

	a. Wednesday, December 10 th at 4:30pm b. Wednesday, December 17 th at 4:30pm	
8	Roundtable Updates — <i>Chair Galloway</i>	6:15 – 6:25
9	Additional Matters from the Public — <i>Chair Galloway</i> Members of the Public are welcome to provide additional comments on any transportation-related topic, including the items listed on this agenda (limit of 3 minutes per speaker)	6:25 – 6:30
10	Adjourn — <i>Chair Galloway</i>	6:30 pm

VOTING MEMBERS	
Chair: Ned Galloway, Albemarle County Board of Supervisors	
Vice-Chair: Natalie Oschrein, Charlottesville City Council	
Ann Mallek, Albemarle County Board of Supervisors	
Brian Pinkston, Charlottesville City Council	
Sean Nelson, VDOT Culpeper District	
Stacy Londrey, Alternate, VDOT Culpeper District	
NON-VOTING MEMBERS	
Christine Jacobs, TJPDC	
Steven Minor, FHWA	
Vacant, FAA	
Daniel Koenig, FTA	
Mitch Huber, DRPT	
Wood Hudson, DRPT Alternate	
Julia Monteith, UVA Office of the Architect	
Mike Murphy, Jaunt	
Sarah Medley, CTAC Liaison	
Garland Williams, CAT Transit Director	
TJPDC/CA-MPO 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	
VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) DISTRICT STAFF	
Charles Proctor, VDOT – Culpeper District	
Sandy Shackelford, VDOT – Culpeper District	
GUESTS	

MPO Policy Board Meeting

Minutes, August 28, 2025

DRAFT

A video of this meeting can be found at: <https://www.youtube.com/watch?v=XgE64XPDkOw>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Gretchen Thomas, TJPDC	x
Ned Gallaway, Albemarle	x	Sara Pennington, Rideshare	
Brian Pinkston, Charlottesville	x	Lucinda Shannon, TJPDC	
Natalie Oschrein, Charlottesville	x	Sarah Simba, TJPDC	x
Sean Nelson, VDOT	x	Gorjan Gjorgjevski, TJPDC	x
Stacy Londrey, VDOT (alternate)	x	Taylor Jenkins, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Jason Espie, Jaunt *	x	Peter Krebs, Piedmont Environmental Council	x
Christine Jacobs, TJPDC	x	Tonya Schwazendruber, Albemarle County	x
Julia Monteith, UVA		Ben Chambers, City of Charlottesville	x
Garland Williams, CAT	x	Sean Tubbs *	
Steven Minor FHWA		Pat Coleman, AECOM *	x
Daniel Koenig, FTA *	x	Ruoyu Liu, AECOM *	x
Sarah Medley, CTAC *	x	Donna Chen, MPO Tech *	x
Chuck Proctor, VDOT *	x	Nag Kashayi, AECOM *	x
Mitch Huber, DRPT *	x	Paul Grady	x
Mike Murphy, Jaunt			
Sandy Shackelford, VDOT	x		
Wood Hudson DRPT (alternate)			

* attended online via Zoom

1. CALL TO ORDER (MINUTE 0:00)

The MPO Policy Board Vice Chair, Natalie Oschrein, presided and called the meeting to order at 4:31 p.m. Sarah Simba called roll.

2. MATTERS FROM THE PUBLIC (MINUTE 1:09)

Comments from the Public: None.

Comments provided via email, online, web site, etc.: None.

3. GENERAL ADMINISTRATION (MINUTE 1:23)

Approval of the Agenda

Taylor Jenkins noted that there was an item added to the agenda for a TIP adjustment request from CAT. She also moved the CTAC agenda item further down in the agenda.



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

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Telephone (434) 979-7310 • Fax (434) 979 1597 • Virginia Relay Users: 711 (TDD) • email: info@tjpd.org • web: www.tjpd.org

Motion/Action: Brian Pinkston made a motion to approve the agenda as amended. Ann Mallek seconded, and the motion passed unanimously.

Approval of June 25, 2025 Meeting Minutes

Motion/Action: Ann Mallek made a motion to approve the minutes. Brian Pinkston seconded, and the motion passed unanimously.

Remote Participation/Virtual Meeting Policy

Taylor Jenkins reviewed the electronic meeting policy for the Board, noting that there were no changes from last year.

Motion/Action: Brian Pinkston moved to adopt the electronic meeting policy. Ann Mallek seconded, and the motion passed unanimously.

4. NEW BUSINESS (MINUTE 4:11)

Travel Demand Model (TDM) Update – Presentation

Taylor Jenkins presented the board with a background of the current CA-MPO's regional Travel Demand Model update process and provided a summary of targeted inputs expected to be presented and tentative completion date being April, 2026. She stated that there are milestones such as approval of regional demographic input for population and employment data, for which the members of the board will present information and methodology for approval and feedback on the regional model development. The project team members from VDOT and AECOM introduced themselves to the Board.

Mr. Nag Kashayi noted that the last TDM model was based on 2015 data and the new TDM model will be based on updated demographics for the year 2022. He presented demographic data and variables and method of estimation and compared demographics between jurisdictions. He continued by reviewing the potential uses of the model, including congestion, congestion maps showing road level of service, transit ridership, mode share, VMT per capita, and average driving commute time.

There was a brief question and answer session after the presentation to clarify some of the data presented. Ann Mallek mentioned that there is concern about some of the data for the Crozet area re: the population number being too low.

Motion/Action: Brian Pinkston made a motion to accept the TDM model data. Ann Mallek seconded, (with a request for the board to be kept update on the next steps throughout the development of the model update) and the motion passed unanimously.

Transportation Demand Management Study (Minute 27:20) - Presentation

After a brief technological issue, Taylor Jenkins presented the background and purpose of the study. She reviewed Task 1: Existing Conditions, Task 2: Origin-Destination Analysis, which she said MPO Tech gave valuable feedback for gathering data. Task 3: Mode Shift Potential & Strategies include assessing potential for shifting trips from auto to non-auto modes, identifying recommended improvements and started to encourage mode shifts. Task 4: Outreach and Engagement allow two primary opportunities for outreach and there will be ongoing outreach to the public. She also shared the project schedule, noting that the deadline for the final report is June 2026.

Ms. Jenkins noted the difference between the regional Travel Demand Model update (TDM), and this regional Transportation Management (TDM) study, stating that the TDM-model is looking forward to the future, and this TDM study is looking at the present.

Motion/Action: Ann Mallek moved to approve the adjusted scope of work and staff memo. Brian Pinkston seconded, and the motion passed unanimously.

CA-MPO FY24-27 TIP Amendment

Gorjan Gjorgjievski reported on the TIP amendment included in the agenda packet. The amendment is a new TIP block for the Autism Sanctuary. Ms. Mallek noted there is an extra “9” in the resolution that is in the agenda, but Mr. Gjorgjievski said the resolution for signature is correct.

Motion/Action: Brian Pinkston made a motion to approve the TIP Amendment as adjusted. Ann Mallek seconded, and the motion passed unanimously.

CA-MPO FY24-27 TIP Adjustments

Gorjan Gjorgjievski said CAT asked for some administrative modifications for eight of their projects. Due to the timing, the memo for these modifications was handed out at the meeting and can be found [here](#). This is an administrative item and does not need motion or action.

5. STAFF UPDATES (MINUTE 40:20)

Safe Streets and Roads for All (SS4A)

Gorjan Gjorgjievski announced that the plan has been adopted by all six jurisdictions and has been sent to FHWA for their review. The plan will be approved after the close out period. The last day for the plan is September 30, 2025 and the close-out period could take up to 120 days after September 30, 2025.

He said he hopes the TJPC member jurisdictions are willing to act on projects suggested in the plan.

He said he is also waiting for the grant application award for the safety action plan. He is unsure about when the award will be announced.

CA-MPO and SAW-MPO Joint Meeting

Taylor Jenkins said the joint MPO meeting will be held on September 30, 2025 at the North Fork meeting center. She reviewed the proposed agenda and speakers.

RAISE/BUILD Grant Application Update

Taylor Jenkins said she received notification that TJPDC did not receive or awarded the BUILD grant for the pedestrian bridge in the area. There will be a debrief on why the application was not funded.

Christine Jacobs said there were no projects awarded in the state of Virginia.

Ms. Oschrein reported that the next regular Policy Board meeting date is October 22, 2025 at 4:30 p.m.

6. VDOT UPDATES ON PROJECTS (MINUTE 47:03) - PRESENTATIONS

Sandy Shackelford presented the background on Strategically Target Affordable Roadway Solutions (STARS) study, a planning program to develop comprehensive and innovation multimodal transportation solutions to address congestion and safety challenges.

She continued by reviewing Study #1, US 29 Corridor; Hydraulic Rd to Woodbrook Rd. She presented the placed VDOT is collecting data, mostly at intersections and adjacent intersections.

They started with a public survey and noted that there were over 2,300 participants. She reviewed the top five priorities.

She said they also reviewed statewide and locally identified needs (VTRANS, PBSAP, PSI, pedestrian connectivity, and enhanced transit).

She reviewed what VDOT found on existing conditions regarding operations and safety. She reviewed a crash summary from 2019 – 2023). She reported on the US29 corridor fatal crash data. She also presented existing pedestrian accommodations. She continued with the bicycle and pedestrian summary.

She continued with Study #2: US29/250 Bypass interchange with Emmet Street. She said they also reviewed statewide and locally identified needs (VTRANS, PBSAP, PSI, pedestrian connectivity, and enhanced transit).

She reviewed what VDOT found on existing conditions regarding operations and safety. She said the results summary of the operations included light-to-medium/heavy. She said queue lengths are long (see slide_).

She shared crash summary data and crash patterns, including fatal crashes.

She continued with existing pedestrian accommodations, and the bicycle and pedestrian summary.

She noted that VDOT included a bike/ped flag analysis as part of the study, and she gave an overview of that analysis.

She then shared the existing conditions for transit. She said they are looking for a narrower scope on what higher frequency transit would look like.

Ned Gallaway arrived at 5:44 p.m.

She continued with their toolbox of solutions for both studies.

She continued with their next steps.

Ann Mallek asked everyone to write to their legislature to get speed cameras so localities can ticket vehicles.

Ms. Oschrin said the bike/ped improvements were listed separate from the congestion solutions. She said bike/ped improvements HELP with alleviating congestion. She is also glad widening roads was not mentioned.

Chuck Proctor said VDOT is in the process of identifying locations for the next round of Smart Scale and they will be sending those out to jurisdictions and the MPO next week.

7. INFORMATIONAL (MINUTE 1:21:24)

CA-MPO Citizens Transportation Advisory Committee - Presentation

Taylor Jenkins gave a background on recent meeting summaries. She said the CTAC members did a review of their bylaws and started to ask questions about their purpose and the actions they can and should be taking.

Ms. Jenkins said MPO staff when to the source regulations on MPOs. She reviewed the responsibilities of MPOs

in general. She also reviewed the CA-MPO structure and committees. She continued by covering the MPOs numerous responsibilities and decisions.

She continued with the history of the Citizens Transportation Advisory Committee (CTAC) history. She reviewed other MPOs with advisory boards in the state. She also reviewed past activities of CTAC and their outreach efforts.

She reviewed the challenges of CTAC activities and their current interests.

She also presented how public engagement has changed from the early 2000s to today.

She said the next steps include determining if a citizens advisory committee is still necessary and/or desirable by the Policy Board, if so, defining specific purpose and role of CTAC, identifying how CTAC's involvement can best inform MPO's decision-making process, defining the chain of communication, and revising bylaws, membership and appointment considerations.

Mr. Gallaway said he and Ms. Oschrein talked with the Chair and Vice Chair of CTAC and they are interested in wanting to make a difference, but currently, CTAC does not give them an outlet to do that.

Mr. Gallaway noted how the MPO engages with the public has changed dramatically over the years and the committee may not be needed in that capacity. He said he is not looking to expand to outside of the MPO footprint. He also said CTAC is the starting point for many transportation projects and should exist for the LRTP because their input can be incredibly important and impactful.

Garland Williams and Tonya Swartzendruber left the meeting at 6:29 p.m.

Ms. Oschrein said due to time constraints, there will be future discussion on this topic.

Ms. Jacobs said staff will pull out the information on what the MPO is responsible for and create a separate document for the Board.

8. ROUNDTABLE UPDATES (MINUTE 1:59:30)

This agenda item was tabled due to time constraints. Ms. Oschrein asked folks to send in their updates.

9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:59:48)

Paul Grady, a citizen outside of Crozet, said he has a project he would like to present to the CTAC and asked for 20 minutes of their time. He asked that the Policy Board not abolish the CTAC committee.

Peter Krebs, Piedmont Environmental Council, said he was hired with the explicit goal to increase public engagement. He said the reality of his work is that there are specific processes that he goes through, but the big one is the LRTP. He thinks there should be more engagement than there is currently. He said to go back to the roots of CTAC and have them be charged with the LRTP. They can be thinking about engagement for the future.

The meeting was adjourned at 6:36 p.m.

**Committee materials and meeting recording may be found at
<https://campo.tjpd.org/committees/policy-board/>**

MEMORANDUM

To: Charlottesville-Albemarle MPO Policy Board
From: Gorjan Gjorgjievski, Regional Planner II, CA-MPO/TJPDC
Date: October 22, 2025
Subject: Adjustments to the CA-MPO FY24-27 Transportation Improvement Program

Purpose:

This memorandum provides information about adjustments and amendments to the CA-MPO FY24-27 Transportation Improvement Program (TIP).

Summary of TIP Amendment #12:

Beginning in FY2025, TJPDC received FTA Section 5310 funding to support the PATH program. Specifically, the FY2025 allocation included \$3,000 in FTA 5310 funds, \$3,000 in state funds, and 1,000 in local matching funds. Amendment #12 was approved by the CA-MPO Policy Board in their June 2025 meeting, and the updated TIP Document was posted on the CA-MPO website.

Unfortunately, a public hearing was not held prior to the approval of the Amendment #12, which is a requirement of the CA-MPO Public Participation Plan and Commonwealth of Virginia STIP update procedures. Public notice has been posted and a public hearing on the TIP Amendment will be held on the October 22, 2025, CA-MPO Policy Board meeting.

Summary of TIP Amendment #13 and Related TIP Adjustment:

Beginning in FY2025, The Autism Sanctuary, Inc. received FTA Section 5310 funding to purchase paratransit vehicles. Specifically, the FY2025 allocation included \$159,000 in FTA 5310 funds, \$20,000 in state funds, and \$20,000 in local matching funds. Amendment #13 was approved by the CA-MPO Policy Board in their August 2025 meeting, and the updated TIP Document was posted on the CA-MPO website.

Unfortunately, a public hearing was not held prior to the approval of the Amendment #13, which is a requirement of the CA-MPO Public Participation Plan and Commonwealth of Virginia STIP update procedures. Public notice has been posted and a public hearing on the TIP Amendment will be held on the October 22, 2025, CA-MPO Policy Board meeting.

Following the approval of TIP Amendment #13, CA-MPO staff received an adjustment from DRPT representing a decrease of \$33,000 in FTA 5310 FY25 funding. The new resolution for CA-MPO Policy Board approval includes the correct amounts based on revised allocations received from DRPT staff:

- \$126,000 in FTA 5310 funds
- \$20,000 in State funds
- \$20,000 in Local funds

Summary of CAT TIP Adjustments (Informational):

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 Adjustment #16 – 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.
Note: This item is currently under verification with CAT staff.
- **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.

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@tjpd.org) if you have any questions.

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit
FTA 5307	337	4,833	2,954	2,983	2,998	FTA 5307	13,768
FTA 5307-JAUNT	957	1,611	971	986	1,000	FTA 5307-JAUNT	4,568
FTA 5307-ARP	3,831	592	1,297	276	-	FTA 5307-ARP	2,165
State	3,231	3,302	2,789	2,601	2,601	State	11,293
Local	3,514	4,167	6,271	6,835	6,835	Local	24,108
Revenues	107	110	112	115	118	Revenues	455
Year Total:	11,977	14,615	14,394	13,796	13,552	Total Funds:	56,357
Description:	Adjustment #7: The previous funding were budgetary and this adjustment changed them to actuals. Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit
FTA 5307	2,867	2,867	2,954	2,983	2,998	FTA 5307	11,802
FTA 5307 - Jaunt	957	957	971	986	1,000	Flexible STP	3,914
FTA 5307 - ARP	1,586	1,788	1,361	1,338	-		4,487
State	3,231	3,302	3,113	2,925	2,925	State	12,265
Local	3,514	4,167	5,368	5,710	5,710	Local	20,955
Revenues	107	110	112	115	118	Revenues	455
Year Total	12,262	2,867	2,954	2,983	2,998	Year Total	53,878
Description:	Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.						

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0002	Title: Expansion - Rolling Stock				Recipient:	Charlottesville Area Transit
FTA 5339	519	672	984	800	-	FTA 5339	2,456
State	1,262	1,632	2,389	1,942	-	State	5,963
Local	74	96	140	114	-	Local	350
Year Total	1,855	2,400	3,513	2,856	-	Year Total	8,769
Description:	Adjustment #2: This block was modified to update the FY2024 amounts based on actual funding allocations and increase the amounts anticipated in FY26 based on agency funding requests.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0002	Title: Expansion - Rolling Stock				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	520	621	984	577	-	FTA 5339	2,182
State	1,262	1,508	2,389	1,401	-	State	5,298
Local	74	89	141	82	-	Local	311
Year Total	1,855	2,218	3,513	2,060	-	Year Total	7,791
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.
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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:							

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 TJPCD Received FTA 5310 funding supporting the PATH program.

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPCD03	Title: Operating Assistance					
FTA 5310	-	-	3	-	-	FTA 5310	3
State	-	-	3	-	-	State	3
Local	-	-	1	-	-	Local	1
Year Total	-	-	7	-	-	Total	7
Description:	New TIP Block: FY 2025 add, \$3,000 FTA, \$3,000 State, 1,000 local.						

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:							

CA-MPO Technical Committee: CA-MPO staff recommends that the CA-MPO Technical Committee advise the CA-MPO Policy Board to reapprove TIP Amendments #12 and #13 as presented, including the associated funding changes for FY 2025.

CA-MPO Policy Board: CA-MPO staff recommends that the CA-MPO Policy Board approve TIP Amendments #12 and #13 as presented, including the associated funding changes for FY 2025.

If there are any questions, please contact Gorjan Gjorgjievski at gorjang@tjpd.org (434) 979-7310 Ext.123.

**RESOLUTION OF THE CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING
ORGANIZATION (CA-MPO)
APPROVING AMENDMENT #12 TO THE FY24–27 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

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

WHEREAS, the 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 CA-MPO has received a request to amend the FY24–27 TIP to include a new TIP Block for Operating Assistance in FY 2025 (Amendment #12), reflecting the addition of \$3,000 in FTA 5310 funds, \$3,000 in State funds, and a \$1,000 local match; and

WHEREAS, a duly advertised public comment period and public hearing were conducted for a duration of at least fifteen (15) days prior to the October 2025 CA-MPO Policy Board meeting, in accordance with applicable federal and state requirements; and

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

WHEREAS, the amendment does not alter the financial constraint or air quality conformity of the TIP;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Charlottesville-Albemarle Metropolitan Planning Organization hereby adopts Amendment #12 to the FY24–27 Transportation Improvement Program as presented.

Adopted this 22nd day of October 2025, by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization

Date

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

Date

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 \$126,000 in Federal Transit Administration (FTA) 5310 funds, \$20,000 in state funds, and a \$20,000 local match; and

WHEREAS, a duly advertised public comment period and public hearing were conducted for a duration of at least fifteen (15) days prior to the October 2025 CA-MPO Policy Board meeting, in accordance with applicable federal and state requirements; 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 22 day of October 2025, by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

Ned Gallaway, Chair
Charlottesville-Albemarle MPO

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

Date

Date

CA-MPO Transportation Improvement Program (TIP) Revision Procedures

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), in cooperation with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), has agreed upon these procedures for processing revisions to the CA-MPO Transportation Improvement Program (TIP), to help ensure that coordination occurs between all necessary parties so that such revisions may be processed in the most efficient and proper manner. These procedures are in accordance with federal planning regulations (23 CFR 450).

The Charlottesville-Albemarle Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within the metropolitan region, in coordination with significant state and local funds, for the federal fiscal years 2024 through 2027. The TIP is a prioritized listing/program of transportation projects that is developed and formally adopted by the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process.

Definitions

Adjustment (also known as an Administrative Modification)	A minor revision to the adopted TIP that includes minor changes to project costs, funding sources, or phase initiation dates. An adjustment does not require CA-MPO Policy Board approval, public review/comment, or federal approval.
Amendment	A major revision to the adopted TIP that includes adding or deleting a project or a major change to project cost, phase initiation dates, or design concept/scope. An amendment requires CA-MPO Policy Board action, public review/comment by public hearing, and federal approval.
Fiscal Constraint	Fiscal constraint is demonstrated by only including projects and programs for which there is a reasonable expectation of available funding for project implementation.
Project Grouping	Projects that are not considered to be of appropriate scale for individual identification in a given program year may be “grouped” by function, work type, and/or geographic area. Grouping projects allows MPOs and states greater flexibility in managing the TIP and STIP and less administrative adjustments.
Revision	Any change to the adopted TIP, whether an amendment or an adjustment.
Statewide Transportation Improvement Program (STIP)	A federally required, four-year prioritized list of projects that will utilize federal funding.
Transportation Improvement Program (TIP)	A federally required, four-year prioritized list of regionally-significant projects that will utilize federal funding. All TIPs are included in the STIP.

TIP Revision Procedures

The MPO Policy Board and Technical Committee meet every other month in June, August, October, December, February and April. The Technical Committee meets on the first Tuesday of every other month, whereas the MPO Policy Board meets on the fourth Wednesday of every other month.

The CA-MPO staff review and processing window begins when staff receive all relevant information and approval from state agencies. Staff will strive to complete changes within two weeks of receipt. To ensure a timely revision and review process, TIP revision submissions should be provided to CA-MPO staff by the first of the month **in the preceding month of the regularly scheduled CA-MPO Technical Committee meeting**. The attached TIP Revision Calendar provides deadlines for CA-MPO staff receipt of relevant information to complete revisions.

A **TIP Revision** is any change to the adopted TIP document. Before identifying a revision path forward, the requester must identify the type of change:

- TIP Adjustment, or
- TIP Amendment

Any addition or deletion of a project requires a TIP amendment. If the requested change is a project or project phase addition or deletion, the revision follows the **Amendment** process. Changes to project cost may be an amendment or adjustment based on the thresholds identified below.

Project Cost Thresholds

Highway-FHWA Project/Phase Cost Thresholds

Approved Total Project Cost in TIP	Estimate Increase Requiring Amendment
Up to \$2,000,000	Greater than 100% requires Amendment
\$2 million to \$10 million	Greater than 50% increase requires Amendment
\$10 million to \$20 million	Greater than 25% increase requires Amendment
\$20 million to \$35 million	Greater than 15% increase requires Amendment
Greater than \$35 million	Greater than 10% increase requires Amendment

Transit-FTA Project/Phase Cost Increase Thresholds

Approved Total Project Cost in TIP	Estimate Increase Requiring Amendment
Up to \$2,000,000	Greater than 100% requires Amendment
\$2 million to \$10 million	Greater than 50% increase requires Amendment
Greater than \$10 million	Greater than 25% increase requires Amendment

Adjustment

A **TIP Adjustment** (or administrative modification) is a minor revision to the adopted TIP that includes minor changes to project costs, funding sources, or phase initiation dates. An adjustment does not require CA-MPO Policy Board approval, public review/comment, or federal approval. The following are examples of items that may be processed as adjustments:

- Minor changes in project/phase costs
- Minor changes to funding sources of previously included projects

- Minor changes to project/phase initiation dates
- Splitting or combining individually listed projects, as long as cost, schedule, and scope remain unchanged
- Technical corrections to grammatical or typographical errors

To process a TIP adjustment, the requester must provide the following information to CA-MPO staff:

- Affected project(s)
- UPC number
- New TIP block, if applicable
- Definitions of any technical terms
- A detailed written description that clearly specifies the requested revision(s)
- If the revision involves a Grouping, the request must also include a description of the specific location(s) affected and the implications.
- **Transit-related revisions:** Per DRPT policy, the sponsoring transit agency is responsible for providing the following attachments as part of a TIP revision request
 - Completing the DRPT STIP Action Form (available in DRPT's WebGrants Platform)
 - Submitting an official request letter with all relevant information to CA-MPO staff. The request letter must include the following statement: "Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project(s) have been confirmed with VDOT and/or coordinated with DRPT."

Once all information is received, CA-MPO staff will complete the following steps:

1. Notify VDOT or DRPT that a TIP adjustment request has been made.
2. Following state agency approval of the change, CA-MPO staff make the appropriate changes to affected projects in the TIP.
3. Once revised, staff will send a letter to VDOT or DRPT and the requestor specifying the changes made to the TIP so that the STIP may be revised accordingly.
4. TIP Adjustments are presented as informational items at CA-MPO Technical Committee and Policy Board.

Amendment

A **TIP Amendment** is a major revision to the adopted TIP that includes adding or deleting a project or a major change to project cost, phase initiation dates, or design concept/scope. An amendment requires CA-MPO Policy Board action, public review/comment by public hearing, and federal approval. The following revisions must be processed as amendments:

- Addition or deletion of a project
- Major changes in project cost
- Major changes in project/phase initiation dates
- Major changes in design concept or design scope

To process a TIP adjustment, the requester must provide the following information to CA-MPO staff:

- Affected project(s)
- UPC number
- New TIP block, if applicable
- Definitions of any technical terms
- A detailed written description that clearly specifies the requested revision(s)

- If the revision involves a Grouping, the request must also include a description of the specific location(s) affected and the implications.
- **Transit-related revisions:** Per DRPT policy, the sponsoring transit agency is responsible for providing the following attachments as part of a TIP revision request
 - Completing the DRPT STIP Action Form (available in DRPT's WebGrants Platform)
 - Submitting an official request letter with all relevant information to CA-MPO staff. The request letter must include the following statement: "Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project(s) have been confirmed with VDOT and/or coordinated with DRPT."

Once all information is received, CA-MPO staff will complete the following steps:

1. Notify VDOT or DRPT that a TIP amendment request has been made.
2. Following state agency approval of the change, CA-MPO staff make the appropriate changes to affected projects in the TIP.
3. CA-MPO staff will post public notice for at least 15 days that a public hearing will be held at the upcoming CA-MPO Policy Board meeting.
4. TIP Amendments are presented for CA-MPO Technical Committee review and recommendation.
5. A public hearing is held for public comment and review at the CA-MPO Policy Board.
6. The CA-MPO Policy Board votes to adopt the Amendment(s) by resolution.
7. Once approved by the CA-MPO Policy Board, staff will send a letter to VDOT or DRPT and the requestor specifying the changes made to the TIP so that the STIP may be revised accordingly.

Blackout Periods

Specific circumstances may prohibit TIP revisions from being processed within the timeframe described in the Procedures section above. Examples of such circumstances include:

- Months during which MPO Tech and/or the Policy Board meetings are canceled, or
- Periods during which the STIP and/or Six-Year Improvement Program (SYIP) are locked in preparation for CTB approval of a new/revised SYIP.

The CA-MPO, VDOT, and DRPT staff will endeavor to provide sufficient advance notice of such circumstances.



SMART SCALE ROUND 7

Charlottesville – Albemarle MPO Policy Board Meeting

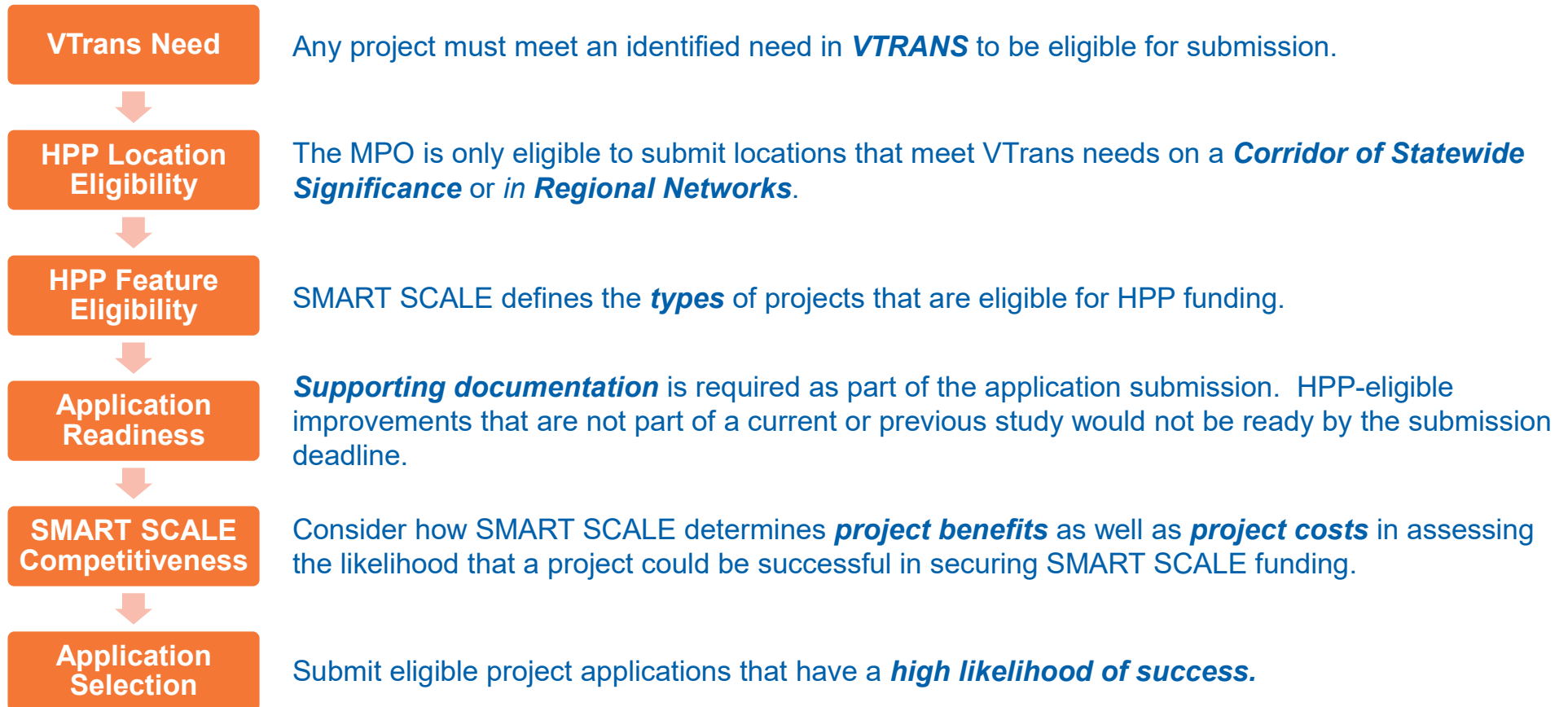
 Charles Proctor and Sandy Shackelford

October 2025

Meeting Agenda

1. HPP Application Development Process
2. HPP-Eligible Projects
3. Next Steps

HPP Eligibility Application Selection





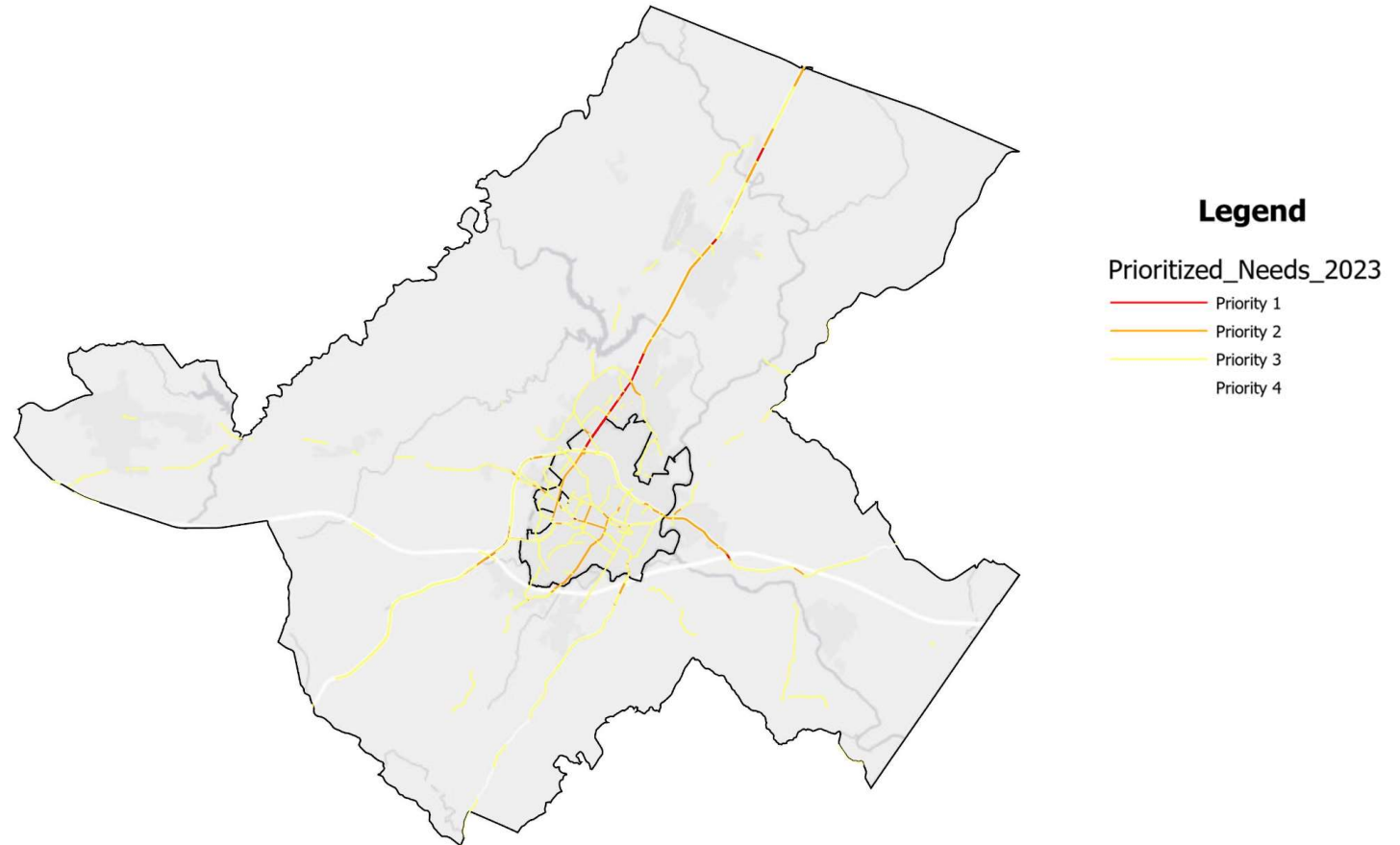
- **VTrans is the Statewide Transportation Plan**
- **Needs are identified using a data-driven process**
- **VTrans identifies locations with needs, but does not recommend solutions**
- **Priority needs are identified at both the statewide and construction district levels**
- **VTrans Construction District Priority scoring weightings are consistent with SMART SCALE benefits scoring weightings**
 - **Based on Area Type**
- **The Prioritized Mid-term Needs were adopted by the CTB in April 2025 based on the 2023 data**
 - **Needs are shown graphically on the VTRANS Interactive Map tool**

Travel Market	Board-adopted VTrans Need Category	Weighting- Statewide Priority	Weighting – Construction District Priority ¹			
			Area Type A	Area Type B	Area Type C	Area Type D
CoSS	Congestion Mitigation	25.00%	These Need Categories are not utilized for establishing Construction District Priority Locations.			
CoSS	Improved Reliability (Highway)	15.00%				
CoSS	Improved Reliability (Intercity and Commuter Rail)	10.00%				
Safety	Roadway Safety (along CoSS)	25.00%				
CoSS	Capacity Preservation	10.00%				
CoSS	Transportation Demand Management	15.00%				
RN	Congestion Mitigation	These Need Categories are not utilized for establishing Statewide Priority Locations.	25.00%	15.00%	10.00%	5.00%
RN	Improved Reliability (Highway)		20.00%	10.00%	5.00%	5.00%
RN	Transit Access to Equity Emphasis Areas		5.00%	6.25%	6.25%	3.75%
RN	Transit Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Pedestrian Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Bicycle Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
UDA	Access to Industrial and Economic Development Areas		2.50%	10.00%	10.00%	15.00%
Safety	Roadway Safety		15.00%	15.00%	20.00%	25.00%
Safety	Pedestrian Safety		5.00%	5.00%	5.00%	5.00%
CoSS, RN	Capacity Preservation		2.50%	10.00%	15.00%	20.00%
RN	Transportation Demand Management		10.00%	10.00%	10.00%	10.00%
Total		100.00%	100.00%	100.00%	100.00%	100.00%

Source: [VTrans Policy Guide, Table 3.](#)



CA-MPO VTRANS Priority Needs





SMART SCALE is a 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



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.



- **Supporting documentation requirements are dependent on the type of improvement**
- **All projects require:**
 - **Study/Plan**
 - **Concept Sketch**
 - **Cost Estimate**
- **Projects involving improvements to grade-separated interchanges, including ramp extensions, require a technical report documenting safety and operations impacts**

Improve Grade-Separated Interchange

Document:	Draft or final IAR or OSAR with a signed LD-459 Framework Document
Conditions:	All selections
Gate 2 Confirmations:	• District L&D Engineer
Gate 3 Confirmations:	• District L&D Engineer • District Environmental Manager • District Traffic Engineer • District Planner • District Project Development Engineer • Assistant State L&D Engineer

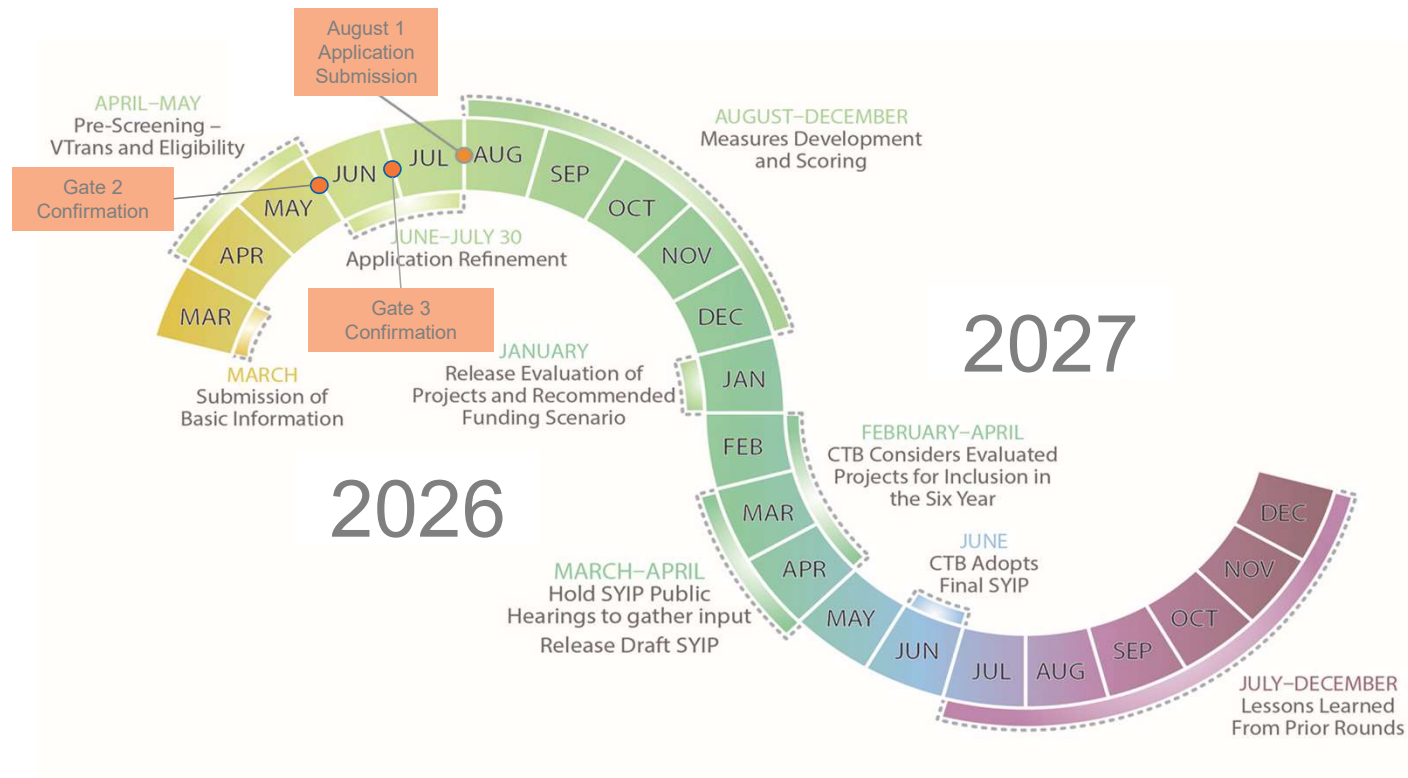
Innovative Interchange

Document:	Draft or final IAR or OSAR with a signed LD-459 Framework Document*
Conditions:	All selections
Gate 2 Confirmations:	• District L&D Engineer • Assistant State Traffic Engineer
Gate 3 Confirmations:	• District L&D Engineer • Assistant State Traffic Engineer • District Environmental Manager • District Traffic Engineer • District Planner • District Project Development Engineer • Assistant State L&D Engineer

Source: [SMART SCALE Round 6 Technical Guide](#)



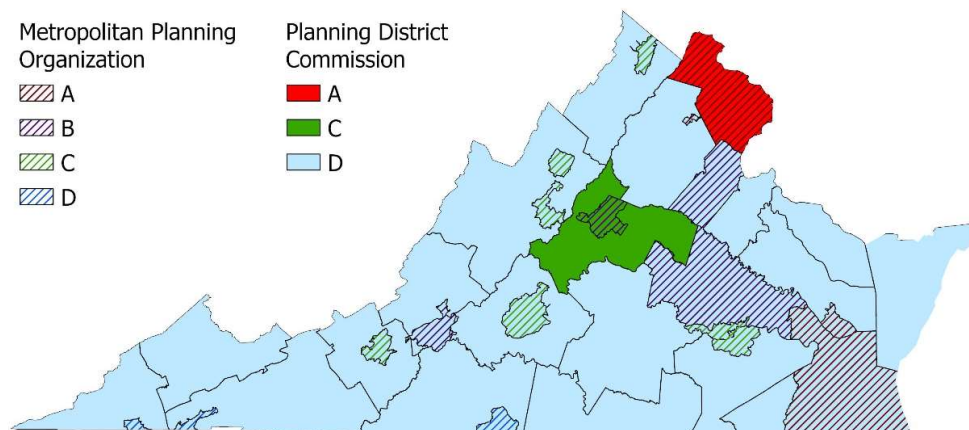
SMART SCALE Schedule





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%



Available Funding

- **Maintenance programs get funded first**
 - Increased maintenance expenses directly impact amount available for construction
 - FY26-31 Preliminary Six-Year Financial Plan Estimated Allocations reflect \$1.6 billion moved from Construction to Maintenance when compared to FY25-30
- **Supplemental Fuels Tax introduced in 2020 is fully phased in**
 - Previous rounds included 4-5 years of supplemental funding to phase in the new tax revenue
 - Future rounds will only include 2 years of supplemental funding
- **Anticipate similar funding levels to what was available in Round 6**
 - HPP: \$385.7 million
 - Culpeper DGP: \$68 million



Project Cost and Benefits Takeaways from Round 6

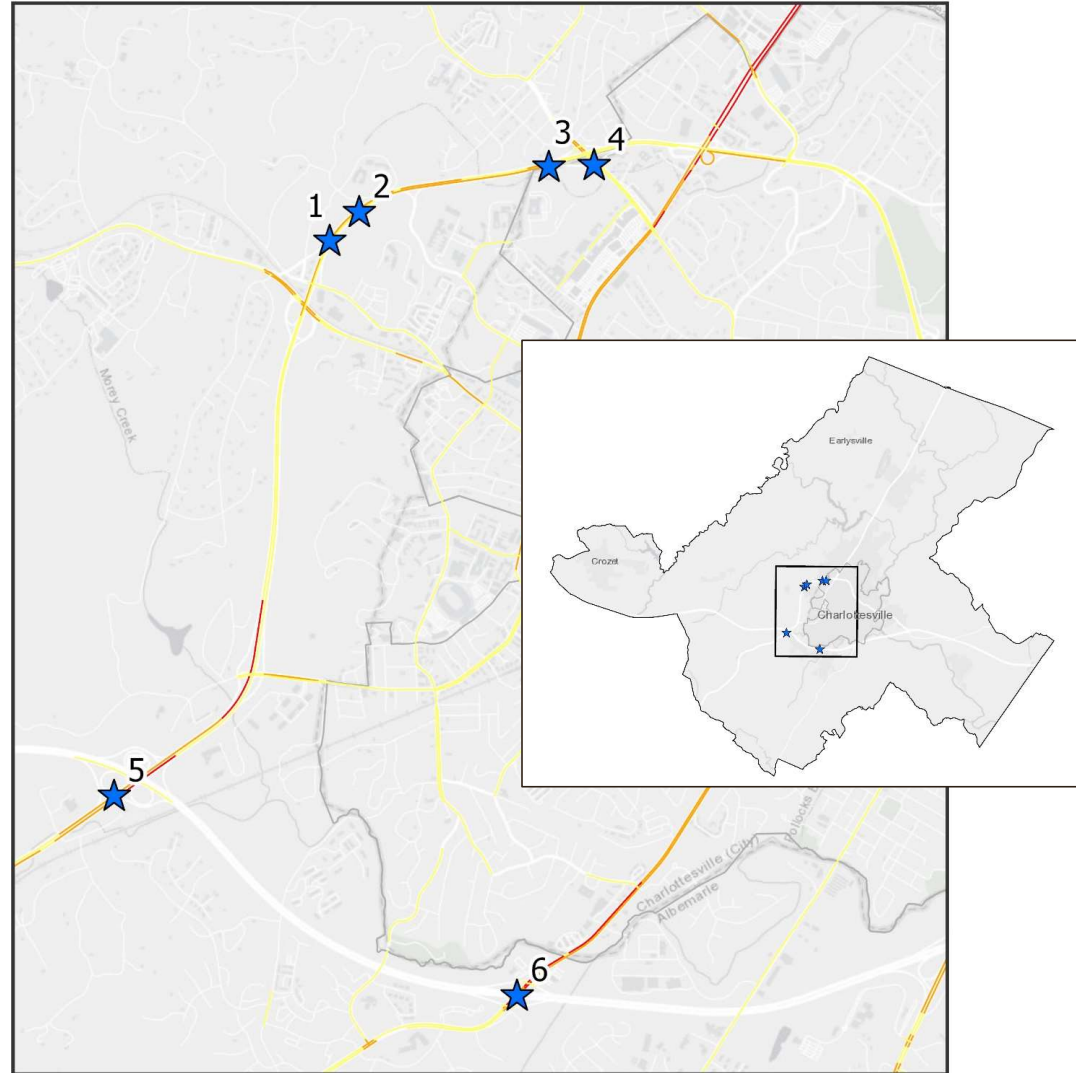
High Priority Grant Program:

- 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
 - \$36.407 Mil US 250 Corridor Pipeline Improvements in Albemarle County
 - \$45.991 Mil I-85/95 Interchange Improvements in Richmond

HPP Eligible Projects

The following projects can meet SMART SCALE application readiness requirements:

1. US 29/250 SB Bypass Off-ramp Extension at Old Ivy Road
2. US 29/250 NB Bypass On-ramp Extension at Old Ivy Road
3. US 29/250 EB Off-ramp Extension at Barracks Road
4. US 29/250 EB Off-ramp/Barracks Road Interchange Improvement – Dual Left Turns/Sidewalk
5. US 29/I-64 Interchange Improvements at I-64 Exit 118
6. Fifth Street/I-64 Interchange Improvement (I-64 Exit 120)



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 Ivry 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

Notes:

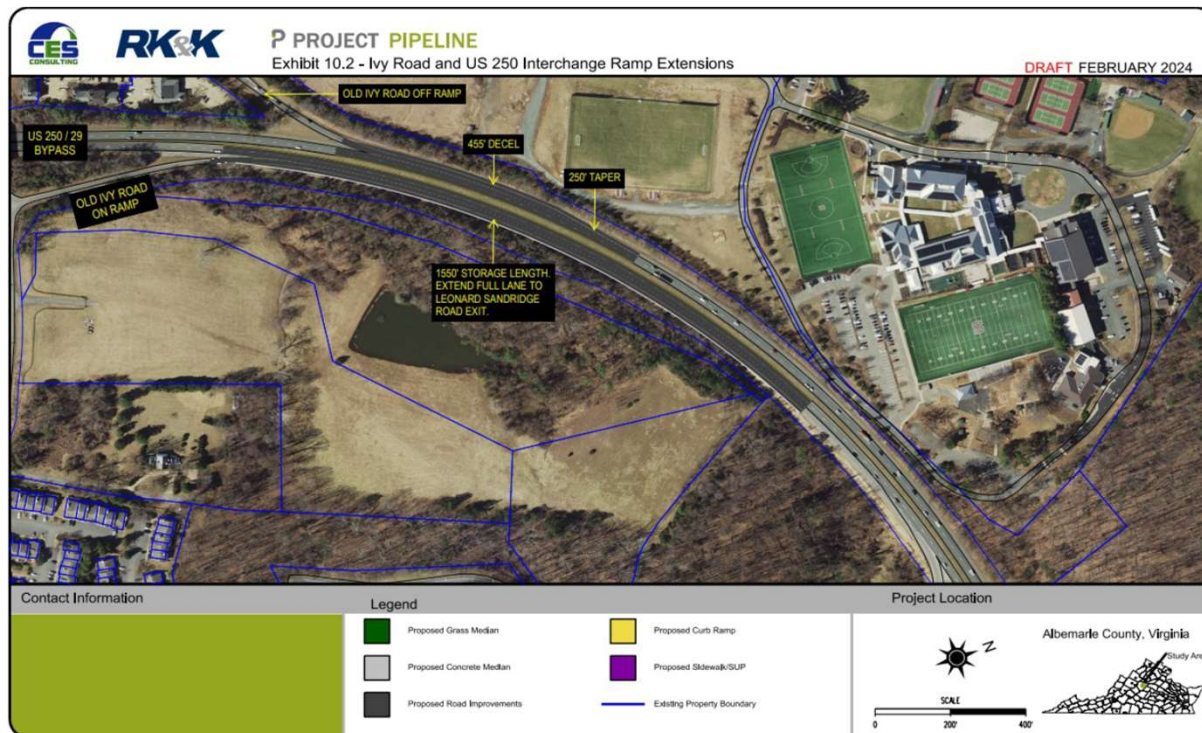
* The TJPDC is also eligible to submit these Project applications

** Consider combining both ramp projects into one application as the needs have increased



Potential SMART Scale Application Location

Old Ivy Road Ramp Extensions



Improvement Description

- Preferred Alternative: Lengthening the US 250 northbound Bypass On-ramp acceleration lane to 1,550 feet of full-width storage, extending the on-ramp to the Leonard Sandridge Road exit.
- Preferred Alternative: Lengthening the US 250 southbound Bypass Off-ramp deceleration lane to 455 feet of full-width storage. The 455-foot deceleration lane will provide the standard deceleration length for this off-ramp.

Safety Results

- Extending the US 250 Bypass northbound On-Ramp to a length of 1,550 feet has a CMF = 0.594, which means the crashes are anticipated to be reduced by 40.6% in the influence area of the acceleration lane.
- Extending the US 250 Bypass SB Off-Ramp to a length of 455 feet has a CMF = 0.241, which means the crashes are anticipated to be reduced by 75.9% in the influence area of the deceleration lane.

Potential SMART Scale Application Location

NB 29/250 Bypass Ramp to Barracks Rd



- There are two options for the NB Terminal Intersection.
- The first is to provide dual left turn lanes.
- The other option is to extend the deceleration lanes on the Bypass. Both option will address the current issue.



Potential SMART Scale Application Location

NB 29/250 Bypass to Barracks Rd Ramp Extensions Option 1



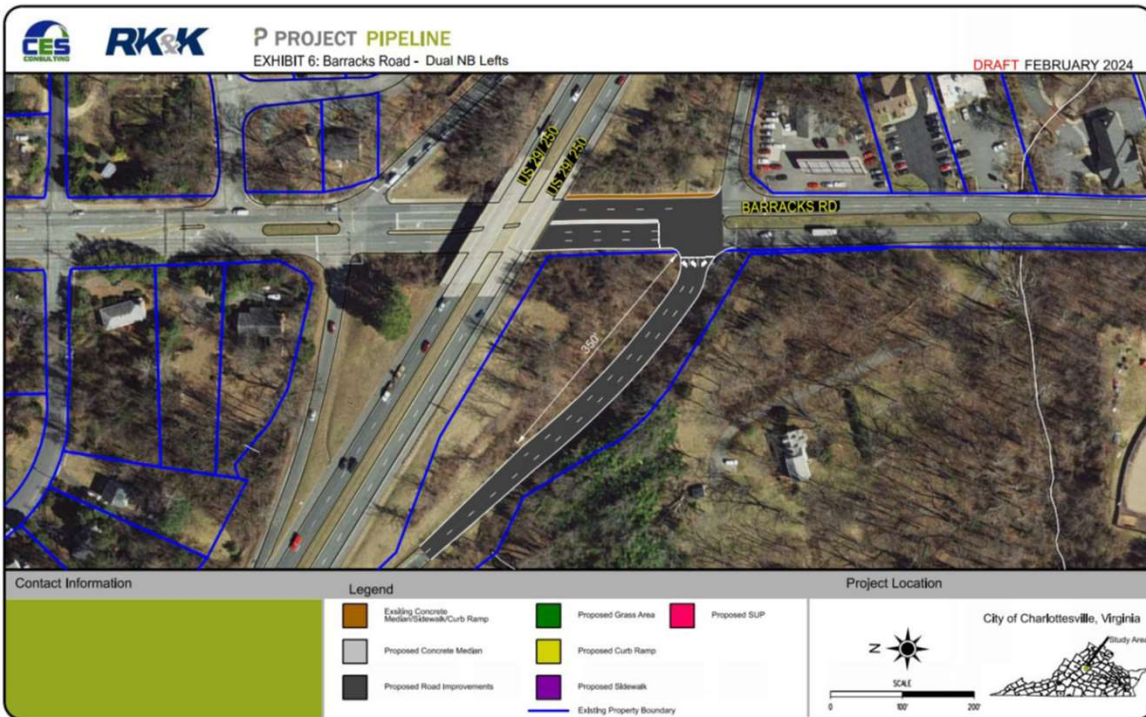
Safety Results

- Installing dual Left turn lanes has a CMF value of 0.75, a 25% reduction in all crash types.

62% of respondents to the public survey were supportive of this option

Potential SMART Scale Application Location

NB 29/250 Bypass to Barracks Rd Ramp Extensions Option 2



Safety Results

- Installing dual Left turn lanes has a CMF value of 0.75, a 25% reduction in all crash types.

60% of Response
to the public survey
were supportive of this
option.

Potential SMART Scale Application Location

NB 29/250 Bypass to Barracks Rd Ramp Improvement Revised Option 2



Safety Results

- Installing dual Left turn lanes has a CMF value of 0.75, a 25% reduction in all crash types.

Revisions:

- Includes the sidewalk connection through the interchange.
- Upgrade the existing ADA ramps on the north side to meet standards
- Adds a crosswalk on the west side and potentially on the east side of the interchange
- Overlap is consistent with the County's potential project for Barracks Rd to the west.

Next Steps & Discussion

Direction from the Policy Board on Round 7 applications

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 Resubmitted 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



CA-MPO – Previous Applications

App ID	Project Title	Submitting Organization	Residency	SS Round	Project Type	Benefit Score	SS Request	SS Score	Rank	Comments
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
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

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.

Potential Projects
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.

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.

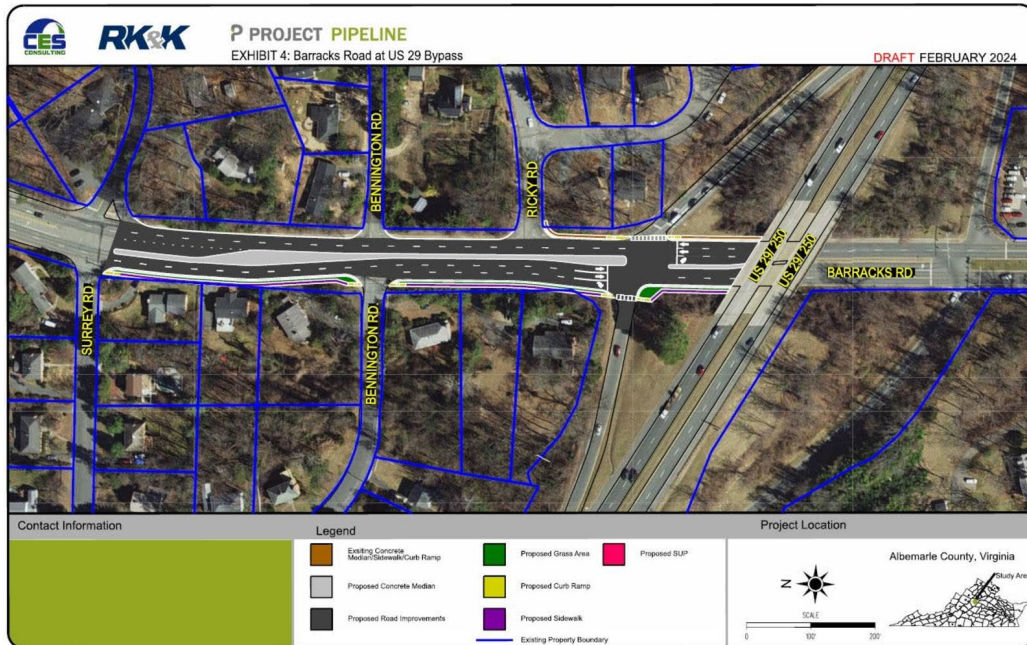


Figure 1. Project #1 - North side of bypass overpass.

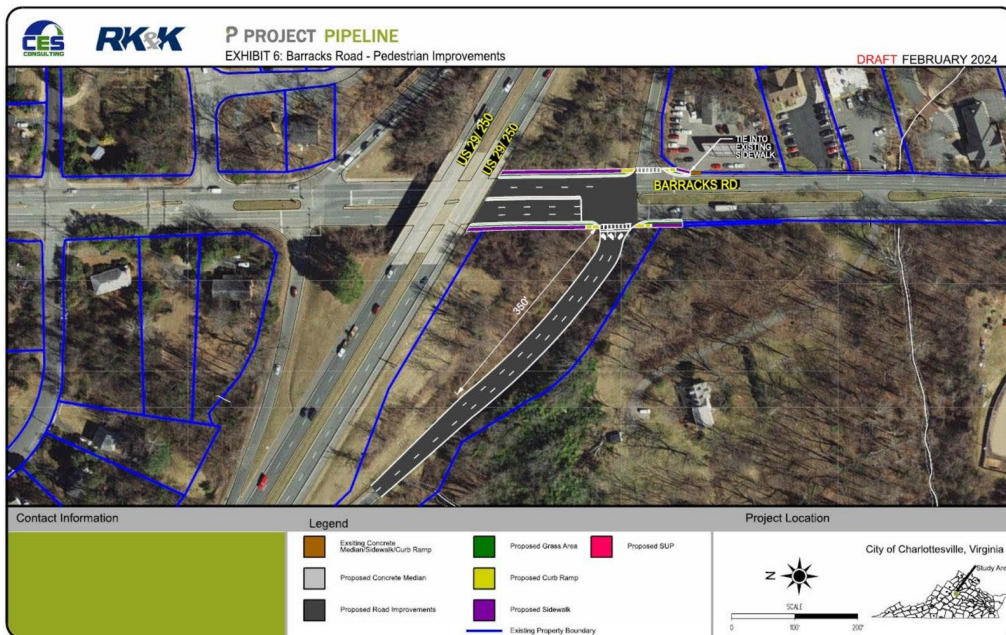
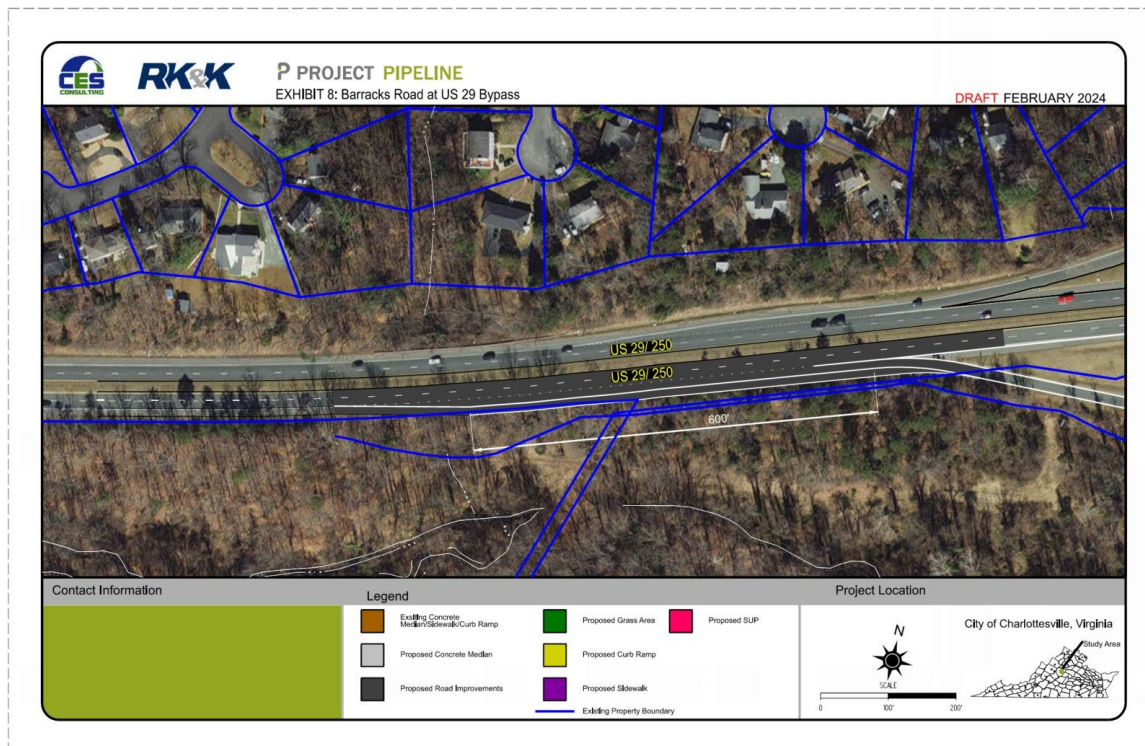


Figure 2. Project #1 - South side of bypass overpass.

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.

US 29 at I-64 Exit 118 Pipeline Study

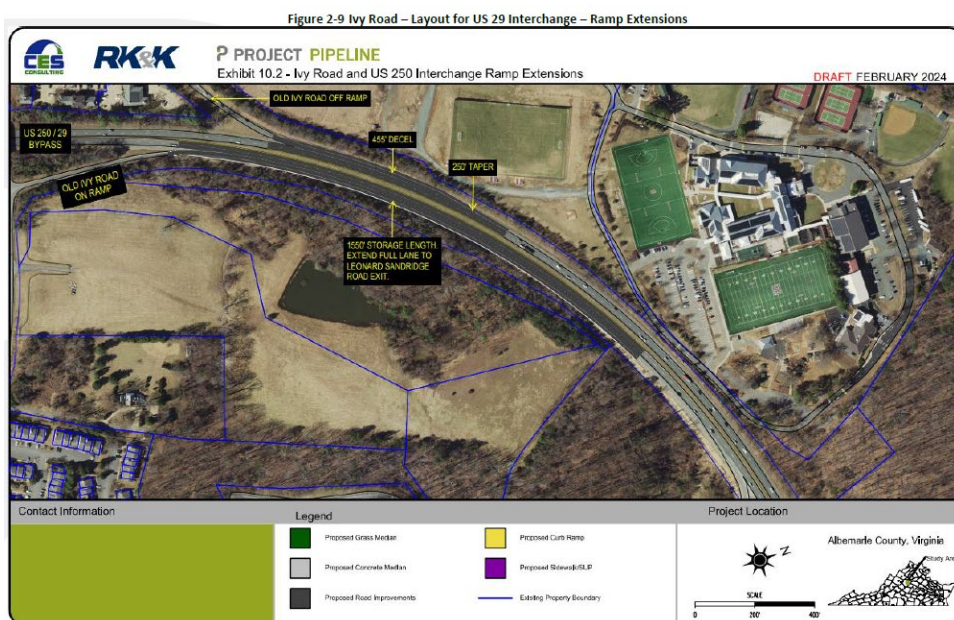
Address the safety concerns at the US 29 SB to I-64 EB movements

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



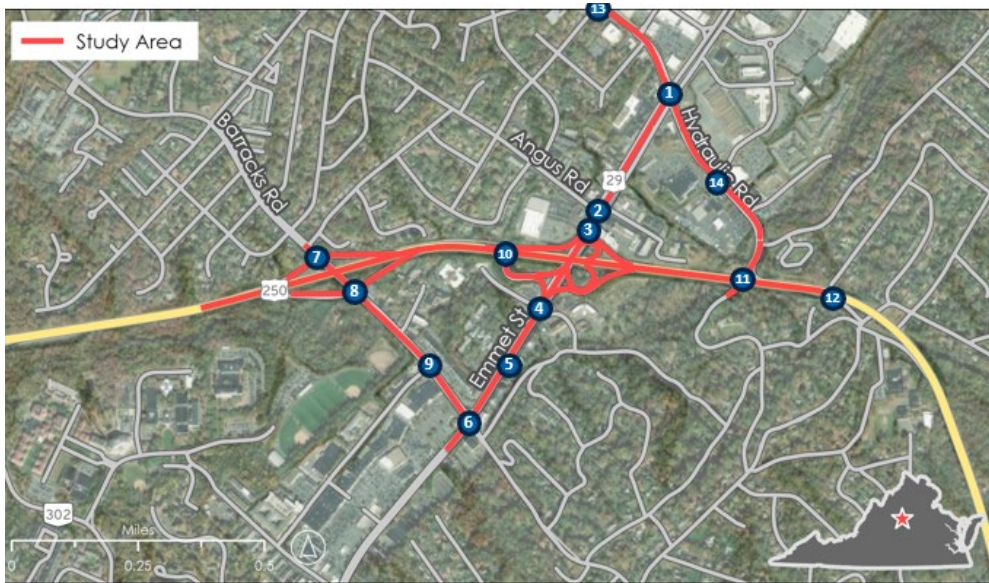
Ivy Road Corridor Pipeline Study Improvements

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



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**



CA-MPO Administration and CTAC Participation

CA-MPO Policy Board Meeting August 27, 2025



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

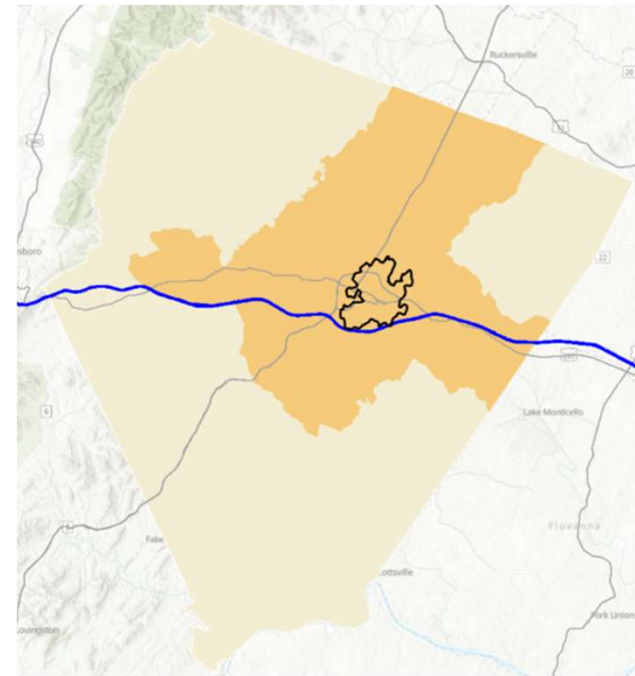
Set forth the national policy that the MPO designated for each urbanized area is to carry out a **continuing, cooperative, and comprehensive** performance-based multimodal transportation planning process, including the development of a **metropolitan transportation plan** and a **TIP**.

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)**

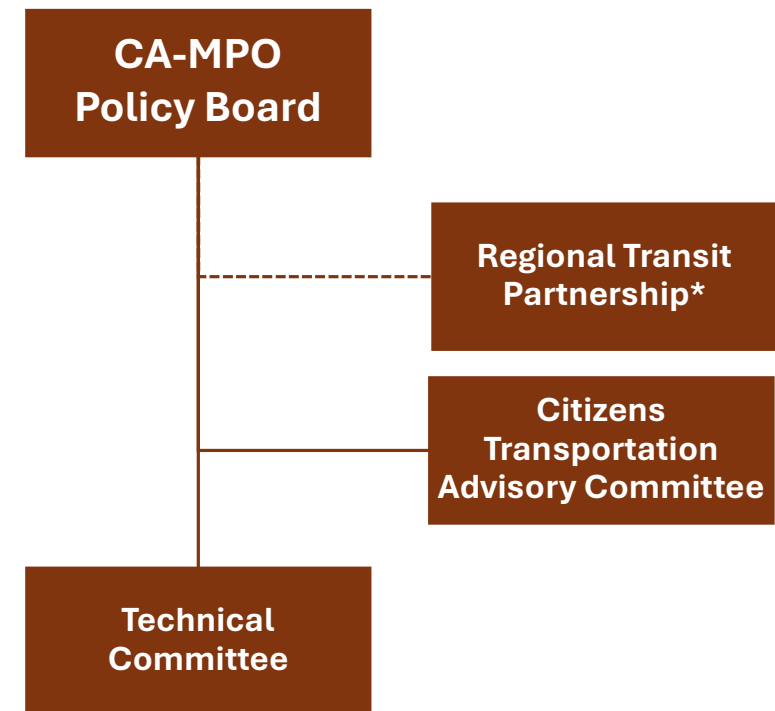


- City of Charlottesville
- CA-MPO Boundary
- Albemarle County

CA-MPO Structure and Committees

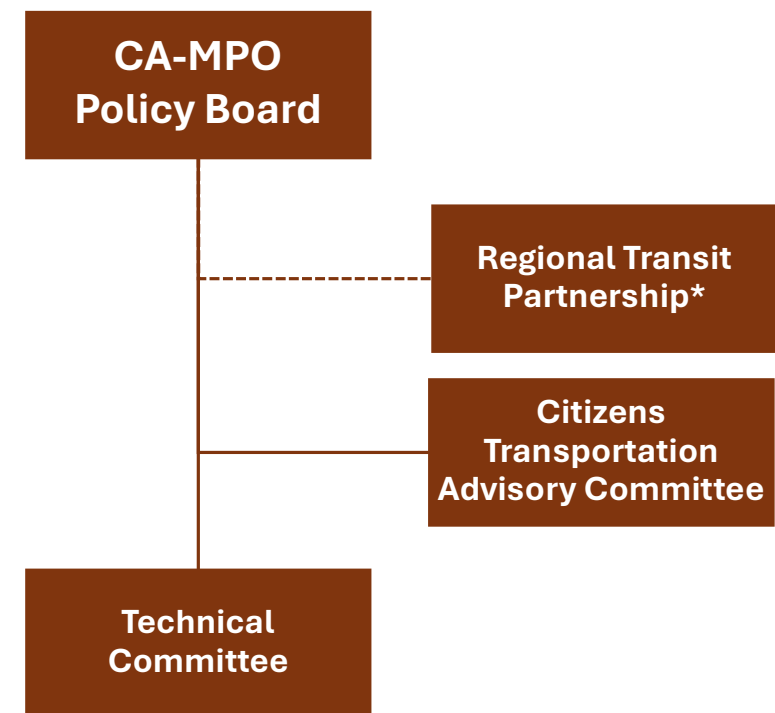
- Committee structure not specified in federal requirements
- 3-C Agreement is an MOU on metropolitan transportation planning responsibilities for the Charlottesville-Albemarle Metropolitan Planning Area
- Article 2: MPO Structure and Committees of the 3-C Agreement identifies
 - Policy Board, and
 -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

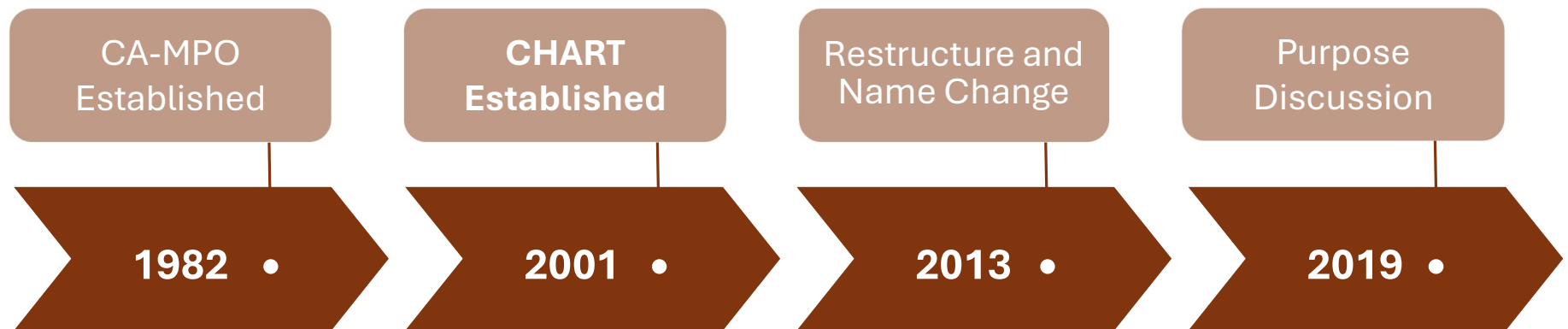
- **3-C Agreement:** The MPO, member jurisdictions, state, and transit providers determine mutual responsibilities in carrying out a continuing, cooperative, and comprehensive multimodal transportation planning process.
- **Annual Obligation Report:** Annual list of projects for which federal funds were 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

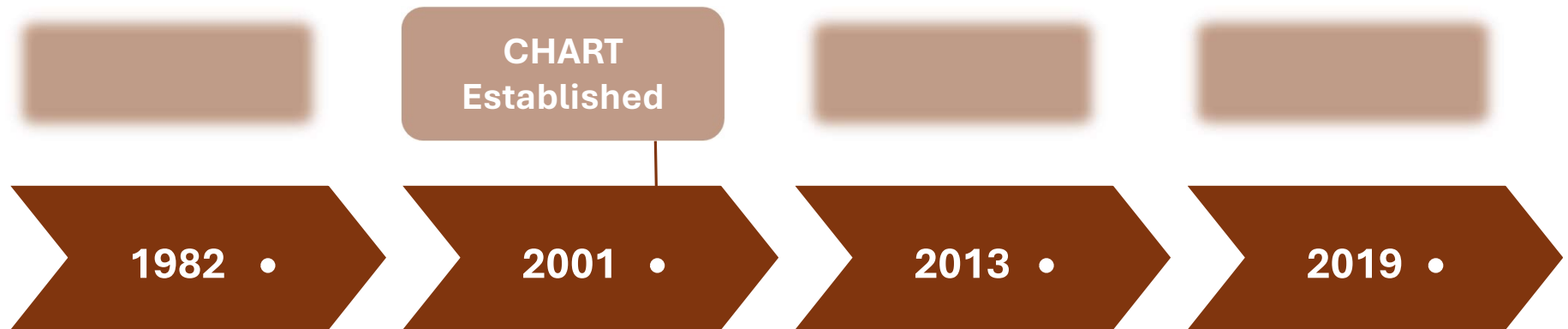
- **Travel Demand Model:** An analytical tool used to support the transportation planning process. Because the LRTP is required include current and projected transportation demand over a 20-year period, the travel demand model helps to fulfill that task.
- **Functional Classification:** Process by which 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)

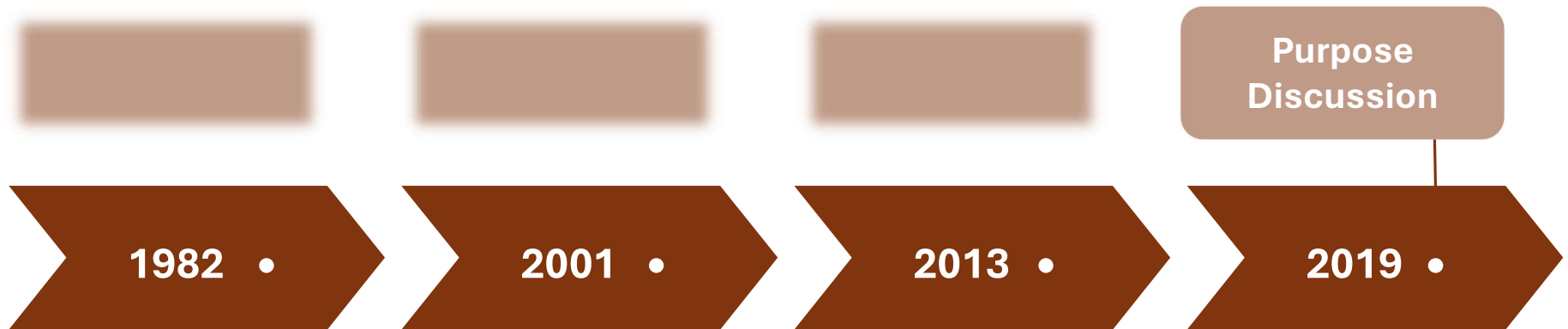
- Freight/Shipping Representative (1)
- Chamber of Commerce (1)
- Environmental Protection Representative (1)
- Private Transit Provider (1)
- CTAC reports to Technical Committee

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:

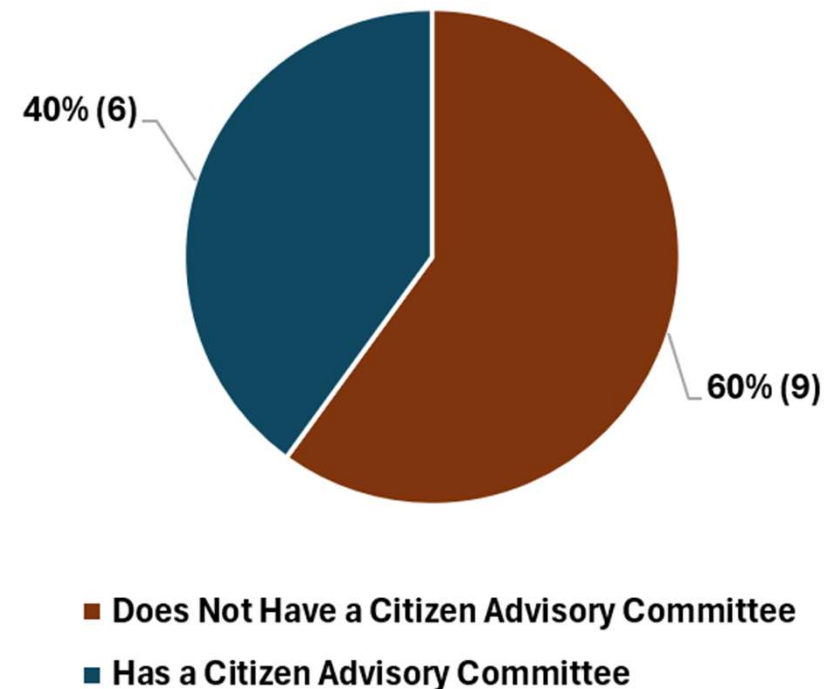
- What will CTAC do outside of LRTP updates?
- Will the MPO Policy Board provide CTAC with direction and tasks or should they develop their own activities/initiatives?
- Should CTAC members be appointed by one body to better manage the appointment process and ensure diversity of membership and interests?
- 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*

Virginia MPOs with Transportation-Related Citizen Committees



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

CHART/MPO
What we need from you! Please Tell Us About Your Transportation Concerns. Fill Out the Following Form and Return it to one of the Personnel. Thanks You for Helping Us Make the Transportation System Better.

We want to hear from you!
Public Participation Form

About Us
Who are we? The Charlotte-Mecklenburg Metropolitan Planning Organization is a federally-mandated planning jurisdiction, specifically created to facilitate transportation planning. Each state is required to designate MPOs around urbanized areas with a population greater than 50,000.

Who are we? The CHART Citizens Advisory Committee is a committee of citizen representatives from the City of Charlotte, Albemarle County and the MPO. The CHART Committee is to encourage public participation in transportation planning and public comment regarding transportation issues.

About You
What is your Zip Code? _____
About how far do you travel to work or school? _____ Miles
About how long does it take you to get to work or school? _____ Minutes
How do you usually get around town?
Car/Pool Drive alone Walk Bike
Tele-Commute/Work from Home Other _____

Transportation Issues: What is most important to you?
Circle your priorities
Not Important 1 2 3 4 5 Very Important

Biggest Transportation Issues

Issue	1	2	3	4	5
Volume of Traffic/Congestion					
Inadequate Transit System					
Traffic Accidents					
Unreliable Stoplights					
Lack of Pedestrian/Bicyclist Facilities					

Describe Your Experience with Congestion in our area.
Biggest Congestion Concerns
Where is Congestion the Worst in the Area?

What Time of Day Do You Typically Find This Congestion?

Do You Avoid This Congestion?

Obstacles for

Are there more?

www.chart.org

Additional Information about Regional Transportation

Albemarle County Department of Community Development
www.albemarle.org search Community Development
Neighborhood Development Services
www.albemarle.org search Neighborhood Development Services
Charlotte-Mecklenburg Area Transit
www.charlotte-metrolink.com search CAT

City of Charlotte Department of Community Development
www.charlotte.gov search Community Development
Neighborhood Development Services
www.charlotte.gov search Neighborhood Development Services
Charlotte-Mecklenburg Area Transit
www.charlotte-metrolink.com search CAT

University of Virginia Department of Planning and Transportation
www.virginia.edu/planning search CAT
University Transit Service
http://www.virginia.edu/planning/utss/

Thomas Jefferson Planning District Commission
http://www.tjpc.com/planning/

- 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

10. 22. 2025

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

CHART/MPO
What we need from you! Please Tell Us About Your Transportation Concerns. Fill Out the Following Form and Return it to one of the Personnel. Thanks You for Helping Us Make the Transportation System Better.

We want to hear from you!
Public Participation Form

About Us
Who are we? The Charlotte-Mecklenburg Metropolitan Planning Organization is a federally-mandated planning jurisdiction, specifically created to facilitate transportation planning. Each state is required to designate MPOs around urbanized areas with a population greater than 50,000.

Who are we? The CHART Citizens Advisory Committee is a committee of citizen representatives from the City of Charlotte, Albemarle County and the MPO. The CHART Committee is to encourage public participation in transportation planning and to provide public comment regarding transportation issues.

About You
What is your Zip Code? _____
About how far do you travel to work or school? _____ Miles
About how long does it take you to get to work or school? _____ Minutes
How do you usually get around town?
Car/Pool Drive alone Walk Bike Tele-Commute/Work from Home Other _____

Transportation Issues: What is most important to you?
Circle your priorities
Not Important 1 2 3 4 5 Very Important

Biggest Transportation Issues

Issue	1	2	3	4	5
Volume of Traffic/Congestion					
Inadequate Transit System					
Traffic Accidents					
Unreliable Stoplights					
Lack of Pedestrian/Bicyclist Facilities					

Additional Information about Regional Transportation

Albemarle County Department of Community Development
www.albemarle.org search Community Development
Neighborhood Development Services
www.albemarle.org search Neighborhood Development Services
Charlotte-Mecklenburg Area Transit
www.charlotte-metrolink.com search CAT
University of Virginia Department of Planning and Transportation
www.virginia.edu search UVA
University Transit Service
www.transit.virginia.edu search UTS
Thomas Jefferson Planning District Commission
www.tjpc.com search TJPC

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Describe Your Experience with Congestion in our area.
Biggest Congestion Concerns
Where is Congestion the Worst in the Area?

What Time of Day Do You Typically Find This Congestion?

Do You Avoid This Congestion?

Obstacles for

Are there more?

www.tjpc.com

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@tjpdcc.org



Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Committees
From: Taylor Jenkins, Director of Transportation
Date: October 7, 2025
Subject: Regional Transit Partnership Transition

Purpose:

This memorandum provides an update on the conclusion of Regional Transit Partnership meetings and duties following the establishment of the Charlottesville-Albemarle Regional Transit Authority.

Background:

The Regional Transit Partnership (RTP) was established in 2017 as an advisory board to provide recommendations to decisionmakers on transit-related matters.

Discussion:

The RTP was created following a recommendation of the Regional Transit Coordination Study (2017) to serve as an interim body and precursor for establishing a regional transit authority. Since formation, RTP has successfully provided a strong forum for communication and coordination between transit providers and played a critical role in building consensus around regional transit priorities. The RTP completed a strategic plan (2018), Albemarle County Transit Expansion Study (2022), Regional Transit Vision Plan (2022), and Transit Governance Study (2024) that provided the foundation for the Charlottesville-Albemarle Regional Transit Authority (CARTA) activation in 2024.

As a result of the work of the RTP, the City of Charlottesville and Albemarle County have a regional transit vision that community members and transit providers support. The activation of CARTA represents a significant milestone in the region's efforts to formalize a unified approach to regional transit planning and governance. CARTA will serve as the primary forum for transit discussion and decision-making in the region and will continue working toward legislative pursuits to secure revenue-generating authority.

Meetings of the CARTA Board are open to the public and include opportunities for public comment. Special interest groups currently participating in the RTP are encouraged to remain engaged through attendance at CARTA meetings and by submitting feedback during public comment periods.

Recommendation:

Staff recommend that the last meeting of the RTP take place in December 2025, during which members will reflect on the Partnership's accomplishments, formally recognize its contributions to regional transit advancement, and support the transition of responsibilities to CARTA. The CARTA Board and TJPDC staff will continue to coordinate closely with participating jurisdictions, stakeholders, and the public.

Name

Date

Address

City/County, State, Zip

Dear [Chair Name] and Members of [the Board/Agency]:

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

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

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

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

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

According to **Article 6 – Amendments:**

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

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

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

Sincerely,

Keith Smith, Chair
Thomas Jefferson Planning District Commission

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

Date

Date

Attachments:

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

CC:

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

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

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

PARTIES TO AGREEMENT:

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

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

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

PERIOD OF AGREEMENT:

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

FUNDING:

Based on a per-capita rate established by the TJPDC Commission, the County of Albemarle and City of Charlottesville agree to fund TJPDC administration services outlined in this MOU at 50% each. Formal budget requests will be made each year through the City and County's annual agency budget request process.

ROLES AND RESPONSIBILITIES

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

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

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

Albemarle County will:

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

City of Charlottesville will:

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

Accepted by:

County of Albemarle

Jeffrey Richardson, County Executive

Date

City of Charlottesville

Samuel Sanders, Jr., City Manager

Date

Thomas Jefferson Planning District Commission

Christine Jacobs, Executive Director

Date



PROJECT PIPELINE

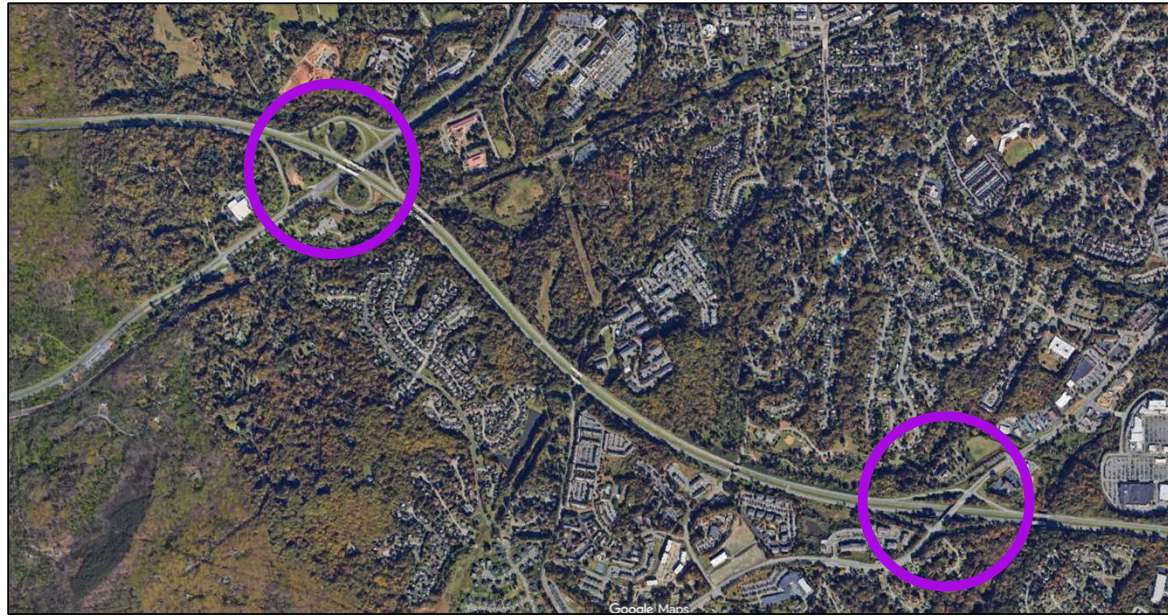
CULPEPER DISTRICT

Charles Proctor/Sandy Shackelford – POC/Culpeper District
Albemarle County Studies

October 22, 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



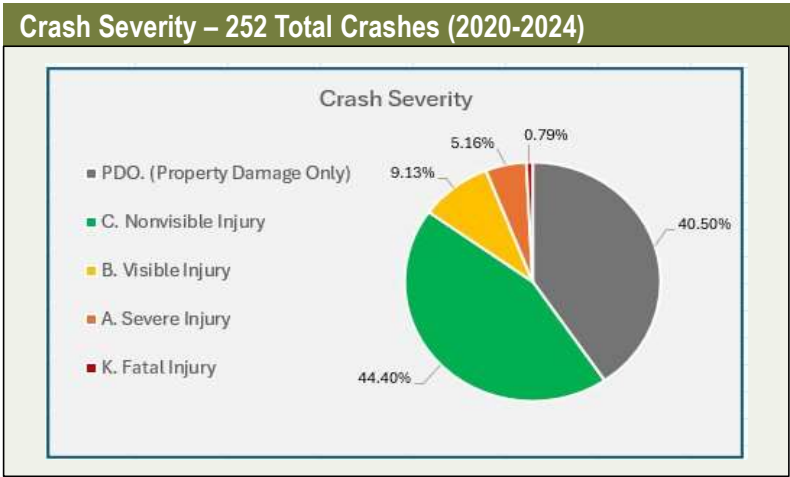
VTRANS Needs	
	Safety Improvement
	Congestion Mitigation
	Transportation Demand Management (TDM)
	Transit Access
	Bicycle Access
	Pedestrian Access

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



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



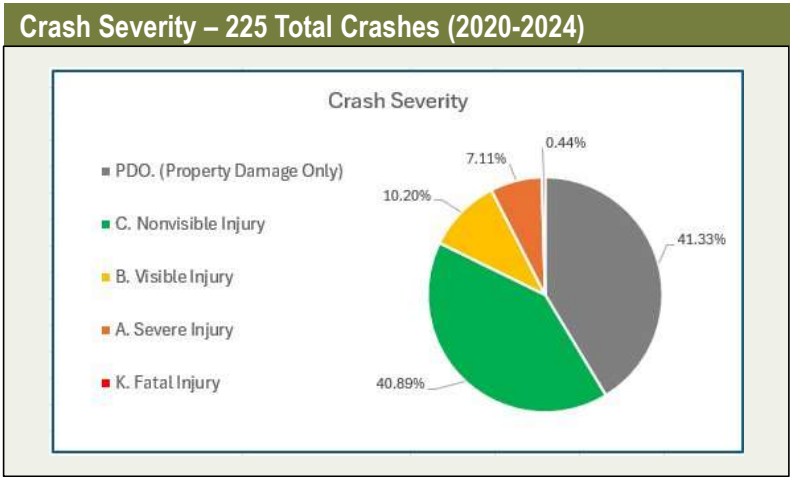
VTRANS Needs	
	Safety Improvement
	Capacity Preservation
	Transportation Demand Management (TDM)
	Rail Reliability
	Bicycle Access
	Pedestrian Access

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



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)



STRATEGICALLY TARGETED AND
AFFORDABLE ROADWAY SOLUTIONS

MPO Policy Board Meeting

1. US 29 Corridor: Hydraulic Rd to Woodbrook Rd
2. US 29/250 Bypass Interchange with Emmet St

October 22, 2025



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



Solutions are targeted to:

- Reduce delay/congestion
- Mitigate risk of collisions
- Improve reliability of travel times throughout the corridor

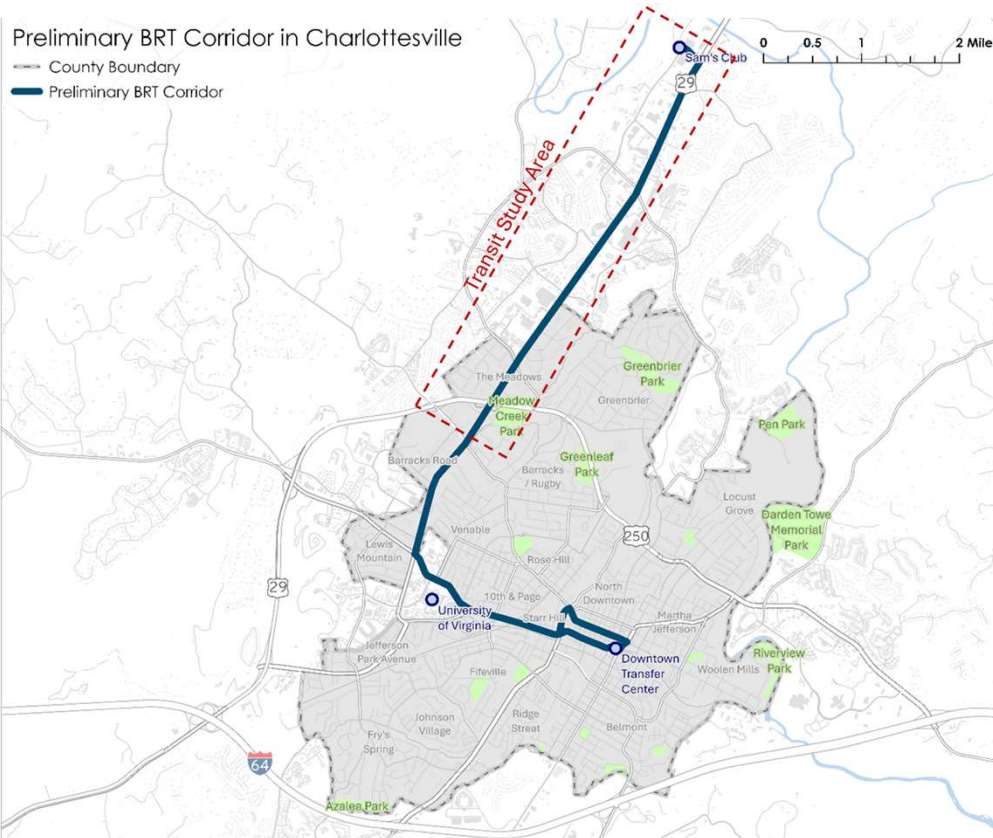
- Alternative interchange/intersection configurations
- Relocating low-volume movements
- Arterial safety improvements
- Maintain/Improve bike/ped accommodations
- Access management
- Low-cost Improvements



Provide pedestrian accommodations at targeted locations

Preliminary BRT Corridor in Charlottesville

County Boundary
Preliminary BRT Corridor



US 29 High Frequency/High-Capacity Transit Service Feasibility Components

- Review of existing transit services and facilities
- Exploration of higher-capacity or higher-frequency service options per the vision plan
- Analyze future trends in population, employment, and land use and their impact on transit feasibility
- Examine feasibility for mid- to long-term infrastructure/safety improvements for transit services
- Identification of future multimodal hotspots supporting transit

Task Deliverables

- Corridor-level description of potential high-frequency and/or high-capacity service options on US 29 and parallel corridors
- Evaluation of all transportation alternatives for compatibility with future transit options

NEXT STEPS

- **SWG Currently Reviewing Preliminary Solutions targeted to:**
 - Reducing congestion along US 29, Emmet Street, and the US 250/Emmet Street interchange
 - Mitigating risk of fatal and injury crashes
 - Improving access and mobility by improving existing bike / pedestrian network
 - Enhancing Transit Access



SCHEDULE

<i>Task Milestone</i>	<i>Planned Start Date (MM/DD/YYYY)</i>	<i>Planned Completion Date (MM/DD/YYYY)</i>	<i>Meeting Type</i>
NTP Phase 2 (Study Phase)	3/17/2025	3/24/2025	N/A
Data Collection	4/1/2025	4/25/2025	N/A
Initial Public Engagement (PublicInput.com)	5/9/2025	5/23/2025	Virtual
Existing Condition Calibration Memo	4/25/2025	7/18/2025	N/A
Existing Conditions Report	5/9/2025	8/1/2025	N/A
Traffic Forecasting Memorandum	7/18/2025	8/15/2025	N/A
Preliminary Alternatives Review Meeting	9/5/2025	9/5/2025	Virtual
Preliminary Alternatives Screening Process (external within Stakeholder group)	9/8/2025	9/26/2025	N/A
Advanced Alternatives Review Meeting	10/6/2025	10/6/2025	Virtual
Refine Advanced Alternatives based on Stakeholder feedback	10/6/2025	11/14/2025	N/A
Detailed Concepts Meeting	11/14/2025	11/14/2025	Virtual
Concepts Public Engagement (PublicInput.com)	1/5/2026	2/6/2026	Virtual
Preferred Alternatives Selection Meeting	2/20/2026	2/20/2026	Virtual
Smart Scale Application Process	3/1/2026	8/1/2026	N/A
Draft Report	3/1/2026	5/15/2026	N/A
Final Report	6/12/2026	8/1/2026	N/A
Study Closeout Checklist	8/1/2026	8/28/2026	N/A



Schedule may be extended
based on stakeholder feedback



STUDY CONTACTS

VDOT District Contact

Chuck Proctor

charles.proctor@vdot.virginia.gov

VDOT District Contact

Sandy Shackelford

sandy.shackelford@vdot.virginia.gov



KICKOFF MEETING CULPEPER DISTRICT

8