



Charlottesville-Albemarle
Metropolitan Planning Organization (CA-MPO)
MPO Policy Board
Wednesday, December 17, 2025, at 4:00 pm
Virtual-Only Meeting

AGENDA

Policy Board Members and Guests – Join Zoom Meeting:

<https://us02web.zoom.us/j/82602538512>

Meeting ID: 826 0253 8512 and **Dial in** 1-301-715-8592

† Times are approximate

* Requires a vote of the Board

Item	Description	Time†
1	Call to Order a. Call to Order, Roll Call – <i>Chair Gallaway & Sarah Simba</i> b. Read Electronic Meeting Notice – <i>Sarah Simba</i>	4:00 – 4:05
2	Matters from the Public – Chair Gallaway Members of the public are welcome to provide comments on any transportation-related topic, including the items listed on this agenda (<i>limit three minutes per speaker</i>)	4:05 – 4:10
3	*Consent Agenda – Chair Gallaway a. *Review and Acceptance of the Agenda b. *Approval of the Draft October 22, 2025, Meeting Minutes c. *Regional Transit Partnership Dissolution	4:10 – 4:15
4	*New Business – Chair Gallaway a. Statewide Transportation Funding i. Presentation – Transportation Funding in Virginia – <i>Stacy Londrey</i> ii. Handout – Virginia Transportation Allocation Distribution iii. Handout – Virginia Transportation Revenue b. *SMART SCALE Round 7 Project Locations i. Presentation – <i>Sandy Shackelford</i> ii. Staff memo	4:15 – 5:00 5:00 – 5:40
5	Staff Updates – Chair Gallaway a. Informational Items and Staff Updates – <i>Taylor Jenkins</i>	5:40 – 5:45
6	Other Business – Chair Gallaway a. Roundtable Updates b. 2026 Meeting Schedule – <i>Fourth Wednesday of every other month at 4:00pm</i> i. February 25, 2026 ii. April 22, 2026 iii. June 24, 2026 iv. August 26, 2026 v. October 28, 2026 vi. December 23, 2026	5:45 – 5:55
7	Additional Matters from the Public – Chair Gallaway Members of the public are welcome to provide additional comments on any transportation-related topic, including the items listed on this agenda (<i>limit of 3 minutes per speaker</i>)	5:55 – 6:00
8	Adjourn – Chair Gallaway a. Next Meeting – February 25, 2026, at 4:00pm	6:00 pm



**Charlottesville-Albemarle
Metropolitan Planning Organization (CA-MPO)
MPO Policy Board**
Wednesday, December 17, 2025, at 4:00 pm
Virtual-Only Meeting

VOTING MEMBERS
Chair: Ned Gallaway, Albemarle County Board of Supervisors
Vice-Chair: Natalie Oschrin, 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 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

NOTICE OF ELECTRONIC MEETING

This meeting of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Policy Board is being held pursuant to Code of Virginia Subsection C of § 2.2-3708.3, which allows a public body to hold all-virtual public meetings. The meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public. The method for holding this meeting shall not change unless a new meeting notice is provided. Should the electronic transmission fail, you may reach out to the TJPDC at tjenkins@tjpdc.org.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda. The meeting is held pursuant to the Remote Electronic Participation and All-Virtual Meeting Policy as adopted by the Policy Board on August 27, 2025. The meeting minutes will reflect that the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held.

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



Regional Vision • Collaborative Leadership • Professional Service

MPO Policy Board Meeting

Minutes, October 22, 2025

DRAFT

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

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 *	x
Natalie Oschrin, Charlottesville	x	Sarah Simba, TJPDC	x
Sean Nelson, VDOT		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	Michael Barnes, Albemarle County	x
Julia Monteith, UVA	x	Ben Chambers, City of Charlottesville	x
Garland Williams, CAT		Sean Tubbs *	x
Steven Minor FHWA		Paul Grady	x
Daniel Koenig, FTA *	x	Donna Chen, MPO Tech	
Sarah Medley, CTAC		Neil Williamson *	x
Chuck Proctor, VDOT *	x	Jen Fleischer *	x
Mitch Huber, DRPT *	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 Chair, Ned Gallaway, presided and called the meeting to order at 4:30 p.m. Sarah Simba called roll.

2. MATTERS FROM THE PUBLIC (MINUTE 2:00)

Comments from the Public: None.

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

3. GENERAL ADMINISTRATION (MINUTE 2:12)

Approval of the Agenda

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



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

Approval of August 27, 2025 Meeting Minutes

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

4. NEW BUSINESS (MINUTE 2:57)

CA-MPO FY24-27 Transportation Improvement Program (TIP)

TIP Amendment #12: TJPDC03 – Operating Assistance and TIP Amendment #13: Autism Sanctuary

Taylor Jenkins while the Policy Board's previous actions stand, the public needs to have an opportunity to comment.

Public Hearing

No comments.

Motion/Action: Brian Pinkston made a motion to approve TIP Amendment #12. Ann Mallek seconded, and the motion passed unanimously.

Motion/Action: Ann Mallek moved to approve the TIP Amendment #13. Brian Pinkston seconded, and the motion passed unanimously.

TIP Adjustments: CAT and Autism Sanctuary

Ms. Jenkins said they are working with the local jurisdiction staff and will have an updated TIP guidance document for any adjustments in the near future. There will be a presentation on this at the next meeting.

SMART SCALE Round 7 (Minute 6:30)

Sandy Shackelford gave a background on the reasons for considering the projects they have for Smart Scale Round 7. She shared a “decision flow chart” to identify the suggested applications. She shared the CA-MPO VTRANS priority needs with Priorities 1 – 4. VTRANS is the first part of the prioritization process.

The second part of the prioritization process is for projects that are either considered High Priority Program (HPP) which funds projects of statewide/regional significance, or District Grant Program (DGP) which funds projects of local significance.

Ms. Shackelford described the features required for HPP eligibility. She noted that all projects require a safety plan, concept sketch and a cost estimate.

She noted that the pre-applications will open on March 2, 2026.

There was a question-and-answer session in the middle of the presentation. There was some clarification about the project applications and their eligibility.

Mr. Gallaway asked if there is a change in governorship, would there be a change in scoring or the weighted system or HPP requirements. The answer was “no” because the requirements will be in place before any leadership change.

Mr. Gallaway asked for a full presentation on how the state funds Smart Scale, which VDOT confirmed they could do.

Ms. Shackelford continued with the project scoring process. There are six factors they consider: safety, congestion mitigation, accessibility, land use, economic development, and environmental quality.

Ms. Shackelford noted that maintenance programs get funded first, said the supplemental fuels tax introduced in 2020 is fully phased in, and noted that VDOT anticipates similar funding levels to what was available in Round 6.

She continued with the project cost and benefit takeaways from Round 6.

Given all the information presented, Ms. Shackelford presented the HPP eligible projects:

1. Old Ivy Road Ramp Extension
2. NB 29/250 Bypass Ramp to Barracks Road (option 1)
3. NB 29/250 Bypass Ramp to Barracks Road (option 2)

It was recommended by Ms. Jenkins to delay making a decision so as to get additional information on the projects presented.

Mr. Gallaway expressed his frustration with applying for smaller projects and needing larger projects. He said he sees a lot of money spent on the small pieces of the larger projects that may take “30 years” to get the projects completed. He said he is frustrated with the state-level funding for transportation.

Brian Pinkston left the meeting at 5:33 p.m.

5. INFORMATIONAL AND DISCUSSION ITEMS (MINUTE 1:08:00)

CA-MPO Citizens Transportation Advisory Committee

Mr. Gallaway gave a brief background on the presentation at the last meeting. He said there will need to be a decision about whether to only convene the CTAC members during the Long-Range Transportation Plan. Mr. Gallaway said it will be important to touch base with the Chair and Vice Chair and meet with them before the next Policy Board meeting. He asked to invite them to the next Policy Board meeting and that the decision should be made then.

Regional Transit Partnership (RTP) and CARTA Transition

Taylor Jenkins gave a background on RTP and its purpose to get it to a Regional Transit Authority. She covered the significant projects completed through the RTP and noted that it is time to dissolve the RTP in December 2025. Ms. Jacobs noted that the MOU will be brought before the PDC Board for their approval.

6. VDOT UPDATE ON PROJECTS (MINUTE 1:17:35)

Pipeline

Chuck Proctor gave a presentation on the Culpeper District projects, US29 from I-64 interchange (Exit 118) to Fontaine Avenue interchange, and 5th Street from Pinehurst Court to Harris Road. He proceeded to review the study facts, a summary of the needs identified through public outreach, and a safety summary of both projects.

STARS

Mr. Proctor reviewed the STARS studies that include US29 Corridor: Hydraulic Rd to Woodbrook Rd, and US29/250 Bypass Interchange with Emmet Street. He presented an overview of preliminary ideas at Seminole Court to Branchlands Boulevard. He reviewed the alternative development at Fashion Square Drive to

Woodbrook Drive. He continued by sharing the alternative development at the US250 Bypass interchange study area.

He shared the US29 high frequency/high-capacity transit service feasibility components. The task deliverables would be corridor-level description of potential high-frequency and/or high-capacity service option on US29 and parallel corridors, and evaluation for all transportation alternatives for compatibility with future transit options.

Mr. Proctor reviewed the next steps and the schedule.

Julia Monteith left the meeting at 6:05 p.m.

7. STAFF UPDATES (MINUTE)

Safe Streets and Roads for All (SS4A)

Taylor Jenkins said they have officially closed out the SS4A grant, and they are doing the wrap up with invoicing, a video, etc. and staff are waiting for final approval. Ms. Jacobs said the MPO can submit applications for implementation of the results if the jurisdictions so choose.

CA-MPO and SAW-MPO Joint Meeting

Ms. Jenkins thanked everyone who came to the meeting.

RAISE/BUILD Grant Application Update

Taylor Jenkins said there was a debrief meeting on why the project was not funded. Ms. Jenkins gave details on the awards that were given. She said the overall merit criteria were scored high. There was a medium grade given for innovation. It was recommended to re-submit the project in future years.

Travel Demand Management Study

Ms. Jenkins gave an update on the TDM study stating that staff are working on pulling together previous plans reviewing regional existing efforts, collecting census data, the Wahoo Commute program data from UVA, and the bike/scooter data.

Alternate Dates for the Regular Policy Board Meeting Date

Mr. Gallaway noted that the alternative dates for the December meeting are December 10th or the 17th. There is a conflict with Albemarle County on the 10th, so the preference is for the 17th. It will be an all-virtual meeting at 4:00 p.m. The meetings will be pushed back to 4:00 p.m. for the meetings moving forward. The meeting schedule will be proposed for Calendar year 2026 at the next meeting.

8. ROUNDTABLE UPDATES (MINUTE 1:48:13)

Jason Espie said Jaunt hit its 50th year anniversary in September 2025. They will be embarking on some celebrations in the next year. He reported that Mike Murphy will be presenting to City Council in November.

Mitch Huber said to meet with DRPT by the end of October for Smart Scale if there are any transit primary applications for Smart Scale. He reported that November 19 is the webinar for grantees. They will be sending invites for that in the coming weeks.

Mr. Huber said DRPT is meeting with MPOs for the coordination of the next STIP cycle, which includes TIPs as well, for the FY27-30. He said the statewide rail plan will be kicking off early next year. He said the 2025 Coordinated Human Services Mobility (CHSM) plan update should be complete by the end of the year.

Mr. Huber also shared that the NOFO for inner-city passenger rail apps are due by January 7, 2026. He noted that this round includes crossings.

Stacey Londrey said the Hydraulic bundle is at the punch list stage. There will be a ribbon cutting on November 15 at 10 a.m. She said the Fontaine bundle received technical proposal earlier this month. VDOT will be taking the package to CTB on December 10. She reported that the Exit 107 Park and Ride is set for spring construction.

Ben Chambers said the Rivanna Trail festival was celebrated at the end of September. He said the City completed the Rugby Avenue shared-use path. He reported that the City's lawsuit related to zoning code is settled and will generate some transportation work. He noted that 2026 will be a big year for starting of a lot of big construction projects and staff will have to determine how to make them all work cohesively.

Michael Barnes said there is a lot of work with the STARS and Pipeline studies. There are also several revenue-sharing projects that they are working on as well. He reported that the Three Notch'd Trail study is also ongoing. He also reported that the comprehensive plan has been approved.

Christine Jacobs summarized the requests from the Board mentioned at this meeting. She also noted that the PDC board has approved building improvements. The renovations will be happening sometime in the near future and if it is in December, the meeting is already virtual.

9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 2:02:03)

Paul Grady, citizen just outside of Crozet, said when the section of the 250 bypass was repaved, he watched a car drive down the ramp, drive on the shoulder all the way to Barracks Road. He said, "You are already planning to extend the ramp to Leonard Sandridge Road, why not make it a third lane all the way to Barracks?"

He also said he hopes CTAC is not disbanded. He has several ideas he would like to present to the committee.

Peter Krebs, Piedmont Environmental Council, said the transportation paradigm in the US29 Corridor is about to change. He said the MPO needs to be thinking about 29 not only as a regional connector, but something that has major employment at the north and the south end of the County. He said CARTA will be working through the implications of that, but he noted that VDOT needs to be aware of it and be on board with the solutions for it.

The meeting was adjourned at 6:37 p.m.

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



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

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

PARTIES TO AGREEMENT:

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

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

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

PERIOD OF AGREEMENT:

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

FUNDING:

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

ROLES AND RESPONSIBILITIES

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

TJPDC will:

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

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

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- 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

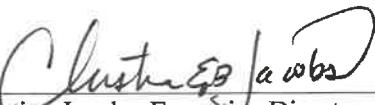
Date

City of Charlottesville

Samuel Sanders, Jr., City Manager

Date

Thomas Jefferson Planning District Commission


Christine Jacobs, Executive Director

Date

11.9.25



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Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization
PO Box 1505
Charlottesville, VA 22902

November 6, 2025

Dear Chair Gallaway and Members of Charlottesville-Albemarle Metropolitan Planning Organization:

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

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

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

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

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

According to **Article 6 – Amendments:**

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

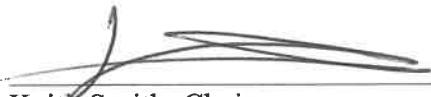
Pursuant to Article 6, the TJPDC is requesting action from [Board/Agency] to concur with formally dissolving the Regional Transit Partnership.

[City of Charlottesville](#) [Albemarle County](#) [Fluvanna County](#) [Greene County](#) [Louisa County](#) [Nelson County](#)

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

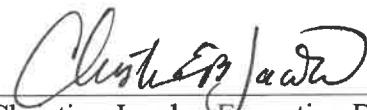
Sincerely,



Keith Smith, Chair
Thomas Jefferson Planning District Commission

11-6-2025

Date



Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

11/9/25

Date

Attachments:

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

CC:

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



**Charlottesville-Albemarle Metropolitan Planning Organization
of the Thomas Jefferson Planning District Commission**
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**MEMORANDUM OF UNDERSTANDING
ON THE JEFFERSON AREA
REGIONAL TRANSIT PARTNERSHIP (RTP)**

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

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

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

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

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

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

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

**Article 1
Staffing, Funding and Boundaries**

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

**Article 2
Function and Authority**

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

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

Article 3

Membership and Voting Structure

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

Voting membership includes *eight* representatives, including:

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

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

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

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

Article 4

Meeting Schedule and Bylaws

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

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

Article 5

Deliverables and Roles

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

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

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

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

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

Specific deliverables include but are not limited to

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

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

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

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

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

Análise

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

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

Michael Payne,
Chair
Charlottesville-

WITNESS BY Chatur 23 Jan

WITNESS BY

WITNESS BY

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Article 6 Amendments

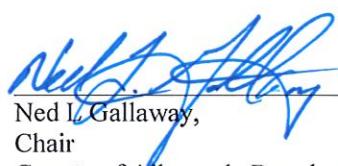
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Michael Payne,
Chair
Charlottesville-Albemarle Metropolitan Planning Organization



WITNESS BY 

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

WITNESS BY _____

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

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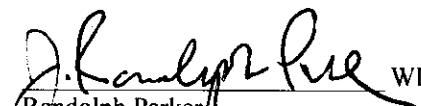
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City of Charlottesville, and on behalf of the Charlottesville Transit Service



Randolph Parker
President
Jaunt, Inc.

WITNESS BY 

Dale Herring,
Chair
Thomas Jefferson Planning District Commission

WITNESS BY _____

Jennifer Wagner Davis,
EVP-COO
University of Virginia

WITNESS BY _____

Randolph Parker,
President
Jaunt, Inc.

Dale Herring WITNESS BY Chaturajan
Dale Herring,
Chair
Thomas Jefferson Planning District Commission

WITNESS BY _____

Jennifer Wagner Davis,
EVP-COO
University of Virginia

WITNESS BY _____

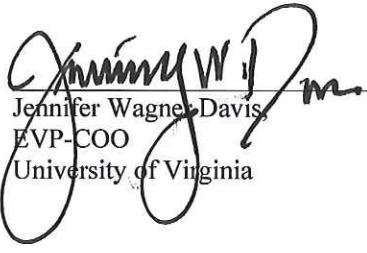
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Jaunt, Inc.

WITNESS BY _____

Dale Herring,
Chair
Thomas Jefferson Planning District Commission

WITNESS BY _____

Jennifer Wagner Davis,
EVP-COO
University of Virginia



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

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

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

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

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

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

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

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

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

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



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

Signatures:

A handwritten signature in black ink, appearing to read "Keith Smith".

Keith Smith, Chair
Thomas Jefferson Planning District Commission

11-6-25

Date

WITNESS BY A handwritten signature in black ink, appearing to read "Christopher Jackson".

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning
Organization

Date

WITNESS BY _____

Jim Andrews, Chair
Albemarle County Board of Supervisors

Date

WITNESS BY _____

Brad Burdette, President
Jaunt, Inc.

Date

WITNESS BY _____

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

Date

WITNESS BY _____

Jennifer Wagner Davis, EVP-COO
University of Virginia

Date

WITNESS BY _____



TRANSPORTATION FUNDING IN VIRGINIA

| Stacy Londrey

December 17, 2025

Overview

- **How projects are funded**
- **Transportation revenue sources**
- **Funding programs and allocations**



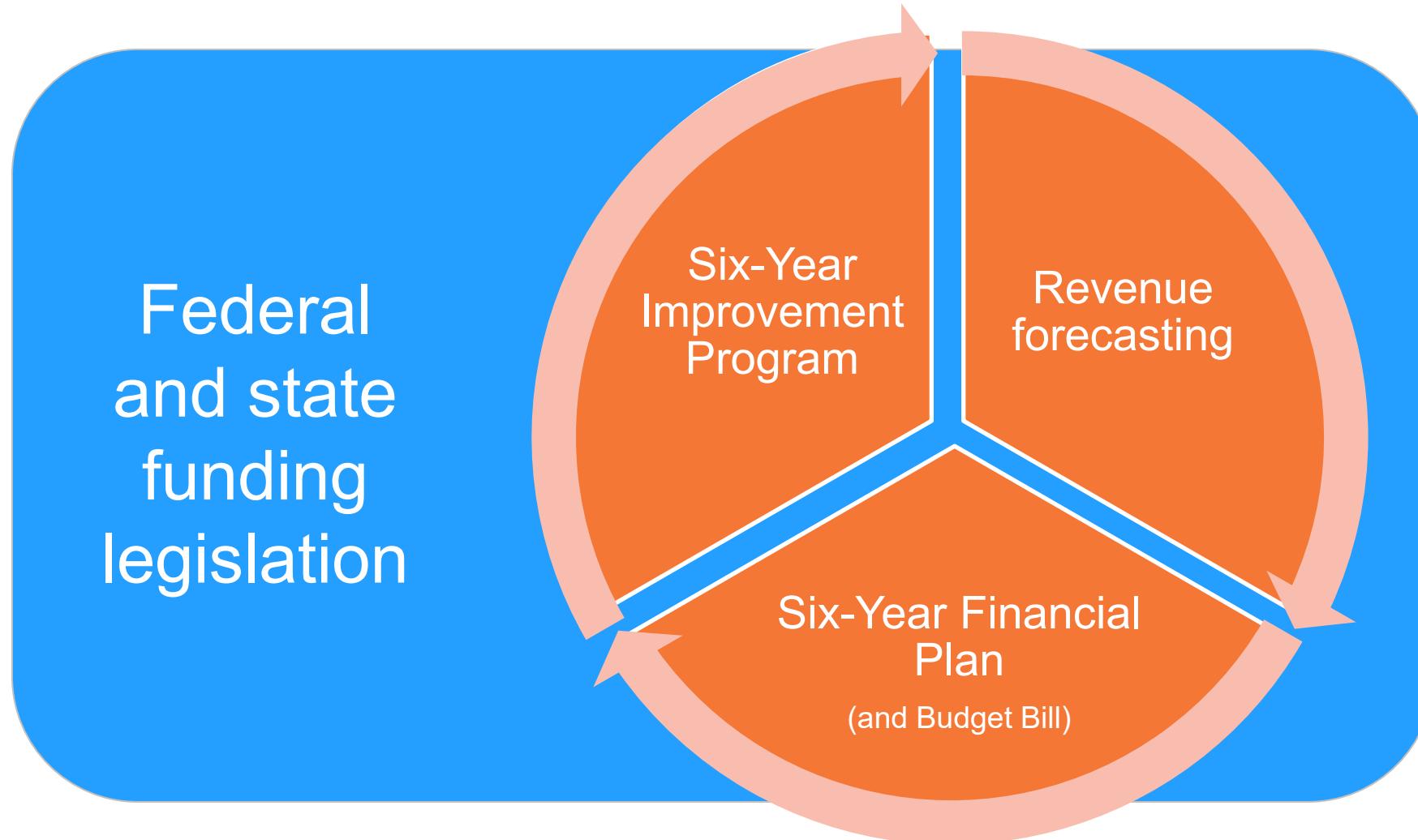
How projects are funded

Process overview

Timeline

Roles & responsibilities

Funding process overview



Revenue forecasting

Federal revenue

- **Federal estimates are computed by VDOT based on federal apportionment tables provided by U.S. DOT**

State revenue

- **Six-year transportation revenue estimates are provided by the Department of Taxation each November**

Six-Year Financial Plan

**Identifies planned funding for allocation to Highways,
Transit, Ports and Aviation**

Approved annually by Commonwealth Transportation Board

- Staff presents draft plan in April; final version approved in June; takes effect July 1

Funding philosophy

- First priority is maintaining existing infrastructure
- Then, other operating programs and needs are funded
- Remaining funding is distributed for construction

Six-Year Improvement Program

Outlines planned spending for construction projects for the next six years

Approved annually by Commonwealth Transportation Board

- Staff presents draft plan in April; final version approved in June; takes effect July 1

Includes projects selected through prioritization processes laid out in CTB policy

Transportation revenue

Federal funding

State taxes and fees

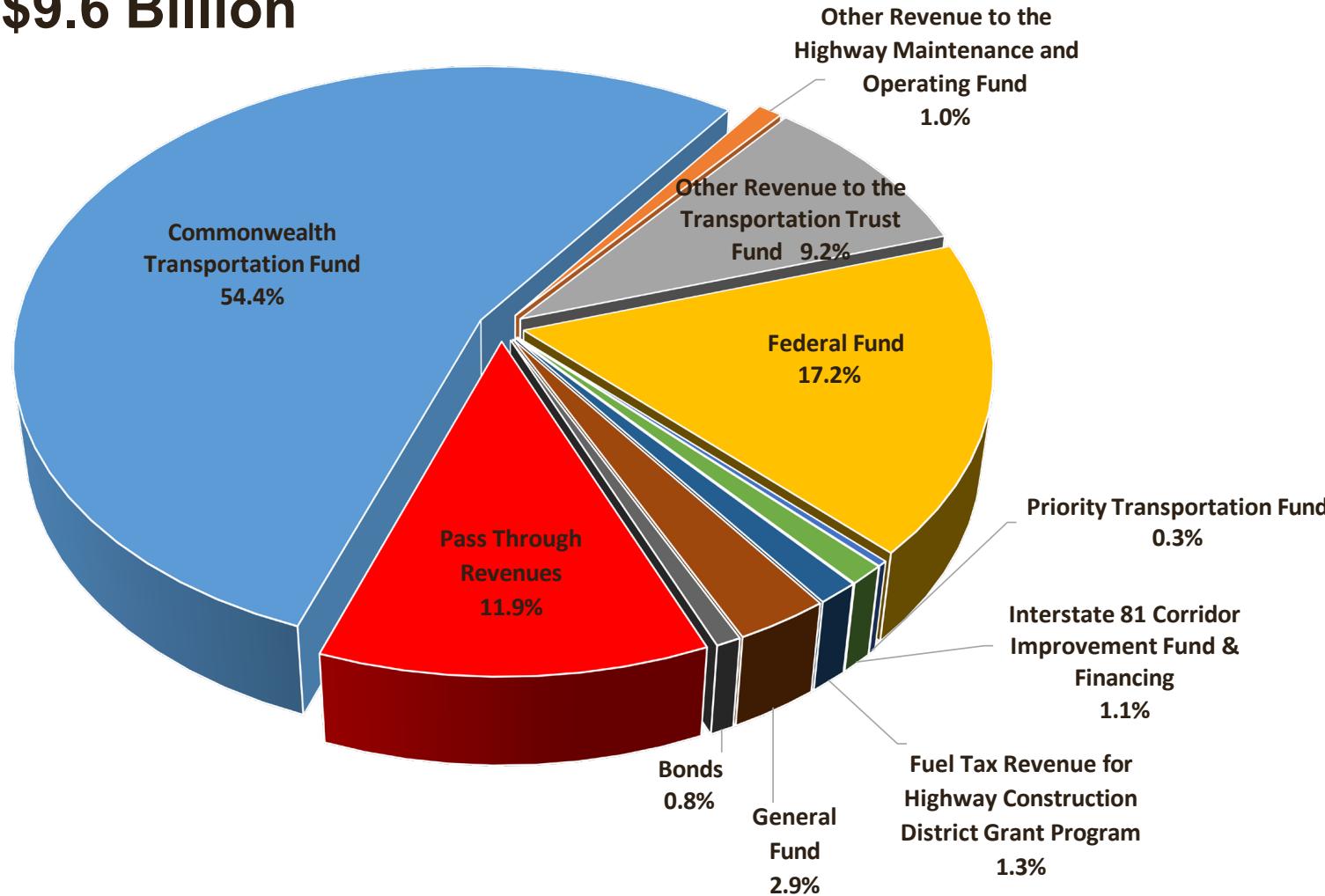
Toll collections

Bond programs

Regional revenue sources

Revenues in FY2026

\$9.6 Billion



Major State Revenues

International Registration Plan \$15 per trip	Motor Vehicle License Fees Base car: \$20.75 CTF Share	Tax on Motor Fuels 26.2 cents/gallon + CPI in future years — Gasoline 27.0 cents/gallon + CPI in future years — Diesel	Highway Use Fee Fuel Economy	Motor Vehicle Sales and Use Tax 4.15%	Retail Sales and Use Tax 0.5% + 0.3% + 0.1% GF transfer	Recordation Taxes 3 of the 25 cents per \$100	Motor Vehicle Rental Tax 75% CTF 25% WMATA Capital Fund	Insurance Premium Taxes 1/3
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Commonwealth Transportation Fund

\$80 million (FY 2023) + inflation annually
Special Structures Fund

\$80 million
Support for Route 58/Northern Virginia Transportation District and NVTA

51%
Highway Maintenance and Operating Fund (HMOF)

49%
Transportation Trust Fund (TTF) for Distribution

Commonwealth Transportation Fund (CTF)
Major Transportation Revenues

A

B

Regional Revenues

Interstate 81 Corridor Improvement Fund	Regional WMATA Capital Fee \$0.15 per \$100	Washington Metropolitan Area Transit Authority (WMATA) Capital Fund
Special Fund Account for the Highway Construction District Grant Program	Regional Congestion Relief Fee \$0.05 per \$100 through 4/30/2021; \$0.10 thereafter	Northern Virginia Localities
	Transient Occupancy Tax 2%: 3% on 5/1/2021	Northern Virginia Transportation Authority Fund
	Sales Tax on Motor Fuels 7.6 cents/gallon gasoline 7.7 cents/gallon diesel	Hampton Roads Transportation Fund
	Local Retail Sales Tax 0.7%	Central Virginia Transportation Fund

Bond Programs

Special Structures Bonds

Created through SB 1082 (2025)
Usage begins FY2028

Federal Transportation Grant Anticipation Revenue Notes (GARVEE Bonds)

Financing for Specific Federal-Aid Project

Transportation Revenue Bonds

Route 58
Northern Virginia Transportation District

Transportation Revenue Bonds

Interstate 81

Federal Revenue

Federal Highway

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBGP)
- Congestion Mitigation and Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)
- National Highway Freight Program
- State Planning & Research
- Metropolitan Planning
- Rail-Highway Crossings

Federal Transit

- Metropolitan Planning
- Statewide Planning
- Small Urban Areas Program
- Enhanced Mobility of Seniors & Individuals with Disabilities
- Rural Areas
- Jobs Access & Reverse Commute Program
- New Freedom Program

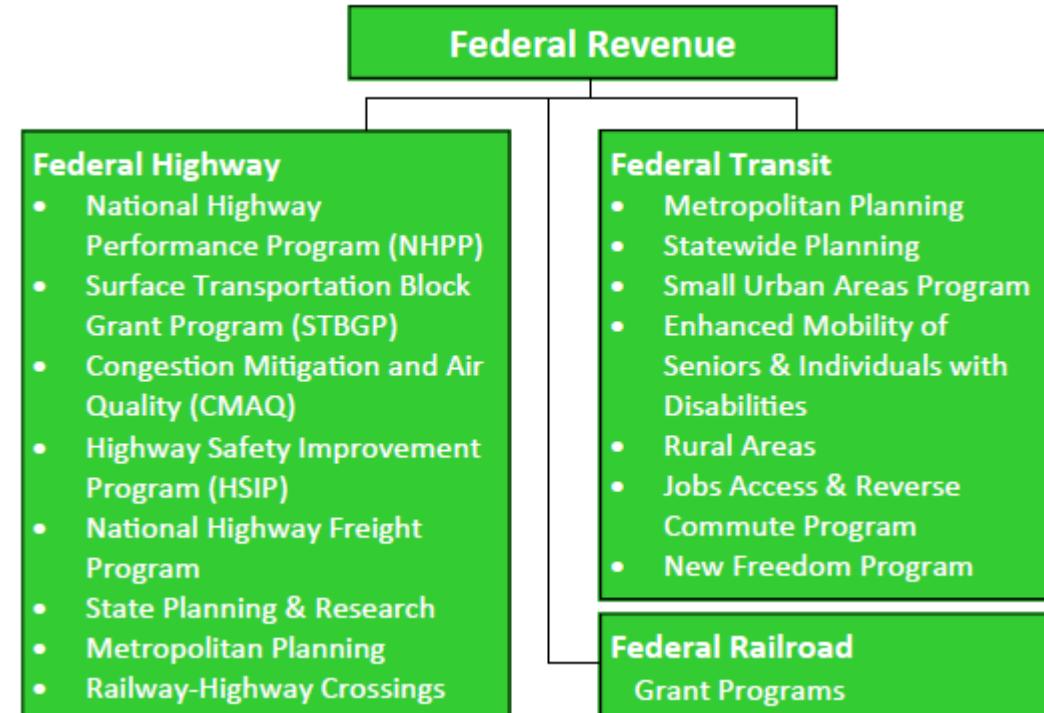
Federal Railroad Grant Programs

Federal Revenue

Majority comes from the Highway Trust Fund, which includes federal fuels tax and truck and heavy vehicle fees

Distributed based on the current surface transportation authorization act — IIJA/BIL

- Includes both apportioned funding and allocations



FY2026 Estimate
\$1.7B

Major State Revenues

International Registration Plan \$15 per trip	Motor Vehicle License Fees Base car: \$20.75 CTF Share	Tax on Motor Fuels 26.2 cents/gallon + CPI in future years — Gasoline 27.0 cents/gallon + CPI in future years — Diesel	Highway Use Fee Fuel Economy	Motor Vehicle Sales and Use Tax 4.15%	Retail Sales and Use Tax 0.5% + 0.3% + 0.1% GF transfer	Recordation Taxes 3 of the 25 cents per \$100	Motor Vehicle Rental Tax 75% CTF 25% to WMATA Capital Fund	Insurance Premium Taxes 1/3
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Bond Programs

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Route 58
Northern Virginia Transportation District

Transportation Revenue Bonds

Interstate 81

Federal Highway

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- State Planning & Research
- Metropolitan Planning
- Railway-Highway Crossings

Federal Revenue

Federal Transit

- Metropolitan Planning
- Statewide Planning
- Small Urban Areas Program
- Enhanced Mobility of Seniors & Individuals with Disabilities
- Rural Areas
- Jobs Access & Reverse Commute Program
- New Freedom Program

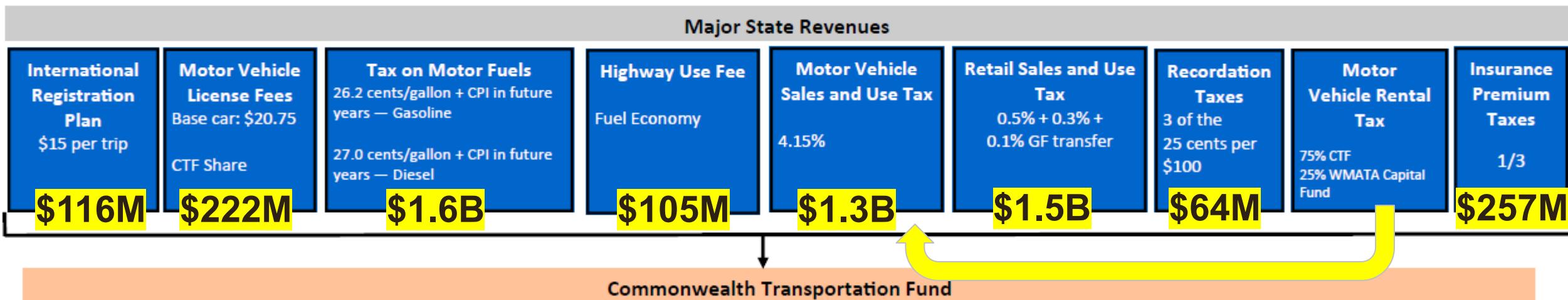
Federal Railroad Grant Programs

Major State Revenues

Code of Virginia establishes:

- Types and amounts of taxes and fees
- How they are used

FY2026 Estimates



Other State Revenues – Tolling

Tolls are currently collected on three facilities:

- **I-66 Express Lanes – Northern Virginia District**
- **I-64 Express Lanes – Hampton Roads District**
- **Powhite Parkway – Richmond District – ends December 2026**

FY2026 Estimate
\$92.5M

Major State Revenues

International Registration Plan \$15 per trip	Motor Vehicle License Fees Base car: \$20.75 CTF Share	Tax on Motor Fuels 26.2 cents/gallon + CPI in future years — Gasoline 27.0 cents/gallon + CPI in future years — Diesel	Highway Use Fee Fuel Economy	Motor Vehicle Sales and Use Tax 4.15%	Retail Sales and Use Tax 0.5% + 0.3% + 0.1% GF transfer	Recordation Taxes 3 of the 25 cents per \$100	Motor Vehicle Rental Tax 75% CTF 25% WMATA Capital Fund	Insurance Premium Taxes 1/3
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2%: 3% on 5/1/2021

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Local Retail Sales Tax
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Washington Metropolitan Area Transit Authority (WMATA) Capital Fund

Northern Virginia Localities

Northern Virginia Transportation Authority Fund

Hampton Roads Transportation Fund

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Special Fund Account for the Highway Construction District Grant Program

Bond Programs

Special Structures Bonds
Created through SB 1082 (2025)
Usage begins FY2028

Federal Transportation Grant Anticipation Revenue Notes (GARVEE Bonds)
Financing for Specific Federal-Aid Projects

Transportation Revenue Bonds
Route 58
Northern Virginia Transportation District

Transportation Revenue Bonds
Interstate 81

Federal Revenue

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- Metropolitan Planning
- Railway-Highway Crossings

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- Statewide Planning
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- Rural Areas
- Jobs Access & Reverse Commute Program
- New Freedom Program

Federal Railroad Grant Programs

Other State Revenues – Bond Programs

Bond Programs

Special Structures Bonds

Created through SB 1082 (2025)

Usage begins FY2028

Federal Transportation Grant

Anticipation Revenue Notes (GARVEE Bonds)

Financing for Specific Federal-Aid Projects

Transportation Revenue Bonds

Route 58

Northern Virginia Transportation District

Transportation Revenue Bonds

Interstate 81

**Bonds are issued as needed
to support specific projects
or programs**

**Authorization is granted by
the General Assembly**

**Bond sales are approved by
the CTB and Virginia's
Treasury Board**

**FY2026 Estimate
\$74M**

Major State Revenues

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Federal Revenue

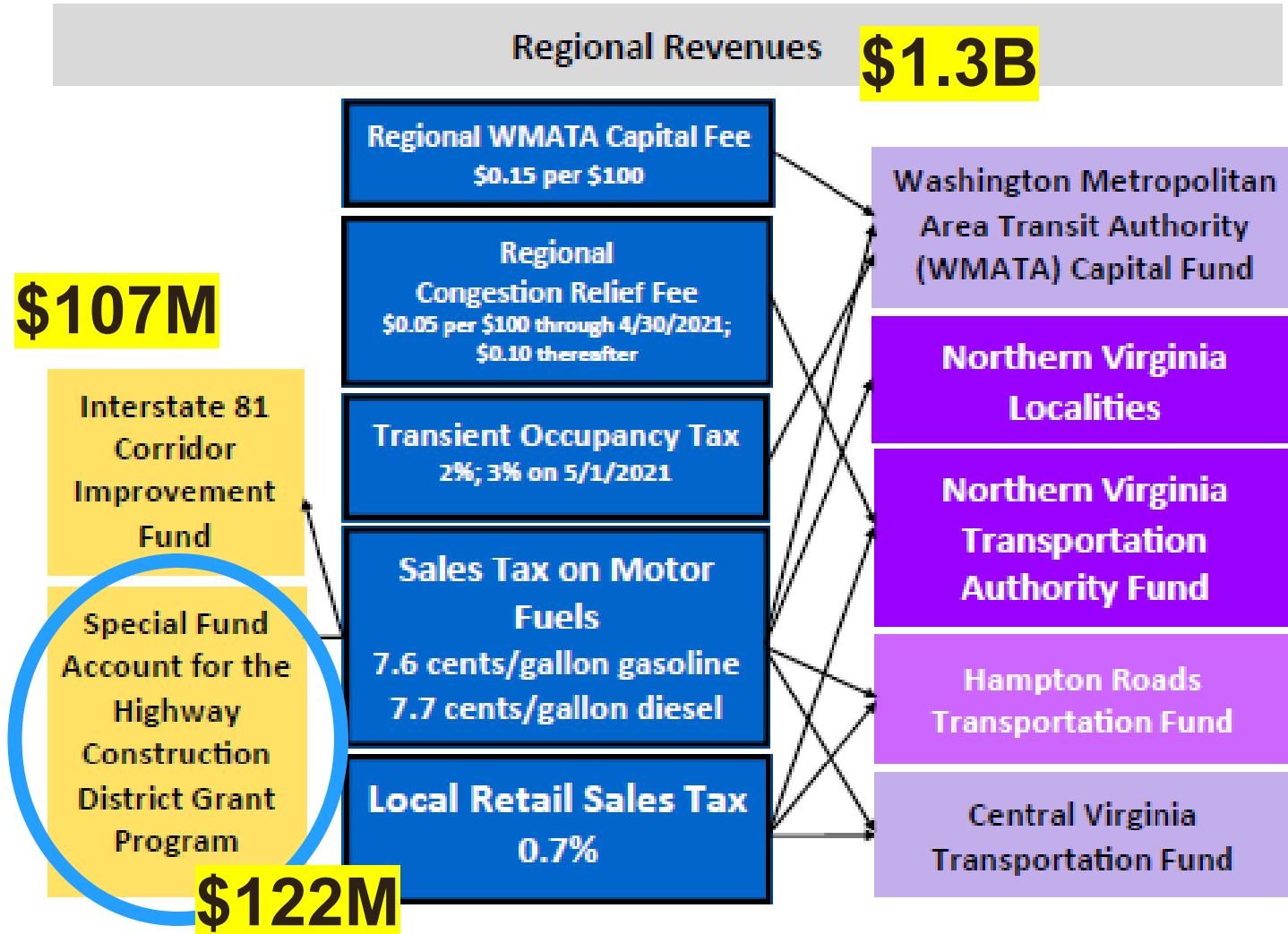
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Federal Railroad Grant Programs

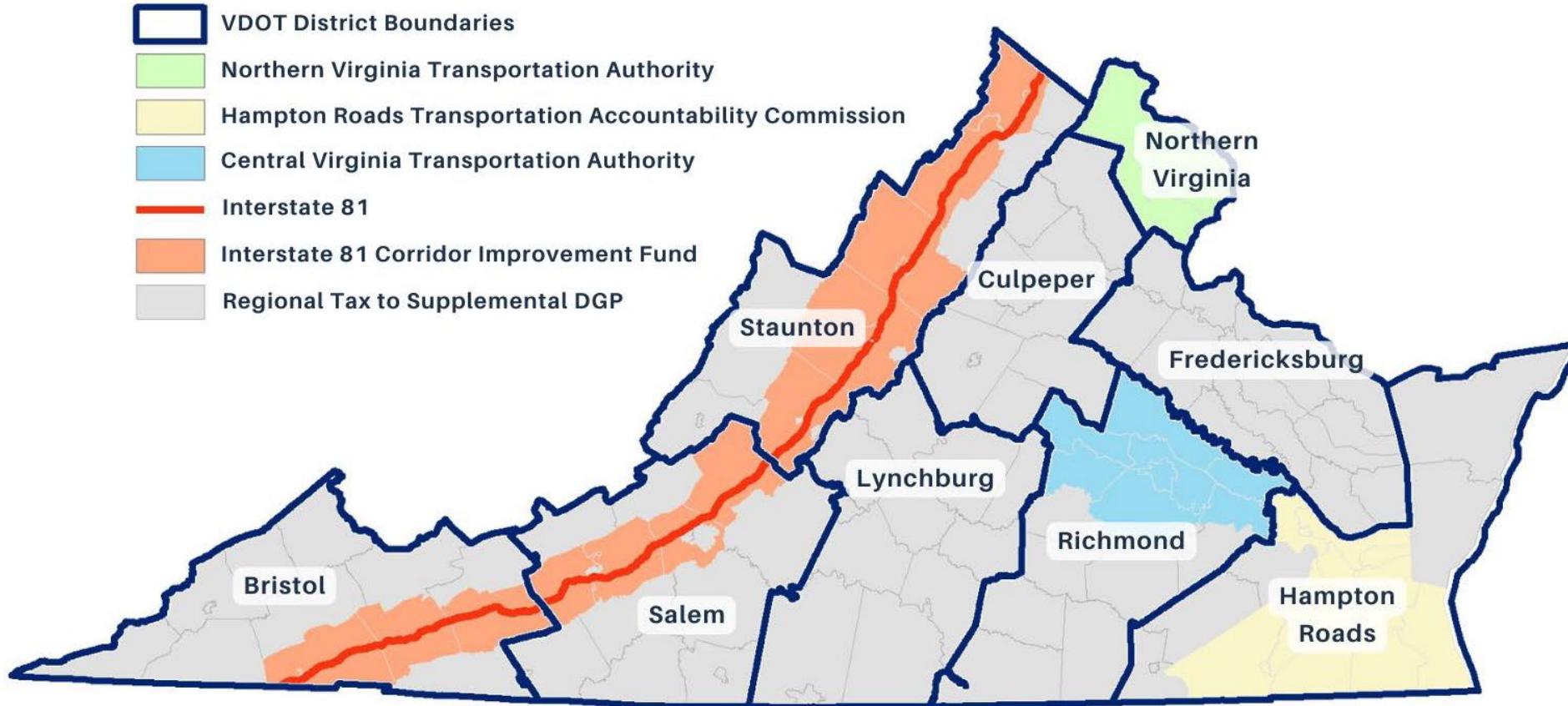


Most regional revenues are pass-throughs

Regional fuels tax

- Goes to transportation authorities and to I-81
- In all other localities, including all of Culpeper District, revenue is for “Supplemental DGP”

Regional fuels tax – HB 1414 (2020)

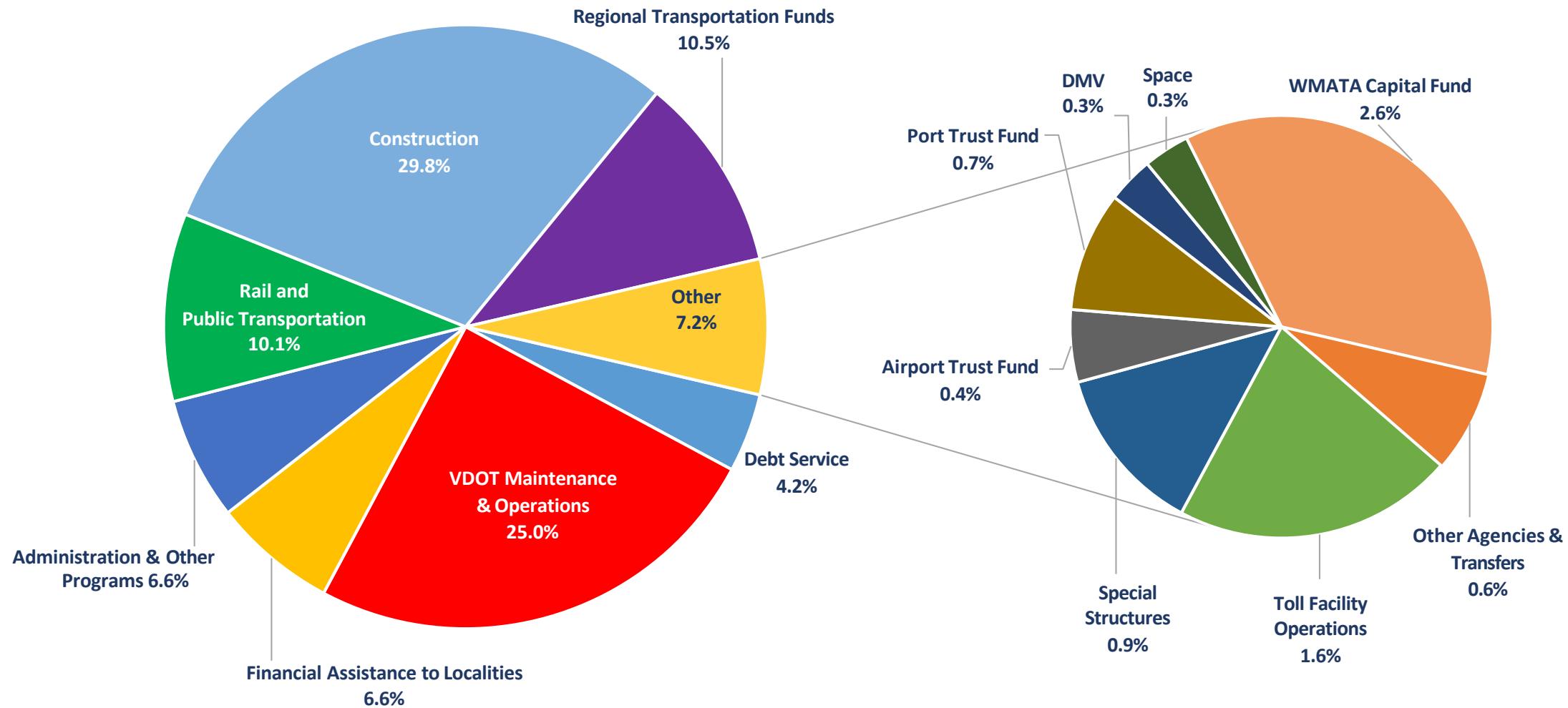


The regional fuels tax funding the Supplemental District Grant is collected in all areas of the Commonwealth where it is not already imposed (shown in the gray areas).

Allocations

Funding distribution across programs
Intended uses

Allocations in FY2026



Major State Revenues

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Hampton Roads Transportation Fund

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Special Fund Account for the Highway Construction District Grant Program

Bond Programs

Special Structures Bonds
Created through SB 1082 (2025)
Usage begins FY2028

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Financing for Specific Federal-Aid Projects

Transportation Revenue Bonds
Route 58
Northern Virginia Transportation District

Transportation Revenue Bonds
Interstate 81

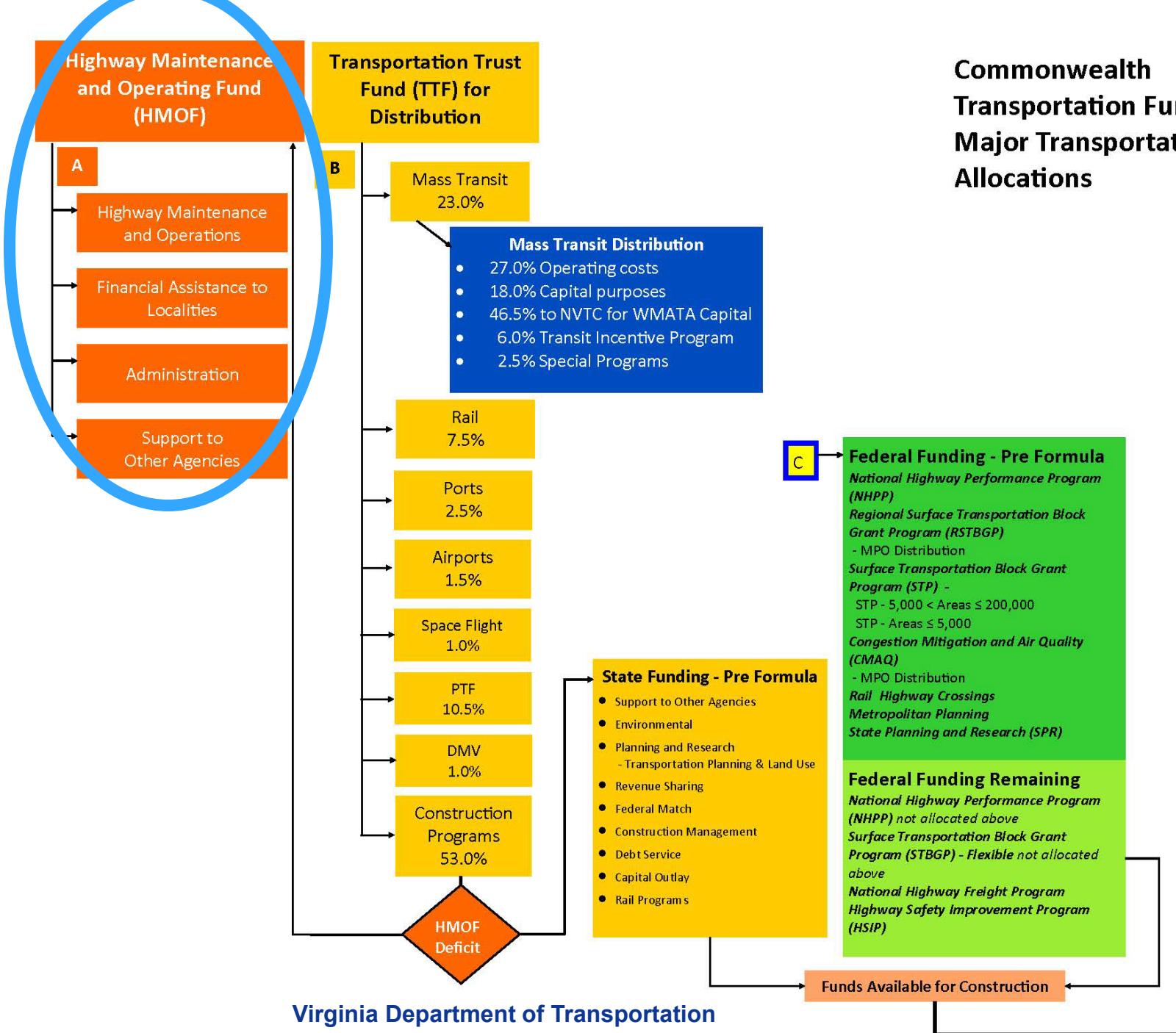
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- State Planning & Research
- Metropolitan Planning
- Railway-Highway Crossings

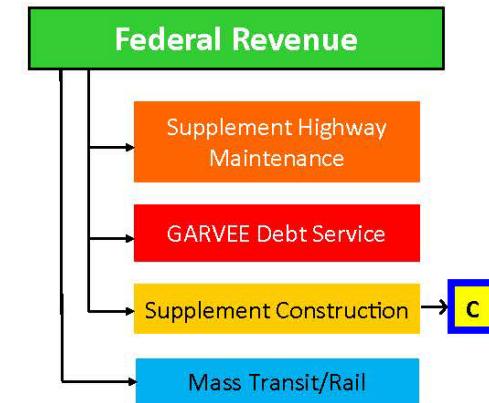
Federal Transit

- Metropolitan Planning
- Statewide Planning
- Small Urban Areas Program
- Enhanced Mobility of Seniors & Individuals with Disabilities
- Rural Areas
- Jobs Access & Reverse Commute Program
- New Freedom Program

Federal Railroad Grant Programs



Commonwealth Transportation Fund (CTF) Major Transportation Allocations



§ 33.2-358. Allocation of funds to programs.

- State of Good Repair Purposes 30.0%
- High-Priority Projects Program 20.0%
- Highway Construction District Grant Program 20.0%
- Interstate Operations and Enhancement Program 20.0%
- Virginia Highway Safety Improvement Program 10.0%

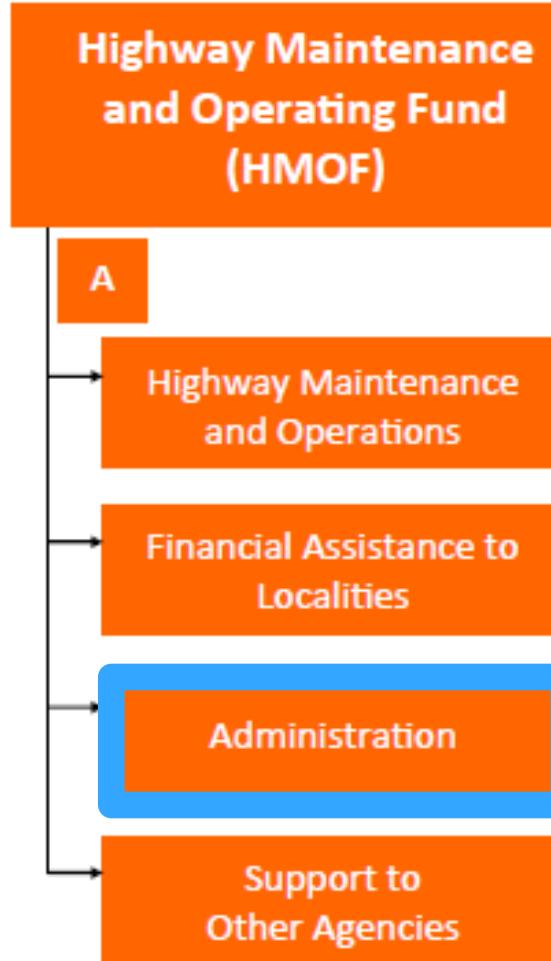
Highway Maintenance & Operations



Support to other agencies:

- To cover activities and services related to the state's transportation program
- Examples include:
 - Virginia State Police – weigh station enforcement, highway safety corridors
 - Department of Motor Vehicles – highway safety programs
 - Department of Historic Resources – required reviews of transportation projects

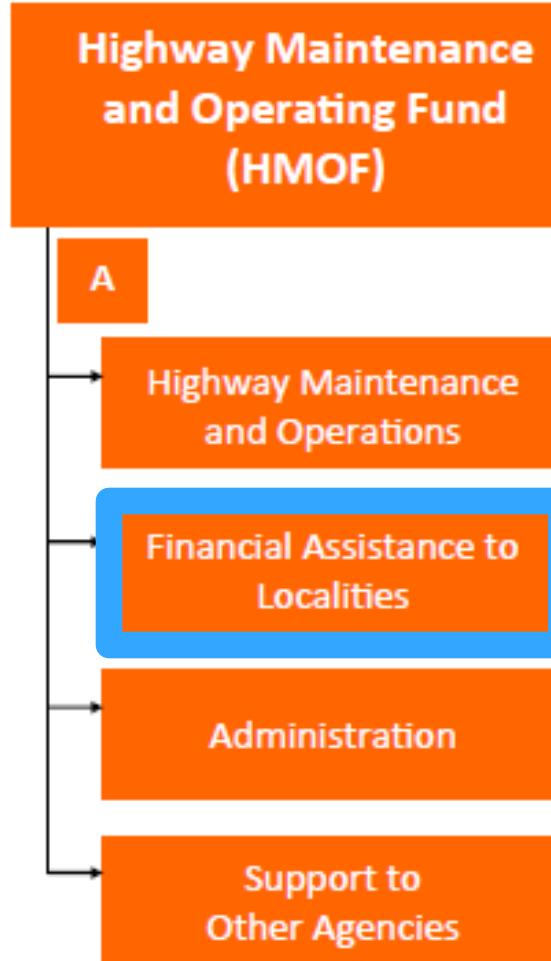
Highway Maintenance & Operations



Administration

- General administration
- Information technology
- Facilities and grounds management
- Employee training and development

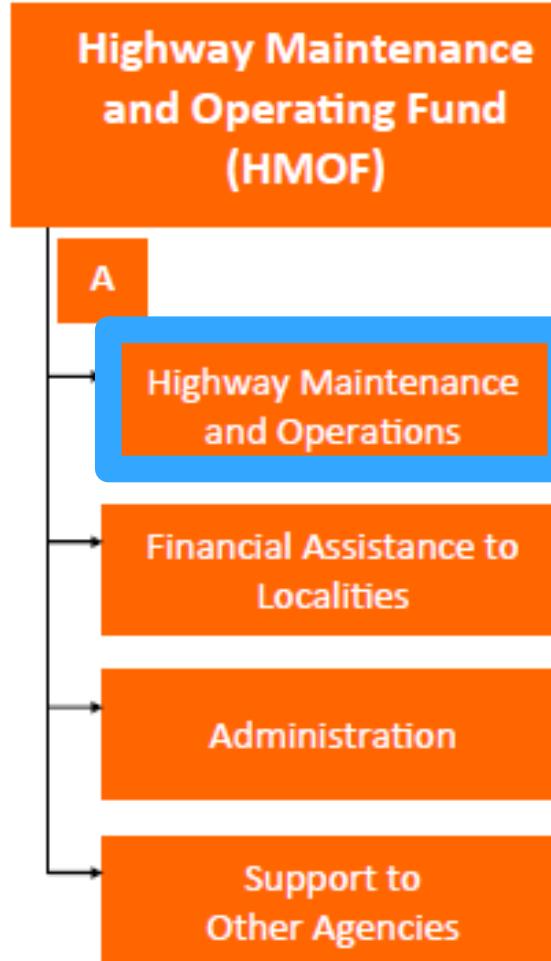
Highway Maintenance & Operations



Financial Assistance to Localities

- Maintenance payments to 84 cities and towns and the counties of Henrico and Arlington
- **Access programs:**
 - Economic Development Access
 - Airport Access
 - Recreational Access

Highway Maintenance & Operations



Highway Maintenance and Operations

- **Budget process begins with needs assessment:**
 - Inventory and condition of assets
 - Unit costs for maintenance, replacement and operations
 - Performance targets
- **Allocation is distributed to the districts, and in turn to residencies and specialized work units**
- **Create spend plans that:**
 - Account for fixed costs (labor, materials, utilities, etc.)
 - Use remainder for planned initiatives
- **Adjustments must be made when significant weather events occur**

Highway Maintenance & Operations

VDOT - \$2.4 Billion Annually

MAINTENANCE

\$770 million



Pavement

\$220 million



Bridges

\$480 million



Routine Maintenance

\$260 million



Roadside

\$225 million



Emergency Funds

TRAFFIC AND OPERATIONS

\$40 million



Guardrail

\$25 million



Ferries

\$210 million



Traffic Items

\$70 million

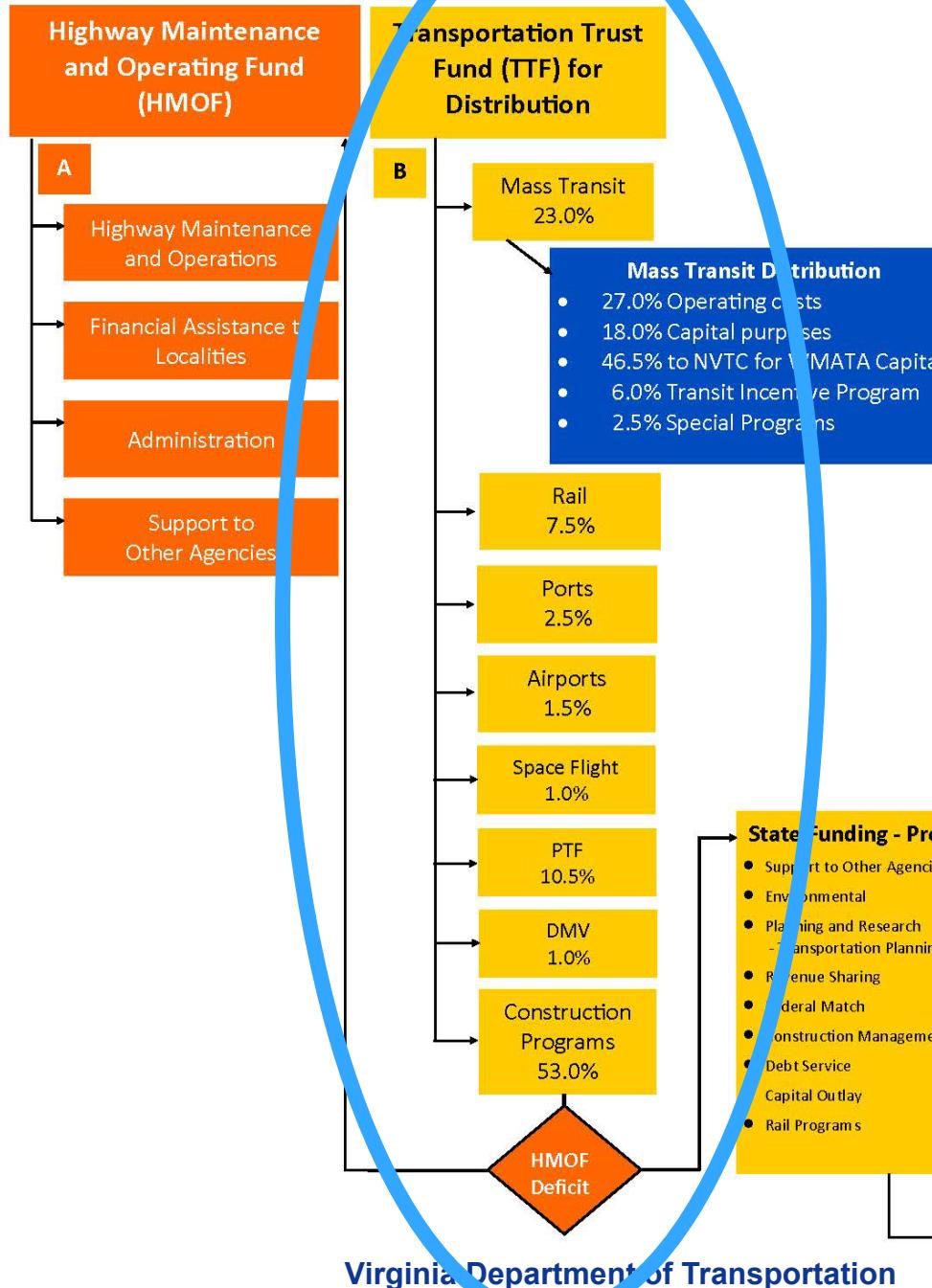


Special Structures
Daily Operations

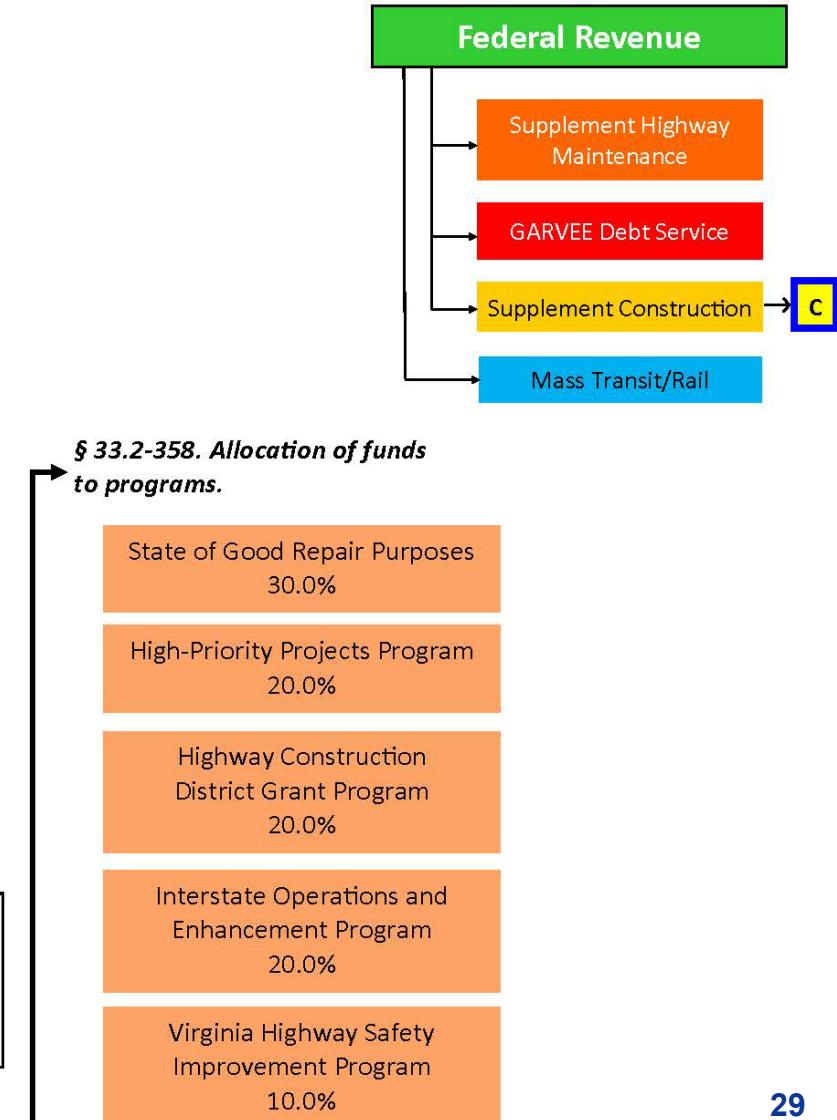
\$100 million



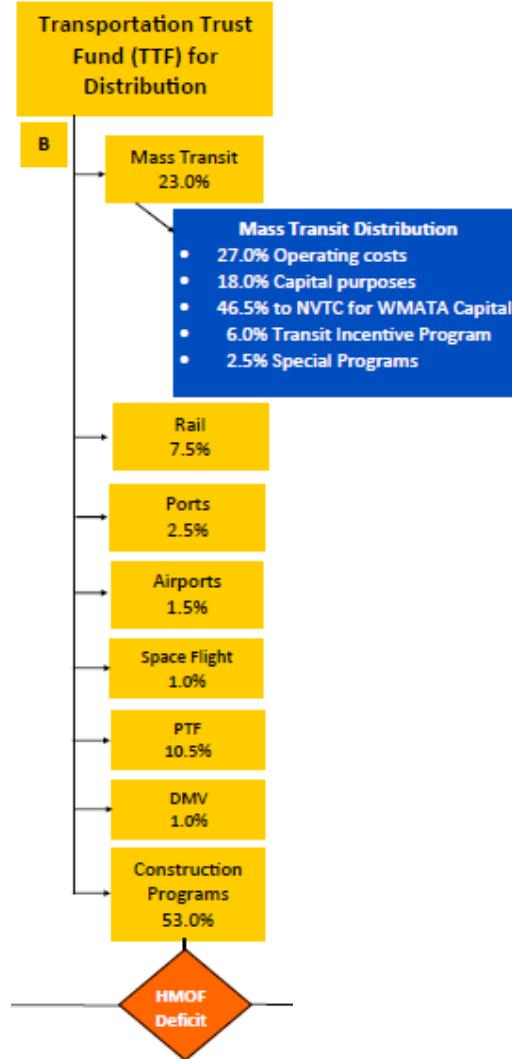
Operations
Centers/SSP



Commonwealth Transportation Fund (CTF) Major Transportation Allocations



Transportation Trust Fund



- 1. Distributions of state revenue to other modes of transportation**
- 2. Fund the Priority Transportation Fund**
 - Established in 2000 (SB 710)
 - Facilitates the financing of priority transportation projects throughout the Commonwealth
- 3. Remaining 53% to Construction**
- 4. Crossover to address Maintenance deficit, per *Code of Virginia***

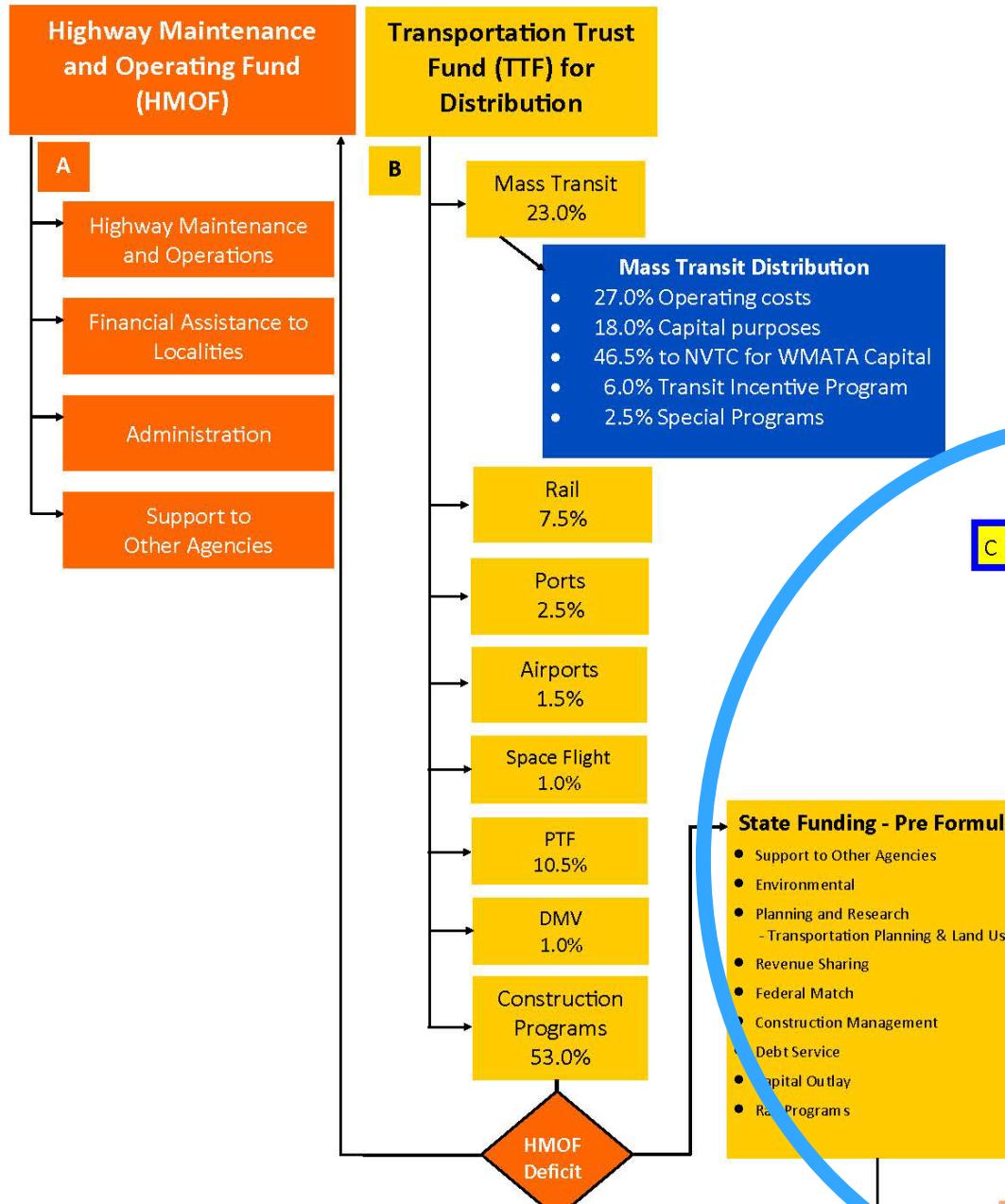
TTF Sub Funds

Transportation Partnership Opportunity Fund (TPOF):

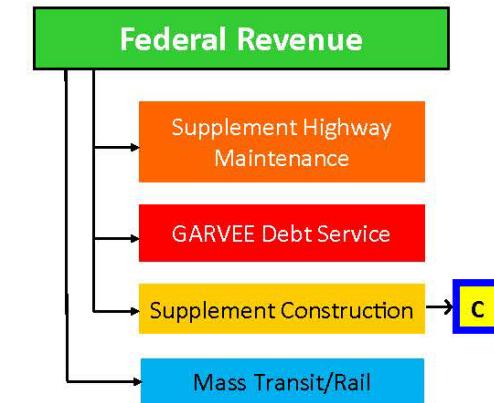
- **Established 2005 through legislation**
- **Awarded at the discretion of the Governor in the form of grants, revolving loans or other financial tools**
- **Key tool in attracting and growing business in Virginia**

Virginia Transportation Infrastructure Bank (VTIB):

- **Established 2011 through legislation**
- **Makes loans and other financial assistance to localities and certain other eligible borrowers to finance transportation project**



Commonwealth Transportation Fund (CTF) Major Transportation Allocations



§ 33.2-358. Allocation of funds to programs.

- State of Good Repair Purposes 30.0%
- High-Priority Projects Program 20.0%
- Highway Construction District Grant Program 20.0%
- Interstate Operations and Enhancement Program 20.0%
- Virginia Highway Safety Improvement Program 10.0%



State Funding – Pre Formula Distributions

State funding comes off the top to cover:

- **Support to other agencies**
- **Debt service**
- **Rail programs**
- **Overhead funding for:**
 - Environmental
 - Planning and Research
 - Construction Management
- **Capital Outlay projects at VDOT**
- **Revenue Sharing Program**

State Funding - Pre Formula

- Support to Other Agencies
- Environmental
- Planning and Research
 - Transportation Planning & Land Use
- Revenue Sharing
- Federal Match
- Construction Management
- Debt Service
- Capital Outlay
- Rail Programs

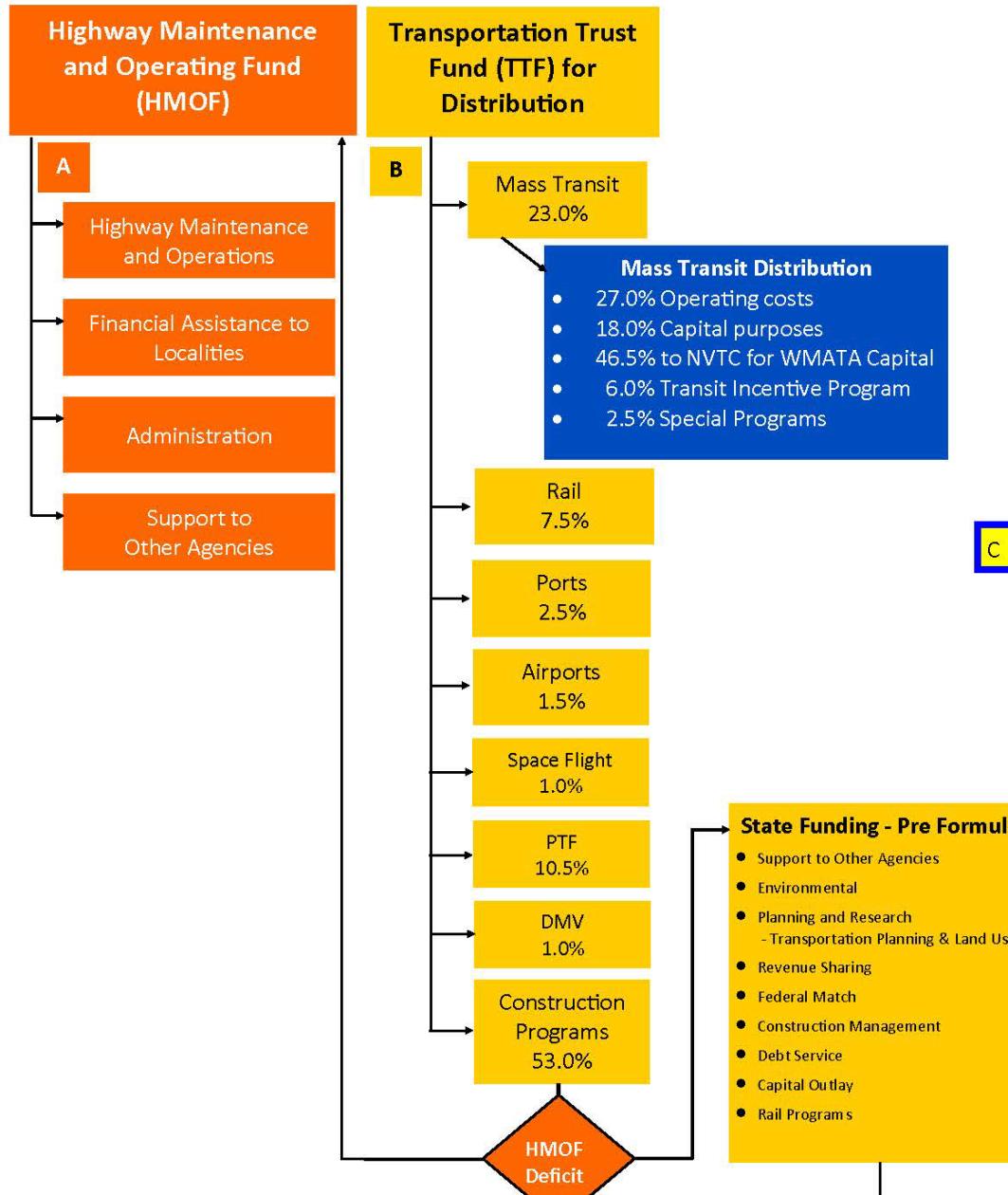
Federal Funding – Pre Formula Distributions

→ Federal Funding - Pre Formula
National Highway Performance Program (NHPP)
Regional Surface Transportation Block Grant Program (RSTBGP)
- MPO Distribution
Surface Transportation Block Grant Program (STP) -
STP - 5,000 < Areas ≤ 200,000
STP - Areas ≤ 5,000
Congestion Mitigation and Air Quality (CMAQ)
- MPO Distribution
Rail Highway Crossings
Metropolitan Planning
State Planning and Research (SPR)

Federal Funding Remaining
National Highway Performance Program (NHPP) not allocated above
Surface Transportation Block Grant Program (STBGP) - Flexible not allocated above
National Highway Freight Program
Highway Safety Improvement Program (HSIP)

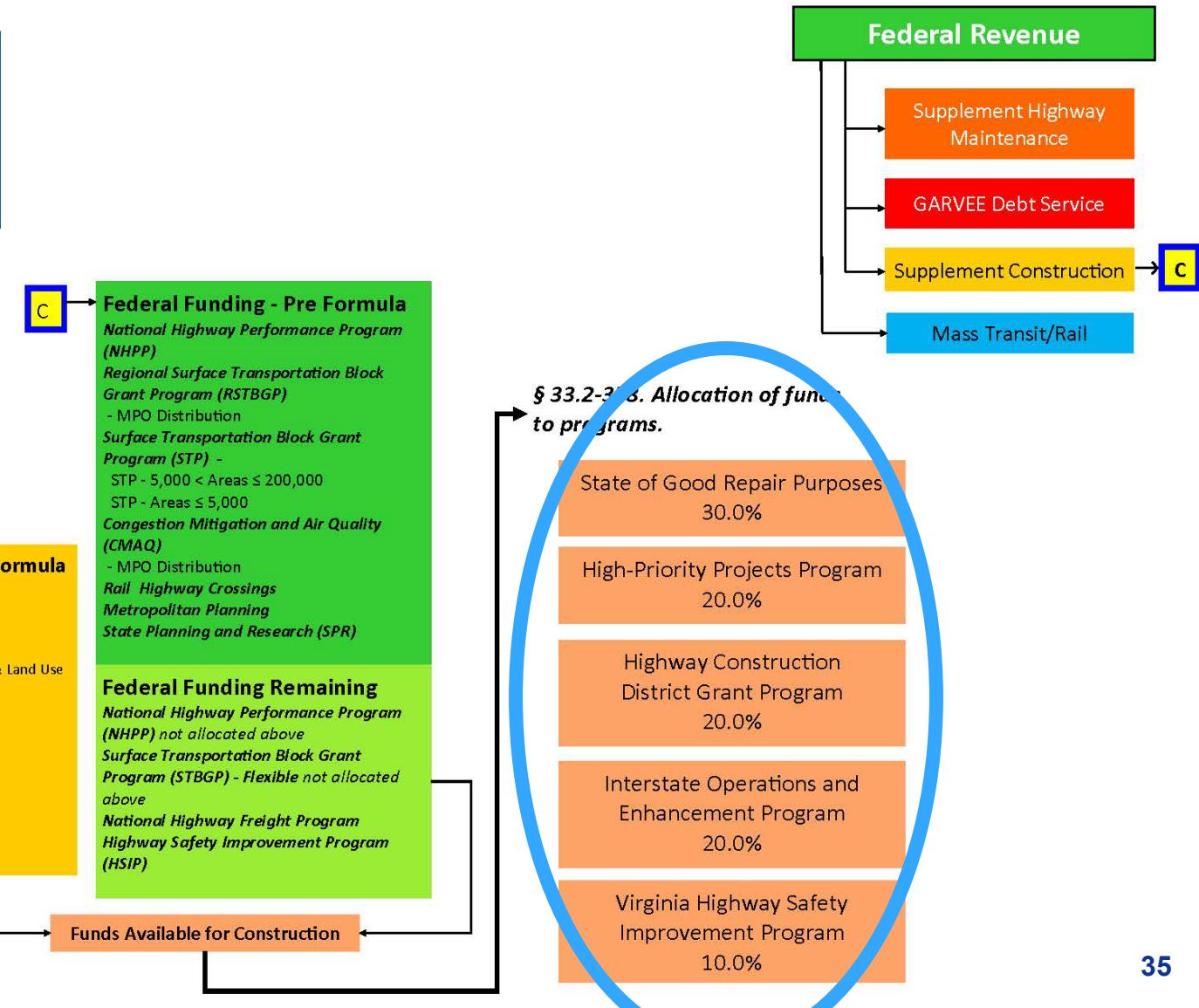
Federal funding comes off the top for:

- **MPO distributions in TMAs:**
 - RSTBG
 - CMAQ
- **Transportation Alternatives set-aside**
- **Metropolitan Planning (PL funds)**
- **State Planning & Research (SPR – VDOT Planning)**
- **Rail Highway Crossings**



Virginia Department of Transportation

Commonwealth Transportation Fund (CTF) Major Transportation Allocations



Construction Formula

§ 33.2-358. Allocation of funds to programs.

State of Good Repair Purposes
30.0%

High-Priority Projects Program
20.0%

Highway Construction
District Grant Program
20.0%

Interstate Operations and
Enhancement Program
20.0%

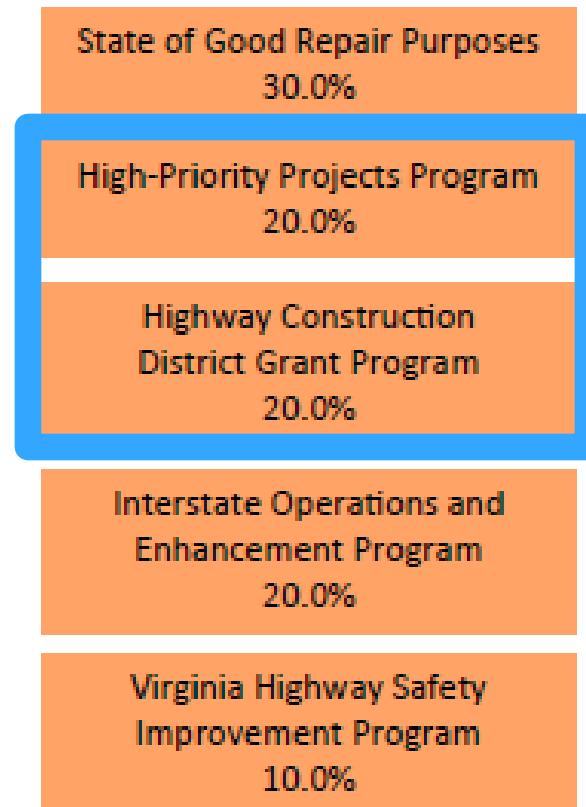
Virginia Highway Safety
Improvement Program
10.0%

State of Good Repair (SGR)

- **Established 2015 (HB 1887)**
- **Provides funding for deficient bridges and pavements owned by both VDOT and localities**
 - VDOT projects selected by staff
 - Local projects are on application basis
- **Funds available annually**
- **2024 legislation (HB 1254) made “cusp” bridges eligible for SGR funding**

Construction Formula

§ 33.2-358. Allocation of funds to programs.



Smart Scale:

- HPP and DGP, and the Supplemental DGP funds collected through regional fuels tax, comprise the funding available for Smart Scale
- Established in 2014 (HB 2)
- Projects are scored and selected for funding based on an objective progress
- Applications accepted in even years
- Applicants include localities, MPOs and PDCs

\$25M Unpaved Roads (from DGP)
\$25M ITTF (from HPP)

Construction Formula

→ *§ 33.2-358. Allocation of funds to programs.*

State of Good Repair Purposes
30.0%

High-Priority Projects Program
20.0%

Highway Construction
District Grant Program
20.0%

Interstate Operations and
Enhancement Program
20.0%

Virginia Highway Safety
Improvement Program
10.0%

Interstate Operations & Enhancement Program (IOEP)

- **Established 2020 (HB 1414)**
- **To improve safety, reliability and traffic flow on interstate highway corridors**
- **Funding formula is set forth in the Code of Virginia, based on a ratio of truck VMT**
- **Candidate projects are identified through corridor improvement plans, which are updated every four years**

Construction Formula

→ *§ 33.2-358. Allocation of funds to programs.*

State of Good Repair Purposes
30.0%

High-Priority Projects Program
20.0%

Highway Construction
District Grant Program
20.0%

Interstate Operations and
Enhancement Program
20.0%

Virginia Highway Safety
Improvement Program
10.0%

Virginia Highway Safety Improvement Program (VHSIP)

- **Established 2020 (HB 1414)**
- **Used to reduce fatalities and serious injuries by addressing both hazardous locations and behavioral causes of crashes**
- **Funds distributed based on proportion of fatalities on VDOT vs. locally maintained roads; currently ~80/20 split**
- **Funding is available annually for application by localities who maintain their own streets**

Resources

For more information

VDOT Budget and Financing

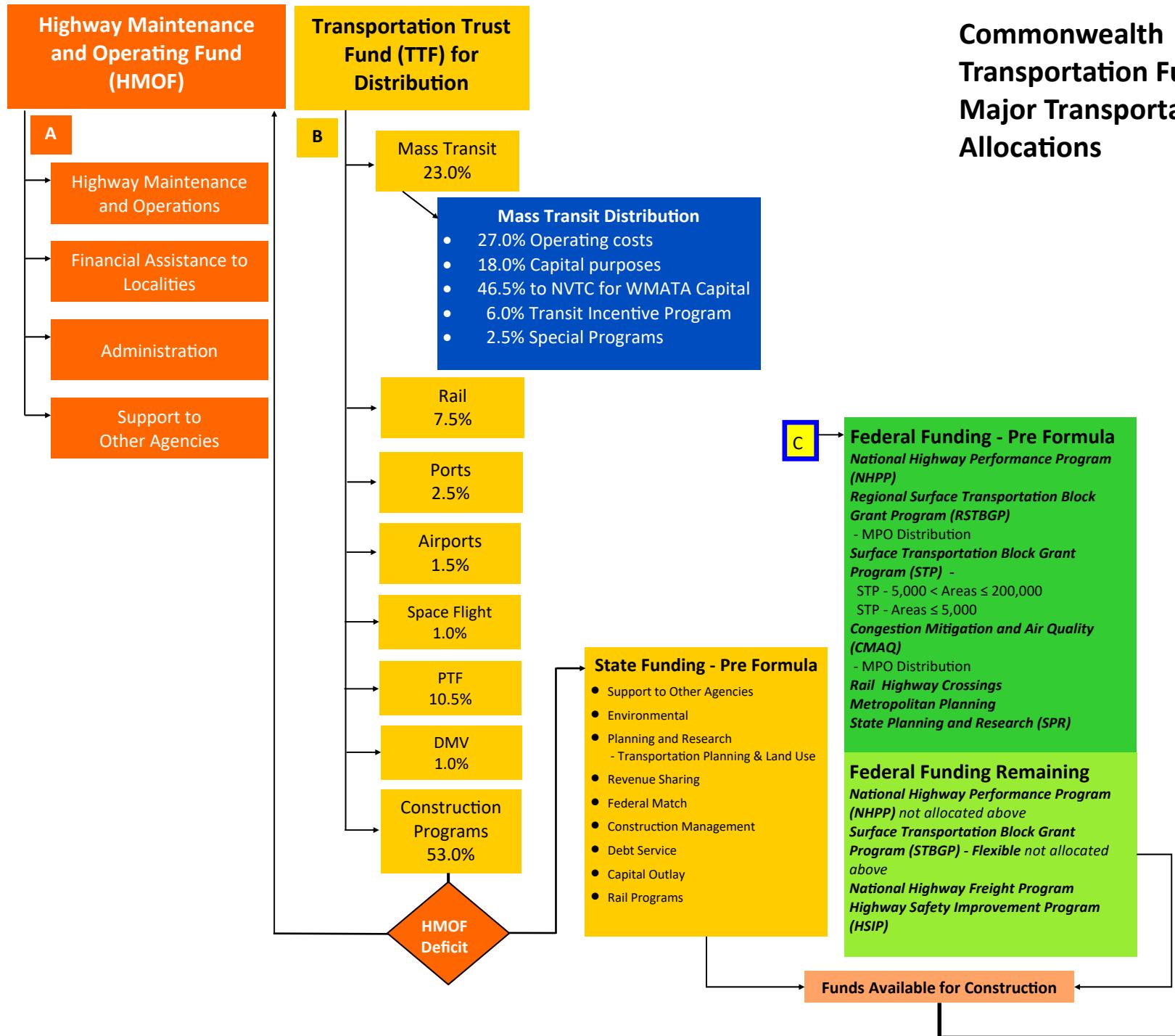
<https://www.vdot.virginia.gov/about/budget-finance/>

How Projects Are Funded

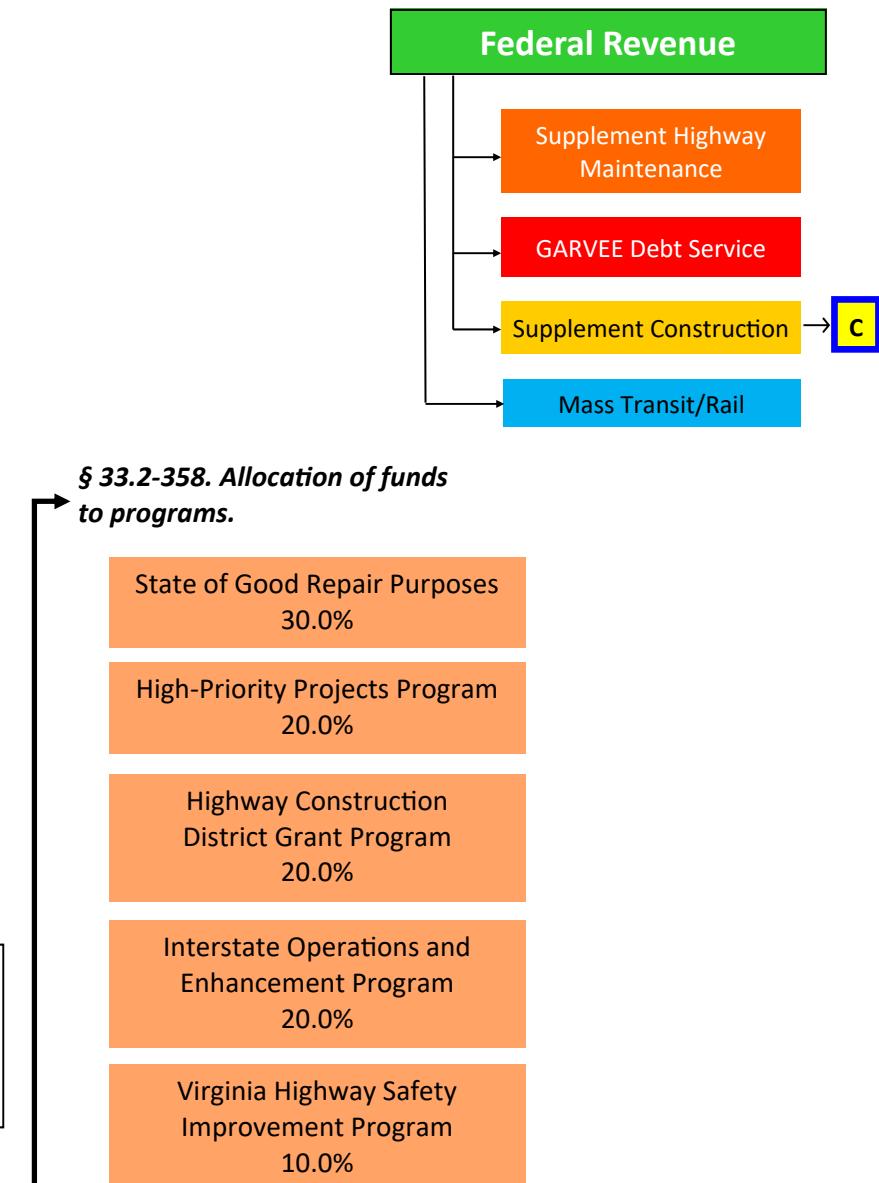
<https://www.vdot.virginia.gov/projects/roads-funded/>

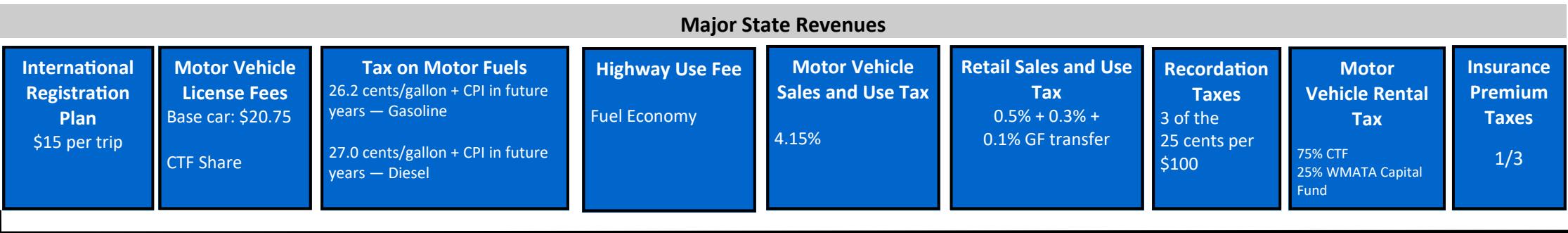
Funding Program One-Pagers

https://www.vdot.virginia.gov/media/vdotvirginiagov/projects/how-projects-are-funded/funding-programs-fact-sheets-2025-updated_acc.pdf

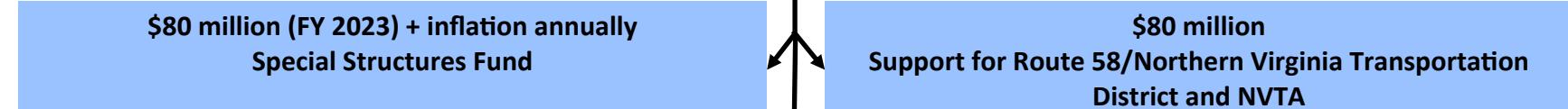


Commonwealth Transportation Fund (CTF) Major Transportation Allocations

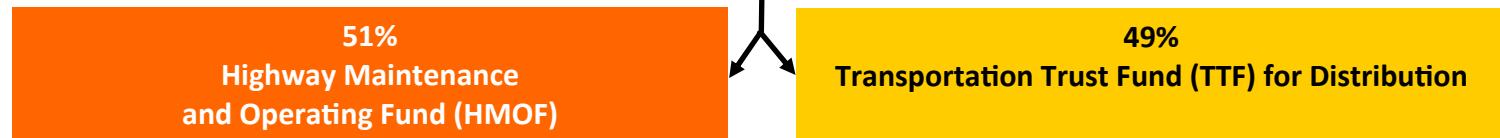




Commonwealth Transportation Fund

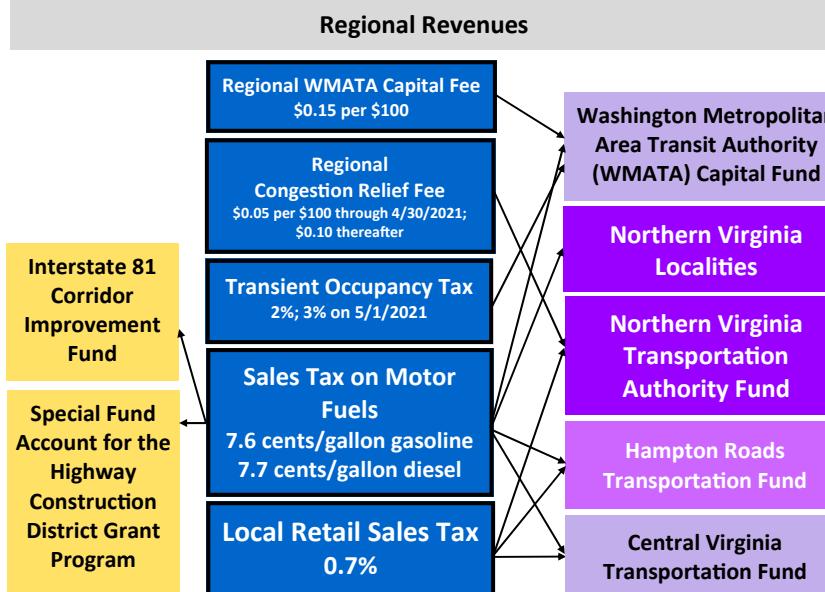


Commonwealth Transportation Fund (CTF)
Major Transportation Revenues



A

B



Bond Programs



Federal Highway

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBGP)
- Congestion Mitigation and Air Quality (CMAQ)
- Highway Safety Improvement Program (HSIP)
- National Highway Freight Program
- State Planning & Research
- Metropolitan Planning
- Railway-Highway Crossings

Federal Revenue

Federal Transit

- Metropolitan Planning
- Statewide Planning
- Small Urban Areas Program
- Enhanced Mobility of Seniors & Individuals with Disabilities
- Rural Areas
- Jobs Access & Reverse Commute Program
- New Freedom Program

Federal Railroad
Grant Programs



SMART SCALE ROUND 7

Charlottesville – Albemarle MPO Policy Board Meeting

Sandy Shackelford & Chuck Proctor

December 17, 2025

SMART SCALE Project Selection Principles

- Consider the alignment of a project with different funding programs
- Consider SMART SCALE scoring methodology

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category B	20%	25%	25%	Multiplier	20%	10%

- Program changes effective in Round 6 increase the need for multi-modal projects to demonstrate improvements in other scoring criteria (aside from Land Use) to be competitive
- Understanding SMART SCALE scoring calculation principles help vet projects for potential benefit scores
- **Project cost matters**
 - SMART SCALE Score = Project Benefit per \$10M SMART SCALE Cost
 - OR (Benefit/Cost) X 10 million
 - High cost → Lower SMART SCALE score
- **Everything is relative**
 - Scores are normalized against the highest score in each category every round
 - Project benefits are re-evaluated each round based on most current data available
 - When resubmitting applications: past performance is an indicator, not a guarantee

Aligning Projects with Funding Programs

Priority Type	Funding Program	Priority Determination	Eligible Applicants	Funding Program Considerations
Statewide	High Priority Project Program (SMART SCALE)	VTrans Statewide Priority	<ul style="list-style-type: none"> MPOs PDCs Transit Agencies Localities 	<ul style="list-style-type: none"> Limited to projects on Corridors of Statewide Significance or Regional Networks Project type eligibility limited to capacity expansion Competitive Statewide
Construction District	District Grant Program (SMART SCALE)	VTrans Construction District Priority	<ul style="list-style-type: none"> Localities 	<ul style="list-style-type: none"> Limited to projects that meet VTrans needs Competitive within Construction District Limited funding availability
Regional	<p>Federal Discretionary Grants Examples:</p> <ul style="list-style-type: none"> BUILD SS4A Reconnecting Communities 	<ul style="list-style-type: none"> Federal Legislative Priorities Notice of Funding Opportunity (NOFO) Criteria 	<p>Per NOFO, could include:</p> <ul style="list-style-type: none"> MPOs PDCs Localities 	<ul style="list-style-type: none"> Dependent upon continued federal funding Match requirements vary by program Highly competitive BUILD: Fund surface transportation projects that will have a significant local or regional impact SS4A: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries for all users Reconnecting Communities: Address infrastructure barriers, restore community connectivity, and improve peoples' lives
Local	Revenue Sharing	<ul style="list-style-type: none"> Comprehensive Plans Small Area Plans Other locally developed plans 	<ul style="list-style-type: none"> Localities 	<ul style="list-style-type: none"> 50% Local Match Required \$10 million maximum in state funding per project \$10 million maximum funding per locality per biennial grant cycle A locality may request funds for a project located within its own jurisdiction <u>or in an adjacent jurisdiction</u>, with concurrence from the governing body of the other locality
	<ul style="list-style-type: none"> Transportation Alternatives Federal Lands Access Program Economic Development Access Program Others 	<ul style="list-style-type: none"> Grant Program Guidelines 	<ul style="list-style-type: none"> Varies by program 	Competitive per criteria established by grant program

Round 7 SMART SCALE Applications Under Consideration

City of Charlottesville:

1. Ridge-McIntire/W. Main/W. Water Street Intersection Improvement & Bikeway

Albemarle County:

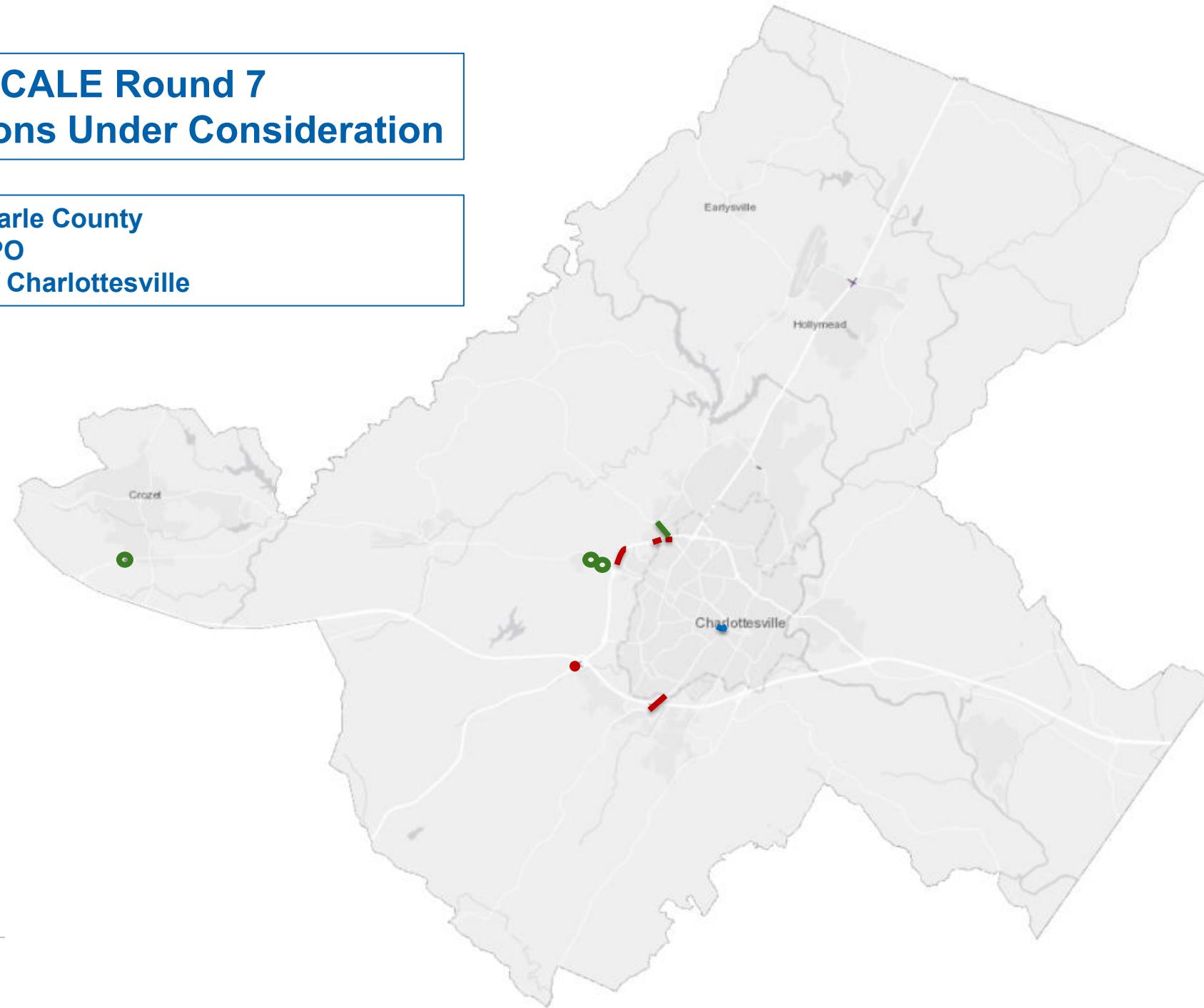
1. US 250 & Old Trail Roundabout, including pedestrian improvements
2. Barracks Road & US 29 SB/US 250 WB On-ramp – Right turn lane, access management, sidewalk/SUP
3. US 250 & Canterbury Road Roundabout
4. US 250 and Boars Head Roundabout

Charlottesville-Albemarle MPO:

1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road – Ramp extension, double left turn lane & sidewalk improvements
2. US 29 SB/US 250 WB Off-ramp extension at Ivy Road
3. US 29 NB/US 250 EB On-ramp extension at Ivy Road
4. I-64 and 5th Street DDI, SUP connection, & sidewalk connection
5. US 29 SB at I-64 Exit 118 – Interchange access and Park & Ride improvements

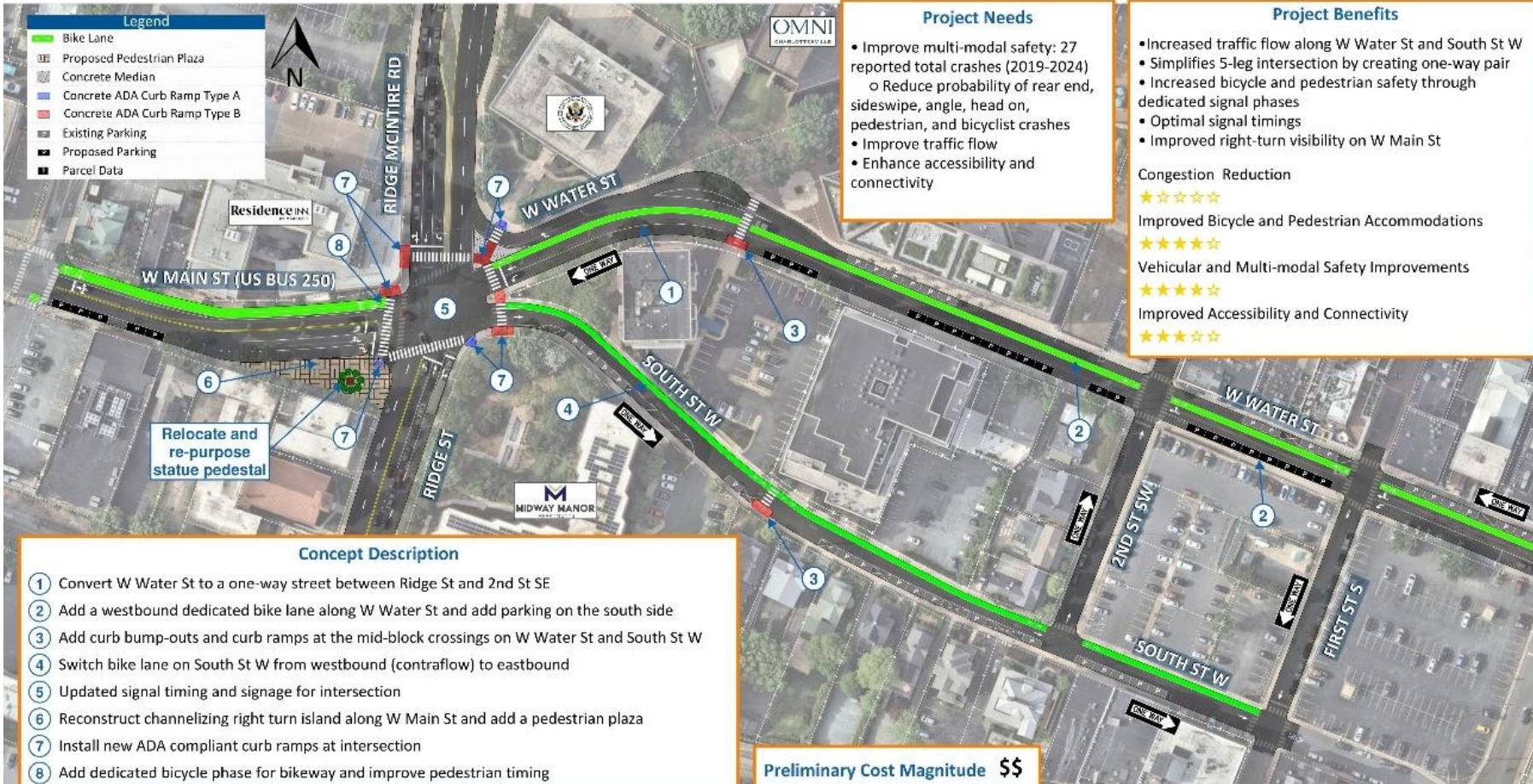
SMART SCALE Round 7 Applications Under Consideration

- Albemarle County
- CA-MPO
- City of Charlottesville



Ridge-McIntire/W. Main/W. Water Street Intersection Improvement & Bikeway

Not final concept

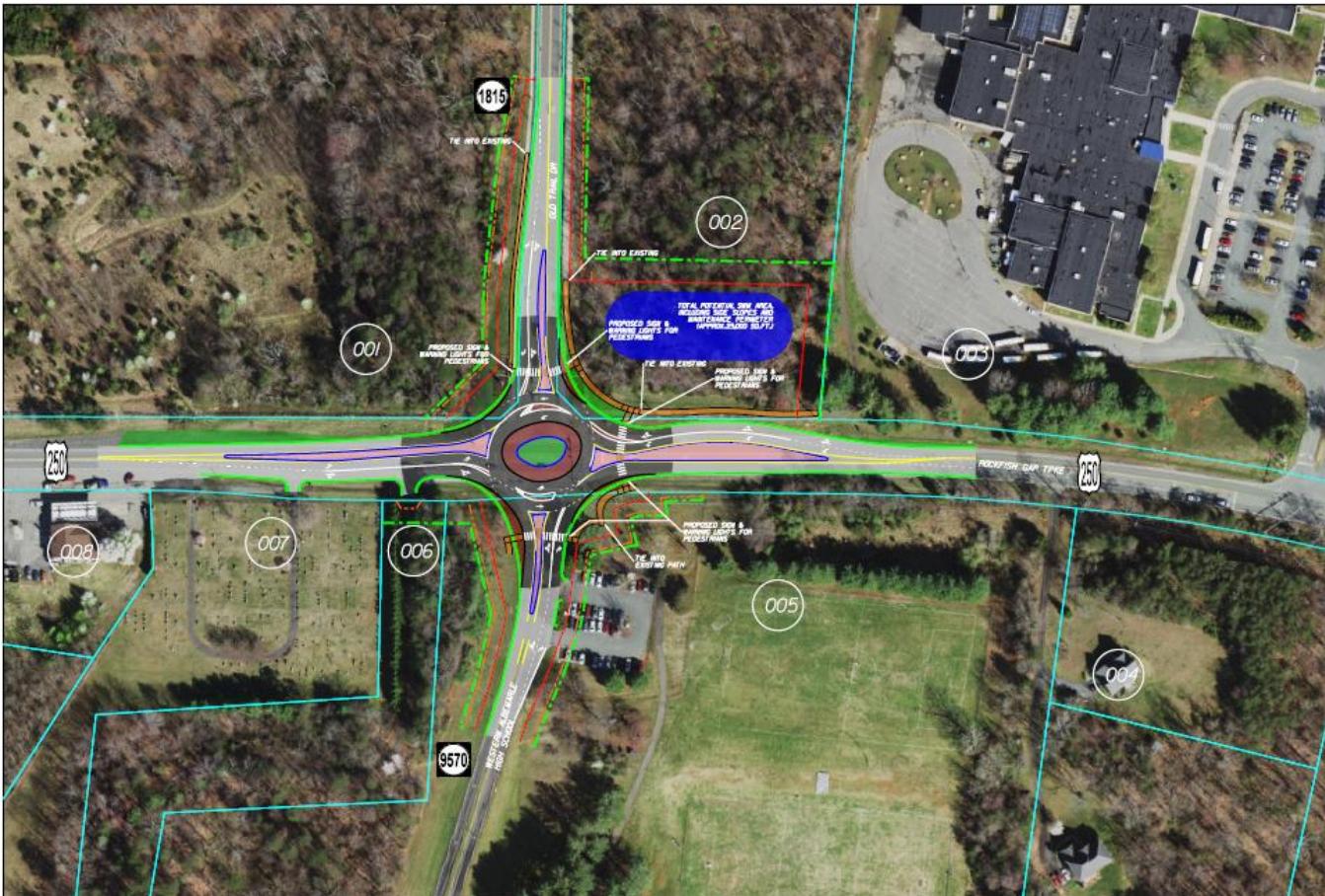
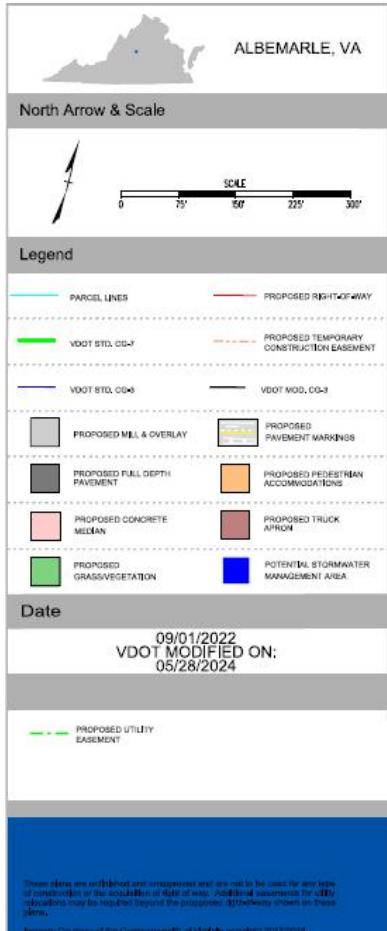


Revisions being made to this alternative include:

1. Continuing two-way bikeway through intersection along south side of W Water Street
2. Realigning crosswalk at the southern leg of the intersection to shorten crossing distance
3. Converting the W Main Street EB shared through/left lane to a shared through/right lane
4. Maintaining contra-flow bike lane on South St W

Community input meeting on revised concept being scheduled for mid-January

US 250 & Old Trail Roundabout



Previously submitted application

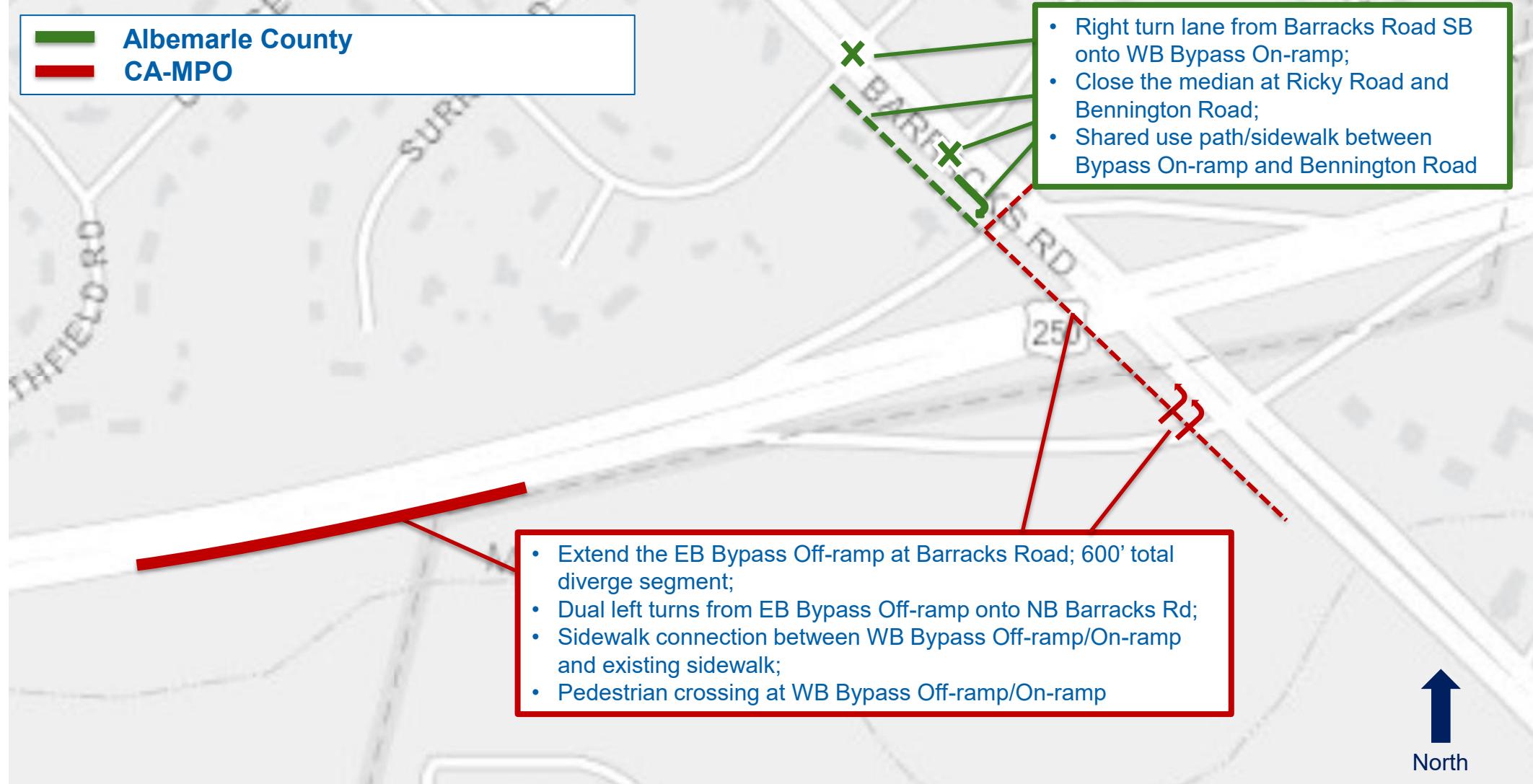
Project includes:

1. 2x1 Hybrid Roundabout
2. Connecting SUP from the crosswalk on the northern leg to the existing SUP at Henley Middle School
3. Adding crosswalk on southern leg to connect to planned SUP to Western Albemarle High School

Barracks Road Corridor Study

SMART SCALE Round 7

Applications Under Consideration



Barracks Road & US 29 SB/US 250 WB On-ramp

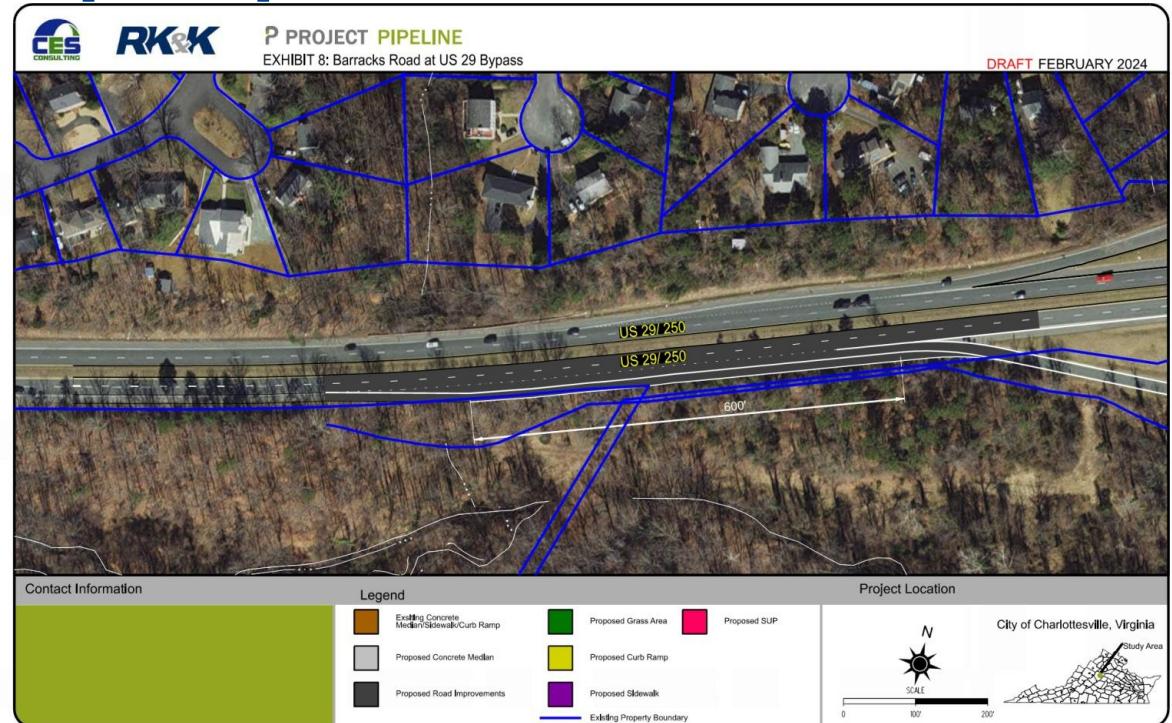
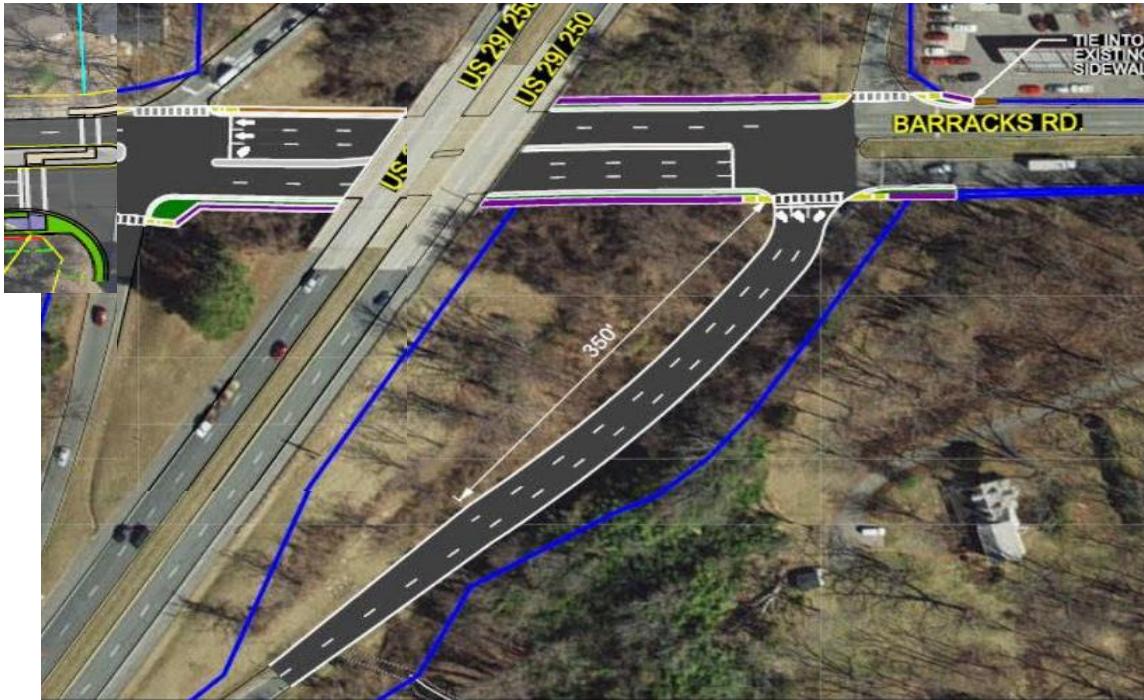


Portion of previously submitted application

Project includes:

1. Right turn lane onto US 29 SB/US 250 WB on-ramp
2. Closing the median crossovers at Ricky Road and Bennington Road
3. SUP/sidewalk from Bennington Road to on-ramp
4. Crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp
5. Relocate the bus stop to the corner of Bennington and Barracks Road

US 29 NB/US 250 EB Off-ramp improvements



Lesser alternative to previously submitted Barracks Road interchange improvement project

Project includes:

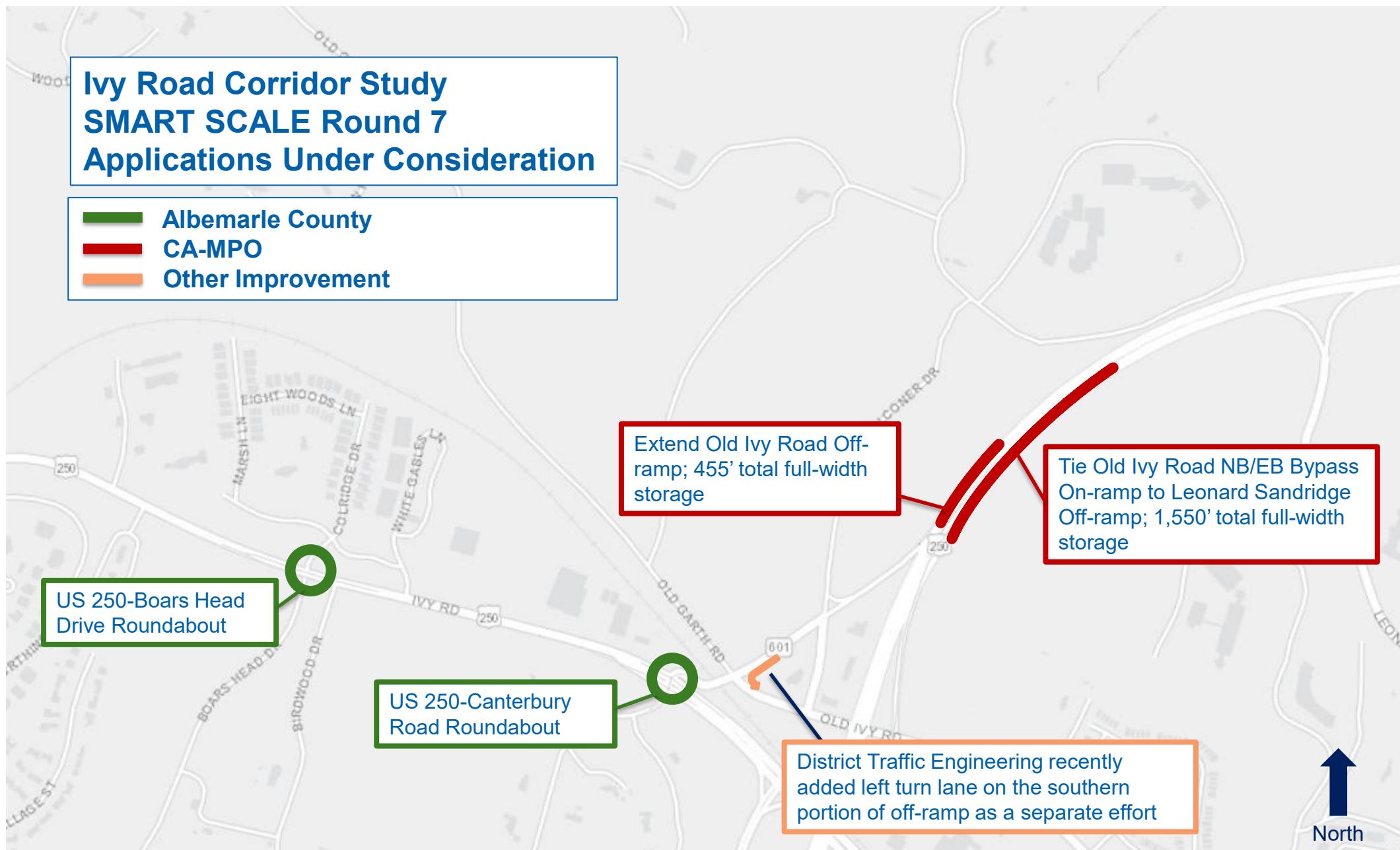
1. Dual left turn lanes from US 29 NB/US 250 EB off-ramp onto NB Barracks Road
2. US 29 NB/US 250 EB off-ramp extension
3. Sidewalk between the US 29 SB/US 250 WB on-ramp and the existing sidewalk in the City of Charlottesville on both sides of Barracks Road
4. Crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp



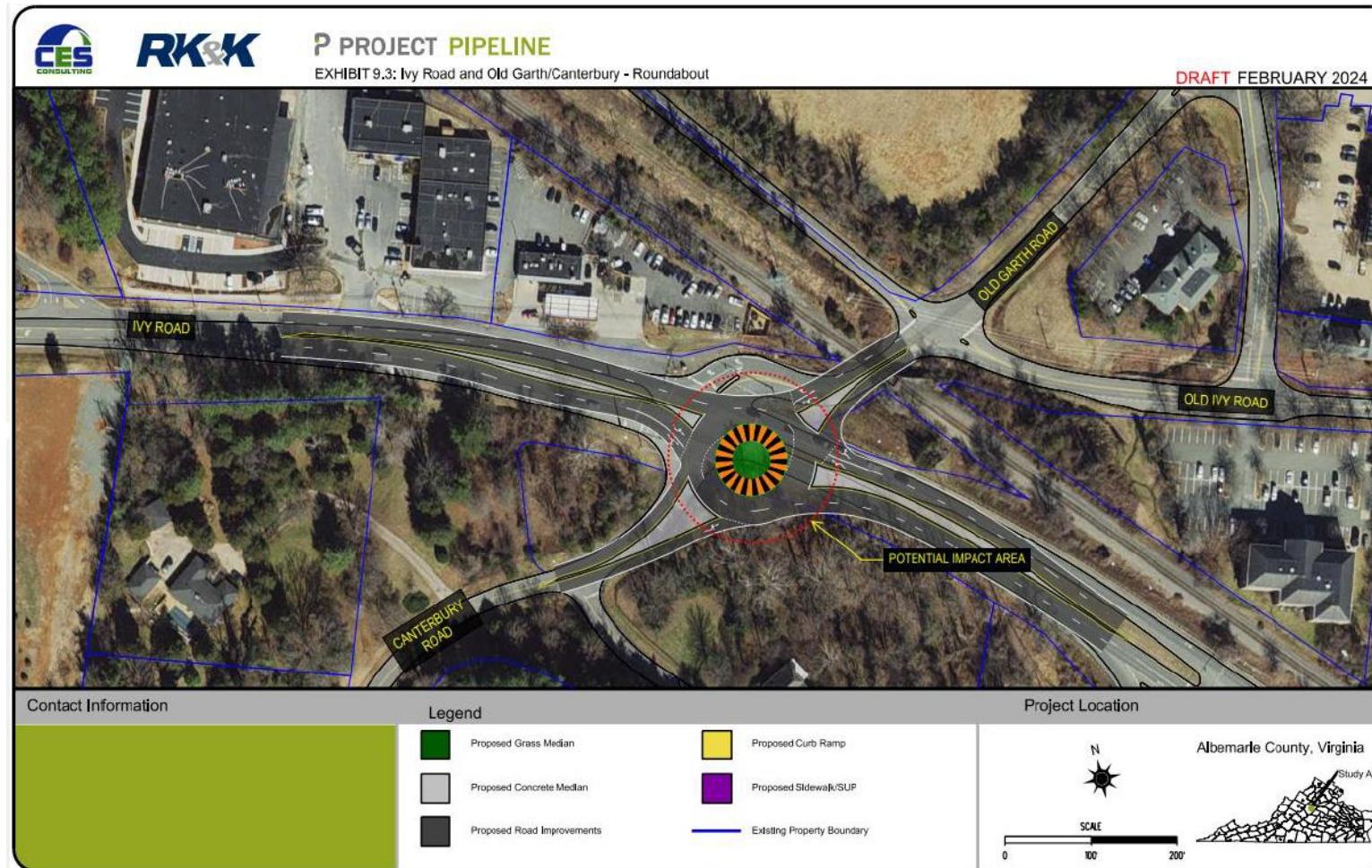
Potential Applicant: CA-MPO

Ivy Road Corridor Study SMART SCALE Round 7 Applications Under Consideration

- Albemarle County
- CA-MPO
- Other Improvement



US 250 & Canterbury Road Roundabout

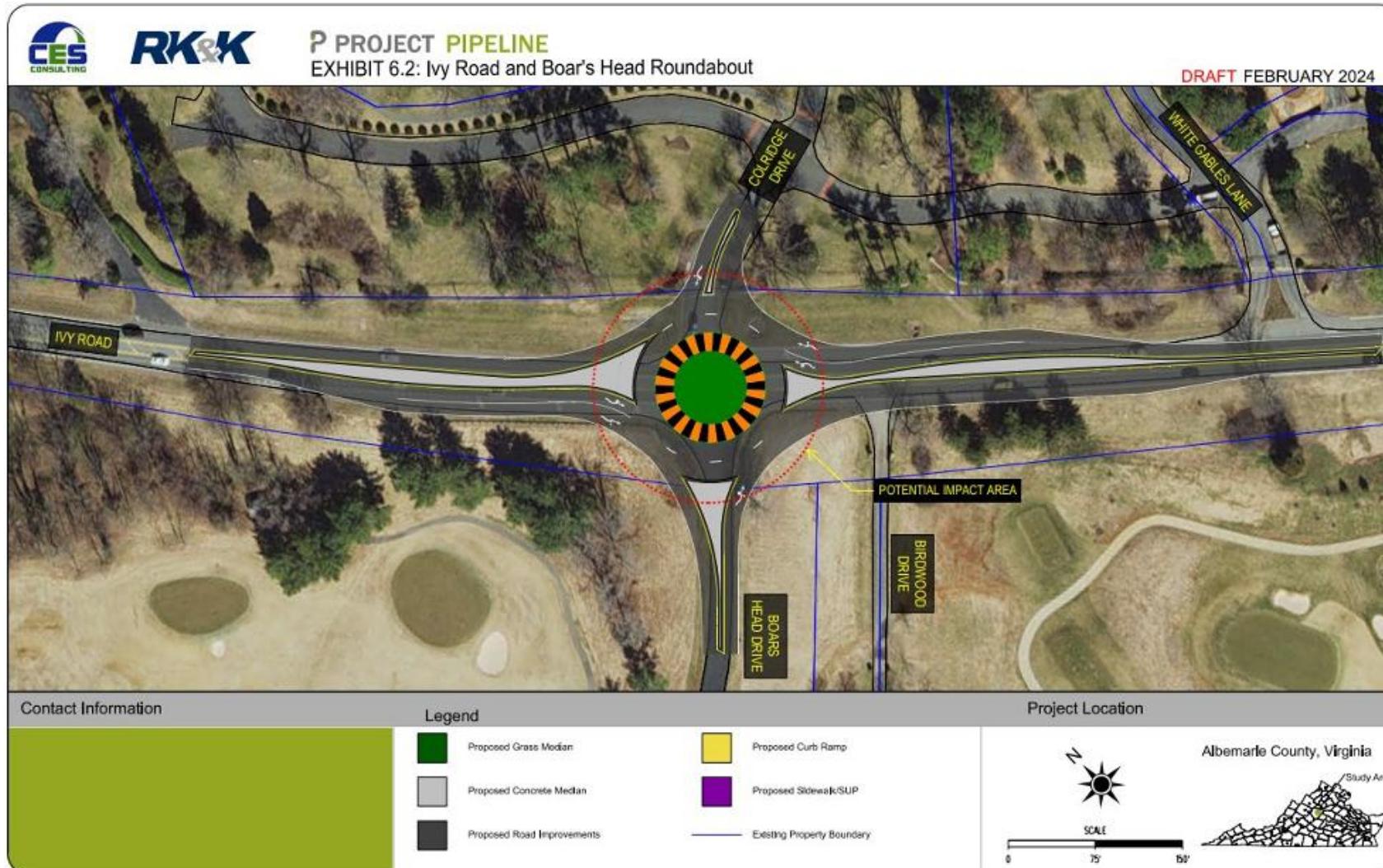


Recommendation from Round 2 Pipeline Study

Project includes:

1. 2x1 Hybrid roundabout

US 250 & Boar's Head Road Roundabout

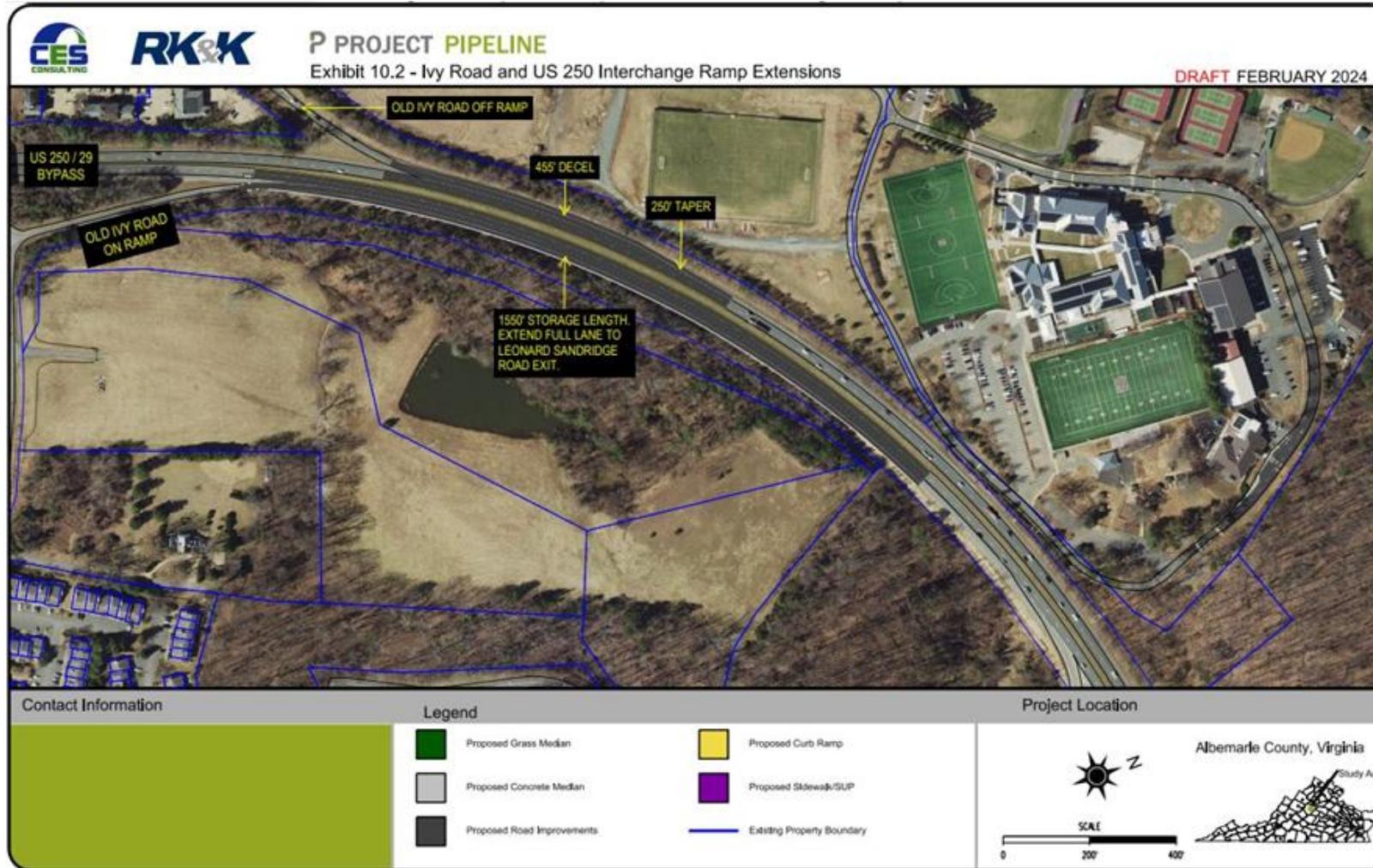


Recommendation from Round 2 Pipeline Study

Project includes:

1. 2x1 Hybrid roundabout

US 29 SB/US 250 WB Off-ramp extension at Ivy Road US 29 NB/US 250 EB On-ramp extension at Ivy Road

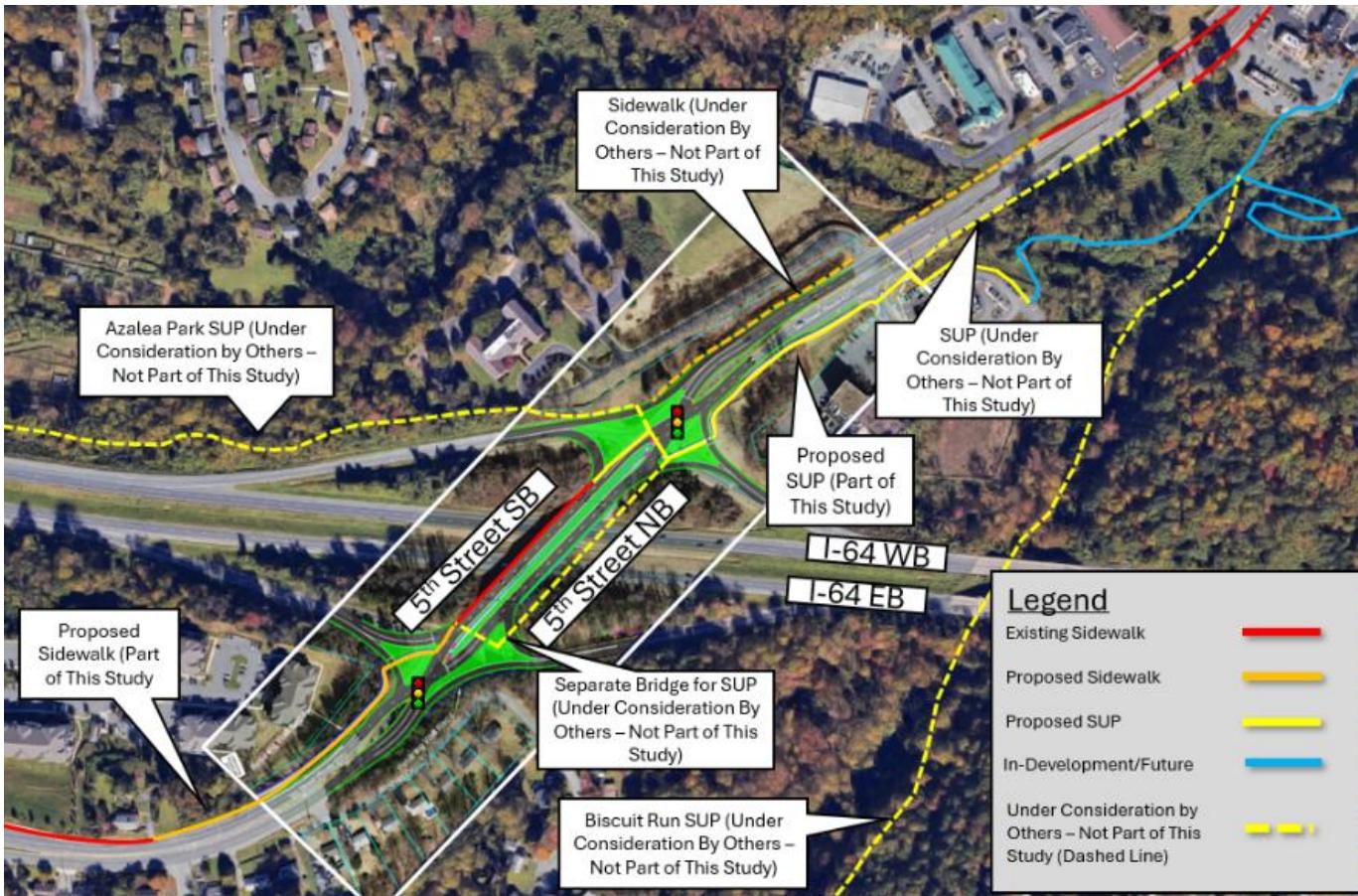


Recommendation from Round 2 Pipeline Study

Two ramp extensions would be eligible for HPP funding:

1. US 29 SB/US 250 WB off-ramp extension at Ivy Road
2. US 29 NB/US 250 EB on-ramp extension at Ivy Road

5th Street Diverging Diamond Interchange (DDI)



- DDI was previously identified as the preferred alternative for SMART SCALE Round 6
 - Included shared use path (SUP) in median
- District bridge section determined existing bridge could not accommodate the SUP
 - Project cost accounted for rebuilding bridge to include SUP
- Round 6 cost estimate: \$79,010,129
 - Project benefit score: 16.9
 - SMART SCALE score: 2.1
 - SMART SCALE request would have needed to be below \$42.7 million to have been funded in Round 6
- Round 6 average cost of HPP-funded projects was \$27.2 million
 - Highest cost funded HPP project: \$45,990,644
 - Lowest SMART SCALE score for funded HPP project: 3.96
- Goal of Pipeline study is to value engineer previously submitted concept to be more competitive for SMART SCALE HPP funding
- Proposed DDI concept would include:
 - Sidewalk connections from the existing sidewalk on the bridge to existing sidewalk to the south of the interchange
 - Shared use path/sidewalk connection to the previously funded 5th Street Hubs and Trail project (under development)
- Project costs could be offset by leveraged funding

I-64 Exit 118 Interchange – Background

Interchange has been studied since 2011

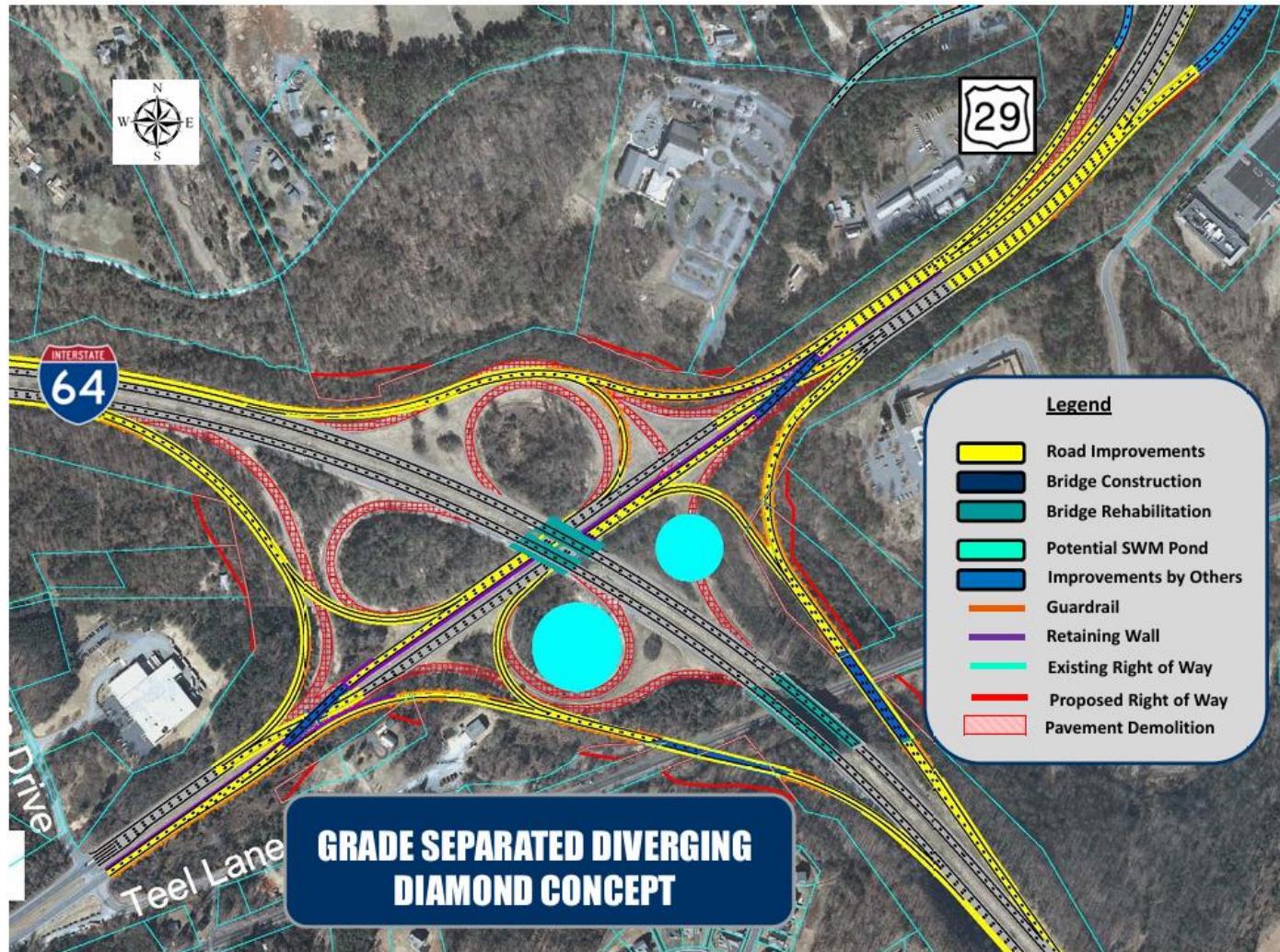
- 2011 STARS Study
- 2013 Interchange Study
- 2016 Safety Study

Concerns Identified:

- Fontaine Avenue WB traffic backing up at 29 NB/SB ramps compounded by future planned development at Fontaine Research Park
- Weaving on 29 NB between 64 WB off-ramp and Fontaine exit
- Weaving on 64 EB between on-ramp and off-ramp
- Weaving on 29 SB between off-ramp and on-ramp
- Left turn from 29 NB to 64 WB



I-64 Exit 118 Interchange – Application History (1 of 6)



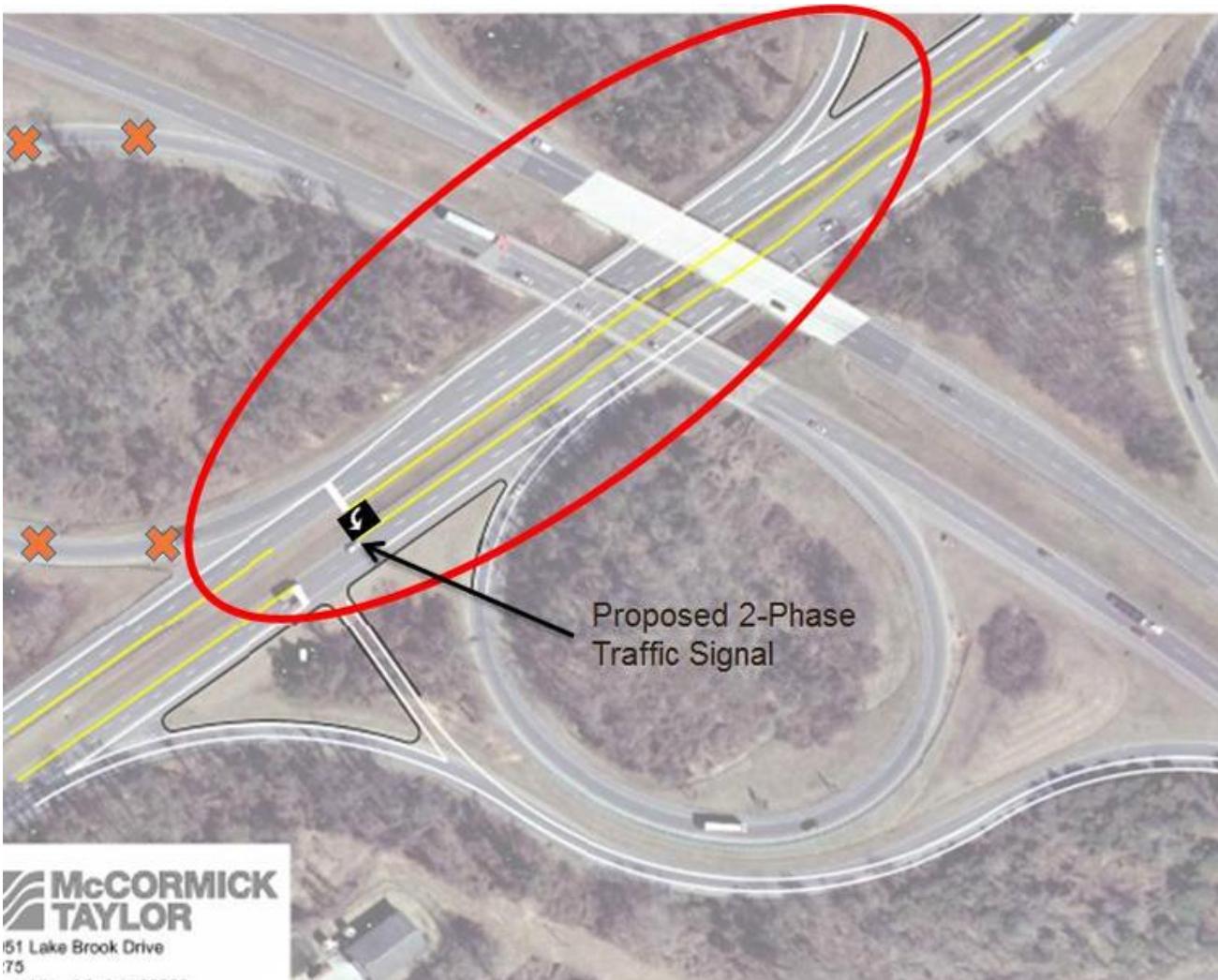
- Concept for a braided Diverging Diamond Interchange identified as preferred solution in 2013 study
- Submitted in first round of SMART SCALE
- Cost estimate at time of application: \$146,446,705
- Project benefit score: 0.7
- SMART SCALE score: 0.0
- Not funded

I-64 Exit 118 Interchange – Application History (2 of 6)



- Application to remove the 29 SB to 64 EB ramp submitted in SMART SCALE Round 2
- Funding request: \$6,775,000
- Project benefit score: 0.6
- SMART SCALE score: 0.9
- Not funded

I-64 Exit 118 Interchange – Application History (3 of 6)



- Highway Safety Improvement Program (HSIP) application submitted in 2016
 - Same year as SMART SCALE Round 2 project application submitted
- Total HSIP funding cost estimate: \$1,275,130
- Funded in HSIP
- Removed the loop in the southwest quadrant and added the connection from 29 SB to 64 EB at a traffic signal with left turn lane
- Eliminated weaving movements on both US 29 SB and on 64 EB between ramps
- Signal at 29 SB to 64 EB identified as a short-term measure

I-64 Exit 118 Interchange – Application History (4 of 6)



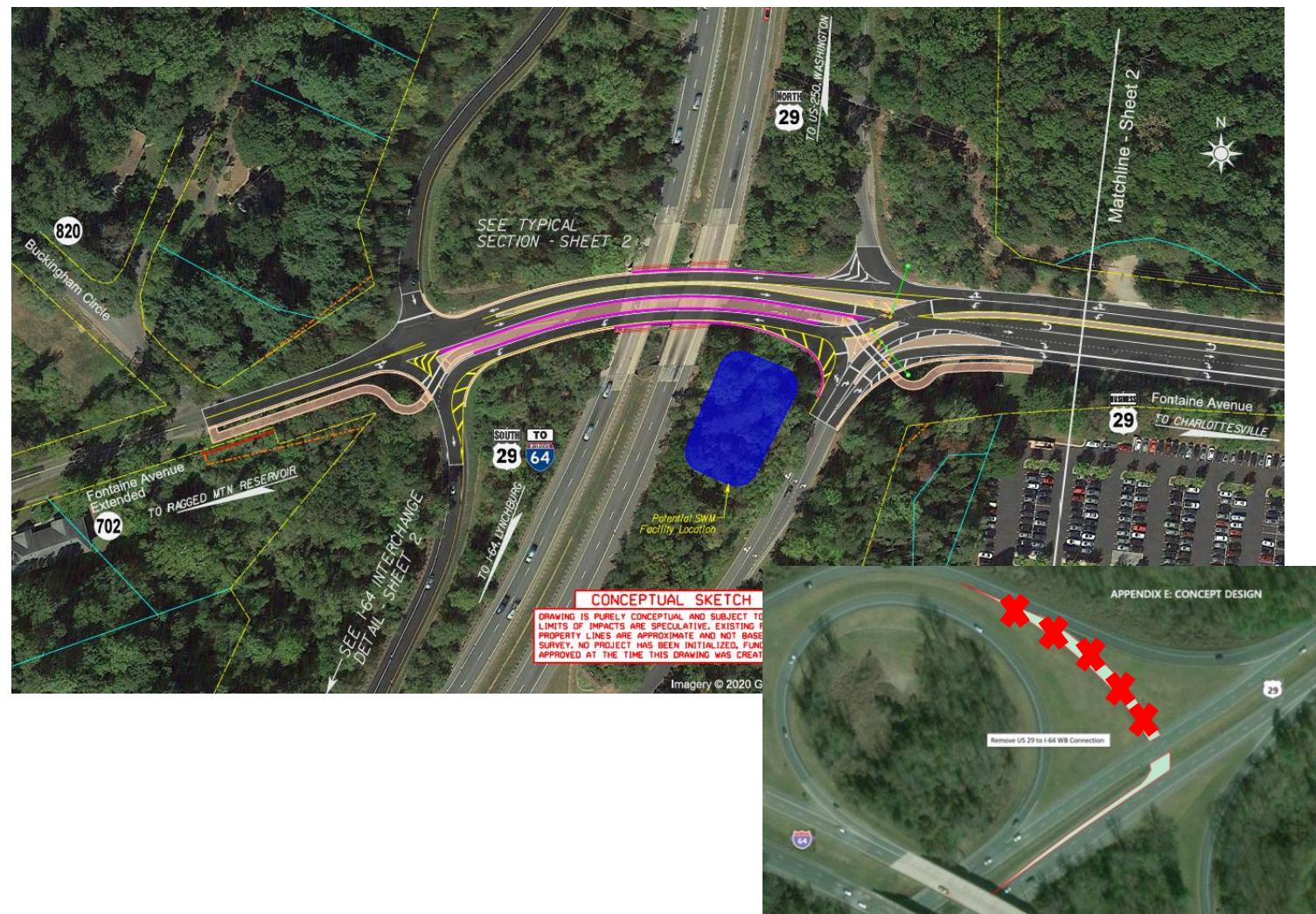
- Improvements to the 29 NB off-ramp at Fontaine Avenue submitted in SMART SCALE Round 2
- Funding request: \$2,900,000
- Project benefit score: 2.3
- SMART SCALE score: 7.8
- Project funded
- Addressed the weaving concerns on 29 NB between 64 WB off-ramp and Fontaine exit

I-64 Exit 118 Interchange – Application History (5 of 6)



- Diverging Diamond Interchange at US 29 and Fontaine interchange submitted in SMART SCALE Round 3
- Included relocating 29 NB to 64 WB movements through the Fontaine interchange and eliminating the 29 NB left turn
- Total funding requested: \$21,900,000
- Project benefit score: 5.1
- SMART SCALE score: 2.3
- Not funded

I-64 Exit 118 Interchange – Application History (6 of 6)



- Displaced left turn* concept at US 29 and Fontaine interchange developed for SMART SCALE Round 4
- Total funding awarded*: \$12,374,620
- Benefit Score: 10.85
- SMART SCALE Score: 8.77
- Funded
- Will address safety and operational concerns for the 29 NB to 64 WB movements, and operational concerns for Fontaine Avenue WB traffic

*Revised post-award

I-64 Exit 118 Interchange – Progress-to-date

Concerns Addressed through Funded Projects:

- ✓ Fontaine Avenue WB traffic backing up at 29 NB/SB ramps
- ✓ Weaving on 29 NB between 64 WB off-ramp and Fontaine exit
- ✓ Weaving on 64 EB between on-ramp and off-ramp
- ✓ Weaving on 29 SB between off-ramp and on-ramp
- ✓ Left turn from 29 NB to 64 WB

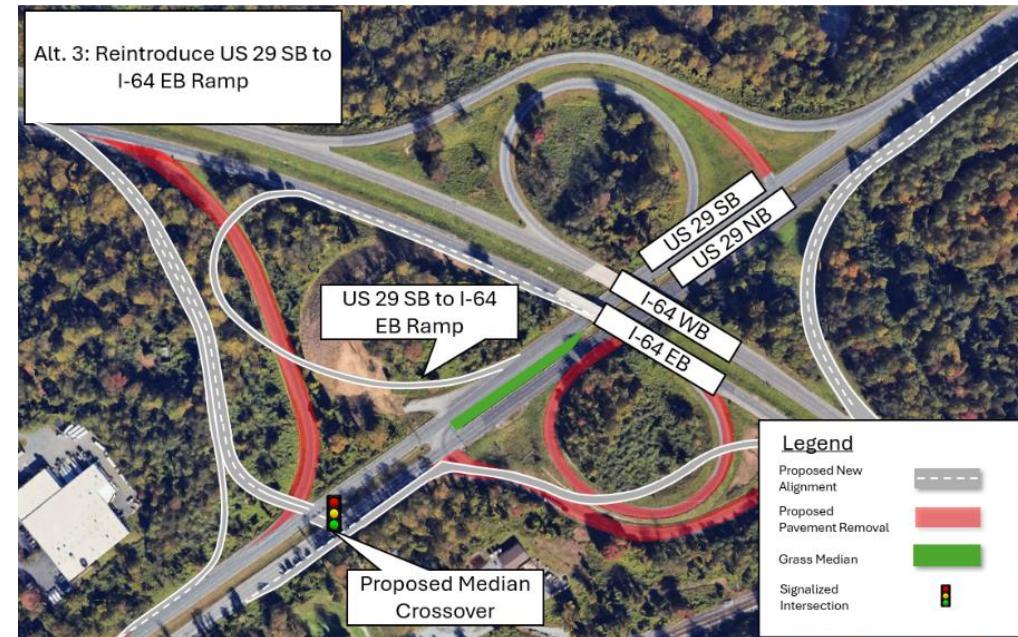
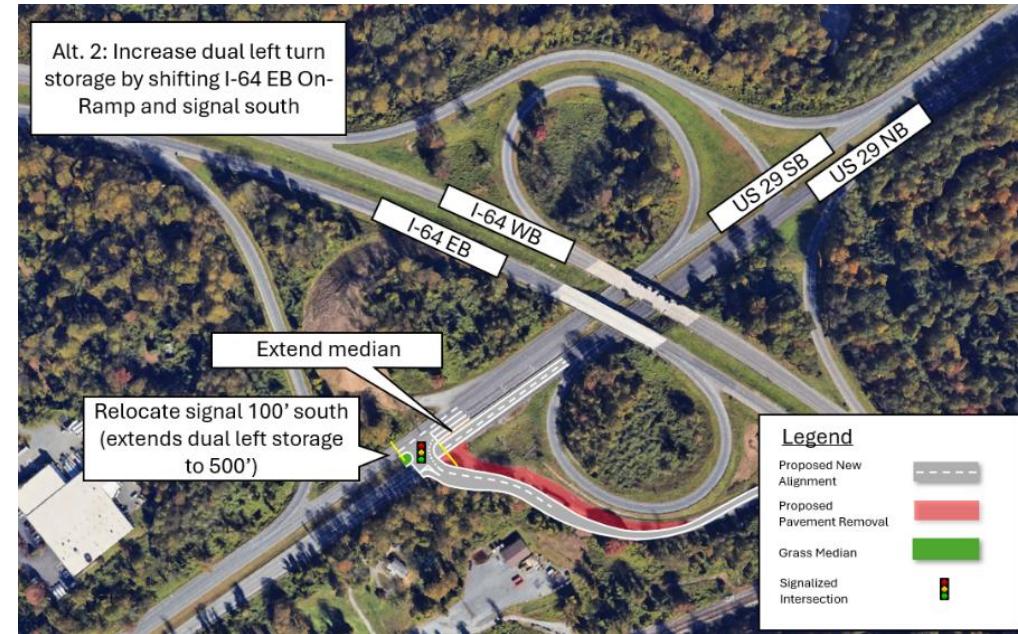
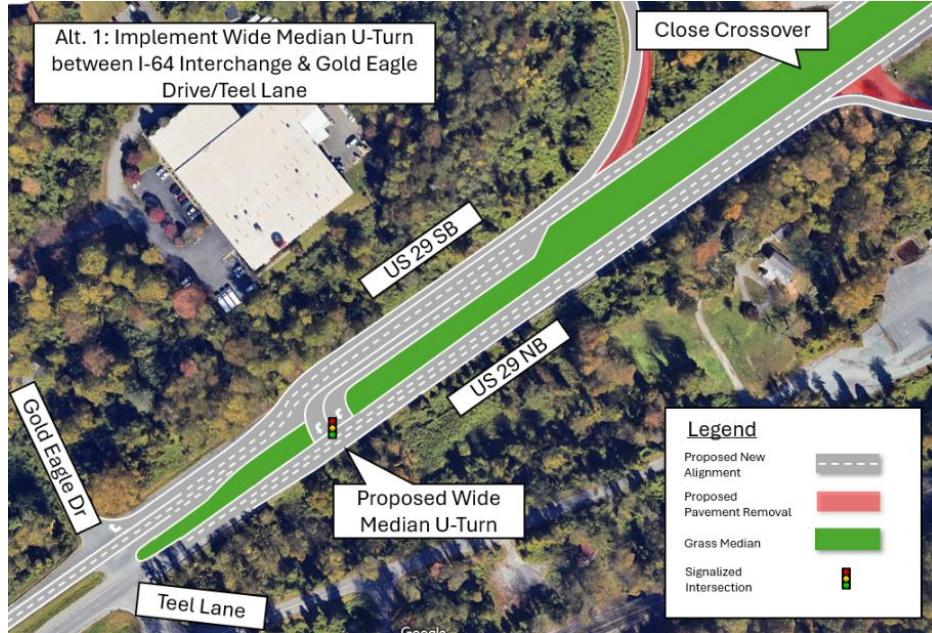
Total funding awarded to date*: \$16,549,750

Outstanding Concern:

- Identify longer-term solution for 29 SB to 64 EB movements

*Does not account for post-award funding adjustments

US 29 SB at I-64 Exit 118: Preliminary Alternatives



SMART SCALE Round 7 Eligible MPO Applications

Charlottesville-Albemarle MPO:

1. **US 29 NB/US 250 EB Off-ramp improvements at Barracks Road – Ramp extension, double left turn lane & sidewalk improvements**
2. **US 29 SB/US 250 WB Off-ramp extension at Ivy Road**
3. **US 29 NB/US 250 EB On-ramp extension at Ivy Road**
4. **I-64 and 5th Street DDI, SUP connection, & sidewalk connection**
5. **US 29 SB at I-64 Exit 118 – Interchange access and Park & Ride improvements**

Questions?

MEMORANDUM

To: Charlottesville-Albemarle MPO Policy Board
From: Taylor Jenkins, Director of Transportation
Date: December 17, 2025
Subject: SMART SCALE Round 7 – Project Locations

Purpose:

To seek approval from the CA-MPO Policy Board on which project locations to submit for SMART SCALE Round 7 applications.

Background:

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

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

The pre-application window for Round 7 of SMART SCALE opens on March 2, 2026.

Project Locations Under Consideration:

While the CA-MPO is eligible to submit **four final applications** requesting funding at the direction of the Policy Board (slots are based on population size), applicants are permitted to submit up to **five pre-applications** due to the possibility of an application screening out for not meeting eligibility or readiness requirements. Staff will be asked to prioritize which four to proceed with, however, if no projects are screened out.

The following projects are identified as eligible and capable of meeting readiness requirements for the CA-MPO to submit:

1. US 29 SB / US 250 WB Off-Ramp Extension (Old Ivy Rd)
2. US 29 NB / US 250 EB On-Ramp Extension (Old Ivy Rd)*
3. US 29 NB / US 250 EB Off-Ramp Improvements at Barracks Rd (ramp extension, dual left turns, and sidewalk improvements)
4. 5th Street/I-64 Improvements (DDI, shared use path connection, and sidewalk connection)
5. US 29/I-64 Exit 118 Improvements (interchange and park-and-ride improvements)

**Staff recommend identifying the US 29 NB / US 250 EB on-ramp extension as the “fifth” application slot, considering that the US 29 SB / US 250 WB off-ramp is experiencing greater operational issues out of the two along Ivy Road.*

Recommendations for Action:

CA-MPO Technical Committee:

Following discussion at their December 2, 2025, meeting, the CA-MPO Technical Committee recommended that the Policy Board approve continuing application development for the five project locations, with the understanding that staff will continue working with VDOT to answer questions on concept changes before project submission.

CA-MPO Policy Board:

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

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



Regional Vision • Collaborative Leadership • Professional Service

Memorandum

To: CA-MPO Policy Board Members
From: Taylor Jenkins, Director of Transportation
Date: December 17, 2025
Subject: CA-MPO Agenda Overview and Staff Updates

Purpose:

To review the current agenda packet and inform Policy Board members of CA-MPO program activities. Items with an asterisk (*) require action from the Policy Board.

1. Call to Order

- a. Call to Order, Roll Call – *Chair Gallaway & Sarah Simba*
- b. Read Electronic Meeting Notice – *Sarah Simba*

2. Matters from the Public – *Chair Gallaway*

- a. Comments by the public are limited to three minutes per speaker.

3. *Consent Agenda – *Chair Gallaway*

- a. *Review and Acceptance of the Agenda
- b. *Approval of the Draft October 22, 2025, Meeting Minutes
- c. *Regional Transit Partnership Dissolution

***Recommended Action:** Staff recommends a motion to approve the consent agenda.

4. *New Business – *Chair Gallaway*

- a. Statewide Transportation Funding – *Stacy Londrey*

VDOT staff will provide an overview of statewide transportation funding, including identifying revenue sources, how construction and maintenance are funded, and how funding informs SMART SCALE.

- b. *SMART SCALE Round 7 Project Locations – *Sandy Shackelford*

Policy Board members will receive a presentation identifying SMART SCALE Round 7 projects under consideration for submission in the City of Charlottesville, Albemarle County, and the Charlottesville-Albemarle MPO. The SMART SCALE pre-application period begins on March 2, 2026.

***Recommended Action:** Staff recommends a motion to approve proceeding with application development for CA-MPO Round 7 SMART SCALE project locations, as identified in the staff memo.

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

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

5. **Staff Updates – Chair Gallaway**

a. Informational Items and Staff Updates – *Taylor Jenkins*

i. **CA-MPO FY24-27 TIP Adjustments**

CA-MPO staff received and processed three TIP adjustment requests: CAT0003 (Charlottesville Area Transit Replacement – Rolling Stock), 110381 (Emmet Street Streetscape GARVEE Debt Service), and ASI001 (Autism Sanctuary Paratransit Vehicles). These adjustments are informational only and do not require formal action by the CA-MPO Policy Board.

Summary of Adjustments to CAT0003:

The requested adjustment reflects updated guidance and revised funding allocations from the Federal Transit Administration (FTA). MPO staff initially worked with CAT to incorporate these adjustments in September and are processing an additional adjustment to correct discrepancies identified in a previous CA-MPO Tech committee meeting. Total funding for the project is not changing; it is only being shifted between years.

Summary of Adjustments to Emmet St. Streetscape Debt Service (110381):

The administrative modification for the Emmet Streetscape project pertains to GARVEE Bond funding and reflects a restructured repayment schedule for funds used on the project. Delays in project implementation have extended the schedule, necessitating this update to ensure the TIP accurately reflects the revised financial structure.

Summary of Adjustments to ASI001:

The requested administrative modification comes from DRPT and reflects updated guidance and revised funding allocations from the Federal Transit Administration (FTA). For the ASI001 project, \$126,000 of FTA 5310, \$20,000 state, and \$20,000 local funding is reallocated from FY25 to FY26.

ii. **FFY25 Annual Obligation Report Draft**

The Annual Listing of Obligated Projects (Annual Listing) includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the immediately preceding program year. The Annual Listing is intended to improve the transparency of transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients (e.g. Charlottesville Area Transit) for expenditure on projects programmed in the TIP. The report must be publicly posted by December 29, 2025, and a draft is included at the end of this memo.

iii. **US29 Corridor and US29/250 Bypass and Emmet Street STARS Studies**

Existing Conditions reports are published on the VDOT Culpeper District [project website](#) for reference. Scroll down to the “Documents” section to find the two reports.

iv. **TJPDC Tenant Improvements**

Building renovations will begin on January 5, 2026, and last for a minimum of six weeks. As such, TJPDC staff will work remotely for the 6-week construction period. Staff will arrange for public meetings to be held electronically or to be in an off-site temporary location for the duration of the project. Staff are working with the owner and their contractor to select finishes and to develop a transition plan.

6. **Other Business – Chair Gallaway**

- a. Roundtable Updates
- b. 2026 Meeting Schedule – *Taylor Jenkins*

At the October meeting, Policy Board members requested to return to the previous meeting time of 4-6pm. Regular CA-MPO Policy Board meetings will occur on the fourth Wednesday of every other month at 4:00pm on the following dates in 2026:

February 25, 2026

April 22, 2026

June 24, 2026

August 26, 2026

October 28, 2026

December 23, 2026

Pursuant to the Code of Virginia and the Remote Electronic Participation Policy, public bodies may hold all-virtual public meetings provided that:

“The public body does not convene an all-virtual public meeting (i) more than two times per calendar year or 50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, or (ii) consecutively with another all-virtual public meeting.”

7. **Additional Matters from the Public – Chair Gallaway**

- a. Comments by the public are limited to three minutes per speaker.

8. **Adjourn – Chair Gallaway**

FFY25 Annual Listing

**Transportation Improvement Program (TIP)
Annual Listing of Obligated Projects**

Charlottesville-Albemarle Metropolitan Planning Organization



Glossary of Terms

NHS/NHPP: National Highway System/National Highway Performance Program

Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHFP: National Highway Freight Program

Provide support to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and supporting several goals, including: investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

STP/STBG: Surface Transportation Program

Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

EB/MG: Equity Bonus/Minimum Guarantee

Provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21. This program replaces TEA-21's Minimum Guarantee program.

CMAQ: Congestion Mitigation and Air Quality

Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

HIP: Highway Infrastructure Program

Provides support for restoration, repair, construction and other activities eligible under the Surface Transportation Program (STP).

BR/BROS: Bridge Off-System

Provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

DEMO: Demonstration

Provides funding for the adoption of innovations and technologies, thereby improving highway safety and quality while reducing congestion caused by construction.

PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Grant Program

Provides flexible funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

NEVI: National Electric Vehicle Infrastructure Program

Provides funding to states to strategically deploy electric vehicle (EV) chargers and to establish an interconnected network to facilitate data collection, access, and reliability.

CRP: Carbon Reduction Program

Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Description

The Annual Listing of Obligated Projects (Annual Listing) includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the immediately preceding program year. The Annual Listing is intended to improve the transparency of transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients (e.g. Charlottesville Area Transit) for expenditure on projects programmed in the TIP.

The tables on the following pages describe the projects included in the TIP, identify the responsible agency, the amount of federal funds requested/obligated, and the amount of funds remaining to be obligated on the project. A “guide sheet” precedes the Annual Listing for all roadway projects in the Charlottesville-Albemarle MPO that received federal obligations. Should there be any questions regarding the report, please contact the MPO staff at info@tjpdc.org.

Definitions of Interest

- Program Year: the year in which project obligations are reported; for purposes of this report, the program year is the federal fiscal year from October 1, 2024, through September 30, 2025. Both the roadway obligations and the transit obligations are organized by the federal program year.
- Obligation: An obligation is the federal government’s legal commitment to pay the federal share of a project’s cost. An obligated project is one that has been authorized by the federal agency and for which funds have been committed. Projects for which funds have been obligated are not necessarily initiated or completed during the program year, and the amount of the obligation will not necessarily equal the total cost of the project. For projects under the Federal Transit Administration (FTA), obligation occurs when the FTA grant is awarded. For projects under the Federal Highway Administration (FHWA), obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated.

Overview of FFY25

FHWA

- Interstate Projects: There were no identified interstate projects in FFY25
- Primary Projects: There were no identified Primary projects in FFY25
- Urban Projects: There was one project with an obligation in FFY25
- Secondary Projects: There was one project with an obligation in FFY25
- Miscellaneous: There were no identified miscellaneous items in FFY25
- Public Transportation: There were no identified public transit projects from FHWA in FFY25
- Rail: There were no identified rail projects from FHWA in FFY25
- Enhancement: There were no identified enhancement projects in FFY25
- Grouping: There were several federal obligations for these various projects. Project groupings include projects that are not considered to be of an appropriate scale to be listed individually in the TIP. They are grouped by project function, work type, and/or geographic area.

FTA

- Charlottesville Area Transit (CAT): Because CAT is also a direct recipient of FTA funds, obligations for CAT projects are identified through DRPT and directly from the transit agency. CAT projects are included in the back of the document.

STIP Transactions

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2024 - September 30, 2025

District / Jurisdiction	UPC / Description	Funding Source/Amount												TOTAL
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	
Interstate														
0	No projects identified in the MPO Area													
	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Primary														
0	No projects identified in the MPO Area													
	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Urban														
Charlottesville	110381 #HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE													
	FedID(s) 5104256													
9999	TIP:	\$180,134.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$180,134.00
	Obligated:	\$580,153.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$580,153.21
Remaining: *														
URBAN SUBTOTAL														
	TIP:	\$180,134.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$180,134.00
	Obligated:	\$580,153.21	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$580,153.21
	Released:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Secondary														
Albemarle County	106137 BERKMAR DRIVE EXTENDED (CONSTRUCTION OF NEW ROADWAY) - HILTON HEIGHTS ROAD; TOWNCENTER DRIVE (2.3000 MI)													
	FedID(s) 5104230													
1403	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
InCO	Obligated:	\$0.00	\$0.00	\$88,014.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$88,014.74
Remaining: *														
SECONDARY SUBTOTAL														
	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$88,014.74	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$88,014.74
	Released:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Miscellaneous														
0	No projects identified in the MPO Area													
	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Public Transportation														
0	No projects identified in the MPO Area													

STIP Transactions

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2024 - September 30, 2025

District / Jurisdiction	UPC / Description	Funding Source/Amount												TOTAL
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	
	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Rail														
0	No projects identified in the MPO Area	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Enhancement														
0	No projects identified in the MPO Area	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining: *														
Grouping														
G507 Construction : Bridge Rehabilitation/Replacement/Reconstruction - (T9936507)														
6507	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$901,970.00	\$0.00	\$0.00	\$0.00	\$0.00	\$901,970.00
	Obligated:	\$619,438.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$47,578.00	\$0.00	\$0.00	\$0.00	\$667,016.04
Remaining: \$234,953.96														
G506 Construction : Safety/ITS/Operational Improvements - (T9936506)														
6506	TIP:	\$14,212,498.00	\$0.00	\$4,993,557.00	\$664,319.00	\$0.00	\$0.00	\$0.00	\$7,368.00	\$0.00	\$0.00	\$0.00	\$0.00	\$19,877,742.00
	Obligated:	\$4,488,879.90	\$0.00	\$7,139,807.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,396,830.00	\$292,703.00	\$0.00	\$0.00	\$2,765,260.00	\$16,083,479.90
	Released:	\$0.00	\$0.00	(\$172,836.69)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$172,836.69)
Remaining: \$3,794,262.10														
G505 Maintenance : Traffic and Safety Operations - (T9936505)														
6505	TIP:	\$0.00	\$0.00	\$2,055,034.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,055,034.00
	Obligated:	\$0.00	\$0.00	\$436,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$436,100.00
Remaining: \$1,618,934.00														
G504 Maintenance : Preventive Maintenance for Bridges - (T9936504)														
6504	TIP:	\$528,620.00	\$1,877,503.00	\$2,521,999.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,928,122.00
	Obligated:	\$1,201,900.00	\$0.00	\$1,702,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,904,000.00
Remaining: \$2,024,122.00														
G503 Maintenance : Preventive Maintenance and System Preservation - (T9936503)														
6503	TIP:	\$851,879.00	\$0.00	\$10,525,317.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,377,196.00
	Obligated:	\$851,543.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$851,543.00
Remaining: \$10,525,653.00														
G501 Construction : Transportation Alternatives/Byway/Non-Traditional - (T9936501)														
6501	TIP:	\$0.00	\$0.00	\$5,045,576.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,045,576.00
	Obligated:	\$0.00	\$0.00	\$910,778.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$910,778.35
Remaining: \$4,134,797.65														
GROUPING SUBTOTAL														

STIP Transactions

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2024 - September 30, 2025

District / Jurisdiction	UPC / Description	Funding Source/Amount												
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
	TIP:	\$15,592,997.00	\$1,877,503.00	\$25,141,483.00	\$664,319.00	\$0.00	\$0.00	\$0.00	\$901,970.00	\$7,368.00	\$0.00	\$0.00	\$0.00	\$44,185,640.00
	Obligated:	\$7,161,760.94	\$0.00	\$10,188,785.35	\$0.00	\$0.00	\$0.00	\$0.00	\$1,396,830.00	\$292,703.00	\$47,578.00	\$0.00	\$2,765,260.00	\$21,852,917.29
	Released:	\$0.00	\$0.00	(\$172,836.69)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$172,836.69)
														Remaining: \$22,332,722.71
MPO SUBTOTAL														
	TIP:	\$15,773,131.00	\$1,877,503.00	\$25,141,483.00	\$664,319.00	\$0.00	\$0.00	\$0.00	\$901,970.00	\$7,368.00	\$0.00	\$0.00	\$0.00	\$44,365,774.00
	Obligated:	\$7,741,914.15	\$0.00	\$10,276,800.09	\$0.00	\$0.00	\$0.00	\$0.00	\$1,396,830.00	\$292,703.00	\$47,578.00	\$0.00	\$2,765,260.00	\$22,521,085.24
	Released:	\$0.00	\$0.00	(\$172,836.69)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$172,836.69)
														Remaining: \$21,844,688.76

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2024 - September 30, 2025

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2024 - September 30, 2025

District / Jurisdiction	UPC / Description	Funding Source/Amount												TOTAL
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	
	Obligated:	\$1,201,900.00	\$0.00	\$1,702,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,904,000.00
	Released:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Remaining:														\$2,024,122.00

T9936505 - Maintenance : Traffic and Safety Operations

Culpeper District-wide

114191 ADA COMPLIANCE - RETROFIT CURB RAMPS ALONG PAVING PROJECTS - Various; Various

FedID(s) TS07255

9999	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
InCO	Obligated:	\$0.00	\$0.00	\$436,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$436,100.00

Remaining: *

T9936505 - MAINTENANCE : TRAFFIC AND SAFETY OPERATIONS SUBTOTAL

TIP:	\$0.00	\$0.00	\$2,055,034.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,055,034.00
Obligated:	\$0.00	\$0.00	\$436,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$436,100.00
Released:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Remaining: \$1,618,934.00

T9936506 - Construction : Safety/ITS/Operational Improvements

Albemarle County

106960 PED. & BIKE FACILITIES UPGRADES TO TRAFFIC SIGNALS - VARIOUS; VARIOUS

FedID(s) 9677083

0000	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
InCO	Obligated:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Released:	\$0.00	\$0.00	(\$130,555.00)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$130,555.00)

Remaining: *

Albemarle County

111729 ROUTE 250 / 240 / 680 ROUNDABOUT - 0.161 MILES EAST INT RTE. 250; 0.114 MILES WEST INT RTE. 240 (0.0400 MI)

FedID(s) 5104268

0250	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$32,447.00	\$0.00	\$0.00	\$0.00	\$1,396,830.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,429,277.00

Remaining: *

Albemarle County

114401 Signal Performance Metric - ATSC - Rte. 649; Stone Ridge Drive

FedID(s) 9677083

0029	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
InCO	Obligated:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Released:	\$0.00	\$0.00	(\$0.60)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$0.60)

Remaining: *

Albemarle County

118868 #SMART22 - US 29 AND FONDAINE AVE INTERCHANGE IMPROVEMENTS - S. FONDAINE INTERCHANGE RAMP; N. FONDAINE INTERCHANGE RAMP (0.7000 MI)

FedID(s) 0027069

0029	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$3,342,989.00	\$0.00	\$375,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$265,260.00	\$3,983,249.00

Remaining: *

Albemarle County

118871 #SMART22 - RTE 29 SHARED USE PATH - 0.008 MI. S. CARRSBROOK DR.; 0.021 MI. N. SEMINOLE LANE (0.5000 MI)

FedID(s) 5104304, 5104345

0029	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$320,744.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$320,744.00

Remaining: *

Albemarle County

118878 #SMART22 - OLD LYNCHBURG RD/5TH ST EXT. INT IMPROVEMENTS - 0.102 MI WEST OF OLD LYNCHBURG RD. RTE. 780; 0.102 MI EAST OF OLD LYNCHBURG RD. RTE. 780 (0.5000 MI)

FedID(s) 5104307

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2024 - September 30, 2025

District / Jurisdiction	UPC / Description	Funding Source/Amount												TOTAL
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	
0631	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Released:	\$0.00	\$0.00	(\$68.72)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$68.72)
Remaining:														*
Albemarle County	122879 SIGNAL REBUILD AT ROUTES 250/240/635 - ROUTES 250/240/635; ROUTES 250/240/635													
	FedID(s) 5104330, 9677116													
0250	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$5,039.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,039.00
	Released:													
Remaining:														*
Charlottesville	109480 #HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS - 0.15 mile s south of Route 250 Bus; 0.72 mile south of Route 250 (0.3600 MI)													
	FedID(s) 5104254, 5104300													
0250	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$156,905.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$156,905.00
	Released:													
Remaining:														*
Charlottesville	109484 #HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS - 0.03 mi west of Westerly Avenue; JEFFERSON PARK AVENUE (0.4300 MI)													
	FedID(s) 5104255													
0029	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$668,241.90	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$292,703.00	\$0.00	\$0.00	\$0.00	\$960,944.90
	Released:													
Remaining:														*
Charlottesville	113861 WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL - MADISON AVENUE; PARKING LOT (0.0600 MI)													
	FedID(s) 5104293, 5104316													
9999	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Released:	\$0.00	\$0.00	(\$8,486.12)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$8,486.12)
Remaining:														*
Charlottesville	113917 PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND - 0.028 mi west of 2nd St SE; 0.022 mi east of 2nd St SE (0.0500 MI)													
	FedID(s) 5104288, 5104292													
3402	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$85,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$85,000.00
	Released:	\$0.00	\$0.00	(\$18,726.25)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$18,726.25)
Remaining:														*
Culpeper District-wide	121537 District-wide Flashing Yellow Arrows Installations - VARIOUS; VARIOUS													
	FedID(s) 9677104													
9999	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Released:	\$0.00	\$0.00	(\$15,000.00)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$15,000.00)
Remaining:														*
Multi-jurisdictional: Charlottesville MPO	124020 #SMART24 AVON STREET MULTIMODAL IMP- AVON TO DRUID - ROUTE 1101; DRUID AVENUE (0.4700 MI)													
	FedID(s) 5104348													
3407	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$1,752,343.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,752,343.00
	Released:													
Remaining:														*
Multi-jurisdictional: Charlottesville MPO	124021 #SMART24 RTE 743 HYDRAULIC/DISTRICT AVE ROUNDABOUT - 0.10 MI. W. INT. DISTRICT AVENUE; 0.10 MI. E. INT. DISTRICT AVENUE (0.2000 MI)													
	FedID(s) 5104337													
0743	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:													
	Released:													

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2024 - September 30, 2025

District / Jurisdiction	UPC / Description	Funding Source/Amount												TOTAL	
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP		
	Obligated:	\$0.00	\$0.00	\$4,889,978.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,500,000.00	\$7,389,978.00
* Remaining:															
T9936506 - CONSTRUCTION : SAFETY/ITS/OPERATIONAL IMPROVEMENTS SUBTOTAL															\$19,877,742.00
	TIP:	\$14,212,498.00	\$0.00	\$4,993,557.00	\$664,319.00	\$0.00	\$0.00	\$0.00	\$0.00	\$7,368.00	\$0.00	\$0.00	\$0.00	\$0.00	\$16,083,479.90
	Obligated:	\$4,488,879.90	\$0.00	\$7,139,807.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,396,830.00	\$292,703.00	\$0.00	\$0.00	\$2,765,260.00	\$0.00	\$16,083,479.90
	Released:	\$0.00	\$0.00	(\$172,836.69)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$172,836.69)
* Remaining:															\$3,794,262.10
T9936507 - Construction : Bridge Rehabilitation/Replacement/Reconstruction															
Albemarle County															
	110001 #SGR18VB - RT 240 CROZET AVE STR 589 OVER LICKINGHOLE CREEK - 0.084 MI. South of Lickinghole Creek; 0.031 Mi. North of Lickinghole Creek (0.1150 MI)														
	FedID(s) 5104263, 5104298, 5138206														
	0240 TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	InCO Obligated:	\$41,938.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$41,938.04
* Remaining:															
Albemarle County															
	111378 #SGR18VB - RT 708 RED HILL RD STRUCT 792 OVER N.F. HARDWARE - 0.022 MI. E. of North Fork Hardware River ; 0.113 Mi. W. of Norh Fork Hardware River (0.0870 MI)														
	FedID(s) 5104273, 5104313, 5104319														
	0708 TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$47,578.00	\$0.00	\$0.00	\$0.00	\$0.00	\$47,578.00
* Remaining:															
Albemarle County															
	111776 #SGR18VB - RT 601 SUPERSTRUCTURE REPLACE. STR. 6261 - 0.047 MI. W. RTE. 29/250 BYPASS; 0.047 MI. E, RTE. 29/250 BYPASS (0.0880 MI)														
	FedID(s) 5104311, 5104344														
	0601 TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	Obligated:	\$577,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$577,500.00
* Remaining:															
T9936507 - CONSTRUCTION : BRIDGE REHABILITATION/REPLACEMENT/RECONSTRUCTION SUBTOTAL															
	TIP:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$901,970.00	\$7,368.00	\$0.00	\$0.00	\$0.00	\$0.00	\$901,970.00
	Obligated:	\$619,438.04	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$47,578.00	\$0.00	\$0.00	\$0.00	\$667,016.04
	Released:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
* Remaining:															\$234,953.96
MPO SUBTOTAL															
	TIP:	\$15,592,997.00	\$1,877,503.00	\$25,141,483.00	\$664,319.00	\$0.00	\$0.00	\$0.00	\$901,970.00	\$7,368.00	\$0.00	\$0.00	\$0.00	\$0.00	\$44,185,640.00
	Obligated:	\$7,161,760.94	\$0.00	\$10,188,785.35	\$0.00	\$0.00	\$0.00	\$0.00	\$1,396,830.00	\$292,703.00	\$47,578.00	\$0.00	\$2,765,260.00	\$0.00	\$21,852,917.29
	Released:	\$0.00	\$0.00	(\$172,836.69)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$172,836.69)
* Remaining:															\$22,332,722.71

FEDERAL OBLIGATION REPORT - OCTOBER 1, 2024 - SEPTEMBER 30, 2025

Replacement - Light-duty, Small-size transit bus or BOC (4)	FTA 5311 - ADTAP	2025			\$ 560,000		\$ 560,000
Replacement - Light-duty, Van with lift (1)	FTA 5311 - ADTAP	2025			\$ 92,000		\$ 92,000
Operating Assistance	FTA 5311	2025			\$ 1,251,070		\$ 1,251,070
TOTAL			\$ -	\$ -	\$ 2,469,652	\$ -	\$ 2,469,652
CHARLOTTESVILLE - ALBEMARLE MPO	FEDERAL FUNDS	YEAR	CMAQ	RSTP	FTA	Other	TOTAL
Charlottesville Transit Service							
Governor's Apportionment	FTA 5307	2025			\$ 3,521,173		\$ 3,521,173
City of Charlottesville							
Replacement Support Vehicle - Other (1)	FTA 5339	2025			\$ 12,910		\$ 12,910
Thomas Jefferson Planning District Commission							
Mobility Management	FTA 5310	2025			\$ 172,184		\$ 172,184
TOTAL			\$ -	\$ -	\$ 3,706,267	\$ -	\$ 3,706,267
FREDERICKSBURG AREA MPO	FEDERAL FUNDS	YEAR	CMAQ	RSTP	FTA	Other	TOTAL
Fredericksburg Regional Transit							
Governor's Apportionment	FTA 5307	2025			\$ 4,299,018		\$ 4,299,018
Vehicle Support Equipment (Driving Simulator)	FTA 5339	2025			\$ 60,200		\$ 60,200
Facility Equipment - Mechanical (HVAC)	FTA 5339	2025			\$ 56,000		\$ 56,000
Rehab-Renovation of Admin Building (Davies Transit Center Roof)	FTA 5339	2025			\$ 21,000		\$ 21,000
Replacement - Medium-duty, Medium-size transit bus or BOC (8)	FTA 5339	2025			\$ 560,000		\$ 560,000
Healthy Generations Area Agency on Aging							
FTA 5310 Replacement Vehicle (1)	FTA 5310	2025			\$ 61,843		\$ 61,843
FTA 5310 Operating	FTA 5310	2025			\$ 154,091		\$ 154,091
FTA 5310 Other Capital - Mobility Management + Contracted Transportation	FTA 5310	2025			\$ 76,531		\$ 76,531
Rappahannock Area Community Service Board							
FTA 5310 Replacement Vehicle (2) + Expansion Vehicle (2)	FTA 5310	2025			\$ 287,962		\$ 287,962
TOTAL			\$ -	\$ -	\$ 5,576,645	\$ -	\$ 5,576,645