

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization Policy Board
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: October 22, 2025
Subject: SMART SCALE Round 7 Project Locations

Purpose:

To seek a recommendation from the CA-MPO Policy Board on which four project locations to prioritize for the SMART SCALE Round 7 application process, which begins on March 1, 2026.

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](#), The SMART SCALE process considers project cost and calculated "benefits" of improvements for six factor areas:

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

Projects first must address a statewide VTRANS need to be eligible for application submission. Further, the CA-MPO is only eligible for funding through the High Priority Projects Program, which has restrictions on application type as shown below:

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.

Based on population size and SMART SCALE policy, the CA-MPO is eligible to submit four final applications for consideration and evaluation. At the time of pre-application, however, applicants are permitted to submit up to five due to the possibility of one application screening

out for ineligibility or readiness requirements. Staff will be asked to prioritize projects entered into the submission portal.

CA-MPO Technical Committee Feedback:

At their regular meeting on October 7, 2025, the CA-MPO Technical Committee received a presentation from VDOT of potential project locations listed below:

Eligibility Review for Potential CAMPO* Projects

Project	VTRAN Priority	Top 50 PSI	Project Type	Study	Concept	Cost Estimate	Funding Eligibility	Comments	Recommendation
US 29/250 NB On-ramp Extension (Old Ivy Rd.)	2	-	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need	Consider for SS Rd 7
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	Consider for SS Rd 7
US 29/I-64 Improvements	1	10 Seg	Interchange Improvement	Current Study	TBD	TBD	HPP	Study ongoing. Reviewing Potential Solutions.	Consider for SS Rd 7
US 29/250 NB Off-ramp Extension to Barracks Rd	2	Seg 230	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 2 Need & PSI Segment	Consider for SS Rd 7**
US 29/250 NB Off-ramp Dual Lefts & Sidewalk on Barracks Rd	3	Seg 236	Interchange Improvement	Pipeline Rd 2	Study Concept	Planning Level	HPP	Study Complete. VTRANS Priority 3 Need & PSI Segment	Consider for SS Rd 7**
5 th Street/I-64 Improvements	1	11 - Int	Interchange Improvement	Current Study	To be revised	TBD	HPP	Study ongoing. Reviewing Potential Solutions.	Consider for SS Rd 7

These are project locations that meet the eligibility requirement of addressing a VTRANS need and have a completed or ongoing study that will identify alternatives¹. After an in-depth discussion, the CA-MPO Technical Committee could not reach consensus on providing a recommendation for project locations due to a number of concerns with the proposed projects, including:

- The US29/250 NB Off-ramp extension to Barrack Road could not include adding sidewalk without also completing the dual left turn improvements due to “contiguous” SMART SCALE policy requirements.
- On the northside of Barracks Road, there is sidewalk present but it is not ADA-compliant. Committee members requested information about why it couldn’t be brought to compliance as part of one of these projects, and discussion with VDOT indicated that doing so would increase the scope and cost of the project without improvements to the score since the sidewalk already exists.
- Previous projects submitted by the CA-MPO from the Barracks Road study were well-developed alternatives that met regional priorities of including significant bicycle and pedestrian improvements. Because those projects did not “score” well in the previous round, likely due to the cost, the concepts presented for resubmission are smaller in scale and primarily address safety and congestion concerns.
- Tensions exist between trying to develop projects that are affordable, have the best chance of getting funded, and address safety issues while also trying to address the

¹ While current US29 Corridor and US29/250 Bypass Interchange studies are ongoing, they will not be complete in time for SMART SCALE submission.

articulated priorities from locality staff of building better infrastructure for bicycles and pedestrians that would mitigate the need for future capacity expansions.

- There are challenges with including only partial shared use path segments on projects, as bicycle improvements must meet Public Right-of-Way Accessibility Guidelines (PROWAG) and VDOT standards for logical termini.
- There are challenges with restrictions on the types of projects that the CA-MPO is eligible to submit as a regional body.

Additional Considerations:

Out of the projects identified as eligible for submission, the CA-MPO can only submit up to four projects.

Project
US 29/250 NB On-Ramp Extension (Old Ivy Rd)
US 29/250 SB Off-Ramp Extension (Old Ivy Rd)
US 29/I-64 Improvements
US 29/250 NB Off-Ramp Extension to Barracks Rd
US 29/250 NB Off-Ramp Dual Lefts & Sidewalk on Barracks Rd
5 th Street/I-64 Improvements

If all project locations are of interest for submission, additional considerations to accommodate the four application slots include:

- The US29/250 NB off-ramp extension and dual lefts with sidewalk on Barracks Road could be combined into a single project for submission. Doing so would increase the total cost of the project and potentially impact the score.
- The US29/250 NB on-ramp extension and SB off-ramp extension at Old Ivy Road could be combined into a single project for submission. Doing so would increase the total cost of the project and potentially impact the score.
- The US29/250 NB on-ramp extension meets a VTRANS Priority 2 need, which would likely score better than the SB off-ramp extension which meets a Priority 3 VTRANS need. The Policy Board may choose to submit only one of these for the upcoming round of SMART SCALE.

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