

CA-MPO SMART SCALE Round 7 Projects Under Consideration

**Policy Board Special Meeting
March 20, 2026**



Purpose and Agenda

Purpose:

To provide information on projects in the City of Charlottesville, Albemarle County, and the CA-MPO being considered for SMART SCALE funding applications in advance of the April 1st deadline for pre-applications

Agenda:

- ▶ SMART SCALE Funding Program Overview
- ▶ Round 7 Project Applications
- ▶ Future Funding Strategy Development

SMART SCALE Funding Program

SMART SCALE is the primary method for funding large-scale transportation construction projects in Virginia.

- ▶ State program administered by the Office of Intermodal Planning and Investment (OIPI) under the Commonwealth Transportation Board (CTB)
- ▶ Funds up to 100% of transportation project costs; no local match is required

Localities and MPOs can apply for SMART SCALE funding every two years.

- ▶ Charlottesville, Albemarle County, and CA-MPO can each submit up to four applications.
- ▶ Pre-applications are required and due April 1, 2026
- ▶ Full applications are due August 1, 2026

The CTB selects projects through a competitive scoring process that reflects the Commonwealth's transportation priorities.

- ▶ Projects identified in state-funded studies (Project Pipeline, STARS) are generally most competitive

SMART SCALE Eligibility

- Any project must meet an identified need in ***VTrans*** to be eligible for submission
- Two programs support SMART SCALE: **District Grant Program** and the **High Priority Projects Program**
 - District Grant Program: competitive within the VDOT District; only localities are eligible
 - High Priority Projects Program: competitive statewide; localities, regional bodies, and transit agencies eligible

Eligible Body	District Grant Program (DGP)	High Priority Projects (HPP) Program
Localities	Yes	Yes
Planning District Commissions	No	Yes
Metropolitan Planning Organizations	No	Yes
Transit Agencies	No	Yes

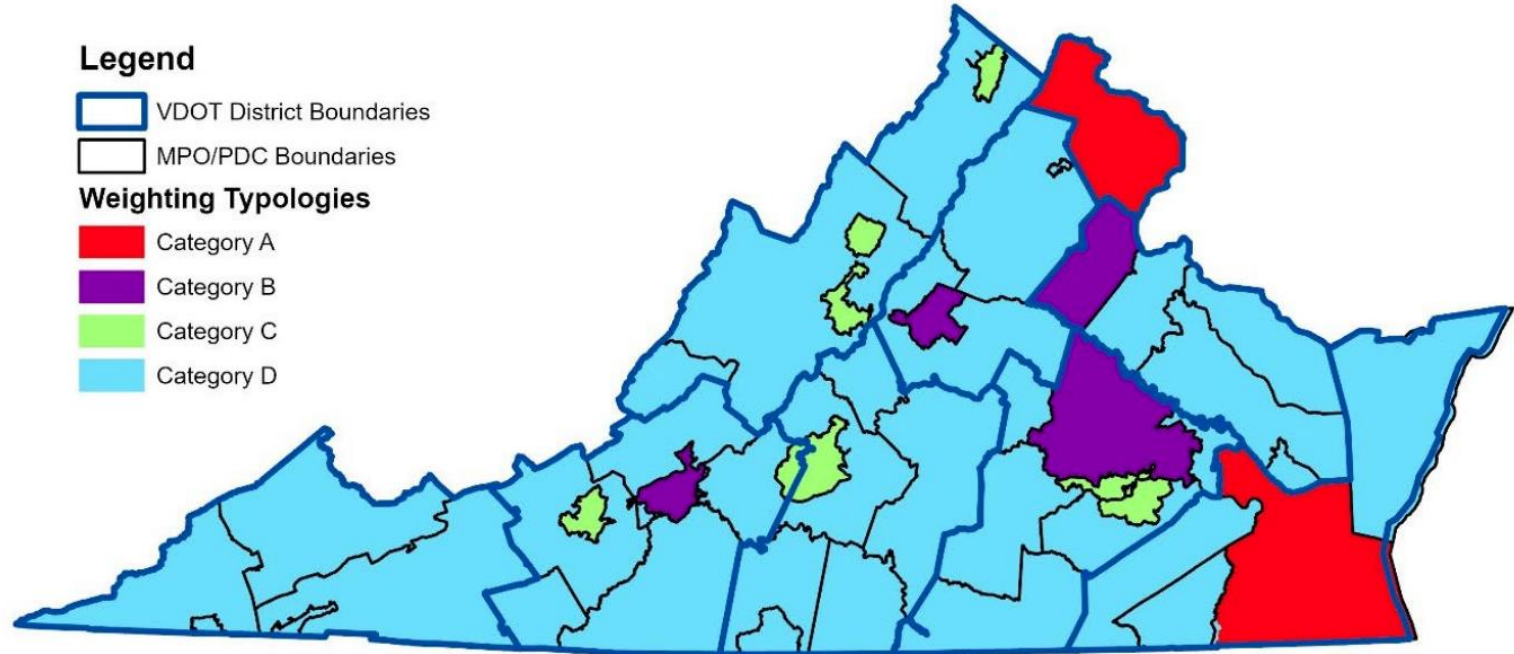
High Priority Projects (HPP) Eligibility

- Regional bodies are only eligible to (1) submit projects that meet VTrans needs on a *Corridor of Statewide Significance* or on *Regional Networks*, and (2) projects that meet eligibility requirements for the High Priority Projects Program
- SMART SCALE Policy defines the types of projects that are eligible for HPP funding

Feature Category	Feature Name
Highway	Add New Through Lane(s); Roadway on New Alignment; Managed Lane(s) (HOV/HOT/Shoulder); Improve Grade Separated Interchange; Ramp Improvements; Innovative Interchange; New Interchange, Non-Limited Access Facility; New Interchange, Limited Access Facility; New Bridge
Transit	Rolling Stock for New/Expanded High-Capacity or Fixed-Guideway Route; Infrastructure for New/Expanded High-Capacity or Fixed-Guideway Route; Construct or Expand Transfer Center or Maintenance/Administrative Facility
Rail	Rolling Stock for New/Expanded Rail Transit Service; Infrastructure for New/Expanded Rail Transit Service; Construct New Rail Transit Station; Improve Existing Rail Transit Station; Construct or Expand Rail Maintenance/Administrative Facility; Rolling Stock for New/Expanded Passenger Rail Service; Infrastructure for New/Expanded Passenger Rail Service; Construct New Passenger Rail Station; Improve Existing Passenger Rail Station; Rolling Stock for New/Expanded Freight Rail Service; Infrastructure for New/Expanded Freight Rail Service

Project Evaluation

- Scoring methodology and project cost are considered in project evaluation
- Projects located within the CA-MPO boundary are scored according to Category B factor weighting
- Average funded project cost in Round 6: **\$18.6M** (all) and **\$27.2M** (HPP)



Safety	Congestion Mitigation	Accessibility	Land Use	Economic Dev.	Environmental Quality
20%	25%	25%	Multiplier	20%	10%



Update on the VDOT STARS Study on W Main/Ridge Intersection

Neighborhood Development Services

March 2026



Project Background

- In 2024, local VDOT staff worked with City and County staff to identify key project locations for a new round of STARS studies to develop new SMART SCALE applications
 - US 29 North and US 29/US 250 Bypass Interchange
 - West Main/Ridge Intersection
- Locations were identified as areas of concern in MPO long-range plan Moving Toward 2050 and the regional safety action plan Move Safely Blue Ridge
- West Main/Ridge was identified as a candidate for the City's first new SMART SCALE project application since returning state funds that awarded in previous rounds

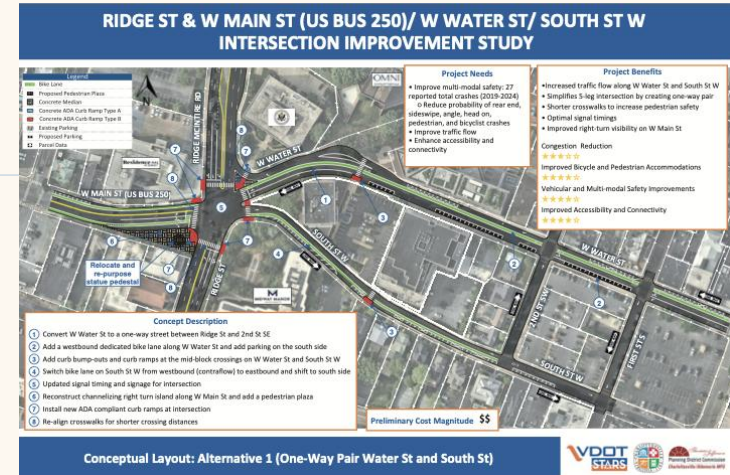


Study purpose and goals

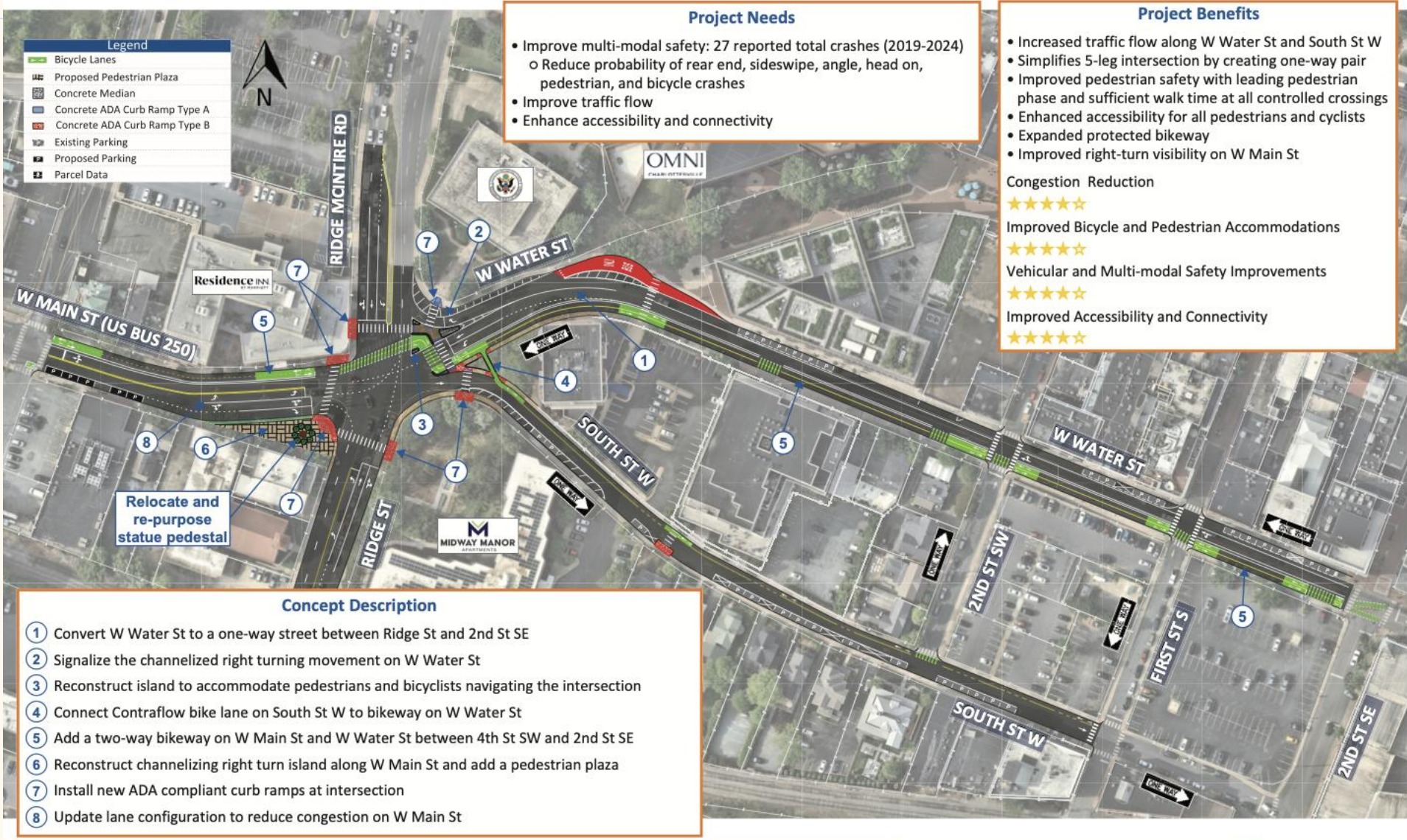
- Improve safety for all road users
- Improve traffic flow and ease of use for all road users
- Maintain the pedestal as a cultural resource for re-use
- Develop a competitive SMART SCALE application
 - Must show some benefits to congestion
 - Must be cost-competitive

Study timeline

- **November 2024:** Traffic data collected
- **March 2025:** Public survey on existing concerns in study area
- **April 2025:** Existing conditions findings published
- **August 2025:** Public information meeting and survey on three alternatives
- **January 2025:** Public information meeting and feedback collection on the draft proposed VDOT staff recommendation



Ridge St & W Main St / W Water St/ South St W Intersection Improvement Study



Project Needs

- Improve multi-modal safety: 27 reported total crashes (2019-2024)
 - Reduce probability of rear end, sideswipe, angle, head on, pedestrian, and bicycle crashes
- Improve traffic flow
- Enhance accessibility and connectivity

Project Benefits

- Increased traffic flow along W Water St and South St W
- Simplifies 5-leg intersection by creating one-way pair
- Improved pedestrian safety with leading pedestrian phase and sufficient walk time at all controlled crossings
- Enhanced accessibility for all pedestrians and cyclists
- Expanded protected bikeway
- Improved right-turn visibility on W Main St

Congestion Reduction
★★★★★

Improved Bicycle and Pedestrian Accommodations
★★★★★

Vehicular and Multi-modal Safety Improvements
★★★★★

Improved Accessibility and Connectivity
★★★★★

Concept Description

- 1 Convert W Water St to a one-way street between Ridge St and 2nd St SE
- 2 Signalize the channelized right turning movement on W Water St
- 3 Reconstruct island to accommodate pedestrians and bicyclists navigating the intersection
- 4 Connect Contraflow bike lane on South St W to bikeway on W Water St
- 5 Add a two-way bikeway on W Main St and W Water St between 4th St SW and 2nd St SE
- 6 Reconstruct channelizing right turn island along W Main St and add a pedestrian plaza
- 7 Install new ADA compliant curb ramps at intersection
- 8 Update lane configuration to reduce congestion on W Main St

Preferred Conceptual Layout: One-Way Pair Water St and South St with Bikeway



Project Benefits

- Simplifies 5-leg intersection by creating one-way pair
 - Decreases delays
 - Reduces turning-movement conflicts
- Improved pedestrian safety with enlarged spaces for waiting, leading pedestrian phases on and sufficient walk time at all controlled crossings
- Enhanced accessibility for pedestrians and cyclists
- Expanded protected bikeway
- Improved right-turn visibility on W Main
- *Improved wayfinding signage*
- **Estimated Cost (uninflated): \$11,490,000**



Next Steps

- **April:** Engagement with Downtown residents and businesses
- **July 20th:** City Council endorsement
- **September 2026-January 2027:** SMART SCALE applications assessed
- **Spring 2027:** Projects selected for funding by Commonwealth Transportation Board in Six Year Improvement Program
- **2027-2028:** Planning for restriping on West Main following Utilities project
- **2029:** Earliest full repaving of West Main and implementation of restriping with protected bike facilities, up to the STARS study project area
- **2033:** Funding for STARS study project construction become available



April Engagement with Downtown Businesses and Residents

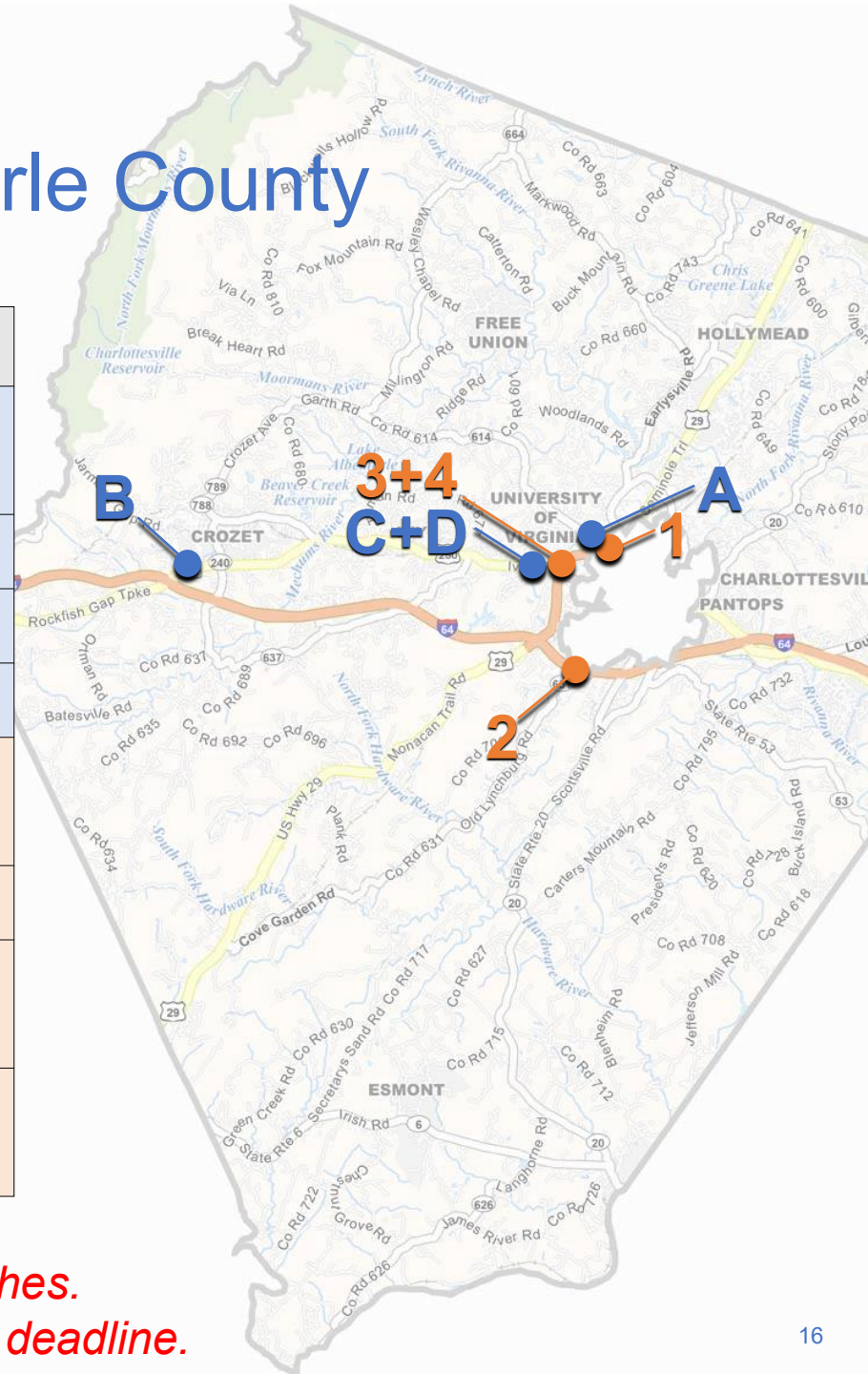
- Working with VDOT to summarize collected feedback
- Inviting downtown residents and business to participate in focus group session to clarify and develop solutions for collected concerns
- Workshop to review feedback, provide further detail on items to consider for future refinements
- Interested? Look out for more info and RSVP to participate
- Coordinating with VDOT, Office of Economic Development, and Friends of Downtown
- Tentative date: 4/27 at City Space

Thank You



Round 7 Project Applications in Albemarle County

Project	Applicant
A. Barracks Road & US 29 SB/US 250 WB On-Ramp	Albemarle County
B. US 250 & Old Trail Roundabout	Albemarle County
C. US 250 (Ivy Road) – Full Recommendation	Albemarle County
D. US 250 (Ivy Road) – Partial Recommendation	Albemarle County
1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road	CA-MPO
2. I-64 and 5th Street (Exit 120)	CA-MPO
3. US 29 SB/US 250 WB Off-ramp extension at Ivy Road	CA-MPO
4. US 29 NB/US 250 EB On-ramp extension at Ivy Road	CA-MPO



Note: The following slides contain the latest available draft project sketches. VDOT is revising the sketches, which will change before the application deadline.

Barracks Road at 29/250 Bypass

Project	Applicant
A. Barracks Road & US 29 SB/US 250 WB On-Ramp	Albemarle County
1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road	CA-MPO

- Projects identified in VDOT-funded Barracks Road Project Pipeline Study
- Solutions to address safety improvement needs and pedestrian and bicycle access needs

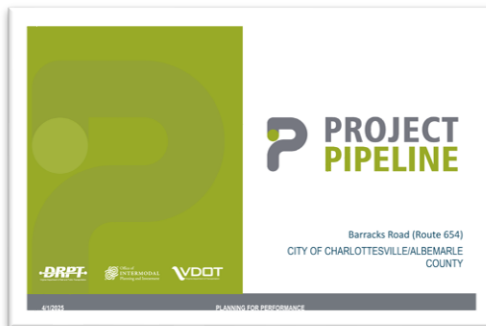
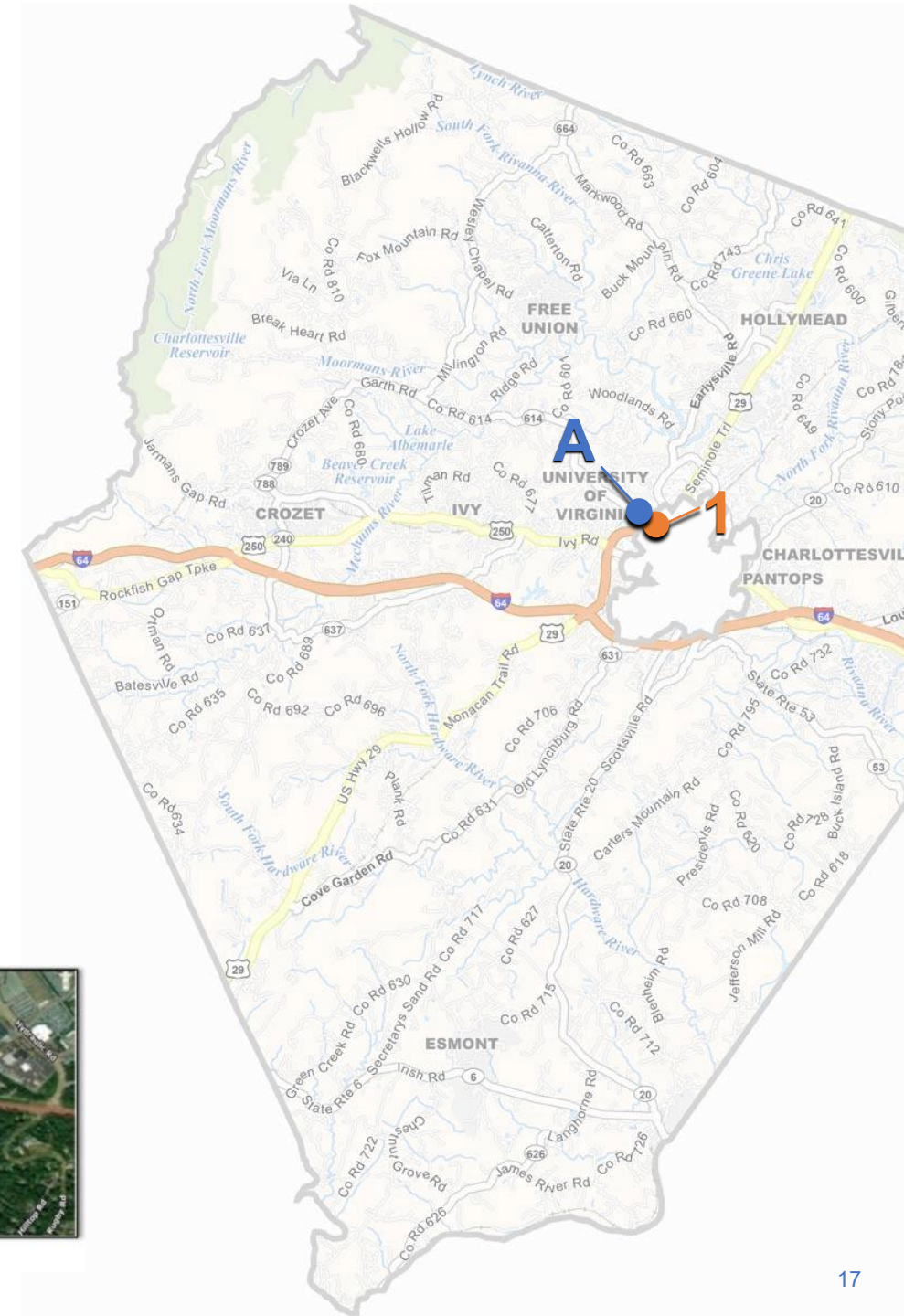


Figure 1-4. Barracks Road (Route 654) Study Area Map



Legend

- Prop. Pavement
- Prop. Raised Concrete Median
- Prop. Raised Grass Median
- Prop. Concrete Sidewalk
- Prop. Gravel Entrance
- Prop. Paved Entrance
- Prop. SWM Location
- Prop. Grassed Area
- Exist. OH Utility Poles (from GIS)
- Exist. Right-of-Way (from GIS)
- Exist. Property Boundary (from GIS)
- Jurisdictional Limits (from GIS)
- Prop. Right-of-Way
- Prop. Retaining Wall
- Prop. Fence



EB Right Turn Lane Barracks Rd / US 29-250 Bypass

Project

**A. Barracks Road & US 29 SB/US 250
 WB On-Ramp**

Applicant

Albemarle County

~Cost

~\$13.7 M



DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE

CONCEPTUAL SKETCH
 DRAWING IS PURELY CONCEPTUAL AND SUBJECT TO CHANGE. LIMITS OF IMPACTS ARE SPECULATIVE, EXISTING R/W AND PROPERTY LINES ARE APPROXIMATE AND NOT BASED ON SURVEY. NO PROJECT HAS BEEN INITIALIZED, FUNDED, OR APPROVED AT THE TIME THIS DRAWING WAS CREATED.

Project	Applicant	~Cost
1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road	CA-MPO	~\$21.4 M

VDOT Virginia Department of Transportation
Culpeper District Design Unit
March, 2026

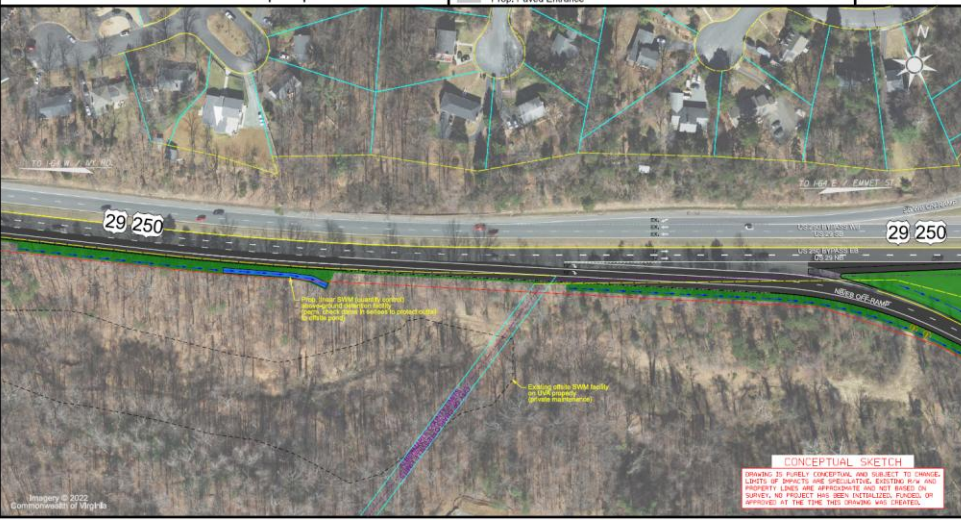
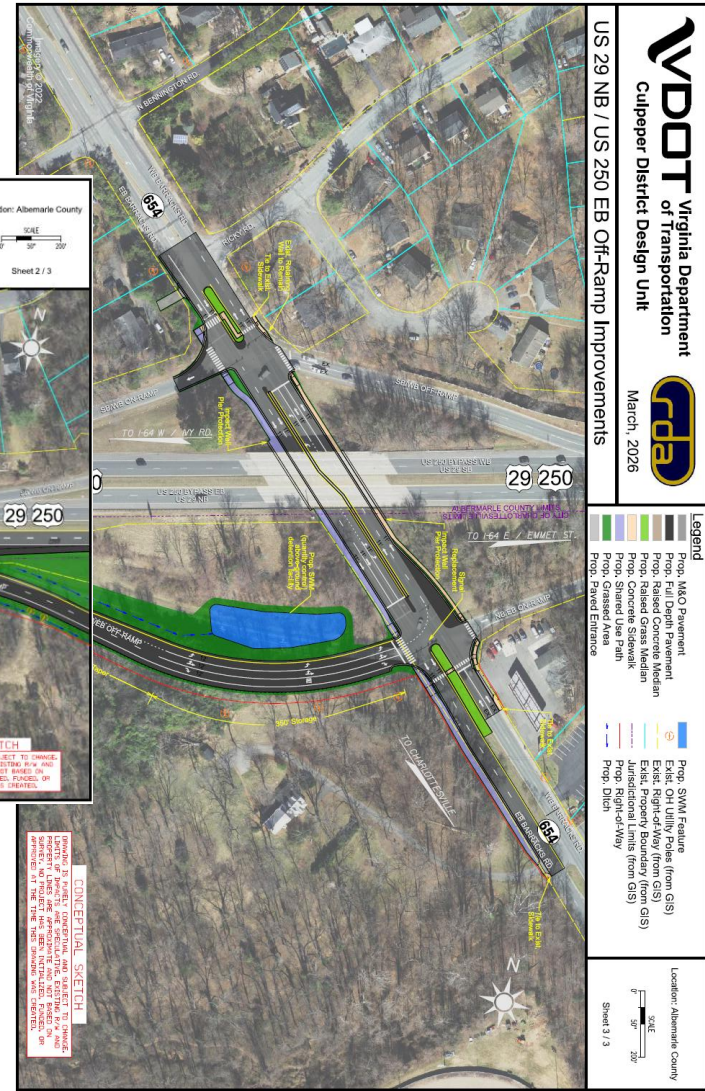
Legend

- Prop. M&O Pavement
- Prop. Full Depth Pavement
- Prop. Raised Concrete Median
- Prop. Raised Grass Median
- Prop. Concrete Sidewalk
- Prop. Shared Use Path
- Prop. Grassed Area
- Prop. Paved Entrance
- Prop. SWM Feature
- Exist. OH Utility Poles (from GIS)
- Exist. Right-of-Way (from GIS)
- Exist. Property Boundary (from GIS)
- Jurisdictional Limits (from GIS)
- Prop. Right-of-Way
- Prop. Ditch

VDOT Virginia Department of Transportation
Culpeper District Design Unit
March, 2026

Legend

- Prop. M&O Pavement
- Prop. Full Depth Pavement
- Prop. Raised Concrete Median
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- Exist. Property Boundary (from GIS)
- Jurisdictional Limits (from GIS)
- Prop. Right-of-Way
- Prop. Ditch



DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE

VTrans Priority 2 Location

38% of crashes (55) along the Barracks Road corridor occurred at the NB + SB ramps

Project Includes:

1. Dual left turn lanes from US29 NB / US 250 EB off-ramp onto Barracks Road
2. Connecting the Leonard Sandridge on-ramp to the Barracks Road off-ramp by an auxiliary lane
3. Constructing sidewalk on the SB side of Barracks Road between the US 29 SB/US 250 WB on-ramp and the US 29 NB/US 250 EB off-ramp
4. Adding a crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp

Project	Applicant	~Cost
1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road	CA-MPO	~\$21.4 M

VDOT Virginia Department of Transportation
Culpeper District Design Unit
March, 2026

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US 29 NB / US 250 EB Off-Ramp Improvements

Location: Albemarle
Sheet 1

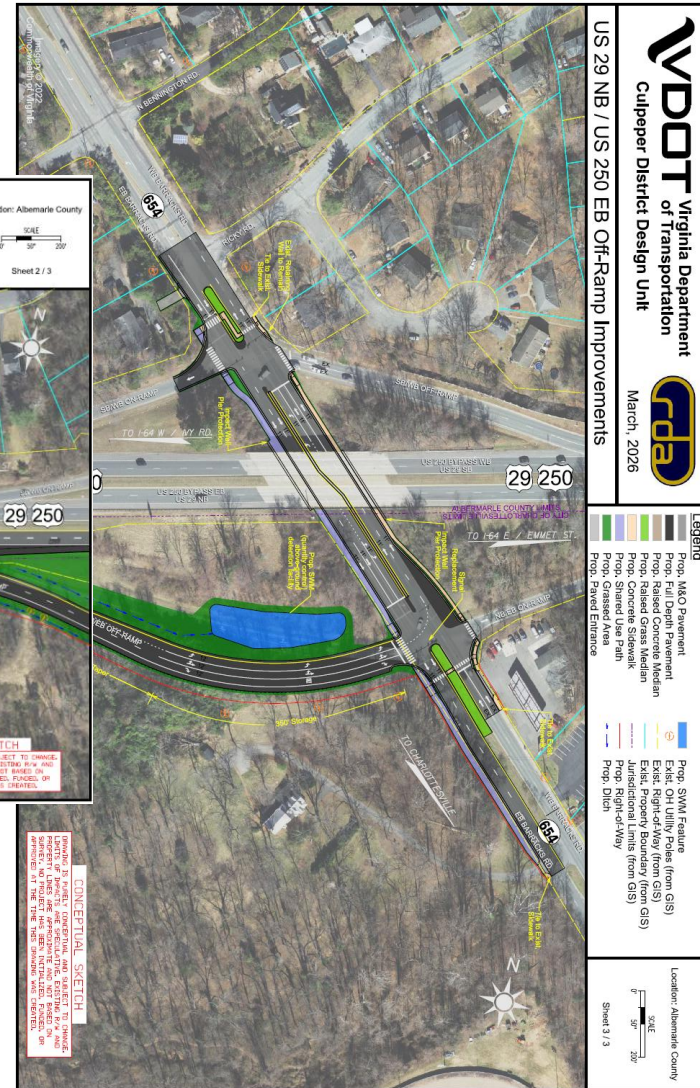


VDOT Virginia Department of Transportation
Culpeper District Design Unit
March, 2026

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US 29 NB / US 250 EB Off-Ramp Improvements

Location: Albemarle County
Sheet 2 / 3



DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE

Proposed Project Addresses:

1. Safety: Reducing weaving and merging for motorists getting on at Leonard Sandridge and off at Barracks Road
2. Bicycle and Pedestrian Access: Constructing a wider, 8-ft sidewalk and crosswalk to support pedestrian and bicycle activity
3. Capacity Preservation: Improving the operational capacity of the existing roadway without large-scale capacity expansion

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March, 2026

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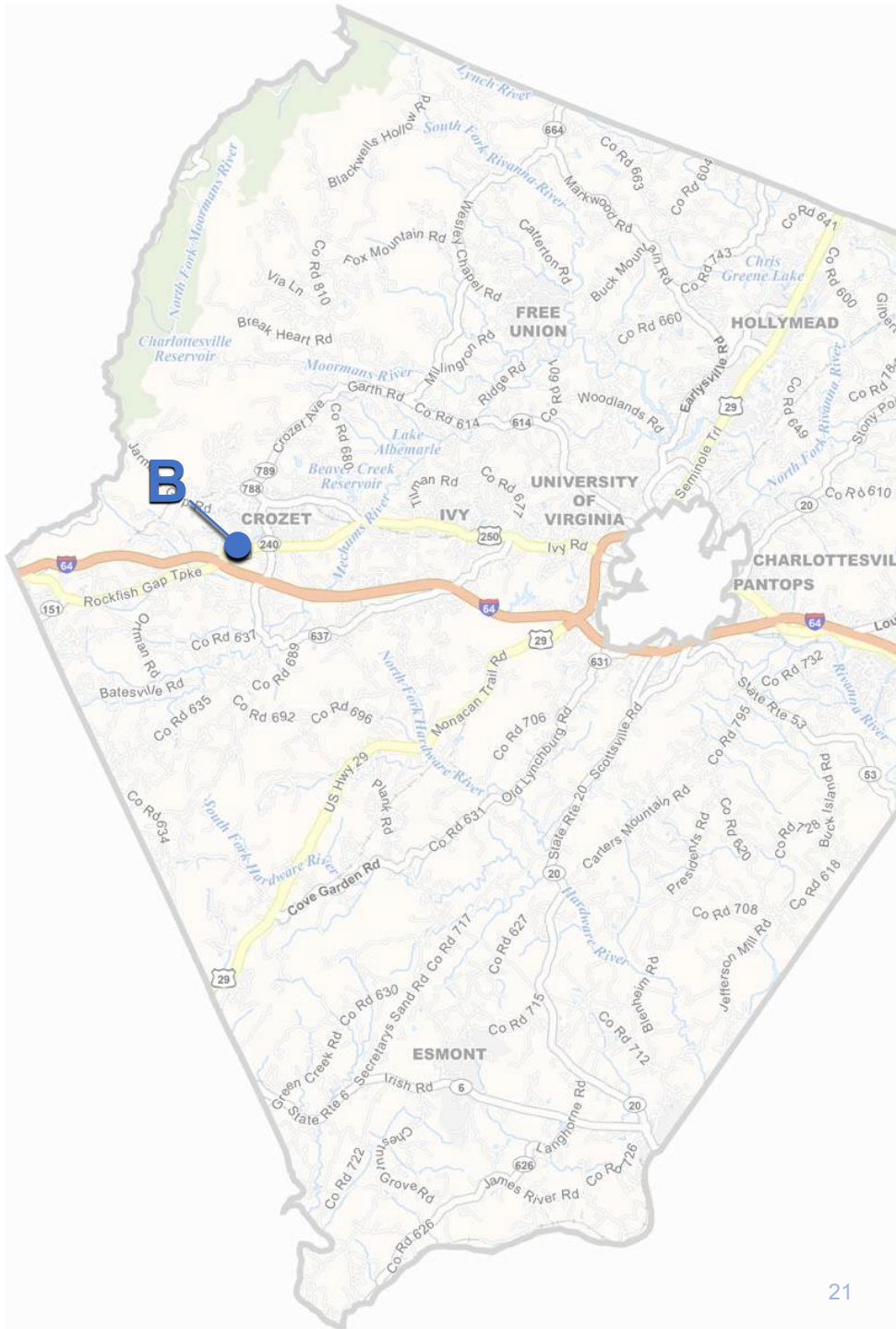
US 29 NB / US 250 EB Off-Ramp Improvements

Location: Albemarle County
Sheet 3 / 3

Old Trail Drive at US 250

Project	Applicant
B. US 250 & Old Trail Roundabout	Albemarle County

- Identified in the Crozet Master Plan (2021)
- Submitted in the past two rounds of SMART SCALE. Narrowly missed being funded both times.



Project	Applicant	~Cost
B. US 250 & Old Trail Roundabout	Albemarle County	~\$16.9 M

North Arrow & Scale

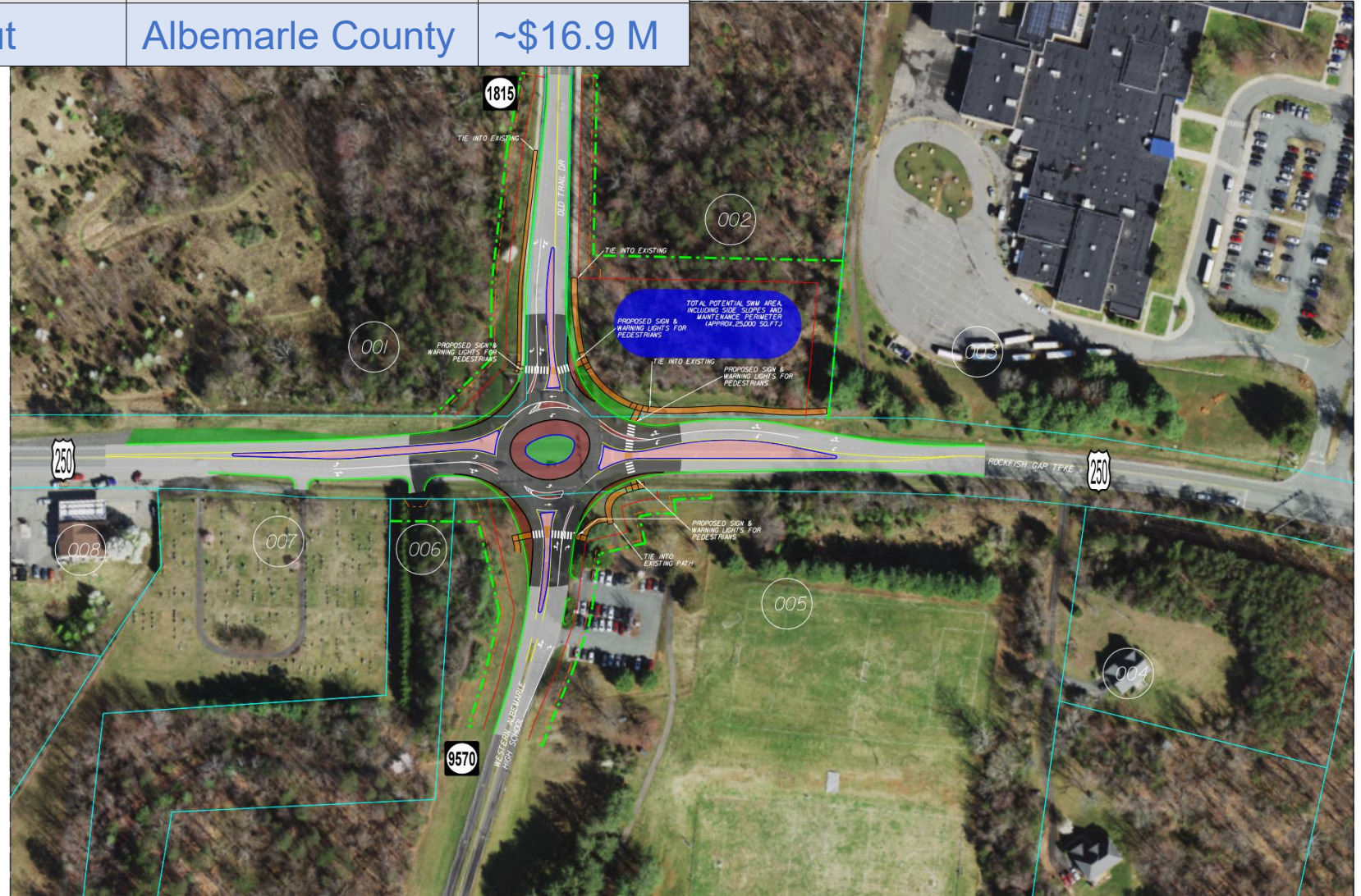
Legend

PARCEL LINES	PROPOSED RIGHT-OF-WAY
VDOT STD, CG-7	PROPOSED TEMPORARY CONSTRUCTION EASEMENT
VDOT STD, CG-3	VDOT MOD, CG-3
PROPOSED MILL & OVERLAY	PROPOSED PAVEMENT MARKINGS
PROPOSED FULL DEPTH PAVEMENT	PROPOSED PEDESTRIAN ACCOMMODATIONS
PROPOSED CONCRETE MEDIAN	PROPOSED TRUCK APRON
PROPOSED GRASS/VEGETATION	POTENTIAL STORMWATER MANAGEMENT AREA

Date

09/01/2022
VDOT MODIFIED ON:
05/28/2024

PROPOSED UTILITY EASEMENT



DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the proposed right-of-way shown on these plans.
Images Courtesy of the Commonwealth of Virginia provided 2017/2/28/18

Ivy Road near 29/250 Bypass

Project	Applicant
C. US 250 (Ivy Road) – Full Rec.	Albemarle County
D. US 250 (Ivy Road) – Partial Rec.	Albemarle County
3. US 29 SB/US 250 WB Off-ramp extension at Ivy Road	CA-MPO
4. US 29 NB/US 250 EB On-ramp extension at Ivy Road	CA-MPO

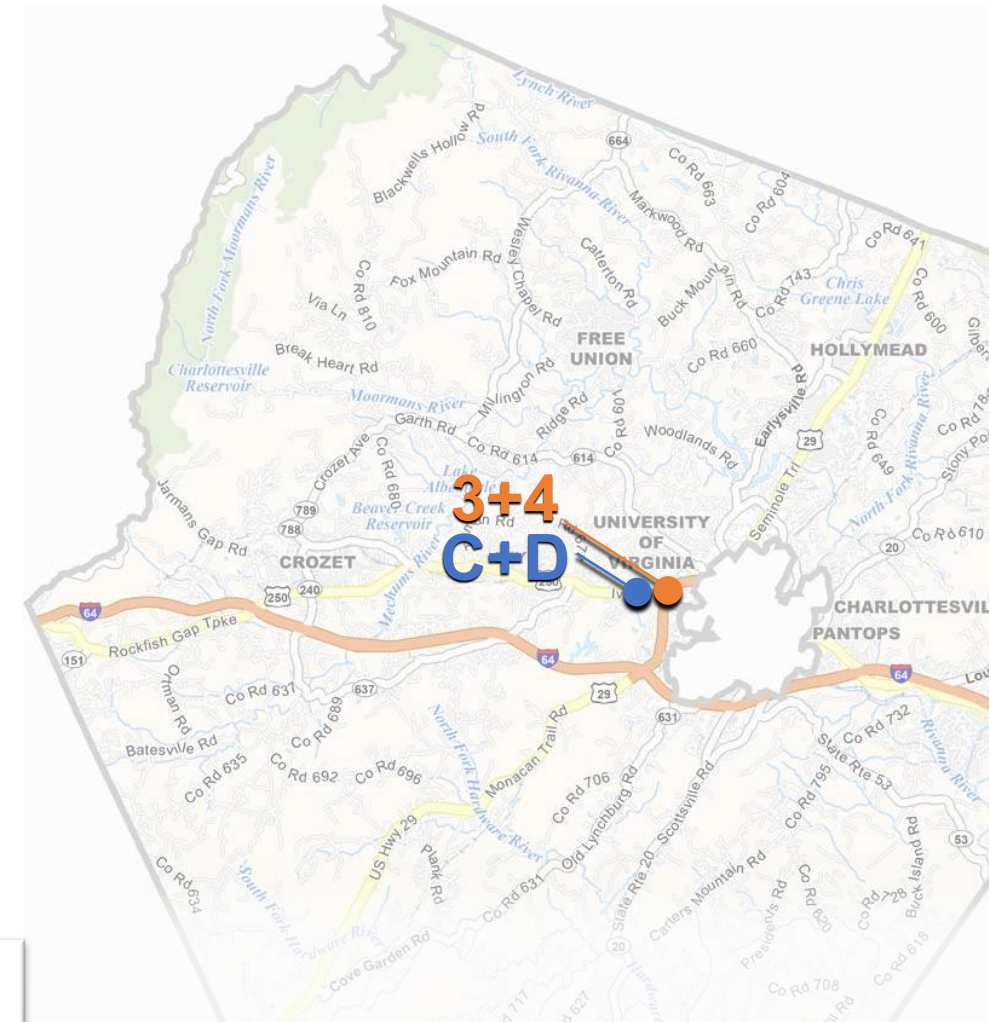
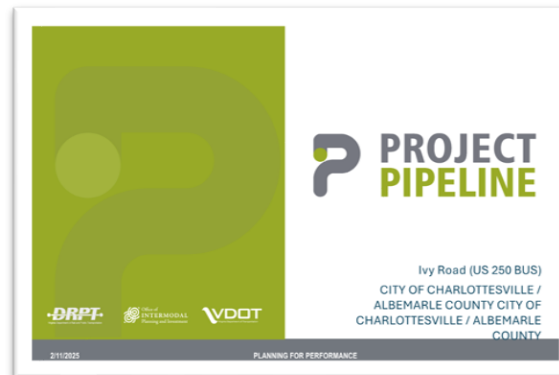
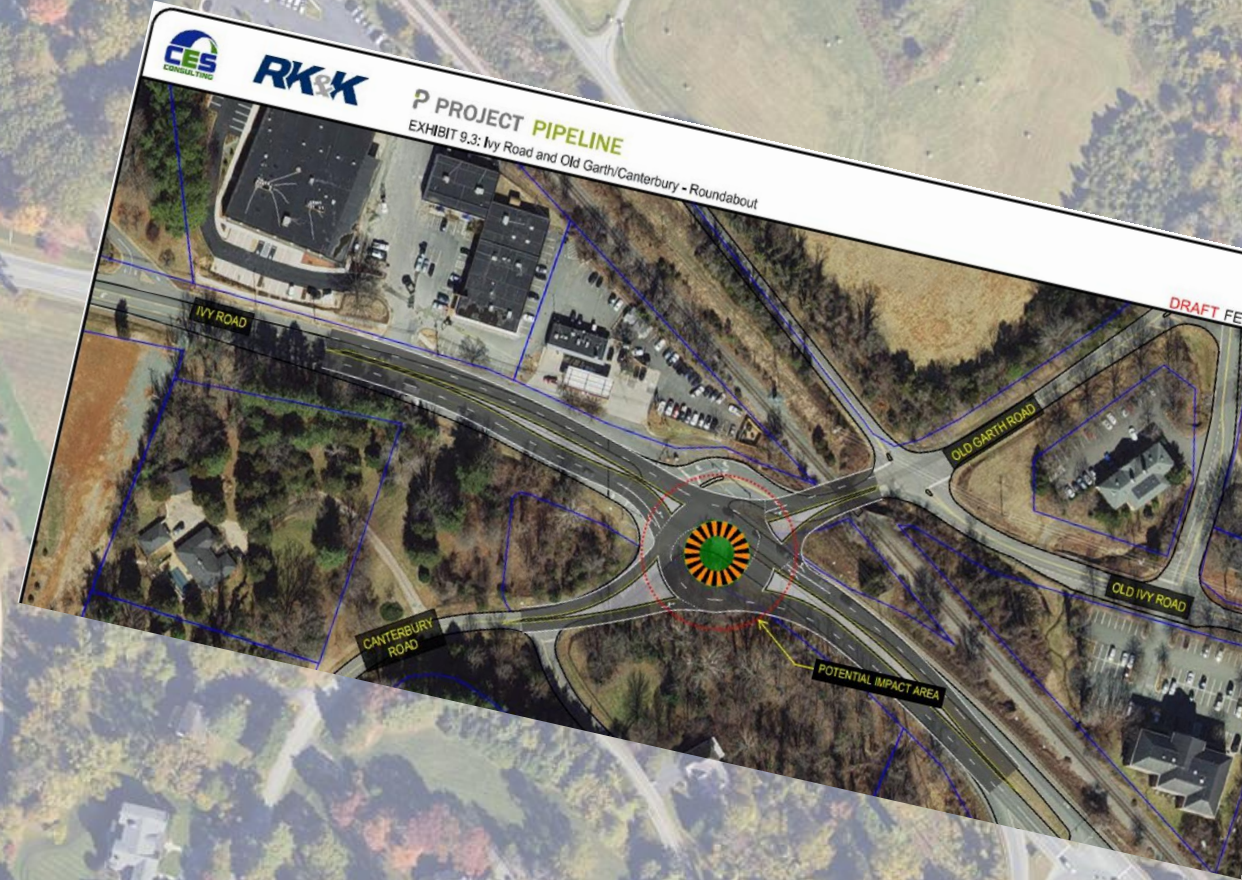
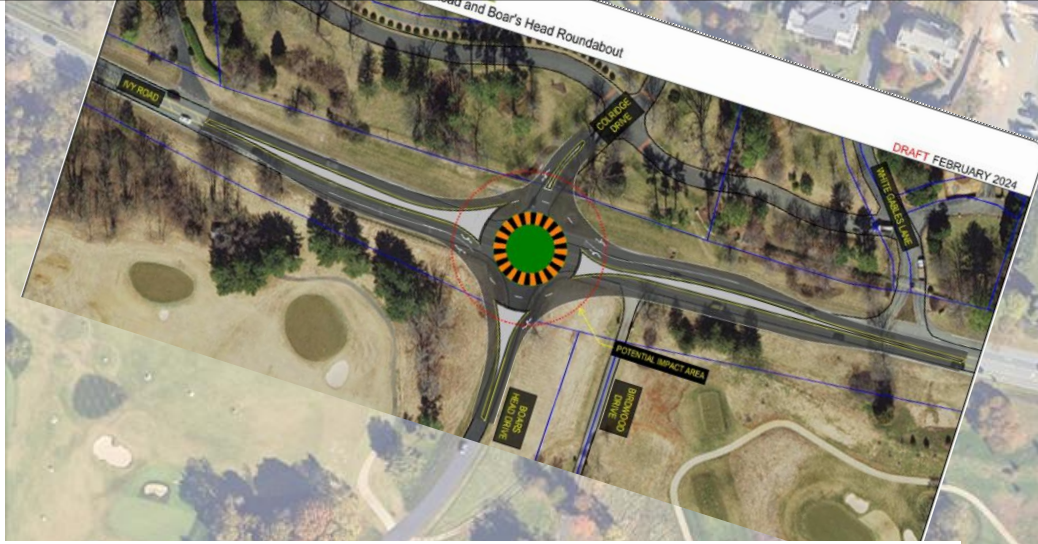


Figure 1-4. Ivy Road Study Area Map

- Projects identified in VDOT-funded Ivy Road Project Pipeline Study
- Solutions to address safety, congestion mitigation, and bicycle access needs



Project	Applicant	~Cost
C. US 250 (Ivy Road) – Full Rec.	Albemarle County	~\$38.0 M

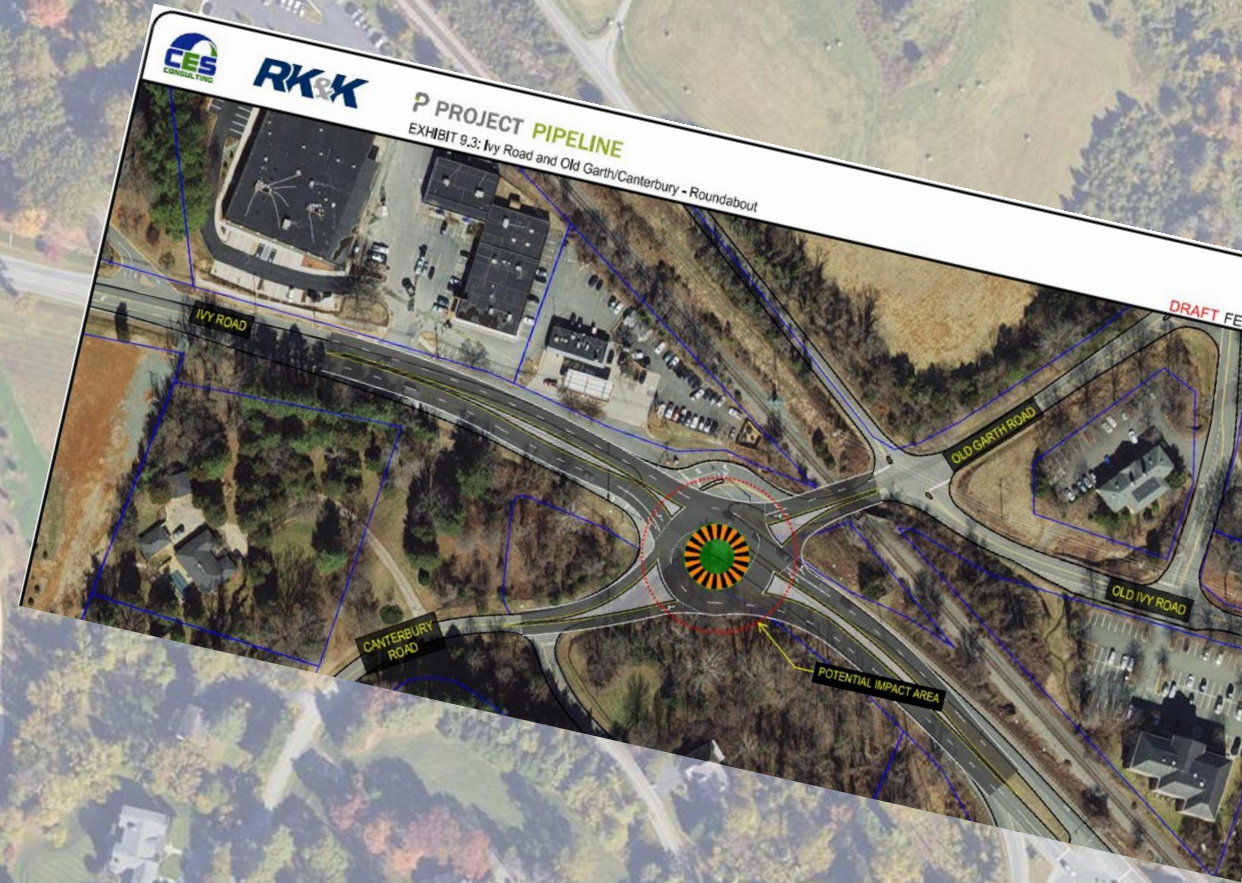


Full Recommendation:

- Roundabout at Canterbury Road/ Old Garth Road
- Roundabout at Boar's Head Drive/ Colridge Drive
- Median between the two roundabouts
- Shared use path along Ivy Road from Canterbury Road to Boar's Head Drive

DRAFT SKETCHES TO BE REFINED BEFORE APPLICATION DEADLINE

Project	Applicant	~Cost
D. US 250 (Ivy Road) – Partial Rec.	Albemarle County	~\$16.9 M

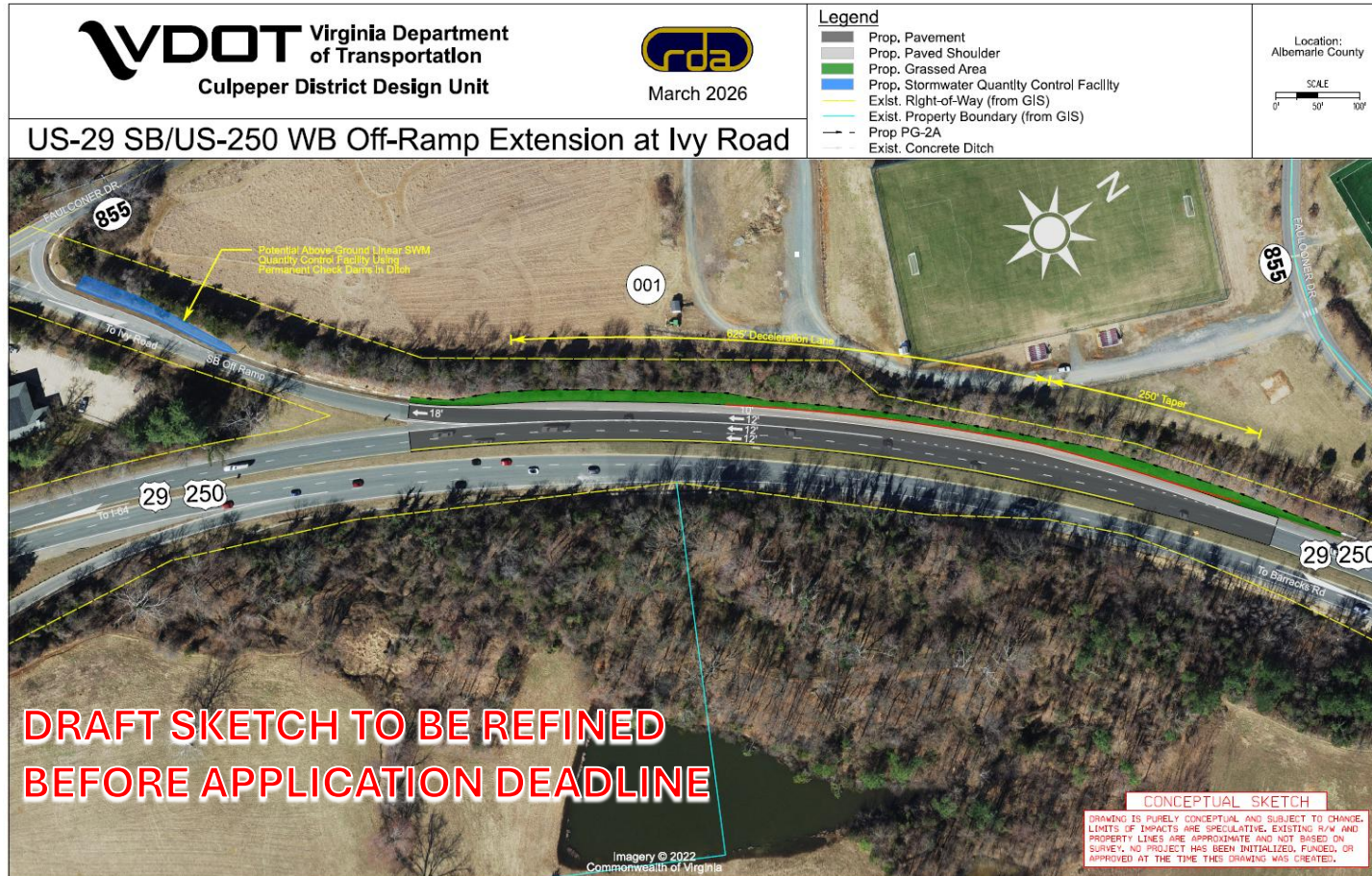


Partial Recommendation:

- Roundabout at Canterbury Road/ Old Garth Road
- Shared use path along Ivy Road at Canterbury Road

DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE

Project	Applicant	~Cost
3. US 29 SB/US 250 WB Off-Ramp Extension at Ivy Road	CA-MPO	~\$10.7 M



VTrans Priority 3 Location

9% of crashes (22) along the Ivy Rd corridor occurred at the NB and SB ramps

Project Includes:

1. Increasing the length of the off-ramp by approximately 600'

Proposed Project Addresses:

1. **Safety:** Providing motorists with additional distance to merge and slow down, and reducing congestion-related crashes
2. **Capacity Preservation:** Improving the operational capacity of the existing roadway

Project	Applicant	~Cost
4. US 29 NB/US 250 EB On-Ramp Extension at Ivy Road	CA-MPO	~\$13.9 M*



VTrans Priority 2 Location

9% of crashes (22) along the Ivy Rd corridor occurred at the NB and SB ramps

Project Includes:

1. Increasing the length of the on-ramp and adding an additional on-ramp lane from Old Ivy Road
2. Connecting the Ivy Road on-ramp with the Leonard Sandridge off-ramp by an auxiliary lane

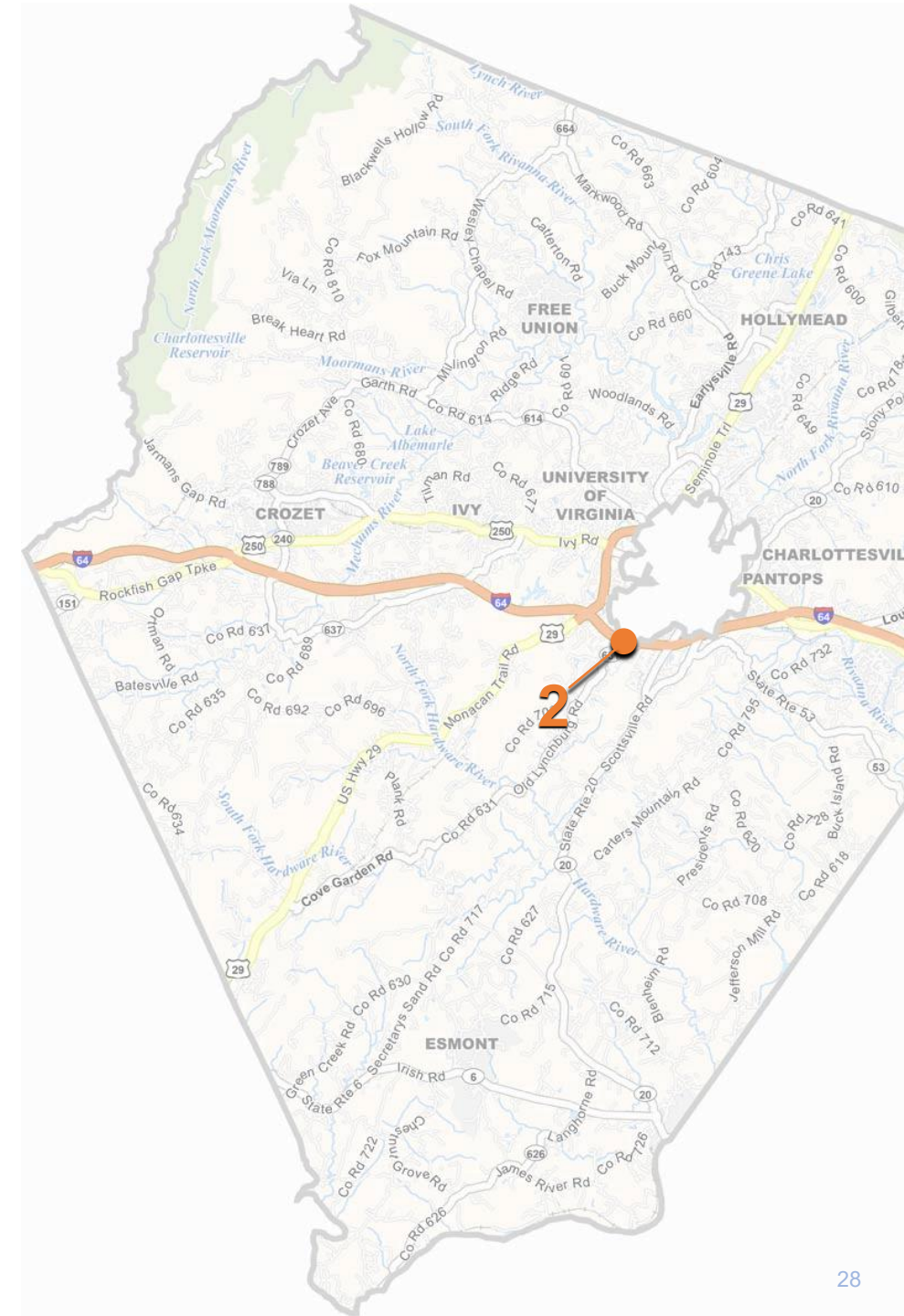
Proposed Project Addresses:

1. Safety: Reducing motorist weaving and merging, and reducing congestion-related crashes
2. Capacity Preservation: Improving the operational capacity of the existing roadway

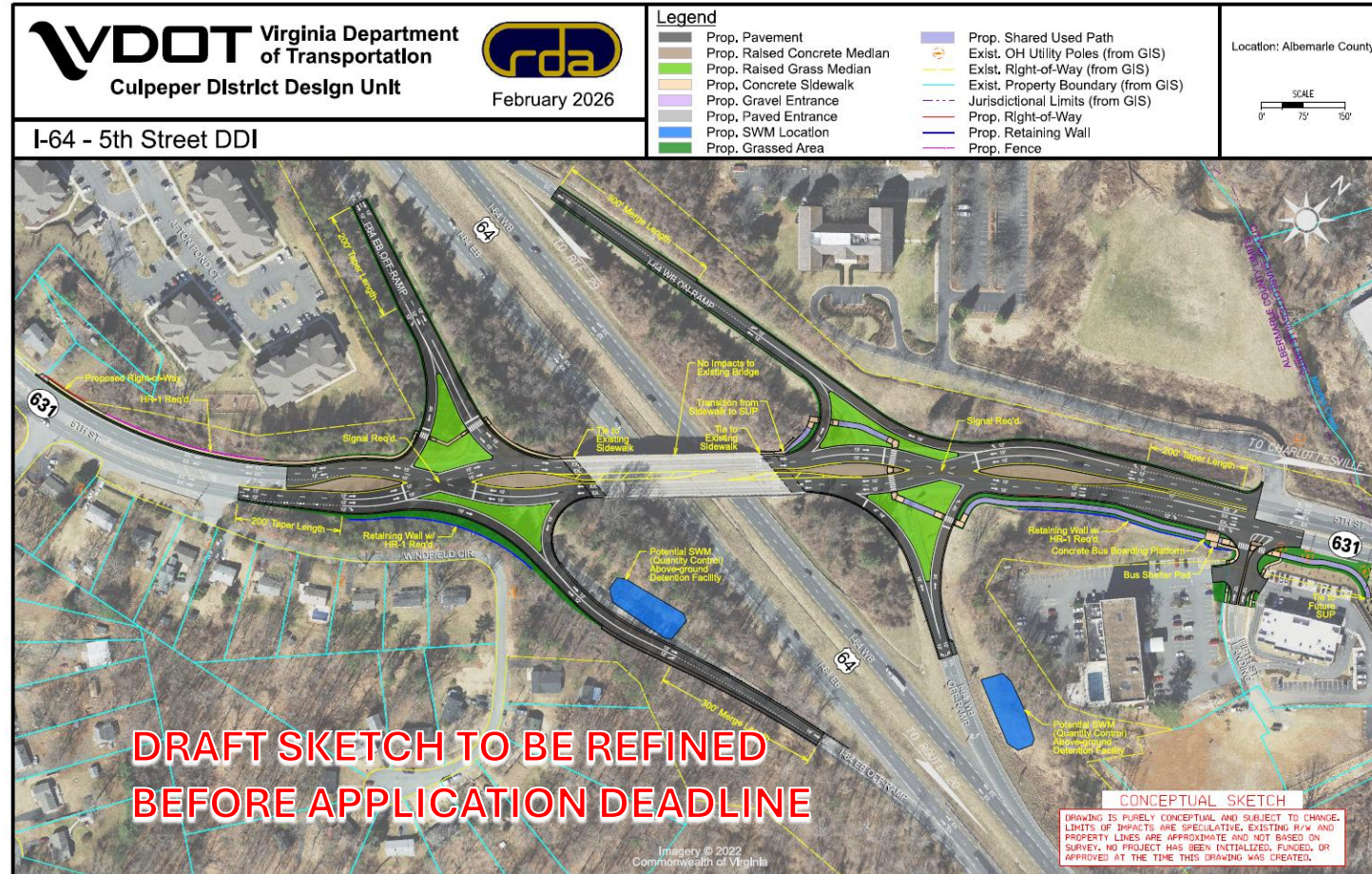
Fifth Street at I-64 Exit 120

Project	Applicant
2. I-64 and 5th Street (Exit 120)	CA-MPO

- Project need identified through various studies and plans over the last 12+ years
- Diverging Diamond Interchange with a shared use path was identified as the preferred alternative, submitted for last round of SMART SCALE.
- VDOT determined the existing bridge could not accommodate the shared use path. A bridge replacement to accommodate a shared use path would cost \$79 million.
- High project cost produced a low score; not funded.
- VDOT conducted the most recent study to value-engineer the concept to be more competitive for SMART SCALE funding.



Project	Applicant	~Cost
2. I-64 and 5th Street (Exit 120)	CA-MPO	~ \$44.7 M



VTrans Priority 1 Location

Study area includes PSI Intersections and Segments, with 225 total crashes occurring within the full study area over the past five years

Project Includes:

1. Converting existing interchange to a Diverging Diamond Interchange (DDI)
2. Constructing a Shared Use Path along 5th St NB from the previously-funded 5th St Trail and Hub to I-64 WB off-ramp
3. Adding pedestrian crossings:
 - a. Across I-64 WB to 5th St NB off-ramp with pedestrian safety control device
 - b. From east side of 5th St to west side of 5th St at northern DDI diverge section
 - c. Across 5th St NB to I-64 WB on-ramp with pedestrian safety control device
 - d. At both I-64 EB to 5th NB/SB off-ramps with pedestrian safety control device
4. Adding fencing to the bridge
5. Constructing a bus boarding platform and shelter pad at 5th St landing

Proposed Project Addresses:

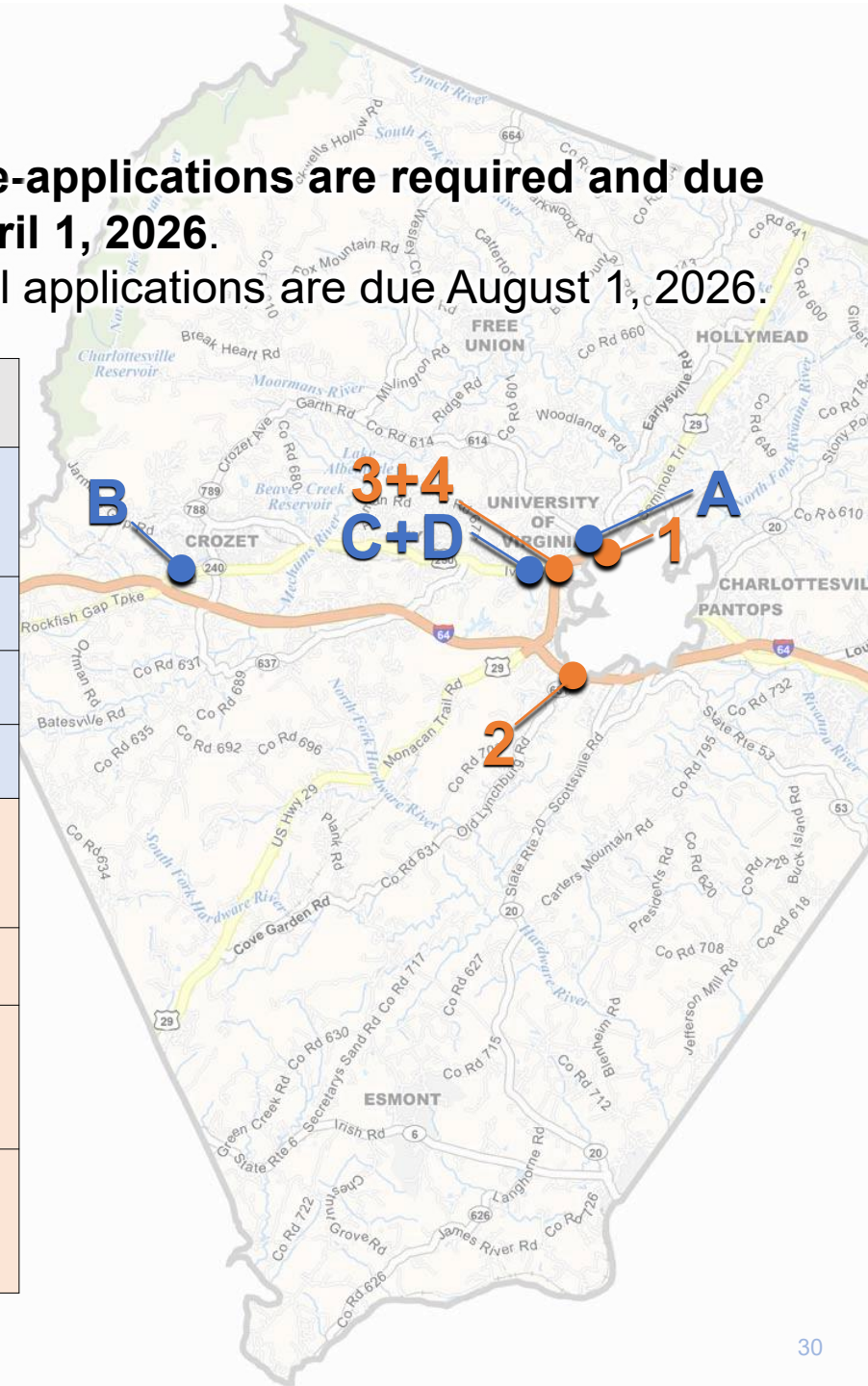
1. Safety: Improving safety by reducing the number of conflict points at the intersection, and providing safer non-auto facilities
2. Bicycle and Pedestrian Access: Constructing sidewalk, multiple pedestrian crossings, and shared use paths to support bicycle and pedestrian activity
3. Transit Access: Improving an existing transit stop

Questions?

Pre-applications are required and due **April 1, 2026.**

Full applications are due **August 1, 2026.**

Project	Applicant	~Cost
A. Barracks Road & US 29 SB/US 250 WB On-Ramp	Albemarle County	~\$13.7 M
B. US 250 & Old Trail Roundabout	Albemarle County	~\$16.1 M
C. US 250 (Ivy Road) – Full Rec.	Albemarle County	~\$38.0 M
D. US 250 (Ivy Road) – Partial Rec.	Albemarle County	~\$16.9 M
1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road	CA-MPO	~\$21.4 M
2. I-64 and 5th Street (Exit 120)	CA-MPO	~\$44.7 M
3. US 29 SB/US 250 WB Off-ramp extension at Ivy Road	CA-MPO	~\$10.7 M
4. US 29 NB/US 250 EB On-ramp extension at Ivy Road	CA-MPO	~\$13.9 M*



The Regional Vision: *Moving Toward 2050*

- **Goal 1: Safety** – Improve the safety of the transportation system for all users
 - Reduce the frequency of serious injury and fatal crashes
 - Improve comfort and safety for users of the multimodal system
- **Goal 2: Multi-Modal Accessibility** – Improve access through greater availability of mode choices that are affordable and efficient
 - Increase mode choice for all users
- **Goal 3: Land Use** – Connect community destinations in a manner that aligns with growth management priorities
 - Provide multimodal infrastructure in designated growth areas, mixed-use areas, and near community resources
 - Fill connectivity gaps in the multimodal network

The Regional Vision: *Moving Toward 2050*

- **Goal 4: Environment** – Reduce the negative environmental impacts of the transportation system
 - Minimize impacts of the transportation system on the natural and built environment
 - Integrate sustainable infrastructure practices into project design
- **Goal 5: Efficiency and Economic Development** – Efficiently and reliably move people and goods through the multimodal transportation system
 - Improve roadway and transit system efficiency through operational improvements
 - Increase system capacity at identified bottlenecks
 - Maintain the existing system in a state of good repair

Preparing for Future Funding Strategies

Leverage the
LRTP as the
Foundation

*Use the adopted goals,
priorities, and project lists*



Revisit and
Validate
Project Lists

*Review previously identified
projects for current status,
scope, and readiness*



Match Projects
to Funding
Programs

*Ensure alignment between
funding pursuit, available
and eligible funding
sources, and the region's
goals*

Matching Projects to 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	Federal Discretionary Grants Examples: <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 	Per NOFO, could include: <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 or in an adjacent jurisdiction, 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

Next Steps for SMART SCALE

- **April 1:** Pre-Application Deadline
- **April 7:** CA-MPO Technical Committee SMART SCALE update and recommendation for Resolution of Support
- **April 22:** CA-MPO Policy Board SMART SCALE update and approval of Resolution of Support
- **May:** OIPI/VDOT/DRPT review pre-applications and provide feedback
- **August 1:** Full Application Deadline
- **January:** Staff-Recommended Funding Scenario Presented
- **June:** Projects Selected for Funding and adopted into the SYIP by the Commonwealth Transportation Board

Questions?
