Charlottesville-Albemarle
Metropolitan Planning Organization (CA-MPO)
Citizens Transportation Advisory Committee (CTAC)
Wednesday, September 24, 2025, 7:00 p.m.
In - Person Meeting
407 East Water Street, Charlottesville 22902

DRAFT AGENDA

Join Zoom Meeting ID: 85161002676 & Dial in +1 301 715 8592
https://us02web.zoom.us/j/85161002676
(For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Member of Public)
*† Times are approximate * Requires a vote/action of the Committee*

Item	*Description*	*Time†*
1	**Call to Order & Attendance** —*Chair Sarah Medley & Sarah Simba* a. *Remote participation Policy for Voting Board Members—if needed	7:00 – 7:05
2	**Matters from the Public** — *Chair Sarah Medley* Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	7:05 – 7:10
3	***General Administration** — *Chair Sarah Medley* a. *Review and Acceptance of the Agenda b. *Approval of Draft July 16, 2025, Meeting Minutes	7:10 – 7:15
4	**New Business —** *Chair Sarah Medley* a. *CA-MPO Travel Demand Model Update — *Nagaraju Kashayi, AECOM* i. Presentation and TDM Staff Memo b. *CA-MPO Transportation Demand Management Study — *Taylor Jenkins* i. Presentation, Final Scope of Work, and Staff Memo c. *CA-MPO FY24-27 TIP Amendments and Adjustment – *Gorjan Gjorgjievski* ii. Staff Memo, Resolution, and Updated TIP Document	7:15 – 7:25 7:25 – 7:35 7:35 – 7:45
5	**Informational** a. CA-MPO Administration and CTAC Participation i. Presentation – *Taylor Jenkins*	7:45 – 8:10
6	**Staff Updates —** *Chair Sarah Medley* a. Safe Streets and Roads for All Final Plan – *Gorjan Gjorgjievski* b. CA-MPO Policy Board Activities – *Sarah Simba* i. Staff memo c. CA-MPO and SAW-MPO Joint Meeting September 30, 2025 – *Taylor Jenkins* d. RAISE/BUILD Grant Application Update – *Taylor Jenkins* e. Next CTAC Regular Meeting Date: November 19, 2025	8:10 – 8:20
7	**VDOT Updates on Projects & Studies** — *Charles Proctor & Sandy Shackelford* a. STARS and Pipeline Studies b. SMART SCALE i. CA-MPO Round 7 – Staff Memo	8:20 – 8:45
8	**Roundtable Updates** — *Chair Sarah Medley*	8:45 – 8:55

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9	**Additional Matters from the Committee and Public**—*Chair Sarah Medley* *Members of the Committee and the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per non-Committee speaker*	8:55 – 9:00
10	**Adjourn** — *Chair Sarah Medley*	9:00

COMMITTEE MEMBERS
Sarah Medley, Charlottesville, Chair
Donna Chen, MPO – Vice-Chair
VOTING MEMBERS
Stuart Gardner, MPO
Jose Gomez, Albemarle County
Patrick Healy, City of Charlottesville
Ethan Heil, City of Charlottesville
Lee Kondor, Albemarle County, Chair
Marty Meth, Albemarle County
Nathan Moore, Albemarle County
Vacant, MPO
Danny Yoder, City of Charlottesville
Peter Thompson, Albemarle County
Greg Weaver, Charlottesville - Vacant
STAFF
Christine Jacobs, TJPDC
Taylor Jenkins, TJPDC
Lucinda Shannon, TJPDC
Ruth Emerick, TJPDC
Logan Ende, TJPDC
Isabella O'Brien, TJPDC
Gorjan Gjorgjievski, TJPDC
Gretchen Thomas, TJPDC
Sarah Simba, TJPDC
GUESTS / PUBLIC
Charles Proctor, VDOT
Sandy Shackelford, VDOT

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CA-MPO

Citizen Transportation Advisory Committee
Draft Minutes
July 16 , 2025

A recording of this meeting can be found at: https://www.youtube.com/watch?v=f8QXbatm4Og

OFFICERS		STAFF	
Sarah Medley, Charlottesville, Chair	x	Taylor Jenkins, TJPDC	x
Donna Chen, MPO – Vice-Chair		Gretchen Thomas, TJPDC	x
		Sarah Simba, TJPDC	x
		Gorjan Gjorgjievski, TJPDC	x
		Lucinda Shannon, TJPDC	
VOTING MEMBERS		**GUESTS / PUBLIC**	
Stuart Gardner, MPO		Chuck Proctor, VDOT *	x
Jose Gomez, Albemarle County		Garland Williams, CAT	x
Patrick Healy, Charlottesville	x	Bruce White, CAT	x
Ethan Heil, Charlottesville	x		
Lee Kondor, Albemarle	x		
Marty Meth, Albemarle County	x		
Nathan Moore, Albemarle County *	x		
Danny Yoder, Charlottesville			
Peter Thompson, Albemarle County	x		
Vacant, Charlottesville			
Vacant, MPO			

** online participant*

Call to Order

Chair Sarah Medley called the meeting to order at 7:01 p.m.

1. **Attendance (Minute :54)**
   Sarah Simba took attendance.

2. **Matters from the Public (Minute 2:25)**
   Paul Grady, citizen of Albemarle, did not realize there was an "MPO" in the past, but started attending the CHART committee and made 10 presentations to that committee. He has a plan he would like to present to the committee at a future date. He said the presentation would take about 20 minutes. He said he will come back to the September meeting after sending a message about what the project is all about and getting approval from the committee. He said it is about the Hydraulic/Emmet Street "disaster."

Nathan Moore stated that he was joining remotely from home due to a work emergency.

Motion/Action: Patrick Healy made a motion to allow Nathan Moore to participate remotely. Lee Kondor seconded, and the motion passed unanimously.

3. **General Administration (Minute 7:19)**

Acceptance of the Agenda
Motion/Action: Lee Kondor made a motion to approve the agenda. Patrick Healy seconded, and the motion passed unanimously.

Acceptance of the Minutes of May 21, 2025 minutes
Motion/Action: Lee Kondor made a motion to approve the minutes. Patrick Healy seconded, and the motion passed with Peter Thompson abstaining.

Remote Participation Policy

Taylor Jenkins presented the virtual meeting policy stating that half of the meetings can be virtual, but they may not be virtual consecutively. This means that the committee can meet virtually up to three times a year but could only be held that way every other meeting.

Motion/Action: Lee Kondor made a motion to approve the policy as presented. Ethan Heil seconded, and the motion passed unanimously.

4. New Business (Minute 12:10)

CTAC Bylaws

Sarah Medley thanked the committee for their participation in the discussion of the bylaws at the last meeting. She said there will be a meeting on Friday on the purpose of the committee.

Lee Kondor said he would like to add in Section 2B as a fourth bullet: “propose prospective solutions to identify transportation systems deficiencies to the MPO Policy Board.”

Marty Meth noted that there is very little time spent on public transportation and feels there should be something in the bylaws that focuses the committee on transit as well as the infrastructure.

Ethan Heil said the committee should define how CTAC interfaces with the bike/ped advisory committee and with CAT.

Nathan Moore said in Section 2A in the last line, regarding “broadest range of citizens in the region,” perhaps instead of “citizens,” change the word to “people.”

Sarah Medley said in Section 2B, the second bullet seems aspirational, and she would like it to be more operational.

Marty Meth said he would like to see the committee meet more times than six times a year to keep momentum and consistency. He would like to see eight or nine meetings instead. He realizes that it puts more pressure on the staff’s time.

Lee Kondor noted that the committee can meet more often for special meetings as was done in the past. He said there needs to be “at least” six meetings a year.

Taylor Jenkins reminded the committee that the MPO Policy Board only meets every other month as well as other MPO committees. As an advisory committee to the Policy Board, it is something to consider.

Ms. Medley provided more detail regarding what she meant about being more “operational” as a committee.

Mr. Heil said it might be good to have members assigned to different committees in the City and County (i.e., bike/ped) and be responsible for sharing and gathering information to bring back to the committee.

Peter Thompson said he would like to know what the Policy Board is looking for from the committee. He said perhaps there are groups in the community (i.e., C3) that already gather data that could bring that information to the committee.

Ms. Simba said perhaps the members could create a summary of the items that are discussed at the meeting to bring to the Policy Board and the Technical Committee.

Ms. Medley said she will bring all of the information gathered at this meeting to the subcommittee meeting on Friday and then will bring that to the Policy Board.

Mr. Thompson suggested that Garland Williams and Bruce White be moved up on the agenda so they can leave after their presentation. There was no objection.

Charlottesville Area Transit FTA Low or No Emissions Project (Minute 41:25)

Garland Williams introduced himself and noted that the presentation has been given to the RTP, the Technical committee, and the Policy Board. He said he was not certain that the No/Low Emissions grant would be available with the current administration. They finished their grant on Monday and are hoping they can take advantage of the discretionary grant.

Bruce White introduced himself and noted that Kimley-Horn & Wendel were working on the feasibility study, site evaluation, and the transition to zero emission plan last year when he joined CAT. He noted that the transition plan is long-term and may take between 15 and 20 years.

Mr. White continued by sharing the existing CAT six-acre site/location, the City-owned three-acre parcel and the Delany-owned four-acre parcel. He noted that the Delaney parcel would be adventitious to have for future planning, but they have not agreed to the sale.

He continued by sharing the conceptual site plan from Wendel. It is a new maintenance facility including infrastructure for hydrogen and battery electric buses.

He shared that Phase I, the new maintenance facility, including all of the assumptions they made, the cost would be approximately $40 million. He said there will be a 20% local match from the City for a total of $48 million.

He said the National Environmental Policy Act (NEPA) passed in 1970 is required by the FTA to use federal funds for the project. The focus areas include hazardous materials, traffic analysis, cultural

resources, noise and vibration, and natural resources. He said they are looking at both of the undeveloped lots and all of the NEPA on both looks good. They are doing the work now so that if they ask for the data, they will already have it.

He noted that they are going for the "categorical exclusion (CE)" submission.

He continued by sharing an overview of the BEB pilot charging infrastructure, which he noted will be the first piece of the infrastructure that will be implemented.

Mr. White noted that they can pull off a main line for electricity that is already located near the site.

Mr. White noted that they have good sources for hydrogen (from WV or VA or potentially producing their own) and will be starting with a pilot program for the buses, as approved by City Council. Mr. Williams said the transition to hydrogen will happen within the next five to seven years.

Mr. White said Gilly and New Flyer are the only hydrogen bus manufacturers that meet the specifications that CAT is looking for (35' bus vs the typical 40' or 60' buses). The hydrogen buses are fuel cell electric buses.

Mr. Heil noted that it is important to know the source of the hydrogen because sometimes the offset of lower carbon emissions from the bus may be offset by how the hydrogen is sourced.

Mr. Williams and Mr. White discussed the challenges and benefits of battery electric and hydrogen buses.

Travel Demand Management (TDM) Study (Minute 1:25:57)

Taylor Jenkins shared the TDM draft scope of work including the background of the study. She noted that through the development of the 2050 Long-Range Transportation Plan (LRTP), CA-MPO staff identified the need to complete a comprehensive TDM study to identify strategies to reduce vehicle miles traveled, increase trips made by walking, bike, and using transit, and enhance connections between transit, bike/ped networks, and park-and-ride facilities.

She noted that before staff created their scope of work, they studied similar study examples, which she presented to the committee.

She continued by sharing Tasks 1 – 4 for the study itself. She noted that land use policy and parking programs for employees are being considered.

She asked the committee for recommendations for public engagement. She noted that the next steps will include staff incorporating MPO Technical committee, Policy Board, and CTAC feedback.

Mr. Heil said it would be good to present options for safety, particularly for bike/ped. He wondered if Wahoo Commute would be willing to share their data about where folks are commuting to and from.

Ms. Jenkins said the Policy Board will be voting to approve the scope of work at their next meeting on August 27, 2025.

Ms. Medley said to talk with the low-income housing groups, including PHAR and CRHA, to determine the impact on them.

Mr. Healy said it would be interesting to learn more about the extensive greenways in Minneapolis and Madison, WI and how the City might use the already available and often underused pathways.

Mr. Meth said it is important to ask those who are in assisted living homes and those who still use cars how they are using the roads.

Ms. Medley said to ask parents who are driving their children to school, so perhaps the local PTOs and "back to school bashes" would be good sources.

Mr. Thompson said to set up tables and ask the public at local gatherings.

5. Staff Updates and Meeting Schedule (Minute 1:43:35)

FY26 Unified Planning Work Program (UPWP)
Ms. Jenkins presented an update on the final draft of the UPWP, noting that the final numbers came in late this year, so the final draft was delayed.

Safe Streets and Roads for All (SS4A) Final Plan
Gorjan Gjorgjievski reported that the plan has been adopted with all federal requirements met. The next step is to get the plan out to news media and the jurisdictions. There is hope that the jurisdictions will be able to implement some of the recommendations.

He said he is meeting with City staff to discuss the plan for the East High Street/ Meade intersection.

Lastly, Mr. Gjorgjievski said staff have applied for the SS4A grant in conjunction with UVA and Honda. He said he will keep the committee posted about when the award is announced.

MPO Policy Board Activities
Sarah Simba noted that there is a summary of the Policy Board activities included in the agenda packet so the committee is aware of what is happening at that level.

FY26 Calendar of Meetings
Ms. Jenkins presented the committee with a calendar of meeting dates. She noted the recommendation is to have the meeting every other last Wednesday of the month in order to be closer to the Policy Board's meeting.

Mr. Thompson noted that the November meeting would be the Wednesday before Thanksgiving which will probably need to be moved.

Mr. Meth recommended that the January meeting be virtual due to weather concerns.

Ms. Medley recommended that the July meeting also be virtual due vacation schedules.

6. **VDOT Updates on Projects & Studies (Minute 1:57:35)**
Chuck Proctor reported that the community involvement meeting for the Ridge Street study in the City will be held the week of August 11 with an informational meeting potentially at City Space.

He said at the same time as that meeting VDOT will be kicking off presenting alternatives for that area.

The 29 Corridor North study had its initial public outreach meeting and VDOT is working on the existing conditions report, the traffic forecast, and finalizing the Phase II scope.

Regarding the pipeline studies, the 5th Street study and the Exit 118 study, VDOT put out a public survey and had the second stakeholders working group meeting and VDOT is waiting on the development of the existing conditions report. Once they get that, it will be reviewed and they can start the Phase II portion of that study.

He noted that there will be a meeting with Albemarle and CA-MPO next week for possible applications for Smart Scale Round 7.

7. Roundtable Updates (Minute 2:00:34)

Mr. Heil said he is curious about the CAT Advisory Board and wondered why it never met or never meets.

Mr. Meth said there are still some traffic issues at River Rd and 250. He said it might be good to look at that area.

Mr. Thompson said becoming more aware of traffic, bike/ped issues, traffic engineering, etc. can be a blessing and a curse. He would like to get smart traffic lights. He also noted that there doesn't seem to be good mechanisms for getting feedback to policy makers.

8. Additional matters from the public (Minute 2:08:01)

None.

The meeting was adjourned at 9:01 p.m.

CA-MPO CITIZENS TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Charlottesville Albemarle Regional Travel Demand Model Development

TJPDC

September 24, 2025

Agenda

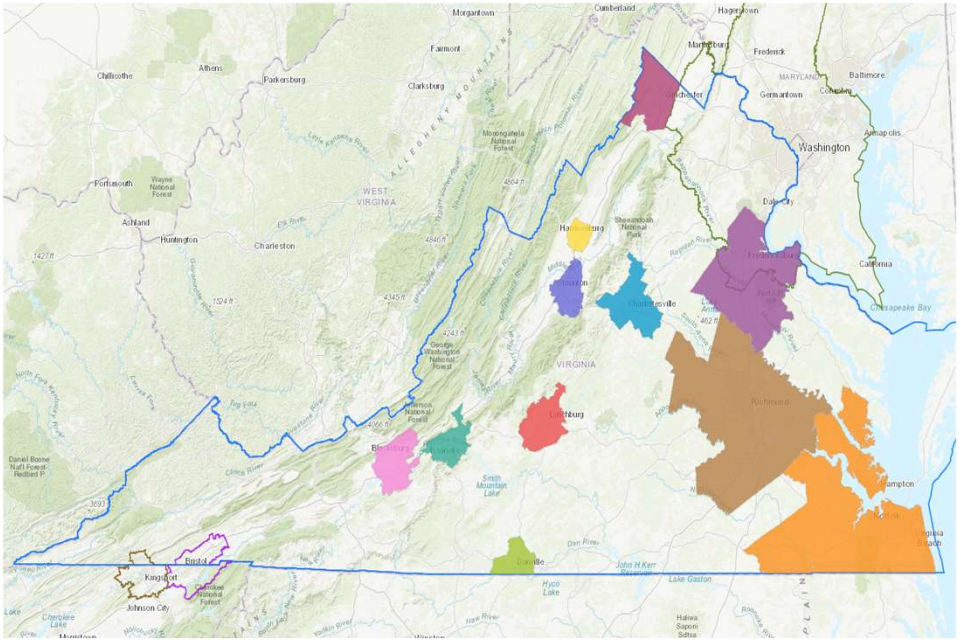
- What is Travel Demand Modeling?
- Travel Demand Modeling in Virgina
- How does the CAMPO model work?
- What can the CAMPO model tell us?
- What does the CAMPO model need?
- Why update the model?
- Current status and next steps

What is Travel Demand Modeling?

- **Travel Demand Model**
  - A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions

- **Purpose**
  - Answer critical “what if” questions about proposed plans and policies
  - Using “Forecasts” assist decision makers in making informed transportation planning decisions

Travel Demand Modeling in the Commonwealth of Virginia

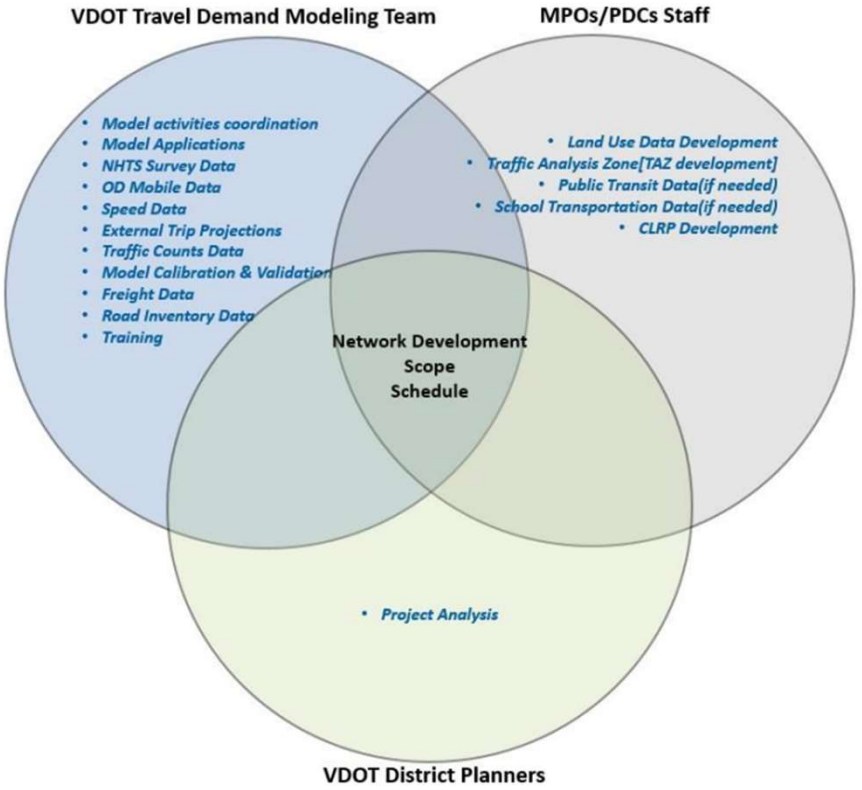


- **Total 12 travel demand models maintained in Virginia**

- Virginia Statewide Model
- Hampton-Roads TPO Model
- Fredericksburg Area MPO Model
- Roanoke-Valley-Alleghany Regional Model
- Danville-Pittsylvania MPO Model
- Central Virginia MPO (Lynchburg) Model
- Harrisonburg-Rockingham MPO Model
- Winchester-Frederick County MPO Model
- Staunton-Augusta-Waynesboro MPO Regional Model
- Richmond-Tri-Cities Regional Model
- New River Valley MPO Model
- Charlottesville-Albemarle Regional Model

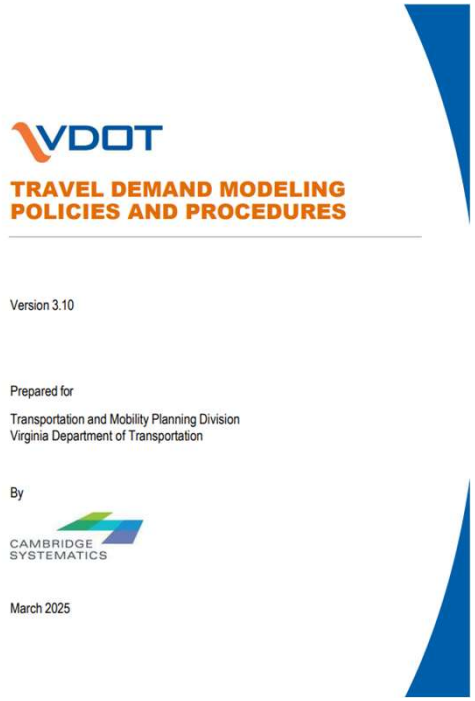
Travel Demand Modeling in the Commonwealth of Virginia

- **VDOT Transportation Mobility and Planning Division (TMPD) staff, VDOT District Planners, and MPO/Planning District Commission (PDC) staff all play varying roles in the development, maintenance, and application of travel demand modeling in the Commonwealth of Virginia.**



Travel Demand Modeling in the Commonwealth of Virginia

- The *'Travel Demand Modeling Policies and Procedures*' manual has been developed and continuously updated over the past decade. This manual serves as a comprehensive guide for public agencies responsible for developing, validating, and applying travel demand models, ensuring consistency, accuracy, and alignment with best practices in transportation planning in state Virginia.



Link

How does the CAMPO model work?

- **CAMPO model**
  - "Four step" process based on trip making and trips
  - Analyze and forecast the critical aspects of travel

Questions to be answered	Aspects of Travel	Four-step process
How many trips will people make?	Frequency/Magnitude	**Generation**
Where do people travel from/to?	Locations	**Distribution**
How will people travel?	Transportation modes	**Mode Choice**
When will people travel?	Departure/arrival times	**(Time of Day)**
How is transportation system used?	Routes	**Assignment**

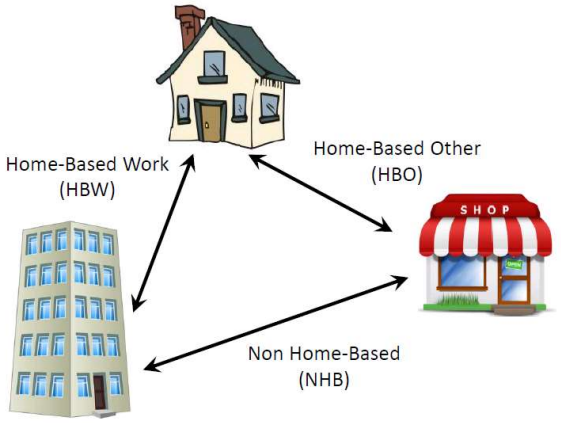
"Time of Day" is considered part of Assignment step

How does the CAMPO model work?

Trip Generation

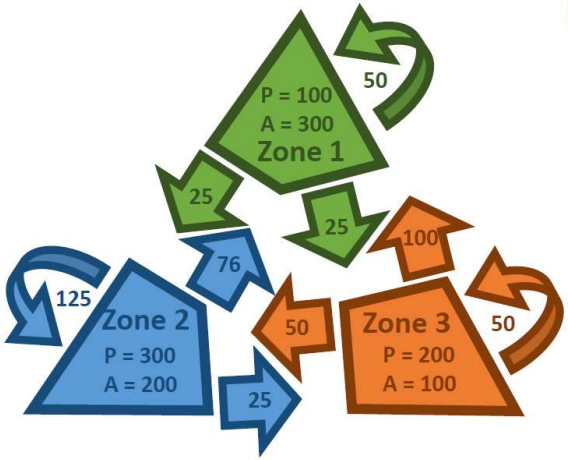
How Many Trips?

- Determines the number of trips generated by each zone
- Trips are stratified by purpose



How does the CAMPO model work?

Trip Distribution



Where Do Trips Go?

Trip Generation

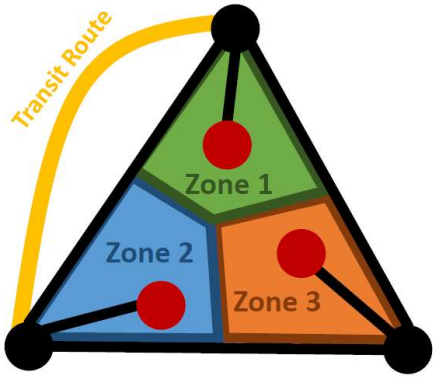
- Determines the quantity of productions and attractions in each zone

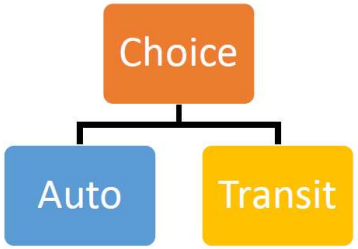
Trip Distribution

- Links the productions and attractions between zones

How does the CAMPO model work?

Mode Choice





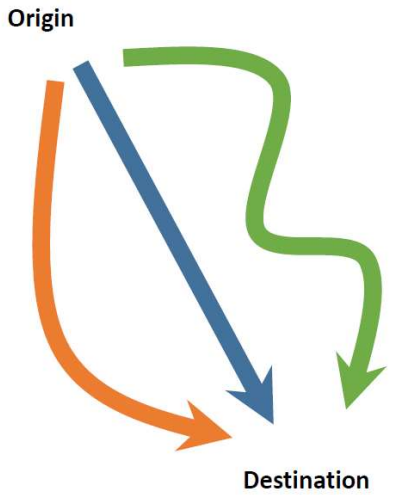
Compares the relative desirability of each mode

How does the CAMPO model work?

Traffic Assignment

Which Route?

- Determines the paths travelers will use between each origin and destination pair



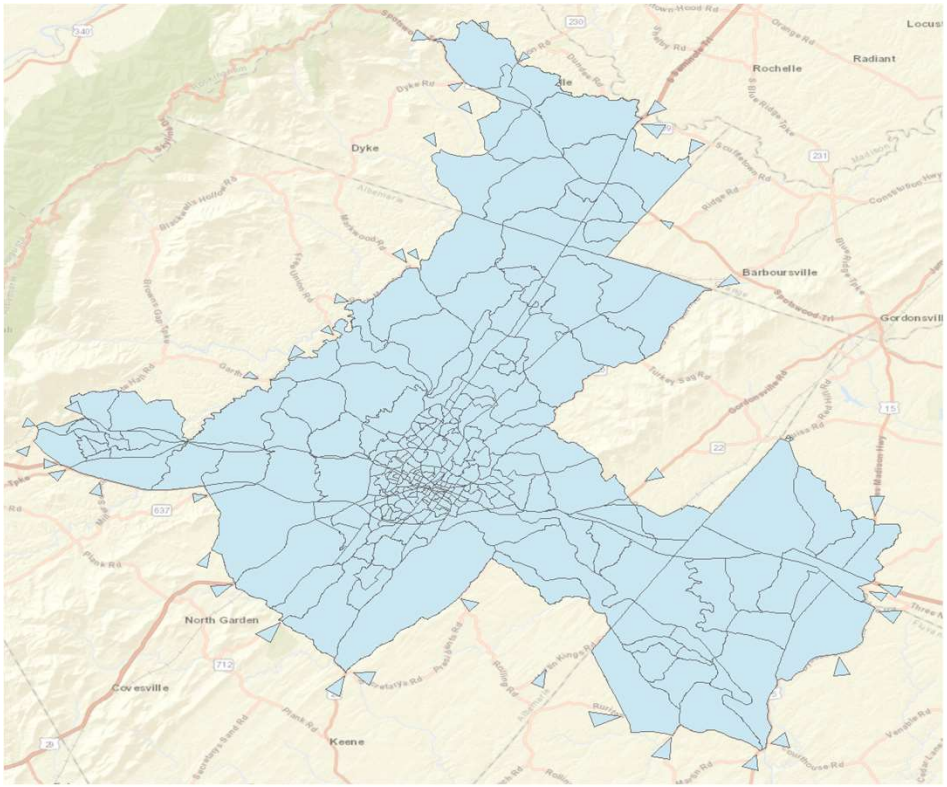
What can the CAMPO model tell us?

- **Traffic volumes by:**
  - Vehicle classes - auto, single-unit-truck, multi-unit-truck
  - Time periods - AM, MD, PM, NT and daily
  - Speed, travel time, congestion index (e.g. V/C), VMT and VHT*
- **Transit ridership by:**
  - Stops/stations
  - Routes
  - Modes/operators – local bus, express bus and UVA shuttle
  - Time periods – peak and off-peak
- **Other regional metrics**
  - Total trips
  - Average trip length
  - Mode share

*V/C – Volume / Capacity ratio
VMT – Vehicle Miles Travelled
VHT – Vehicle Hours Travelled

What does the CAMPO model need?

- **Traffic analysis zone (TAZ)**
  - **Smaller geographic units for analysis**
  - **Rich land use data (population, employment, schools, etc.)**
  - **Homogenous land use (residential, industrial, commercial, etc.)**
  - **Size – transportation network detail**
  - **307 TAZs**
  - **Externals**
    - Capture important roadways carrying volume to/through model area
    - 43 externals

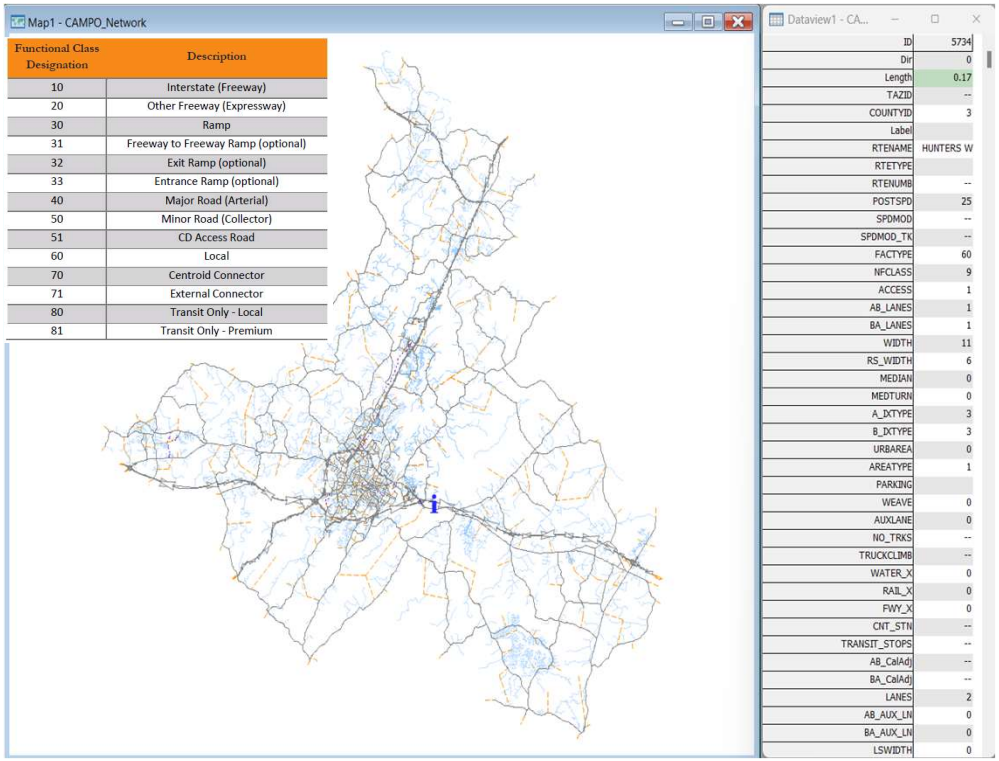


What does the CAMPO model need?

- **Demographic Data**
  - **Population**
  - **Households**
  - **Employment**
  - **School, College enrollment, Income levels, etc.**
- **Demographic Data developed needs to be approved at local and regional level as it is tied to Local Comprehensive Plan assumptions**
- **Other Data sources for model update**
  - **American Census Survey (ACS), National Household Survey (NHTS)**
  - **VDOT volume counts**
  - **General Transit Feed Specification (GTFS), Observed Functional Classes (FC), Posted Speeds, etc.**

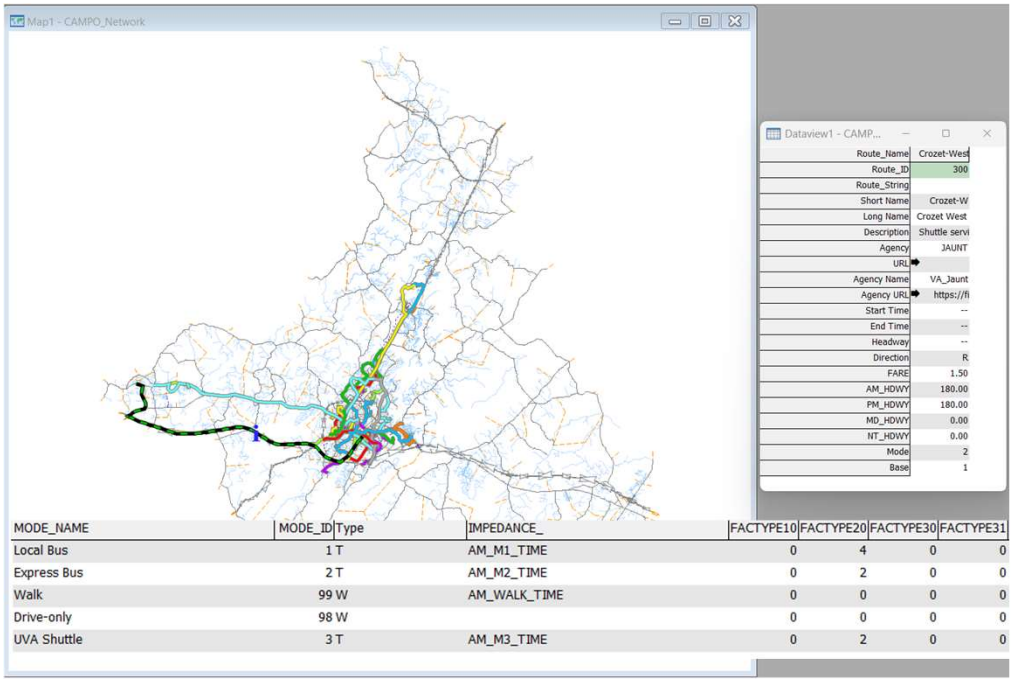
What does the CAMPO model need?

- **Highway network**
  - Geometry
  - Length
  - Travel speed/time
  - Facility type
  - Number of lanes
  - Area type
  - Other attributes, width, name etc.



What does the CAMPO model need?

- **Transit network**
  - Operator
  - Mode (Premium, local bus, etc.)
  - Route number and name
  - Fare
  - Operational speed
  - Operational headway
  - Stops/stations
  - Others, service hours, etc.



MODE_NAME	MODE_ID	Type	IMPEDANCE_	FACTYPE10	FACTYPE20	FACTYPE30	FACTYPE31
Local Bus	1	T	AM_M1_TIME	0	4	0	0
Express Bus	2	T	AM_M2_TIME	0	2	0	0
Walk	99	W	AM_WALK_TIME	0	0	0	0
Drive-only	98	W		0	0	0	0
UVA Shuttle	3	T	AM_M3_TIME	0	2	0	0

Why update the model?

- **Input data review and refinement**
  - Land use data
  - Transportation networks
- **Reality check on the modeling results**
  - Travel market is dynamic and constantly changing
  - Roadway traffic
  - Transit Ridership
  - Other data from National Household Travel Survey (NHTS), etc.
- **Model parameter adjustments**

Input data review and refinement

- Presented CAMPO Model Update process in August 2025 MPO Policy Board Meeting
- Discussed the current TAZ structure used in the model
- Demographic variables and methods of estimation for 2022 model year
- Presented 2022 demographics summaries and plots
- Presented base year network plots
- Discussed potential uses of the model
- The MPO Board approved the 2022 base year demographic data

Current Status and Next Steps

- Completing the Data Development and Model Input Updates tasks
- Working on the Model Validation tasks to finish before January 2026
- Finish Sensitivity Testing or Dynamic Validation before February 2026
- Develop and test the Future Year Model before March 2026
- Provide Model Documentation by mid March 2026
- Support Model Training before end of April 2026

Questions?

Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

MEMORANDUM

To: Charlottesville-Albemarle MPO Citizens Transportation Advisory Committee (CTAC)
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: September 24, 2025
Subject: CA-MPO Travel Demand Model Base Year Demographics Approval

Purpose:
To seek approval from the MPO Policy Board on traffic analysis zone (TAZ) boundaries and 2022 demographic inputs for the updated CA-MPO travel demand model.

Background:
The Virginia Department of Transportation (VDOT) Transportation and Mobility Planning Division works with MPOs on the development and maintenance of the regional travel demand model, an analytical tool used to support the transportation planning process. With VDOT and AECOM support, CA-MPO staff are currently updating the model for a new base year (2022) and forecast year (2050).

At this stage of the process, traffic analysis zone (TAZ) boundaries and base year (2022) input values have been determined. Three data sources were utilized for the development of base data:

- Weldon Cooper Population Estimates
- Woods & Poole Employment Estimates
- American Community Survey (ACS) Estimates

Following CA-MPO Policy Board approval of base year (2022) demographic inputs, the project team will develop future year (2050) forecasts of demographics for CA-MPO Policy Board approval. The estimated project completion date is April 2026.

Recommendations:

CA-MPO Technical Committee:
Staff recommend that the CA-MPO Technical Committee make a motion to recommend that the CA-MPO Policy Board approve the 2022 demographic data as presented by VDOT and AECOM for the regional travel demand model.

CA-MPO Policy Board:
Staff recommend that the CA-MPO Policy Board make a motion to approve the 2022 demographic data as presented by VDOT and AECOM for the regional travel demand model.

CA-MPO Citizens Transportation Advisory Committee:
Staff recommend that the CTAC make a motion to recommend that the CA-MPO Policy Board approve the 2022 demographic data as presented by VDOT and AECOM for the regional travel demand model. If there are any questions or comments, please contact Taylor Jenkins at tjenkins@tjpdc.org and Sarah Simba at ssimba@tjpdc.org.

Charlottesville-Albemarle MPO

Transportation Demand Management Study

Final Scope of Work

CA-MPO Citizens Transportation Advisory Committee

September 24, 2025

Thomas Jefferson Planning District Commission

Charlottesville/Albemarle MPO

Purpose

- Activity included in the FY26 UPWP
- Through the development of the 2050 LRTP, CA-MPO staff identified the need to complete a comprehensive Transportation Demand Management (TDM) study
  - Identify strategies to reduce vehicle miles traveled
  - Increase trips made by walking, biking, and using transit
  - Enhance connections between transit, bike/ped networks, and park-and-ride facilities

Task 1: Existing Conditions

- Establish baseline Vehicle Miles Traveled (VMT) that will be used as the foundation for creating VMT reduction goals
- Review relevant planning documents from each jurisdiction, including but not limited to:
  - Comprehensive Plans
  - Bicycle and Pedestrian Plans
  - Transit Plans
  - Parking Studies

Task 2: Origin-Destination Analysis

- Identify trip generators and destinations
- Conduct origin-destination analysis
  - Understand travel within and coming in/out of the MPO area
  - Identify trips by mode
  - Identify average trip lengths

Task 2: Origin-Destination Analysis

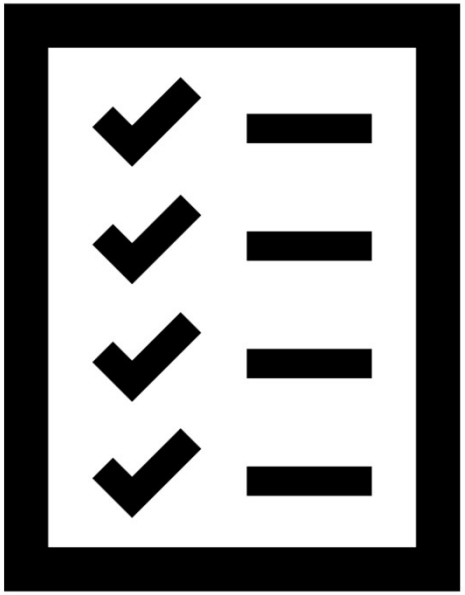
- Primary data sources
  - StreetLight
  - Strava Metro
  - VDOT
- Validation and additional insights gained through targeted outreach
  - Local cycling and running clubs
  - Member jurisdiction staff
  - Other local sources: UVA Parking and Transportation, MicroCAT, VEO dockless mobility program

Task 3: Mode Shift Potential & Strategies

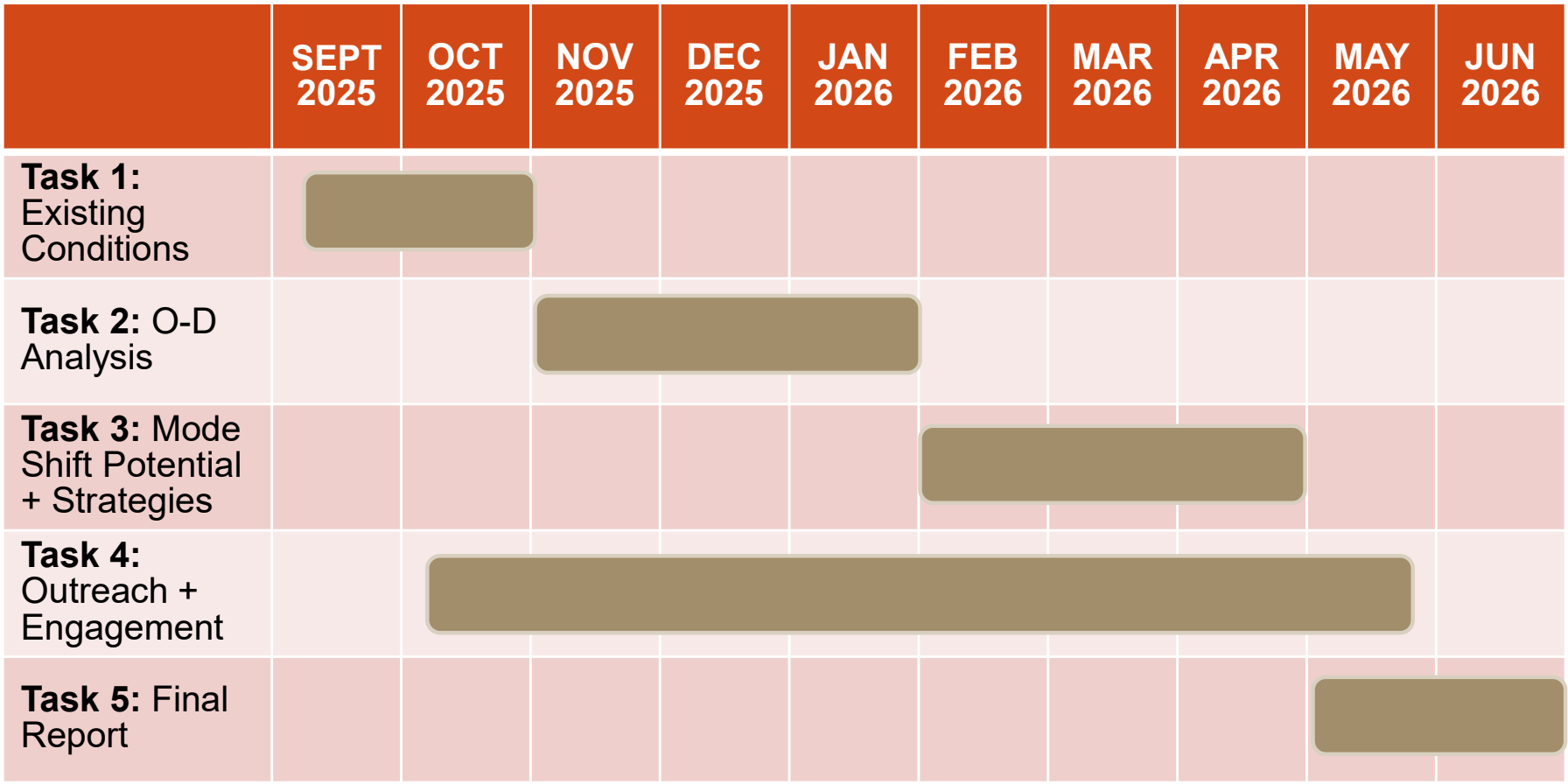
- Assess potential for shifting trips from auto to non-auto modes
  - Consider trip characteristics such as trip length, trip distance, existing/planned infrastructure,
- Identify recommended improvements and strategies to encourage mode shift, feasibility of implementation
  - Recommendations may be policy-related, such as employer parking programs, land use considerations, and parking policies

Task 4: Outreach and Engagement

- Two primary opportunities for public engagement during the study
  - Validation of existing conditions observations and gathering additional insights
  - A survey obtaining input on proposed strategies and prioritization
- Targeted outreach to include bicycling and running clubs, Charlottesville City Schools, Albemarle County Public Schools, and housing-focused groups



Project Schedule



Questions?

Taylor Jenkins

(434) 424-0652

tjenkins@tjpdc.org

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
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Transportation Demand Management Study
Scope of Work

Purpose

Through the development of the 2050 Long Range Transportation Plan, the Charlottesville-Albemarle MPO (CA-MPO) identified the need to complete a comprehensive travel demand management (TDM) study to identify long-term initiatives to reduce vehicle miles traveled (VMT) within the MPO area, support sustainable transportation options, and improve mobility. The study seeks to achieve the following goals:

- Understand existing travel patterns and opportunities to reduce VMT and increase trips made by walking, biking, and using transit
- Enhance connections between transit, active transportation networks, and park-and-ride facilities

Task 1: Existing Conditions

CA-MPO staff will conduct a review of relevant planning documents from each jurisdiction, including but not limited to:

- Comprehensive Plans
- Bicycle and Pedestrian Plans
- Transit Development Plans
- Parking Studies

Reviewing previously completed plans will help identify planned improvements, land use planning context, and opportunities for alignment with study recommendations. Staff will also establish a vehicle miles traveled (VMT) baseline in this task that will be used as the foundation for creating VMT reduction goals.

Task 1 Deliverables:

- Previous Plan Review memo summarizing existing studies and applicable findings
- Baseline VMT for the CA-MPO region

Estimated Completion Date: October 2025

Task 2: Origin-Destination Analysis

CA-MPO staff will begin this task by identifying major trip generators and destinations, including but not limited to:

- Large employers and employment centers
- Medical facilities
- Educational facilities
- Recreational destinations
- Commercial retail destinations

Using data sources such as StreetLight, INRIX, and Strava Metro, CA-MPO staff will conduct an origin-destination analysis to understand travel coming in and out of the MPO area and traveling within the MPO area. Trips will be identified by existing mode (i.e., auto, transit, bike) and trip length. CA-MPO staff will

work to validate findings through outreach, including connecting with local cycling and running clubs, the University of Virginia (UVA) Parking and Transportation, and member jurisdiction staff.

Other potential sources of information to inform the origin-destination analysis include insights from UVA's Wahoo Commutes program, the VEO dockless mobility program, and MicroCAT services.

Task 2 Deliverable:

- Origin-Destination Analysis Technical Memo

Estimated Completion Date: December 2025 / January 2026

Task 3: Mode Shift Potential and Strategies

Using results from the origin-destination analysis, CA-MPO staff will assess the potential for shifting trips from auto to non-auto trips. This task will consider characteristics such as trip length, existing infrastructure (i.e., bike lanes, sidewalk, transit services), and network connectivity to identify the feasibility of mode shift and gaps in infrastructure where opportunities where future investments would be most impactful. Mode shift strategies will also include those that may be policy-related, such as employer commuting programs, land use considerations, and parking policies.

As part of this task, CA-MPO staff will also inventory public parking facilities within the MPO area to identify existing parking capacity, utilization rates (where available), and connectivity to transit. Parking facilities will include public surface parking, parking decks, and park-and-ride lots.

Task 3 Deliverables:

- Identification of mode shift potential
- Draft recommended improvements and strategies to encourage mode shift

Estimated Completion Date: April 2026

Task 4: Outreach and Engagement

Two primary opportunities for engagement will occur during the study:

- Validation of existing conditions observations and gathering additional insights
- A survey obtaining input on the prioritization of recommendations

Opportunities for more targeted outreach throughout the study include bicycling and running clubs, Charlottesville City Schools, Albemarle County Public Schools, and housing-focused groups (Charlottesville Redevelopment and Housing Authority, Public Housing Association of Residents, Piedmont Housing Alliance, etc.).

To ensure proposed strategies align with community priorities, a short survey will be conducted to obtain public input on recommended improvements and strategies and identify opportunities that are highest priority. Input will be used to refine recommendations.

Task 4 Deliverables:

- Summary of public input
- Refined recommendations and strategies

Estimated Completion Date: May 2026

Task 5: Final Report

CA-MPO staff will prepare the final report. Findings and recommendations from this study will help inform future investments for infrastructure and services that can encourage shifts in travel behavior and address gaps in the regional transportation network.

Task 5 Deliverable:

- Final Report

Estimated Completion Date: June 2026

Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees
From: Taylor Jenkins, Transportation Director, TJPDC/CA-MPO
Date: August 5, 2025
Reference: Transportation Demand Management Study – Final Scope of Work

Purpose:
CA-MPO staff are seeking approval of the final scope of work for the FY26 Transportation Demand Management (TDM) Study.

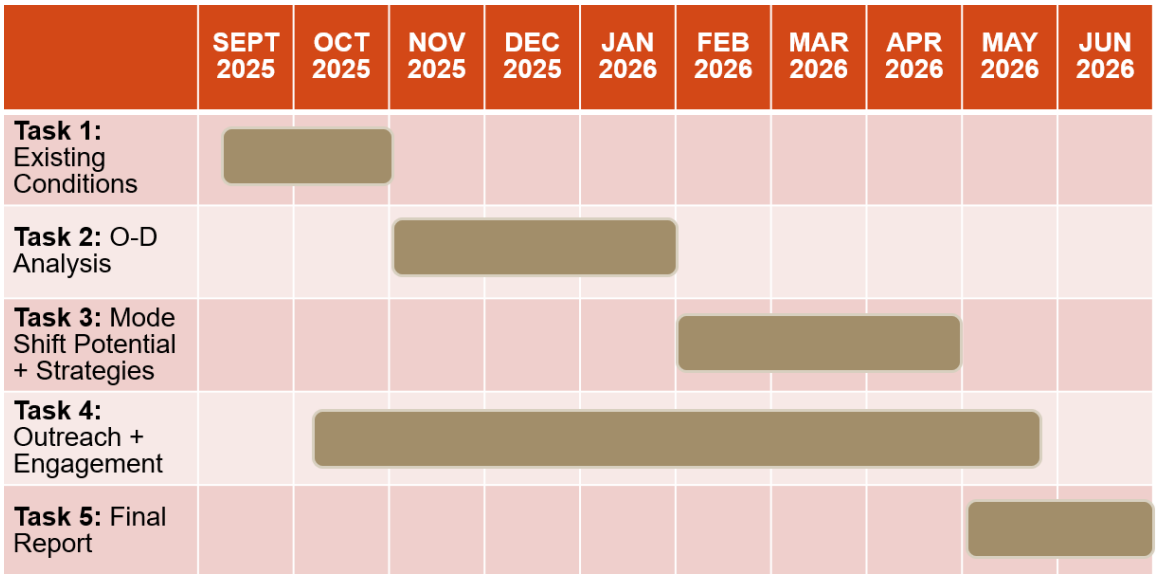
Background:
Through the development of the 2050 long range transportation plan (LRTP), the CA-MPO identified the need for a comprehensive travel demand management (TDM) study to identify long-term initiatives that would reduce vehicle miles traveled (VMT) within the MPO region, support sustainable transportation options, and improve mobility. This study will provide an understanding of travel patterns and support the identification of longer-term multimodal improvements and strategies needed to support mode-shift for those traveling throughout the MPO region.

Updates to the Scope of Work:
CA-MPO staff received valuable feedback from the Technical Committee, Policy Board, and Citizens Transportation Advisory Committee (CTAC) on the draft scope of work. The most significant updates include:

- Broadening **Task 1** to become *Existing Conditions*, which will include establishing a baseline for current VMT.
- Updating **Task 2** to capture additional suggested data sources, including Strava Metro and reaching out to partners for relevant data that could inform the study (UVA Parking and Transportation, MicroCAT, VEO dockless mobility data, etc.)
- Clarifying in **Task 3** that potential strategies could be policy-related, such as employer commuting programs, land use considerations, and parking policies
- Adding additional opportunities to collect public feedback in **Task 4** from targeted groups, such as bicycling and running clubs, school systems, and housing-focused groups

Study Schedule:
Following CA-MPO Policy Board approval, staff will begin the study with an estimated conclusion in June 2026. Estimated completion dates for each task are captured in the full scope of work, and a proposed overall schedule is illustrated in **Figure 1**.

Figure 1. TDM Study Schedule



Recommendations:

CA-MPO Technical Committee: Staff recommend a motion to recommend the CA-MPO Policy Board approve the final scope for the Travel Demand Management Study.

CA-MPO Policy Board: Staff recommend a motion to approve the final scope for the Travel Demand Management Study.

CA-MPO Citizens Transportation Advisory Committee: Staff recommend a motion to recommend the CA-MPO Policy Board approve the final scope for the Travel Demand Management Study.

If there are any questions or comments, please contact Taylor Jenkins at tjenkins@tjpdc.org.

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MEMORANDUM

To: Charlottesville-Albemarle MPO Citizens Transportation Advisory Committee (CTAC)
From: Taylor Jenkins, Director of Transportation, CA-MPO/TJPDC
Date: September 24, 2025
Subject: Amendment #13 and Adjustments to the CA-MPO FY24-27 Transportation Improvement Program

Purpose:
This memorandum provides information about adjustments to the CA-MPO FY24-27 Transportation Improvement Program (TIP) for Charlottesville Area Transit (CAT) and Federal Transit Administration (FTA) 5310 projects.

Summary of TIP Amendment #13:
Beginning in FY2025, The Autism Sanctuary, Inc. received FTA Section 5310 funding to purchase paratransit vehicles. Specifically, the FY2025 allocation includes $159,000 in FTA 5310 funds, $20,000 in state funds, and $20,000 in local matching funds.

Summary of Administrative Adjustments:
The adjustments stem from updated guidance and revised funding allocations provided by the Federal Transit Administration (FTA). CA-MPO staff worked closely with CAT and the Virginia Department of Rail and Public Transportation (DRPT) to complete the adjustments.

The following adjustments were completed for CAT Projects:

- **CAT0003 – Replacement Rolling Stock:** Decrease in total funding from FY24-FY27 by $3,326,000 from which $615,000 is federal 5339, $2,560,000 state and $151,000 local funding bringing the total to $8,218,000.
- **CAT0007 – Passenger Shelters:** Reallocation of $30,000 federal 5339, $74,000 state and $4,000 local funds from FY24 to FY25.
- **CAT0009 – Purchase Support Vehicles:** Increase in total funding by $128,000 from which $73,000 federal 5339, $52,000 state, and $3,000 local funding bringing the total to $286,000 between FY24-FY26.
- **CAT0011 – Purchase Shop Equipment:** Increase in total funding by $21,000 from which $20,000 federal 5339, and $1,000 local funding bringing the total to $246,000 between FY24-FY25. Reallocation of State funds in the amount of $153,000 from FY24 to FY25.
- **CAT0012 – Purchase Vehicle Locator System:** Increase in total funding by $1,000 from which $1,000 federal 5339 bringing the total to $136,000 between FY24-FY25. Reallocation of State funds in the amount of $331,000 and $20,000 local funds from FY24 to FY25.
- **CAT0014 – Purchase Miscellaneous Equipment:** Increase in total funding by $27,000 from which $27,000 federal 5339, bringing the total to $60,000 between FY24-FY27.
- **CAT0017 – Purchase Surveillance/Security Equipment:** Reallocation of $56,000 federal 5339 and $136,000 state funding from FY26 to FY25.
- **CAT0021 – Capital Facilities Renovations:** Reallocation of $628,000 federal 5339, $1,526,000 state and $90,000 local funding from FY24 to FY25.

The following adjustments were completed for FTA 5310 Projects:

- **ASI001 – Paratransit Vehicles:** Decrease of $33,000 FY25 5310 FTA funding due to updated information received from FTA.

Attached to this memo are revised TIP pages showing new tables for each adjustment, and the full TIP document can be accessed at https://ca-mpo.org/transportation-improvement-program/.Please reach out to Gorjan Gjorgjievski (gorjang@tjpdc.org) if you have any questions.

Description:	

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0003**	**Title: Replacement - Rolling Stock**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-	1,059	955	577	26	FTA 5339	2,617
State	-	2,571	1,256	1,401	62	State	5,290
Local	-	151	74	82	4	Local	311
Year Total	-	3,781	2,285	2,060	92	Year Total	8,218
Description:	**Adjustment #16:** Decrease in total funding from FY24-FY27 by $3,326,000 from which $615,000 federal 5339, $2,560,000 state, and $151,000 local funding bringing the total to $8,218,000.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0003**	**Title: Replacement - Rolling Stock**				**Recipient:**	**Charlottesville Area Transit**
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	898	1,242	517	329	1,144	FTA 5339	3,232
State	2,180	3,016	1,255	800	2,779	State	7,850
Local	128	177	74	47	164	Local	462
Year Total	3,206	4,435	1,846	1,176	4,087	Year Total	11,544
Description:							

New Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0007**	**Title: Passenger Shelters**				**Recipient:**	**Charlottesville Area Transit**
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	-	34	56	26	26	FTA 5339	142
State	-	82	136	62	62	State	342
Local	-	5	8	4	4	Local	21

Year Total	-	121	200	92	92	Year Total	505
Description:	**Adjustment #17:** Reallocation of funds by moving $30,000 5339, $74,000 state, and $4,000 local funding from FY24 to FY25.						

Old Table:

	Previous Funding	**FY2024**	**FY2025**	**FY2026**	**FY2027**	**Total FY2024-FY2027**	
TIP ID:	**CAT0007**	**Title: Passenger Shelters**				**Recipient:**	**Charlottesville Area Transit**
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	-	64	26	26	26	FTA 5339	142
State	-	156	136	62	62	State	342
Local	-	9	4	4	4	Local	21
Year Total	-	229	992	92	92	Year Total	505
Description:							

New Table:

	Previous Funding	**FY2024**	**FY2025**	**FY2026**	**FY2027**	**Total FY2024-FY2027**	
TIP ID:	**CAT0009**	**Title: Purchase Support Vehicles**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-	22	73	28	-	FTA 5339	123
State	-	55	31	68	-	State	154
Local	-	3	2	4	-	Local	9
Year Total	-	80	106	100	-	Year Total	286
Description:	**Adjustment #18:** Increase in total funding by $128,000 from which $73,000 federal 5339, $52,000 state, and $3,000 local funding bringing the total to $286,000 between FY24-FY26.						

Old Table:

	Previous Funding	**FY2024**	**FY2025**	**FY2026**	**FY2027**	**Total FY2024-FY2027**	
TIP ID:	**CAT0009**	**Title: Purchase Support Vehicles**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	25	22	-	28	-	FTA 5339	50
State	61	34	-	68	-	State	102
Local	4	2	-	4	-	Local	6

Year Total	90	58	-	100	-	Year Total	158
Description:							

New Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0011**	**Title: Purchase Shop Equipment**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-	-	83	-	-	FTA 5339	83
State	-	-	153	-	-	State	153
Local	-	-	10	-	-	Local	10
Year Total	-	-	246	-	-	Year Total	246
Description	**Adjustment #19:** Increase in total funding by $21,000 from which $20,000 federal 5339, and $1,000 local funding bringing the total to $246,000 between FY24-FY25. Reallocation of State funds in the amount of $153,000 from FY24 to FY25.						

Old table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0011**	**Title: Purchase Shop Equipment**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	98	63	-	-	-	FTA 5339	63
State	238	153	-	-	-	State	153
Local	14	9	-	-	-	Local	9
Year Total	350	225	-	-	-	Year Total	225
Description							

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0012**	**Title: Purchase Vehicle Locator System**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-	19	136	-	-	FTA 5339	155
State	-	43	331	-	-	State	374
Local	-	2	20	-	-	Local	22
Year Total	-	64	487	-	-	Year Total	551

Description:	**Adjustment #20:** Increase in total funding by $1,000 from which $1,000 federal 5339 bringing the total to $551,000 between FY24-FY25. Reallocation of State funds in the amount of $331,000 and $20,000 local funds from FY24 to FY25.

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0012**	**Title: Purchase Vehicle Locator System**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-	154	-	-	-	FTA 5339	154
State	-	374	-	-	-	State	374
Local	-	220	-	-	-	Local	22
Year Total	-	550	-	-	-	Year Total	550
Description:							

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0014**	**Title: Purchase Misc Equipment**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	70	4	30	1	1	FTA 5339	36
State	171	-	17	3	3	State	23
Local	10	1	-	-	-	Local	1
Year Total	251	5	47	4	4	Year Total	60
Description:	**Adjustment #21:** Increase in total funding by $27,000 from which $27,000 federal 5339, bringing the total to $60,000 between FY24-FY27.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0014**	**Title: Purchase Misc Equipment**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	70	4	3	1	1	FTA 5339	9
State	171	10	7	3	3	State	23
Local	10	1	-	-	-	Local	2
Year Total	252	15	10	4	4	Year Total	33

Description:	

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0017**	**Title: Purchase Surveillance/Security Equipment**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	55	6	56	-	-	FTA 5339	62
State	135	14	136	-	-	State	150
Local	-	-	-	-	-	Local	-
Year Total	190	20	192	-	-	Year Total	212
Description:	**Adjustment #22:** Reallocation of Funding in the amount of $56,000 of federal 5339, and $136,000 State funding from FY26 to FY25.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0017**	**Title: Purchase Surveillance/Security Equipment**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	55	6	-	56	-	FTA 5339	62
State	135	14	-	136	-	State	150
Local	-	-	-	-	-	Local	-
Year Total	190	20	-	192	-	Year Total	212
Description:							

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0020**	**Title: Purchase Transit Radio System**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-	-	-	-	-	FTA 5339	
State	35	-	-	-	-	State	
Local	183	-	-	-	-	Local	
Year Total	218	-	-		-	Year Total	
Description:							

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0021**	**Title: Capital Facilities Renovations**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-		628	9,773	6,302	FTA 5339	16,703
State	-	-	1526	10,435	6,850	State	18,811
Local	-	-	90	867	548	Local	1,505
Year Total	-	-	2,244	21,075	13,700	Year Total	37,019
Description:	**Adjustment #23:** Reallocation of funding in the amount of $628,000 of federal 5339, $1,526,000 State and $90,000 funding from FY24 to FY25.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0021**	**Title: Capital Facilities Renovations**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	-	628	-	9,773	6,302	FTA 5339	16,703
State	-	1526	-	10,435	6,850	State	18,811
Local	-	90	-	867	548	Local	1,505
Year Total	-	2,244	-	21,075	13,700	Year Total	37,019
Description:							

FTA 5310 Summary

Note: Numbers are reflected in thousands.

The Autism Sanctuary, Inc. received FTA 5310 starting in 2025 to purchase paratransit vehicles.

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**ASI001**	**Title: Paratransit Vehicles**					
FTA 5310	-	-	126	-	-	FTA 5310	126
State	-	-	20	-	-	State	20
Local	-	-	20	-	-	Local	20
Year Total	-	-	166	-	-	Total	166
Description:	Adjustment #15 ASI001. Decrease of $33,000 FY25 5310 FTA funding from the Autism Sanctuary Inc. (ASI001) project, due to updated funding information received from FTA.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**ASI001**	**Title: Paratransit Vehicles**					
FTA 5310	-	-	159	-	-	FTA 5310	159
State	-	-	20	-	-	State	20
Local	-	-	20	-	-	Local	20
Year Total	-	-	166	-	-	Total	239
Description:							

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

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RESOLUTION
APPROVING AMENDMENT #13 TO THE CA-MPO
FY24–27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Transportation Improvement Program (TIP) is a fiscally constrained, multi-year program of transportation projects receiving federal funding, developed in cooperation with the Commonwealth of Virginia, local governments, and public transportation providers; and

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) is responsible for preparing and maintaining the region's TIP; and

WHEREAS, the FY24-FY27 TIP was approved by the CA-MPO Policy Board on May 24, 2023; and

WHEREAS, the CA-MPO is amending the FY24-FY27 TIP to add a new TIP Block (Amendment #13) for the purchase of paratransit vehicles by the Autism Sanctuary, Inc. in Federal Fiscal Year 2025 (FFY25), reflecting the addition of $159k in Federal Transit Administration (FTA) 5310 funds, $20k in state funds, and a $20k local match; and

WHEREAS, the amendment does not alter the financial constraint of the TIP; and

WHEREAS, the amendment has been reviewed and recommended for approval by the CA-MPO Technical Committee.

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Charlottesville-Albemarle Metropolitan Planning Organization hereby adopts Amendment #13 to the FY24–27 Transportation Improvement Program as presented.

Adopted on this 27th day of August, 2025, by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

Ned Gallaway, Chair
Charlottesville-Albemarle MPO

8/27/25
Date

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

8/27/25
Date

CA-MPO Administration and CTAC Participation

CA-MPO Citizens Transportation Advisory Committee
September 24, 2025

Thomas Jefferson Planning District Commission

Agenda

I. Recent Meeting Summaries

II. Metropolitan Planning Organization (MPO) Source Regulations, Structure, and Core Activities

III. History and Past Activities of the Citizens Transportation Advisory Committee (CTAC)

IV. Other Citizen Advisory Bodies

Recent Meeting Summaries

- **March 19, 2025** – CTAC Meeting
  - Following the recent election of officers, CTAC members discussed expiring committee membership, the appointment process, and prepared for a discussion of the bylaws
- **May 21, 2025** – CTAC Meeting
  - Members reviewed bylaws, began discussions on committee purpose, and brainstormed potential activities
- **June 25, 2025** – MPO Policy Board Meeting
  - Spurred by an agenda item addressing CTAC vacancies, Policy Board members requested a broader discussion about the purpose of CTAC and their next meeting and an interim meeting between Chairs and Vice-Chairs of the two bodies
- **July 18, 2025** – Chairs and Vice-Chairs of MPO Policy Board and CTAC
  - Discussions on the intended function of CTAC, committee challenges, and staff challenges
  - Request for information about MPO Policy Board key activities and CTAC history for presentation and discussion at August MPO Policy Board meeting

23 CFR Part 450 – Source Regulations

Subpart A – Transportation Planning and Programming Definitions

Subpart B – Statewide and Nonmetropolitan Transportation Planning and Programming

Subpart C – Metropolitan Transportation Planning and Programming

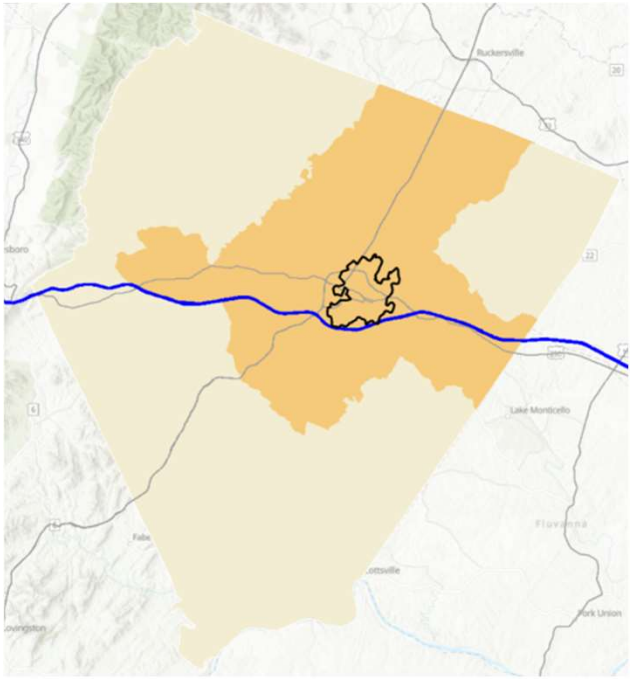
Set forth the national policy that the MPO designated for each urbanized area is to carry out a **continuing, cooperative, and comprehensive** performance-based multimodal transportation planning process, including the development of a **metropolitan transportation plan** and a **TIP.**

23 CFR Part 450 Subpart C

Metropolitan Transportation Planning and Programming

As a federally-mandated body, the CA-MPO must complete the following major activities:

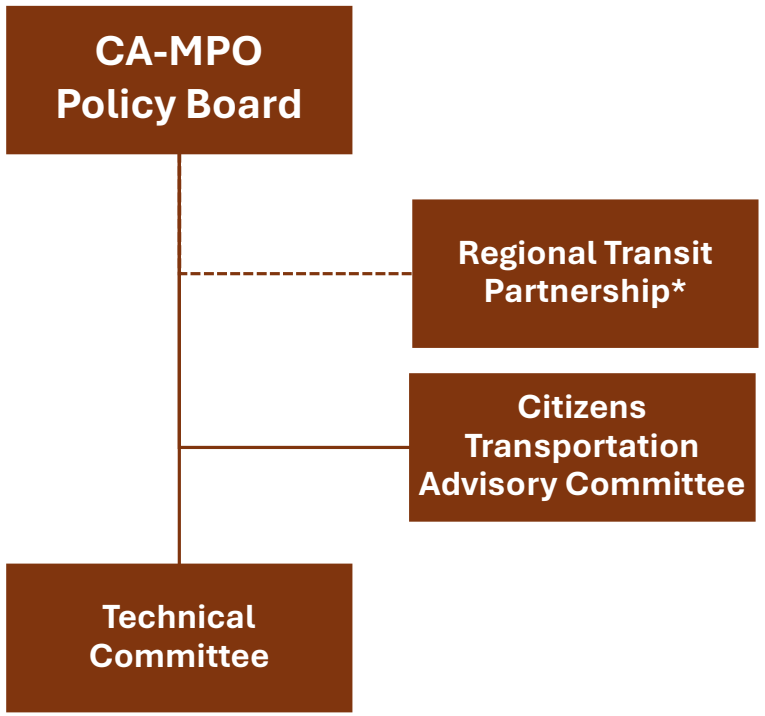
- Develop a **long-range metropolitan transportation plan** and **TIP**
- Establish **performance targets**
- Develop and use a documented **public participation plan**
- Document metropolitan transportation planning activities in a **unified planning work program** (UPWP)



CA-MPO Structure and Committees

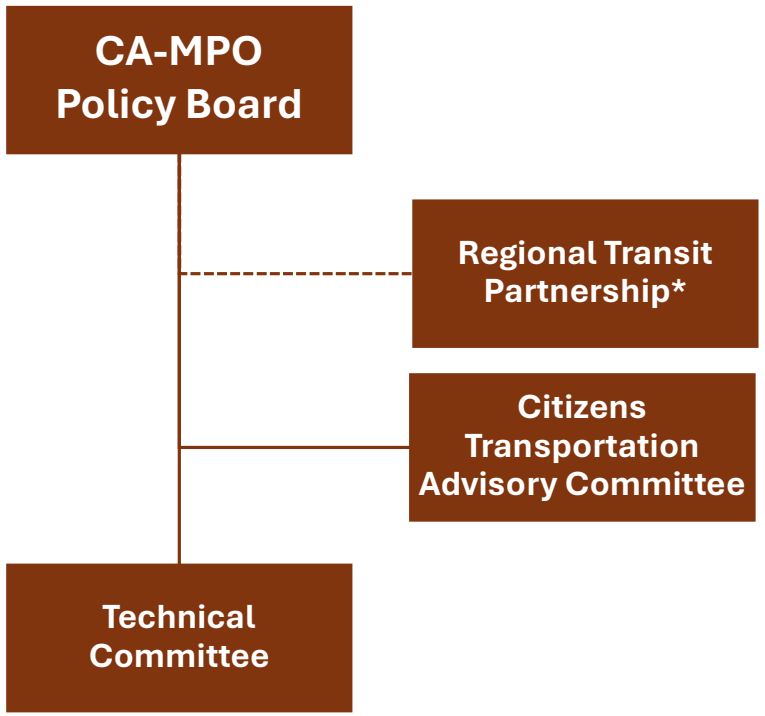
- Committee structure not specified in federal requirements
- 3-C Agreement is an MOU on metropolitan transportation planning responsibilities for the Charlottesville-Albemarle Metropolitan Planning Area
- Article 2: MPO Structure and Committees of the 3-C Agreement identifies
  - Policy Board, and
  - Technical Committee

**Regional Transit Partnership established in 2017, but will sunset in December 2025*



CA-MPO Structure and Committees

- **CA-MPO Policy Board** is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region
- **CA-MPO Technical Committee** provides technical review, supervision, and assistance in transportation planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area.



CA-MPO Responsibilities and Decisions

Document or Task	Frequency
Long Range Transportation Plan (LRTP)	5 Years Amended as Needed
Transportation Improvement Program (TIP)	4 Years Amended as Needed
Unified Planning Work Program (UPWP)	Yearly
Establish and Adopt Safety Performance Targets	Yearly
Establish and Adopt Other Performance Targets	Varies Based on Performance Period

- **Long Range Transportation Plan:** Metropolitan transportation plan with short- and long-range strategies to provide for the development of an integrated multimodal transportation system with 20-year forecast period
- **Transportation Improvement Program (TIP):** Prioritized list/program of projects that are federally-funded and regionally significant; coordinated with the state
- **Unified Planning Work Program (UPWP):** Annual document identifying major metropolitan transportation planning activities to be performed with provided funds
- **Federal Performance Targets:** In coordination with the state, MPOs establish performance targets to track to track progress toward critical outcomes for the region. Targets include safety, infrastructure condition, system performance, transit asset management

CA-MPO Responsibilities and Decisions

Document or Task	Frequency
3-C Agreement	10 Years*
Annual Obligation Report	Yearly
MPO Boundary Maintenance	10 Years
Public Participation Plan	As Needed
Title VI Plan	3 Years

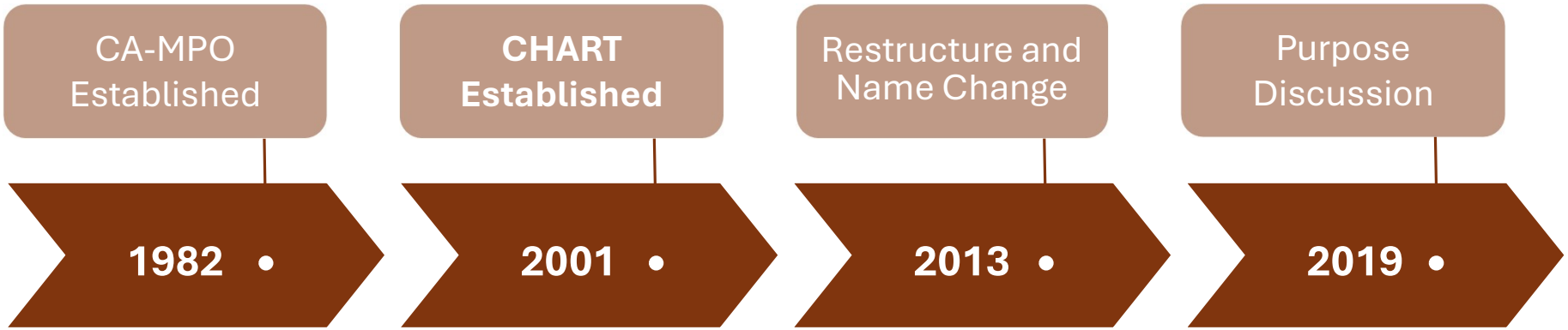
- **3-C Agreement:** The MPO, member jurisdictions, state, and transit providers determine mutual responsibilities in carrying out a continuing, cooperative, and comprehensive multimodal transportation planning process.
- **Annual Obligation Report:** Annual list of projects for which federal funds were obligated. Intends to provide an accounting for federal funds authorized or committed by the state or designated recipients for expenditure of projects programmed in the TIP.
- **MPO Boundary Maintenance:** The MPO reviews metropolitan planning area boundary after each Census to determine if it meets minimum statutory requirements for new and updated urbanized areas and adjust if necessary.
- **Public Participation Plan:** Document that defines a process for providing interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
- **Title VI Plan:** Describes process for ensuring compliance with Title VI of the Civil Rights Act of 1964.

CA-MPO Responsibilities and Decisions

Document or Task	Frequency
Travel Demand Model	5 Years
Functional Classification	10 Years Or As Requested
SMART SCALE	2 Years
State-Led Plans/Studies (STARS, Pipeline, VTrans)	Varies
Other Discretionary Grants	As Initiated

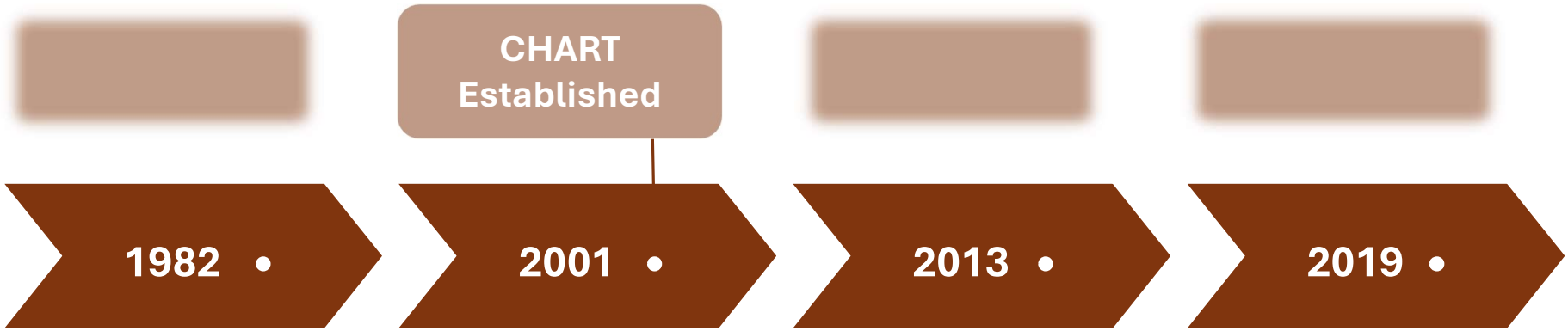
- **Travel Demand Model:** An analytical tool used to support the transportation planning process. Because the LRTP is required include current and projected transportation demand over a 20-year period, the travel demand model helps to fulfill that task.
- **Functional Classification:** Process by which streets and highways are grouped into classes according to the character of service they are intended to provide. VDOT TMPD is ultimately responsible for this task, and the MPO coordinates local/regional feedback.
- **SMART SCALE:** The MPO is an eligible applicant in the state's construction funding program.
- **State-Led Plans and Studies:** The MPO participates as a stakeholder in VDOT-led plans (STARS or Pipeline studies, statewide transportation plan (VTrans), etc.)
- **Other Discretionary Grants:** The MPO is an eligible applicant for various other state and federal discretionary grant opportunities (RAISE/BUILD, Transportation Alternatives, SS4A, etc.)

Citizens Transportation Advisory Committee (CTAC) History



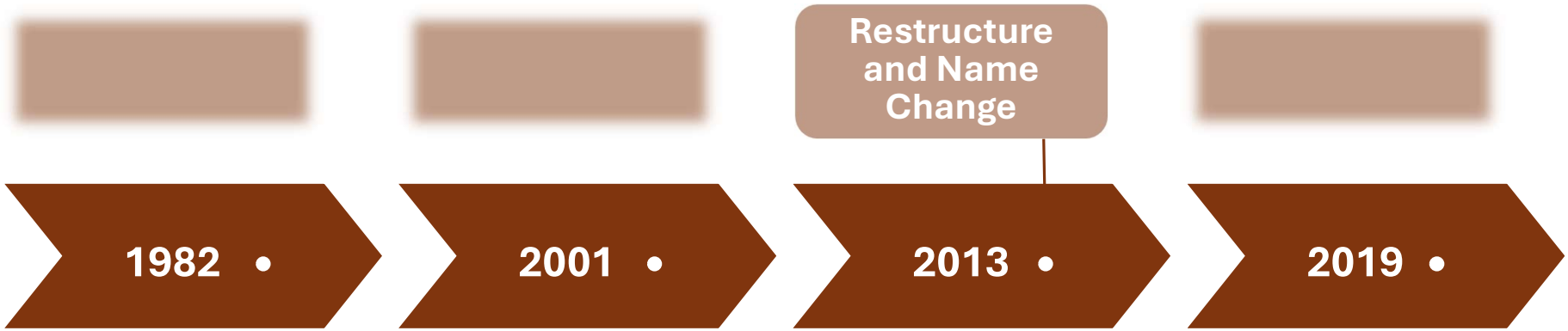
- "Develop and recommend updates to long range Charlottesville Albemarle Regional Transportation Plan (CHART) plan (in previous years, this document was called the Charlottesville Area Transportation Study, or CATS).
- Meet frequently as needed during plan updates; meet no less than annually during interim years to evaluate plan progress and recommend amendments and updated project descriptions. Host community forums to solicit public input.
- Present plan update and recommendations for plan amendments to MPO Technical Committee for endorsement and approval by MPO Policy Board."

Establishment of CHART



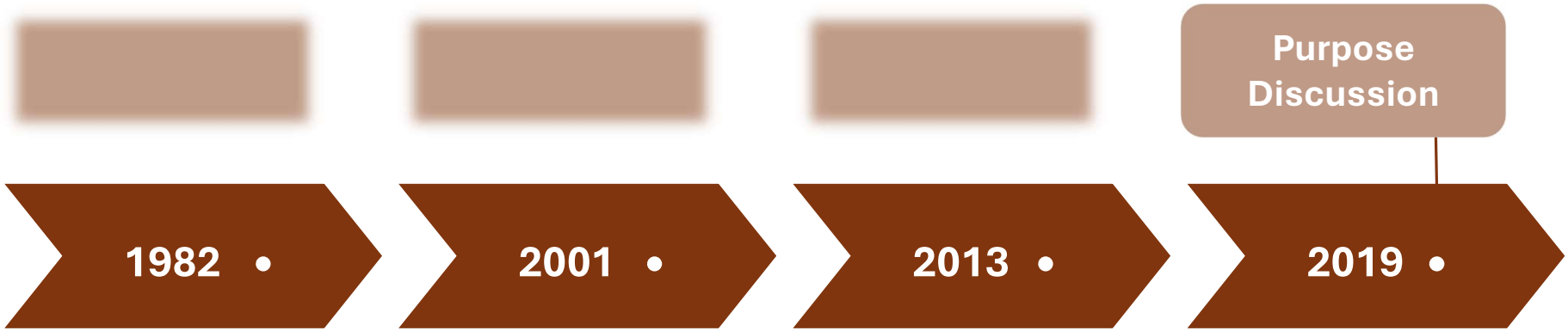
- **Charlottesville Citizens at Large (5)**
- **Albemarle Citizens at Large (5)**
- **University of Virginia (1)**
- **Public Transit Rider (1)**
- **Bicycling Representative (1)**
- **Pedestrian Representative (1)**
- **Freight/Shipping Representative (1)**
- **Chamber of Commerce (1)**
- **Environmental Protection Representative (1)**
- **Private Transit Provider (1)**
- **CTAC reports to Technical Committee**

Restructure and Name Change



- Membership reduced from 18 to 13 and specific membership role type removed
  - Minutes and memos between 2001 and 2013 reference difficulty of maintaining mode-specific membership
  - Appointments by jurisdictions, policy board, etc.
- Name changed from Charlottesville Albemarle Regional Transportation Plan (CHART) committee to Citizens Transportation Advisory Committee (CTAC)
- Emphasis placed on CTAC being advisory to the MPO Policy Board, not other outside bodies
- First set of CTAC Bylaws were approved July 2013, with subsequent MPO Policy Board Bylaws revisions in September 2013

Recurring Purpose Discussions



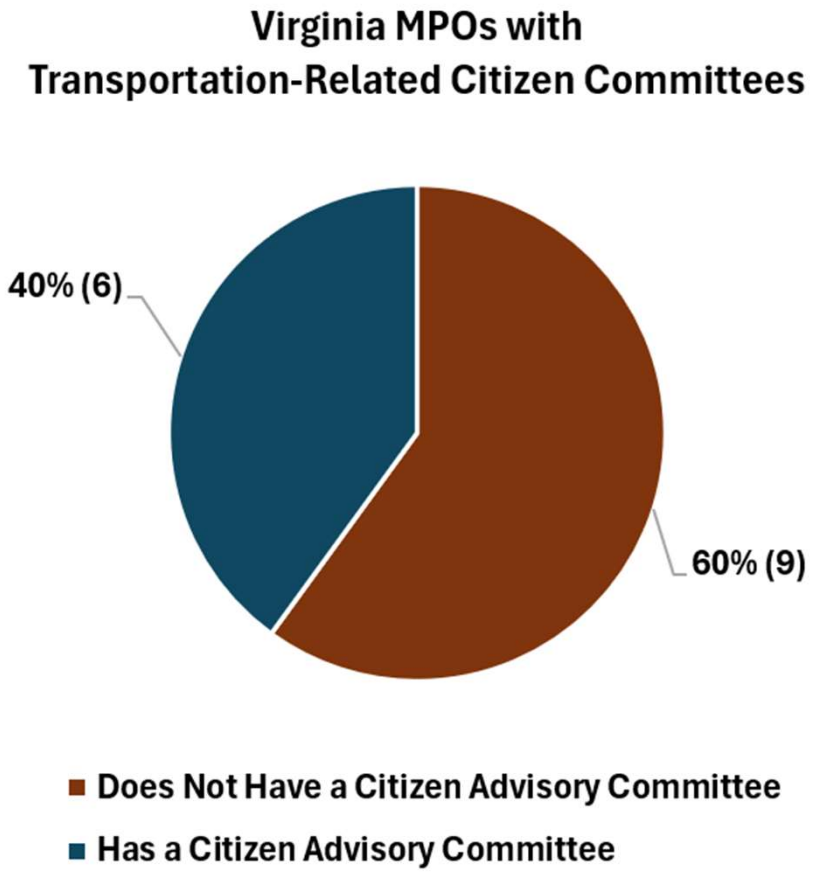
2019 Discussion centered around a few key topics:

- What will CTAC do outside of LRTP updates?
- Will the MPO Policy Board provide CTAC with direction and tasks or should they develop their own activities/initiatives?
- Should CTAC members be appointed by one body to better manage the appointment process and ensure diversity of membership and interests?
- Is CTAC a requirement? Many peer MPOs do not have citizen committees. Should they only meet during LRTP updates?

Virginia MPOs with Transportation-Related Citizen Committees

- Out of 15 MPOs in the state, six have a transportation-specific citizen advisory committee (only four largest urban areas are active)
  - Charlottesville-Albemarle MPO
  - Fredericksburg Area MPO
  - Hampton Roads TPO
  - National Capital Region Transportation Planning Board
  - Richmond Regional TPO
  - Winchester-Frederick County MPO*

**Citizen committee identified in bylaws, but not active*

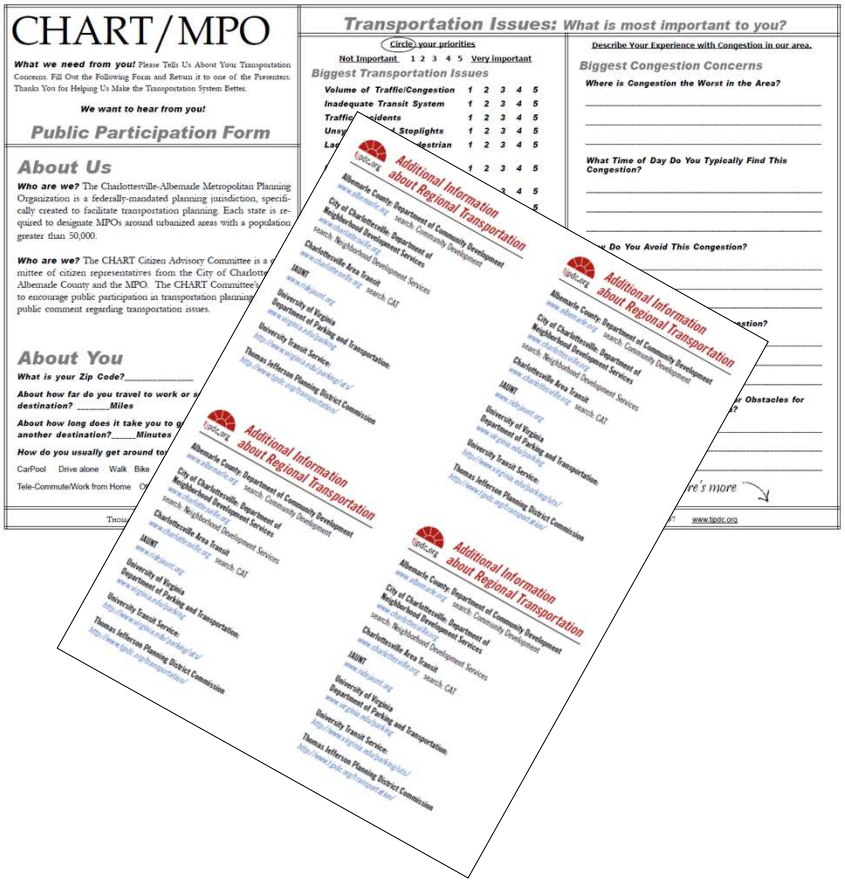


Other Local Citizen Advisory Committees

- Seven **Community Advisory Committees (CACs)** in Albemarle County support County staff and the Board of Supervisors in implementing their development area's Master Plan
  - Cover topics including transportation planning, development projects, environmental stewardship, traffic safety, and community wellbeing
  - Each CAC has a liaison from the Planning Commission, Board of Supervisors, and County Planning staff
- Charlottesville has a **Bicycle and Pedestrian Advisory Committee (BPAC)** whose purpose is to improve bicycle and pedestrian facility design and safety for all road users
- Charlottesville **PLACE Design Task Force** acted as an advisory board to the Planning Commission and City staff in matters pertaining to urban design and place making**.** It was last active 2021.
- **Charlottesville Area Transit (CAT) Advisory Board** established by resolution of City Council in October 2018 to serve as a rider-centric steering committee. The advisory board is not currently active.

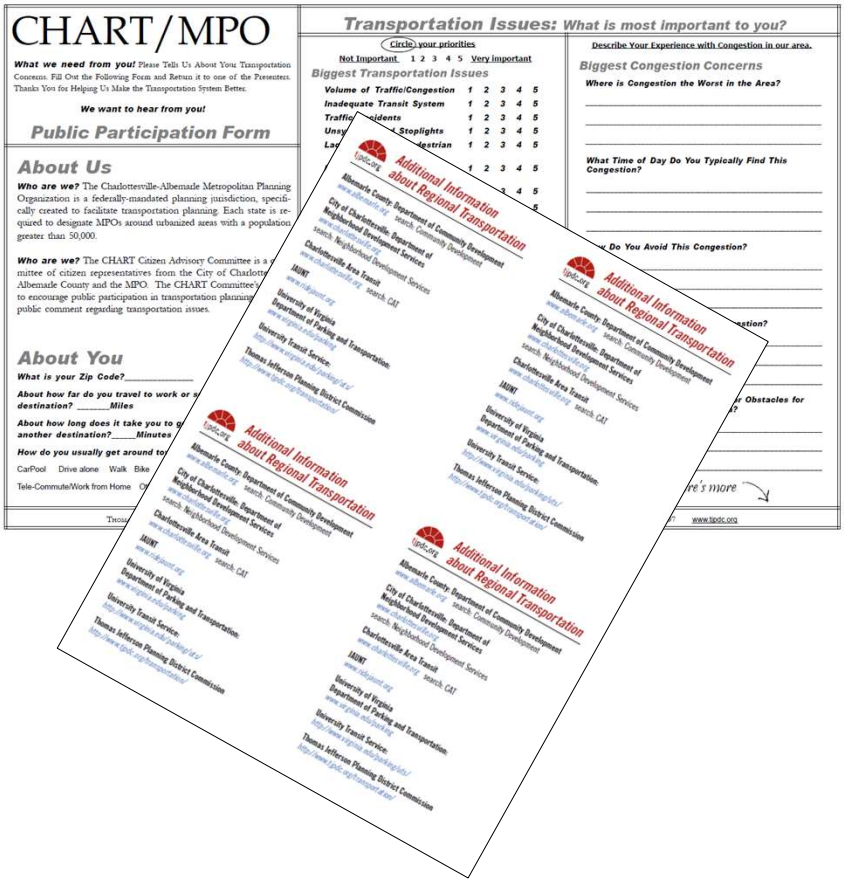
Past Activities of CTAC

- Supported UnJAM2025 (2004 LRTP) public workshop planning and facilitation
- LRTP Public Participation Database
  - From 2009-2011, CHART developed a Public Participation presentation and survey to educate members of the public on transportation planning and collect public input about transportation issues
  - Collected 57 public input surveys
- Created a “CHART Card” in 2010 with resources where citizens could find additional information about regional transportation
- 2009 Resolution of Endorsement for new Amtrak Passenger Rail Service through the Region



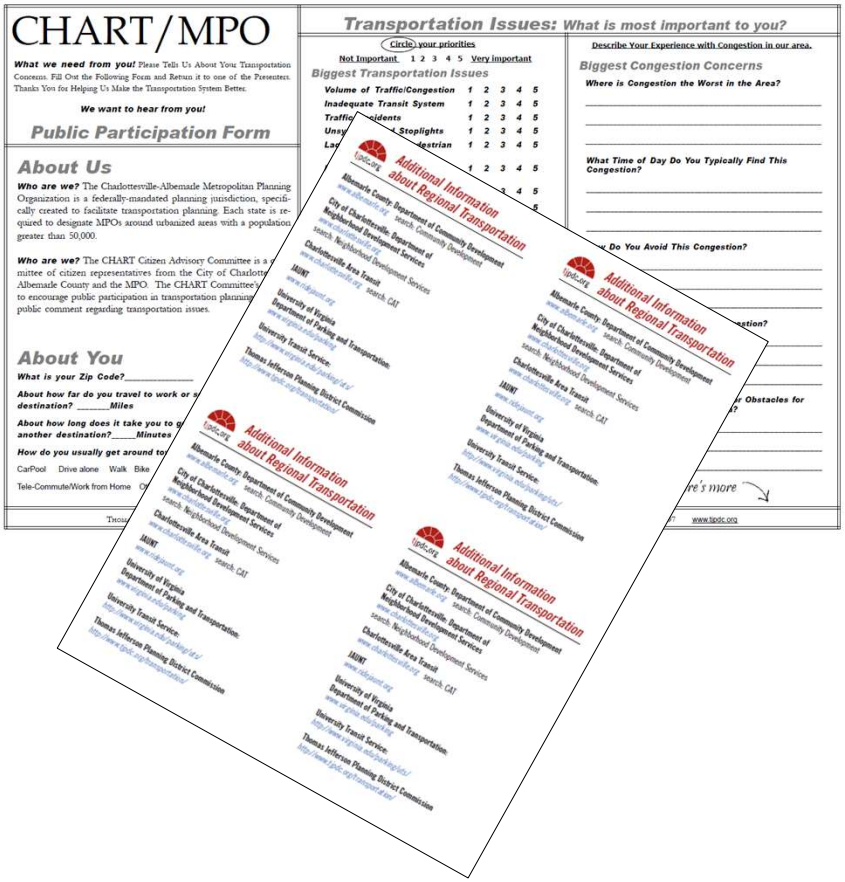
Challenges of CTAC Activities

- Desire to advise bodies other than the CA-MPO Policy Board
  - 2006 memorandum written to Albemarle County Department of Community Development recommending specific concepts be incorporated into community site plans
  - 2025 desire to draft a letter from the MPO's citizen advisory committee to city council in reference to recent citizen arrest related to a temporary crosswalk installment
- Desire to perform advocacy-related work
- Desire to develop staffed sub-committees and more frequent meetings, increasing strain on staff and financial resources
- Challenges differentiating between CTAC's role and MPO Technical Committee's role
- Challenging to 'orient' new members without a clear understanding of CTAC's purpose
- Unclear chain of communication – does the MPO Policy Board assign tasks, or do they set their own direction?
- Does the MPO Policy Board value the feedback from the members of CTAC differently than feedback from the general public?
- Citizens want to be added to agendas to present ideas for transportation solutions



What Are CTAC's Current Interests?

- Recent discussions have pointed to a desire to be more active, but unsure how to influence existing transportation planning processes
- Desire to inform planning processes that are not controlled by MPO staff (VDOT Pipeline, STARS, local area/corridor plans)
- Desire to propose technical (engineering) solutions to solve transportation issues outside of structured processes
- Desire to advise on local, in addition to regional, transportation initiatives outside of the policy board's authority



How Has Public Engagement Changed?

Early 2000s

- Outreach strongly relied on mailed notices, printed newspaper ads, televised media, and in-person staff capacity
- Access to information limited by public attendance
- Information shared ‘door-to-door’ or through ‘liaisons’ and ‘word of mouth’
- Fewer opportunities for virtual outreach and engagement

Present Day

- Staff performing in-person outreach through pop-up events, tabling, and paper surveys
- Virtual and hybrid meetings allow opportunities for flexible attendance and increased access to information
- Email lists, social media, and other digital communications reach more people faster
- Online surveys and interactive data platforms allow staff to gather more feedback from a broader audience with fewer staff resources

Next Steps

- Determine if a citizens advisory committee is still necessary and/or desired by the policy board
- If so, define specific purpose and role of CTAC
- Identify how CTAC's involvement can best inform MPO's decision-making process
- Define the chain of communication
- Bylaws revision, membership and appointment considerations

Questions?

Taylor Jenkins

(434) 424-0652

tjenkins@tjpdc.org

Thomas Jefferson Planning District Commission

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

MEMORANDUM

To: Charlottesville-Albemarle MPO Citizens Transportation Advisory Committee (CTAC)
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: September 24, 2025
Subject: CA-MPO Policy Board Activities

Purpose:

To inform the Citizens Transportation Advisory Committee (CTAC) of items under consideration by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Policy Board since the July 16, 2025, CTAC meeting.

Background:

CTAC is the citizens transportation advisory committee of the CA-MPO Policy Board, composed of 13 individuals appointed by the City of Charlottesville (5), Albemarle County (5), and the CA-MPO Policy Board (3). To support CTAC in providing recommendations on MPO Policy Board matters, this memo will provide an overview of CA-MPO Policy Board activities at previous and upcoming meetings.

August 27, 2025, CA-MPO Policy Board Meeting:

At their August meeting, the CA-MPO Policy Board members covered the following agenda items:

1. *Call to Order and Attendance
2. Matters from the Public
3. *General Administration
    a. *Review and Acceptance of Agenda
    b. *Approval of the Draft June 25, 2025, Meeting Minutes
    c. *Remote/Virtual Meeting Policy
4. New Business
    a. *CA-MPO Travel Demand Model Update
    b. *Transportation Demand Management Study: Final Scope of Work
    c. *CA-MPO FY24-27 Transportation Improvement Program (TIP) Amendment
    d. CA-MPO FY24-27 TIP Adjustments
5. Staff Updates
    a. Safe Streets and Roads for All (SS4A), Regional Move Safely Blue Ridge – Final Plan
    b. SS4A FY25 CA-MPO Grant Application
    c. CA-MPO and SAW-MPO Joint Meeting
    d. RAISE/BUILD Grant Application
6. VDOT Update on Projects
    a. STARS and Pipeline Studies
    b. SMART SCALE
7. Informational
    a. CA-MPO Policy Board Administration and CTAC Participation: Presentation

8. Roundtable Updates
9. Additional Matters from the Public
10. Adjournment of the meeting

**Indicates an item requiring a vote of the Board: Action was taken*

October 22, 2025, CA-MPO Policy Board Meeting:

The next regular CA-MPO Policy Board meeting will be held in October. While the agenda has not yet been set, agenda items may include:

1. General Administration
2. CA-MPO FY24-27 TIP Adjustments
3. *SMART SCALE Round 7
4. Staff Updates
5. Other VDOT Updates on Projects

If there are any questions or comments, please contact Sarah Simba at ssimba@tjpdc.org and Taylor Jenkins at tjenkins@tjpdc.org.



PROJECT PIPELINE

CULPEPER DISTRICT

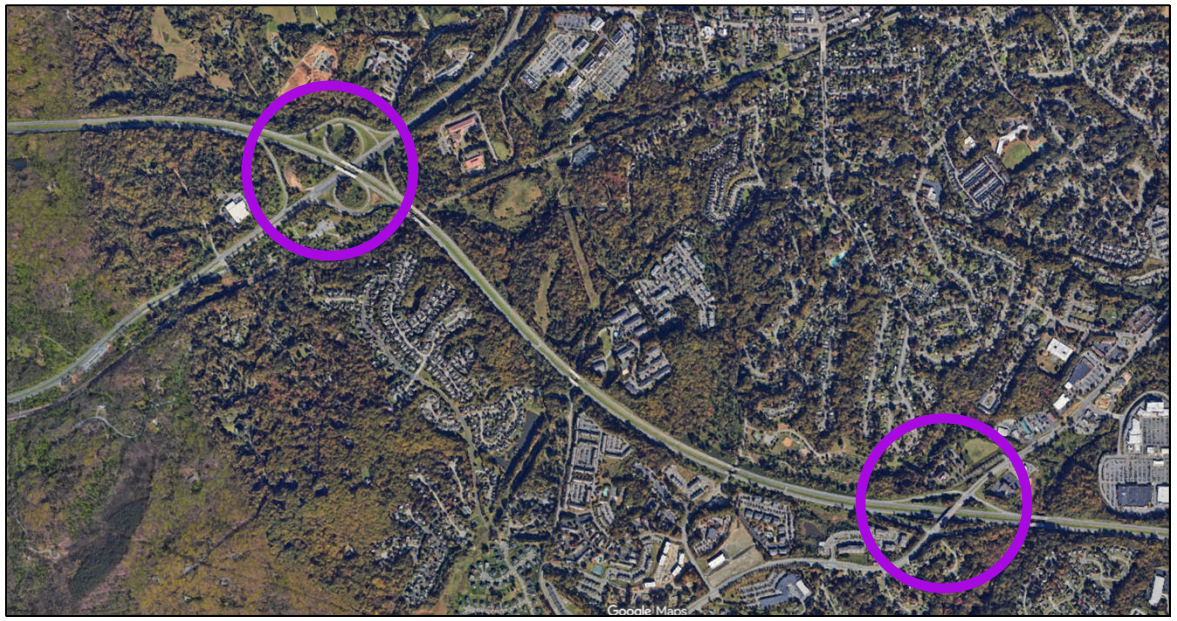
Charles Proctor/Sandy Shackelford – POC/Culpeper District

Albemarle County Studies

September 16, 2025

Culpeper District Projects

- CU-25-01: US Route 29 from I-64 Interchange (Exit 118) to Fontaine Avenue Interchange
- CU-25-03: 5th Street from Pinehurst Court to Harris Road



CU-25-01: US 29 & I-64



VTRANS Needs	
	Safety Improvement
	Congestion Mitigation
	Transportation Demand Management (TDM)
	Transit Access
	Bicycle Access
	Pedestrian Access

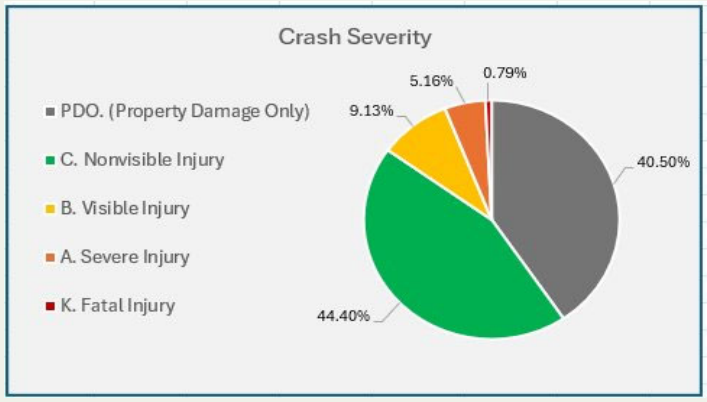
Study Purpose, Goals, and Objectives

To resolve the traffic backup of the dual left-turn lane from US Route 29 southbound to get onto I-64 eastbound. There are significant safety concerns here due to the short turn lane length. The study also aims to improve the small park and ride lot located on Teel Lane, just south of the interchange on the east side of US Route 29 southbound.

CU-25-01: US 29 & I-64

Study Facts	
Length of Study Area	2 miles
Classification	Other Principal Arterial
2022 AADT	18,000
Speed Limit	55 mph

Crash Severity – 252 Total Crashes (2020-2024)



Summary of Needs Identified Through Public Outreach

- Survey dates: June 2nd – June 16th , 2025
- Participants: 451
- Highest ranked areas of concern: capacity preservation, safety, difficulty weaving/merging, rear-end crashes, speeding/ aggressive driving.
- Highlighted mobility issues: difficulty making left turns (56%), lack of turn lanes (44%), difficulty accessing businesses (28%), and poor signal coordination (27%).
  - Trucks on US 29 NB have difficulty safely making left turns onto I-64 WB On-Ramp.
  - Opposed to signalized entrance to I-64 EB On-Ramp due to backups and short merge length.

Safety Summary

- A total of 252 crashes occurred in the past five years within the study area.
- Two fatalities have occurred since 2020 – one rear-end crash and one angle crash
- Areas of concern include the US 29 and I-64 EB On-Ramp and the US 29 SB merge area with the I-64 WB Off-Ramp

CU-25-03: 5th Street



VTRANS Needs	
	Safety Improvement
	Capacity Preservation
	Transportation Demand Management (TDM)
	Rail Reliability
	Bicycle Access
	Pedestrian Access

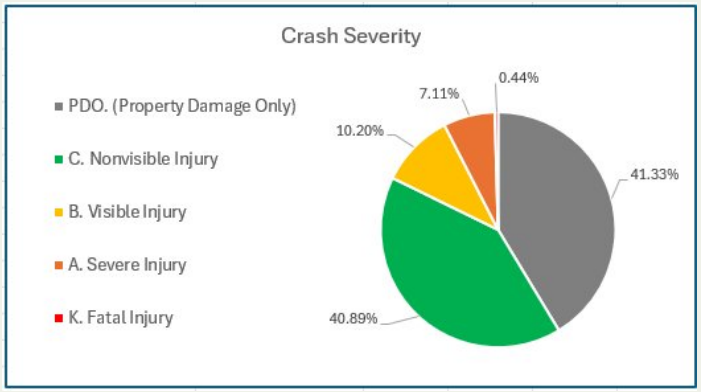
Study Purpose, Goals, and Objectives

To re-evaluate previous studies and SMART SCALE applications along the corridor to refine and value-engineer solutions with improved benefit-to-cost potential. The study will result in updated concepts for consideration in the upcoming Round 7 of SMART SCALE.

CU-25-03: 5th Street

Study Facts	
Length of Study Area	0.9 miles
Classification	Minor Arterial
2022 AADT	17,000 – 28,000
Speed Limit	45 mph

Crash Severity – 225 Total Crashes (2020-2024)



Summary of Needs Identified Through Public Outreach

- Survey dates: June 2nd – June 16th , 2025
- Participants: 729
- Safety concerns: speeding/aggressive driving (53%), running red lights (51%), insufficient/ missing crosswalks and pedestrian signal timing (49%), and sudden stopping (39%).
  - Respondents expressed safety concerns and noted poor pedestrian and bike infrastructure at 5th Street & 5th Street Station Parkway, as well as 5th Street and Harris Road.
  - Lack of connectivity for multimodal transportation across the 5th Street Bridge.
  - Need for a separated and protected bike lane along 5th street to allow for safe multimodal transportation.

Safety Summary

- A total of 225 crashes occurred in the past five years within the study area.
- One fatality involving alcohol occurred at 5th Street & Harris Road
- 8 pedestrian crashes and 1 bicycle crash occurred along the corridor. (8 of which resulted in injury)

STARS

STRATEGICALLY TARGETED AND AFFORDABLE ROADWAY SOLUTIONS

CTAC Meeting

1. US 29 Corridor: Hydraulic Rd to Woodbrook Rd

2. US 29/250 Bypass Interchange with Emmet St

September 24, 2025

VDOT

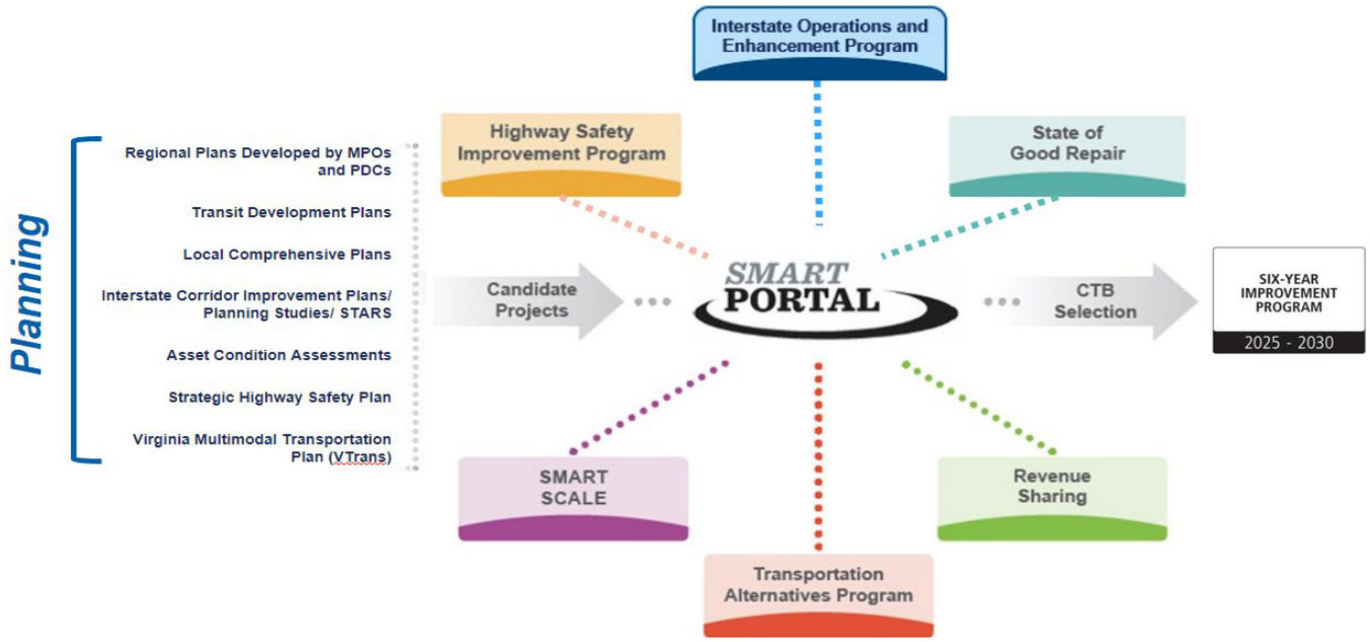
AGENDA

- **What is STARS?**
- **Study #1: US 29 Corridor: Hydraulic Rd to Woodbrook Rd**
- **Study #2: US 29/250 Bypass Interchange with Emmet St**
- **Bike/Ped Red Flag Analysis (both studies)**
- **Transit Component (both studies)**
- **Alternatives Development**

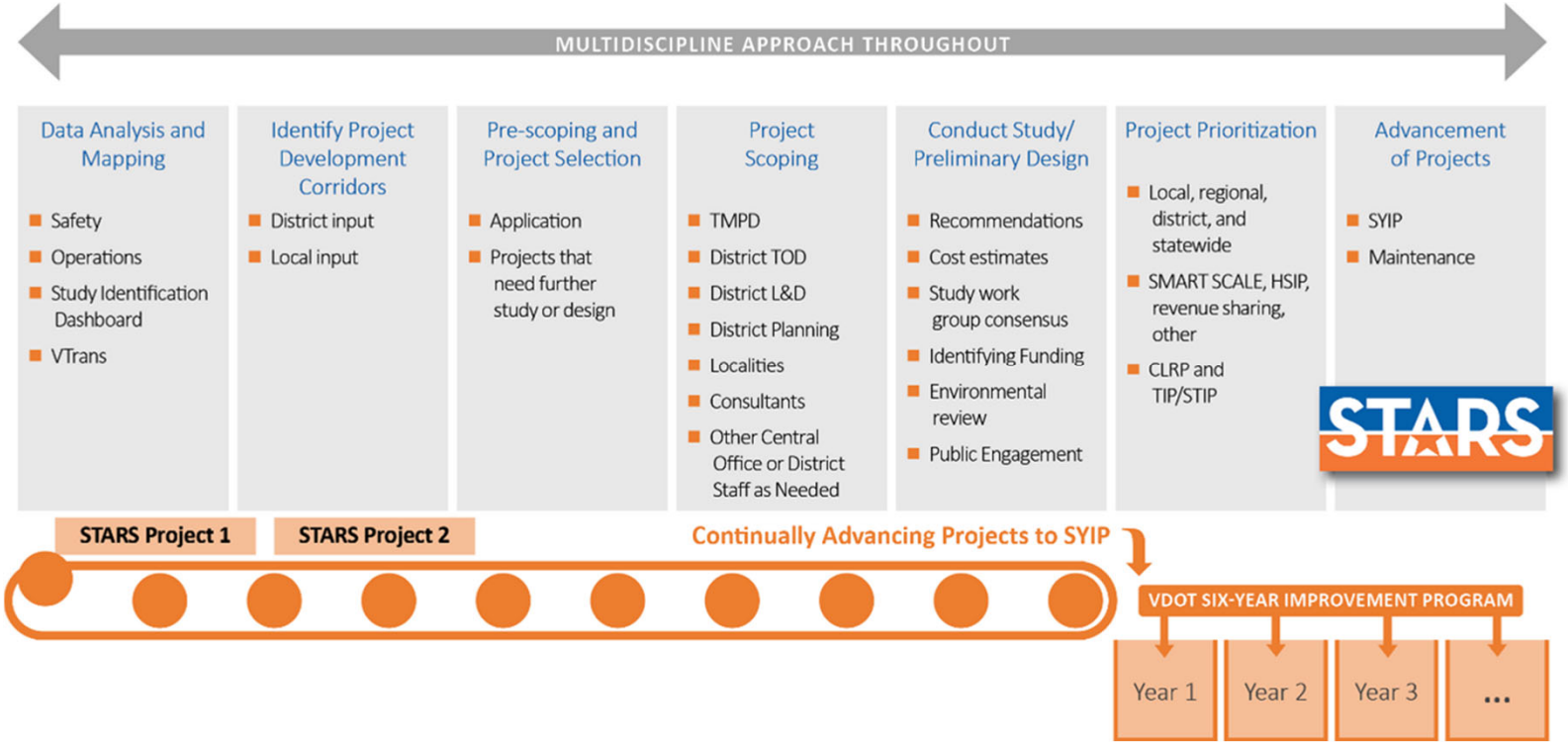
WHAT IS STARS?

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- **Analyze safety needs**
- **Support economic development in area**
- **Develop recommendations for future funding (HSIP, SMART Scale, other)**



What is STARS (Strategically Targeted Affordable Roadway Solutions)?



STUDY #1
US 29 CORRIDOR: HYDRAULIC RD TO WOODBROOK RD

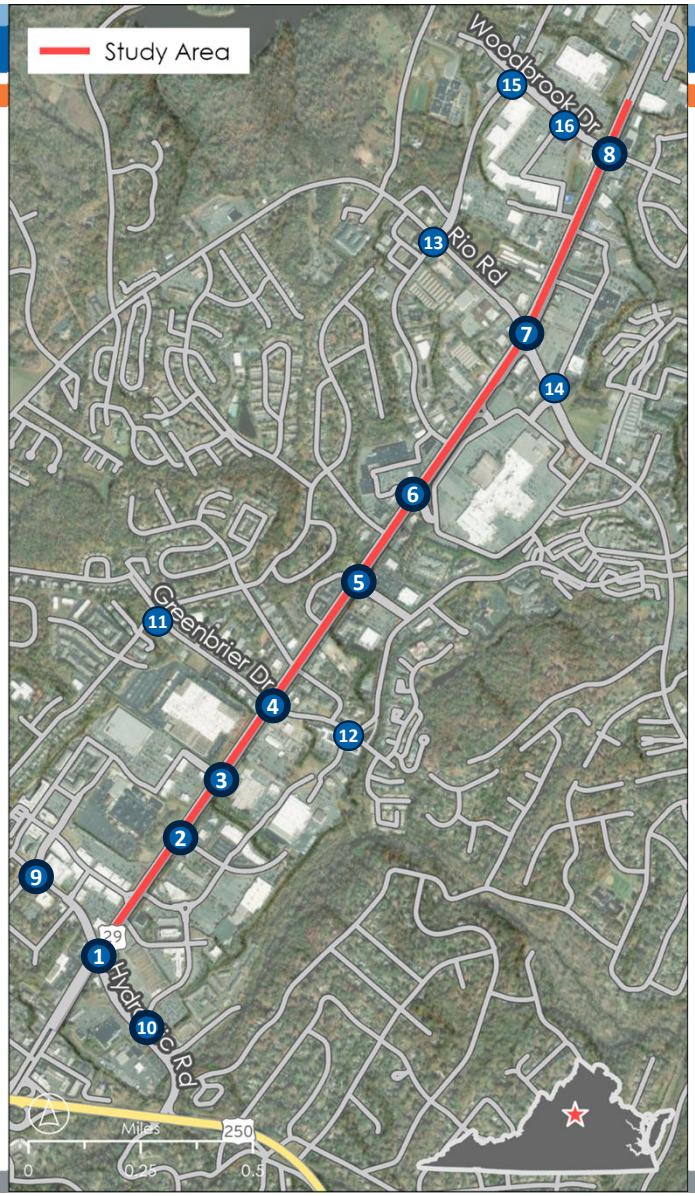
1 Data Collection (TMCs) on US 29:

1. Hydraulic Road
2. Seminole Court
3. Lenox Avenue
4. Greenbrier Drive
5. Branchlands Boulevard
6. Fashion Square Drive
7. Rio Road
8. Woodbrook Drive
9. Hydraulic Rd and District Ave/Cedar Hill Rd
10. Hydraulic Rd and Hillsdale Dr

11 Supporting Data Collection (TMCs) :

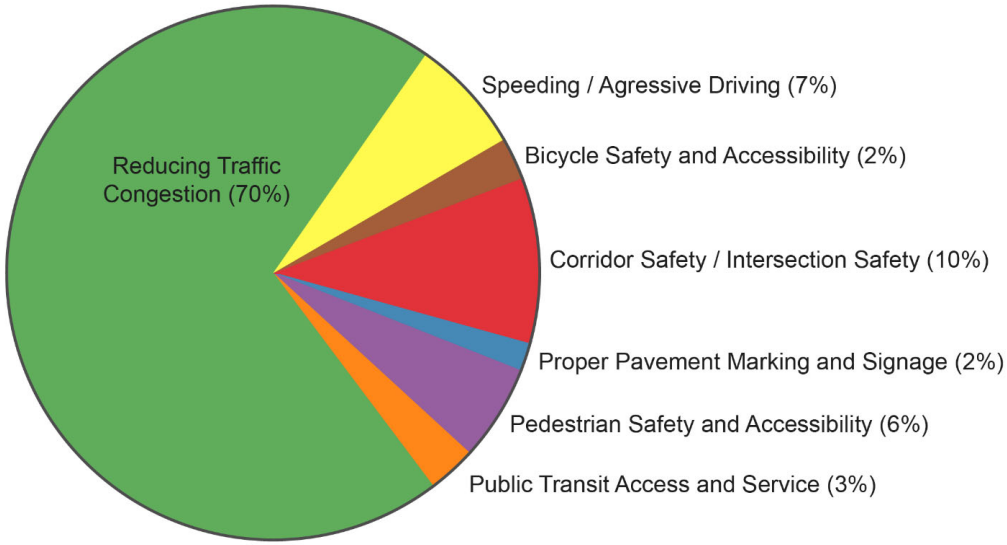
11. Greenbrier Dr and Commonwealth Dr
12. Greenbrier Dr and Hillsdale Dr
13. Rio Rd and Berkmar Dr
14. Rio Rd and Fashion Sqare Dr
15. Woodbrook Rd and Berkmar Dr
16. Woodbrook Rd and Rio Hill Center

48-hr tube counts were also be collected.



SURVEY RESULTS - COMBINED (BOTH STUDIES)

- **Over 2,300 participants**
- **Top Five Priorities:**
  - Reducing traffic congestion
  - Corridor/intersection safety
  - Ped/Bike safety and accessibility
  - Speeding/aggressive driving
  - Proper pavement marking, signage
  - Public transit access and service



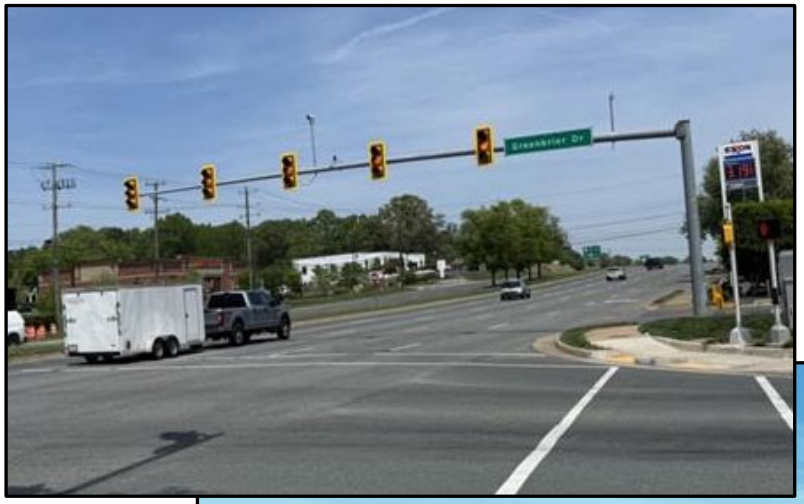
STATEWIDE & LOCALLY IDENTIFIED NEEDS

- **VTrans**
- **PBSAP – US 29 is a PSAP corridor**
- **PSI – Several PSI locations**
- **Pedestrian connectivity (US 29 crossings)**
- **Enhanced Transit**



Existing Conditions – What we Found

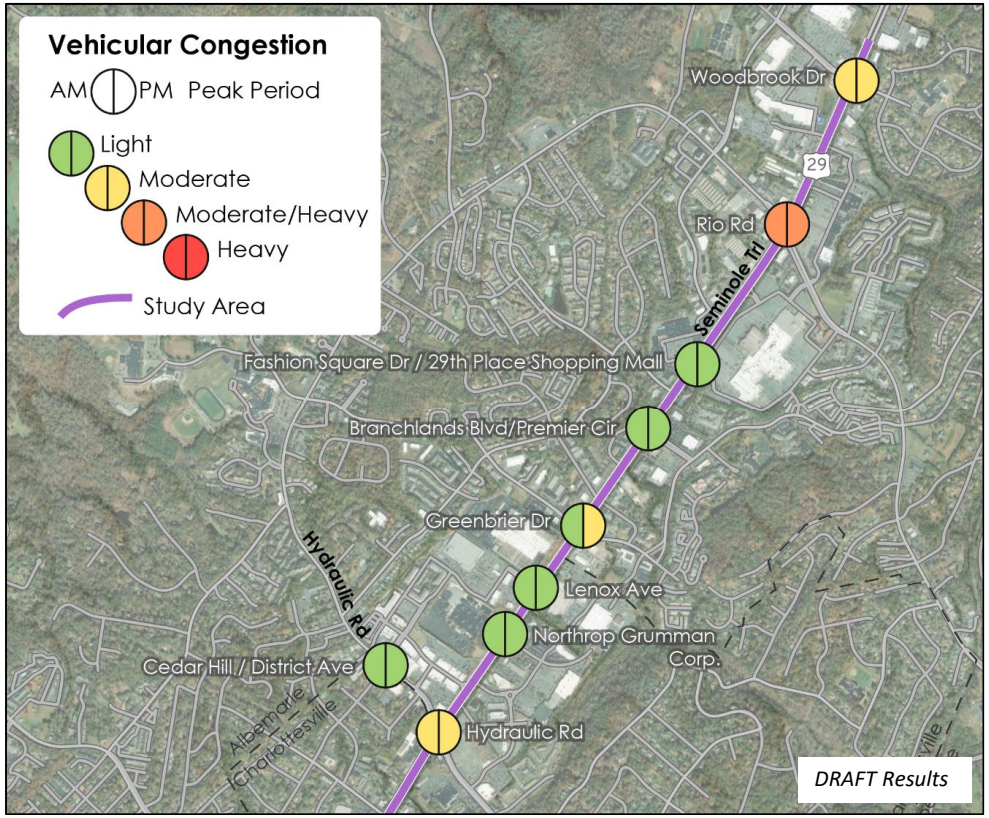
- **Operations**
- **Safety**
- **Pedestrian and Cyclist Accessibility**





OPERATIONS

- **Results Summary**
  - Overall congestion is Light-to-Moderate/Heavy
  - Signal timings are sufficient along US 29 - Queue lengths along are long but vehicles typically clear intersection in one cycle
  - Delays and queues are mostly associated with minor movements from side streets
  - There are some turning on US 29 mainline with more delay and queues



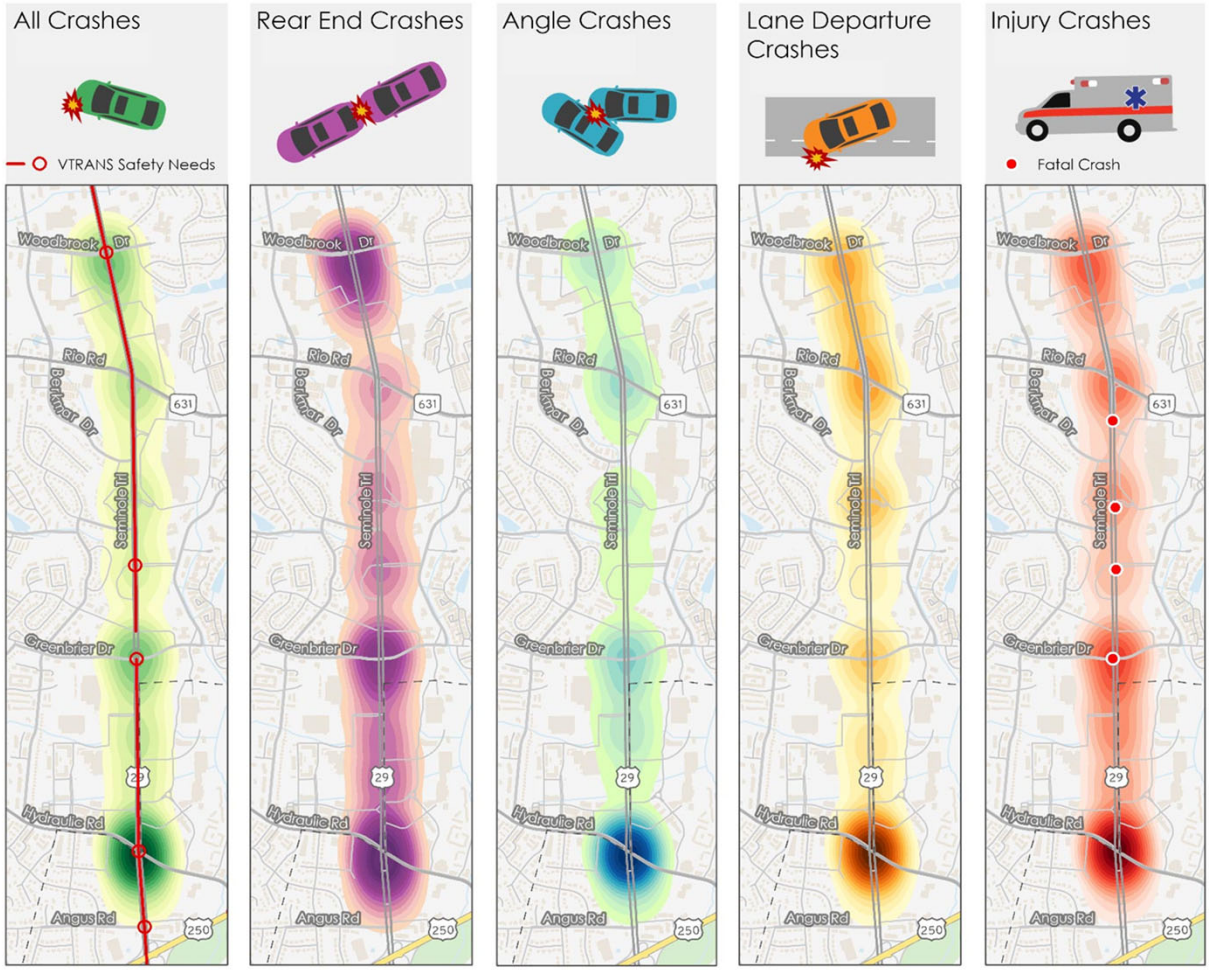
Existing Conditions Safety

- **Identified PSI Intersections:**
  - Woodbrook Drive
  - Greenbrier Drive
  - Seminole Court
  - Hydraulic Road
- **Identified Fatal & Injury Crash Factors:**
  - Speed differentials for rear-ends
  - High density of access points
  - Congestion throughout the day
  - Rear-ends more concentrated along northbound direction
  - More angle crashes involving southbound movements



Crash Summary (2019-2023)

- **Woodbrook Drive**
  - 106 crashes
    - Congestion
    - Weaving
    - Red-light running
- **Rio Road**
  - 75 crashes
    - Highest density at overpass & ramps
    - Underpass – weaving
- **Greenbrier Drive**
  - 98 crashes
    - Congestion
    - Lane utilization
    - Red-light running
    - 2 Ped incidents
- **Bicycle/Pedestrian Crashes**
  - PBSAP corridor
  - 9 crashes, injury (88%)



US 29 Corridor Fatal Crash Review

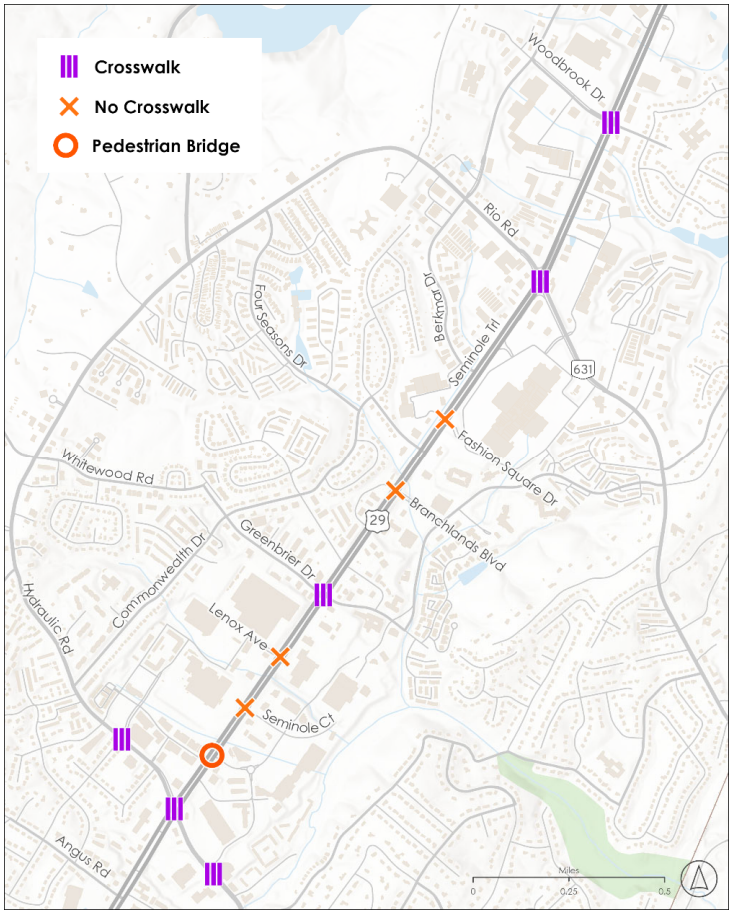
- **Four fatal crashes between 2019-2023**
- **2 pedestrian fatalities; both crossing US 29 at midblock/unmarked locations (1 near Rio Road involved alcohol)**
  - All occurred during evening hours
- **1 fatal angle crash at Greenbrier Dr; involved alcohol and wet, dark conditions**
  - NBL and SBT; SB thru ran red light
- **Rear-end crash at Branchlands Blvd**
  - Listed in police report that witnesses observed at-fault driver appeared to be having medical emergency; later succumbed to injuries
  - Occurred during the middle of the day

Existing Pedestrian Accommodations – US 29 Corridor

Intersections with marked crosswalks across US 29:

- Hydraulic Road (NB approach only)
- Greenbrier Drive (SB approach only)
- Rio Road (NB approach only)
- Woodbrook (SB approach only)

Pedestrian Bridge near Zan Road currently in construction



Bicycle and Pedestrian Summary

- **Sidewalk network throughout corridor, no missing segments**
- **Few crosswalks across US 29 throughout corridor; only present at following intersections:**
  - Angus Road
  - Greenbrier Road
  - Rio Road
  - Woodbrook
  - Funded pedestrian bridge in vicinity of Zan Road
- **Observed pedestrians crossing US 29 at unmarked locations**
- **No shared-use path north of Angus Road; bicyclists use travel lanes**
- **Nine pedestrian crashes during analysis period (2019-2023)**
  - Four occurred at mid-block locations
  - Two fatal crashes occurred between Fashion Square Drive, Rio Road



Unmarked crossing
US 29 near Rio Road

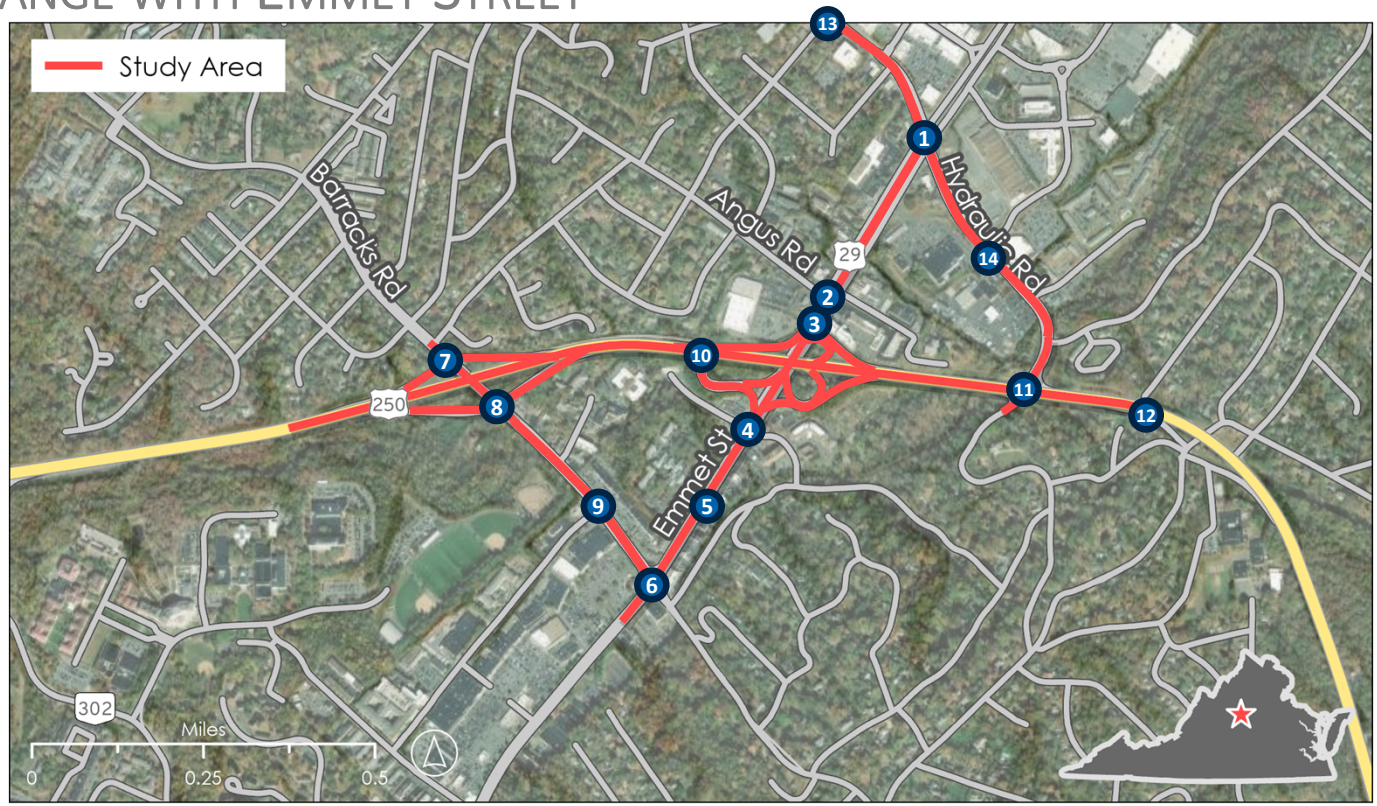

Bicyclist in traffic on Rio Road

STUDY #2
US 29/250 BYPASS INTERCHANGE WITH EMMET STREET

Data TMCs Collection:

1. US 29 and Hydraulic Road
2. US 29 and Angus Road
3. US 29 and US29/250 Bypass WB ramps
4. Emmet St and Earhart St/Morton Dr
5. Emmet St and Entrance to Fed Exec Institute
6. Emmet St and Barracks Rd
7. Barracks Rd and US29/250 Bypass WB ramps
8. Barracks Rd and US29/250 Bypass EB ramps
9. Barracks Rd and Millmont St
10. US29/250 Bypass and Ramp to SB Emmet St
11. Hydraulic Road and US29/250 Bypass
12. US29/250 Bypass and Ramp to Dairy Rd
13. Hydraulic Road and District Ave
14. Hydraulic Road and Hillsdale Dr

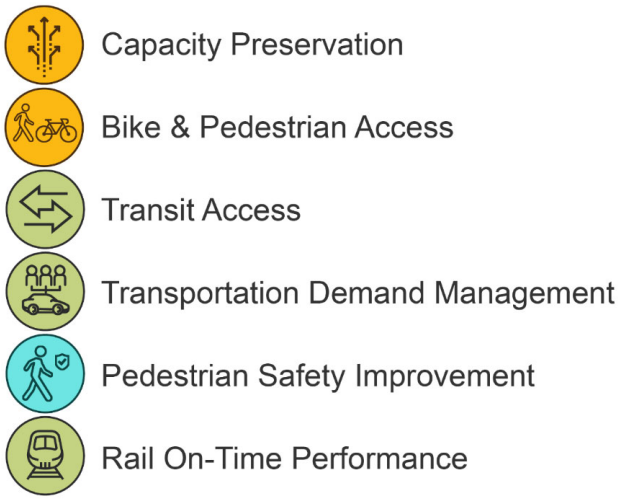
48-hr tube counts will also be collected.



Statewide & Locally Identified Needs

- **VTrans**
- **PBSAP – Emmet Street is a PSAP corridor**
- **PSI – Several PSI segments**
- **Enhanced Transit**

2023 Mid-Term Needs



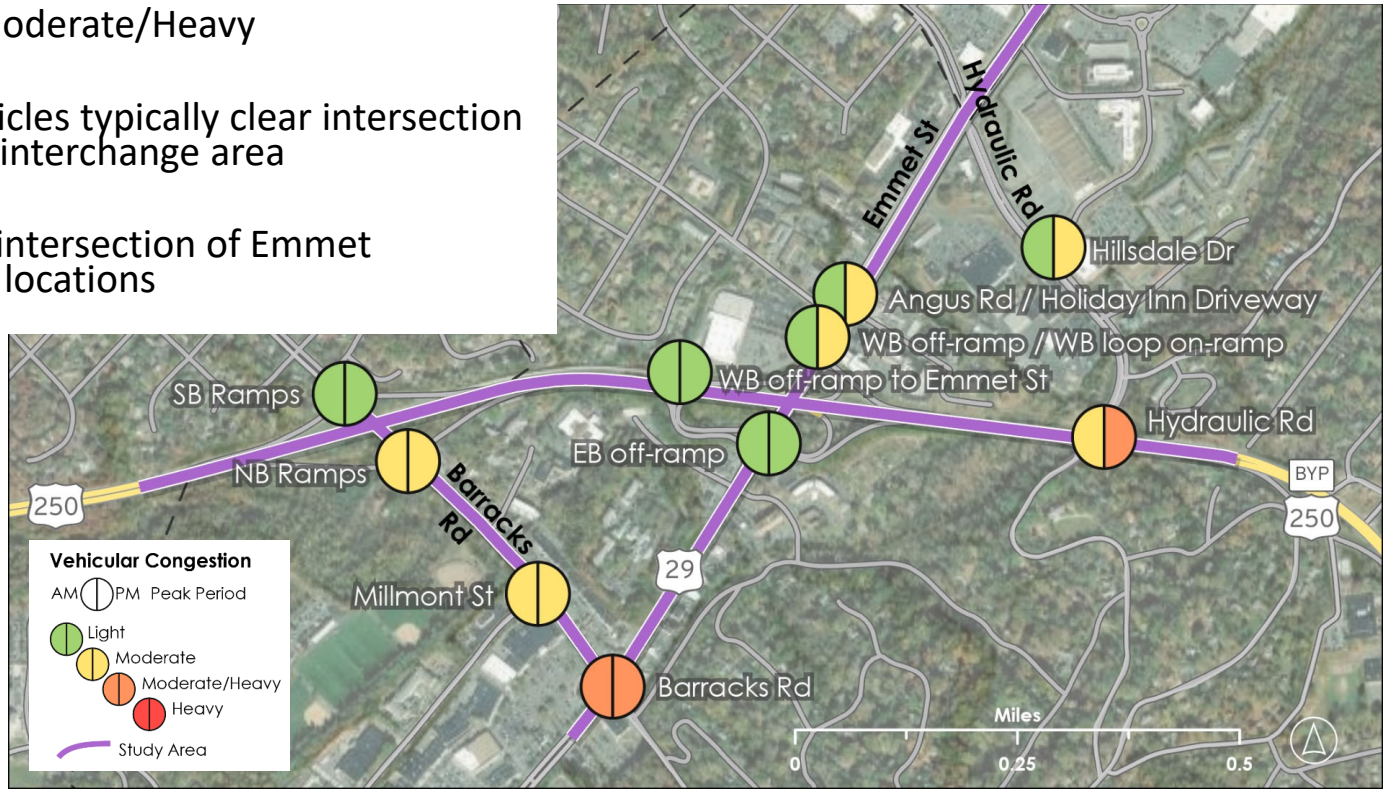
Existing Conditions – What we Found

- **Operations**
- **Safety**
- **Pedestrian and Cyclist Accessibility**



OPERATIONS

- **Results Summary**
  - Overall congestion is Light-to-Moderate/Heavy
  - Queue lengths are long but vehicles typically clear intersection in one cycle along US 29 within interchange area
  - Delay along Barracks Rd and at intersection of Emmet St/Barracks is worse than other locations



Existing Conditions Safety

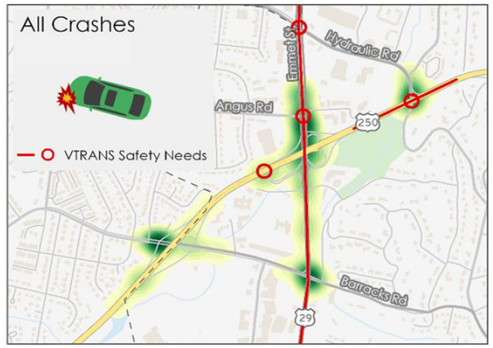
- **PSI Intersections:**
  - US 29 at Hydraulic Road
  - US 29/US 250 SB Ramp at Barracks Road
- **Identified PSI Segments:**
  - Segment between Hydraulic Road and US 29/US 250 Interchange
  - Segment between Morton Drive and Barracks Road
  - Hydraulic Road segment between Hillsdale Drive and US 250 Bypass
- **Identified Fatal & Injury Crash Factors:**
  - Congestion throughout the day
  - Interchange ramp geometry
  - Off-road/Lane-Departures

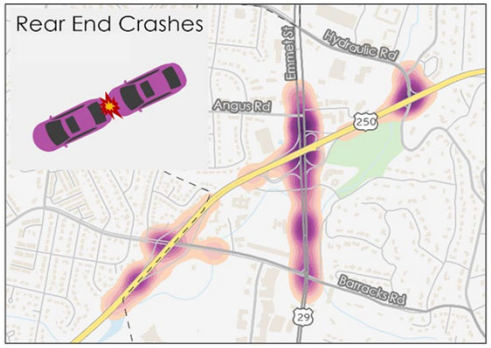


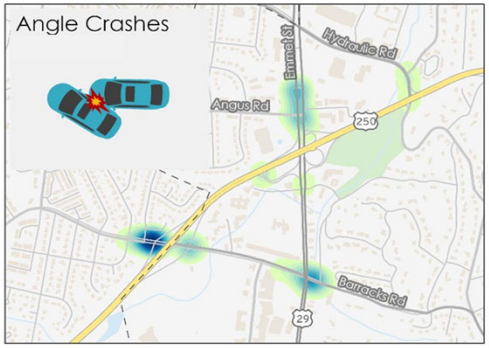
Westbound Barracks Road approach at Emmet Street

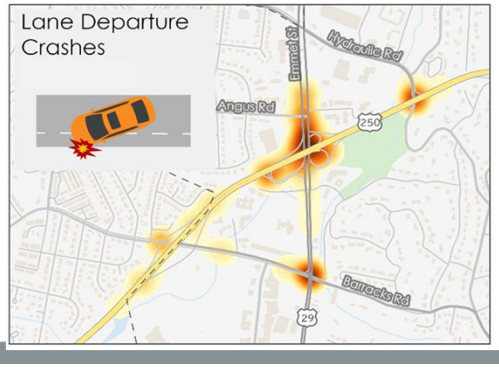
Crash Summary (2019-2023)

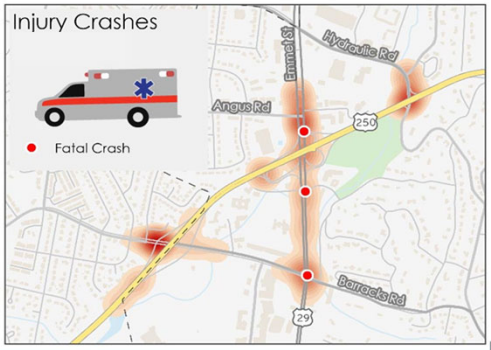
- **Study Intersection Crash Hotspots**
  - Hydraulic Road/Emmett St – 212 crashes
  - Angus Road/Emmett St – 53 crashes
- **Overall Crash Patterns**
  - Access management
    - Southbound between Kroger Way and Holiday Drive
    - Earhart/Morton Drive and 250 off-ramp
  - Sideswipes
    - Approach of Hydraulic Road and 250 Bypass
  - Interchange conflicts
    - Sideswipes
    - Fixed Object & Rear Ends











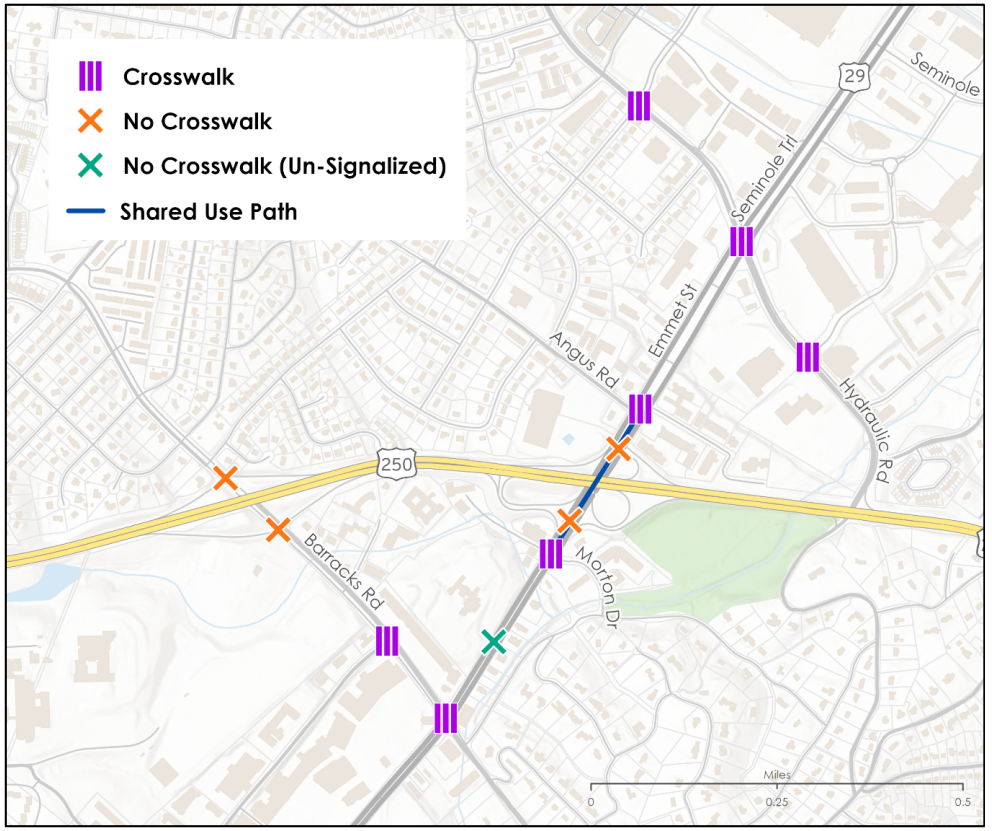
US 29/250 Interchange – Fatal Crash Review

- **3 Fatal Crashes since 2019; all along Emmet Street**
  - 1 Angle, 1 rear-end, 1 Pedestrian
- **Angle crash occurred at Barracks Rd intersection**
  - According to report, Veh. 1 was attempting NBL and collided with SBT.
  - Report noted that NBT lanes had green light; possible Veh. 1 driver thought NBL had the green light as well
  - Occurred at 10:46 AM; Rainy conditions were reported
  - **LT signals are not on mast arm, but pole mounted**; appears to have visibility concerns
- **Pedestrian crash occurred at Morton Drive**
  - Vehicle had right-of-way, struck pedestrian using marked crosswalk
  - Report indicates that alcohol was involved; occurred at 8:01 PM
- **Rear-end crash near WB on/off-ramps at interchange**
  - Motorcycle lost control heading northbound on Emmet, struck vehicle
  - No adverse conditions were reported; speed listed
  - Possible that motorcycle was coming from interchange off-ramp to NB 29 and lost control

Existing Pedestrian Accommodations – Interchange Area

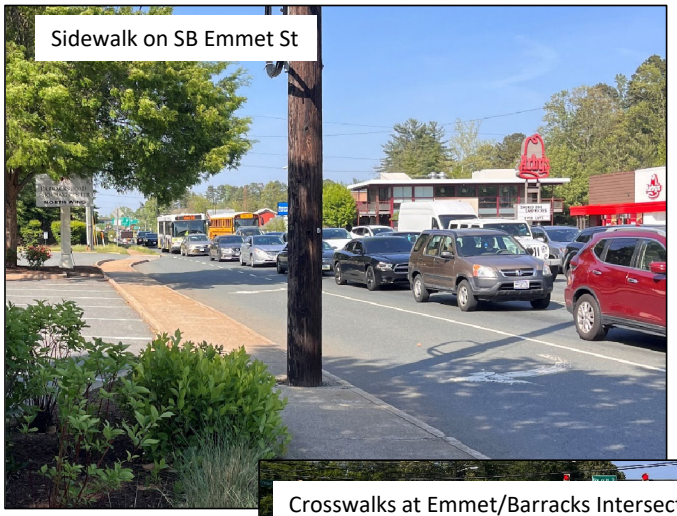
Intersections with marked crosswalks across Emmet Street:

- Angus Road (NB approach only)
- Morton Drive
- Barracks Road



Bicycle and Pedestrian Summary

- **Sidewalk network throughout corridor, no missing segments**
- **Crosswalks present at all signalized intersections along Emmet Street**
- **Shared-use path within median from Morton Drive to Angus Road**
- **Three pedestrian crashes during analysis period (2019-2023), including one fatal**
  - Two occurred near Angus Road
  - Fatal crash occurred at Morton Drive; police report noted pedestrian may have been intoxicated.


Sidewalk on SB Emmet St



Crosswalks at Emmet/Barracks Intersection

NCHRP 948 Bike/Ped Red Flag Analysis - Overview

- **NCHRP 948 is a bicycle and pedestrian intersection safety analysis tool.**
  - Analysts complete a **20-flag survey of each movement** at an intersection to determine **possible conflicts** between auto and pedestrian or bicycle movements.

- **Conflicts are given yellow or red flags based on severity.**
  - Severity is determined by characteristics like vehicular speed, volume, existing roadway design, or lack of critical infrastructure.

- **Goal of the analysis is to identify opportunities to improve roadway design for bicycles and pedestrians from existing conditions.**
  - Engineers are **not** typically trying to resolve every problem flagged.
  - Stakeholders and engineers must work together to identify **priority flags** to resolve.

Bike/Ped Red Flag Analysis Findings

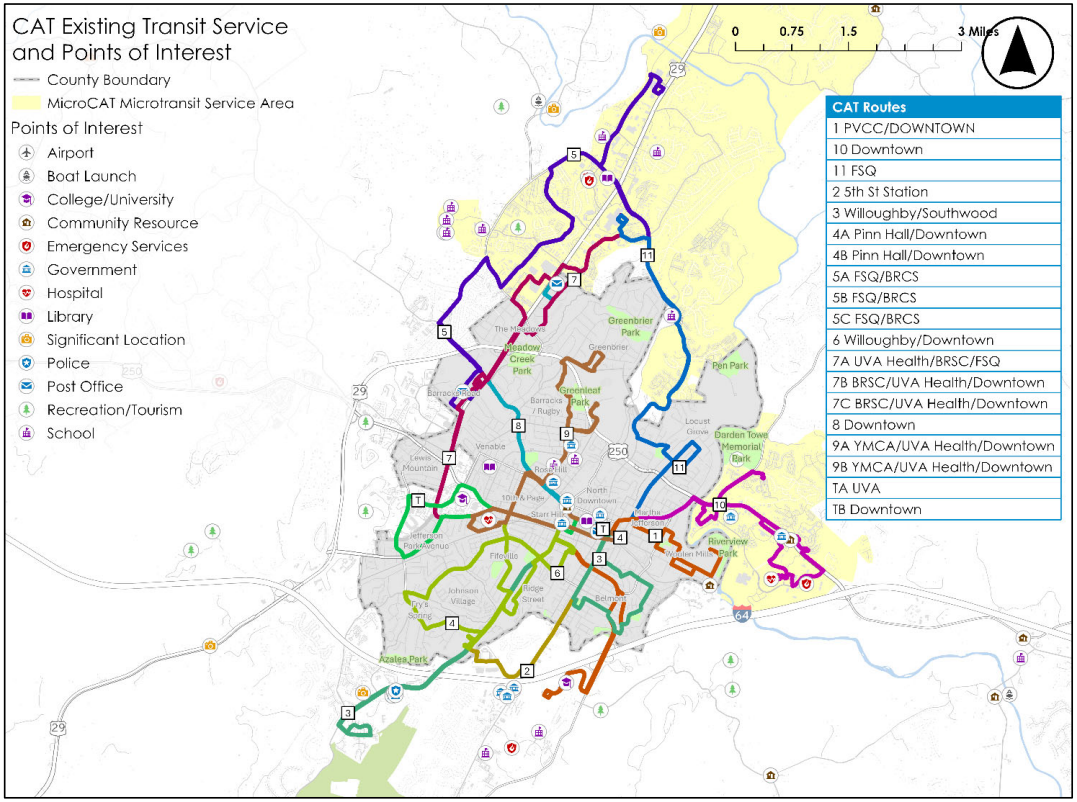
- **Most Common Pedestrian Red Flags:**
  - Flag #1: Motor Vehicle Right-Turns
  - Flag #3: Nonintuitive Motor Vehicle Movements
  - Flag #4: Crossing Yield- or Uncontrolled Vehicle Paths
  - Flag #7: Multilane Crossings
  - Flag #10: Motor Vehicle Left-Turns
- **Most Common Bicycle Red Flags:**
  - Flag #6: Executing Unusual Movements
  - Flag #13: Grade Change
  - Flag #15: Bicycle Clearance Times
  - Flag #17: Channelized Lanes



Flag #1: SB right turns in conflict with pedestrians
Flag #7: Multilane Crossings
Flag #10: Motor Vehicle Left-Turns across pedestrian path

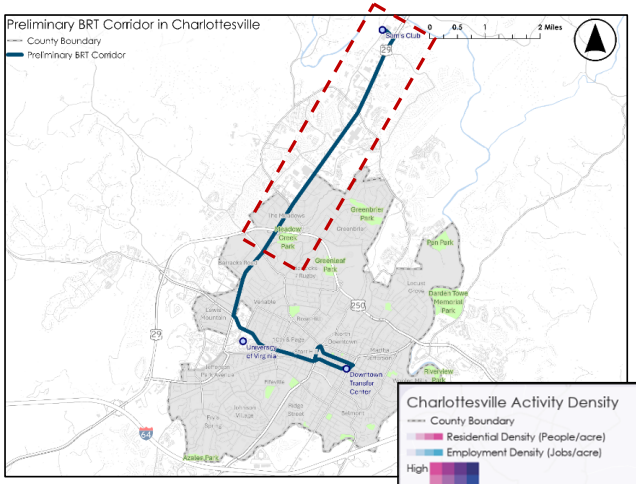
EXISTING CONDITIONS - TRANSIT

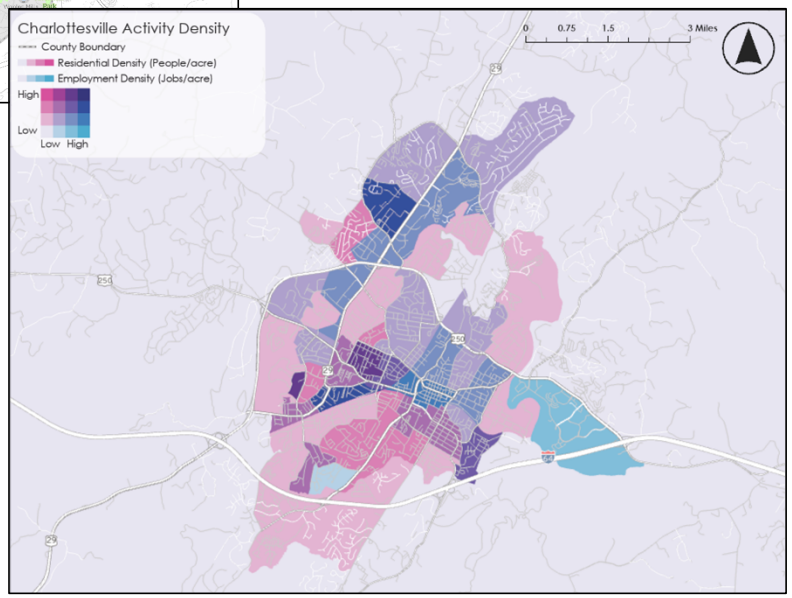
- **Existing Service Providers**
  - Charlottesville Area Transit
    - Operates fixed route and microtransit service covering the City of Charlottesville and urban Albemarle County
    - **2 routes on or around US 29:**
      - **5, 7, and 8**
    - **MicroCAT zone: US 29 Zone**
  - Jaunt Transit
    - Operates commuter service and demand-response in region
    - **29 North Connect commuter route**

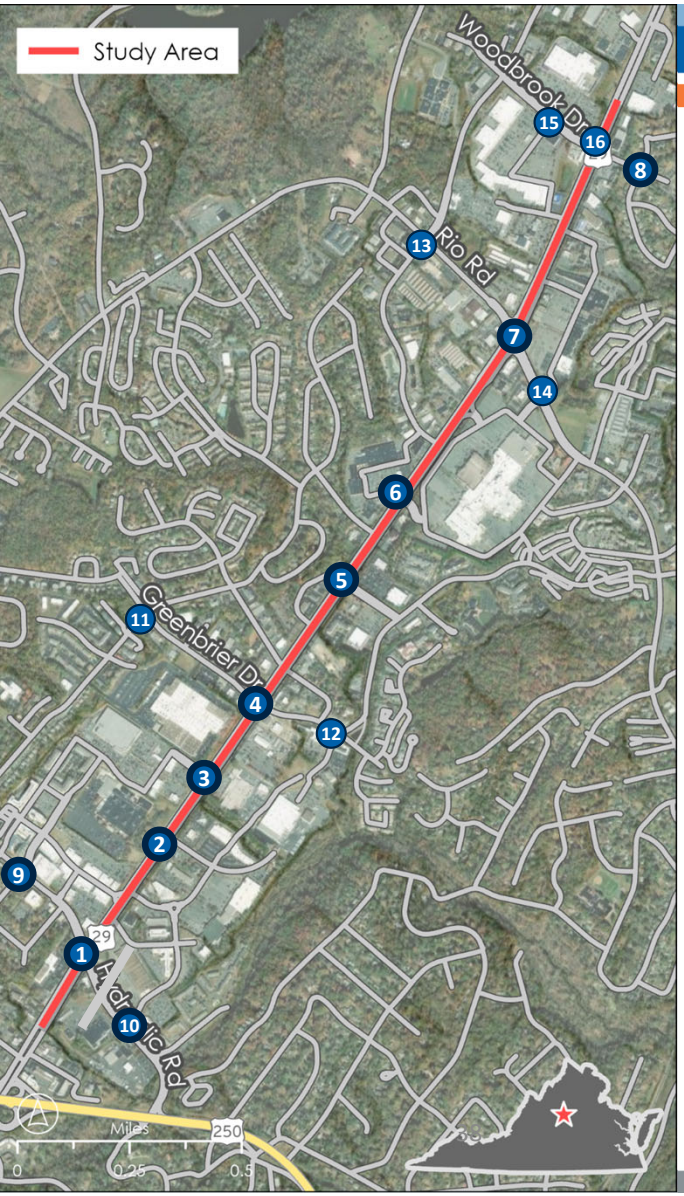


Existing Conditions - Transit

- **Analysis Objectives:**
  - Identify potential high-frequency transit alternatives in US 29 corridor between Downtown and US 29 North
  - Ensure no other recommendations preclude high-capacity transit in future.
- **Analysis Steps:**
  - Determine potential alignment and station locations based on activity density, redevelopment potential, and operational feasibility
    - Residential and employment density
    - Redevelopment potential (ownership patterns, parcelization, future land use, etc.)
    - Multimodal accessibility







Toolbox of Solutions:

- **Innovative Intersections**
  - Bowtie Intersections, Roundabouts, Restricted Crossing U-Turns, Continuous Green-Ts, etc.
- **Traditional Improvements**
  - Turn lane improvements, signal timing optimization, etc.
- **Bike/Ped Improvements**
  - Crosswalks at targeted locations, shared-use paths, pedestrian bridge, transit service upgrades, etc.
- **Low-Cost Improvements**
  - Signal timing optimization, turn lanes, hard separation barriers to prevent weaving, etc.

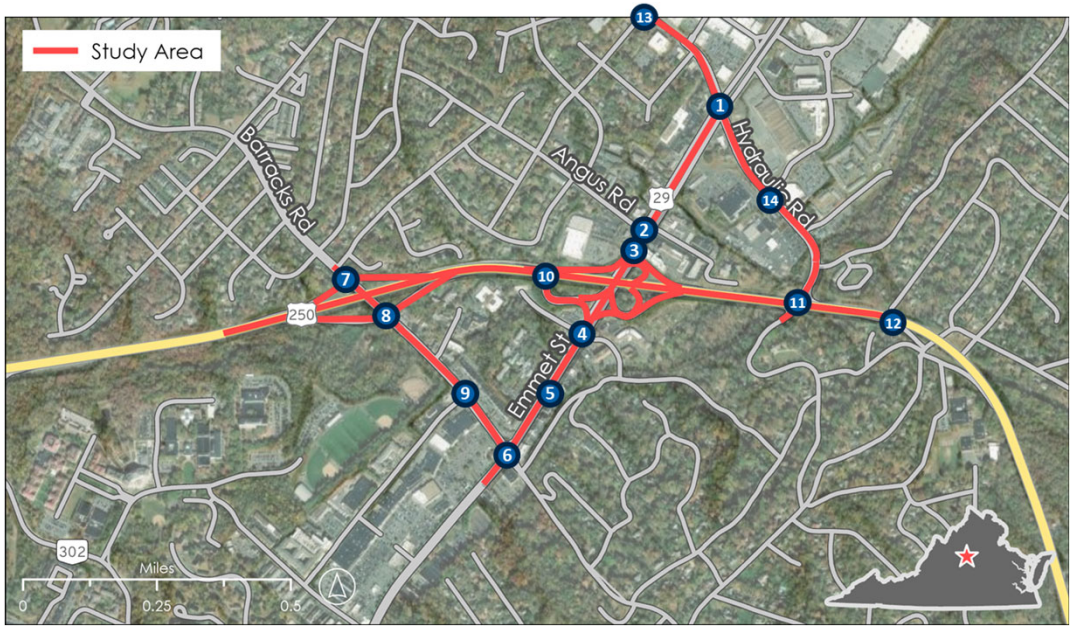
Solutions will be targeted to:

Reduce delay for side-street movements without compromising US 29 through movements

Mitigate risk of angle and rear-end collisions

Improve reliability of travel times throughout the corridor

Provide pedestrian accommodations at targeted locations



Toolbox of solutions:

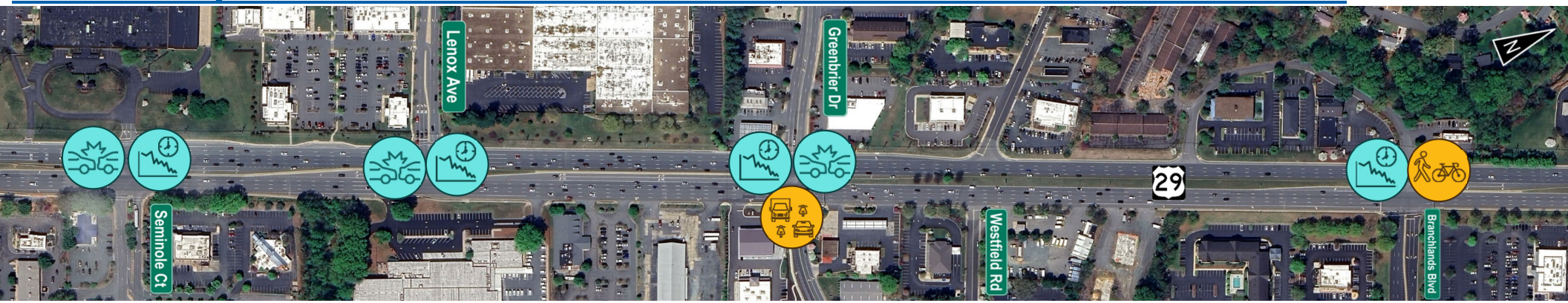
- Interchange Modification
  - Innovative interchange solutions
- Traditional Improvements
  - Ramp improvements
- Bike/Ped Improvements
  - Shared-use paths, pedestrian bridge, transit service upgrades, etc.
- Low-Cost Improvements
  - Signal timing optimization, turn lanes, hard separation barriers to prevent weaving, etc.

Solutions will be targeted to:

- Alleviate congestion associated with current interchange design
- Mitigate risk of angle and rear-end collisions near ramp termini and along the bypass
- Preserve capacity at interchange while improving operations

STARS

Preliminary Ideas Overview: Seminole Court to Branchlands Boulevard



Solutions are targeted to:

- Reduce delay for side-street movements without compromising US 29 through movements
- Mitigate risk of angle and rear-end collisions
- Improve reliability of travel times throughout the corridor
- Provide pedestrian accommodations at targeted locations

Toolbox of Solutions

- Pedestrian Crossing Locations
- Left-Turn Restrictions
- Access Management
- Utilizing Hillsdale Drive as parallel route
- Extending SUP on Hillsdale Drive
- Low-cost Improvements



Alternative Development: Fashion Square Drive to Woodbrook Drive



Solutions are targeted to:

- Reduce delay for side-street movements without compromising US 29 through movements
- Mitigate risk of angle and rear-end collisions
- Improve reliability of travel times throughout the corridor
- Improve pedestrian connectivity at targeted locations between Greenbrier Dr and Fashion Square Drive

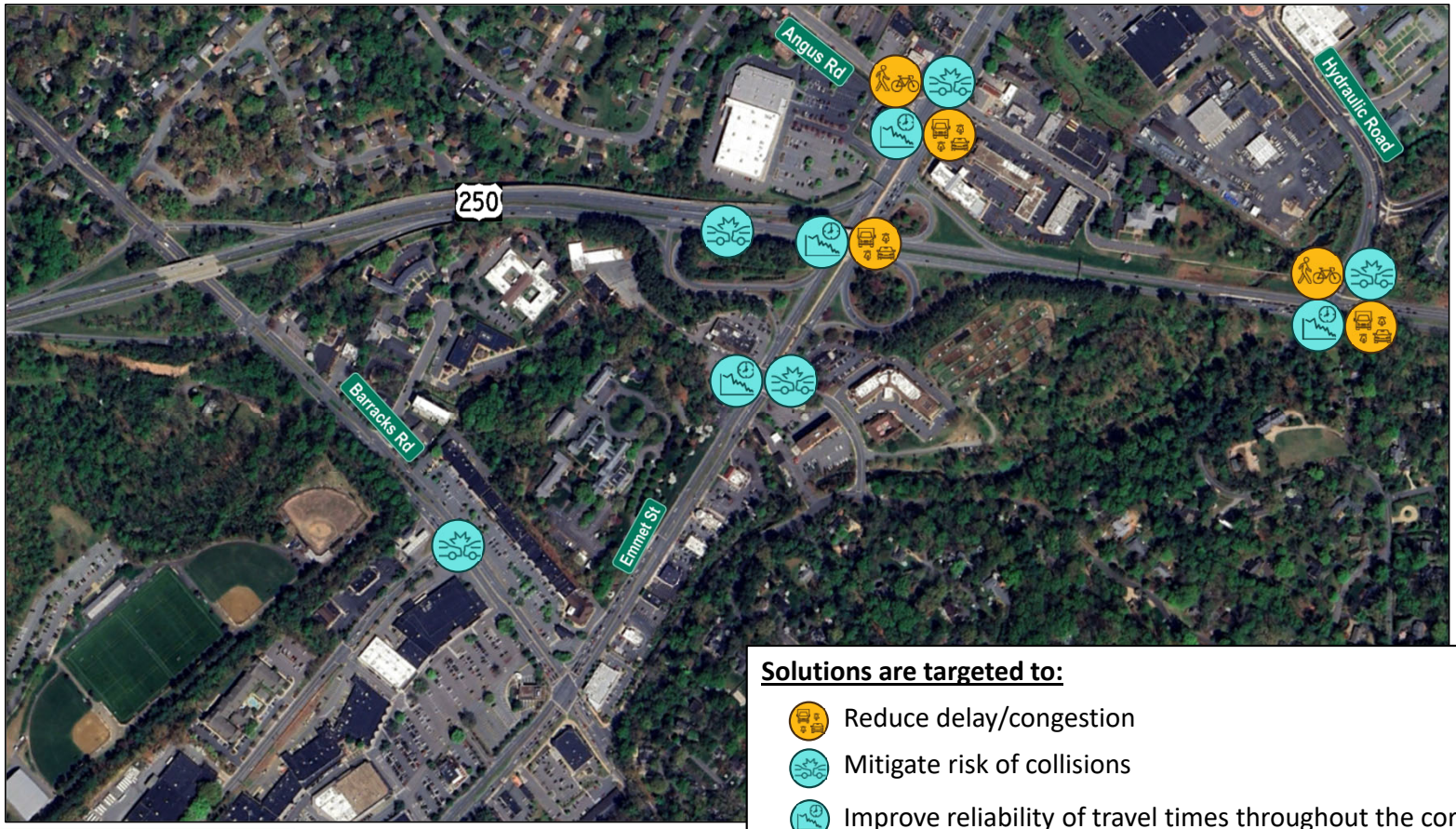
Toolbox of Solutions



- Pedestrian Crossing Locations
- Left-Turn Restrictions
- Utilizing Hillsdale Drive as parallel route
- Extending SUP on Hillsdale Drive
- Improve/Eliminate weave on NB US 29 from Rio Road
- Low-cost Improvements

STARS

Alternative Development: US 250 Bypass Interchange Study Area





Toolbox of Solutions

- Alternative interchange/intersection configurations
- Relocating low-volume movements
- Arterial safety improvements
- Maintain/Improve bike/ped accommodations
- Access management
- Low-cost Improvements

Solutions are targeted to:

- Reduce delay/congestion
- Mitigate risk of collisions
- Improve reliability of travel times throughout the corridor
- Provide pedestrian accommodations at targeted locations

STARS

Study Contacts

VDOT District Contact
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VDOT District Contact
Sandy Shackelford
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Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

MEMORANDUM

To: Charlottesville-Albemarle MPO Citizens Transportation Advisory Committee (CTAC)
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: September 24, 2025
Subject: SMART SCALE Round 7 – Potential Application Locations

Purpose:
To seek a recommendation from the CA-MPO Citizens Transportation Advisory Committee (CTAC) on which project locations the CA-MPO Policy Board should prioritize for SMART SCALE Round 7 applications.

Background:
SMART SCALE is Virginia's data-driven prioritization process used to fund transportation projects in two construction programs: the High Priority Projects Program (HPPP) and District Grant Program (DGP). Established by the Code of Virginia § 33.2-214.1, projects must address a statewide VTRANs need to be eligible and the SMART SACLE process considers project cost and calculated "benefits" for six factor areas:

- Safety
- Congestion Mitigation
- Accessibility
- Land Use
- Economic Development
- Environmental Quality

While the CA-MPO is eligible to submit four *final* applications requesting funding at the direction of the Policy Board (slots are based on population size), applicants are permitted to submit up to five *pre-applications* due to the possibility of one application screening out for ineligibility or readiness requirements. Attached to this memo is an excerpt of VDOT's presentation slides identifying eligible project submissions and VDOT's recommendations on which to pursue.

Staff Recommendations:
The table below identifies staff recommendations for CA-MPO SMART SCALE Round 7 project locations, out of those identified as eligible for submission:

Project	Staff Recommendation
US 29/250 NB On-Ramp Extension (Old Ivy Rd)	Yes
US 29/250 SB Off-Ramp Extension (Old Ivy Rd)	Yes
US 29 Interchange Improvement	No
US 29/250 NB Off-Ramp Extension to Barracks Rd	Yes
US 29/250 NB Off-Ramp Dual Lefts & Sidewalk on Barracks Rd	Yes
5th Street/I-64 Improvements	Yes
US 29/I-64 Improvements	Yes

Applicants must submit a pre-application to be eligible for SMART SCALE funding. With the pre-application window of March – April 2026, staff do not recommend submitting an application for SMART SCALE Round 7 for the US 29 Interchange. The US 29 Corridor Study (which includes the US 29/250 Interchange) is still underway, and staff's recommendation is to allow time to achieve broad public engagement and support on the selection of a preferred alternative. Waiting to apply until the next round would additionally allow time to work through the other components of the SMART SCALE process, such as securing letters of support from local jurisdiction Boards (i.e., Albemarle County Board of Supervisors) as required.

At the time of this memo, VDOT and CA-MPO staff are awaiting a determination from the Office of Intermodal Planning and Investment (OIPI) on whether ramp extensions are an eligible project for the CA-MPO to submit. As such, that determination could revise the previously provided list of eligible projects.

Staff Recommendations for Committee Action:

CA-MPO Citizens Transportation Advisory Committee:

Staff recommend that the CTAC make a motion to recommend that the CA-MPO Policy Board approve the provided list of SMART SCALE Round 7 project locations as presented by CA-MPO staff in this memo.

CA-MPO Technical Committee:

Staff recommend that the CA-MPO Technical Committee make a motion to recommend that the CA-MPO Policy Board approve the provided list of SMART SCALE Round 7 project locations as presented by CA-MPO staff in this memo.

CA-MPO Policy Board:

Staff recommend that the CA-MPO Policy Board make a motion to approve the provided list of SMART SCALE Round 7 project locations as presented by CA-MPO staff in this memo.

If there are any questions or comments, please contact Taylor Jenkins at tjenkins@tjpdc.org and Sarah Simba at ssimba@tjpdc.org.

Eligibility Review for Potential CAMPO* Projects

Project	VTRAN Priority	Project Type	Study	Concept	Cost Estimate	Funding Eligibility	Comments	Recommendation
US 29/250 NB On-ramp Extension (Old Ivry Rd.)	2	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need	Yes
US 29/250 SB Off-ramp Extension (Old Ivy Rd.)	3	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 3 Need	Yes
US 29 - Interchange Imp.	TBD	TBD	Current Study	TBD	TBD	TBD	Study ongoing Work with County on final Location(s)	TBD
US 29/250 NB Off-ramp Extension to Barracks Rd	2	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need	Yes
US 29/250 NB Off-ramp Dual Lefts & Sidewalk on Barracks Rd	3	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 3 Need	Yes
5th Street/I-64 Improvements	1	Interchange Improvement	Current Study	Study Concept	Planning Level	HPP	Study ongoing Work with County on final Location(s) VTRANS Priority 2 Need PSI Intersection #11	Yes
US 29/I-64 Improvements	1	Interchange Improvement	Current Study	TBD	TBD	HPP	Study ongoing Work with County on final Location(s) VTRANS Priority 3 Need, PSI Segment #10	Yes

* The TJPDC is also eligible to Submit these Projects

Charlottesville-Albemarle MPO/TJPDC Eligible SMART SCALE Projects

Barracks Road Interchange Improvements – Alternatives to concepts submitted in Round 6

1. Eastbound to Northbound dual left turns at Barracks Road off-ramp and sidewalk improvements.

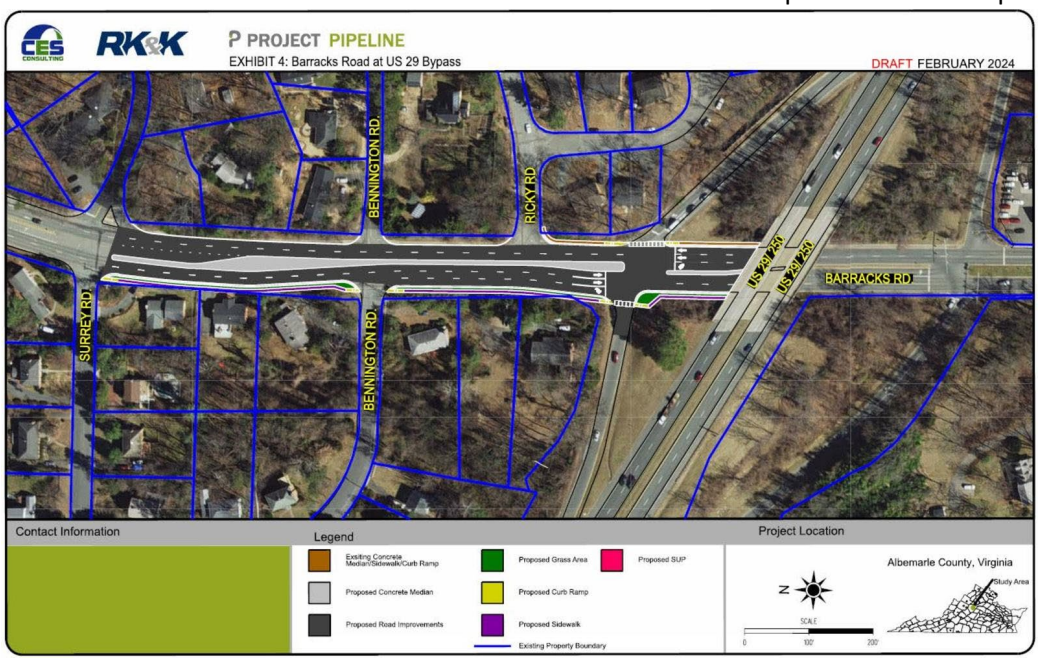


Figure 1. Project #1 - North side of bypass overpass.

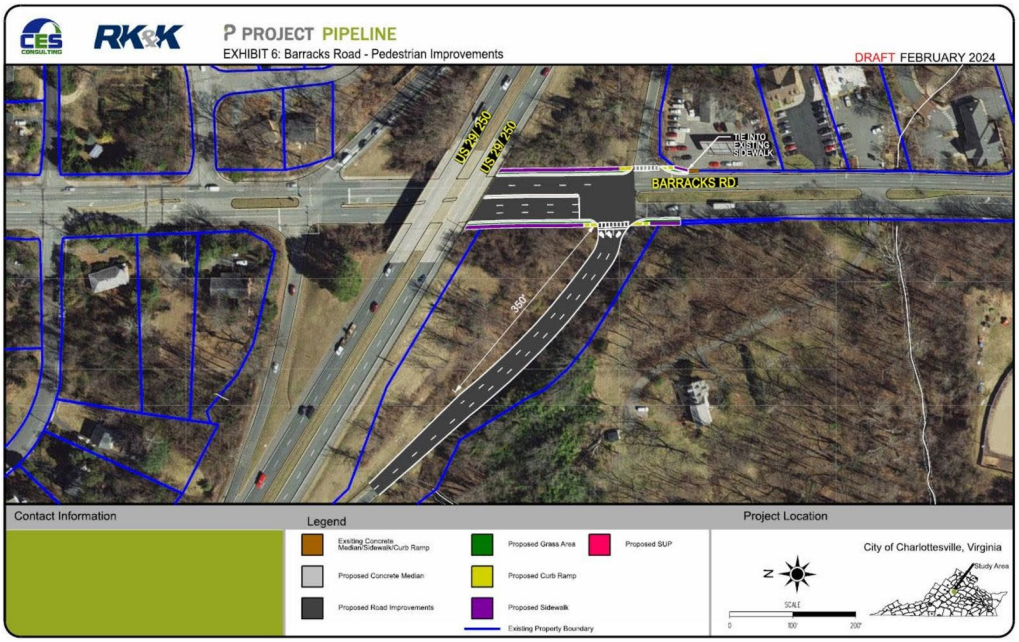
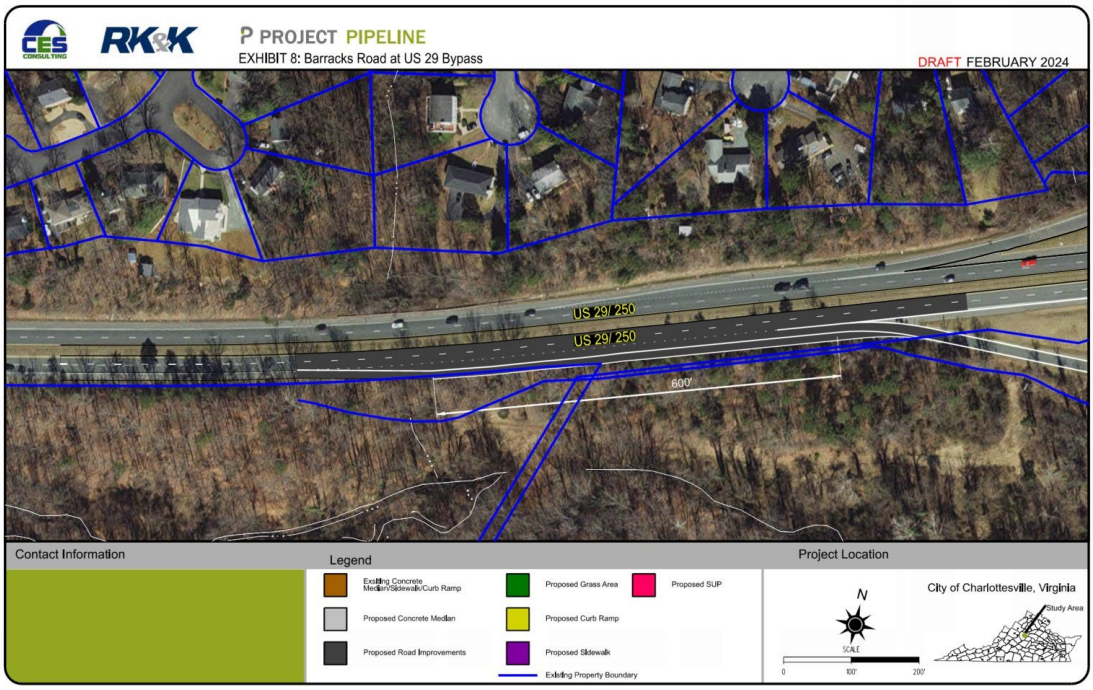


Figure 2. Project #1 - South side of bypass overpass.

2. Eastbound off-ramp extension at Barracks Road



Fifth Street/I-64 Diverging Diamond Interchange Pipeline Study Improvements

3. Value-Engineered 5th Street/I-64 DDI Concept – Current Study/**Final Concept not Developed.**

CU-25-03 5th Street

VTRANS Identified Needs:

- Safety
- Transportation Demand Management
- Capacity Preservation
- Transit Access
- Bicycle Access
- Pedestrian Access



The study will **re-evaluate the previous SMART Scale application to refine and value engineer a shared-use path** on the 5th Street Diverging Diamond Interchange (DDI) across I-64. This includes bicycle and pedestrian access along the 5th Street corridor.

PROJECT PIPELINE DRPT Office of INTERMODAL Planning and Investment VDOT 22

US 29 at I-64 Exit 118 Pipeline Study

Address the safety concerns at the US 29 SB to I-64 EB movements

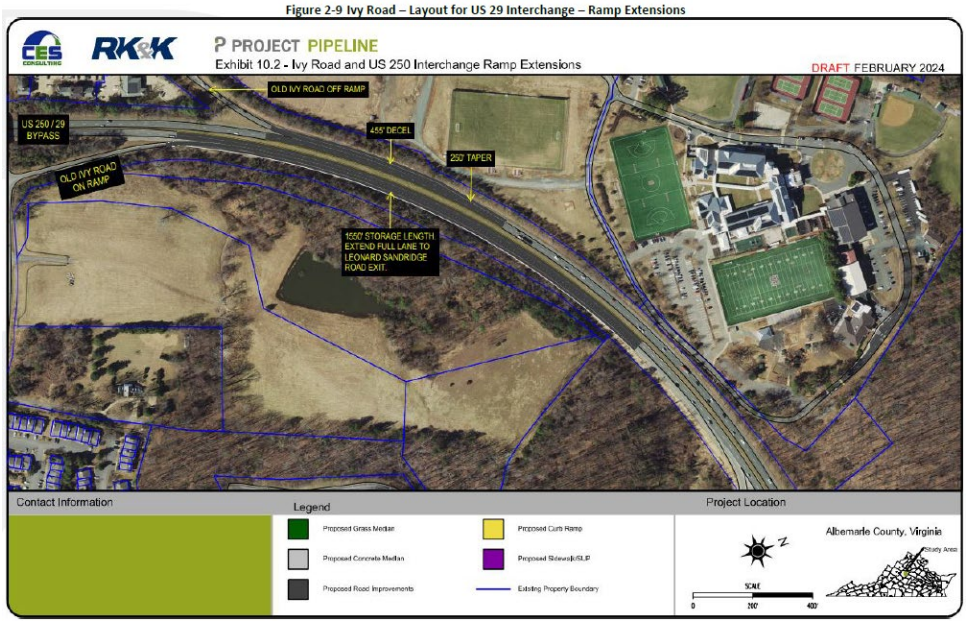
4. US 29 at I-64 Exit 118 – Current Study/**Final Concept not Developed**



Ivy Road Corridor Pipeline Study Improvements

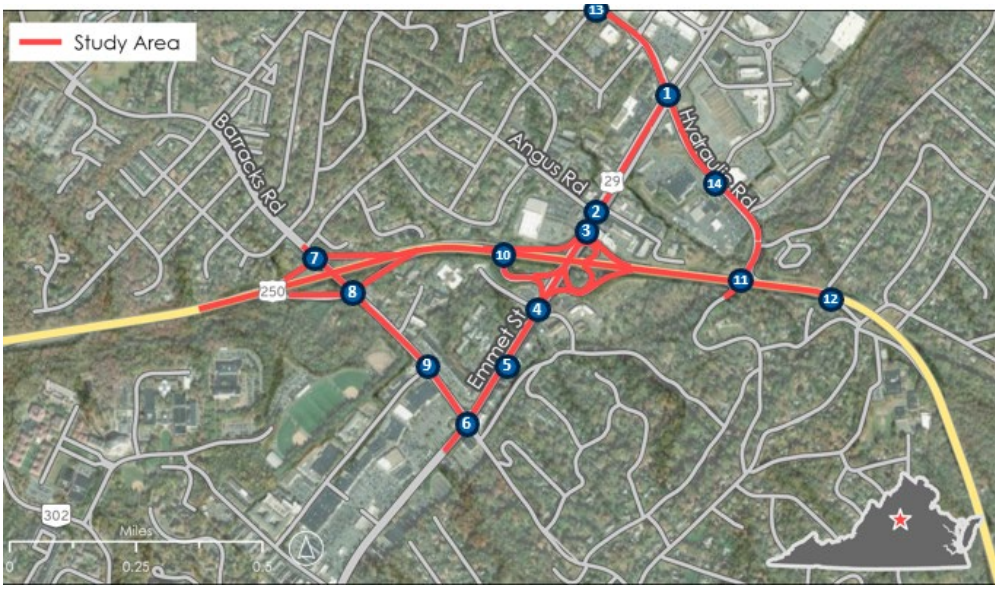
5. US 250 EB/US 29 NB On-ramp from Old Ivy Road Lane Extension (connect on-ramp to Leonard Sandridge Road Off-ramp at next exit)
6. US 250 WB/US 29SB Off-Ramp Lane Extension

Figure 2-9 Ivy Road – Layout for US 29 Interchange – Ramp Extensions



US 29/250 Interchange at Emmet Street (US-29) STARS Study

7. US 29/250 Interchange at Emmet Street Improvement - Current Study/**Final Concept not Developed**




VDOT
Virginia Department of Transportation

SMART SCALE ROUND 7

Charlottesville – Albemarle MPO Smart Scale Meetings

Charles Proctor and Sandy Shackelford

September 2025

Meeting Agenda

1. Welcome and Introductions
2. SMART Scale Overview
3. Funding, Summary, and Takeaways from Round 6
4. VTRANS Needs and Support Recommendations
5. Application Schedule
6. Potential Application Locations by Residency
   - Current Studies
   - Map of VTRANS Priority Needs and PSI Locations
   - List of Previous Applications
   - List of Recommended Application locations
7. Next Steps

SMART SCALE Program Overview

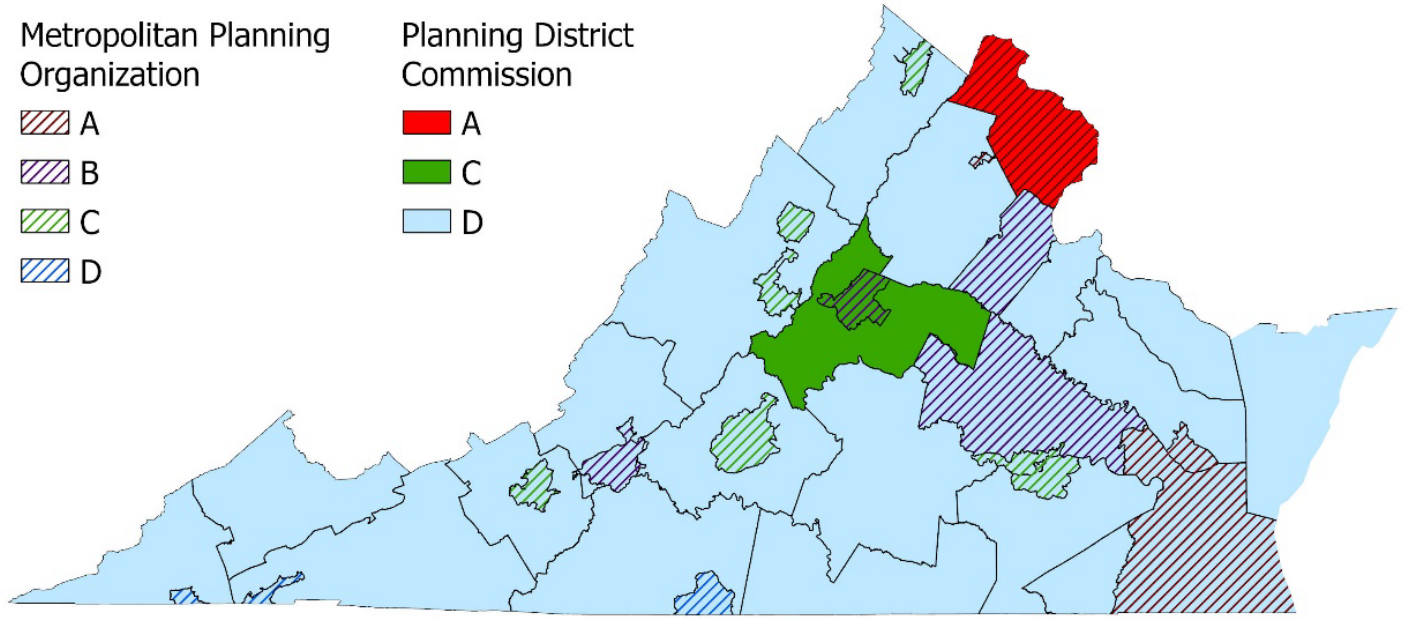
Prioritization process used to fund projects in two construction programs:

- **High Priority Projects Program (HPP)**
  - Funds projects of statewide/regional significance
  - Competitive statewide
  - Projects must meet thresholds for both location and type to be eligible
- **District Grant Program (DGP)**
  - Funds projects of local significance
  - Competitive within each VDOT Construction District

Eligible Applicants	Regional Entity	Locality	Public Transit Agencies
Addresses Need on Corridor(s) of Statewide Significance	Yes	Yes	Yes
Addresses Need on Regional Network	Yes	Yes	Yes
Improvement to Support Urban Development Area(s)	No	Yes	No
Addresses Identified Safety Need	No	Yes	No

Project Scoring Process

- Six scoring factors specified in Virginia State Code
- Factor weights used to calculate overall project score based on Area Type
  - Category A = Most Urban
  - Category D = Most Rural
- CAMPO is Area Type B
- For regional entities with population less than 500,000:
  - Maximum 4 applications



Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category A	15%	45%	25%	Multiplier	5%	10%
Category B	20%	25%	25%	Multiplier	20%	10%
Category C	30%	20%	15%	Multiplier	25%	10%
Category D	40%	10%	10%	Multiplier	30%	10%

Table 2.3 Features Required for HPP Eligibility

Feature Category	Feature Name
Highway	Add New Through Lane(s); Roadway on New Alignment; Managed Lane(s) (HOV/HOT/Shoulder); Improve Grade Separated Interchange; Innovative Interchange; New Interchange, Non-Limited Access Facility; New Interchange, Limited Access Facility; New Bridge
Transit	New High-Capacity or Fixed-Guideway Route/Service; Increase Existing High-Capacity or Fixed-Guideway Route/Service; Construct/Expand Bus Facility
Rail	Rail Service Improvements; New Station or Station Improvements; Intercity Passenger Rail Service Improvements; New Intercity Passenger Rail Station or Station Improvements; Freight Rail Improvements

Alternatively, an application is eligible for HPP funds if the proposed improvements are identified as the preferred alternative of one of the following studies:

- STARS
- Pipeline
- Arterial Management Plan
- MPO/Transit/Local study with components equivalent to one of the previously listed studies, completed in coordination with VDOT staff, and meeting the definition of “regionally significant” in accordance with 23 CFR 450.104.

Revenue Allocation Projections

Commonwealth Transportation Fund Preliminary Fiscal Years 2026 – 2031 Six-Year Financial Plan Estimated Allocations (in millions)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2026-2031 Total	2025-2030 SYFP	Difference
Debt Service	$ 435.7	$ 438.3	$ 427.4	$ 415.3	$ 440.0	$ 448.9	$ 2,605.6	$ 2,427.4	$ 178.3
Other Agencies & Transfers	54.1	54.1	54.1	54.1	54.1	54.1	324.6	334.1	(9.5)
Maintenance & Operations	3,029.0	2,885.8	2,951.4	3,017.3	3,084.7	3,153.4	18,121.6	16,495.9	1,625.7
Administration & Other Programs	638.2	633.3	650.8	661.8	673.1	684.6	3,941.8	3,761.6	[illegible]
Toll Programs	141.7	118.8	107.9	108.8	109.9	110.9	698.0	780.8	(82.8)
Special Structures	90.0	92.3	94.7	97.2	99.7	102.3	576.1	554.0	22.1
Public Transportation	647.8	654.8	674.3	693.6	714.6	731.5	4,116.7	4,190.5	(73.8)
Virginia Passenger Rail Authority	224.2	221.6	230.3	234.8	224.6	228.2	1,363.6	1,383.3	(19.7)
DRPT Rail Assistance	16.5	16.6	16.9	17.2	17.7	18.0	102.9	97.5	5.4
DRPT Administration	19.9	20.1	20.7	21.4	22.1	22.7	127.0	126.4	0.5
Commonwealth Port Fund	64.0	64.7	66.6	68.4	70.5	72.4	406.6	374.7	31.9
Commonwealth Aviation Fund	38.6	39.0	40.2	41.3	42.5	43.7	245.3	225.4	19.9
Commonwealth Space Flight Fund	24.7	25.0	25.7	26.5	27.3	28.1	157.3	147.5	9.7
Department of Motor Vehicles	24.7	25.0	25.7	26.4	27.3	28.1	157.1	147.5	[illegible]
Construction	2,475.6	3,171.6	2,200.5	2,636.2	2,340.6	2,513.3	15,337.9	16,978.2	(1,640.3)
Total Operating Programs	**$ 7,924.7**	**$ 8,461.0**	**$ 7,587.2**	**$ 8,120.3**	**$ 7,948.8**	**$ 8,240.2**	**$ 48,282.1**	**$ 48,024.8**	**$ 257.3**
Pass Through Programs									
WMATA Capital Fund/General Fund	258.9	182.1	189.6	195.2	197.1	199.6	1,222.6	957.5	265.1
Central Virginia Transportation Fund	245.4	241.9	249.8	259.3	269.6	277.2	1,543.2	1,370.4	172.8
Northern Virginia Transportation Authority Fund	446.4	460.0	480.7	503.1	522.8	540.0	2,953.0	2,629.0	324.0
Hampton Roads Regional Transit Fund	33.7	36.6	37.0	37.2	37.4	37.6	219.5	236.8	(17.3)
Hampton Roads Transportation Fund	281.0	285.4	294.8	306.3	318.7	329.3	1,815.5	1,677.5	138.0
Subtotal	**1,265.4**	**1,206.0**	**1,251.9**	**1,301.1**	**1,345.6**	**1,383.7**	**7,753.8**	**6,871.2**	**882.6**
Total	**$ 9,190.1**	**$ 9,667.0**	**$ 8,839.1**	**$ 9,421.4**	**$ 9,294.4**	**$ 9,623.9**	**$ 56,035.9**	**$ 54,896.1**	**$ 1,139.8**

Comparison of Culpeper District Funding Amounts Among Rounds

Funding Program Allocation	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
District Grant Program	$54,872,548	$19,461,690	$24,574,905	$112,904,043	$115,814,917	$57,044,912
High Priority Project Program	$25,559,585	$36,670,555	$7,007,394	$51,307,790	$35,859,314	$36,406,798
Total	$80,432,133	$56,132,245	$31,582,299	$164,211,833	$151,674,231	$93,451,710

- Round 1 funding reflects phasing in the SMART SCALE program and increased projected revenues from FAST Act.
- Round 2 funding reflects one year of projected funding.
- Round 3 funding reflects two years of projected funding due to transition to biennial application cycle.
- Round 4 and 5 funding reflects phasing in of the Supplemental Fuels Tax.
- Round 6 funding reflects fully phased in Supplemental Fuels Tax.
- High Priority Project Program funding is competitive statewide and not guaranteed.

Recommended Round 6 Funding Scenario Summary

District	Number of Applications	DGP Available	Previous DGP Cost Increases	HPP Available	DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining	Funded in Staff Scenario	Total Allocated
Bristol	20	$37.0			$27.2	$9.8	$0.0		3	$27.2
Culpeper	24	$68.0	-$6.6		$57.0	$4.3	$36.4		4	$93.5
Fredericksburg	34	$76.2			$73.5	$2.7	$16.8		4	$90.3
Hampton Roads	31	$121.6			$111.9	$9.7	$27.3		11	$139.2
Lynchburg	12	$85.9			$82.4	$3.5	$0.0		4	$82.4
Northern Virginia	23	$97.4			$88.7	$8.8	$0.0		4	$88.7
Richmond	65	$104.9			$82.6	$22.2	$255.8		14	$338.5
Salem	34	$64.3			$53.9	$10.3	$0.0		3	$53.9
Staunton	27	$39.4	-$6.0		$25.3	$8.1	$44.7		6	$69.9
Statewide HPP				$384.7						
Total	**270**	**$694.6**		**$384.7**	**$602.5**	**$79.5**	**$381.0**	**$3.6**	**53**	**$983.6**

Starting Total	**$1,079.3**
Remaining Total	**$83.1**

Round 6 Takeaways

	Statewide	Culpeper District
Median Score	2.27	3.7
Max	27.71	7.47
Min	0	1.57
Average	3.53	3.77

Ranking breakdown

7 projects scored in the top 25 %

18 projects are in the top 50 %

All project were in the top 65 %

Overall, Application in the Culpeper District scored better than the rest of the state

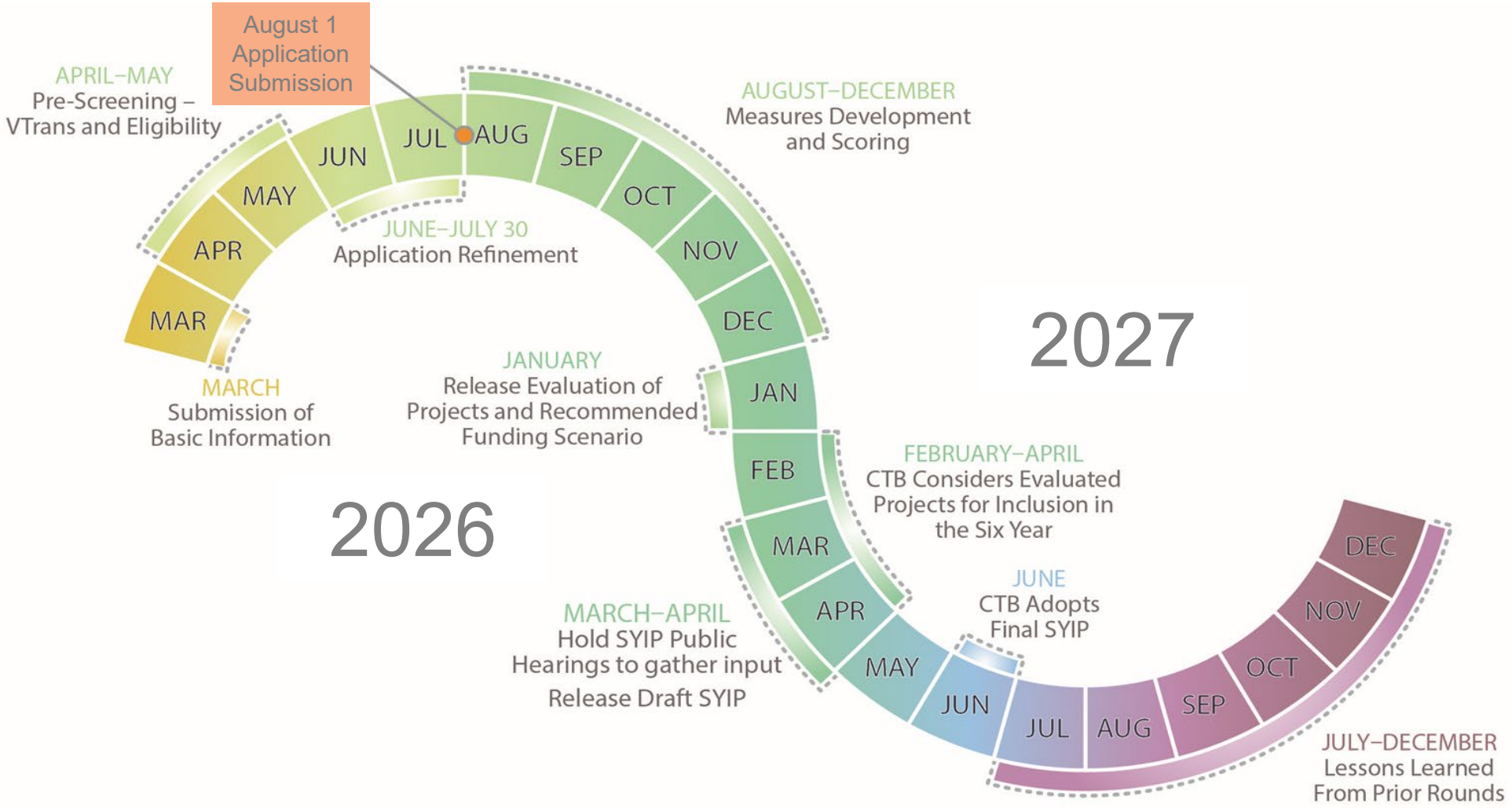
Round 6 Takeaways (Cont.)

- For the District Grant Program (DGP)
  - All the Funded Projects were identified as **VTRANS Priority Needs**
  - **81%** (43 of 53) were locations with a **Priority 1 or 2 Construction District Priority Needs**
  - Average Cost of All Funded Projects was **$18.6 Mil**
    - $1.825 Mil Crosswalk Project in Hampton Rds.
    - $57.372 Mil Rte. 1 - Southpoint Pkwy Intersection Improvement in Fredericksburg
- For the High Priority Grant Program
  - **70%** (18 of 23) were identified as a **Statewide Priority Need (1-4)**
  - **96%** (22 of 23) were locations with a **Priority 1 or 2 Construction District Priority Need**
  - Average Cost of Funded HPP Projects was **$27.2 Mil**
    - $10.507 Mil I-81 Port Republic Interchange Improvements in Staunton District
    - $45.991 Mil I-85/95 Interchange Improvements in Richmond

VTRANS Needs

- VTrans Needs
  - The Prioritized Mid-term Needs were adopted by the CTB in April 2025 based on the 2023 data. The needs are divided into four categories. These are shown graphically on the VTRANS Interactive Map tool.
  - Based on the previous round results the level of priority will be used to determine **VDOT's Support** for providing assistance with studies and application development (with a focus on **Priority 1 or 2 Need location only**).
  - The current safety needs will also be referenced. These are updated annually with the latest crash information to remain current. The new list is typically released in November each year. For the initial screening, we will use the 2019-2023 PSI data.

Proposed Smart Scale Schedule



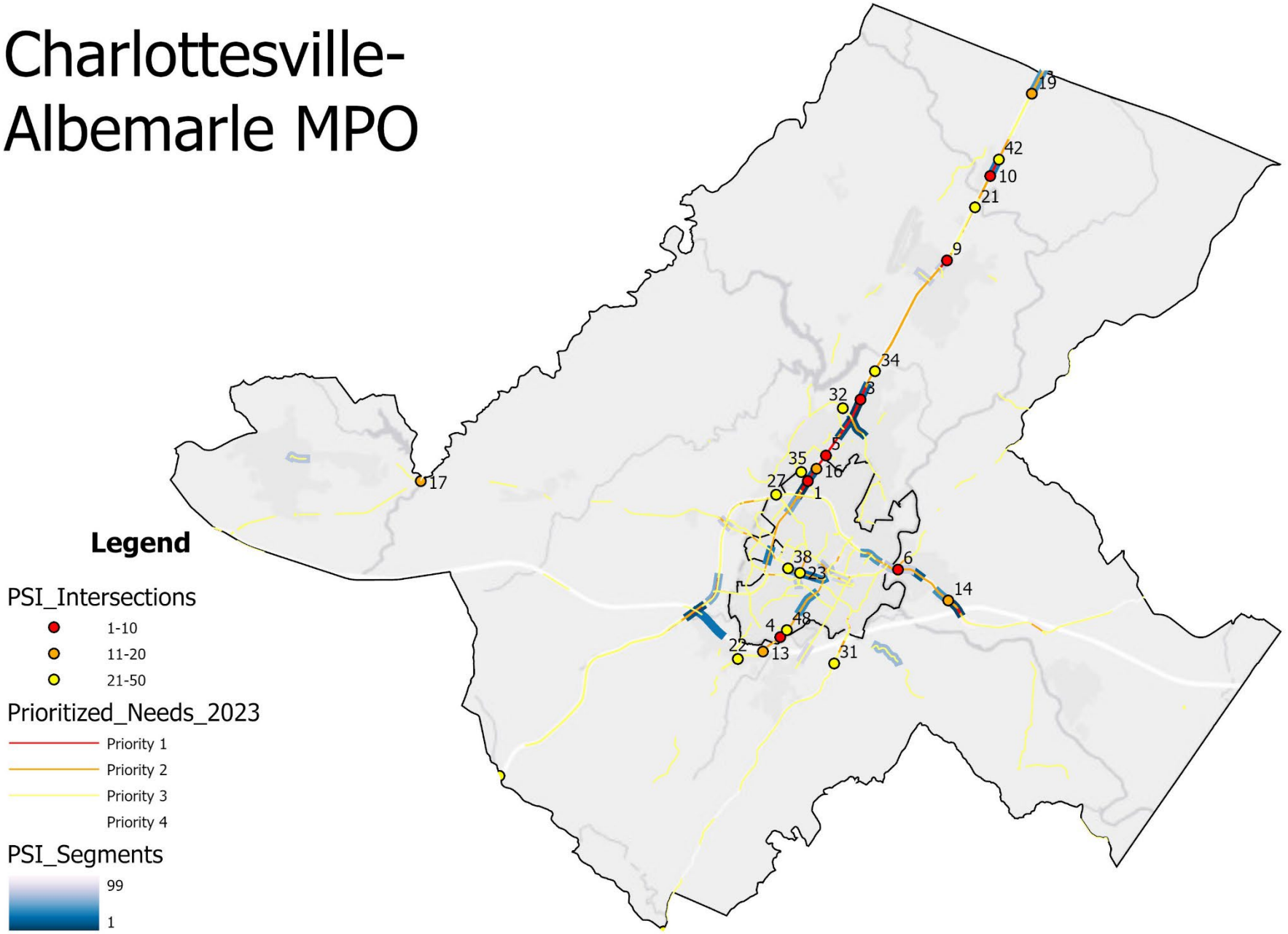
CA-MPO

CA–MPO – Current Studies

- As part of the STARS Process, these listed locations are currently being studied:
  - US 29 (Seminole Trail) from Hydraulic Rd. to Woodbrook Rd. intersections in Albemarle County
  - US 29 (Emmett St.) from Barracks Rd to Hydraulic Rd intersection, including the US 29/250 Bypass Interchange and the Bypass for Barracks Rd to Hydraulic Rd.
- As part of the Project Pipeline Process, these listed locations are being studied:
  - 5th St corridor from Harris Rd. to Pinecrest Rd. to include the I-64 interchange and 5th St. Station.
  - US 29 – I-64 Interchange form just north of Fontaine Ave interchange to Teel Ln. (include the Park and Ride lot on Teel Ln.)

These studies are being conducted over the next 8 months through a multidisciplinary team approach to develop recommended improvements that can be submitted for funding in Round 7 of Smart Scale.

CA-MPO VTRANS Priority 1 & 2 Needs and Top 50 PSI Locations



CA-MPO – Previous Applications

App ID	Project Title	Submitting Organization	Residency	SS Round	Project Type	Benefit Score	SS Request	SS Score	Rank	Comments
634	Interstate 64 - Exit 118	CAMPO	C'ville	1	COSS	0.703	$134,446,705	0.048	282	Split into pieces and resubmitted in Round 2 and 3; Revisions funded in smaller projects
1385	Free Bridge Congestion Relief	CAMPO	C'ville	2	CoSS	9.064	$45,761,730	1.981	229	Split and submitted 20/250 in Round 3; Revision funded (submitted by Albemarle County)
1386	Exit 124 (Interstate 64)	CAMPO	C'ville	2	CoSS	11.918	$18,400,000	6.477	116	Funded
1387	I 64 - Exit 118 WB loop closure & SB Lt.Turn Add	CAMPO	C'ville	2	RN	0.597	$6,775,000	0.881	288	Funded through HSIP
1398	Exit 118 WB I64/NB Route29	CAMPO	C'ville	2	RN	2.258	$2,900,000	7.784	97	Funded
4049	US 29 and Fontaine Avenue Inter. Imp.	CAMPO	C'ville	3	RN	5.099	$21,900,000	2.328	183	Revised and Resubmited Rd 4
4102	Package 1 - US 29 and Hydraulic Road Imp.	CAMPO	C'ville	3	COSS	8.606	$206,093,288	0.459	360	Re- evaluated and Resubmitted in Rd 4; Revision funded (#7088)
4375	Package 2 - Hydraulic Road and US 29 Intersection	CAMPO	C'ville	3	COSS	7.083	$109,363,456	0.702	328	Evaluated and Resubmit Rd 4; Revision funded (#7088)
4386	Package 3 - US 29 and Hydraulic Area Imp.	CAMPO	C'ville	3	COSS	3.637	$96,729,832	0.419	368	Evaluated and Resubmit Rd 4; Revision funded (#7088)
6892	US 29 and Fontaine Avenue Inter. Imp.	CAMPO	C'ville	4	RN	10.852	$12,374,620	8.769	73	Funded
7088	Hydraulic Road and 29	CAMPO	C'ville	4	CoSS	16.509	$18,300,000	28.809	10	Funded
7091	Hillsdale South Extension	CAMPO	C'ville	4	RN	12.955	$34,314,082	3.775	156	Considering Resubmission in Future; Still HPP eligible
9174	Fifth Street Ext. Multimodal Imp.	CAMPO	C'ville	5	RN	3.828	$22,788,588	1.680	273	MPO/Localities looking at other options; No longer HPP eligible as standalone project

CA-MPO – Previous Applications

App ID	Project Title	Submitting Organization	Residency	SS Round	Project Type	Benefit Score	SS Request	SS Score	Rank	Comments
9178	Avon Street Multimodal Improvements	CAMPO	C'ville	5	RN	13.379	$15,807,317	8.464	54	Funded
9179	Rivanna River Bicycle and Ped. Bridge Crossing	CAMPO	C'ville	5	CoSS	13.352	$42,115,788	3.170	179	MPO Looking at other options; No longer HPP eligible
9180	District Ave. / Hydraulic Rd. Roundabout	CAMPO	C'ville	5	RN	9.215	$20,051,997	4.596	130	Funded
11487	US250/Peter Jeff. Pkway and Rolkin Road Pipeline Bundle	CAMPO	C'ville	6	CoSS	24.390	$36,406,798	6.700	38	Funded
11675	I64/Fifth Street Interchange Improvement (Exit 120)	CAMPO	C'ville	6	CoSS	16.930	$79,010,129	2.143	139	Re-evaluating in a Pipeline Study for Round 7
11678	Barracks Road Pipeline US 29/250 Interchange and SUP	CAMPO	C'ville	6	CoSS	19.150	$93,859,520	2.041	142	Revise to consider lesser alternatives and resubmit
11679	Barracks Road Pipeline Corridor Improvements	CAMPO	C'ville	6	CoSS	25.110	$130,615,775	1.922	153	Full corridor project too expensive to be competitive

Additional Candidate Project Screening Data

Proxy Metric	SMART SCALE Scoring Factor Correlation	Data Source
District and State Prioritized Mid-Term Needs	Determines application eligibility	InteractVTrans | VTrans
Crash EPDO (Equivalent Property Damage Only)	S.1 EPDO of Fatal and Injury Crashes	Pathways for Planning
Volume to Capacity Ratio	C.1 Person Throughput	Pathways for Planning
Level of Service (Automobile)	C.2 Person Hours of Delay	Pathways for Planning
Max of TTI AM Peak/TTI PM Peak (Travel Time Index)	C.2 Person Hours of Delay	Pathways for Planning
Peak Period Expansion Factor	C.1 Person Throughput and C.2 Person Hours of Delay	Pathways for Planning
Peak Throughput	C.1 Person Throughput (Multi-modal)	VDOT Bidirectional Traffic Volume (Calculation: ADT*k-factor)
Land Use Points of Interest	L.1 Transportation Efficient Land Use	https://download.geofabrik.de/north-america/us/virginia.html
Population Density	L.1 Transportation Efficient Land Use	Census.gov B01003 Table - 5-Year ACS Estimated Population
Truck Travel Time Reliability	ED. 3 Travel Time Reliability	Pathways for Planning

Data Outputs for Potential CAMPO Projects

Project	VTRAN Priority	Top 50 PSI	EPDO	V/C	LOS	TTI	Weekday PPEF	Peak Throughput	Land Use Points (w/in 1 mile)	Pop Density (pop/sq. mi.)
US 29/250 NB On-ramp Extension	2	-	$2,000,000	1.007	F	1.32	0	5143	85	2222
US 29/250 SB Off-ramp Extension	3	-	$0	0.993	E	2.23	2.75	5143	63	1475
US 29 Corridor Study	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
US 29/250 NB Off-ramp Extension to Barracks Rd	2	Seg 230	$980,000	0.978	E	1.12	0	5143	155	3673
US 29/250 NB Off-ramp Dual Lefts & Sidewalk on Barracks Rd	3	Seg 236	$337,000	0.594	A	1.94	0	1431	168	3673
5th Street/I-64 Improvements	1	11 - Int	$13,040,000	1.639	F	3.02	0	5835	48	2540
US 29 / I 64 Interchange Improvements	1	10 Seg	$9,420,000	0.478	C	1.72	3	1406	18	777

- These values are for the road segments and do not reflect intersection operations.
- The TJPDC can also submit these projects

Eligibility Review for Potential CAMPO* Projects

Project	VTRAN Priority	Project Type	Study	Concept	Cost Estimate	Funding Eligibility	Comments	Recommendation
US 29/250 NB On-ramp Extension (Old Ivry Rd.)	2	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need	Yes
US 29/250 SB Off-ramp Extension (Old Ivy Rd.)	3	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 3 Need	Yes
US 29 - Interchange Imp.	TBD	TBD	Current Study	TBD	TBD	TBD	Study ongoing Work with County on final Location(s)	TBD
US 29/250 NB Off-ramp Extension to Barracks Rd	2	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need	Yes
US 29/250 NB Off-ramp Dual Lefts & Sidewalk on Barracks Rd	3	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 3 Need	Yes
5th Street/I-64 Improvements	1	Interchange Improvement	Current Study	Study Concept	Planning Level	HPP	Study ongoing Work with County on final Location(s) VTRANS Priority 2 Need PSI Intersection #11	Yes
US 29/I-64 Improvements	1	Interchange Improvement	Current Study	TBD	TBD	HPP	Study ongoing Work with County on final Location(s) VTRANS Priority 3 Need, PSI Segment #10	Yes

* The TJPDC is also eligible to Submit these Projects

Next Steps

Select projects

- **Review location list**
  - Present material to Locality and Regional Body Staff,
  - Revise maps and lists to reflect team (VDOT and local staff) input;
- **Coordinate with County, CA-MPO, TJPDC and Residency on meeting with CA-MPO Committees**
  - Meet with local staff to refine a recommended project list;
  - Schedule meeting with CA-MPO for October to present potential projects and Smart Scale information for consideration;
  - Request concurrence on project locations.