



**Charlottesville-Albemarle MPO
Staunton-Augusta-Waynesboro MPO
Joint Policy Board Meeting**

September 30, 2025
10:00 AM – 12:00 PM
North Fork Meeting Center
994 Research Park Blvd., Charlottesville, VA 22911
Join Zoom Meeting:
<https://us02web.zoom.us/j/83173728133>
Meeting ID: 831 7372 8133
By call-in: 1 (301) 715-8592

AGENDA

1.	Call to Order a. Call to Order, Roll Call – CA-MPO Policy Board Chair Ned Gallaway and Taylor Jenkins, TJPDC b. Call to Order, Roll Call – SAW-MPO Policy Board Chair Brad Arrowood and Paula Melester, CSPDC	10:00 AM
2.	Housekeeping Items – Taylor Jenkins, TJPDC	10:05 – 10:10
3.	Matters from the Public a. Comments by the public are limited to no more than 3 minutes per person. b. Comments provided via email, online, website, etc. (<i>Read by Taylor Jenkins</i>)	10:10 – 10:15
4.	Opening Remarks a. Christine Jacobs, TJPDC Executive Director b. Ann Cundy, CSPDC Executive Director c. CA-MPO and SAW-MPO Memorandum of Understanding	10:15 – 10:25
5.	Presentations a. CARTA and Afton Express – Taylor Jenkins, TJPDC, and Devon Thompson, CSPDC b. Statewide Rail Plan – Taylor Holden, Virginia Department of Rail and Public Transportation c. Three Notched Trail – Kevin McDermott, Albemarle County	10:25 – 10:50 10:50 – 11:10 11:10 – 11:30
6.	State Agency Remarks a. VDOT Culpeper District – Sean Nelson, District Engineer b. VDOT Staunton District – Matt Dana, Assistant District Administrator c. Virginia Department of Rail and Public Transportation – Zach Trogon, Chief of Public Transportation	11:30 – 11:40 11:40 – 11:50 11:50 – 12:00
7.	Adjourn for Lunch	12:00 PM

* Designates Items to be Voted On

TJPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. TJPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, to request language translation or other accommodations, or to obtain a Discrimination Complaint Form, contact Lucinda Shannon at (434) 979-7310, lshannon@tjpd.org or visit the website www.tjpd.org.



**MEMORANDUM OF UNDERSTANDING BETWEEN THE CHARLOTTESVILLE-ALBEMARLE
METROPOLITAN PLANNING ORGANIZATION AND THE STAUNTON-AUGUSTA-WAYNESBORO
METROPOLITAN PLANNING ORGANIZATION REGARDING
INTER-REGIONAL TRANSPORTATION PLANNING WITHIN THE I-64 CORRIDOR BETWEEN THE
CITIES OF CHARLOTTESVILLE AND STAUNTON, VIRGINIA**

This Memorandum of Understanding is made and entered into as of September 27, 2017, by and between the Charlottesville-Albemarle Metropolitan Planning Organization, hereinafter referred to as the CA-MPO, and the Staunton-Augusta-Waynesboro Metropolitan Planning Organization, hereinafter referred to as the SAWMPO.

WHEREAS, the 37 mile east-west segment of Interstate 64 connecting the cities of Charlottesville, Waynesboro and Staunton, Virginia, and the counties of Augusta and Albemarle, Virginia, is the primary multi-modal transportation corridor linking the Piedmont and Shenandoah Valley regions of Virginia, functioning as a critical link within the State's comprehensive transportation network for both inter-regional and interstate commerce; and

WHEREAS, the formal coordination of short- and long-range planning activities among local, regional, state and federal government agencies is instrumental to the improvement of transportation planning activities and the development of new transportation facilities within this corridor to produce an efficient, safe and cost effective transportation network; and

WHEREAS, the CA-MPO and the SAWMPO enter into this MOU to conduct transportation and transit planning and development activities within the I-64 corridor in a mutually beneficial manner to each MPO's unique transportation needs, and to the larger area as a whole; and

WHEREAS, transportation planning activities shall address planning for all transportation modes including, but not limited to, rail, bike and pedestrian planning, transit and travel demand management; and

WHEREAS, this MOU provides the framework for each MPO to review, comment, and provide letters of support for each other's transportation projects, Long Range Transportation Plans, grant applications, Transportation Improvement Programs, and when necessary, for projects and other transportation and transit activities located within, or that may affect, the corridor;

NOW THEREFORE, be it recognized and agreed that the CA-MPO and the SAWMPO will conduct inter-regional transportation planning in a collaborative manner within the I-64 corridor. It is also agreed that the following articles will guide the inter-regional cooperation efforts.

**Article 1
Corridor Boundaries**

The corridor boundary is defined as Interstate 64 from mile marker 124 westward to Interstate 81 south to mile marker 220 and to Interstate 81 north to mile marker 222, and US-250 from the Charlottesville US-29/US-250 bypass westward to the US-250 intersection in Staunton with Frontier Drive and North Frontier Drive. The corridor boundary includes the cities of Charlottesville, Waynesboro and Staunton and the counties of Augusta, Albemarle, and Nelson; and includes major transportation and multi-modal routes and connections that provide important corridor access points located within one-half mile of either I-64 or US-250. These connections include rail facilities serving Buckingham Branch, Norfolk-Southern and Amtrak rail operations.

**Article 2
Planning Activities**

Each MPO's Policy Board shall remain the sole decision making body regarding projects and transportation plans that fall within their respective jurisdictions. However, this MOU recognizes that transportation planning activities and projects within the corridor boundaries, listed in Article 1, should receive special attention if they may have an

impact on the overall function of the corridor. Therefore, as part of this MOU, the MPOs agree to provide each other with an adequate opportunity to review and comment on regionally significant planning efforts and projects, and in particular, MPO Long Range Transportation Plans (LRTPs) and Transportation Improvement Program (TIP) projects within the corridor. Comments made by either MPO are not binding, nor are they considered a required step in the review process. Collaboration of this nature between the prescribed MPOs is highly encouraged; however, delayed comments from either entity should not provide cause to impede the advancement of planning activities or project development.

Article 3 Letters of Support

When submitting projects and plans for funding located within the boundaries of the corridor, the sponsoring MPO may request a letter of support from the other MPO for inclusion in the project application. Notices of a request should be accompanied with adequate project and/or scoping information for the reviewing party to develop an informed and reasoned response to the request.

Article 4 Joint MPO Meetings

The CA-MPO and the SAWMPO shall jointly host an annual joint MPO Policy Board meeting. This meeting shall alternate annually between each of the MPO's jurisdiction unless other meeting arrangements are mutually agreeable. The joint MPO Policy Board meeting shall include reports from each MPO, the Department of Rail and Public Transportation (DRPT), and the Virginia Department of Transportation (VDOT) addressing projects, plans, activities or items of concern that have arisen during the prior year within the I-64 corridor boundaries identified in this MOU. Adequate time shall be allotted for the discussion of inter-jurisdictional or agency transportation priorities, proposed projects, future joint planning activities and current projects within the corridor. The reports shall address recently completed projects or planning activities, and future planned projects or planning activities located within the corridor. Reports may be provided in written form, and may be presented collectively. Agencies providing activity reports and updates are not limited to the parties identified in Article 4 of this MOU.

Article 5 Modification

Amendments to this Memorandum of Understanding, as mutually agreed upon, may be made by written agreement between all parties to this MOU.

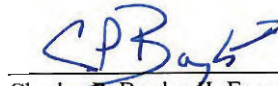
IN WITNESS, WHEREOF, all concerned parties have executed this MOU on the day and year first written above.

SIGNED:

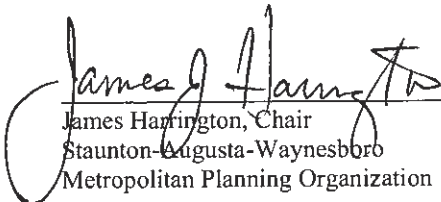
ATTEST:



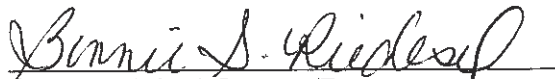
Kristin Szakos, Chair
Charlottesville-Albemarle
Metropolitan Planning Organization



Charles P. Boyles II, Executive Director
Charlottesville-Albemarle
Metropolitan Planning Organization



James Harrington, Chair
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization



Bonnie S. Riedesel, Secretary/Treasurer
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization



**Staunton Augusta
Waynesboro**
Metropolitan Planning
Organization

**MEMORANDUM OF UNDERSTANDING
ADDENDUM #1**

This Memorandum of Understanding, between the Charlottesville-Albemarle Metropolitan Planning Organization, hereinafter referred to as the CA-MPO, and the Staunton-Augusta-Waynesboro Metropolitan Planning Organization, hereinafter referred to as the SAWMPO, is reaffirmed on this 27th day of September 2023.

IN WITNESS, WHEREOF, all concerned parties have reaffirmed this MOU on the day and year written above.

SIGNED:

ATTEST:

Brian Pinkston, Chair
Charlottesville-Albemarle
Metropolitan Planning Organization

Christine Jacobs, Executive Director
Charlottesville-Albemarle
Metropolitan Planning Organization

Carolyn Bragg, Chair
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization

Bonnie S. Riedesel, Secretary/Treasurer
Staunton-Augusta-Waynesboro
Metropolitan Planning Organization

AFTON EXPRESS



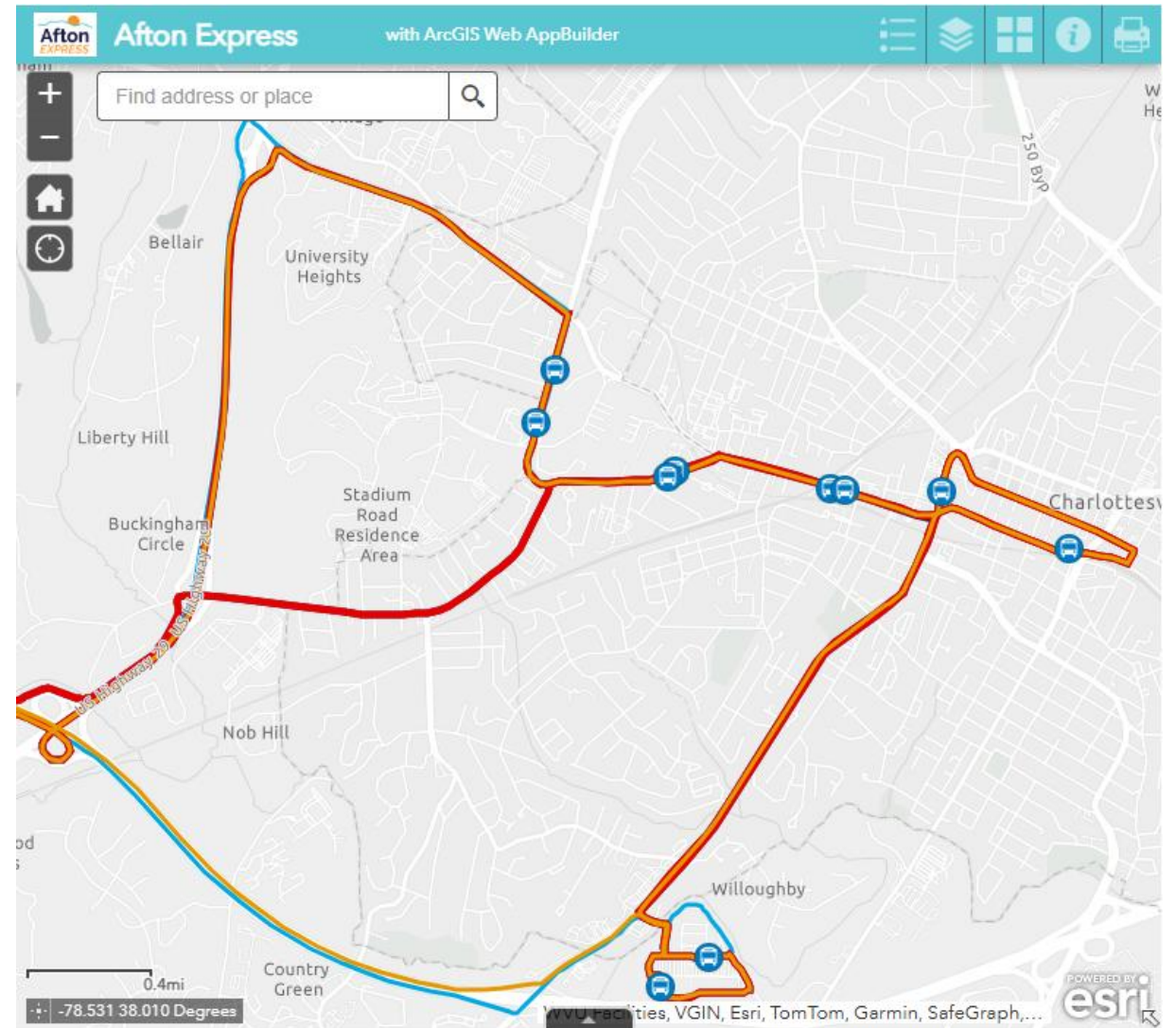
AFTON EXPRESS

- Local Partners
 - Albemarle County
 - Augusta County
 - City of Charlottesville
 - City of Staunton
 - City of Waynesboro
 - University of Virginia
- Demonstration Funding (DRPT) to 5311 Rural Transit Program Funding with Transit Ridership Incentive Program (TRIP) funding assistance



ROUTES & STOPS

- Staunton Crossing Park & Ride Lot
- Augusta Health
- Waynesboro Park & Ride Lot
- University of Virginia – Bavaro Hall
- University of Virginia – Hospital Complex
- Fontaine Research Park (UVA)
- West Main Street & Amtrak
- Charlottesville Downtown Transit Center
- OMNI Hotel & Downtown Mall
- Wegmans & 5th Street Station

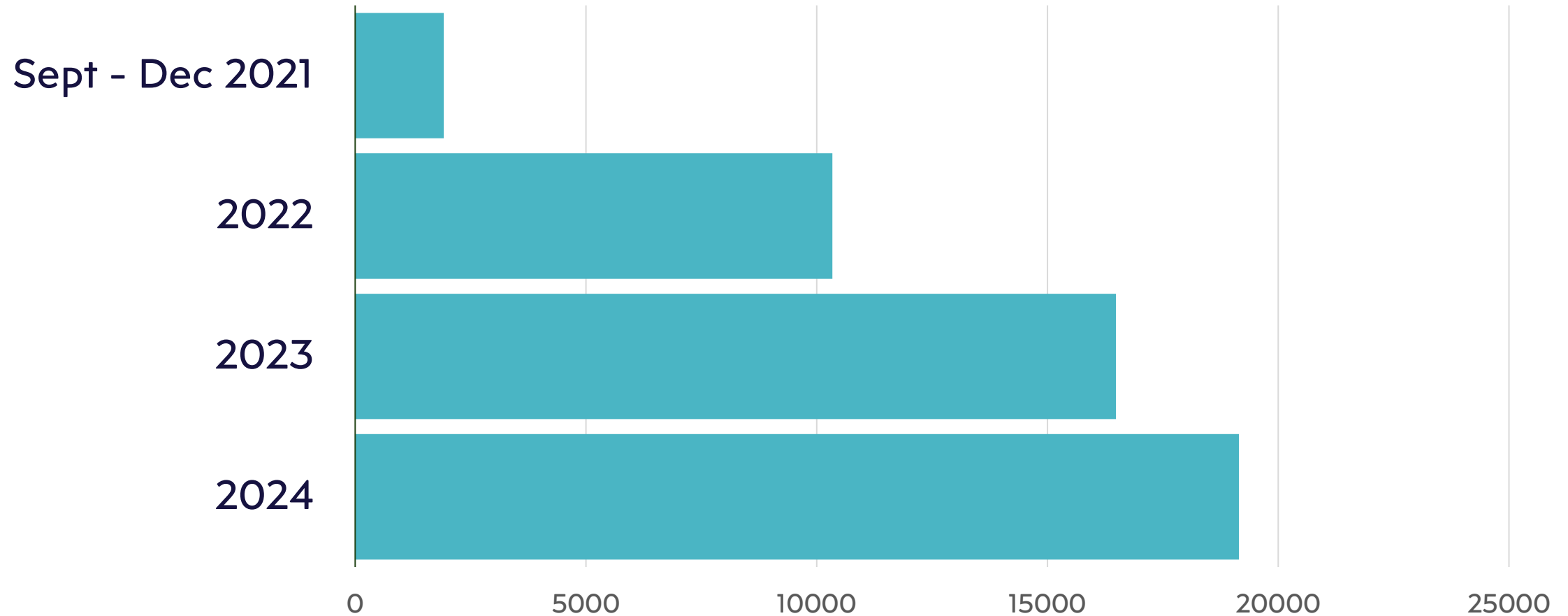


OUR DRIVE. YOUR DESTINATION.



RIDERSHIP TRENDS

Total Passenger Trips



HIGHLIGHTS

- New Wahoo Commute Program
 - Free Rides for UVA-Affiliates
- Relocated Stops
 - Staunton
 - Fishersville
- Intelligent Transportation Systems (ITS) Improvements
 - Mobile Data Collection System



LOOKING AHEAD

EXPANDED SERVICE

- Afton Express schedule technical assistance
- Serve most popular arrival/departure times
- Full utilization of all buses to optimize ridership

CROZET PARK & RIDE LOT STOP

- Crozet Park & Ride Lot to be constructed off I-64 Exit 107
- Coordinating with Albemarle County and JAUNT on how best to serve the P&R lot

EXPANDED MARKETING

- FY26 DRPT Commuter Assistance Project Grant – Transit Marketing
- Digital ads & television ads, photography, ad design





“I love how I don’t have to pay attention during my commute and can do things that I would prefer to do with my time...I also love the bus drivers! They are so kind and being greeted with a smiling face first thing in the morning is a pleasure.”



“I love being able to get off the bus [and be] a five-minute walk from my office. No parking, no long walk once I arrive on Grounds, just get off and go.”



THANK YOU

CONTACT

Devon Thompson
Transit Program
Manager
devon@cspdc.org



Charlottesville-Albemarle Regional Transit Authority

Charlottesville-Albemarle MPO
Staunton-Augusta-Waynesboro MPO
Joint Policy Board Meeting
September 30, 2025

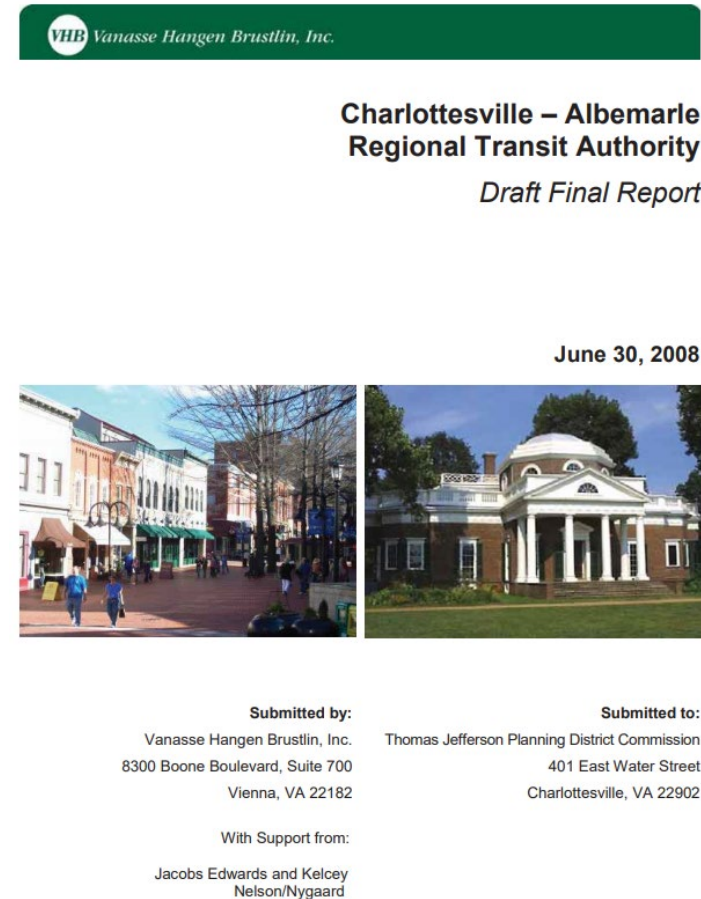


Agenda

- I. Regional Transit Authority History
- II. Regional Transit Partnership (RTP)
- III. CARTA Activation and Current Activities

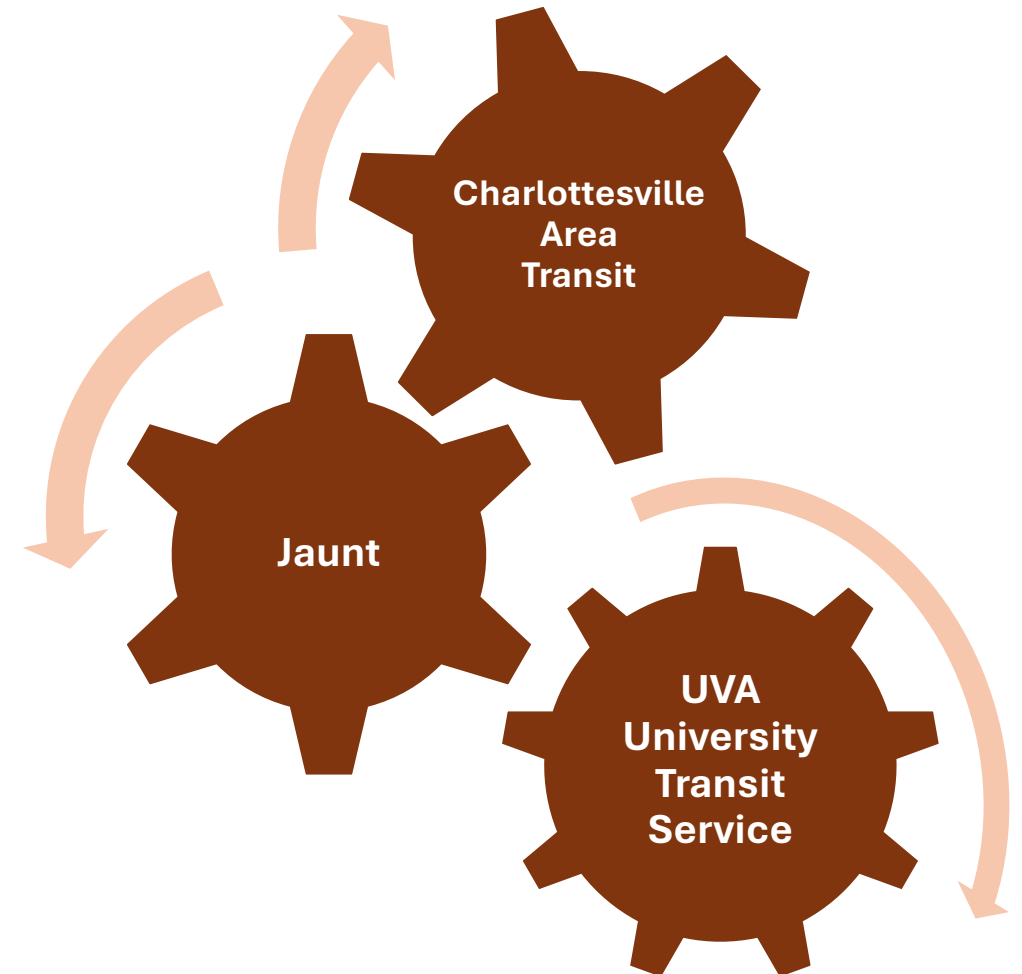
Regional Transit Authority History

- Charlottesville-Albemarle Regional Transit Authority Report (2008) explored the formation of a regional transit authority
- General Assembly approved legislation (HB 2158) in 2009 authorizing the creation of the Charlottesville-Albemarle Regional Transit Authority (CARTA)
- Accompanying legislation was not successful



Regional Transit Partnership (RTP)

- Established following a recommendation of the Regional Transit Coordination Study (2017)
- Interim body and precursor for establishing a regional transit authority
- Forum for communication and coordination between transit providers
- Critical role in building consensus around regional transit priorities



Regional Transit Partnership (RTP)

2018

RTP Strategic Plan



Identified clear goals, objectives, and scope of the RTP

2022

Albemarle Transit Expansion Study



Resulted in the launch of microtransit service

2022

Regional Transit Vision Plan



Established a vision for transit service in the region

2024

Transit Governance Study



Guided formation of the governance structure, explored revenue sources, and funding structure

Authority Activation and Recent Activities

MARCH 2024

*Charlottesville-
Albemarle Regional
Transit Authority
Working Group
assembled*

FEBRUARY 2025

*First meeting of the
Charlottesville-
Albemarle Regional
Transit Authority*

DECEMBER 2024

*Charlottesville City
Council and
Albemarle County
Board of Supervisors
voted to join the
authority*

SEPTEMBER 2025

*Appointment letter for
Virginia Department
of Rail and Public
Transportation (DRPT)
to join as a non-voting
member*

Enabling Legislation and Bylaws

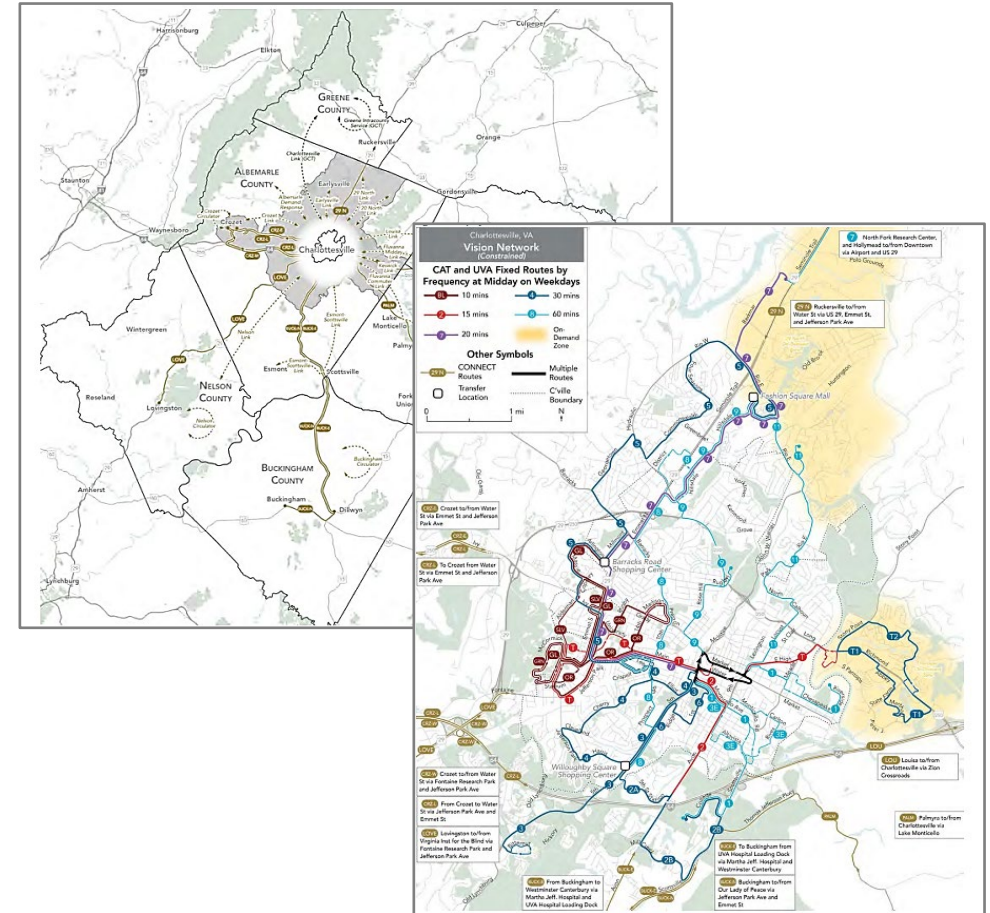
Code of Virginia §§ 33.2-2800 through 33.2-2812

- Initial Board of Directors with two representatives each from Charlottesville City Council and Albemarle County Board of Supervisors
- Counties of Fluvanna, Greene, Louisa, and Nelson may join the Authority
- Up to four additional non-voting directors representing the interests of agencies or institutions may join the Authority
- Bylaws allow for Finance and Technical committees



Transit Service Prioritization and Implementation Feasibility Study

- FY26 DRPT Technical Assistance Grant
- Regional Transit Vision Plan (2022) developed constrained and unconstrained network of services
- This study will develop an implementation plan that identifies costs for those services and feasible short, mid, and long-term timelines
- **Task 1:** Service Identification and Prioritization
- **Task 2:** Implementation Plan
- **Task 3:** Draft and Final Plan
- 20-month schedule for completion



Questions?

Taylor Jenkins
(434) 424-0652
tjenkins@tjpdcc.org





Next Stop: The 2026 Virginia Statewide Rail Plan

Taylor Holden

September 30, 2025





Overview

- What is a State Rail Plan?
- Review of 2022 Statewide Rail Plan
- DRPT & VPRA: Who Does What?
- Looking Ahead: 2026 Plan Vision
- Your Input: What Planners Need
- Q&A and Discussion

State Rail Plans

FRA Rail Plan Guidance

- Under 49 U.S. Code Chapter 227, each State, *at its own election*, may prepare and maintain a State Rail Plan as a means for:
 - Setting forth State policy involving freight and passenger rail transportation, including commuter rail operations, in the State
 - Establishing the period covered by the State Rail Plan
 - Presenting priorities and strategies to enhance rail service in the State that benefits the public
 - Serving as the basis for Federal and State rail investments within the State
- *No longer* required for projects to be eligible for federal discretionary grants*
- Recommendation remains for a 4-year cycle, which Virginia will continue
- Creates comparable metrics state-to-state

Virginia's Rail Plan Purpose



Records progress and charts path forward.

Data driven and aligns with goals/objectives of VTrans.

Requires close coordination with the Virginia Passenger Rail Authority (VPRA).

Includes 6-year and 20-year horizons.

Data points/metrics can be compared plan to plan and state to state.

Assists with federal rail funding for passenger and freight projects.

FRA Rail Plan Outline

1. The Role of Rail in Statewide Transportation
2. The State's Existing Rail System
 - I. Description and Inventory
 - II. Trends and Forecasts
 - III. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review

2022 Virginia Statewide Rail Plan Review

- First in the nation to be built entirely in ArcGIS Online Storymaps
 - Multimedia Applications
 - Interactive Maps, dashboards, and visuals for required data
- Written during major changes to VA rail landscape
 - Creation of VPRA
 - Transforming Rail in Virginia (TRV) deals
 - Passage of IIJA and new FRA grant programs



Collection

2022 Virginia Statewide Rail Plan

Virginia's rail network is a valuable asset that grows the economy, relieves congestion and saves taxpayer money. Continued investment in rail infrastructure will ensure the mission and vision of the Commonwealth's transportation network is achieved.

Get started



Role of Rail
in Statewide
Transportation

Chapter 1

Virginia's
Existing
Rail System

Chapter 2

Passenger Rail
Improvements
& Investments

Chapter 3

Freight Rail
Improvements
& Investments

Chapter 4

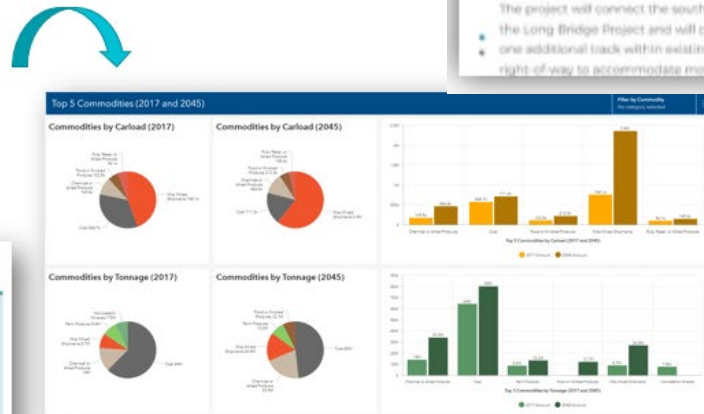
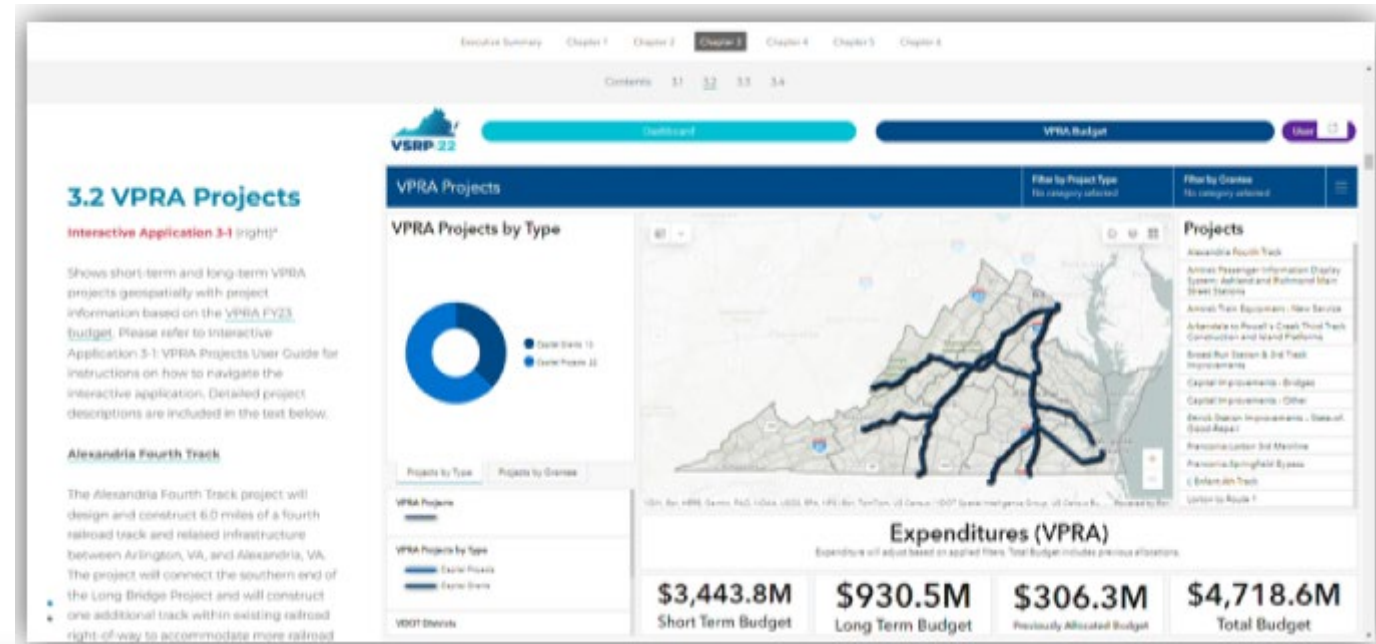
- Centralized Webpage
- Navigate Sections Seamlessly
- Illustrate Spatial Relationships
- Dynamic Data Filtering

The screenshot displays the Virginia Statewide Rail website. At the top, there are navigation tabs for "Virginia Statewide Rail", "Virginia Statewide Rail Crossings", and "User Guide". Below the navigation bar, there are filter tabs for "Virginia Statewide Rail", "Filter by Rail Type", "Filter by Railroad Owner", "Filter by Railroad Operator", "Filter by State Supported Route", "Filter by VDOT District", and "Filter by Locality". The "Rail Type" section features a donut chart showing the distribution of rail types: Abandoned (221.9), Major Industrial (234.7), Rail-to-Rail (234), Tunnel (11.8), Levee (44.6), Dual-Track (27), and Other (411.6). The "Track Mileage" section shows a large "6k" representing the total statewide track mileage. The "Strategic Rail Corridor Network" table lists various rail corridors, their owners, operators, and whether they are state-supported routes.

Strategic Rail Corridor Network	Railroad Owner	Railroad Operator	Passenger	State-Supported Route
No	Shenandoah Valley Railroad	Durbin and Greenbrier Valley Railroad	No	
No	Buckingham Branch Railroad	Buckingham Branch Railroad	Yes	
No	Buckingham Branch Railroad	Buckingham Branch Railroad	No	
No	Buckingham Branch Railroad	Buckingham Branch Railroad	Yes	
No	Buckingham Branch Railroad	Buckingham Branch Railroad	No	

Benefits of Storymap Platform

- Project Lists
- Tabular Data Visualization
- Data reporting and access in one place



Virginia's Rail Landscape

The Department of Rail and Public Transportation

Who are we?



The catalyst to connect and improve the quality of life for all Virginians through innovative transportation solutions



Our vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need



The agency works with rail and public transportation stakeholders to provide service to people throughout Virginia



1992 General Assembly established DRPT as an independent agency separate from VDOT

What do we do?



Allocates state and federal funding through capital and operating grants, as well as grants to support specific enhancements or improvements



Conducts statewide rail and transit studies, including improving service or identifying new opportunities



Plans and programs new services and capital improvement projects, from public transportation to freight and passenger rail



Provides leadership, advocacy, technical assistance, and funding oversight

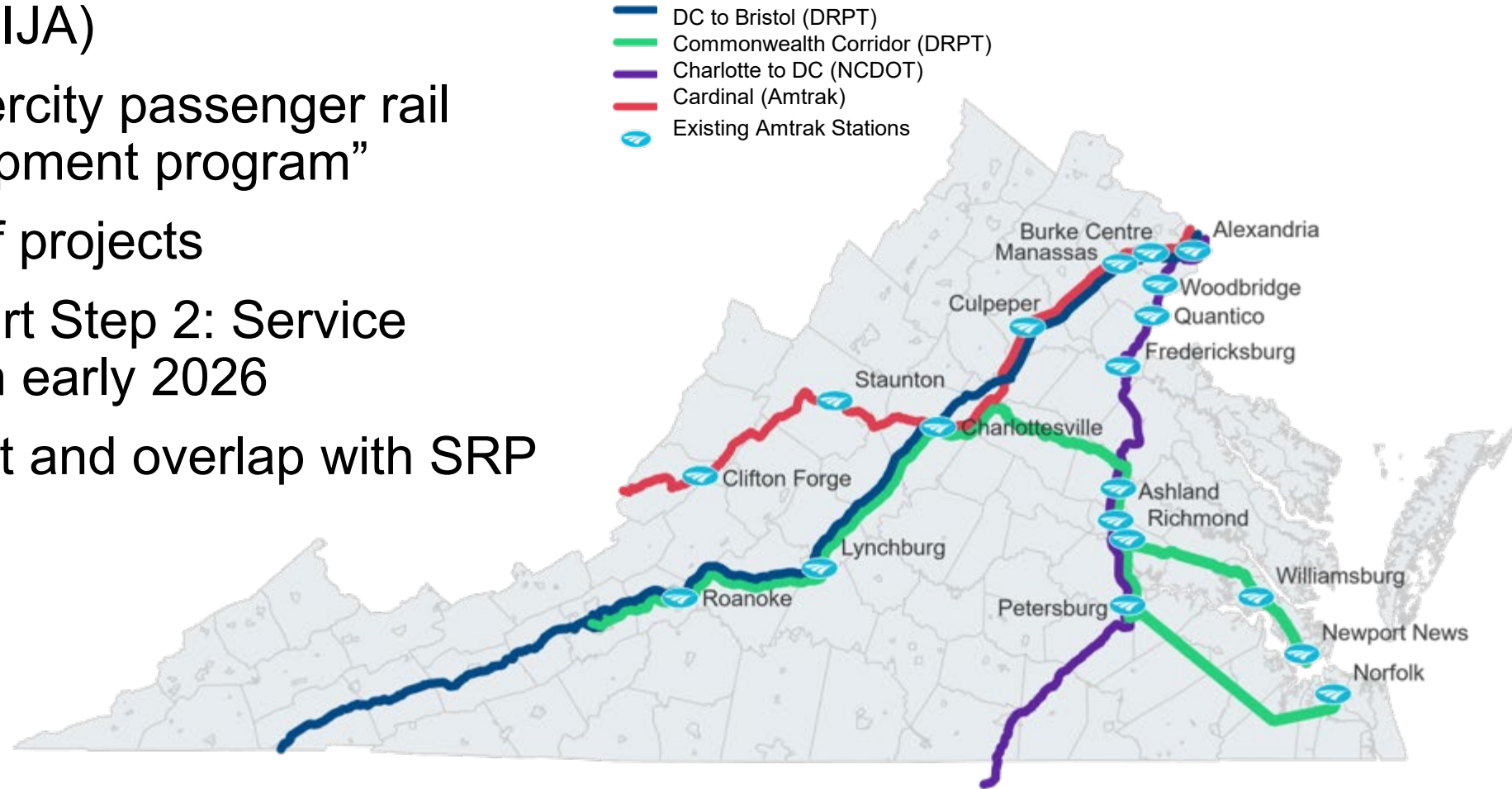
Virginia's Rail Agencies

- DRPT
 - Statewide Rail Planning
 - Long-Range Passenger Planning (ex CID)
 - Freight Rail Grant Programs
 - Stakeholder Coordination ([DRPT Connects!](#))
- VPRA
 - Operations Oversight (Amtrak service)
 - Design/Construction
 - Owns ROW/Infrastructure
 - Future: Maintenance & Dispatching
- Other
 - Safety: SCC, VDOT
 - Econ Dev: Port of VA, VEDP

	RAIL	
	FREIGHT	PASSENGER
Funding Administration	DRPT	VPRA
Corridor Planning	DRPT	VPRA
Statewide Planning	DRPT	
Programming/SYIP	DRPT	VPRA
Policy Setting	DRPT	VPRA
Design/Construction		VPRA
ROW/3 rd Party		VPRA
Operations Oversight		VPRA

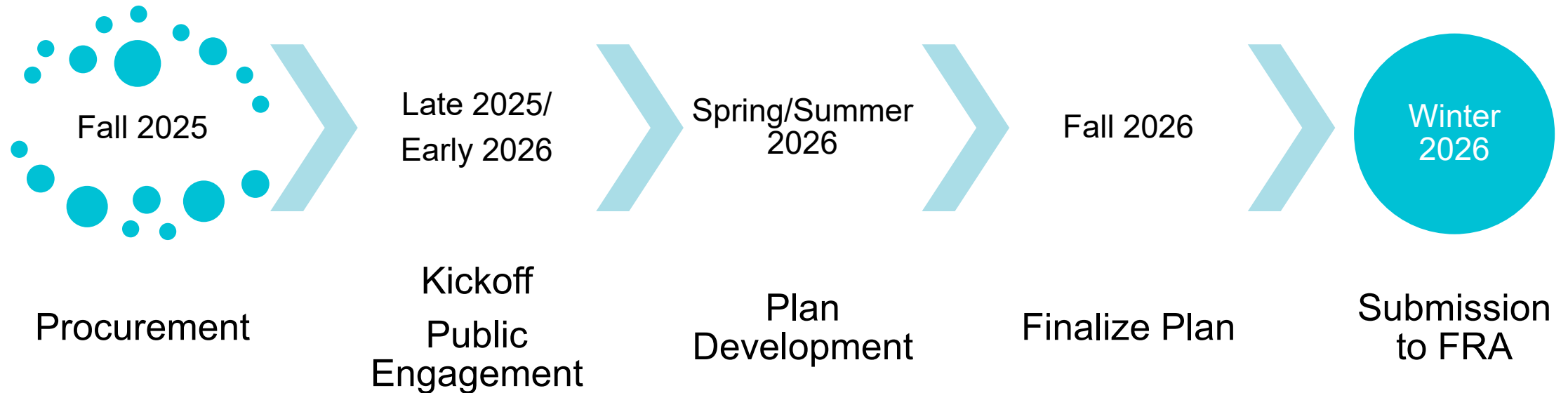
Corridor ID Program

- New FRA program (IIJA)
- “Comprehensive intercity passenger rail planning and development program”
- Creates a pipeline of projects
- DRPT expects to start Step 2: Service Development Plan in early 2026
- Work will compliment and overlap with SRP



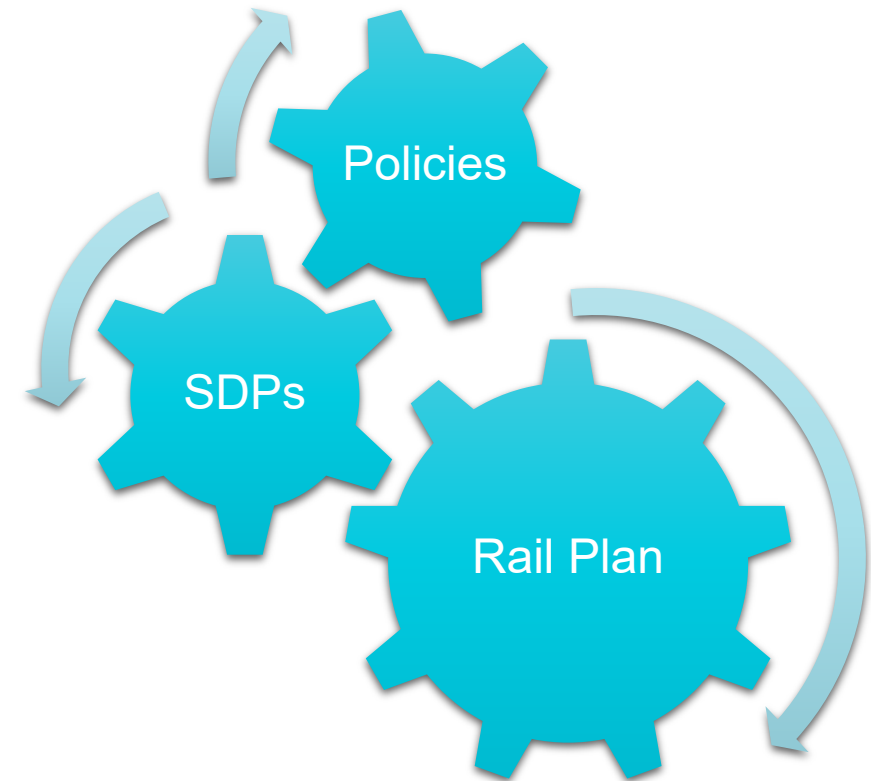
Looking Ahead – 2026 Plan Vision

Current 2026 Plan Timeline



Plan Integration

- CID Service Development Plans (SDPs) will start during the Rail Plan, and continue after it is complete
- Rail Plan public engagement and SDP engagement will overlap and inform each other
- The Rail Plan does not include specific policies, but often evaluates and informs changes ex:
 - Stations Policy
 - Grant Program Changes
 - SMART SCALE Updates



2026 Plan Priorities

- Virginia's Changing Role in Passenger Rail
- DRPT's Renewed Focus on Freight Rail
- Build on 2022 digital success
- Enhanced tools and guidance for planners and localities
- Evaluate progress and challenges since landmark changes have occurred
 - VPRA, TRV, IIJA, post-COVID, etc
- Look at changing landscape ahead
 - IIJA Reauthorization
 - Amtrak Fleet Renewal
 - Artificial Intelligence

Your Input – What Do Planners Need?

- How have you used the 2022 Rail Plan? What worked? What was missing?
- What rail data do you need? Ownership? Contacts? Future Development?
- How can we better support local comprehensive planning?
- What rail issues get brought to you?
- What don't we know to ask?

Thank you and stay tuned! The plan is just beginning!

Contact:

Email: Taylor.Holden@drpt.virginia.gov

Website: <https://drpt.virginia.gov>

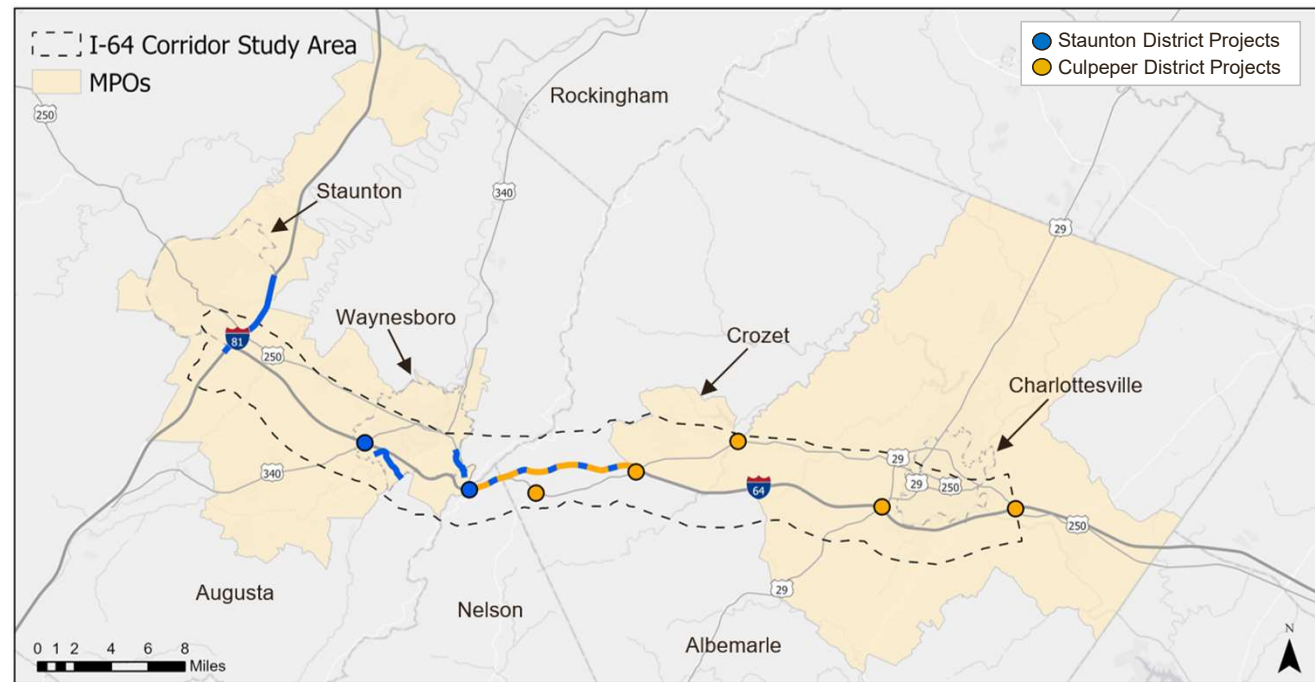
Open Data Portal: <https://drpt.virginia.gov/data>





I-64 Corridor Strategic Highway Research Program Study

- Partnership between CAMPO & SAWMPO
- To facilitate interregional communication & cooperation
- Evaluated existing conditions on I-64 & U.S. 250 corridors
- Recommendations to address deficiencies
 - Safety
 - Congestion
 - Driver communication
 - Truck traffic



I-64 / US 250 CORRIDOR UPDATES

VDOT Staunton District

| September 30, 2025

I-64 Afton Mountain Congestion Warning System

Signs provide advance warning of congestion due to incidents, terrain or weather

- Joint effort between Culpeper and Staunton TE groups
- Exit 99 lighting included, with construction advertisement in late 2025

Artist Rendering: Nighttime view from Skyline Drive overpass, looking northwest



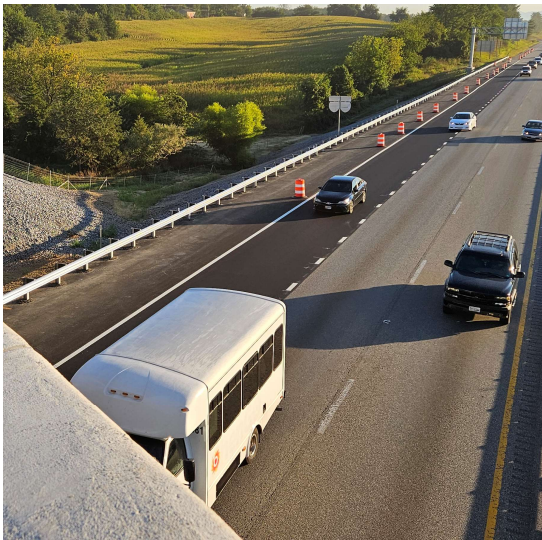
Status:	Completed
Estimate:	\$3.9 million

Construction complete. Operational system awaiting integration with TOC

I-81 Improvements, Exits 220 - 225, Augusta Co. and Staunton

I-81 Corridor Improvement Program – 2 projects at I-64 system interchange

- NB and SB widening to 3 lanes in each direction between Exit 221 (I-64) and 225 (Rt. 262)
- SB auxiliary lane between Exit 221 (ramp from I-64) and 220 (ramp to Rt. 262)



Status:	Widening = Under Construction (Design / Build), Completion set for Sept. 2027 Auxiliary Lane = Completed Aug. 2025
Estimate:	Widening = \$140.5 million Auxiliary Lane = \$15.8 million

US 250/Exit 99 Interchange

Signalized Green T

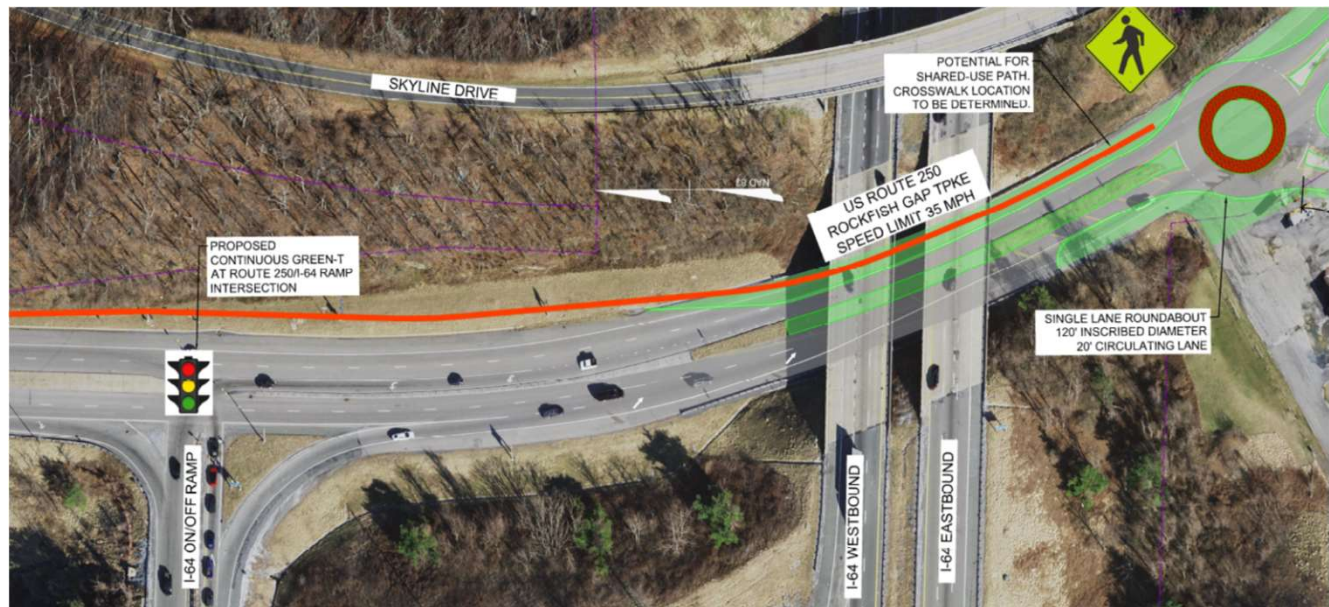
Intersection of the I-64 Exit 99 ramps with Route 250

Status:	CGT Under Design, Construction Start in 2027
Estimate:	\$1 million

2024 SAWMPO Study

Investigated redevelopment potential

Roundabout recommended to support development >2,500 trips/day on Route 610



US 340/I-64, Exit 94 Improvements, Waynesboro

Operations and safety projects along US 340 (Rosser Avenue) from Ladd Road (Augusta Co.) to Tiffany Drive (Waynesboro)

- Smart Scale Round 4 signal coordination and access management project
- Smart Scale Round 5 Exit 94 WB off-ramp improvement
- Project Pipeline study active to address crash trends on US 340



Status:	Under Design, Construction Starts 2026
Estimate:	Rosser Ave. = \$1.6 million Exit 94 off-ramp = \$2.5 million

Southern Corridor (Shen. Village Dr. extended), Waynesboro

Waynesboro Smart Scale Round 1 Application

- New 2-lane roadway, connecting US 340 (Exit 94) to Delphine Ave (Exit 96)
- Provides access to the Nature's Crossing Technology Park where Northrop Grumman is investing \$200M in a new advanced electronics facility



Status:	Completed August 2025
Estimate:	\$18 million

Crozet Tunnel Connector, Waynesboro and Augusta Co.

Creating a ped/bike connection from downtown Waynesboro to the western portal of the Crozet Tunnel

- E. Main Street Shared Use Path
- EFLAP funding for design phase from city limits to tunnel
- Plans for connectivity to Shen. National Park/Appalachian Trail /Blue Ridge Parkway



Status:	E. Main St. - Under Design, Construction Start March 2026
Estimate:	E. Main St. = \$2.3 million EFLAP = \$950,000 (for design)

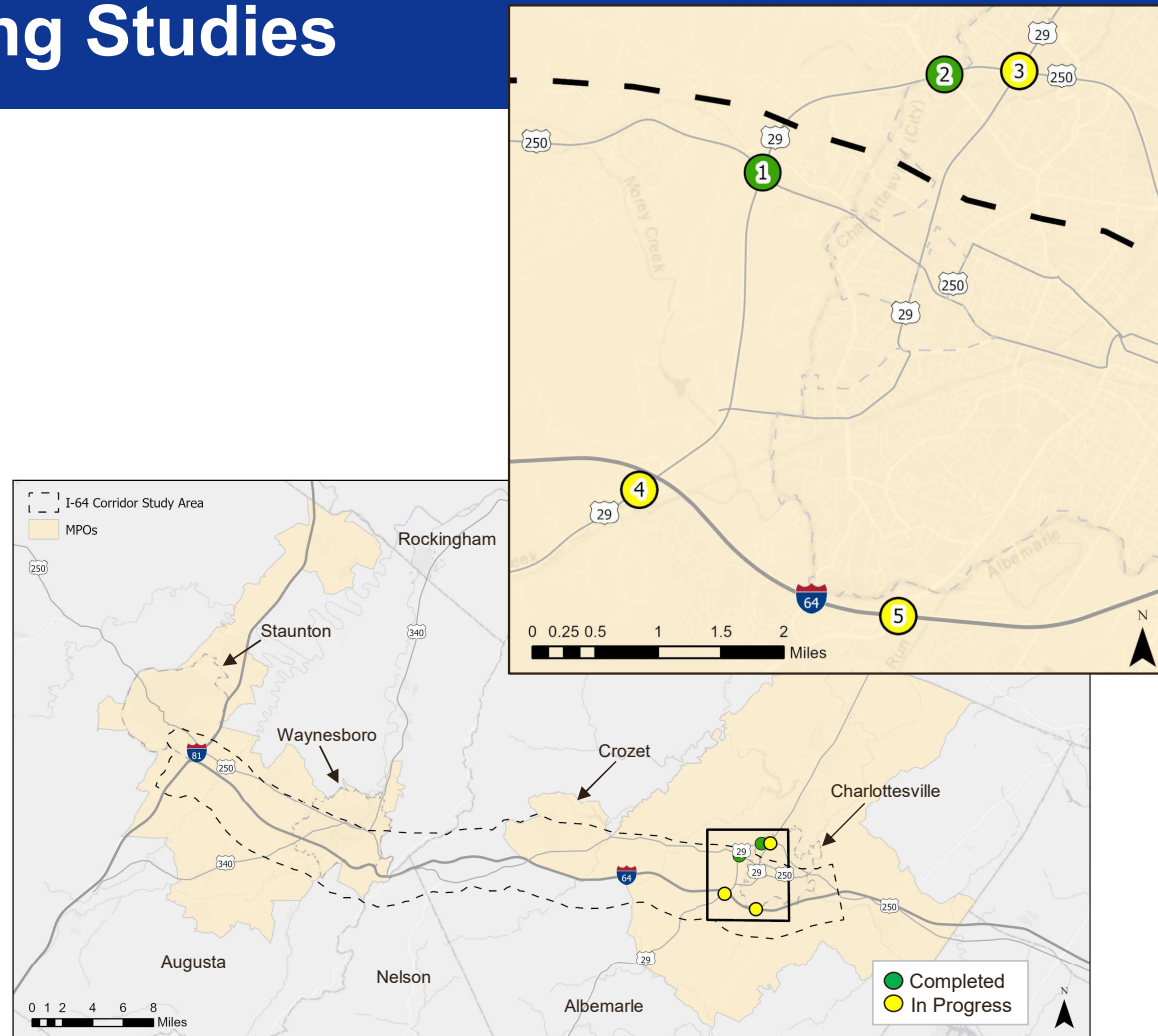
I-64 / US 250 CORRIDOR UPDATES

VDOT Culpeper District

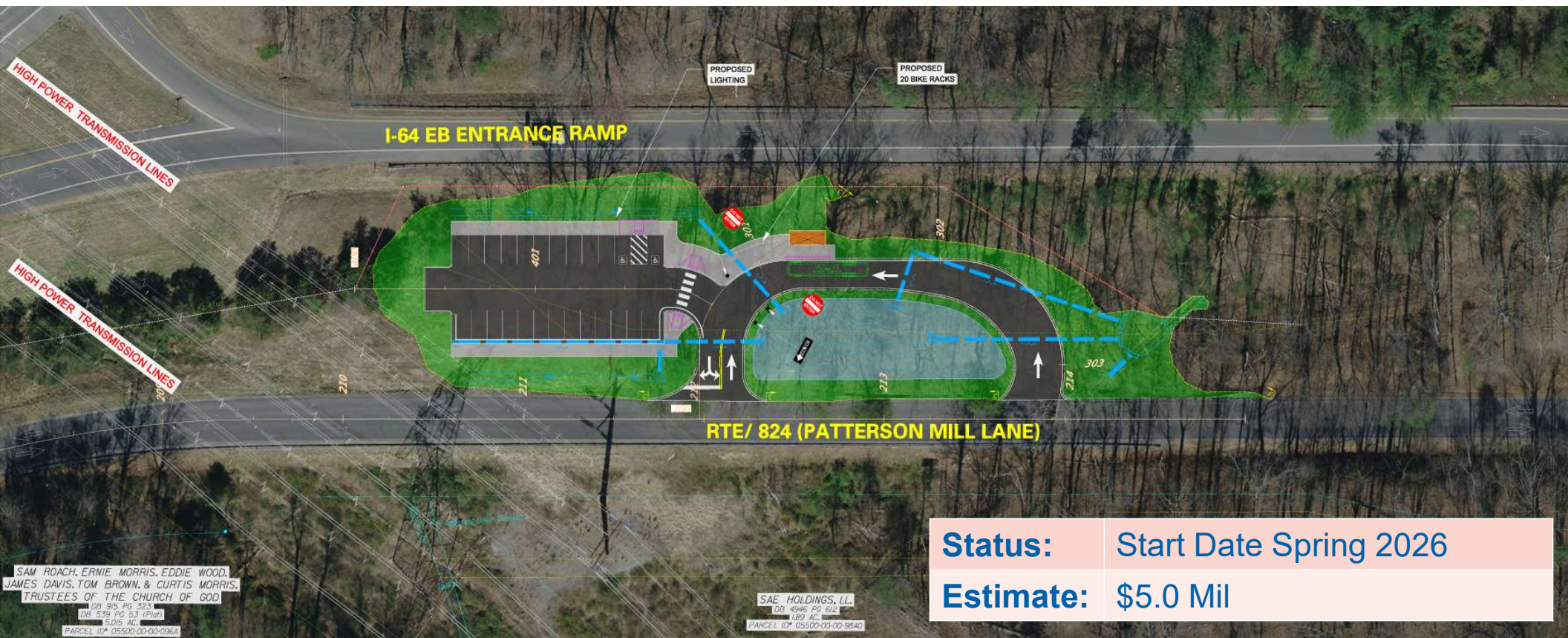
| September 30, 2025

Culpeper District Planning Studies

1. **Ivy Road Corridor Pipeline Study**
 - Extend the SB off-ramp at Old Ivy Road
 - Extend the NB on-ramp from Old Ivy Road
 - Median barrier on US 250 between Canterbury Road and Boars Head Road
 - Roundabouts on US 250 at Canterbury Road and Boars Head Road
2. **Barracks Road Corridor Pipeline Study**
 - Install dual left turns from EB US 250/29 off-ramp onto NB Barracks Road
 - Extend the EB off-ramp
3. **Interchange improvement at US 250/29 Bypass and US 29 BUS**
 - Current Study
4. **Exit 118 interchange improvement**
 - Current Study
 - Addressing the US 29 SB to I-64 EB movement
5. **Exit 120 interchange improvement**
 - Current Study
 - Value engineering Diverging Diamond Interchange



Exit 107 Park and Ride Lot, Albemarle County



Status:	Start Date Spring 2026
Estimate:	\$5.0 Mil

Fontaine Interchange, Albemarle County

Part of the Hydraulic – Fontaine Bundle

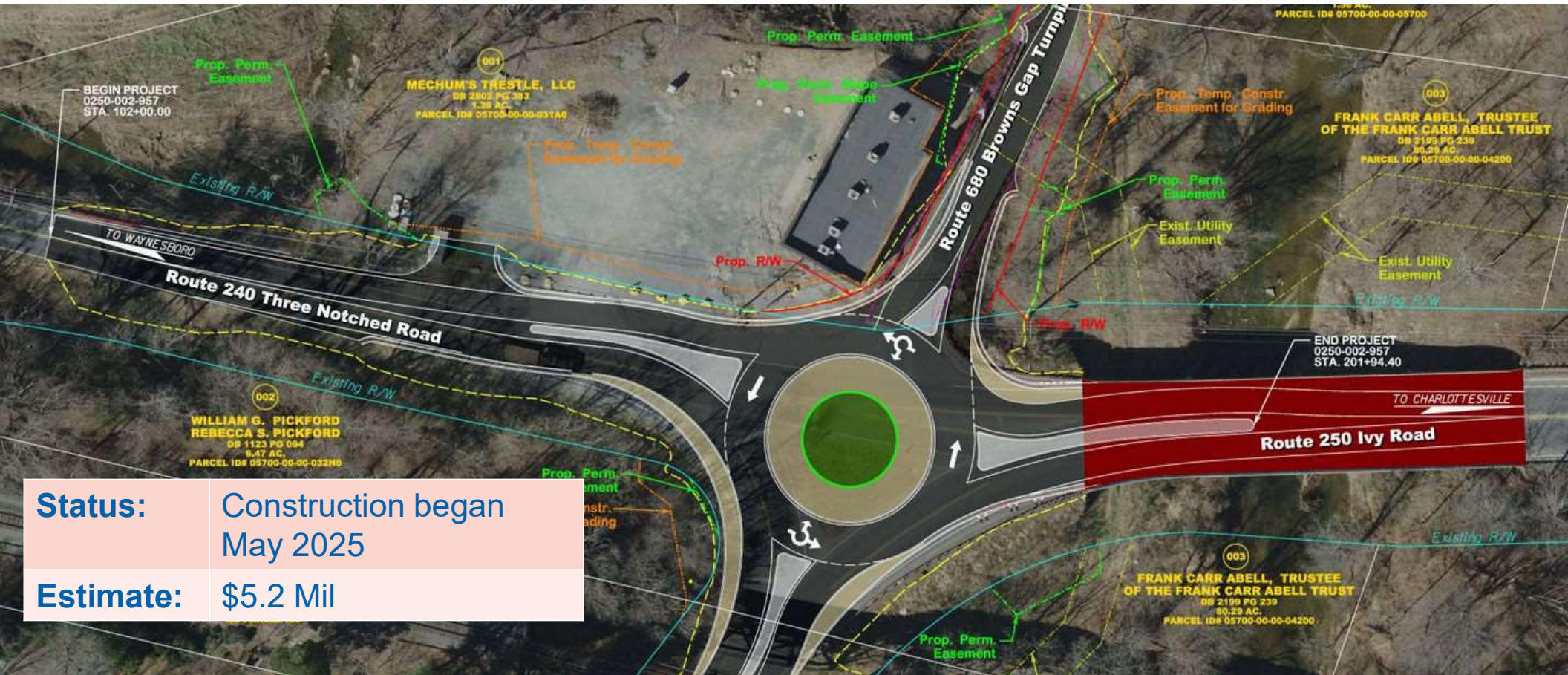
- Removes the existing US 29 northbound Left turn to westbound I-64
- Constructs a U-turn location on US 29 at the Fontaine Avenue Interchange

Status:	CTB Award December 2025
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Estimate:	Bundle - 66.5 Mil
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Rte. 240/250/680 Roundabout, Crozet



Status:	Construction began May 2025
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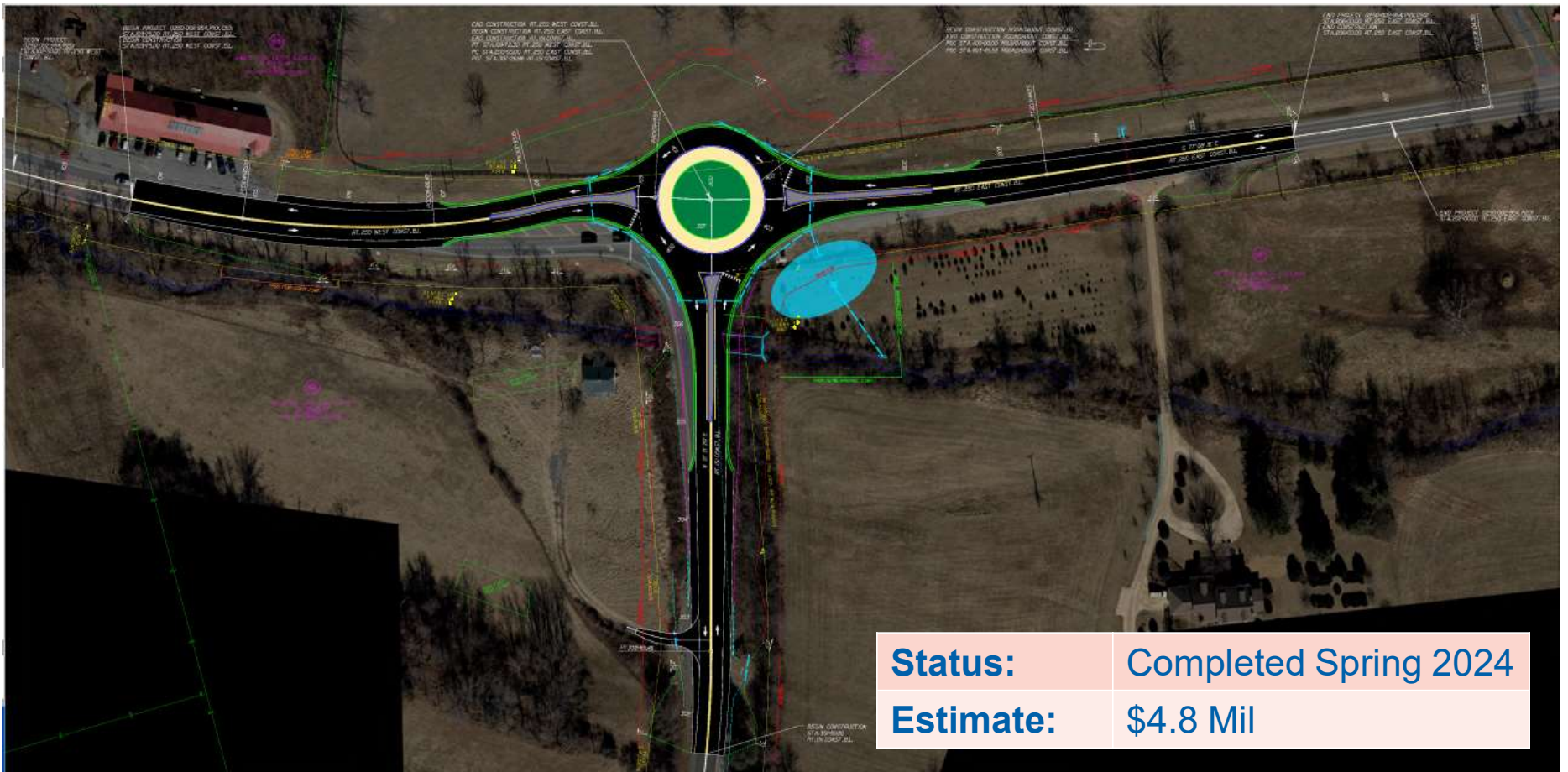
Estimate:	\$5.2 Mil
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Exit 124 DDI, Albemarle County



US 250 / 151 Roundabout, Albemarle County



US 250 Truck Arrestor System, Albemarle County

Truck Arrestor System was added to the Intersection Bundle to address the Runaway Trucks/Vehicles descending Afton Mountain

Status:	Completed Spring 2024
Estimate:	\$5.5 Mil







Regional Transit Updates

Charlottesville-Albemarle MPO

Staunton-Augusta-Waynesboro MPO

Joint Policy Board Meeting

Zach Trogon, Chief of Public Transportation

September 30, 2025



Virginia Breeze – Tidewater Current

Virginia Breeze Bus Lines



Launched in December 2017 to connect underserved rural communities to national bus network and other transportation modes



Valley Flyer was original route and connected Blacksburg to Union Station in D.C. Service funded through FTA Intercity Bus Program and ticket sales

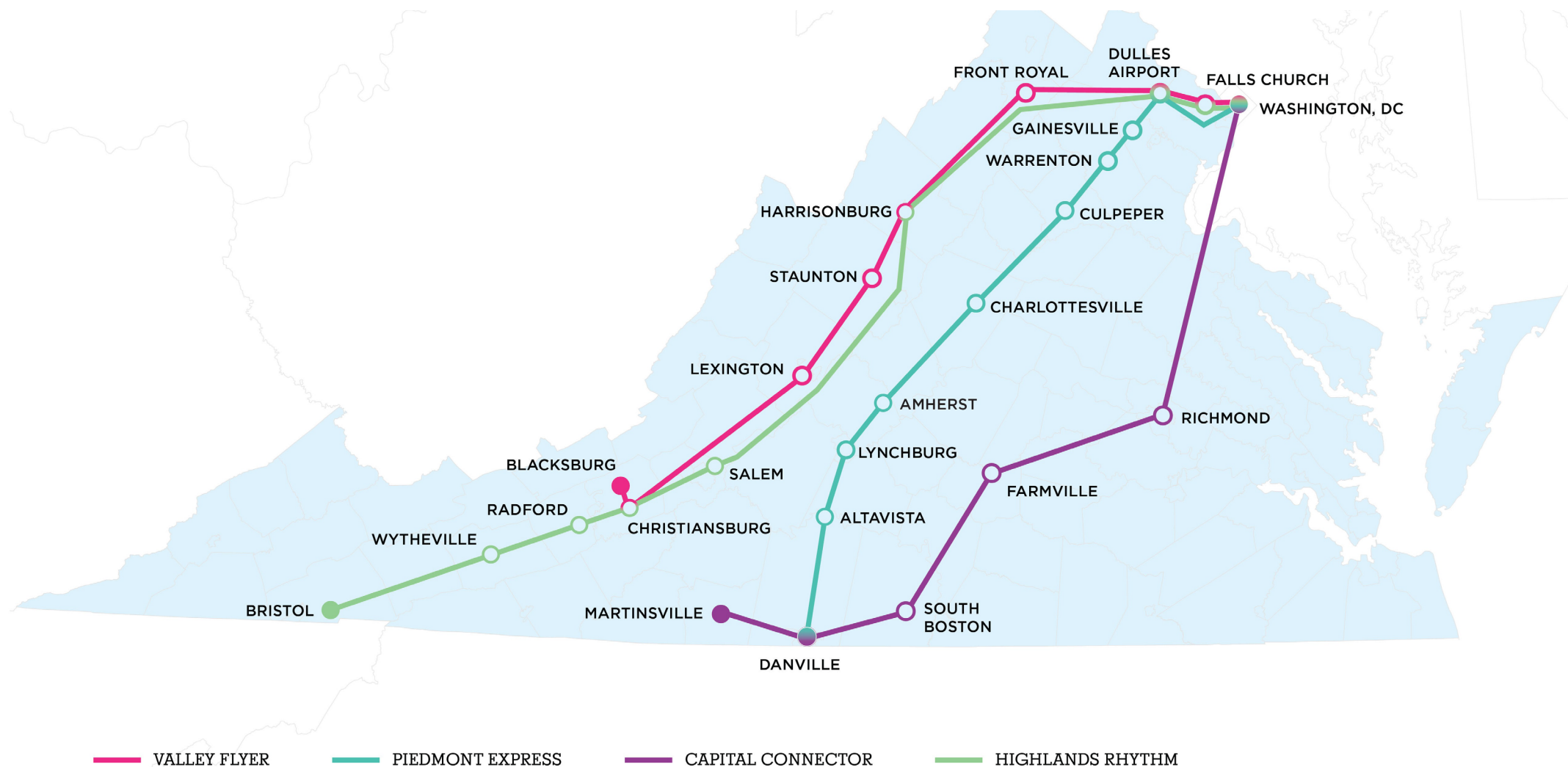


Expanded service throughout COVID-19 establishing four routes connecting Washington, DC to the Shenandoah and New River Valley and the Southern Racing, Piedmont, and Highlands Regions.

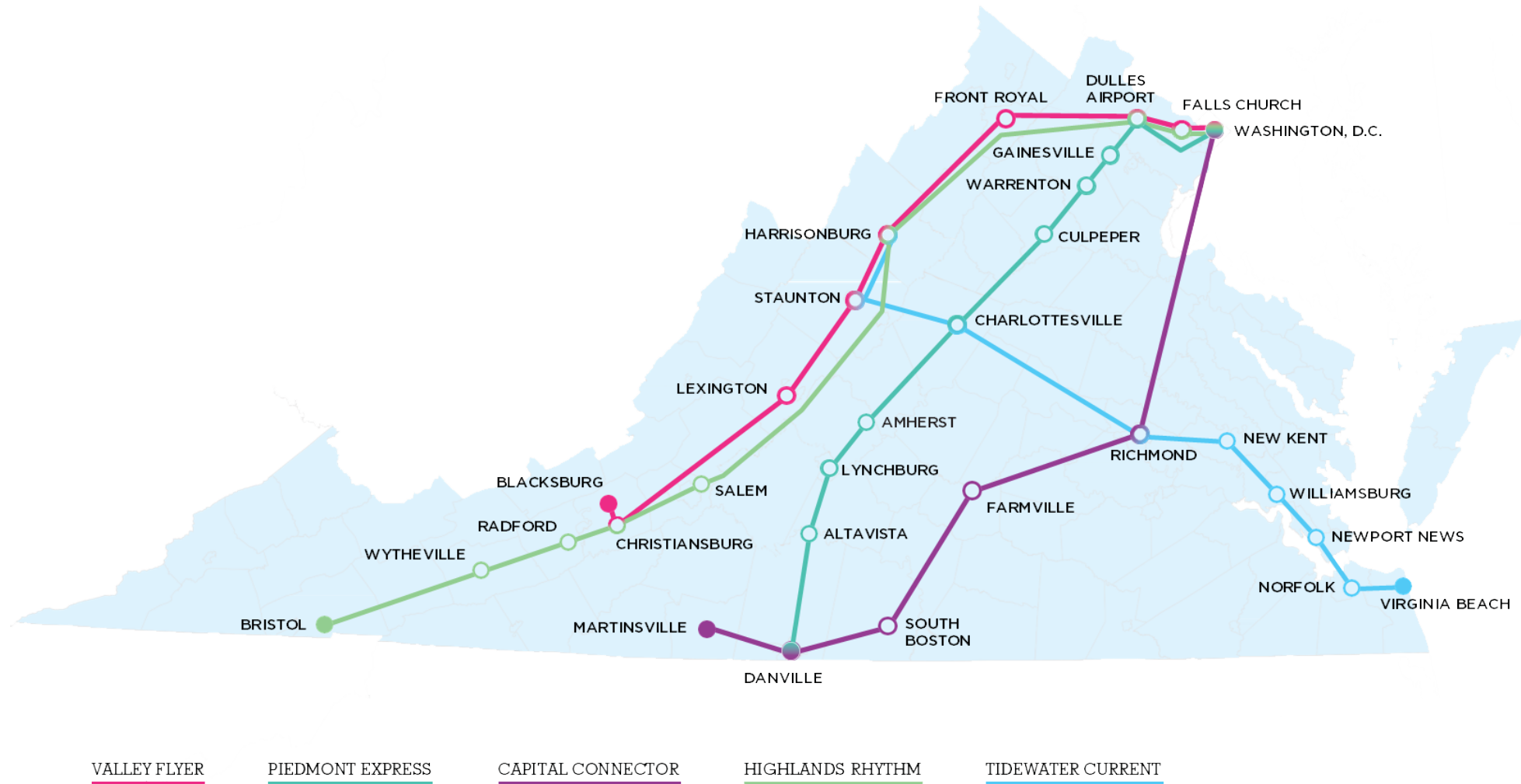


Operated by Dillon's Bus Service, owned by Coach USA, which provides vehicles, drivers, and maintenance.

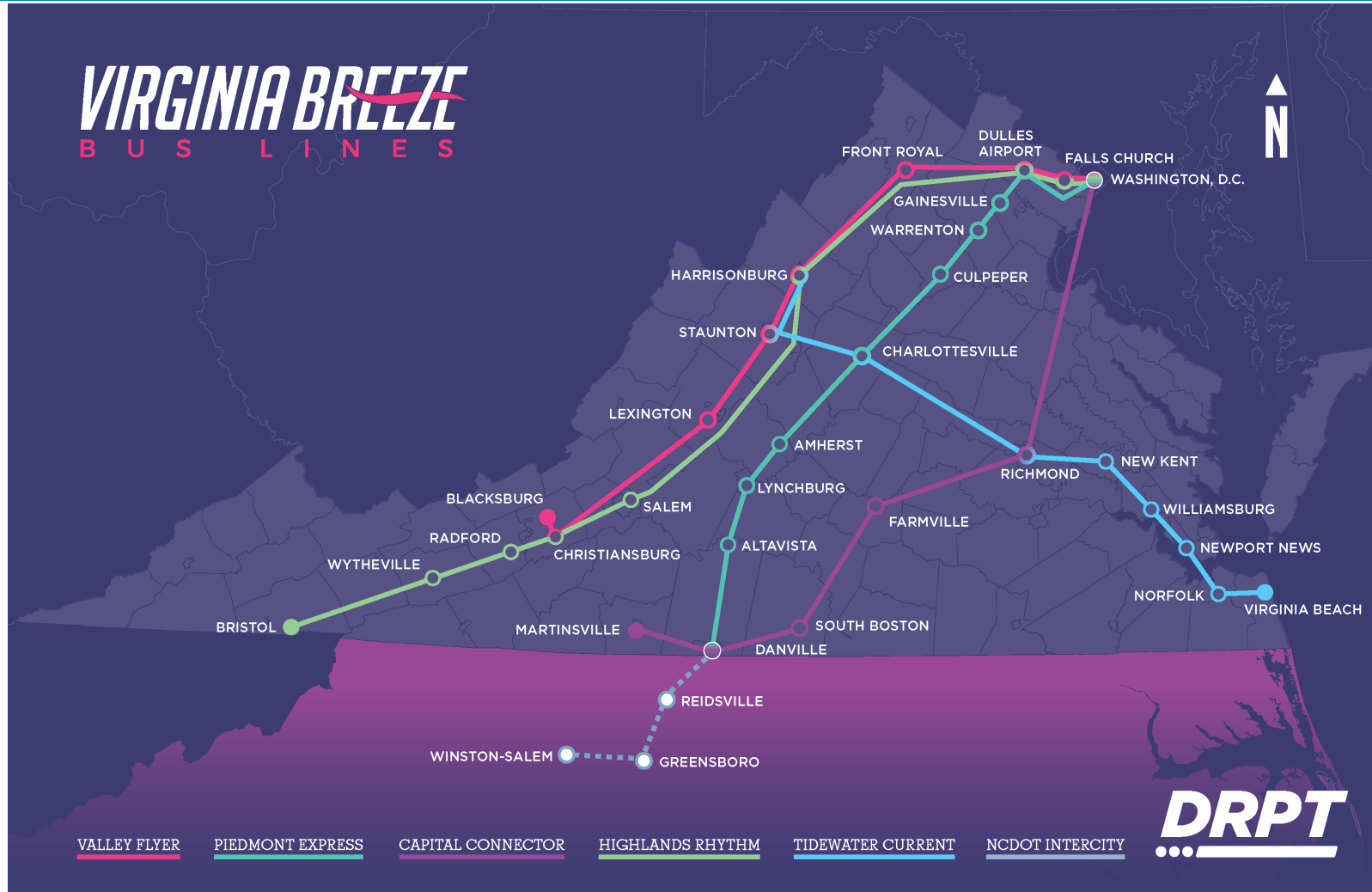
Current Virginia Breeze Routes



Future Virginia Breeze Routes



DRPT & NCDOT Intercity Routes



Virginia Intercity Service Expansion Coming FY26

-  Connects Shenandoah Valley to Hampton Roads region
-  Stops to likely include Harrisonburg, Staunton, Charlottesville, Richmond, New Kent, Williamsburg, Newport News, Norfolk, and Virginia Beach.
-  365 days per year with bi-directional (East/West) service
-  Continued collaboration with North Carolina to connect to existing ICB service in Hampton Roads



VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Coordinated Human Service Mobility (CHSM) Plan

CHSM Plan Update - Purpose



- **Identify the transportation needs** of individuals with disabilities, seniors, veterans, and people with low incomes, provide strategies for meeting those local needs
- **Prioritize transportation services and projects** for funding and implementation
- Current plan last updated in 2022

2025 Update

01

Identify transportation needs of individuals with disabilities, seniors, veterans, and people with low incomes

02

Understand the gaps in access to transportation that limit mobility

03

Provide feasible, measurable, impactful strategies

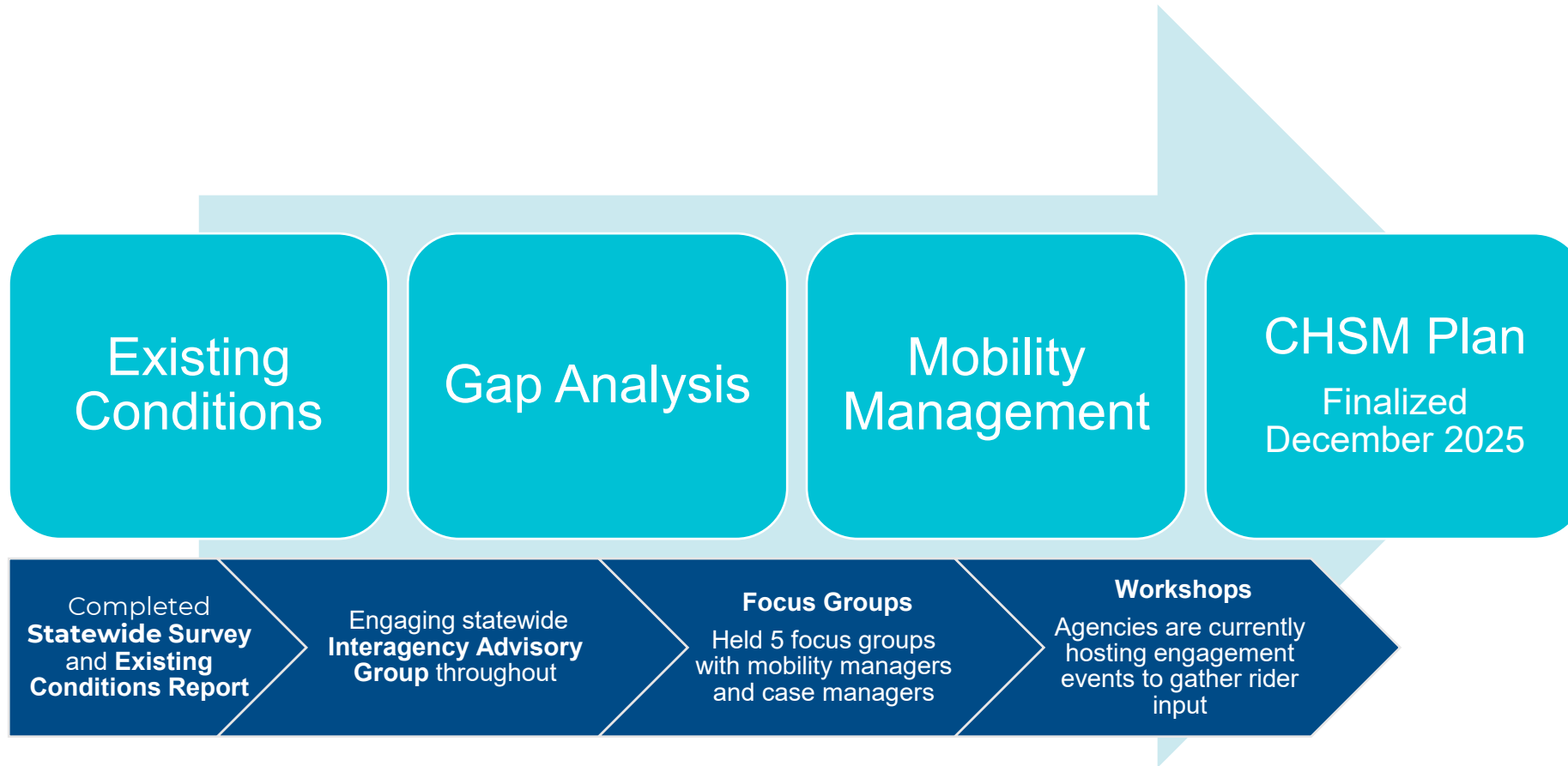
04

Clarify funding sources to support implementation

05

Recommend opportunities to improve the 5310 Program administration

CHSM Plan Process



MERIT Capital and Operating Review

Goals of the MERIT Review

- Emphasis on **outcome focused metrics** (ridership/service) vs. input (operating cost) focused metrics
- Emphasizing **performance-based** allocation
- Formula **simplification**
- Year-over-year **predictability** in allocation

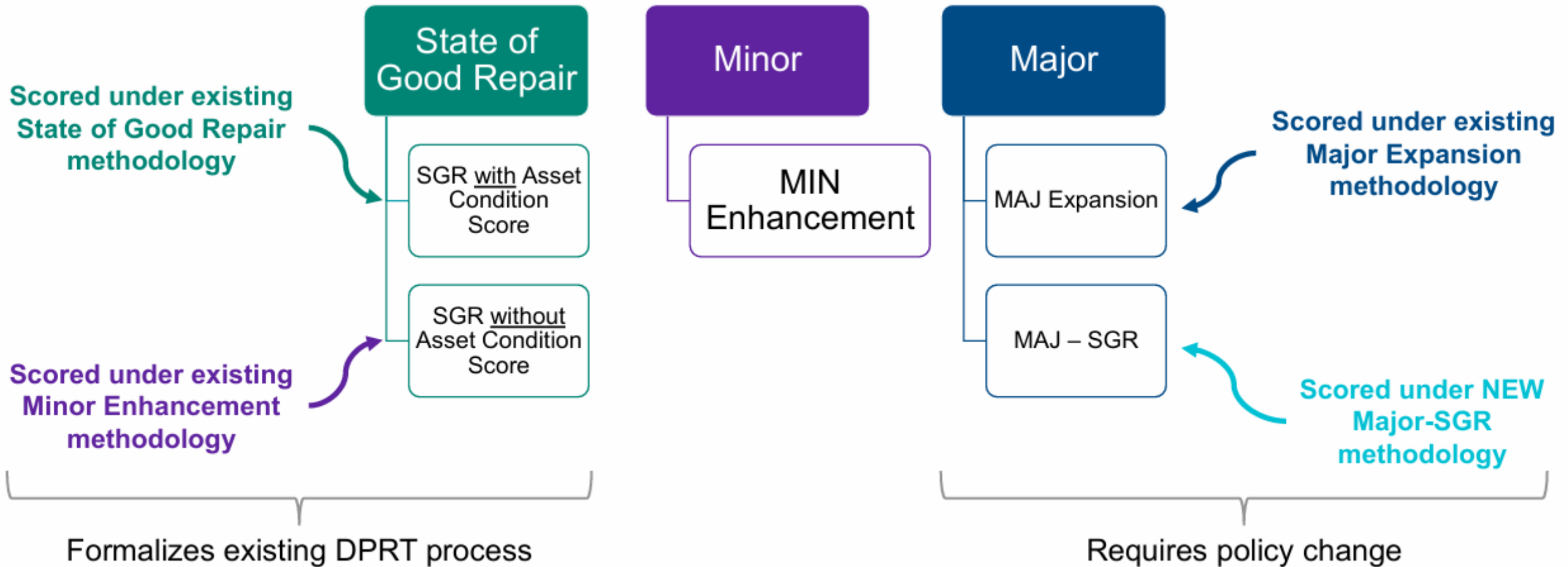


MERIT – Capital Assistance

Transit Capital Projects are classified into three categories:

	State of Good Repair	• Replace or rehab existing asset <u>and</u> project cost $\leq$ \$3M	68% maximum state match
	Minor Enhancement	• Add capacity or new assets <u>and</u> project cost $\leq$ \$3M • Expansion vehicle purchase of $\leq$ 5 vehicles or 5% fleet (greater of) • All projects for engineering and design	68% maximum state match
	Major Expansion	• Add, expand, or improve services or facilities <u>and</u> project cost $>$ \$3M • Expansion vehicle purchase of $>$ 5 vehicles or 5% fleet (greater of)	50% maximum state match

Proposed New Subcategories



Proposed Incentive Scoring

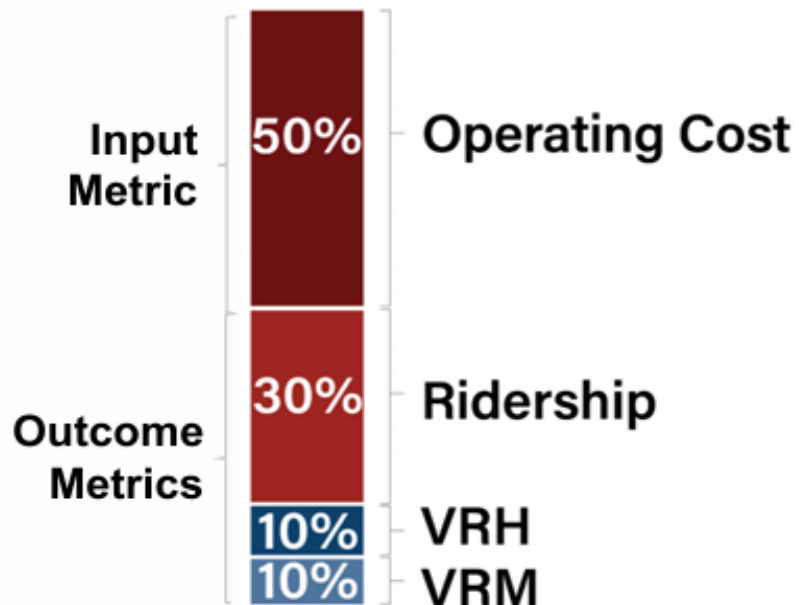


- Continue to incentivize the 3 existing Agency Accountability criteria
- Add 2 new Good Grants Management incentive criteria
 - **Project Progress:** Award to agencies that have no projects >2 years old with no claims/invoices against them
 - Incentivizes agencies to show progress is being made on already funded projects
 - **Project Closeout:** Award to agencies that have no projects >90 days expired
 - Incentivizes agencies to closeout projects in a timely manner
- Award 2 points for each of the 5 criteria (up to 10 points total)

MERIT – Operating Assistance

CURRENT FORMULA

STEP 1: Sizing Metric



STEP 2: Performance (Trend) Adjustments



Redistribution - Return to Step 1

MERIT funding for each agency capped at 30% of prior year Operating Cost

Pax = Passengers

VRH = Vehicle Revenue Hour*

VRM = Vehicle Revenue Mile*

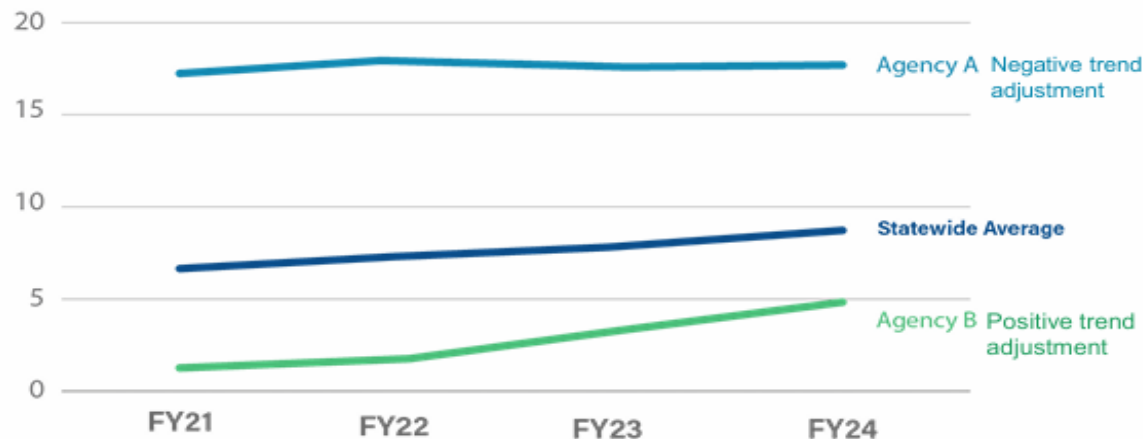
* Includes deadhead for Commuter Bus services

Performance Trend Adjustment vs. Direct Performance Measurement

TREND ADJUSTMENT

- Rewards movement of performance metrics that beats statewide trends
- Agency trends are compared to statewide average trends to compute **relative** direction of change over time: **improving, steady or declining**
- Does not measure performance relative to others

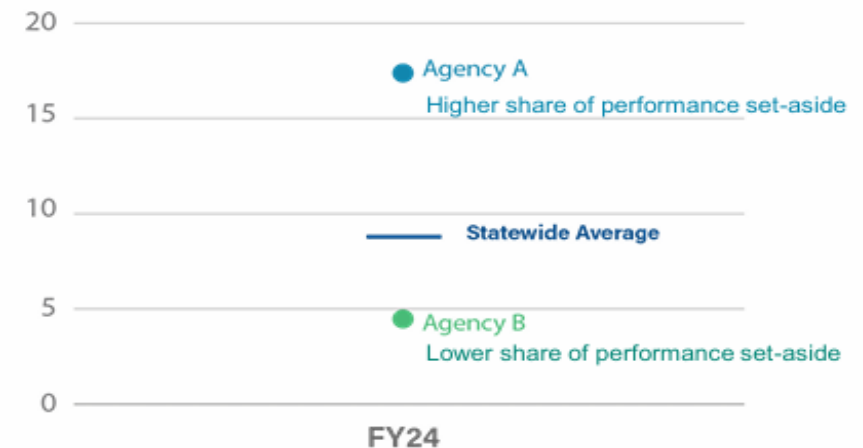
Trend Comparison
Riders per Hour - 4 Years



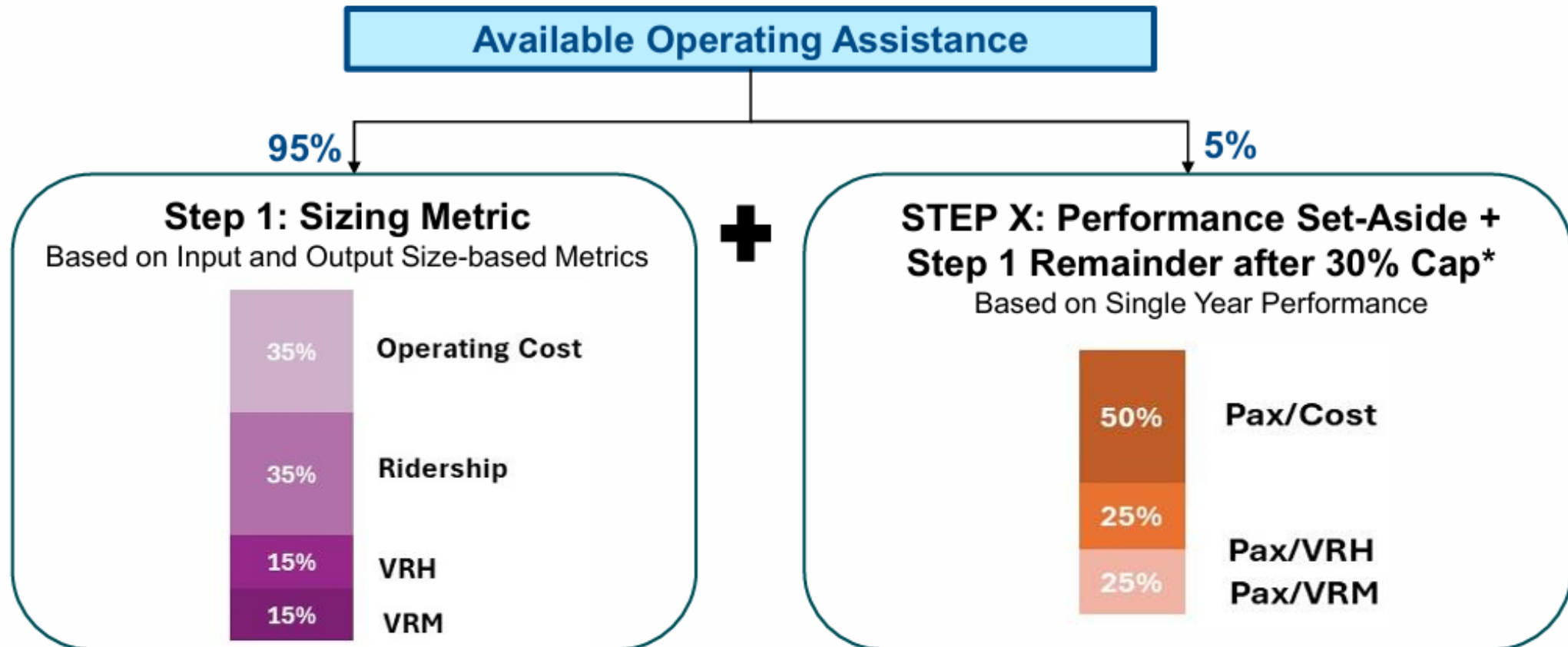
DIRECT PERFORMANCE MEASUREMENT

- Individual data points that quantify how well a transit system is performing relative to others
- Agencies compared directly on specific metrics to determine **higher vs. lower** performance outcomes.

Direct Metric Comparison
Riders per Hour - 1 Year



Sizing + Performance Adjustment Scenario



Pax = Passengers

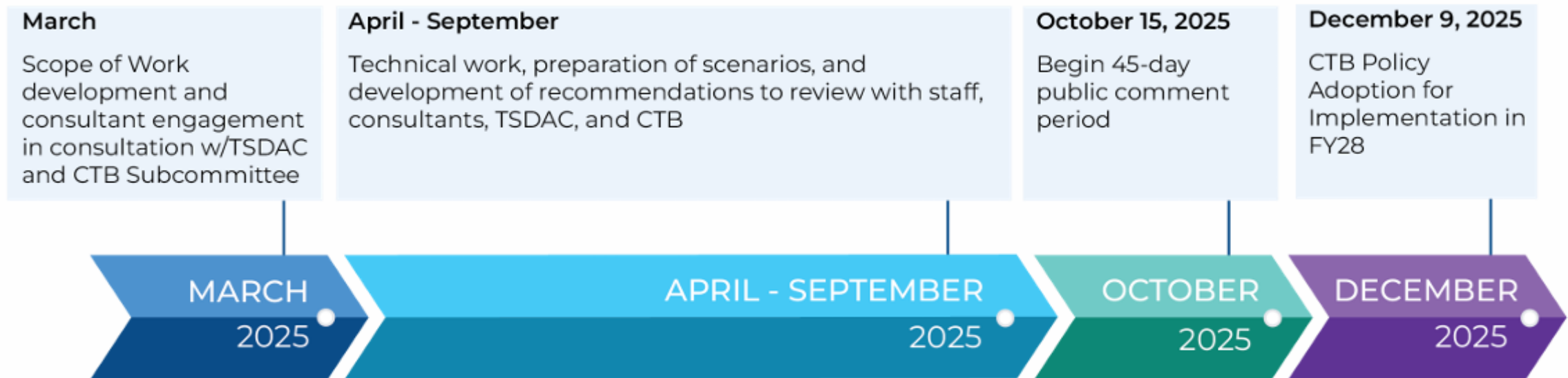
VRH = Vehicle Revenue Hour*

VRM = Vehicle Revenue Mile*

* Includes deadhead for Commuter Bus services

*MERIT funding for each agency capped at 30% of prior year Operating Cost

Timeline



Contact Information

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