, one of our favorite Jaunt operators! When they're not navigating the streets, they're navigating what kind of playlist to play next (oldies? 90s? jazz?). What's your go-to road trip jam?

JAUNT

#overheard



Jaunt helps me stay independent. I can get where I need to go without worrying.



## About Us



Jaunt is Central Virginia's friendly, reliable public transit service—connecting people to work, appointments,

JAUNT

## Where to next?

All aboard! Whether you're heading to the grocery store, a friend's house, or just exploring Charlottesville — Jaunt's got you.





**When asked about the tagline,  
everyone was split down the middle.  
But, one thing was clear.  
CARE is Jaunt's essential  
differentiator...**



JAUNT

# Regional Connections Powered by Care









# Regional Connections Powered by Care

JAUNT

# Thank You!



[valeria@chaskiglobal.com](mailto:valeria@chaskiglobal.com) | [lauren@chaskiglobal.com](mailto:lauren@chaskiglobal.com)  
[ChaskiGlobal.com](https://ChaskiGlobal.com)  
[@chaskiglobal](https://@chaskiglobal)



**MEMORANDUM OF UNDERSTANDING  
ON THE CHARLOTTESVILLE-ALBEMARLE  
REGIONAL TRANSIT AUTHORITY**

This Memorandum of Understanding (MOU) establishes a framework for collaboration and cooperation between the Thomas Jefferson Planning District Commission (TJPDC), County of Albemarle, and City of Charlottesville regarding the administration, coordination, and support for the Charlottesville-Albemarle Regional Transit Authority (CARTA). The intent of this MOU is to identify payment terms, roles, and responsibilities of each party.

**PARTIES TO AGREEMENT:**

Thomas Jefferson Planning District Commission  
Christine Jacobs, Executive Director  
401 E. Water Street/PO Box 1505  
Charlottesville, VA 22902-1505

County of Albemarle  
Jeffrey Richardson, County Executive  
401 McIntire Road  
Charlottesville, VA 22902

City of Charlottesville  
Samuel Sanders, Jr., City Manager  
605 E. Main Street/P.O. Box 911  
Charlottesville, VA 22902

**PERIOD OF AGREEMENT:**

This agreement will remain in place until amended in writing by all parties. Either party to this agreement may terminate this MOU with at least one hundred eighty (180) days notice prior to the start of the next fiscal year. If this MOU is terminated in compliance with this provision and other terms of the MOU, all parties agree to cooperate on staff support service termination in a civil and appropriately timely manner. TJPDC shall provide all records, property, or other materials necessary for the effective transition no later than ninety (90) days following the conclusion of the fiscal year.

**FUNDING:**

The County of Albemarle and City of Charlottesville will fund TJPDC administration services outlined in this MOU at 50% each. Formal budget requests will be made each year through the City and County's annual agency budget request process.

**ROLES AND RESPONSIBILITIES**

The TJPDC shall serve as the lead administrative agency for CARTA, providing staffing, coordination, and technical support.

**TJPDC will:**

- I. Provide staff support as the lead for administration and programming for CARTA, with funding from the County of Albemarle and City of Charlottesville.
- II. Perform administrative support services, including but not limited to:
  - a. Meeting planning and preparation, technical logistics, dissemination of meeting materials, issuance of public notices, and recordkeeping for all regular and special meetings of CARTA and its Committees as established by Bylaws or other governing documents. Meeting materials will be provided by TJPDC staff and posted for the public on the TJPDC website in accordance with § 2.2-3707 of the *Code of Virginia*.
  - b. Webpage management and maintenance.

- c. Annual reporting, as required or requested by the Bylaws, General Assembly of Virginia, Auditor of Public Accounts, Virginia Department of Transportation, or member jurisdictions.
- III. Serve as a liaison to the Commonwealth of Virginia, including the Virginia Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT).
- IV. Support grant writing and grant administration activities on behalf of CARTA.
- V. Planning and technical support
  - a. Provide research, data collection, and analysis to support decision-making.
- VI. Contract with professional contractors and consultants on behalf of CARTA to fulfill the necessary duties and responsibilities for CARTA as identified by the Bylaws and other governing documents.

**Albemarle County will:**

- I. Provide local funds annually committed as cash match for the administration.
- II. Provide staff support to assist with project tasks, including but not limited to:
  - a. Participate in regular and special meetings of the CARTA.
  - b. Provide transit operational data, performance metrics, and financial information for County-supported transit services.
  - c. Collaborate with TJPDC staff in developing meeting materials, grant applications, and transit planning.
  - d. Support coordination of CARTA initiatives with County departments, staff, and elected officials.

**City of Charlottesville will:**

- I. Provide local funds annually committed as cash match for the administration.
- II. Provide staff support to assist with project tasks, including but not limited to:
  - a. Participate in regular and special meetings of the CARTA.
  - b. Provide transit operational data, performance metrics, and financial information for City-supported transit services.
  - c. Collaborate with TJPDC staff in developing meeting materials, grant applications, and transit planning.
  - d. Support coordination of CARTA initiatives with City departments, staff, and elected officials.

**Accepted by:**

**County of Albemarle**

\_\_\_\_\_  
Jeffrey Richardson, County Executive

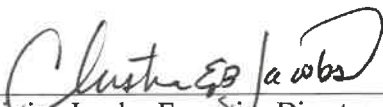
\_\_\_\_\_  
Date

**City of Charlottesville**

\_\_\_\_\_  
Samuel Sanders, Jr., City Manager

\_\_\_\_\_  
Date

**Thomas Jefferson Planning District Commission**

  
\_\_\_\_\_  
Christine Jacobs, Executive Director

11.9.25  
\_\_\_\_\_  
Date



*Regional Vision • Collaborative Leadership • Professional Service*

Brad Burdette, President  
Jaunt, Inc.  
104 Keystone Place  
Charlottesville, VA 22902

November 6, 2025

Dear President Burdette and Members of the Jaunt Board of Directors:

The Thomas Jefferson Planning District Commission (TJPDC) submits this letter formally requesting dissolution of the Regional Transit Partnership (RTP) following the activation of the Charlottesville-Albemarle Regional Transit Authority (CARTA). Effective December 2025, CARTA will serve as the primary forum for regional transit discussion and decision-making and will continue working toward legislative pursuits to secure revenue-generating authority.

Following a recommendation from the Regional Transit Coordination Study, the RTP was established in 2017 to serve as an interim body and precursor for establishing a regional transit authority. Since formation, the RTP has successfully provided a strong forum for communication and coordination between transit providers and played a critical role in building consensus around regional transit priorities.

The RTP completed a strategic plan (2018), Albemarle County Transit Expansion Study/Micro-CAT (2022), Regional Transit Vision Plan (2022), and Transit Governance Study (2024) that provided the foundation for CARTA activation in 2024. As a result of the work of the RTP, the City of Charlottesville and Albemarle County have a regional transit vision that community members and transit providers support. The activation of CARTA represents a significant milestone in the region's efforts to formalize a unified approach to regional transit planning and governance.

The principal guiding document that identifies partners, roles, and responsibilities for the RTP is the attached Memorandum of Understanding (MOU), last amended in 2021. It reflects the shared commitment of its signatories, the region's transit partners:

- Albemarle County
- Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)
- City of Charlottesville, on behalf of Charlottesville Area Transit (CAT)
- Jaunt
- Thomas Jefferson Planning District Commission (TJPDC)
- University of Virginia (UVA)

According to **Article 6 – Amendments:**

Amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT.

Pursuant to Article 6, the TJPDC is requesting action from [Board/Agency] to concur with formally dissolving the Regional Transit Partnership.

---

City of Charlottesville    Albemarle County    Fluvanna County    Greene County    Louisa County    Nelson County

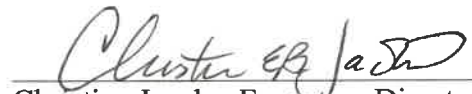
401 East Water Street • Post Office Box 1505 • Charlottesville, Virginia 22902-1505  
Telephone (434) 979-7310 • Fax (434) 979 1597 • Virginia Relay Users: 711 (TDD) • email: [info@tjpd.org](mailto:info@tjpd.org) • web: [www.tjpd.org](http://www.tjpd.org)

Thank you for your leadership, partnership, and participation in the RTP over the past several years. The RTP has been instrumental in laying the foundation for a stronger, more coordinated regional transit system and we look forward to continuing our collaboration through the Charlottesville-Albemarle Regional Transit Authority.

Sincerely,

  
\_\_\_\_\_  
Keith Smith, Chair  
Thomas Jefferson Planning District Commission

11.6.25  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Christine Jacobs, Executive Director  
Thomas Jefferson Planning District Commission

11/9/2025  
\_\_\_\_\_  
Date

**Attachments:**

*Memorandum of Understanding on the Jefferson Area Regional Transit Partnership (RTP)*

**CC:**

Mr. Ned Gallaway, Albemarle County Board of Supervisors  
Mr. Mike Pruitt, Albemarle County Board of Supervisors  
Mr. Philip D'Oronzio, City of Charlottesville Planning Commission  
Mr. Michael Payne, City of Charlottesville City Council  
Mr. Tony O'Brien, Fluvanna County Board of Supervisors  
Mr. Tim Goolsby, Greene County Board of Supervisors  
Mr. James Higgins, Greene County Citizen Representative  
Mr. Manning Woodward, Louisa County Board of Supervisors  
Mr. Tommy Barlow, Louisa County Board of Supervisors  
Mr. Ernie Reed, Nelson County Board of Supervisors  
Mr. Jesse Rutherford, Nelson County Board of Supervisors



**Charlottesville-Albemarle Metropolitan Planning Organization  
of the Thomas Jefferson Planning District Commission**  
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org  
(434) 979-7310 phone • (434) 979-1597 fax • info@tjpd.org email

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**MEMORANDUM OF UNDERSTANDING  
ON THE JEFFERSON AREA  
REGIONAL TRANSIT PARTNERSHIP (RTP)**

This agreement is made and entered into as of June 10, 2021 by and between the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO, the City of Charlottesville hereinafter referred to as the CITY, the County of Albemarle hereinafter referred to as the COUNTY, JAUNT, Inc hereinafter referred to as JAUNT, with JAUNT and Charlottesville Area Transit together hereinafter referred to as the PUBLIC TRANSIT OPERATORS, and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the TJPDC.

WHEREAS, in 2016, the Planning and Coordination Council (PACC) asked TJPDC to review and recommend opportunities for improved communication, coordination and collaboration on transit matters; and,

WHEREAS, the TJPDC completed work on a Regional Transit Coordination Study, where the main recommendation from this study was to establish a Regional Transit Partnership (RTP) hereinafter referred to as the PARTNERSHIP, consisting of an Advisory Board and whose charge is to provide a venue for continued communication, coordination and collaboration between transit providers, localities and other stakeholders; and,

WHEREAS, City Council and the Albemarle Board of Supervisors held a joint meeting on February 14th, 2017, where both bodies voted to support development of the PARTNERSHIP and asked TJPDC to develop an MOU; and,

WHEREAS, on October 30, 2017, the Charlottesville-Albemarle Metropolitan Planning Organization, the City of Charlottesville, the County of Albemarle, JAUNT, Inc, and the Thomas Jefferson Planning District Commission did enter into an original Memorandum of Understanding defining the vision, roles and responsibilities for the Regional Transit Partnership; and

WHEREAS, on June 10, 2021, these parties amend this Memorandum of Understanding to include the University of Virginia hereinafter referred to as UVA among the PUBLIC TRANSIT OPERATORS and signatories of this agreement.

NOW THEREFORE, be it recognized and agreed that the MPO, CITY, COUNTY, JAUNT, and UVA hereby establish the Jefferson Area Regional Transit Partnership (RTP), in accordance with the following articles.

**Article 1**

**Staffing, Funding and Boundaries**

The MPO is responsible, as the lead, for staffing and programming for the PARTNERSHIP, with Section 5303 program funding from the Federal Transit Administration (FTA) and Virginia Department of Rail and Public Transportation (DRPT). Funding will be a regular item in the MPO's Unified Planning Work Program (UPWP). The PARTNERSHIP's program area is limited to the Charlottesville-Albemarle metropolitan transportation planning area (MPA) that includes the CITY and the urbanized portions of the COUNTY.

**Article 2**

**Function and Authority**

The PARTNERSHIP will be an advisory board that provides recommendations to CITY, COUNTY, PUBLIC TRANSIT OPERATORS and other stakeholders, such as the University of Virginia (UVA). The



PARTNERSHIP shall not have any inherent decision-making powers and does not supersede management over the PUBLIC TRANSIT OPERATORS.

### **Article 3**

#### **Membership and Voting Structure**

The composition of the PARTNERSHIP may change with time, as the Advisory Board meets and identifies an improved membership structure. At a later date, the PARTNERSHIP may extend to surrounding counties and towns, as needed. Expansion of Advisory Board members will require written amendments to this MOU. The PARTNERSHIP roster includes voting and non-voting membership. Each voting member is permitted one vote on all matters addressed by the PARTNERSHIP. All individuals on the Advisory Board have equal voting powers, with no weighted privileges given to any members.

Voting membership includes *eight* representatives, including:

- Charlottesville City Council – *two representatives*
- Albemarle Board of Supervisors – *two representatives*
- JAUNT Corporation Board – *two representatives*--one urban & one rural representative with at no time having both serve from the same governmental jurisdiction.
- Department of Rail and Public Transportation (DRPT) – *one representative*
- University of Virginia – *one representative*

There shall also be a nonvoting representative as designated by the PARTNERSHIP.

The designating body of each member locality or agency, having appointed the appropriate number of representatives to the PARTNERSHIP, as indicated in this ARTICLE, whether voting or nonvoting, may appoint an alternate member(s). Voting privileges for alternates shall be the same as for the regular member in the absence of the regular member.

There are no set term-limits for members of the PARTNERSHIP Advisory Board. Each member locality or agency shall reassess membership to the PARTNERSHIP, according to their own processes.

### **Article 4**

#### **Meeting Schedule and Bylaws**

The PARTNERSHIP will set a meeting schedule that is coordinated with the MPO Policy Board meeting schedule. The PARTNERSHIP shall convene at least four times in a given fiscal year.

This MOU will serve as the main guiding documents for the PARTNERSHIP. The PARTNERSHIP may adopt bylaws, to aid in management of meetings. Unless otherwise determined by the PARTNERSHIP, TJPDC will facilitate and manage meetings. Voting and parliamentary procedure will be conducted according to simplified Robert's Rules of Order.

### **Article 5**

#### **Deliverables and Roles**

As recurring responsibilities, the PARTNERSHIP will be responsible for the following:

- *Building the CITY/COUNTY Relationship.* The PARTNERSHIP will help the region build relationships and momentum for future successes.
- *Create a formal means of sharing information.* Created by an MOU, the PARTNERSHIP will create and maintain a formal mechanism for exchanging information between transit providers, localities and other stakeholders.
- *Address pressing issues immediately.* The PARTNERSHIP will provide immediate attention to pressing concerns and issues, as laid out in the Regional Coordination Study, conducted by TJPDC.
- *Facilitate transit planning.* The PARTNERSHIP will provide recommendations, assessments and guidance on transit-related matters to the CITY, COUNTY and PUBLIC TRANSIT OPERATORS.

*Integrating transit into other decision-making* The PARTNERSHIP will ensure that transit will receive increased consideration in regional and local planning efforts

*Test an RTA structure.* The PARTNERSHIP will provide a sample model version of a Regional Transit Authority (RTA) that allows all parties to become more familiar with the concept of a consolidated transit system

*Preparing for an RTA.* Within the PARTNERSHIP, the region will have a venue for negotiating and studying an RTA that could benefit all partners in the region

Specific deliverables include but are not limited to

*Drafting Formal Agreements:* The PARTNERSHIP will review existing arrangements and transit relationships, reviewing and drafting if necessary, formal contracts and agreements. The initial and primary task would be to address the most pressing problem, the complicated web of arrangements.

*Integrating Transit into Decision-Making.* The PARTNERSHIP will work to integrate greater transit considerations into planning efforts around the region. The PARTNERSHIP will have involvement with the MPO's Long Range Transportation Plan (LRTP), vetting transit-related recommendations. It would also provide recommendations to local planning efforts and projects.

*Coordinated Transit Development Plans and Strategies:* Currently, the three transit providers have entirely separate planning documents. PUBLIC TRANSIT OPERATORS must update their Transit Development Plan (TDP) or Transit Strategic Plans (TSP) every five years. Whether done through the TDP or as a document that later consolidates planning recommendations, the PARTNERSHIP is responsible for overseeing the region's transit planning process.

*Update RTA Study:* The PARTNERSHIP, in coordination with the MPO, will update the RTA Study and develop a new report that will help the region determine if an RTA is feasible.

*RTP Bylaws and Mission:* The PARTNERSHIP may develop bylaws and mission statement.

#### Article 6

#### Amendments

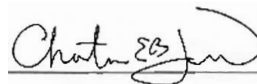
Amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.



Michael Payne,  
Chair  
Charlottesville-Albemarle Metropolitan Planning Organization

WITNESS BY



WITNESS BY

Ned L. Gallaway,  
Chair  
County of Albemarle Board of Supervisors

WITNESS BY

Nikayah Walker,  
Mayor  
City of Charlottesville, and on behalf of the Charlottesville Transit Service

- *Integrating transit into other decision-making.* The PARTNERSHIP will ensure that transit will receive increased consideration in regional and local planning efforts.
- *Test an RTA structure.* The PARTNERSHIP will provide a sample model version of a Regional Transit Authority (RTA) that allows all parties to become more familiar with the concept of a consolidated transit system.
- *Preparing for an RTA.* Within the PARTNERSHIP, the region will have a venue for negotiating and studying an RTA that could benefit all partners in the region.

Specific deliverables include but are not limited to:

- *Drafting Formal Agreements:* The PARTNERSHIP will review existing arrangements and transit relationships, reviewing and drafting if necessary, formal contracts and agreements. The initial and primary task would be to address the most pressing problem, the complicated web of arrangements.
- *Integrating Transit into Decision-Making:* The PARTNERSHIP will work to integrate greater transit considerations into planning efforts around the region. The PARTNERSHIP will have involvement with the MPO's Long Range Transportation Plan (LRTP), vetting transit-related recommendations. It would also provide recommendations to local planning efforts and projects.
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- *Update RTA Study:* The PARTNERSHIP, in coordination with the MPO, will update the RTA Study and develop a new report that will help the region determine if an RTA is feasible.
- *RTP Bylaws and Mission:* The PARTNERSHIP may develop bylaws and mission statement.

#### Article 6 Amendments

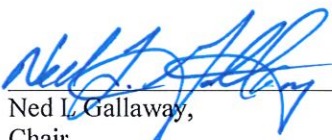

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IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

#### Signatures:

\_\_\_\_\_  
Michael Payne,  
Chair  
Charlottesville-Albemarle Metropolitan Planning Organization

WITNESS BY \_\_\_\_\_

 \_\_\_\_\_ WITNESS BY   
Ned L. Gallaway,  
Chair  
County of Albemarle Board of Supervisors

\_\_\_\_\_  
Nikuyah Walker,  
Mayor  
City of Charlottesville, and on behalf of the Charlottesville Transit Service

WITNESS BY \_\_\_\_\_



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- *Test an RTA structure.* The PARTNERSHIP will provide a sample model version of a Regional Transit Authority (RTA) that allows all parties to become more familiar with the concept of a consolidated transit system.
- *Preparing for an RTA.* Within the PARTNERSHIP, the region will have a venue for negotiating and studying an RTA that could benefit all partners in the region.

Specific deliverables include but are not limited to:

- *Drafting Formal Agreements:* The PARTNERSHIP will review existing arrangements and transit relationships, reviewing and drafting if necessary, formal contracts and agreements. The initial and primary task would be to address the most pressing problem, the complicated web of arrangements.
- *Integrating Transit into Decision-Making:* The PARTNERSHIP will work to integrate greater transit considerations into planning efforts around the region. The PARTNERSHIP will have involvement with the MPO's Long Range Transportation Plan (LRTP), vetting transit-related recommendations. It would also provide recommendations to local planning efforts and projects.
- *Coordinated Transit Development Plans and Strategies:* Currently, the three transit providers have entirely separate planning documents. PUBLIC TRANSIT OPERATORS must update their Transit Development Plan (TDP) or Transit Strategic Plans (TSP) every five years. Whether done through the TDP or as a document that later consolidates planning recommendations, the PARTNERSHIP is responsible for overseeing the region's transit planning process.
- *Update RTA Study:* The PARTNERSHIP, in coordination with the MPO, will update the RTA Study and develop a new report that will help the region determine if an RTA is feasible.
- *RTP Bylaws and Mission:* The PARTNERSHIP may develop bylaws and mission statement.

#### **Article 6 Amendments**

Amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

#### **Signatures:**

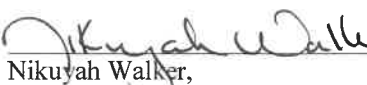
WITNESS BY \_\_\_\_\_


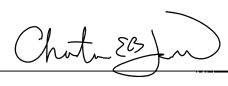
\_\_\_\_\_  
Michael Payne,  
Chair  
Charlottesville-Albemarle Metropolitan Planning Organization

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Ned L Gallaway,  
Chair  
County of Albemarle Board of Supervisors

WITNESS BY \_\_\_\_\_

 \_\_\_\_\_  
Nikayah Walker,  
Mayor  
City of Charlottesville, and on behalf of the Charlottesville Transit Service

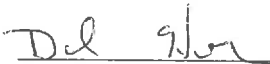
 WITNESS BY   
Randolph Parker  
President  
Jaunt, Inc.

\_\_\_\_\_ WITNESS BY \_\_\_\_\_  
Dale Herring,  
Chair  
Thomas Jefferson Planning District Commission

\_\_\_\_\_ WITNESS BY \_\_\_\_\_  
Jennifer Wagner Davis,  
EVP-COO  
University of Virginia

\_\_\_\_\_  
Randolph Parker,  
President  
Jaunt, Inc.

WITNESS BY \_\_\_\_\_

 \_\_\_\_\_  
Dale Herring,  
Chair  
Thomas Jefferson Planning District Commission

WITNESS BY  \_\_\_\_\_

\_\_\_\_\_  
Jennifer Wagner Davis,  
EVP-COO  
University of Virginia

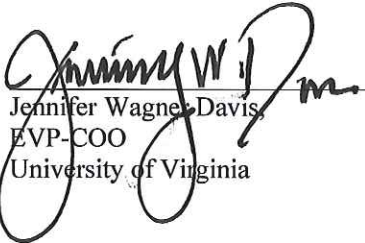
WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Randolph Parker,  
President  
Jaunt, Inc.


WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Dale Herring,  
Chair  
Thomas Jefferson Planning District Commission

WITNESS BY \_\_\_\_\_

 \_\_\_\_\_  
Jennifer Wagner-Davis,  
EVP-COO  
University of Virginia

WITNESS BY \_\_\_\_\_



**AMENDMENT TO THE  
MEMORANDUM OF UNDERSTANDING  
ON THE JEFFERSON AREA  
REGIONAL TRANSIT PARTNERSHIP (RTP)**

**WHEREAS**, the Regional Transit Partnership was established following a recommendation of the Regional Transit Coordination Study in 2017 to serve as an interim body and precursor for establishing a regional transit authority; and

**WHEREAS**, on October 30, 2017, the Charlottesville-Albemarle Metropolitan Planning Organization, the City of Charlottesville, the County of Albemarle, JAUNT, Inc, and the Thomas Jefferson Planning District Commission entered into an original Memorandum of Understanding defining the vision, roles and responsibilities for the Regional Transit Partnership; and

**WHEREAS**, on June 10, 2021, these parties amended this Memorandum of Understanding to include the University of Virginia among the PUBLIC TRANSIT OPERATORS and signatories of this agreement; and

**WHEREAS**, since its creation, the Regional Transit Partnership has successfully provided a strong forum for communication and coordination between transit providers and filled a critical role in building consensus around regional transit priorities; and

**WHEREAS**, the Regional Transit Partnership has completed studies including the RTP Strategic Plan (2018), Albemarle County Transit Expansion Study (2022), Regional Transit Vision Plan (2022), and Transit Governance Study (2024) and effectively followed recommendations that led to the activation of the Charlottesville-Albemarle Regional Transit Authority; and

**WHEREAS**, the Charlottesville-Albemarle Regional Transit Authority will assume the long-term role of regional transit planning, coordination, and decision-making; and

**WHEREAS**, Article 6 of the Memorandum of Understanding provides that amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT; and

**WHEREAS**, these parties agree that it is appropriate and most efficient to terminate this Memorandum of Understanding on the Regional Transit Partnership and transfer its roles, responsibilities, and deliverables to the regional transit authority.

**NOW, THEREFORE**, after thoughtful consideration and significant progress in regional transit planning, all parties agree to amend this Memorandum of Understanding with a termination date of December 2025.

**Signatures:**

  
\_\_\_\_\_  
Keith Smith, Chair  
Thomas Jefferson Planning District Commission

11.6.25  
\_\_\_\_\_  
Date

WITNESS BY   
\_\_\_\_\_

\_\_\_\_\_  
Brad Burdette, President  
Jaunt, Inc.

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Ned Gallaway, Chair  
Charlottesville-Albemarle Metropolitan Planning  
Organization

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Jaundiego Wade, Mayor  
Charlottesville City Council, and on behalf of  
Charlottesville Area Transit

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Jim Andrews, Chair  
Albemarle County Board of Supervisors

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Jennifer Wagner Davis, EVP-COO  
University of Virginia

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

**Jaunt**  
**FY2026 Monthly Financial Summary**  
**Operating**

October 2025 Year To Date						
Sources of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Realized	Comments
<b>Fee Revenue:</b>						
Interest Revenue	\$ 70,644	\$ 108,256	\$ 37,612	\$ 211,932	51%	LGIP Average Monthly Yield 4.236% Reduction in contract service
Contract Revenue	\$ 20,860	\$ 7,114	\$ (13,746)	\$ 62,579	11%	
<b>Governmental Revenue:</b>						
Federal Operating Grants	\$ 1,412,633	\$ 1,567,379	\$ 154,747	\$ 4,237,898	37%	Vehicle and Equipment Sales
Virginia DRPT Operating	\$ 628,055	\$ 568,215	\$ (59,840)	\$ 1,884,166	30%	
Local Government Operating	\$ 2,119,335	\$ 2,119,335	\$ -	\$ 6,358,005	33%	
In Lieu of Local	\$ 13,333	\$ 13,333	\$ 0	\$ 40,000	33%	
Other Revenue	\$ -	\$ 77,023	\$ 77,023			
Account Transfer (Jaunt Reserves)	\$ -	\$ -	\$ -	\$ -		
<b>Total Revenue</b>	\$ 4,264,860	\$ 4,460,656	\$ 195,796	\$ 12,794,580	35%	
<b>Uses of Financial Resources</b>	<b>YTD Budgeted</b>	<b>YTD Actual</b>	<b>Budget Variance</b>	<b>Total Budget</b>	<b>Budget Realized</b>	<b>Comments</b>
Salaries & Wages	\$ 2,547,111	\$ 2,007,998	\$ (539,113)	\$ 7,641,334	26%	Outsourcing of Marketing Strategies Change in insurance policy and increased rates
Fringe Benefits/Staff Development	\$ 890,167	\$ 694,028	\$ (196,139)	\$ 2,670,502	26%	
Travel/Business Meals/Meetings	\$ 21,333	\$ 2,099	\$ (19,234)	\$ 64,000	3%	
Facility/Equipment Maintenance/Utilities	\$ 66,542	\$ 64,588	\$ (1,954)	\$ 199,627	32%	
Supplies & Materials	\$ 273,078	\$ 268,900	\$ (4,178)	\$ 819,234	33%	
Marketing & Advertising	\$ 28,333	\$ 56,646	\$ 28,312	\$ 85,000	67%	
Insurance & Bonding	\$ 208,333	\$ 317,418	\$ 109,085	\$ 625,000	51%	
Professional Services	\$ 216,794	\$ 121,881	\$ (94,914)	\$ 650,383	19%	
Miscellaneous	\$ 13,167	\$ 23,032	\$ 9,866	\$ 39,500	58%	
<b>Total Expenditure</b>	\$ 4,264,860	\$ 3,556,591	\$ (708,269)	\$ 12,794,580	28%	
<b>Net change in fund balance</b>	\$ -	\$ 904,065	\$ 904,065	\$ (0)		

**Jaunt**  
**FY2026 Monthly Financial Summary**  
**Capital**

October 2025 Year To Date						
Sources of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Realized	Comment
<b>Governmental Revenue:</b>						
Federal Capital Grants	\$ 506,235	\$ 13,116	\$ (493,119)	\$ 1,518,704	1%	
Virginia DRPT Capital	\$ 2,074,611	\$ 4,465	\$ (2,070,146)	\$ 6,223,833	0%	
Local Government	\$ 164,572	\$ 164,572	\$ 0	\$ 493,717	33%	
Account Transfer (Jaunt Reserves)	\$ -	\$ -	\$ -	\$ -	0%	
<b>Total Revenue</b>	\$ 2,745,418	\$ 182,153	\$ (2,563,265)	\$ 8,236,254	2%	
Uses of Financial Resources	YTD Budgeted	YTD Actual	Budget Variance	Total Budget	Budget Realized	Comment
Revenue Vehicles	\$ 1,101,215	\$ -	\$ (1,101,215)	\$ 3,303,646	0%	Vehicle Parts Replacements/Repairs
Support Vehicles	\$ -	\$ -	\$ -	\$ -		
Spare Parts for Vehicles	\$ 42,410	\$ 25,164	\$ (17,246)	\$ 120,387	21%	
Facility	\$ 1,030,280	\$ -	\$ (1,030,280)	\$ 3,090,840	0%	
Information Technology	\$ 571,512	\$ -	\$ (571,512)	\$ 1,714,537	0%	
<b>Total Expenditure</b>	\$ 2,745,418	\$ 25,164	\$ (2,720,254)	\$ 8,236,254	0%	
<b>Net change in fund balance</b>	\$ (0)	\$ 156,989	\$ 156,989	\$ -		



# JAUNT

## Balance Sheet Summary

	<u>10/31/2025</u>	<u>10/31/2024</u>
<b>Assets</b>		
Cash and Cash Equivalents	9,460,171	9,592,808
Receivables, Net of Allowances	16,155	16,387
Due From Other Governmental Units	1,889,138	1,481,001
Prepaid Items	88,504	152,979
Capital Assets	9,362,381	6,266,993
<b>Total Assets</b>	<b><u>20,816,349</u></b>	<b><u>17,510,168</u></b>
<b>Liabilities</b>		
Accounts Payable	69,539	110,265
Accrued Payroll & Related Liabilities	153,450	417,074
Lease Liability	53,953	69,956
Deferred Revenue	864,013	1,072,748
<b>Total Liabilities</b>	<b><u>1,140,956</u></b>	<b><u>1,670,042</u></b>
<b>Fund Balance/Net Position</b>		
JAUNT Inc. Stock	16	16
Fund Balance:		
Nonspendable:		
Prepaid Items	88,504	152,979
Committed:		
Rainy Day	3,000,000	3,000,000
Capital Reserve	1,965,808	1,965,808
Unassigned	5,493,056	4,697,091
Total Fund Balance	<u>10,547,368</u>	<u>9,815,878</u>
Total Equity	<u>10,547,384</u>	<u>9,815,894</u>
<b>Total Liabilities and Equity</b>	<b><u>11,688,339</u></b>	<b><u>11,485,936</u></b>
<b>Net Position:</b>		
Investment in Capital Assets	9,308,428	6,197,037
Unrestricted	10,366,949	9,643,072
Total Net Position	<u>19,675,377</u>	<u>15,840,109</u>
Total Net Position and Equity	<u>19,675,393</u>	<u>15,840,125</u>
<b>Total Liabilities and Net Position</b>	<b><u>20,816,349</u></b>	<b><u>17,510,168</u></b>

## Jaunt, Inc.

### Statement of Cash Flows for Month Ended October 31, 2025

Operating	
Local Match	\$ 977,679.00
DRPT Receipts	733,461
CAT Receipts	-
Agency Receipts	2,795
Other Receipts	13,408
Payroll	(511,827)
Capital Payments	-
Other Payments	(942,224)
Net Cash from Operating	<u>273,292</u>
Investing	
Interest	27,166
Transfer to/from LGIP	-
Net Cash from Investing	<u>27,166</u>
<b>Net Change in Cash</b>	<b><u>\$ 300,458</u></b>
Beginning Cash Balance 10/1/2025	\$ 9,321,607
Ending Cash Balance 10/31/2025	\$ 9,622,066
Days of Cash on Hand	301.31
Months of Cash on Hand	10.04

## **Jaunt Safety Report September 2025**

### **Preventable Vehicle Accident(s): 3**

9/2/2025 – Operator hit a parked electric scooter

9/8/2025 – Operator was trying to get out of the road when they backed into an electric pole

9/22/2025 – Operator was backing out of a client's driveway and scraped against a bush with branches sticking out, causing scratches on the bus

### **Non-Preventable Vehicle Accident(s): 1**

9/12/2025 – Operator was driving on Route 20 when a deer ran across the road and struck the bus leaving no damage

### **Customer Related Incident(s): 1**

9/10/2025 – Operator reported that a client had fallen while on the bus, the client fell face forward and received numerous cuts and bruises, but did not lose consciousness, operator called 911 and client was transported to the hospital

### **Staff Related Incident(s): 1**

9/17/2025 – Operator was picking up a client at Eye One when they slipped entering the building, operator was transported to the hospital via ambulance.

Jaunt traveled 117,857 revenue miles and had 3 preventable accident from 9/1/2025 to 9/30/2025. Jaunt has a goal of less than 1 preventable Accident for every 100,000 miles driven. Jaunt has had 9 preventable accidents since 7/1/2025 and recorded 358,258 total revenue travel miles.

**Safety Concerns Shared and Investigated: 0**

There were no safety concerns reported in the month of September 2025

**Site Visits: 0**

There were no site visits for the month of September 2025

**National Transit Database Reporting: 2**

## **Jaunt Safety Report October 2025**

### **Preventable Vehicle Accident(s): 4**

10/10/2025 – Operator was making a right turn in the dark and hit a ditch, causing the light and license plate to be knocked off

10/17/2025 – Operator scraped the right rear lift door on the gate at Faith Temple Church trying to avoid parked cars on both sides

10/31/2025 – Operator took a curve to close and ended up hitting the curb causing damage to the tire

10/31/2025 – Operator was picking up a client and while leaving hit a low hanging branch that caught the top corner above the lift and scraped the bus

### **Non-Preventable Vehicle Accident(s): 3**

10/9/2025 – Operator was driving along Route 20 when a deer ran across the road hitting the bus, causing minor damages

10/11/2025 – Operator was parked at Kingdom Hall when a blue car backed into the bus

10/16/2025 – Operator was proceeding through a green light when the bus was struck by a Chevy 250 pickup truck pulling a trailer, operator was taken to the hospital

### **Customer Related Incident(s): 1**

10/30/2025 – Operator was unloading a client while the client's son was standing on the other side of the ramp, when the ramp came down the operator heard the son yell because the ramp had come down on his foot

### **Staff Related Incident(s): 0**

Jaunt traveled 127,150 revenue miles and had 4 preventable accident from 10/1/2025 to 10/31/2025. Jaunt has a goal of less than 1 preventable Accident for every 100,000 miles driven. Jaunt has had 13 preventable accidents since 7/1/2025 and recorded 485,408 total revenue travel miles.

**Safety Concerns Shared and Investigated: 0**

There were no safety concerns reported in the month of October 2025

**Site Visits: 0**

There were no site visits for the month of October 2025

**National Transit Database Reporting: 1**

## Jaunt Board of Directors Meeting

December 10, 2025, 10 AM

This service report includes September and October 2025 data. Ridership increased 4.4% from August to September, and 10.1 % from September to October.

The two columns to the right show a comparison of the average monthly for all of FY25 to Year-to-Date average monthly for FY26, followed by a percent change column.

Jaunt Performance Statistics		2024			2025										Avg FY25	Avg FY26	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct			
ADA	Passengers	9,332	8,172	7,537	7,577	7,209	8,311	8,463	7,950	7,727	8,532	8,257	8,298	9,024	8,098	8,528	5.3%
	Revenue Hours	3,762	3,437	3,249	3,258	2,872	3,214	3,156	3,173	3,041	3,308	3,021	3,125	3,386	3,320	3,210	-3.3%
	Revenue Miles	40,627	36,950	33,474	33,587	31,073	35,948	36,278	36,171	34,659	38,641	36,746	36,919	38,567	35,908	37,718	5.0%
Demand Response	Passengers	7,001	5,722	5,653	5,314	4,982	6,354	6,822	6,361	5,834	6,676	6,523	6,819	7,555	6,115	6,893	12.7%
	Revenue Hours	3,362	2,814	2,849	2,725	2,470	3,022	3,202	3,036	2,824	3,212	3,197	3,434	3,752	2,987	3,399	13.8%
	Revenue Miles	62,270	52,711	52,172	48,299	45,677	57,036	62,302	58,090	54,758	62,435	62,338	61,519	67,076	56,075	63,342	13.0%
Agency Trips (Public)	Passengers	201	166	134	50	20	19	27	60	28	29	28	31	32	118	30	-74.5%
	Revenue Hours	85	68	53	19	8	8	12	22	13	12	12	15	15	42	14	-67.9%
	Revenue Miles	1,466	1,224	903	229	120	112	156	336	251	237	201	266	232	714	234	-67.2%
Agency Trips (Exclusive Use)	Passengers	302	59	260	959	212	805	150	219	40	131	-	245	108	271	121	-55.4%
	Revenue Hours	16	6	14	40	15	31	6	10	4	10	-	17	6	13	8	-37.7%
	Revenue Miles	360	162	273	648	315	640	108	333	68	96	-	399	113	284	152	-46.4%
N/A	Passengers	177	139	148	198	224	241	207	159	159	175	210	151	231	195	192	-1.6%
	Revenue Hours	86	66	71	101	96	92	86	75	79	91	97	61	102	79	88	11.8%
	Revenue Miles	1,171	886	846	1,203	1,077	1,080	1,062	910	954	1,069	1,163	795	1,246	950	1,068	12.5%
Connect 29 North	Passengers	1,840	1,294	1,111	1,387	1,376	1,471	1,685	1,665	1,593	1,666	1,557	1,595	1,809	1,517	1,657	9.2%
	Revenue Hours	173	146	146	156	133	154	167	150	145	163	161	173	178	155	169	9.2%
	Revenue Miles	2,486	2,025	2,098	2,247	1,932	2,286	2,479	2,266	2,244	2,552	2,384	2,367	2,607	2,267	2,478	9.3%
Connect Buckingham	Passengers	1,184	900	904	1,115	991	1,073	1,090	1,201	1,100	1,073	958	989	1,113	1,056	1,033	-2.1%
	Revenue Hours	157	132	138	128	120	140	144	137	131	143	139	146	163	140	148	5.5%
	Revenue Miles	4,077	3,424	3,452	3,383	3,195	3,735	3,895	3,820	3,663	3,954	3,752	3,752	4,104	3,750	3,891	3.8%
Connect Crozet	Passengers	2,516	2,052	1,804	2,391	2,276	2,252	2,393	2,397	1,974	2,429	2,171	2,587	2,876	2,166	2,516	16.2%
	Revenue Hours	494	409	406	420	378	441	458	441	427	477	476	479	527	440	490	11.3%
	Revenue Miles	10,697	9,211	9,159	9,500	8,301	9,972	10,456	10,032	9,154	11,226	10,630	10,374	11,598	10,014	10,957	9.4%
Connect Lovington	Passengers	388	307	258	372	373	347	362	382	359	386	366	421	423	346	399	15.3%
	Revenue Hours	69	53	53	54	47	57	62	60	58	62	64	64	68	59	65	9.5%
	Revenue Miles	1,569	1,293	1,290	1,289	1,222	1,424	1,503	1,441	1,361	1,523	1,454	1,466	1,607	1,384	1,513	9.3%

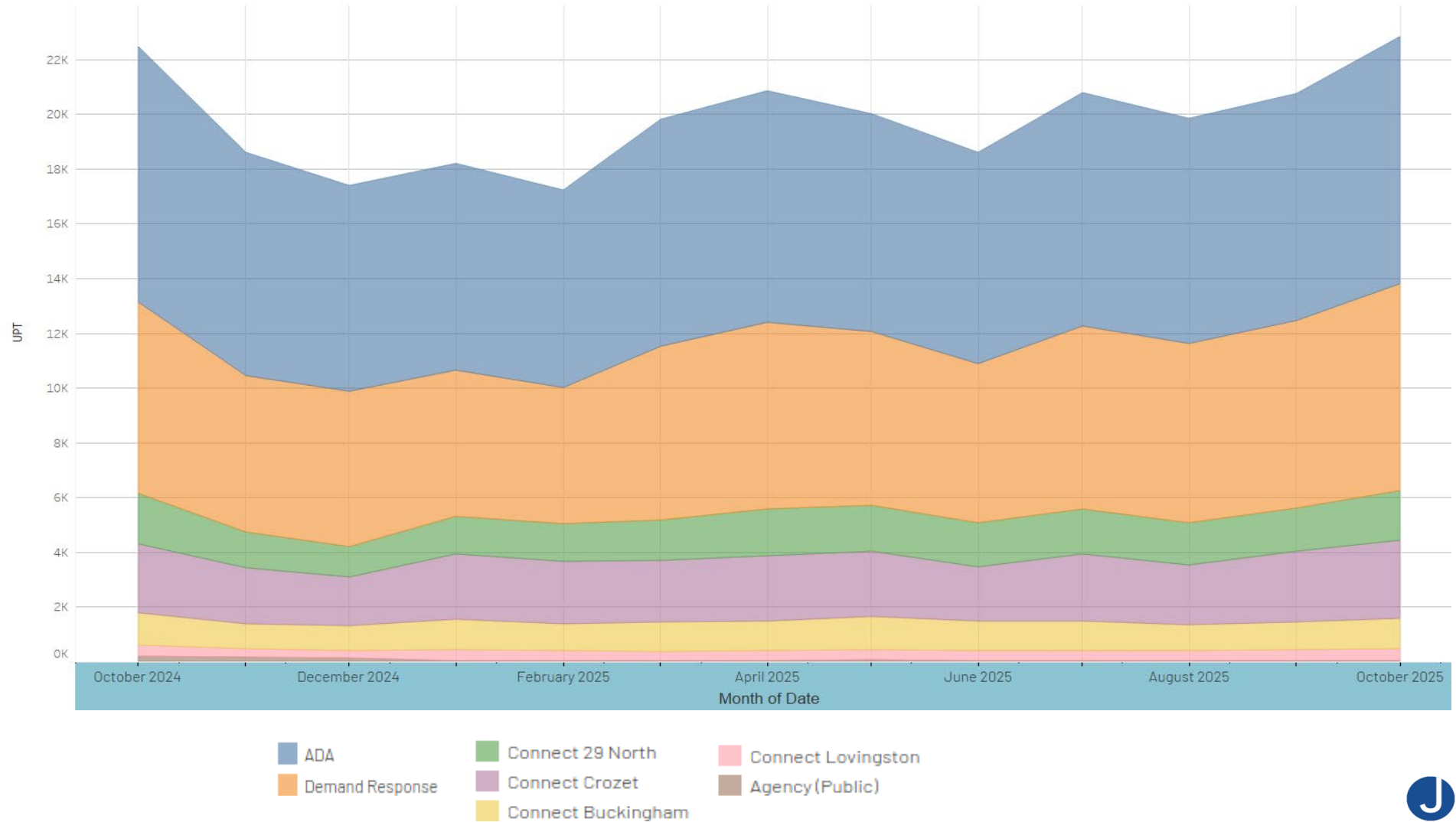
Metric	FY23 Monthly Avg	FY24 Monthly Avg	FY25 Monthly Avg	FY26 Monthly Avg	FY25-FY26 Diff
UPT	19,848	19,004	19,415	20,464	5.4%
VRH	7,656	7,195	7,143	7,294	2.1%
VRM	120,025	111,513	110,111	118,245	7.4%

Note, excludes NA and Agency Exclusive Use trips



This area chart that visualizes Jaunt Performance Statistics in the previous table, but only for UPT (Unlinked Passenger Trips). Percentage of total passenger trips for FY26 to date is as follows: **ADA 40%, Demand Response 32%, Agency Public 0%, Agency Exclusive 1%, NA 1%, and Commuter Bus 26%**. DR is 73% and CB is 26% of total ridership. The percentage of Revenue Hours by service is: **ADA 42%, Demand Response 45%, Agency Public 0%, Agency Exclusive 0%, NA is 1% and Commuter Bus 11% of total revenue hours.**

Jaunt Service Performance - UPT Area Chart





Albemarle Statistics		2024			2025										Avg YTD FY25	Avg YTD FY25	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct			
ADA	Passengers	4,539	3,856	3,488	3,726	3,441	4,038	4,015	3,861	3,759	4,264	3,924	3,977	4,298	3,903	4,116	5.5%
	Revenue Hours	1,915	1,687	1,570	1,690	1,465	1,652	1,561	1,622	1,554	1,735	1,516	1,546	1,724	1,672	1,630	-2.5%
	Revenue Miles	21,813	19,341	17,225	18,338	16,504	19,431	19,078	19,484	18,618	20,811	19,199	18,992	20,359	19,108	19,840	3.8%
Demand Response	Passengers	2,657	2,080	2,109	1,933	1,955	2,453	2,606	2,521	2,211	2,539	2,509	2,631	2,822	2,331	2,625	12.6%
	Revenue Hours	1,222	1,011	1,037	944	890	1,102	1,159	1,134	1,025	1,174	1,160	1,224	1,336	1,081	1,224	13.1%
	Revenue Miles	22,583	18,399	18,202	17,179	16,510	20,506	22,114	21,136	19,672	22,199	22,853	22,843	24,532	19,918	23,107	16.0%
Connect 29 North	Passengers	1,840	1,294	1,111	1,387	1,376	1,471	1,685	1,665	1,593	1,666	1,557	1,595	1,809	1,517	1,657	9.2%
	Revenue Hours	173	146	146	156	133	154	167	150	145	163	161	173	178	155	169	9.2%
	Revenue Miles	2,486	2,025	2,098	2,247	1,932	2,286	2,479	2,266	2,244	2,552	2,384	2,367	2,607	2,267	2,478	9.3%
Connect Crozet	Passengers	2,516	2,052	1,804	2,391	2,276	2,252	2,393	2,397	1,974	2,429	2,171	2,587	2,876	2,166	2,516	16.2%
	Revenue Hours	494	409	406	420	378	441	458	441	427	477	476	479	527	440	490	11.3%
	Revenue Miles	10,697	9,211	9,159	9,500	8,301	9,972	10,456	10,032	9,154	11,226	10,630	10,374	11,598	10,014	10,957	9.4%

Buckingham Statistics		2024			2025										Avg YTD FY25	Avg YTD FY26	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct			
Connect Buckingham	Passengers	1,207	922	925	1,125	991	1,073	1,090	1,201	1,100	1,073	958	989	1,113	1,072	1,033	-3.6%
	Revenue Hours	157	132	138	128	120	140	144	137	131	143	139	146	163	140	148	5.5%
	Revenue Miles	4,077	3,424	3,452	3,383	3,195	3,735	3,895	3,820	3,663	3,954	3,752	3,752	4,104	3,750	3,891	3.8%

Charlottesville Statistics		2024			2025										Avg YTD FY25	Avg YTD FY26	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct			
ADA	Passengers	4,793	4,316	4,049	3,851	3,768	4,273	4,448	4,089	3,968	4,268	4,333	4,321	4,726	4,196	4,412	5.2%
	Revenue Hours	1,836	1,735	1,664	1,563	1,406	1,562	1,595	1,548	1,487	1,573	1,506	1,579	1,662	1,641	1,580	-3.7%
	Revenue Miles	18,814	17,608	16,248	15,249	14,569	16,517	17,200	16,687	16,041	17,830	17,547	17,927	18,208	16,800	17,878	6.4%
Demand Response	Passengers	288	211	219	126	103	142	132	127	160	163	146	145	171	184	156	-15.2%
	Revenue Hours	113	98	87	66	45	66	50	46	62	63	53	65	70	79	63	-20.1%
	Revenue Miles	1,669	1,533	1,203	1,004	688	939	684	678	1,009	1,021	888	948	1,037	1,176	974	-17.2%



Fluvanna Statistics		2024			2025										Avg YTD FY25	Avg YTD FY26	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct			
Demand Response	Passengers	343	276	321	325	263	286	366	326	254	315	281	351	416	305	341	11.8%
	Revenue Hours	166	131	161	148	135	147	188	175	148	173	166	192	197	151	182	20.2%
	Revenue Miles	3,495	2,761	3,666	3,199	3,061	3,169	4,344	3,866	3,513	4,083	3,913	4,142	4,323	3,327	4,115	23.7%

Greene Statistics		2024			2025										Avg YTD FY25	Avg YTD FY26	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct			
Demand Response	Passengers	1,590	1,272	1,205	1,368	1,110	1,419	1,621	1,432	1,314	1,533	1,620	1,673	1,791	1,383	1,654	19.6%
	Revenue Hours	725	539	532	646	487	596	649	592	550	646	689	761	870	613	742	21.0%
	Revenue Miles	11,323	8,593	8,468	9,052	7,707	9,811	11,012	9,486	8,871	10,676	11,927	11,759	12,904	9,741	11,817	21.3%

Louisa Statistics		2024			2025										Avg YTD FY25	Avg YTD FY26	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct			
Demand Response	Passengers	1,977	1,630	1,668	1,469	1,425	1,875	1,918	1,775	1,721	1,940	1,774	1,822	2,104	1,756	1,910	8.7%
	Revenue Hours	1,054	918	966	865	850	1,027	1,073	1,007	941	1,066	1,041	1,103	1,176	983	1,097	11.5%
	Revenue Miles	21,237	18,658	18,894	16,470	16,156	20,598	22,304	21,276	19,763	22,716	20,732	19,875	21,878	20,025	21,300	6.4%

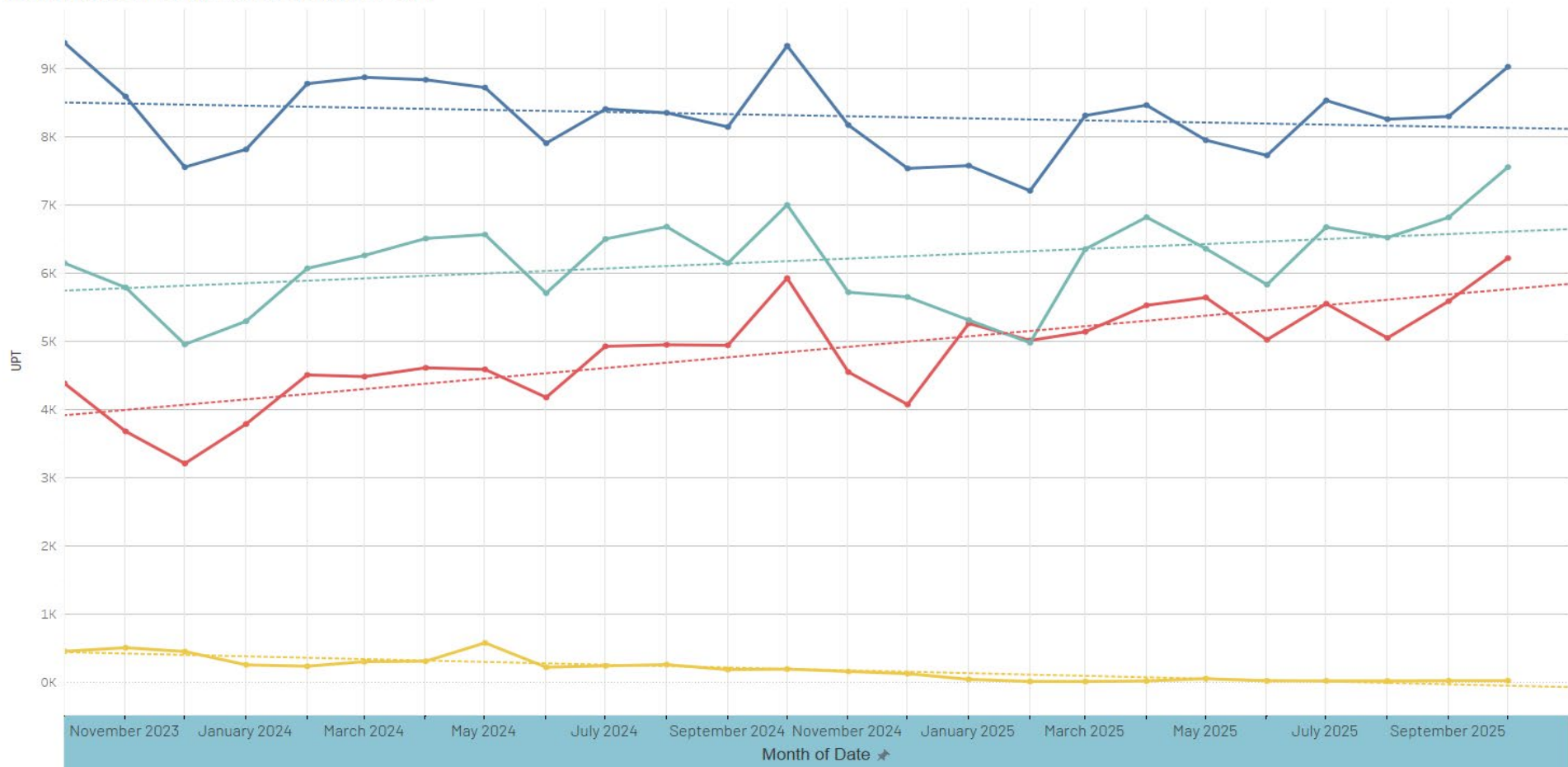
Nelson Statistics		2024			2025										Avg YTD FY25	Avg YTD FY26	Pct Diff
Reporting Category		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct			
Demand Response	Passengers	146	188	131	93	126	179	179	180	174	182	191	193	211	150	194	29.9%
	Revenue Hours	79	84	66	55	63	85	83	82	98	88	87	87	100	76	91	18.9%
	Revenue Miles	1,963	2,191	1,739	1,395	1,556	2,014	1,844	1,647	1,930	1,690	1,999	1,896	2,318	1,840	1,976	7.4%
Connect Lovington	Passengers	388	307	258	372	373	347	362	382	359	386	366	421	423	346	399	15.3%
	Revenue Hours	69	53	53	54	47	57	62	60	58	62	64	64	68	59	65	9.5%
	Revenue Miles	1,569	1,293	1,290	1,289	1,222	1,424	1,503	1,441	1,361	1,523	1,454	1,466	1,607	1,384	1,513	9.3%



Originally the COVID trend graphic, this has been modified starting November 2024 to show a two year trend line per ridership, per service. This shows ridership trends from April 1, 2023 to April 30, 2025.

- Board Reporting Category
- ADA
  - Demand Response
  - Commuter Bus
  - Agency (Public)

Jaunt Two Year Trend Lines Per Service - UPT



FY26 ADA Compliance Report - December 10, 2025 Board Meeting

Item	FY25										FY26				Average Monthly		Percent
	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	FY25 Full	FY26 YTD	Difference
ADA Unlinked Passenger Trips	8,144	9,332	8,172	7,537	7,577	7,209	8,311	8,463	7,950	7,727	8,532	8,532	8,257	8,298	8,098	8,405	3.8%
All Demand Response UPT	14,596	16,554	14,060	13,324	12,941	12,211	14,684	15,312	14,371	13,589	15,237	15,237	14,808	15,148	14,342	15,108	5.3%
ADA Revenue Miles	36,745	40,627	36,950	33,474	33,587	31,073	35,948	36,278	36,171	34,659	38,641	38,641	36,746	36,919	35,908	37,737	5.1%
All Demand Response Revenue Miles ^	93,637	104,415	90,886	86,550	82,115	76,870	93,096	98,735	94,597	89,667	101,314	101,314	99,284	98,704	92,722	100,154	8.0%
ADA Revenue Hours	3,110	3,449	2,881	2,902	2,743	2,478	3,030	3,214	3,058	2,837	3,224	3,224	3,209	3,449	3,029	3,277	8.2%
All Demand Response Revenue Hours ^	6,564	7,211	6,318	6,151	6,001	5,350	6,244	6,370	6,231	5,878	6,532	6,532	6,230	6,574	6,350	6,467	1.8%
ADA No Shows	207	243	226	233	286	263	251	244	238	237	242	271	289	303	237	276	16.6%
All Demand Responses No Shows	385	473	415	442	486	469	482	445	424	408	423	507	519	513	441	491	11.3%
ADA Missed Trips	3	3	4	1	3	6	3	3	1	2	3	3	12	11	3	7	135.1%
All Demand Responses Missed Trips	4	6	9	4	5	8	5	6	5	4	7	6	13	15	6	10	68.5%
ADA Denials	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0%
All Demand Responses Denials	40	71	40	23	32	37	29	46	26	53	35	32	9	4	41	20	-51.0%
ADA On Time Performance	92%	91%	91%	91%	91%	89%	91%	87%	87%	85%	87%	83%	81%	80%	90%	83%	-8.0%
All Demand Responses OTP	93%	91%	90%	91%	91%	89%	91%	88%	87%	86%	87%	84%	83%	84%	90%	84%	-6.4%
ADA Passenger Complaints	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0%
ADA Lifts Determined Inoperable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0.0	-100.0%
ADA Passenger Incidents/Accidents	0	1	0	2	0	2	2	0	0	0	0	0	0	0	0.7	0.0	-100.0%
ADA Vehicle Accidents	0	2	5	0	2	2	1	5	0	0	5	2	0	1	1.4	2.0	41.2%
Excessively Long ADA Trips	21	32	19	42	10	20	31	38	18	30	21	31	36	48	26	34	32.5%
Demand Response Reservations Hold Times	4:48	6:19	11:18	15:41	14:38	12:09	3:59	6:12	10:24	12:33	7:19	5:54	11:13	5:58	8:40	7:36	-12.3%

^ DR Revenue Hours & Miles don't include NA trips, but does include Agency (Public) trips. NA trips are not reported to NTD/DRPT

YTD FY26	FY25	Metric
56%	56%	Percentage of ADA Trips of all Demand Response Trips
38%	39%	Percentage of ADA Revenue Miles of all Demand Response Revenue Miles
51%	48%	Percentage of ADA Revenue Hours of all Demand Response Revenue Hours
3.3%	2.9%	Percentage of ADA No Shows of all ADA Trips
3.2%	3.1%	Percentage of Demand Response No Shows of all Demand Response Trips
0.09%	0.04%	Percentage of ADA missed trips of all ADA Trips
0.07%	0.04%	Percentage of all Demand Response Missed Trips of all DR Trips
0.00%	0.00%	Percentage of ADA Denials of all ADA Trips
0.1%	0.3%	Percentage of Denials of all Demand Response Trips
83%	90%	Percentage of ADA trips that were on time of all ADA Trips
84%	90%	Percentage of Demand Response trips that were on time of all DR Trips
0.40%	0.32%	Percentage of Excessively long ADA trips of all ADA Trips made
7:36	2:18	Yearly Average Response Reservations Hold Times



## People

## Service

## Connection

### December 2025 CEO Report

The end of the year brings time for reflection and celebration. At Jaunt we will have some service and schedule changes on the 24<sup>th</sup>, 25<sup>th</sup>, and 31<sup>st</sup>. Whether you are celebrating the Solstice, Kwanzaa, Hanukkah, Christmas or another time of significance to you I hope your December is filled with light. Voting is currently underway for our employee of the year. This individual is chosen from among the 12 monthly honorees. In December we are honoring Amanda Snead as employee of the month. Amanda is a wonderful colleague and frequently volunteers to provide assistance. She is known for her incredibly high level of service and many people comment that they feel like they were treated like family.

This meeting open by honoring Ray Heron. Ray dedicated 24 years of service as a City of Charlottesville representative to the Jaunt Board. We have been very busy adding talent to our team. I am very pleased that you will be introduced to Andy Steed who will be joining as Chief of Operations and Danny Palmer who will serve as his Senior Director. Welcome to Jaunt! These changes will allow Janet to resume a role entirely focused on employee experience. This is absolutely critical to achieving our strategic goals for employee development and performance. Please join me in thanking Janet for her commitment to Jaunt serving over both people and operations for the last two years. It has been an incredible undertaking and her focus on serving the public and caring for our drivers has been unwavering. Lastly, final interviews for the communications role will take place over the next week. In new business we will give an update on FY27 budgeting and a high level of overview of excess capital strategy for approval at the Board's February meeting.

Our FY25 Audit has been completed and presented to the Finance Committee. You will receive a presentation from the audit firm and be asked to accept the results during the action items portion of the agenda. Additionally, Chaski Global will return to show you the final results of our branding work. I am asking you to accept the changes in logo, tagline and brand colors so that we can complete the next phases of our work. Finally, I am asking the Board to endorse the President's signature of the dissolution of the RTP.

This is a complicated item and I will outline the reasons I am recommending approval of the resolution during the Board meeting.

A few notes on activity during the past months. First off, I flew in the balloon. It was not scary, it was amazing! We have worked diligently on furthering our communications efforts with the help of our committee members and survey respondents. We are very excited about the results! Cuts for Jaunt to State funding that went before TSDAC have been recommended to be paused for further review. The next step is consideration by the Commonwealth Transportation Board. We are exploring models to enhance our commuter bus services for Greene County and are a finalist for a National Rural Transit Assistance Program grant. We continue to work on accessing new State and Federal funds to offer additional services. We are working collaboratively with the TJPDC and DRPT to shape services that respond to unmet needs. We are currently focused on grants that would provide funding for midday service between Fluvanna and Louisa to and from Charlottesville/Albemarle. We gathered with other 5310/5311 providers in Lynchburg in November to engage in three days of workshops with DRPT. Also, in November, we were able to take a moment to honor our Veterans and later in the month to collectively give thanks. We hosted 15 emerging transit leaders from around the State for a full day of learning about Jaunt, our regional efforts, and leadership development. Finally, I was able to present to the City Council and share an update on Jaunt, our strategic priorities and how they can support us in the year ahead.

### **FY 25-26 Strategic Goals Update:**

ADA Contract – We are engaged in monthly coordination meetings. I expect that we should receive an agreement in the first quarter of the calendar year.

CARTA – The RTP will be dissolved and transit providers will be participating at regular meetings and as subcommittee members of CARTA in 2026.

Employee Performance and Development – Manager training has been very engaging. The job guide project will be complete before the end of December. 1:1 meetings are in process. On December 15 the next round of manager training will focus on giving and receiving feedback.

Microtransit Pilot – We have signed a contract with VIA. Our pilot will include service in Greene County and scheduling in the ADA footprint. Training is about to begin with implementation in roughly 12 weeks.

Scheduling Software – The procurement process has initiated with the transit partner consortium we have joined.

A quick note on some ways our values relate to ongoing work:

**PEOPLE:** Are you looking for someone to cover a shift? Help move something in the office? Come help with an unexpected need? Look no further than Arthur Scott. His flexibility and desire to serve his team members and the community is always extraordinary.

**SERVICE:** Hasaun Ford is a newer operator but that hasn't stopped him from amassing a wealth of compliments about his level of service. It is examples like his that make CARE one of the top words that the community associates with Jaunt.

**CONNECTION:** A shout out to everyone who is making sure that our unhoused neighbors are reaching PACEM shelters each night that we provide transportation.

As always thank you, you are appreciated!

Be well - Mike





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## ACRONYMS AND DEFINITIONS

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- **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 21<sup>st</sup> 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
- **TJPD:** 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