

AGENDA

Policy Board Members and Guests – Join Zoom Meeting:

<https://us02web.zoom.us/j/83512014615>

Meeting ID: 835 1201 4615 and **Dial in** 1-312-626-6799

† Times are approximate * Requires a vote of the Board

**Albemarle County Office Building
 Conference Room 241
 401 McIntire Rd
 Charlottesville, VA 22902**

Item	Description	Time†
1	Call to Order a. Call to Order, Roll Call – <i>Chair Gallaway & Sarah Simba</i>	3:00 – 3:05
2	Matters from the Public – <i>Chair Gallaway</i> 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>)	3:05 – 3:10
3	*General Administration – <i>Chair Gallaway</i> a. *Review and Acceptance of the Agenda b. *Approval of the Draft February 25, 2026, Meeting Minutes	3:10 – 3:15
4	New Business – <i>Chair Gallaway</i> a. Opening Remarks – <i>Sean Nelson, VDOT</i> b. SMART SCALE Round 7 Projects Under Consideration – <i>Taylor Jenkins, Ben Chambers, and Jessica Dimmick</i> i. Presentation	3:15 – 3:25 3:25 – 4:25
5	Staff Updates – <i>Chair Gallaway</i> a. Staff Updates – <i>Taylor Jenkins</i> i. Staff Report	4:25 – 4:35
6	Other Business – <i>Chair Gallaway</i> a. Policy Board Members Roundtable Updates	4:35 – 4:55
7	Additional Matters from the Public – <i>Chair Gallaway</i> 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>)	4:55 – 5:00
8	Adjourn – <i>Chair Gallaway</i> a. Next Regular Meeting – April 22, 2026, at 4:00pm (Virtual) – <i>Fourth Wednesday of every other month</i>	5:00 pm

VOTING MEMBERS
Chair: Ned Gallaway, Albemarle County Board of Supervisors
Vice-Chair: Natalie Oschrin, Charlottesville City Council
Ann Mallek, Albemarle County Board of Supervisors
Jen Fleisher, Charlottesville City Council
Sean Nelson, VDOT Culpeper District
Stacy Londrey, Alternate, VDOT Culpeper District
NON-VOTING MEMBERS
Christine Jacobs, TJPDC
Ivan Rucker, FHWA
Vacant, FAA
Daniel Koenig, FTA
Mitch Huber, DRPT
Wood Hudson, DRPT Alternate
Julia Monteith, UVA Office of the Architect
Mike Murphy, Jaunt
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

MPO Policy Board Meeting

Minutes, February 25, 2026

DRAFT

A video of this meeting can be found at: <https://www.youtube.com/watch?v=DcZTNVB8oE0&t=2200s>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle *	x	Gretchen Thomas, TJPDC	x
Ned Gallaway, Albemarle	x	Sara Pennington, Rideshare	x
Jen Fleisher, Charlottesville	x	Lucinda Shannon, TJPDC *	x
Natalie Oschrin, Charlottesville	x	Sarah Simba, TJPDC	
Sean Nelson, VDOT	x	Gorjan Gjorgjievski, TJPDC *	x
Stacy Londrey, VDOT (alternate) *	x	Taylor Jenkins, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Jason Espie, Jaunt	x	Peter Krebs	x
Christine Jacobs, TJPDC	x	Ben Chambers, City of Charlottesville	x
Julia Monteith, UVA	x	Sean Tubbs *	x
Garland Williams, CAT *	x	Tonya Swartzendruber	x
Steven Minor FHWA		Nagaraju Kashayi, AECOM *	x
Daniel Koenig, FTA		Pat Coleman	x
Sarah Medley, CTAC *	x	Paul Grady	x
Chuck Proctor, VDOT *	x	Pat Healy, CTAC	x
Mitch Huber, DRPT		Lee Kondor, CTAC *	x
Mike Murphy, Jaunt		Ruoyu Liu *	x
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 4:02 p.m. Taylor Jenkins called roll.

Ned Gallaway welcomed new board member, Jen Fleisher from Charlottesville City Council. Ms. Fleisher introduced herself and thanked the board.

2. MATTERS FROM THE PUBLIC (MINUTE)

Comments from the Public:

Paul Grady, citizen of Albemarle County, said he missed the last City Council meeting so he would be addressing the two City Counselors re: the intersection at Ridge/McIntire/West Main/Water Street/South Street. He said he has been an advocate for a roundabout there for many years. He said the design presented at the last public meeting was so horrible, it had to be designed by some deranged transportation planner who



thinks that making Water Street one way again is a good idea. It's not. In fact, he said, it is dumb as a post. He continued saying, "It seems like over the last 10 years or so transportation planning in Charlottesville has leaned heavily towards pedestrians and bicycles at the expense of drivers. For example, the intersection at Harris Street and McIntire Road used to have two right-turn lanes but now it doesn't. Think of how much gas is wasted sitting there trying to take a right turn. And Charlottesville calls itself a green city." He said he's not sure about that. He said as far as he is concerned, any improvements to the Ridge/McIntire intersection that doesn't include a roundabout is just putting lipstick on a pig.

Peter Krebs, Piedmont Environmental Council, invited folks to next week's Active Mobility Summit on March 5-6 at The Wool Factory. He said there are two sessions that build on each other, but it is not necessary to attend both. Thursday night will feature a keynote speaker from outside of Roanoke and the city's approach to economic development, which focuses on connectivity and access to the outdoors. There will be an award presented to a rising star in the community and there will be fellowship and inspiration and networking. Friday morning will have a couple of panels. One panel will discuss solutions from across Virginia and other panel about local solutions. There will also be collaborative work sessions. There will also be food and drink. More information can be found at pecva.com/mobility-summit. There will be flyers in the back of the room for additional information.

Lee Kondor addressed the I64/Exit 118 improvement project. He said VDOT hired a consultant that came up with three alternatives which ranged from not-very-good to terrible. He said he submitted a concept that had a weave area of greater than ¼ mile. The old project design had a weave area of less than 400 feet which does not allow sufficient time for traffic entering the highway to accelerate to the speed of the oncoming traffic and merge to the left. He said ¼ merge area would give ample time for the traffic to accelerate properly and safely, and traffic that wants to exit off the highway would have plenty of room to decelerate safely. He said he submitted that plan to VDOT but wanted the Policy Board to be aware of it and asks that the Board give some thought to it.

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

3. GENERAL ADMINISTRATION (MINUTE 10:24)

Approval of the Agenda

Motion/Action: Natalie Oschrin made a motion to approve the agenda as presented. Jen Fleisher seconded, and the motion passed unanimously.

Approval of December 17, 2025 Meeting Minutes

Motion/Action: Natalie Oschrin made a motion to approve the minutes. Sean Nelson seconded, and the motion passed with Jen Fleisher abstaining.

Election of Officers

Motion/Action: Natalie Oschrin made a motion to continue with Ned Gallaway as Chair and Natalie Oschrin as Vice Chair. Jen Fleisher seconded, and the motion passed unanimously.

4. NEW BUSINESS (MINUTE 14:10)

Travel Demand Model 2050 Demographics

Nagaraju Kashayi, AECOM, presented the Charlottesville Regional TDM update including the sociodemographic data from numerous data sources.

Mr. Kashayi showed the data development and model input updates from those data sources.

He continued by sharing the potential uses of the model including:

- congestion (measure by vehicle-hours of delay)
- congestion maps showing road level-of-service
- transit ridership
- mode share
- VMT per capita
- Average driving commute time

There was a brief question and answer session after the presentation about clarifying the numbers and sources of the data.

Motion/Action: Jen Fleisher made a motion to adopt the TDM 2050 demographics. Natalie Oschrin seconded and the motion passed unanimously.

Performance Safety Targets (Minute 29:00)

Gorjan Gjorgjievski presented the Board with the Performance Safety Target Setting background, purpose, and the trendlines for projected five-year averages for fatalities, fatality rates, serious injuries, serious injury rates non-motorized fatalities and serious injuries. It was noted that MPOs have the option to adopt state targets or set their own targets. Historically, CA-MPO adopted state targets until February of 2023, when they adopted alternative targets. In 2024 and 2025, CA-MPO adopted aspirational targets that are aligned with the Comprehensive Safety Action Plan.

He continued by presenting 2026 projections of fatalities, the fatality rate, serious injuries, the serious injury rate, and non-motorized fatalities with serious injuries. He said the state gave several options for establishing the safety targets including the state targets, recent trendlines, long-term trendlines, and aspirational.

He noted that there is one more round of Safe Streets & Roads for All (SS4A) and gave details on the discretionary funding available for safety project implementation.

He noted that the MPO Tech recommended the Policy Board adopt the aspirational safety targets presented.

Natalie Oschrin noted that she sees the word “targets” as “expectations.” She would like to make the target zero.

Sean Nelson noted that there have been increases in fatal accidents that are single car accidents off the road into fixed objects on secondary roadways. He said this body is not even looking at those areas. He said VDOT can come back to the Board in the future to discuss how the major projects that have come to the Policy Board that have addressed the safety issues based on the numbers.

Ann Mallek stated that she is at her home after coming back from a doctor’s appointment.

Motion/Action: Natalie Oschrin made a motion to allow Ann Mallek to participate electronically. Jen Fleisher seconded, and the motion passed unanimously.

Ann Mallek said she is comfortable with the aspirational or the state targets. She suspects that adopting the aspirational targets may be better for applying for the grant(s) that Mr. Gjorgjievski talked about earlier.

Ned Gallaway noted that he prefers to stay with the aspirational targets that align with the Move Safely Blue Ridge targets.

Motion/Action: Natalie Oschrin made a motion to adopt the aspirational performance safety targets. Ann Mallek seconded and the motion passed unanimously.

Citizens Transportation Advisory Committee (CTAC) (Minute 44:25)

Taylor Jenkins presented a background on CTAC re: the purpose and function of CTAC.

Ned Gallaway gave background on his understanding of CTAC. He said there are good people on CTAC who want to do good things, but the purpose of CTAC has become unclear.

Ms. Oschrin said she and Mr. Gallaway have talked with CTAC members and got their feedback. She said during the Long-Range Transportation Plan (LRTP) years, the members of CTAC said it was important to have their input. She said the potential use of having a consistent board of people who have a constant flow of knowledge of the projects could be useful.

Ms. Oschrin also noted that there was a discussion about staff time for CTAC and public engagement. She noted that state-wide, the citizen groups had a list of compiled projects that the MPO was considering. With this in mind, she said our group could just be at the MPO Policy Board meeting(s).

Sarah Medley said both Mr. Gallaway and Ms. Oschrin gave a good overview of the process so far. She said everyone on CTAC wants to be engaged in process and feel as though they have a clear purpose and that part has been missing. She said Donna Chen, Vice Chair of CTAC, brought the idea of an engaged group for the LRTP.

Ann Mallek noted that presentations from citizens could be referred back to the City and/or the County staff.

Ned Gallaway said there is a process to guide citizens who they should contact about presenting projects.

Sarah Medley shared why she joined CTAC and her experience with the group. She noted that she would have liked to have been more of an advocacy group, but that is not what it ended up being.

Pat Healy said he joined CTAC because transportation is critically important. He was also interested in how public policy was being made and wanted to get involved. He noted that much of the policy making is out of their hands. He noted that even City Council doesn't get a big say in the projects. He said VDOT really has the most say and Council decides if they like the project or not.

Mr. Gallaway said he is not ready to disband the committee entirely because they are needed for the LRTP. He said if CTAC were to change, staff needs to look at the bylaws, make the verbiage specific to the LRTP, and update it on how to engage more of the public.

He noted that the other option is to disband, or to grow it beyond what the LRTP planning process could be. He said he has not been able to come up with other purposes.

Sarah Medley said originally there was a lot of interest in maintaining CTAC with more active engagement with the community. As the idealism slipped away, there was a realization that perhaps they should disband. She said perhaps there could be a citizen as a non-voting member on both MPO Tech and Policy Board.

Ms. Oschrin said she hears a desire to have a forum to have citizens share projects. Perhaps there is a quarterly meeting where citizens share their ideas. Jen Fleisher said the Long-Range Transportation Planning process is the time for those ideas.

There was an extended discussion about how to keep the citizens involved.

Ann Mallek said she would like to keep the committee alive somehow.

Ms. Jacob said the committee could be disbanded as it is and could become an ad hoc committee for the LRTP.

Motion/Action: Ann Mallek made a motion to disband the CTAC as it is currently structured, Jen Fleisher seconded and the motion passed with Sean Nelson abstaining.

Ms. Oschrin noted that specificity and expectation management will be important in creating committees in the future.

Draft CA-MPO FY27 Unified Planning Work Program (UPWP) (Minute 1:35:00)

Taylor Jenkins gave the background and purpose for the UPWP. She presented the funding sources for the program and the FY 27 work program's funding by their source.

She also presented the funding by task: program administration, LRTP, short-range transportation planning and technical assistance.

She briefly presented the highlights of the FY26 UPWP.

She continued by sharing the ongoing and continued activities for the FY27 UPWP.

She shared the best practices and benchmarking that will be incorporated into administration of the new work program. (see slides)

She said the LRTP2050 and the FY27-30 TIP data will be included in the UPWP as well.

Ms. Jenkins also said there will be a bicycle and pedestrian counting program that will be incorporated into the short-range section of the UPWP.

Lastly, she shared the next steps and the approval timeline. Mr. Gallaway said they direct any questions to Ms. Taylor via email.

5. STAFF UPDATES (MINUTE 1:41:25)

Taylor Jenkins said staff updates are in the memo included in the agenda packet.

6. VDOT UPDATES ON PROJECTS (MINUTE 1:41:43)

SMART SCALE Round 7 Application Status Update

Sandy Shackelford said after some conversations about the two roundabouts on 250 that were recommended as part of the completed VDOT pipeline study. They decided to do a separate the roundabout at Route 250 and Canterbury Road intersection and the second roundabout at 250 and the Boars Head Road/Canterbury Road

intersection, which initially were going to be applied for as a bundle. It may also include a shared-use path. These projects will be discussed in further detail at the next meeting on March 20.

Ms. Shackelford said the current pipeline study concept at US29 Southbound at I-64 Exit 118 is still TBD. Mr. Nelson said they are not ready to present a solution for this area. He said they need to take a step back to see what is needed for this area and the 29 corridor as a whole to come up with a solution.

Ms. Shackelford said they are prepared with the other projects for the pre-applications which open next week. She also noted that the CTB mentioned potentially adding innovative intersections as an eligible project type to the High Priority Projects (HPP) program. If that is approved at the March CTB meeting, the roundabouts would potentially be eligible to compete for the HPP funding.

7. ROUNDTABLE UPDATES (MINUTE 1:47:03)

Garland Williams, CAT, said two vehicles have been procured and should be arriving in late May or early June. He said the charging infrastructure is in house now and the mobile charging units have also come in. He said that Dominion Virginia should be starting their work late April/early May so CAT will be ready when the vehicles arrive.

Jason Espie said there is a new brand marketing underway. They are also rolling out mobility on demand software for ADA paratransit in the City of Charlottesville in early April.

Tanya Swartzendruber passed on Albemarle's reporting to Jessica Demmick.

Jessica Demmick, new Principal Transportation Planner for Albemarle County, said the County is starting to think about development of the County-wide multi-modal transportation plan as part of AC44 implementation. She said that County staff still will go to the Board for direction on that. She said they are working with VDOT on the SMART SCALE applications, STARS studies, pipeline studies and are thinking about revenue sharing applications for the next round.

Ben Chambers, City of Charlottesville, said regarding the West Main and Ridge project, there will be an update brought before Council on March 16. He said there will be engagement with the downtown business and residents soon. Regarding Rose Hill, on March 10 they are kicking off a re-striping project from Preston to Rugby Ave.

Mr. Chambers reported said the next neighborhood walk will be on March 8 in the Meadows neighborhood and will start at Best Buy. He said they will be kicking off the CAT on board survey in March so they can better understand travel patterns. He reported that they are working through their eBike voucher program. Signups for the next one are on April 1. He said the City may expand the program to include Albemarle County. Mr. Chambers reported that staff is looking at the City's comp plan and will update the planning commission on March 24. Mr. Chambers stated that he will present an annual update on transportation planning on June 1.

Sean Nelson, VDOT, reported that the 240/250 roundabout project will be opening soon, hopefully in the next couple of weeks. He said the Rio/John Warner Parkway project will be officially starting next coming weeks. He noted that the Exit 107 Park and Ride lot will start construction in spring/summer. He said VDOT is putting together a group of stakeholders from the City and County for regional coordination to meet on a routine basis.

9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:53:52)

Paul Grady said he wants the CHART committee back. Ann Mallek was the chair. In 1999-2000, he gave 10 presentations to the committee and one of them made it to the 2025 LRTP. He said there should be opportunities to present ideas that are longer than 3 minutes and get feedback from the committee. He said it is frustrating to only have 3 minutes. He has 5-6 additional projects he would like to present.

Mr. Gallaway said the next meeting is March 20 in person at 3 p.m. to discuss SMART SCALE projects.

Ms. Jenkins said TJPDC has submitted transportation grants and will hear in April about those. She said staff submitted the BUILD grant yesterday. She noted that the MPO did not get the SS4A grant, and there is debrief info in the memo included in the agenda.

The meeting was adjourned at 6:01 p.m.

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



REGIONAL INFRASTRUCTURE STRATEGY

What could it look like?

| Sean Nelson, P.E.

March 20, 2026

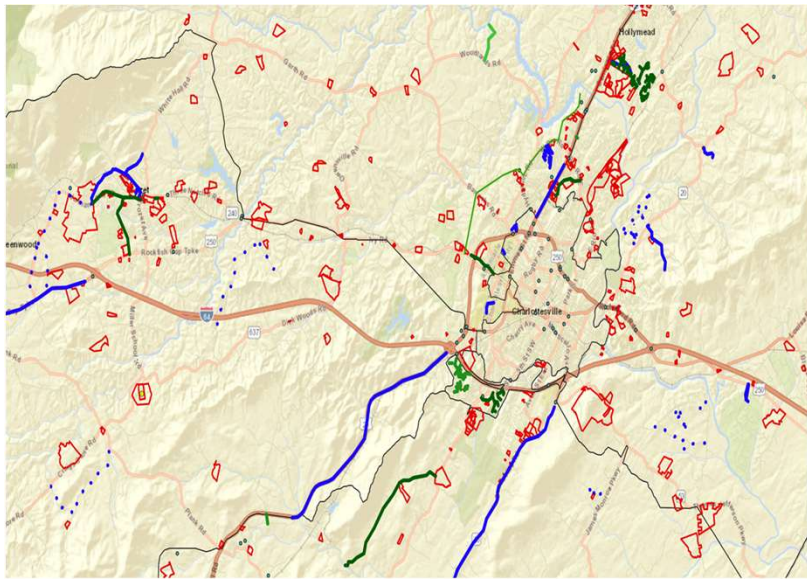
Today Starts with Better Regional Coordination

Goal: Transition from isolated applications to a unified regional portfolio.

Today's Action: Project presentations from member entities for SMART SCALE Round 7.

Outcome: Opportunity for MPO questions and a strategic Resolution of Support.

The Regional Competitive Landscape



- **Understanding "Market Saturation" for Culpeper District Grant Funds (\$68M last round).**
- **Identifying where our regional projects fit in the larger district pipeline.**

Lessons from the Field: What Wins?

Round 6:

- 43 out of 53 (80%) of all funded projects Statewide were located on a Priority 1 or 2 Construction District Priority Need
- 14 out of 14 (100%) of HPP Projects Funded Statewide were located on a Priority 1 or 2 Construction District Priority Need

- Priority 1 & 2 Needs = **Greatest chance of success**
- **Low-cost, high-benefit (ROI) remains the most successful profile.**
- **Models of Success: Examples from SAWMPO and CVTA.**

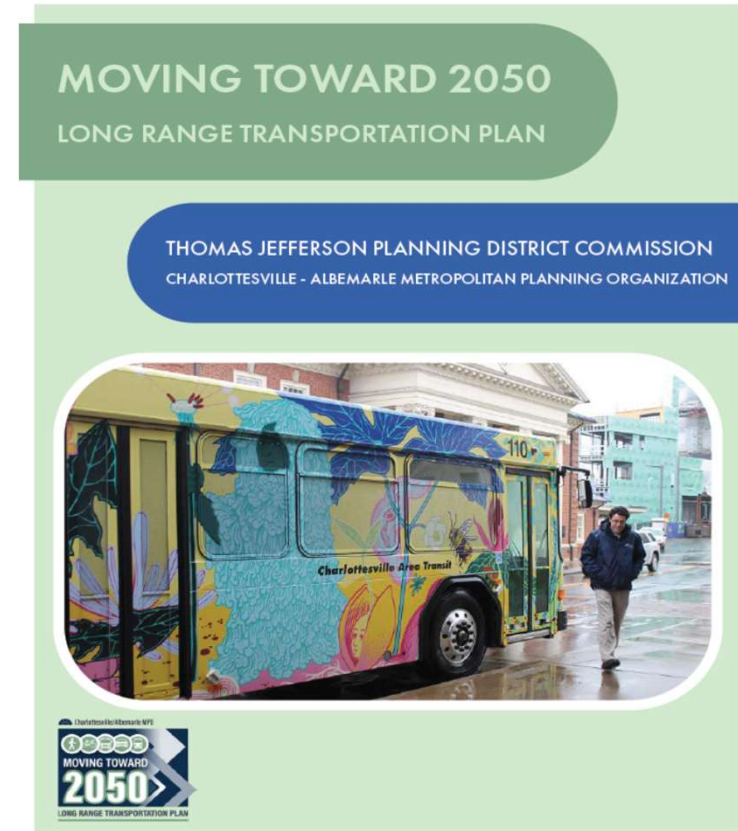
Regional Organizations Adopting Smart Scale Like Processes

Feature	CVTA (Richmond Region)	SAWMPO
Funding Authority	Self-funding. Collects its own regional sales and gas taxes.	Relies on state/federal grants.
Project Selection	Allocates 35% of its own revenue specifically for high-cost regional projects.	Focuses on scoring projects to help member localities win state funds.
Allocation Cycle	Coincides with non-Smart Scale years (odd years) to leverage funds.	Every 5 years (LRTP cycle).

In Round 6, Staunton and Richmond District captured 11 of 14 HPP Projects.

The LRTP: Potential Strategic Foundation & Filter

- **Foundation: The Moving Toward 2050 LRTP is our “Single Source of Truth.”**
- **The Filter: Using approved performance-based data to objectively validate local priorities.**
- **Strategic Alignment: Moving from a “list of projects” to a “pipeline of strategies.”**



The Value Gap – Aligning with State Priorities

- **Strategic Alignment: Rural areas (TJPDC) have moved from Area Type C to Area Type D.**
- **Urban (Type B): Weights Congestion (25%) and Accessibility (25%) heavily.**
- **Rural (Type D): Safety is 40% of the total score.**
- **Concept: Matching each project to the "measuring stick" where it has the best chance to win.**

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category A	15%	45%	25%	Multiplier	5%	10%
Category B	20%	25%	25%	Multiplier	20%	10%
Category C	30%	20%	15%	Multiplier	25%	10%
Category D	40%	10%	10%	Multiplier	30%	10%

A Conceptual "Three-Bucket" Strategy

- **Bucket 1 (SMART SCALE):** Projects hitting state Priority 1/2 needs with high ROI.
- **Bucket 2 (Regional):** Partnerships that bridge jurisdictional lines (Shared-use paths, Transit).
- **Bucket 3 (Local):** Essential local needs funded through Revenue Sharing or Federal Safety grants.

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	Federal Discretionary Grants: <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 	<ul style="list-style-type: none"> • Competitive per criteria established by grant program

What could Be?

- **Summary: Leveraging our foundation to increase regional success.**
- **First Suggestions for Discussion:**
 - **Utilize a Tiered Coordination structure (Strategic & Operational).**
 - **Leverage LRTP data to refine project scopes for future rounds.**
 - **Maintain a bi-directional flow between local needs and regional funding.**

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

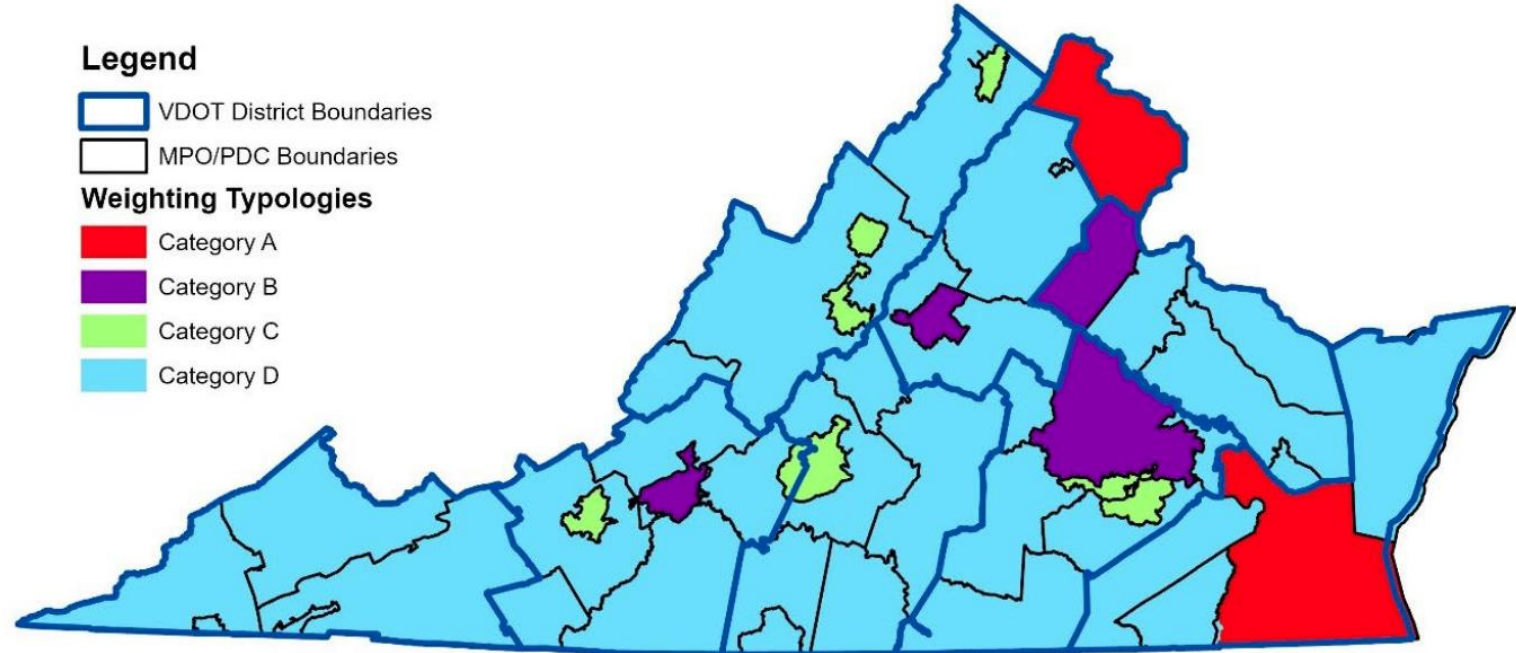
High Priority Projects (HPP) Eligibility

- 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

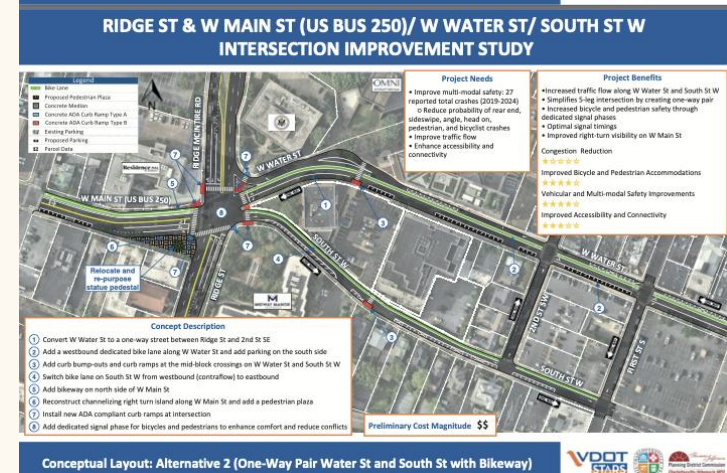


Study purpose and goals

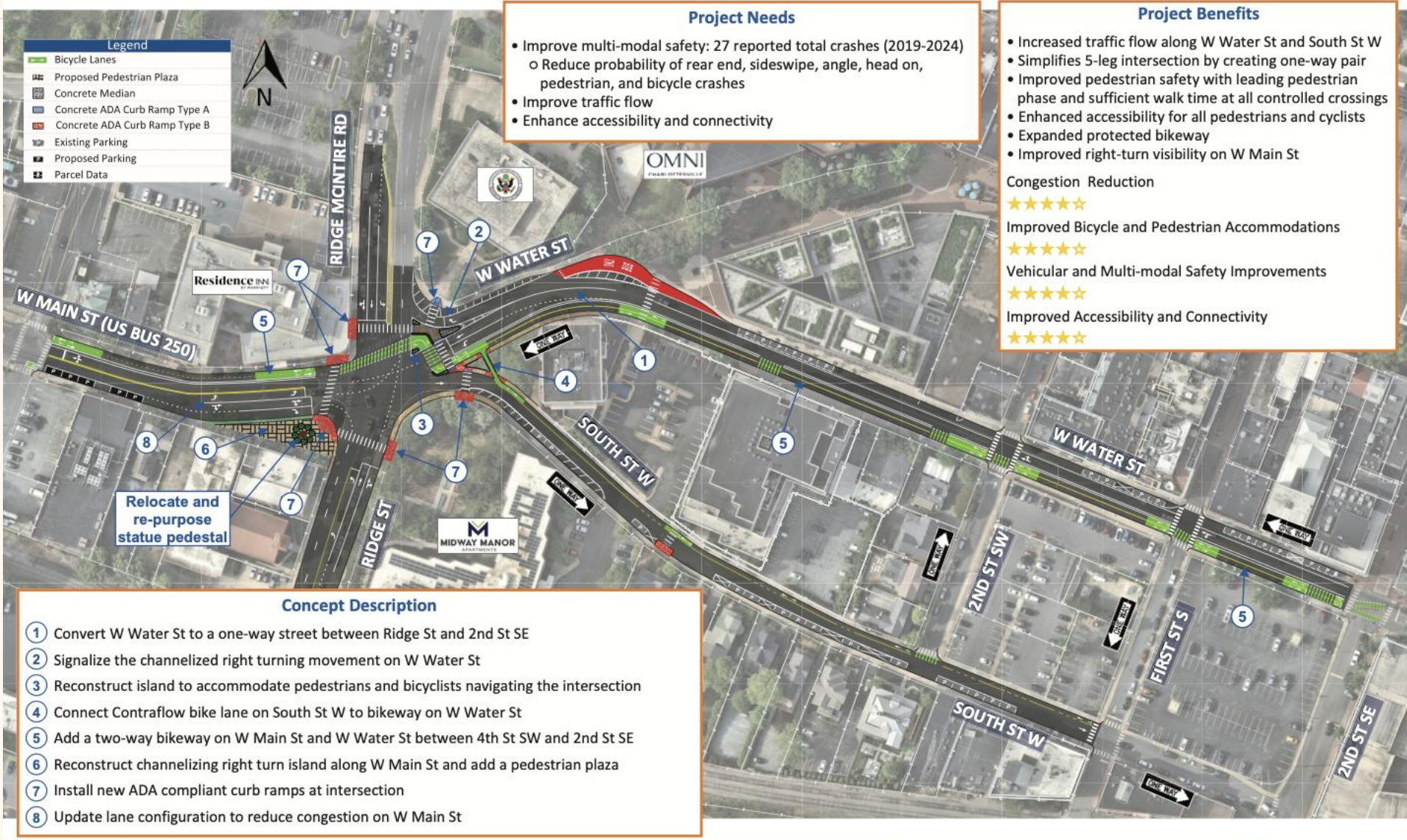
- Improve safety for all road users
- Improve traffic flow and ease of use for all road users
- Maintain the pedestal as a cultural resource for re-use
- Develop a competitive SMART SCALE application
 - Must show some benefits to congestion
 - Must be cost-competitive

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

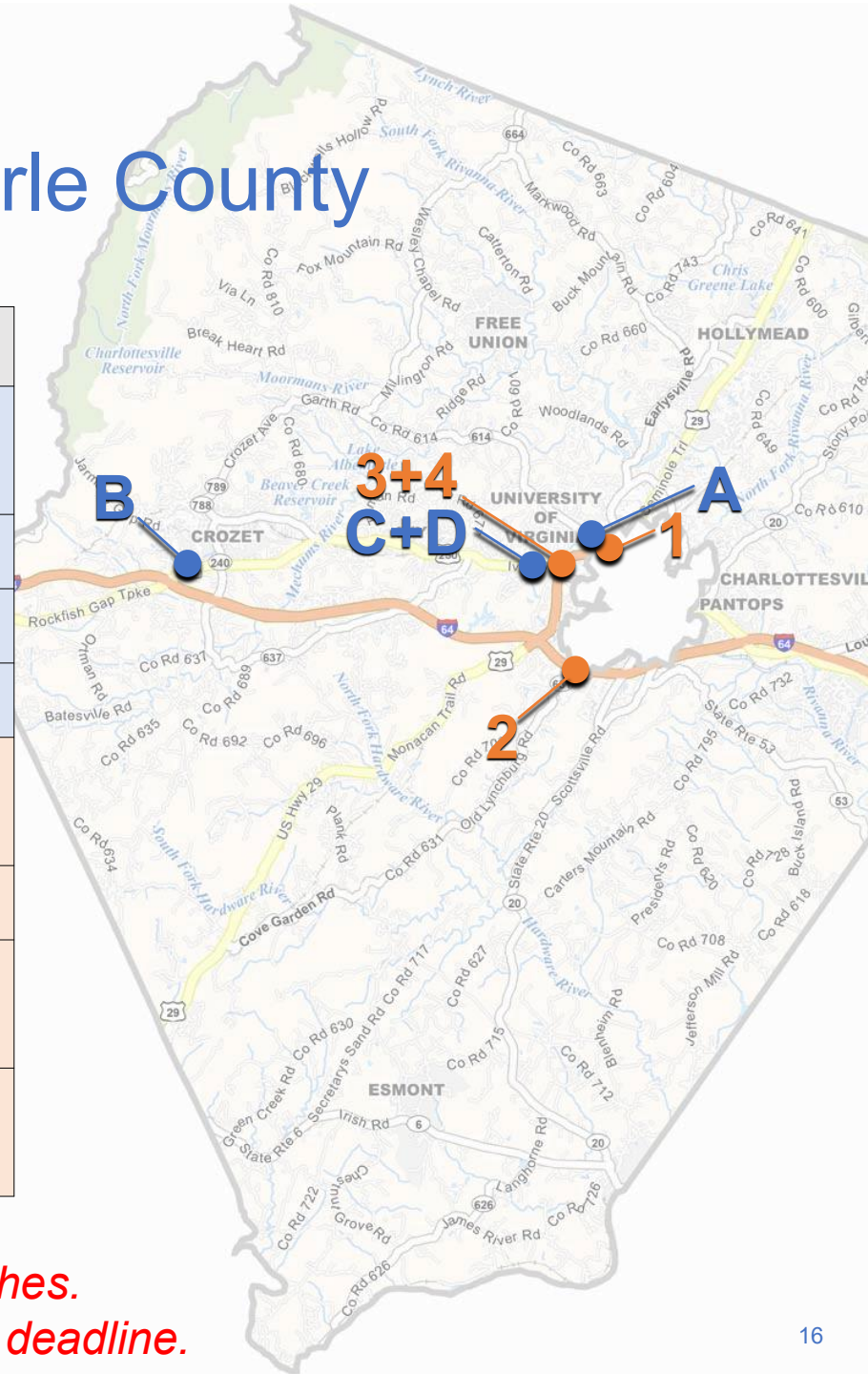
- Working with VDOT to summarize collected feedback
- Inviting downtown residents and business to participate in focus group session to clarify and develop solutions for collected concerns
- Workshop to review feedback, provide further detail on items to consider for future refinements
- Interested? 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

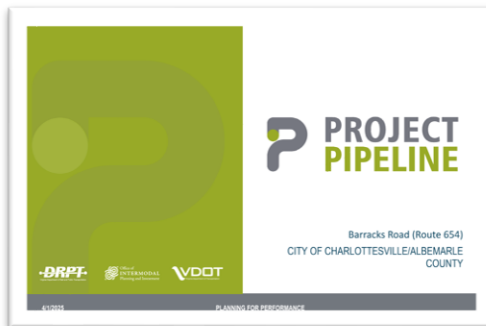
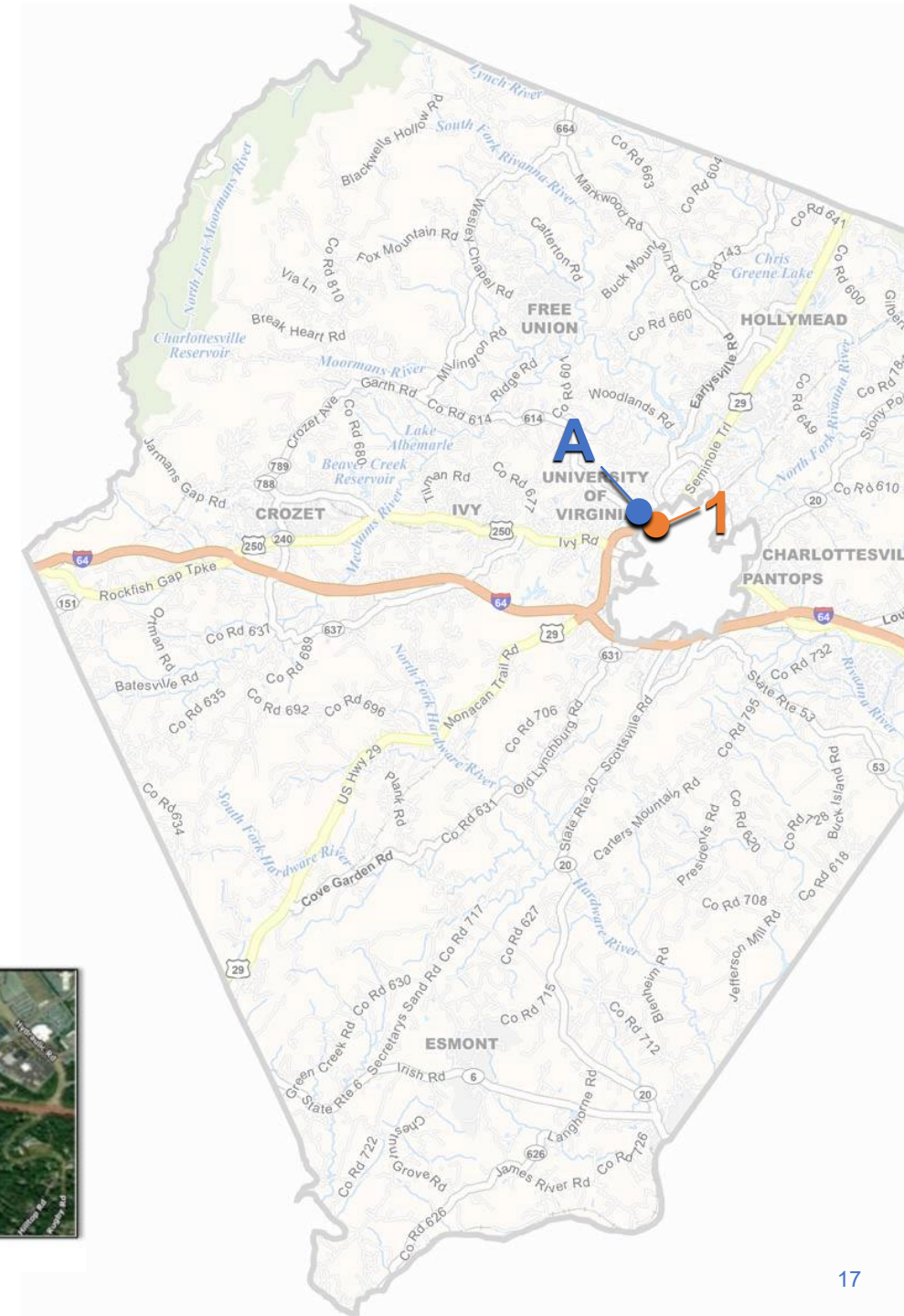


Figure 1-4. Barracks Road (Route 654) Study Area Map



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

Location: Albemarle County



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

Location: Albemarle
Scale: 1" = 50'
Sheet 1

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

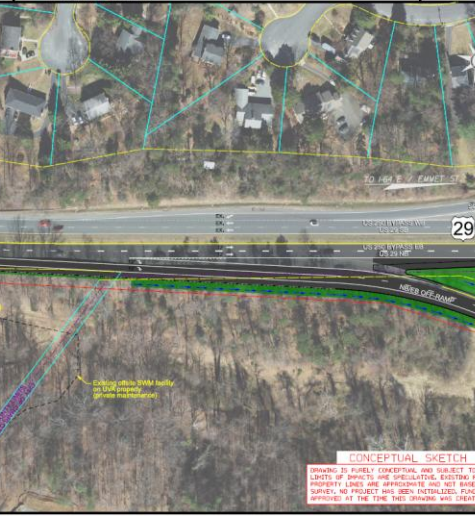
Location: Albemarle County
Scale: 1" = 50'
Sheet 2 / 3

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. 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

Location: Albemarle County
Scale: 1" = 50'
Sheet 3 / 3



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

rda

US 29 NB / US 250 EB Off-Ramp Improvements

Location: Albemarle
Sheet 1



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

rda

US 29 NB / US 250 EB Off-Ramp Improvements

Location: Albemarle County
Sheet 2 / 3

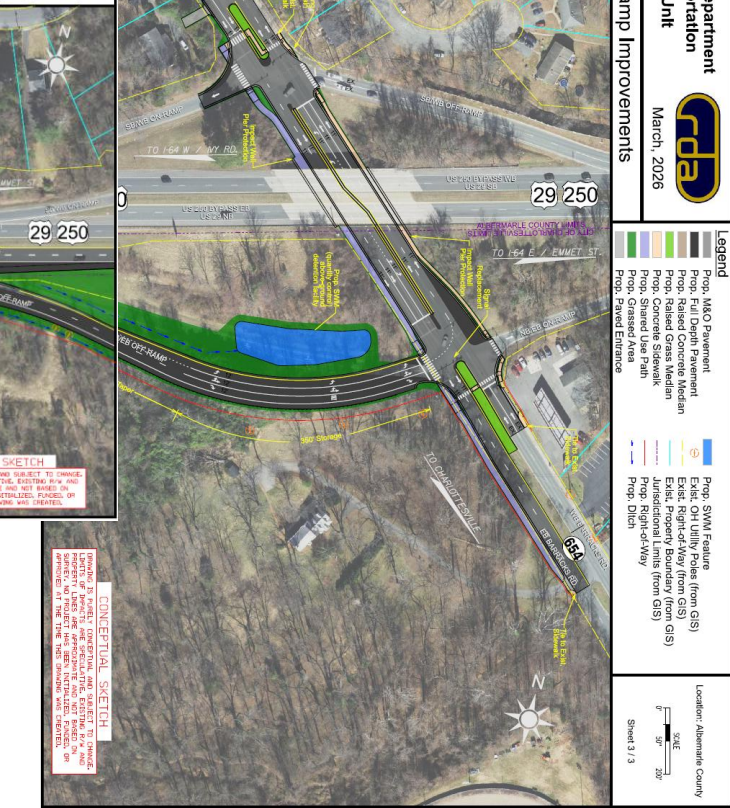


VDOT Virginia Department of Transportation
Culpeper District Design Unit
March, 2026

rda

US 29 NB / US 250 EB Off-Ramp Improvements

Location: Albemarle County
Sheet 3 / 3



DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE

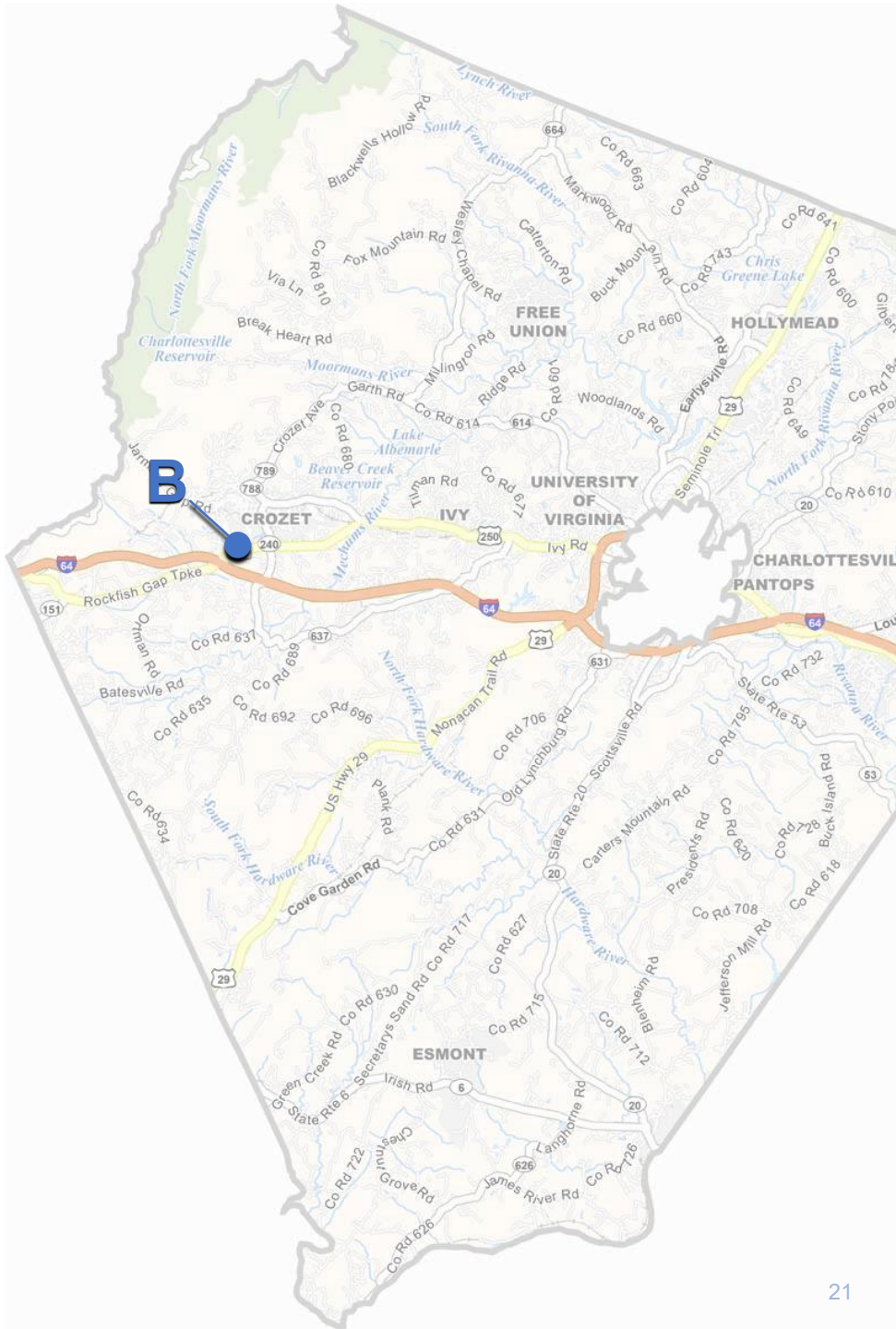
Proposed Project Addresses:

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

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

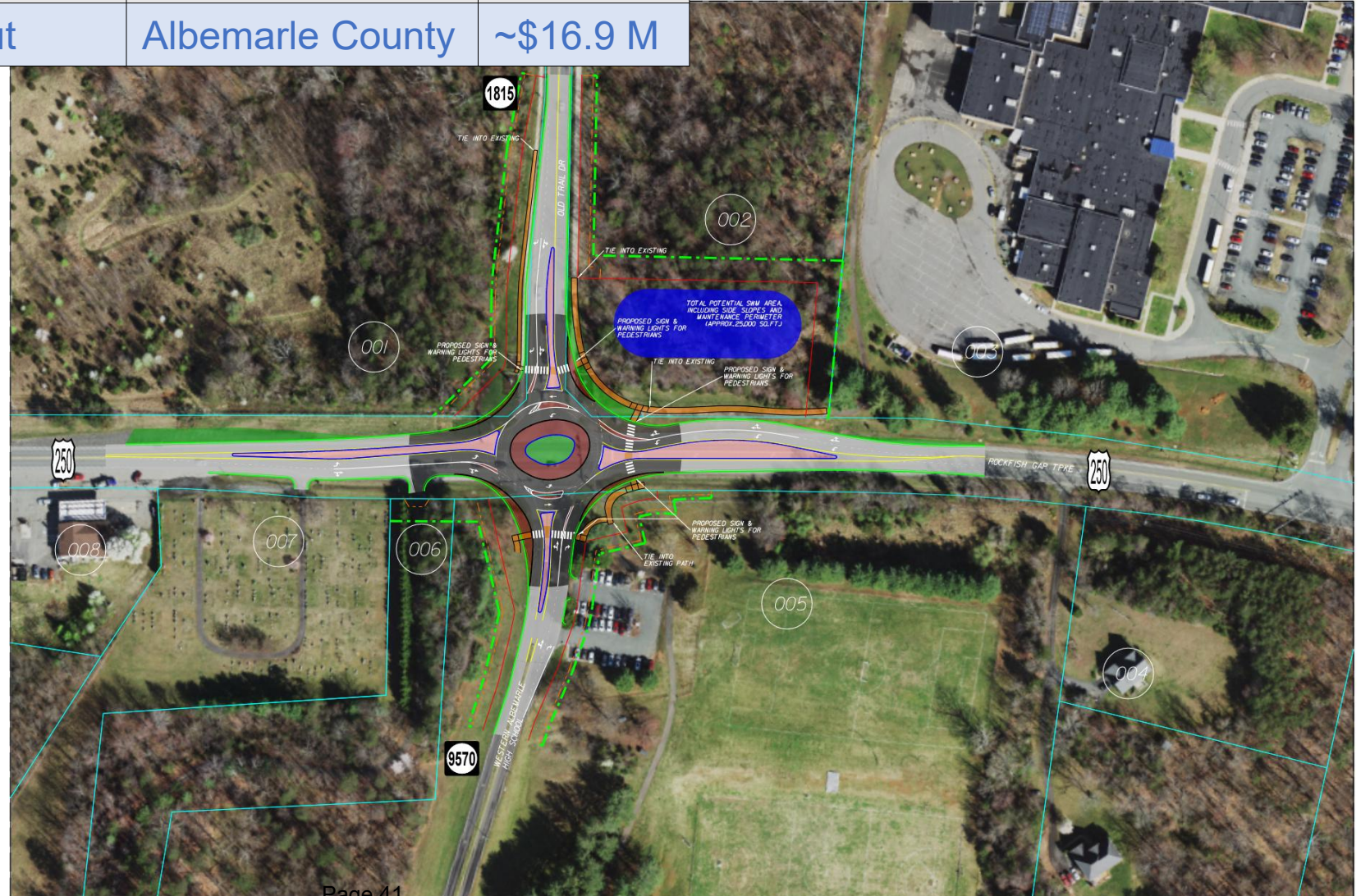
Legend

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

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

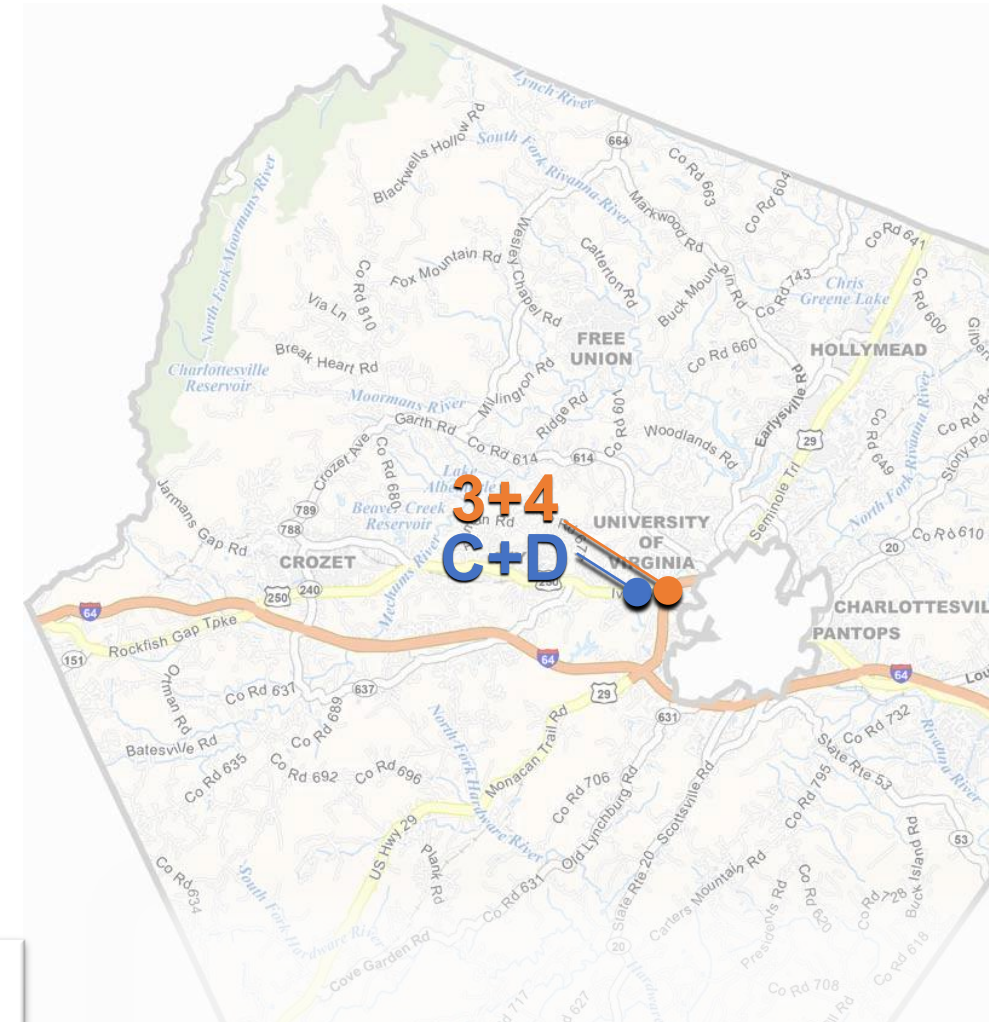
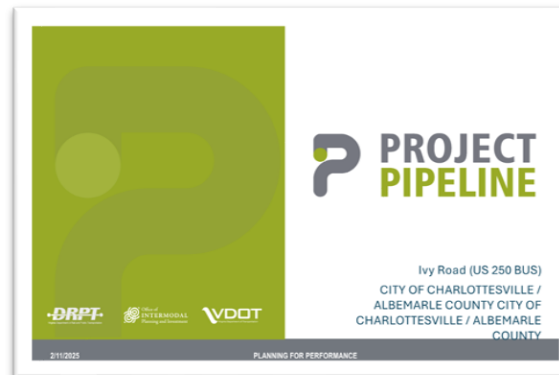
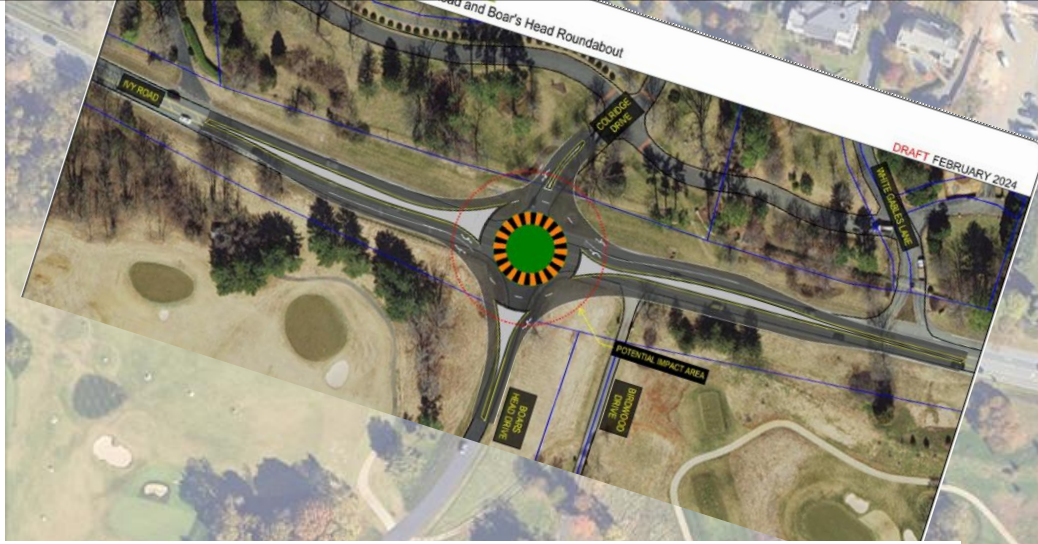


Figure 1-4. Ivy Road Study Area Map

- 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:

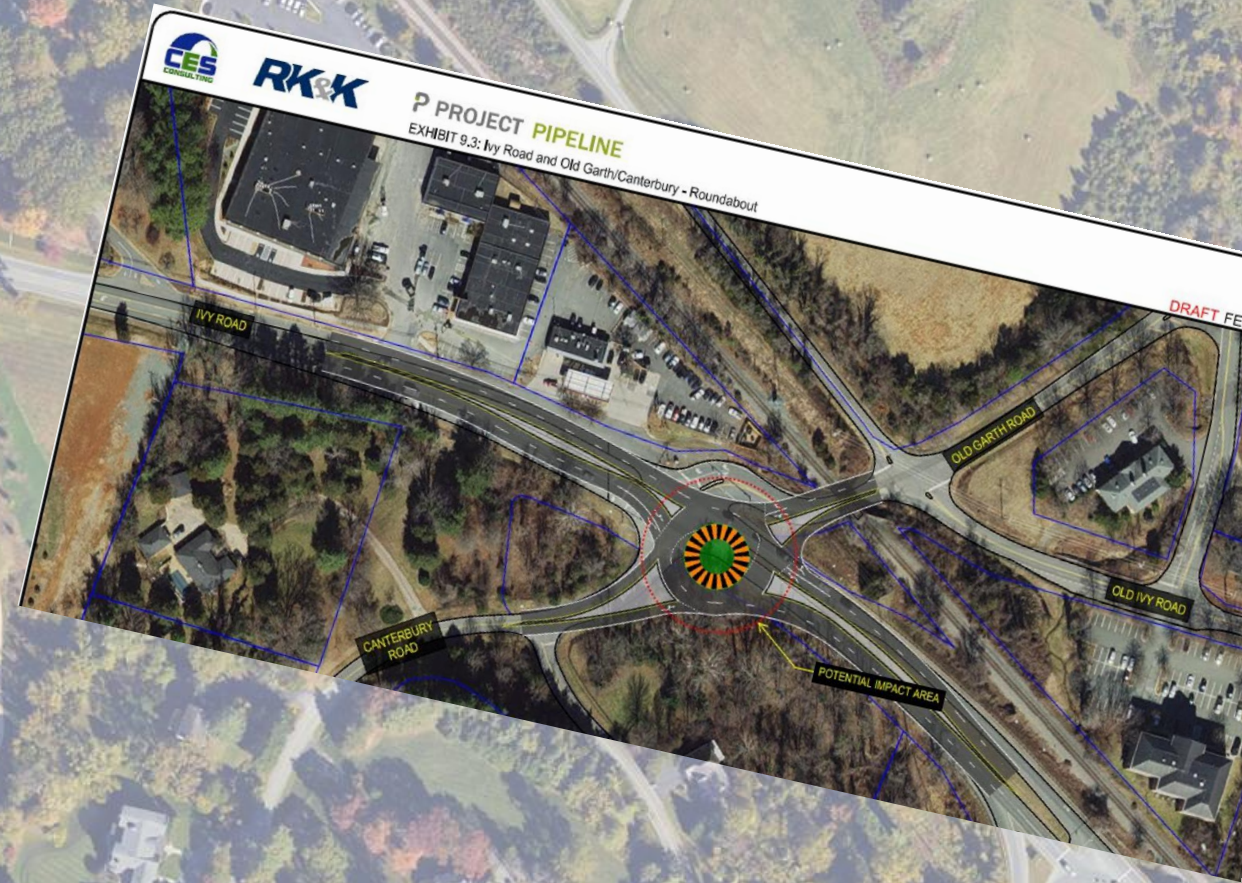
- Roundabout at Canterbury Road/ Old Garth Road
- Roundabout at Boar's Head Drive/ Colridge Drive
- Median between the two roundabouts
- Shared use path along Ivy Road from Canterbury Road to Boar's Head Drive

DRAFT SKETCHES TO BE REFINED BEFORE APPLICATION DEADLINE

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

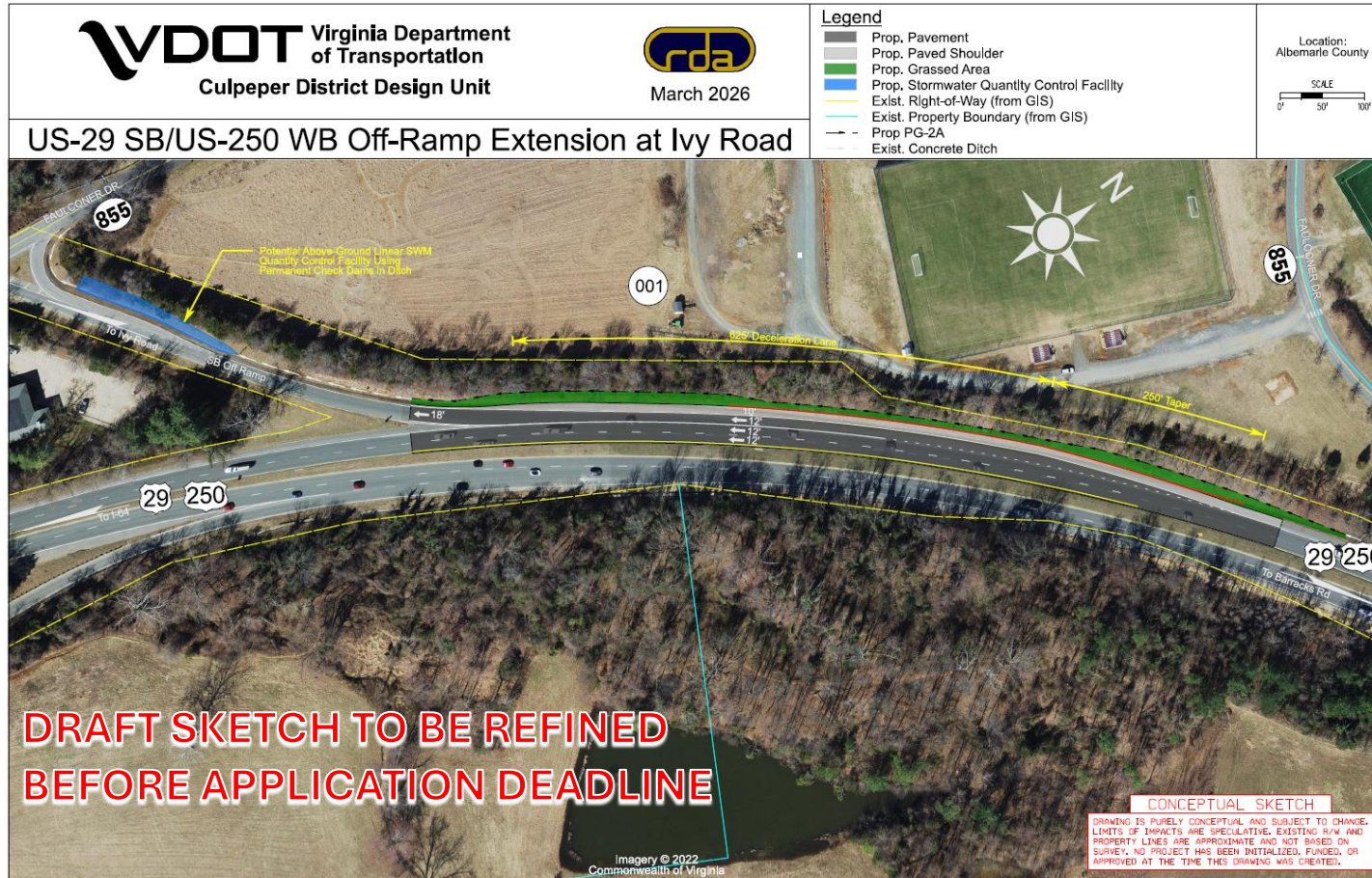
Partial Recommendation:

- 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

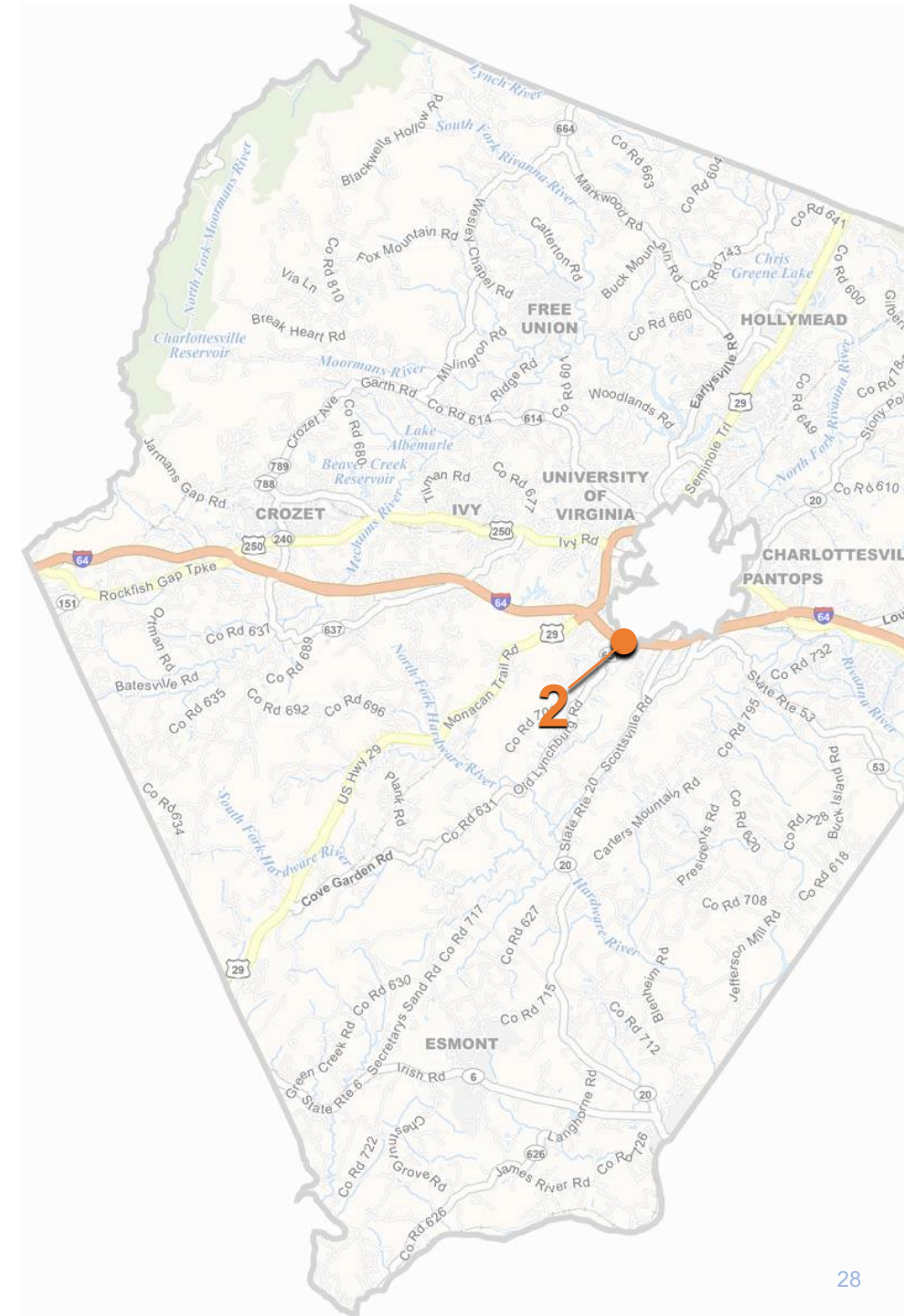
Proposed Project Addresses:

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:

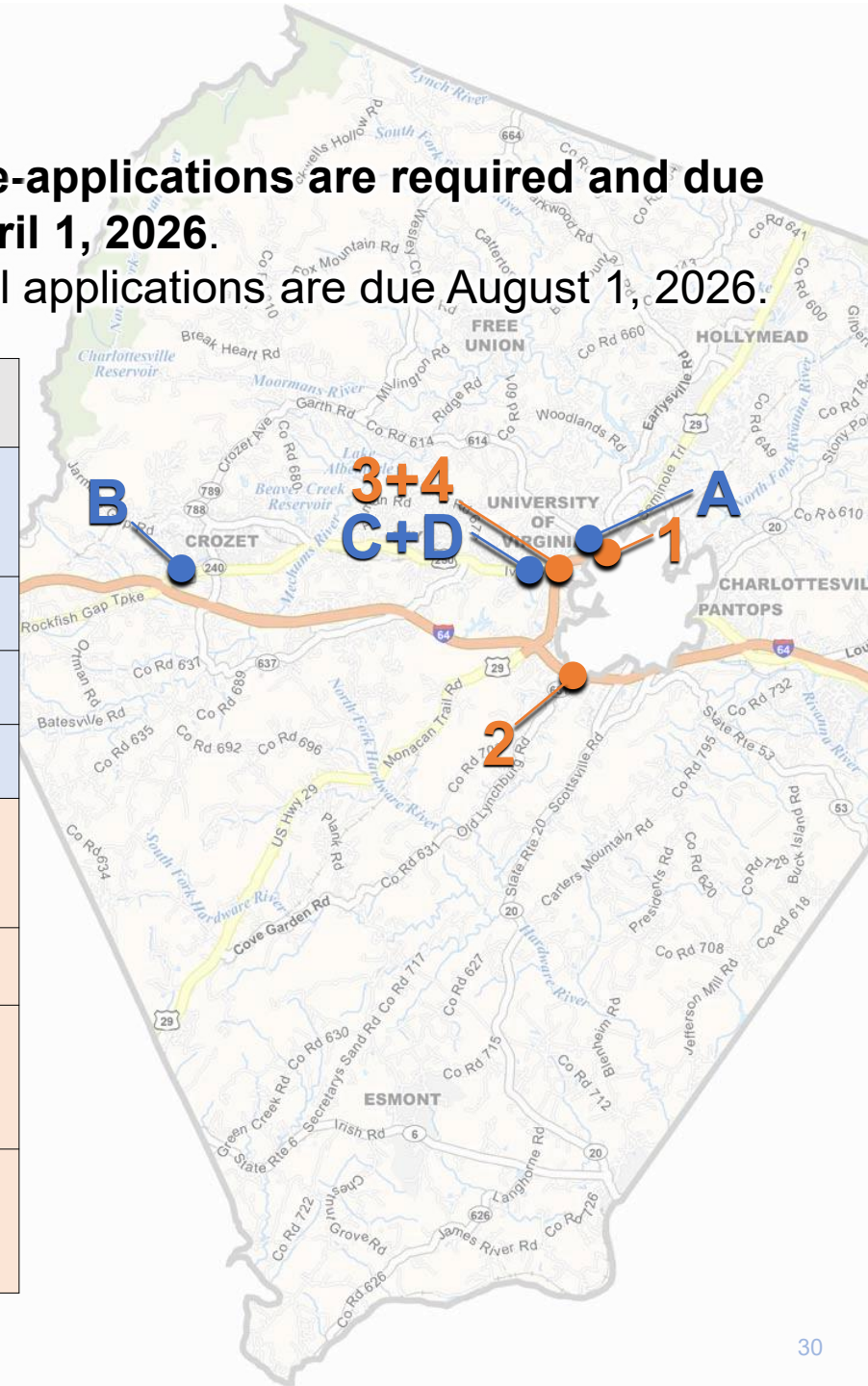
1. Safety: Improving safety by reducing the number of conflict points at the intersection, and providing safer non-auto facilities
2. Bicycle and Pedestrian Access: Constructing sidewalk, multiple pedestrian crossings, and shared use paths to support bicycle and pedestrian activity
3. Transit Access: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



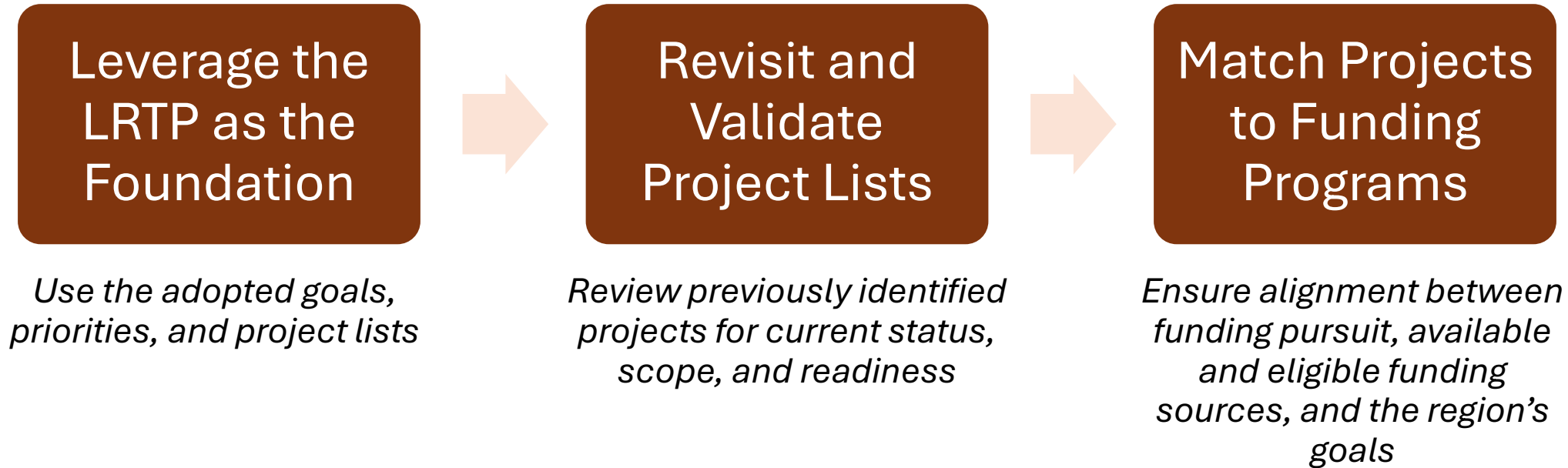
The Regional Vision: *Moving Toward 2050*

- **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



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?

MEMORANDUM

To: CA-MPO Policy Board
From: Taylor Jenkins, Director of Transportation
Date: March 20, 2026
Subject: CA-MPO Agenda Overview and Staff Updates

Purpose: To review current agenda items under consideration and inform Policy Board members of CA-MPO programs and activities.

1. Call to Order

- a. Call to Order, Roll Call – *Chair Gallaway & Sarah Simba*

2. Matters from the Public – *Chair Gallaway*

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

3. *General Administration – *Chair Gallaway*

- a. *Review and Acceptance of the Agenda
- b. *Approval of the Draft February 25, 2026, Meeting Minutes

4. New Business – *Chair Gallaway*

- a. Opening Remarks – Sean Nelson, VDOT
- b. SMART SCALE Round 7 Projects Under Consideration – Ben Chambers, Jessica Dimmick, Taylor Jenkins
Staff from the City of Charlottesville, Albemarle County, and the Charlottesville-Albemarle MPO will present information about projects under consideration for submission for SMART SCALE Round 7.

5. Staff Updates - Staff Report– *Chair Gallaway and Taylor Jenkins*

• **FY27-30 TIP Development**

In coordination with VDOT, DRPT, and Charlottesville Area Transit (CAT), staff have completed a comprehensive update of the Transportation Improvement Program (TIP) covering FY27-30. In accordance with the adopted Public Participation Plan (PPP), a public comment period and public hearing will be held prior to Policy Board action on April 22, 2026. The TIP is a document used to schedule spending federal transportation funds within the metropolitan region, in coordination with significant state and local funds. The TIP is a prioritized listing/program of transportation projects that is developed and formally adopted by the CA-MPO as part of the metropolitan transportation planning process.

• **FY27 Unified Planning Work Program (UPWP) Development**

Staff have developed and presented a draft of the FY27 UPWP, an annual document identifying major metropolitan transportation planning programs and activities to be performed with federal funds next fiscal year. Staff will present the final FY27 UPWP for adoption at the April 22, 2026, Policy Board meeting.

• **Safe Streets and Roads for All (SS4A)**

Staff continue to coordinate with VDOT, Albemarle County, and Charlottesville staff to identify projects from the adopted Safety Action Plan. The TJPDC is actively coordinating with all jurisdictions to gauge interest in pursuing implementation funding through the upcoming round of this federal grant application program.

- **SMART SCALE Round 7 Applications**

Staff continue to coordinate with VDOT and local staff to identify projects for this round submission and offer technical support to local jurisdictions. The SMART SCALE Technical Guide has been published for Round 7 and is available at [SMART SCALE](#) website. The pre-application period closes on March 31, 2026.

- **Charlottesville-Albemarle Regional Transit Authority (CARTA)**

The CARTA Board will hold its next meeting on March 25, 2026, at 9am. Agenda items include:

- a. Regional Housing Partnership (RHP) appointment*
- b. Transit Prioritization Study: Prioritization Methodology
- c. Transit Agency Governance and Operations: Charlottesville Area Transit (CAT)
- d. CAT Bus Stop Inventory Update
- e. Roundtable

- **Travel Demand Management Study (TDM Study)**

Staff continue to draft an existing conditions report for the TDM study. The study intends to identify opportunities to reduce vehicle miles traveled in the region.

- **2026 Statewide Rail Plan**

The Virginia Department of Rail and Public Transportation (DRPT) launched a public input survey to help guide the development of the 2026 Virginia Statewide Rail Plan. The agency is seeking feedback to ensure the updated plan reflects the needs and priorities of passengers, freight partners, and communities across the Commonwealth. The survey will be open from March 13 through March 27. Residents, business owners, farmers, and commuters are encouraged to participate in the survey, which takes approximately five to ten minutes to complete. [Access the survey here.](#)

In the coming months, DRPT will partner with the University of Virginia's Institute for Engagement and Negotiation to host a series of public meetings. These meetings will provide an opportunity to review survey findings and gather additional feedback on how Virginians would like to see the rail system evolve. Participants may provide their email address at the end of the survey to receive updates and invitations to these upcoming events.

- **TJPDC Office Improvements**

TJPDC office renovations began on January 5, 2026, and are ongoing. As such, TJPDC staff will work remotely for the construction period. Staff are continuing to arrange for public meetings to be held electronically or temporarily off-site for the duration of the project.

6. Other Business – Chair Gallaway

- i. Roundtable
- ii. Next Regular Meeting: April 22, 2026, from 4-6PM – *Virtual Meeting*

7. Additional Matters from the public – Chair Gallaway

- i. Comments by the public are limited to three minutes per speaker. Sign up is not required.

8. Adjournment – Chair Gallaway