

**AGENDA**

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public  
Join Zoom Meeting  
<https://us02web.zoom.us/j/82871359491>  
Meeting ID: 828 7135 9491

Item	Description	Time
1	<b>*Call to Order and Attendance – Gorjan Gjorgjievski</b> a. *Remote participation of voting members.	10:00 – 10:05
2	<b>Matters from the Public – Ben Chambers, Chair</b> Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – <i>(limit three minutes per speaker)</i>	10:05 – 10:10
3	<b>*General Administration – Ben Chambers, Chair</b> a. *Review and Acceptance of Agenda b. *Approval of October 7, 2025, Meeting Minutes	10:10 – 10:15
4	<b>**New Business – Ben Chambers, Chair</b> a. **SMART SCALE Round 7 Project Locations i. Presentation – <i>Sandy Shackelford</i> ii. Staff memo b. **Performance Safety Targets – <i>Gorjan Gjorgjievski</i> i. Presentation ii. Staff memo iii. Response Letter to VDOT c. **Regional Transit Partnership (RTP) Dissolution – <i>Taylor Jenkins, AICP</i> i. Letter Requesting Dissolution ii. RTP Memorandum of Understanding (MOU) and Amendment iii. Charlottesville-Albemarle Regional Transit Authority (CARTA) MOU	10:15 – 10:55 10:55 – 11:05 11:05 – 11:15
5	<b>Informational Items – Ben Chambers, Chair</b> a. CA-MPO FY24-27 Transportation Improvement Program – <i>Gorjan Gjorgjievski</i> TIP Adjustments: Charlottesville Area Transit (CAT); Emmet St. Streetscape projects; Autism Sanctuary Inc. i. Staff memo b. Annual Obligation Report – <i>Taylor Jenkins, AICP</i> i. Report Document c. Structure of Citizens Transportation Advisory Committee (CTAC) – <i>Taylor Jenkins, AICP</i> i. Staff memo	11:15 – 11:20 11:20 – 11:30 11:30 – 11:35
6	<b>VDOT Project Updates – Charles Proctor</b> a. STARS and Pipeline Studies	11:35 – 11:45
7	<b>Staff Updates</b> a. Safe Streets and Roads for All (SS4A) – <i>Gorjan Gjorgjievski</i> b. Travel Demand Management Study – <i>Taylor Jenkins</i> c. *Next Meeting Date – February 3, 2025 @10:00am-12:00pm i. Recommendation for All Virtual meeting - Zoom	11:45 – 11:50

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8	<b>Roundtable Updates</b> a. City of Charlottesville b. Albemarle County c. RideShare d. Virginia Department of Transportation (VDOT) e. Department of Rail and Public Transportation (DRPT) f. Federal Highway Administration (FHWA) g. Federal Transit Administration (FTA) h. Charlottesville Area Transit (CAT) i. Jaunt j. University of Virginia (UVA)	11:50 – 11:55
9	<b>Additional Matters from the Public</b> Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	11:55 – 12:00
10	<b>Adjourn</b>	12:00 pm

(\* ) A vote is required for this item (\*\* ) A recommendation to the MPO Policy Board is expected for this item

<b>VOTING MEMBERS (13) &amp; ALTERNATES (4)</b>	<b>STAFF (7)</b>
Ben Chambers, City of Charlottesville ( <b>Chair</b> )	Christine Jacobs, TJPDC
Kellie Brown, City of Charlottesville	Taylor Jenkins, TJPDC
Tommy Safranek, City of Charlottesville ( <b>Alternate</b> )	Lucinda Shannon, TJPDC
Rory Stolzenberg, Charlottesville Planning Commission	Gretchen Thomas, TJPDC
Tonya Swartzendruber, Albemarle	Ruth Emerick, TJPDC
Alberic Karina-Plun, Albemarle ( <b>Vice Chair</b> )	Sarah Simba, TJPDC
Lonnie Murray, Albemarle Planning Commission	Gorjan Gjorgjievski, TJPDC
Charles Proctor, VDOT	Logan Ende, TJPDC
Sandy Shackelford, VDOT ( <b>Alternate</b> )	<b>NON-VOTING MEMBERS (3)</b>
Christine Jacobs, TJPDC	Daniel Koenig, FTA
Sarah Simba, TJPDC ( <b>Alternate</b> )	Stephen Minor, FHWA
Jason Espie, Jaunt	Donna Chen, CTAC Liaison
Bill Palmer, UVA, Office of the Architect	
Mitch Huber, DRPT	
Wood Hudson, DRPT ( <b>Alternate</b> )	
Sara Pennington, Rideshare	<b>GUESTS/PUBLIC</b>
Barry Herring, Charlottesville Area Transit	
Garland Williams, Charlottesville Area Transit ( <b>Alternate</b> )	

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**MPO Technical Committee Meeting**

Draft Minutes, October 7, 2025

A recording of this morning can be found here:

<https://www.youtube.com/watch?v=BFBA3sPJwvI>

VOTING MEMBERS & ALTERNATES		STAFF	
Ben Chambers, Charlottesville	x	Gretchen Thomas, TJPDC	x
Rory Stolzenberg, Cville PC	x	Sarah Simba, TJPDC	x
Tonya Swartzendruber, Albemarle	x	Gorjan Gjorgjievski, TJPDC	x
Alberic Karina-Plun, Albemarle	x	Lucinda Shannon, TJPDC	
Lonnie Murray, Albemarle PC	x	Taylor Jenkins, TJPDC	x
Charles Proctor, VDOT *	x	<b>NON-VOTING MEMBERS</b>	
Christine Jacobs, TJPDC	x	Daniel Keoning, FTA	
Jason Espie, Jaunt	x	Donna Chen, CTAC Liaison	
Bill Palmer, UVA Ofc of Architect	x		
Mitch Huber, DRPT *	x	<b>GUESTS/PUBLIC</b>	
Sara Pennington, Rideshare	x	Peter Krebs, Piedmont Environmental Council	
Steven Minor, FHWA		Zoë Macomber	x
Tommy Safranek, Charlottesville	x		
Garland Williams, CAT			
Sandy Shackelford, VDOT	x		
Kellie Brown, Charlottesville			
Wood Hudson, DRPT			
Barry Herring, CAT (alternate)	x		

\* attended online via Zoom

**1. CALL TO ORDER:**

Ben Chambers called the meeting to order at 10:01 a.m. Mr. Chambers asked attendees to introduce themselves. Mitch Huber noted that he is located in Richmond, VA and he is based more than 60 miles away from the meeting. Chuck Proctor said he is in Warrenton, VA and is based more than 50 miles away from the meeting location.

**Motion/Action:** Ben Chambers made a motion to allow the members online to participate remotely. Tommy Safranek seconded and the motion carried unanimously.

**2. MATTERS FROM THE PUBLIC (MINUTE 4:33)**

- a. **Comments by the Public:** None.
- b. **Comments provided via email, online, web site, etc.:** None



**3. GENERAL ADMINISTRATION (MINUTE 3:49)**

Agenda

**Motion/Action:** Alberic Karina-Plun made a motion to approve the agenda. Lonnie Murray seconded, and the motion passed unanimously.

Approval of August 5, 2025 Minutes

**Motion/Action:** Tonya Swartzendruber made a motion to approve the August 5, 2025, minutes. Lonnie Murray seconded the motion and the motion passed unanimously.

**4. CA-MPO FY24-27 TRANSPORTATION IMPROVEMENT PROGRAM (MINUTE 5:25)**

Gorjan Gjorgjievski said the two TIP amendments have been presented previously and nothing has changed. He noted that there was not a public hearing for those amendments. There is no need for a new resolution for the first amendment (Item #12 – operating assistance for the PATH program) unless there is input from the public. He said there has been an adjustment to the second TIP amendment (Item #13), so there is a new resolution with new dollar figures.

He said the adjustment regarding CAT is only administrative and does not need a resolution or motion.

Because of the oversight, Taylor Jenkins said the CA-MPO staff is creating a TIP procedures document for amendments and adjustments in the future. She requested that the members provide her or Mr. Gjorgjievski feedback by the next meeting.

**Motion/Action:** Alberic Karina-Plun made a motion to make a recommendation to approve the TIP amendments 12 and 13. Tonya Swartzendruber seconded, and the motion passed unanimously.

**5. SMART SCALE ROUND 7: CA-MPMO PROJECTS (MINUTE 14:13)**

Chuck Proctor gave a brief overview of the Smart Scale program and the project scoring process. He explained the features required for High Priority Project (HPP) eligibility. He noted that \$1.6 billion got shifted from construction to maintenance by the CTB. He shared the amount of funding awarded among rounds in the past and shared some Round 6 takeaways. Overall, application in the Culpeper District scored better than the rest of the state.

He continued by sharing Round 6 takeaways for both the District Grant Program and the High Priority Grant Program.

He reviewed VTRANS needs and the proposed Smart Scale schedule. The application process starts in March, 2026 and final submissions are in August, 2026.

He briefly covered the VTRANS Priority 1 & 2 needs and top 50 PSI locations. He reviewed previous applications, including those they recommend be re-submitted and others not be resubmitted at all.

He continued by sharing an eligibility review for potential CAMPO projects. He noted that the US29 Corridor study is not one to consider for this round because it will not be ready in time. He briefly reviewed the recommended projects and there was an extended question-and-answer session about them.

It was the consensus of the committee that bike/ped infrastructure is a priority. Mr. Proctor said there is an issue with some of the projects that may not be able to make shared use paths possible.

**Motion/Action:** The committee did not come up with a prioritized list as a recommendation to the Policy Board.

**6. INFORMATIONAL AND DISCUSSION ITEMS (MINUTE 1:16:48)**

Citizens Transportation Advisory Committee (CTAC)

Taylor Jenkins gave background meeting summaries from March 19 through July 18 where there were discussions about CTAC’s membership, bylaws, purpose, function, challenges, and activities.

Ms. Jenkins continued by reporting that staff researched the structure and committees of the CA-MPO and the history of CTAC. She also reviewed the comprehensive responsibilities and decisions regarding the CA-MPO, and the beginning of CTAC, which was initially called CHART (established in 2001).

She reviewed past activities and members of CTAC, and several of their challenges.

She continued by reviewing CTAC’s current interests. They have a desire to be more active but are unsure how to influence current planning processes. She also reviewed how public engagement has changed.

Mr. Jenkins said next steps include determining whether CTAC is still necessary and/or desired by the Policy board. If so, define specific roles and responsibilities for CTAC, the chain of communication, and if there is there a need for a change to the bylaws.

Regional Transit Partnership (RTP) and CARTA Transition

Ms. Jenkins gave a background on the RTP and the activities they have achieved. She noted that now that CARTA has been established, which was the eventual goal of the RTP, that means the RTP will be dissolved in December.

**7. VDOT PROJECT UPDATES (MINUTE 1:45:17)**

STARS Studies

Sandy Shackelford gave a preliminary ideas overview of the US29 Corridor from Seminole Court to Branchlands Boulevard. She said the primary goals are to reduce the opportunities for conflicts, improve the efficiencies of the vehicles in the cross streets, improve the reliability of travel time throughout the corridor, and create safer and more frequent pedestrian activity at targeted locations.

She provided alternative developments from Fashion Square drive to Woodbrook Drive and the US250 bypass interchange study area.

She said the study work group has met to review initial feedback to reduce the number of alternatives to present for public comment.

She reviewed the schedule, and Christine Jacobs noted that initially the goal was to get the studies done in time to consider them for Smart Scale, but it was concluded that the studies would not be completed and could not be used as applications for this round.

Pipeline Studies

US29 & US64 Interchange at Exit 118

Ms. Shackelford reviewed the study purpose, goals, and objectives for this project which include resolving the traffic backup of the dual left-turn lane from US Rout 29 southbound to get onto I-64 eastbound. The study also aims to improve the small park and ride lot located on Teel Lane.

She shared the study fact, crash severity, summary of needs identified through public outreach, and a safety summary.

*5<sup>th</sup> Street (DDI)*

VDOT is looking Mr. Shackelford shared the study's purpose goals, and objectives which include reevaluating previous studies and Smart Scale applications along the corridor to refine and value-engineer solutions with improved benefit-to-cost potential. The study will result in updated concepts for consideration in Round 7 of Smart Scale.

Ms. Shackelford for solutions that do not require rebuilding the build on 5<sup>th</sup> Street. She said VDOT is currently working on alternatives and will be putting out a second public survey prior to Thanksgiving.

**8. STAFF UPDATES (MINUTE 1:59:25)**

Safe Streets and Roads for All (SS4A) (Move Safely Blue Ridge)

Gorjan Gjorgjievski said September 30 was the end of the performance period for the grant and now staff has entered the 120-day close out period. He said everything is in good shape re: getting everything from the consultants and submitting all required data to FHWA. He said he is going to be reaching out to jurisdictions re: interest in applying for funding. He said there is approximately \$1 million in funding. He thinks those projects will be highly competitive.

CA-MPO and SAW-MPO Join Meeting

Taylor Jenkins reported on the Joint CA-MPO and SAW-MPO meeting. She thanked those who attended and helped make the meeting a success.

RAISE/BUILD Grant Application Update

Taylor Jenkins said she went to a debrief on why the award was not given for the Rivanna pedestrian bridge and it was recommended that it be resubmitted in the next year with an increase on the innovation portion.

Travel Demand Management (TDM) Study

Ms. Jenkins said the TDM study was included in the UPWP for this fiscal year to complete. She said staff are collecting data for the existing conditions part of the study. They have connected with VEO and UVA Parking and Transportation (Wahoo) re: their Wahoo Commute program and requested data from each of those organizations.

Mr. Chambers reported that the next MPO Tech meeting will be on December 2.

**9. ROUNDTABLE UPDATES**

Due to time constraints, this item was tabled.

**ADJOURNMENT:** Mr. Chambers adjourned the meeting at 12:07 a.m.



# SMART SCALE ROUND 7

Charlottesville – Albemarle MPO Technical Committee Meetings

 Sandy Shackelford

December 2, 2025

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

# Consider How Projects Are Scored in SMART SCALE When Developing Applications (Non-SOV Considerations)

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

## Safety:

- Based on expected reduction in crashes that will result from proposed improvement
- Uses most recent 5 years of crash data as baseline for comparison

## Congestion Mitigation:

- Person Throughput Measure: Non-SOV throughput measure is a function of peak hour volumes and population density
- Person Hours of Delay: No reduction in person-hours of delay is assumed for a stand-alone bicycle and/or pedestrian project

## Accessibility:

- Access to Jobs/Access to Jobs for Disadvantaged Populations: Measures increased access to jobs from each block group/block to every other block group/block within the project's area of influence
- Access to Multimodal Choices: Score is given for type of improvement and multiplied by new peak period non-SOV users (determined by the Person Throughput measure)

## Economic Development:

- Largely a function of proximity to economic development sites identified on the Virginia Economic Development Partnership's VirginiaScan database

## Environmental Quality (Air Quality and Energy Environmental Effect Measure):

- Measures increase in peak hour non-SOV users as determined in the congestion factor
- Measures decrease in the number of peak period person-hours of delay as determined in the congestion factor

## Land Use:

- Considers how well local land uses around the project support access to a variety of destinations within a reasonable walking distance

# Funded SMART SCALE Bicycle and Pedestrian Primary Improvement Projects – Rounds 1-5

	Original Total Benefit Score Rounds 1-5	Land Use % Original Score	Total Benefit Score with Land Use as Multiplier*	SS Requested Amount	Original SMART SCALE Score	SMART SCALE Score with Land Use as Multiplier*
East High Streetscape Improvements	1.5	87.4%	0.22	\$5,638,000	2.7	0.39
Emmet Street Corridor Streetscape and Intersections	2.7	61.4%	1.25	\$12,114,721	2.2	1.03
Barracks Road at Emmet Street Intersection Improvements	7.3	82.7%	2.09	\$8,640,866	8.5	2.42
West Main Streetscape	3.1	8.4%	2.91	\$2,009,265	15.4	14.50
5th Street SW Corridor Improvements	3.2	7.7%	3.10	\$6,093,034	5.3	5.08
Ridge Street Safety Improvement	15.1	54.3%	15.07	\$8,738,020	17.3	17.24
W Main Streetscape Ph 3 - 8th St NW to Roosevelt Brown Ave	13.4	60.1%	10.60	\$10,874,697	12.4	9.75
Fifth Street Hub and Trails	9.5	94.2%	1.27	\$9,841,290	9.6	1.29
Emmet Street Multimodal Phase 2	9.3	88.1%	2.20	\$20,465,490	4.6	1.07
Avon Street Multimodal Improvements	13.4	89.9%	1.80	\$15,807,300	8.5	1.14

- Changing the Land Use scoring factor to a multiplier increases the need to understand how projects receive scores in other categories
- Many of the bicycle and pedestrian projects that were funded in Rounds 1-5 scored well due to their land use score, but did not receive high scores in other categories

\*Does not account for other changes in scoring methodologies among the different rounds

# Round 7 SMART SCALE Applications Under Consideration

## City of Charlottesville:

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

## Albemarle County:

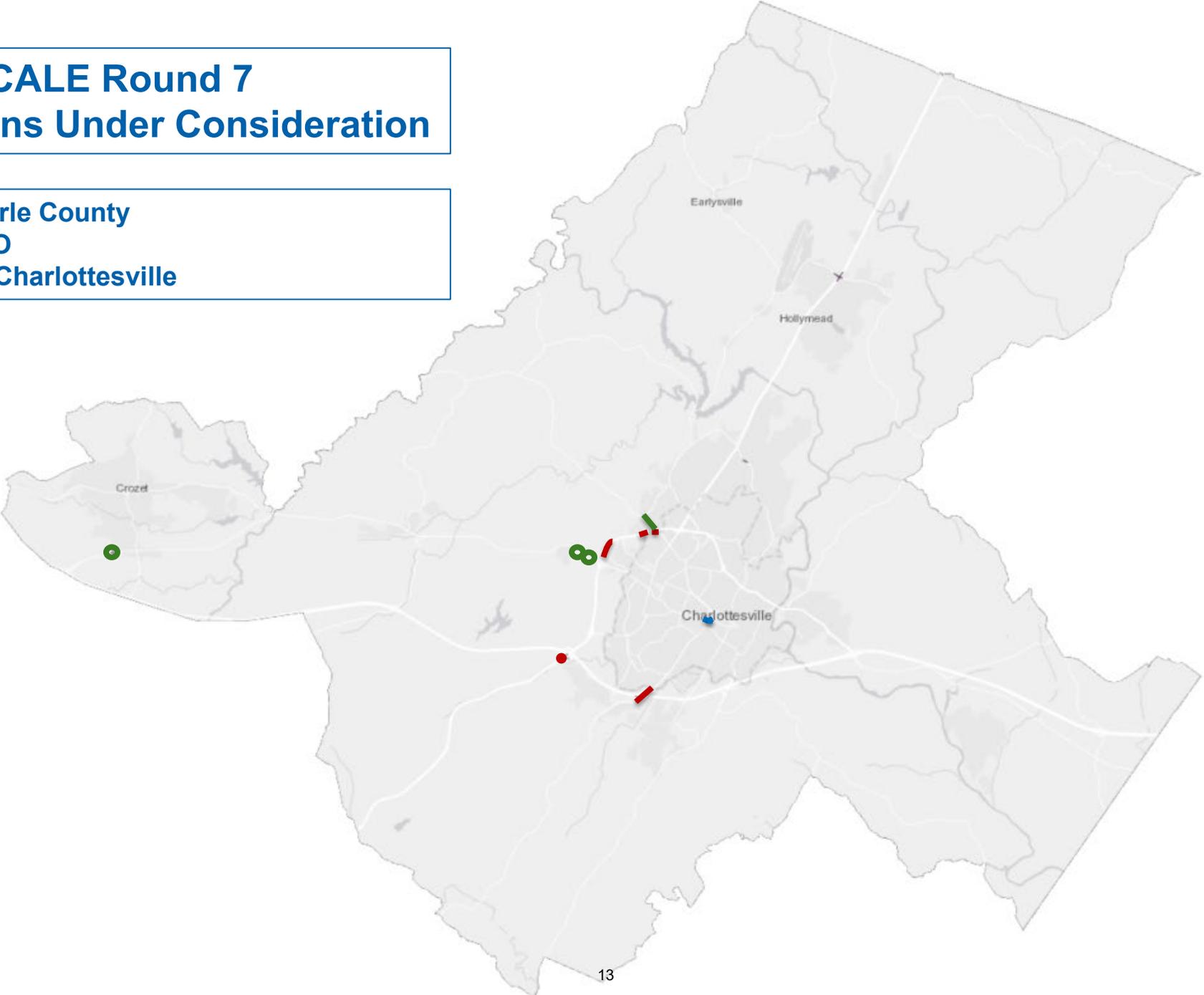
1. US 250 & Old Trail Roundabout, including pedestrian improvements
2. Barracks Road & US 29 SB/US 250 WB On-ramp – Right turn lane, access management, sidewalk/SUP
3. US 250 & Canterbury Road Roundabout
4. US 250 and Boars Head Roundabout

## Charlottesville-Albemarle MPO:

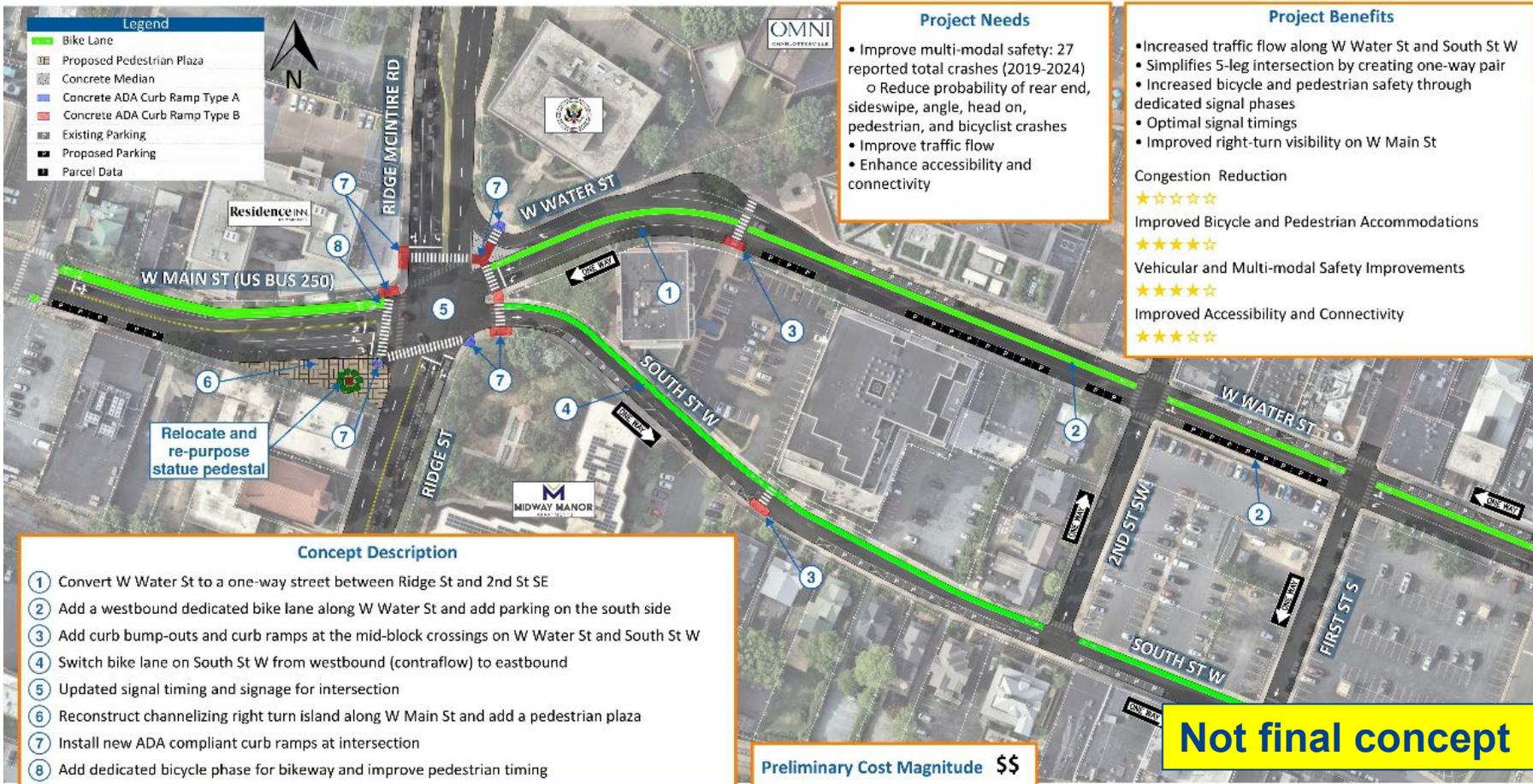
1. US 29 NB/US 250 EB Off-ramp improvements at Barracks Road – Ramp extension, double left turn lane & sidewalk improvements
2. US 29 SB/US 250 WB Off-ramp extension at Ivy Road
3. US 29 NB/US 250 EB On-ramp extension at Ivy Road
4. I-64 and 5<sup>th</sup> Street DDI, SUP connection, & sidewalk connection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



## Active STARS Study

### Revisions being made to this alternative include:

- Continuing two-way bikeway through intersection along south side of W Water Street
- Realigning crosswalk at the southern leg of the intersection to shorten crossing distance
- Converting the W Main Street EB shared through/left lane to a shared through/right lane
- 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

ALBEMARLE, VA

North Arrow & Scale

Legend

PARCEL LINES	PROPOSED RIGHT-OF-WAY
VDOT STD. CG-7	PROPOSED TEMPORARY CONSTRUCTION EASEMENT
VDOT STD. CG-6	VDOT MOD. CG-3
PROPOSED MILL & OVERLAY	PROPOSED PAVEMENT MARKINGS
PROPOSED FULL DEPTH PAVEMENT	PROPOSED PEDESTRIAN ACCOMMODATIONS
PROPOSED CONCRETE MEDIAN	PROPOSED TRUCK APPROACH
PROPOSED GRASS/VEGETATION	POTENTIAL STORMWATER MANAGEMENT AREA

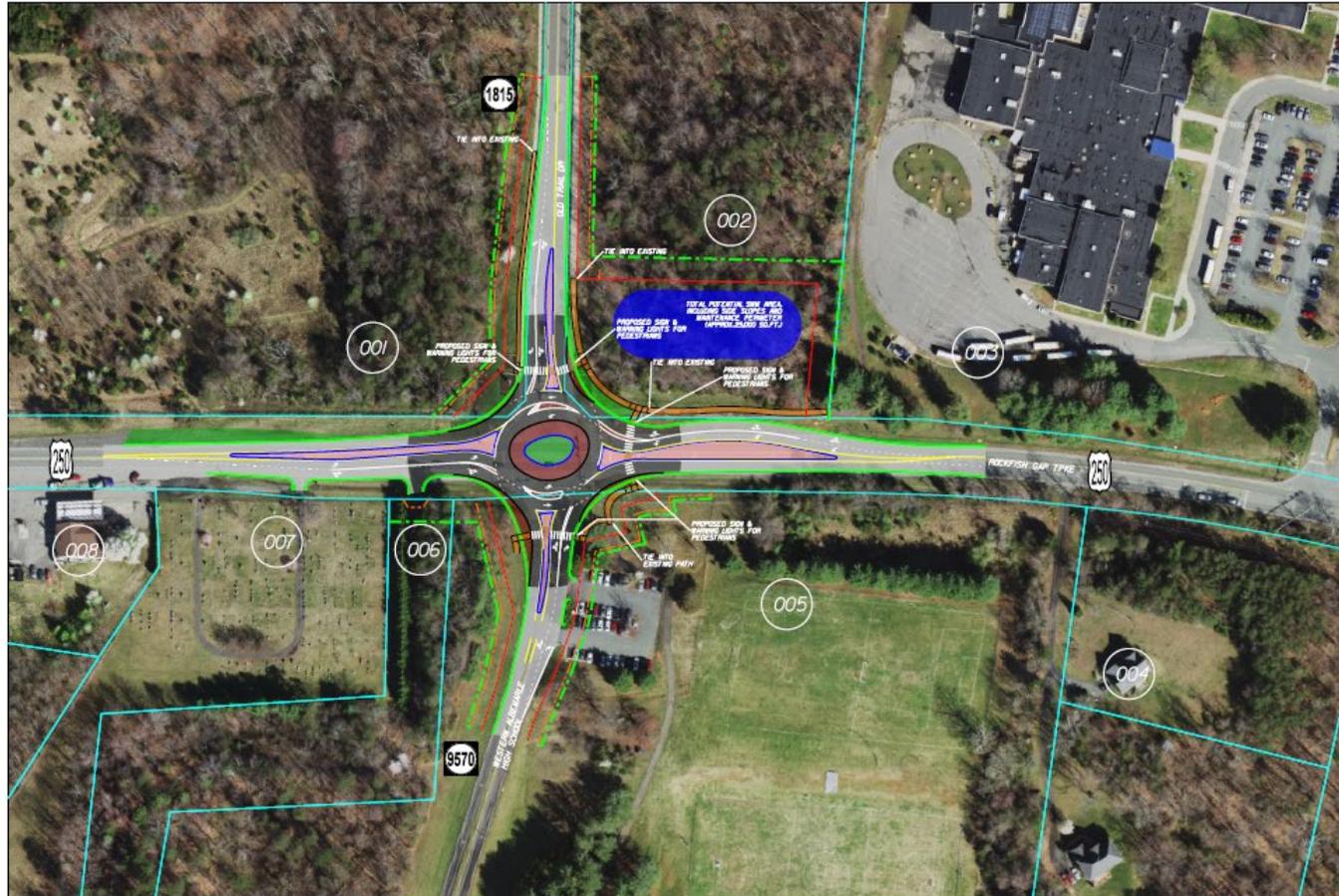
Date

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

PROPOSED UTILITY EASEMENT

These plans are unperfected and unrecorded and are not to be used for any type of construction or the acquisition of title of way. Additional easements for utility installations may be required beyond the proposed right-of-way shown on these plans.

Prepared by: Division of Planning and Design, Virginia Department of Transportation, Charlottesville, VA



# Barracks Road Corridor Study SMART SCALE Round 7 Applications Under Consideration

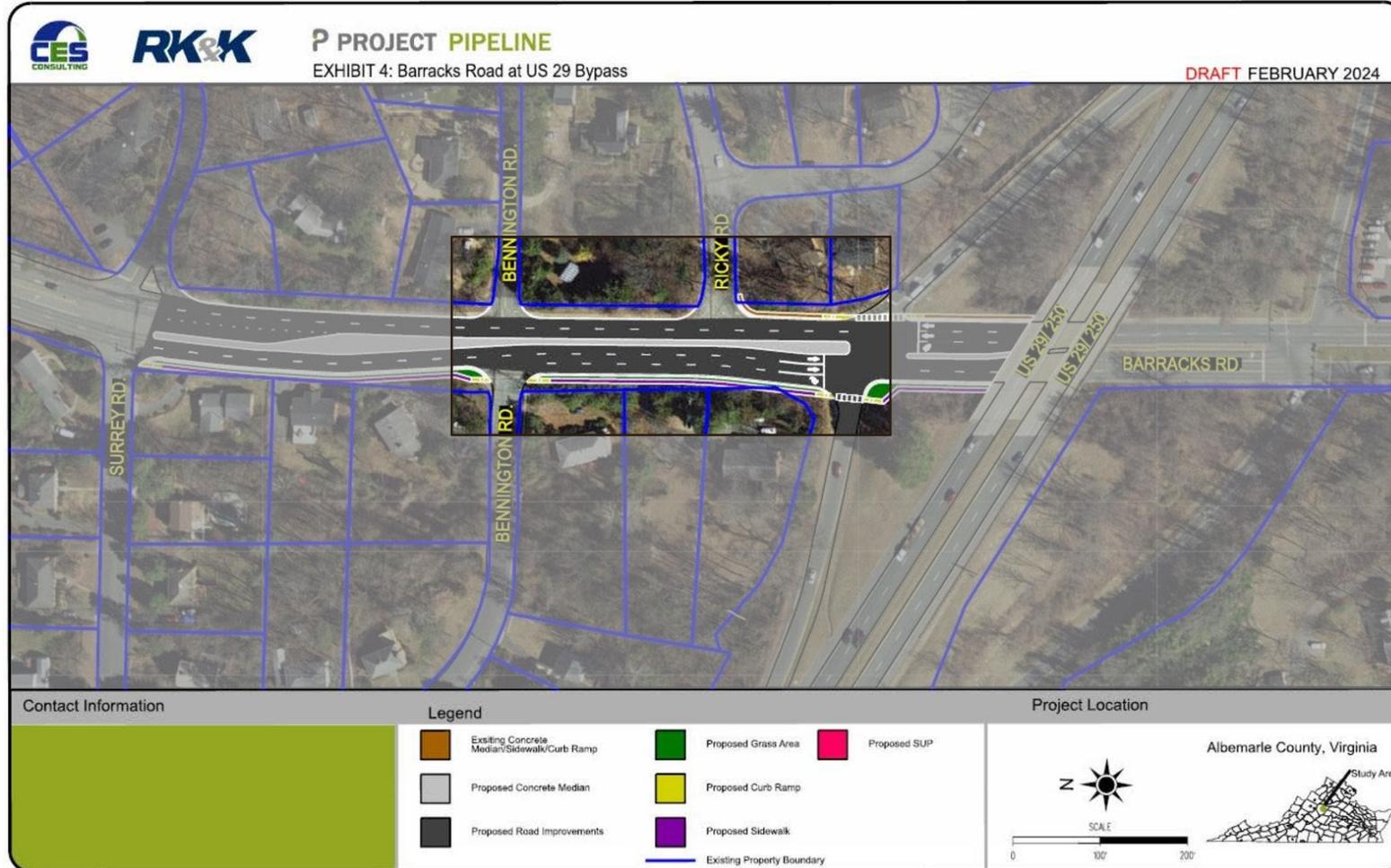
- Albemarle County
- CA-MPO

- Right turn lane from Barracks Road SB onto WB Bypass On-ramp;
- Close the median at Ricky Road;
- Shared use path/sidewalk between Bypass On-ramp and Bennington Road

- Extend the EB Bypass Off-ramp at Barracks Road; 600' total diverge segment;
- Dual left turns from EB Bypass Off-ramp onto NB Barracks Rd;
- Sidewalk connection between WB Bypass Off-ramp/On-ramp and existing sidewalk;
- Pedestrian crossing at WB Bypass Off-ramp/On-ramp



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

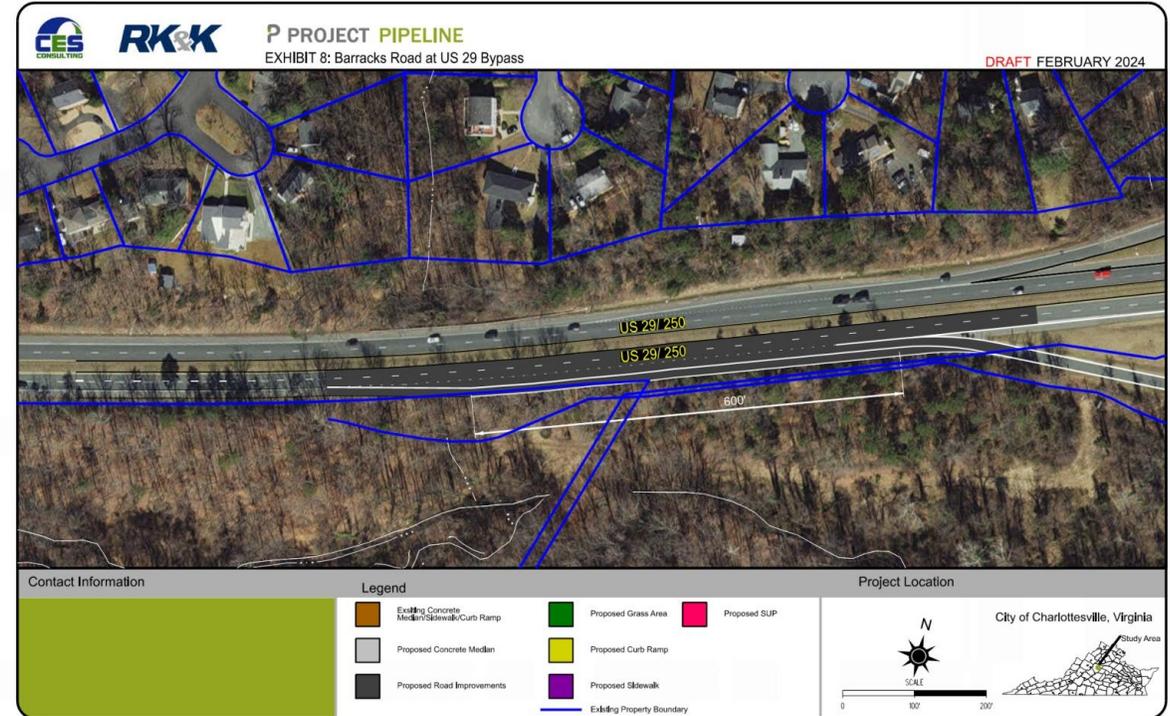
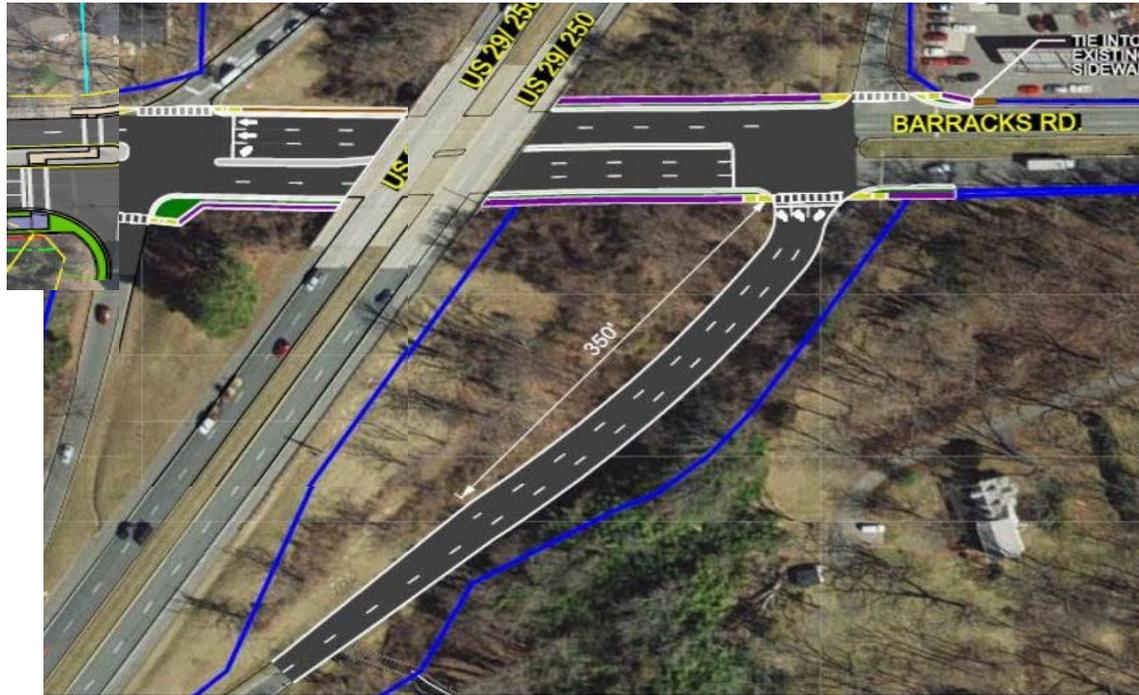


Portion of previously submitted application

Project includes:

1. Right turn lane onto US 29 SB/US 250 WB on-ramp
2. Closing the median crossover at Ricky 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

# US 29 NB/US 250 EB Off-ramp improvements



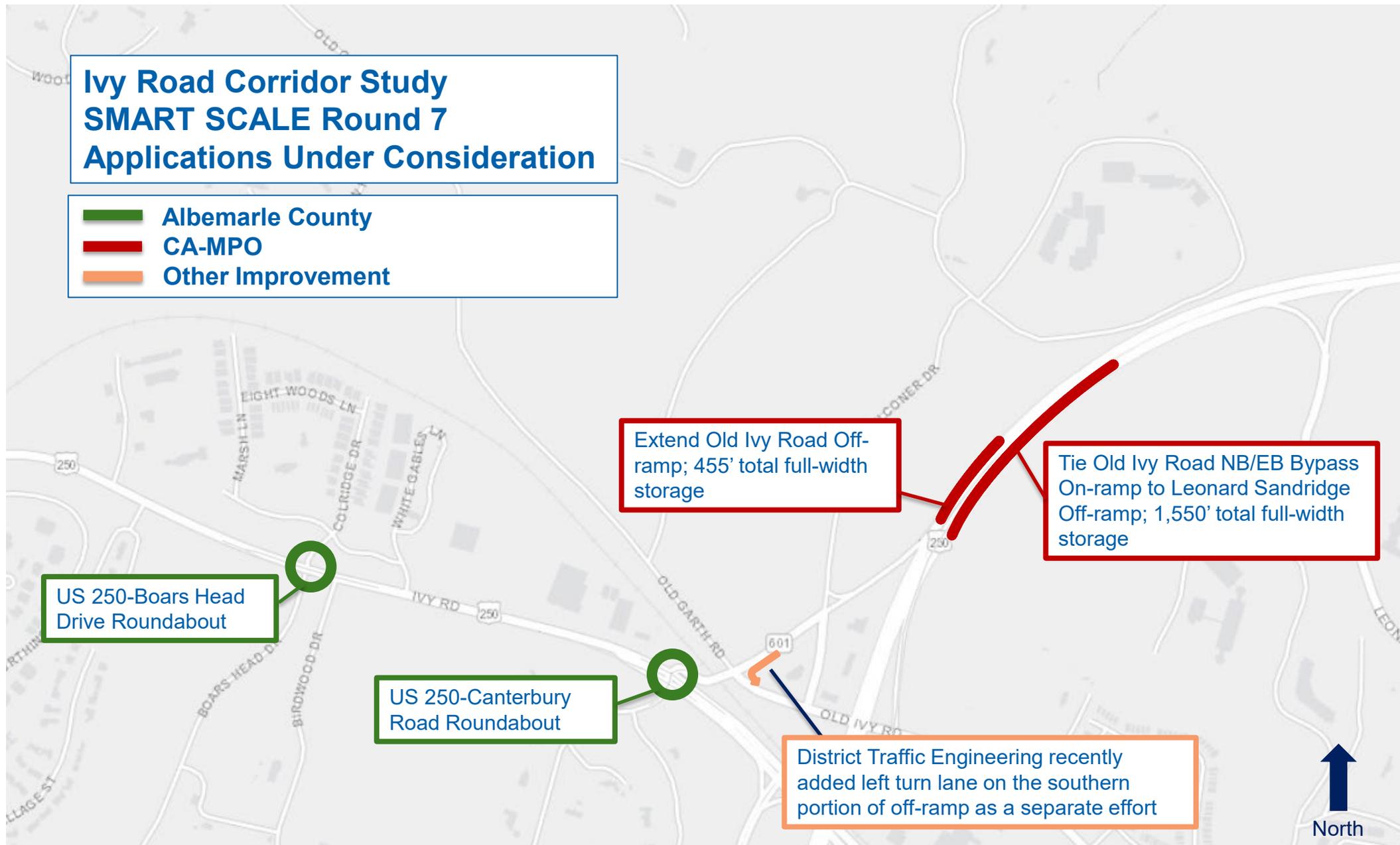
Lesser alternative to previously submitted Barracks Road interchange improvement project

Project includes:

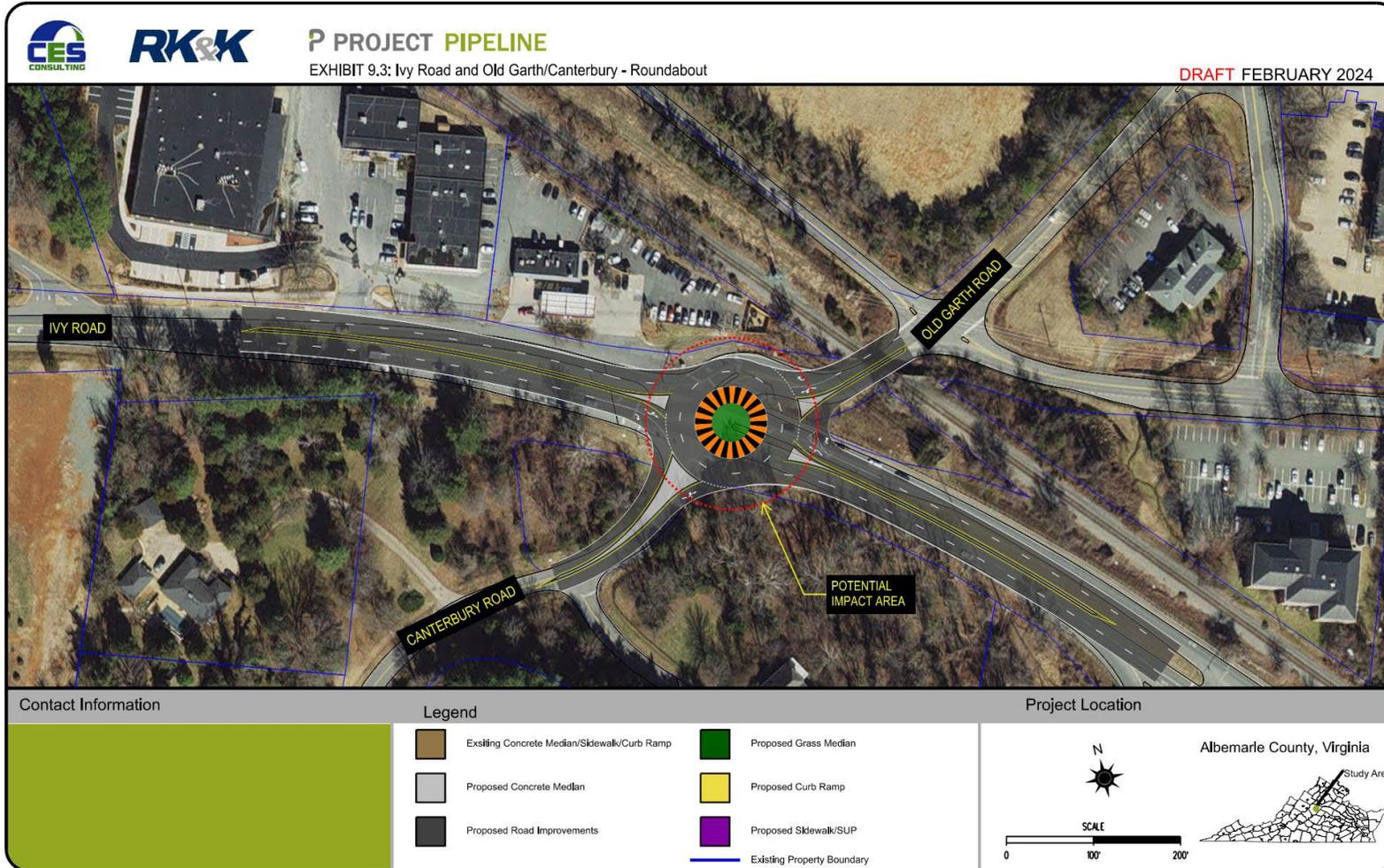
1. Dual left turn lanes from US 29 NB/US 250 EB off-ramp onto NB Barracks Road
2. US 29 NB/US 250 EB off-ramp extension
3. Sidewalk between the US 29 SB/US 250 WB on-ramp and the existing sidewalk in the City of Charlottesville on both sides of Barracks Road
4. Crosswalk across Barracks Road at the US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

# Ivy Road Corridor Study SMART SCALE Round 7 Applications Under Consideration

- Albemarle County
- CA-MPO
- Other Improvement



# US 250 & Canterbury Road Roundabout

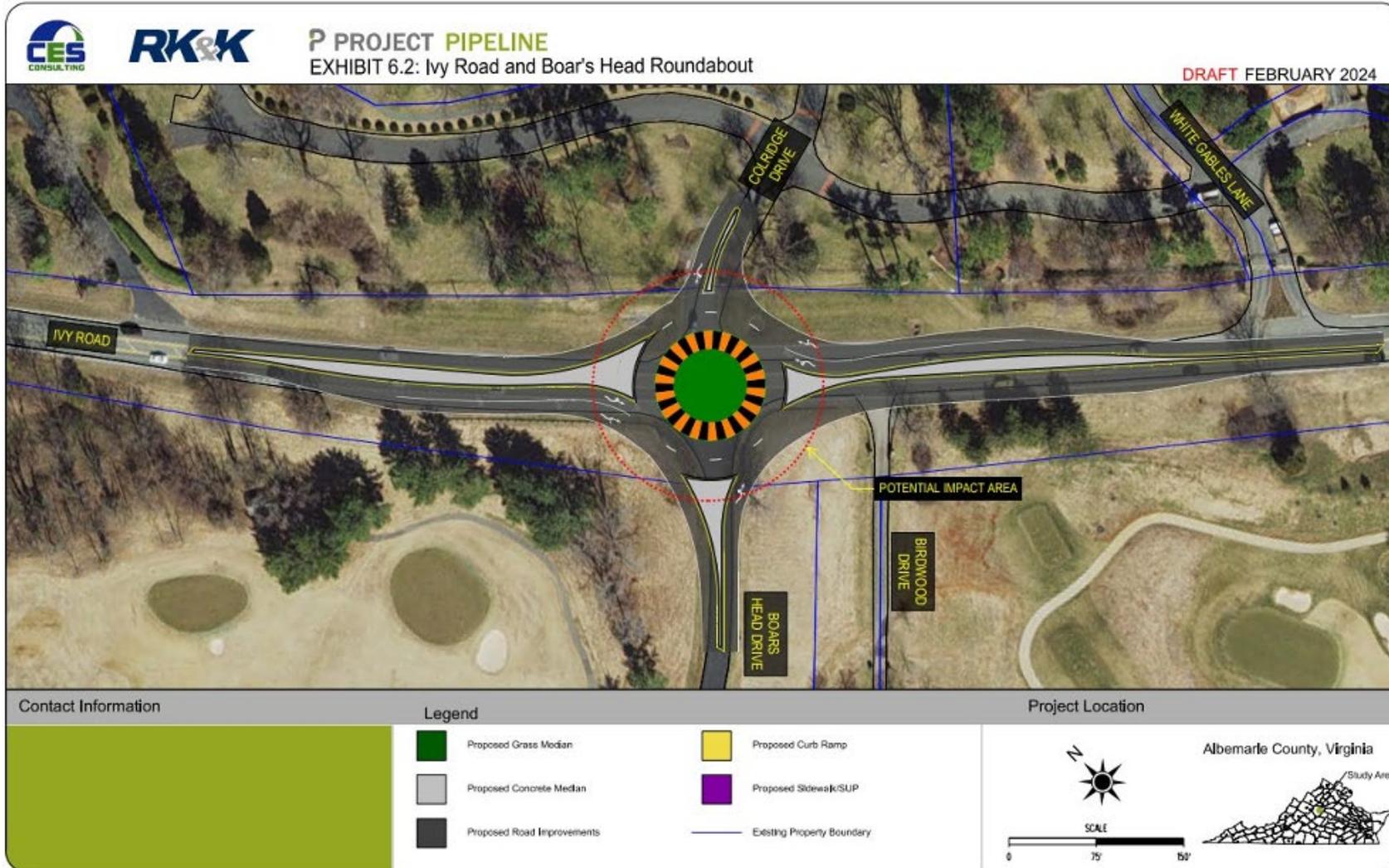


## Recommendation from Round 2 Pipeline Study

Project includes:

1. 2x1 Hybrid roundabout

# US 250 & Boar's Head Road Roundabout

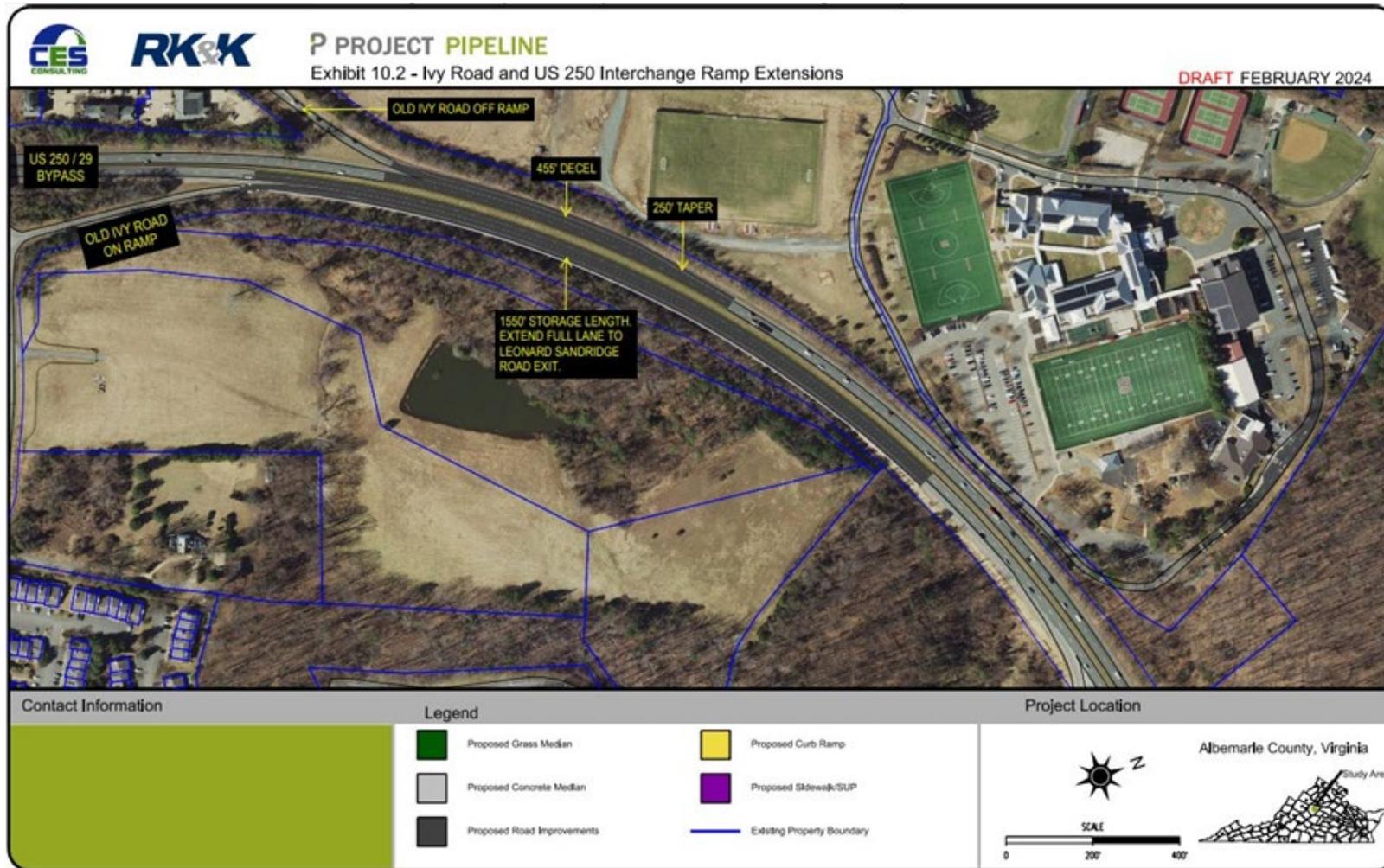


**Recommendation from Round 2 Pipeline Study**

**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

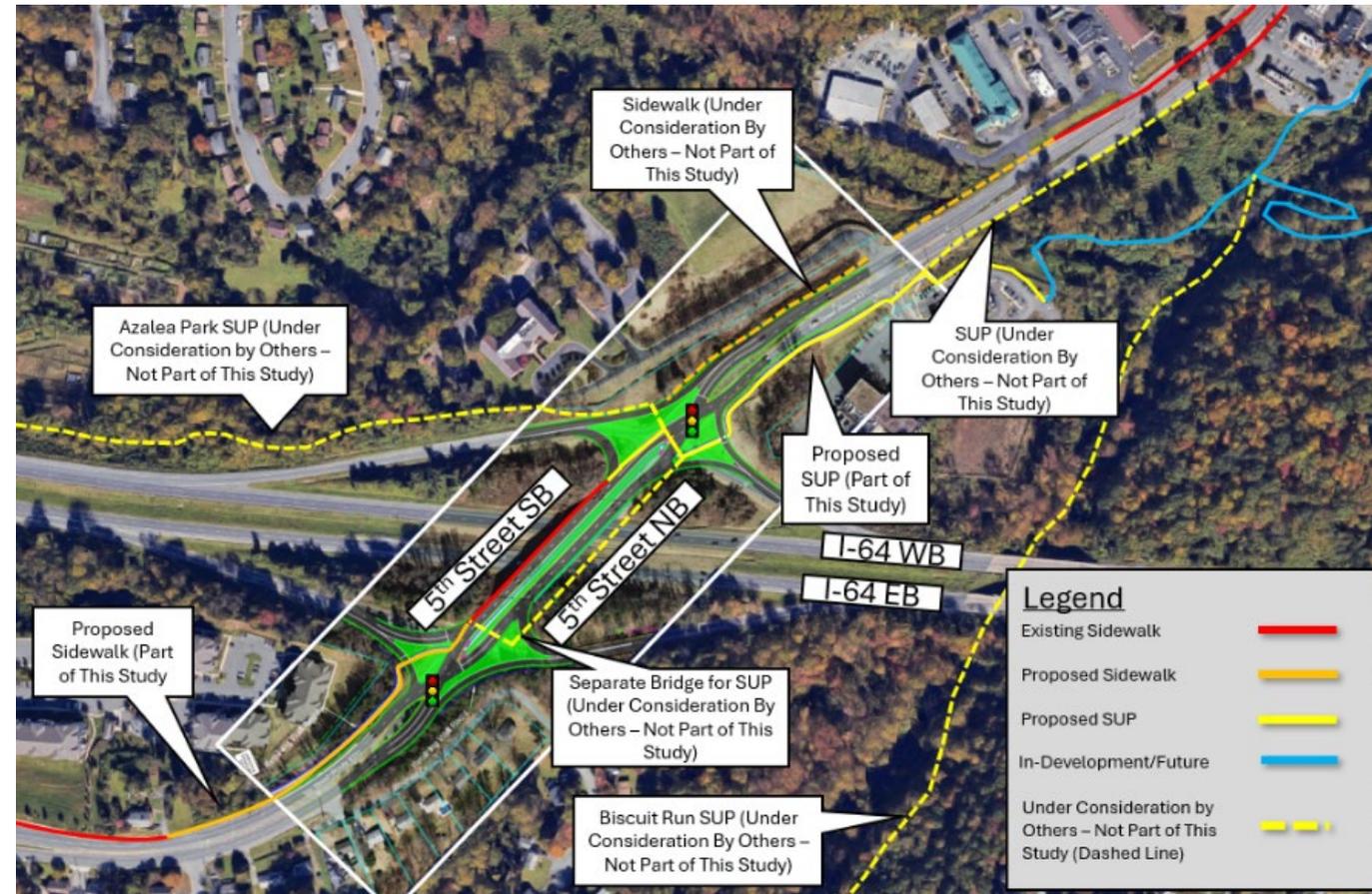


## Recommendation from Round 2 Pipeline Study

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

# 5<sup>th</sup> 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 5<sup>th</sup> 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

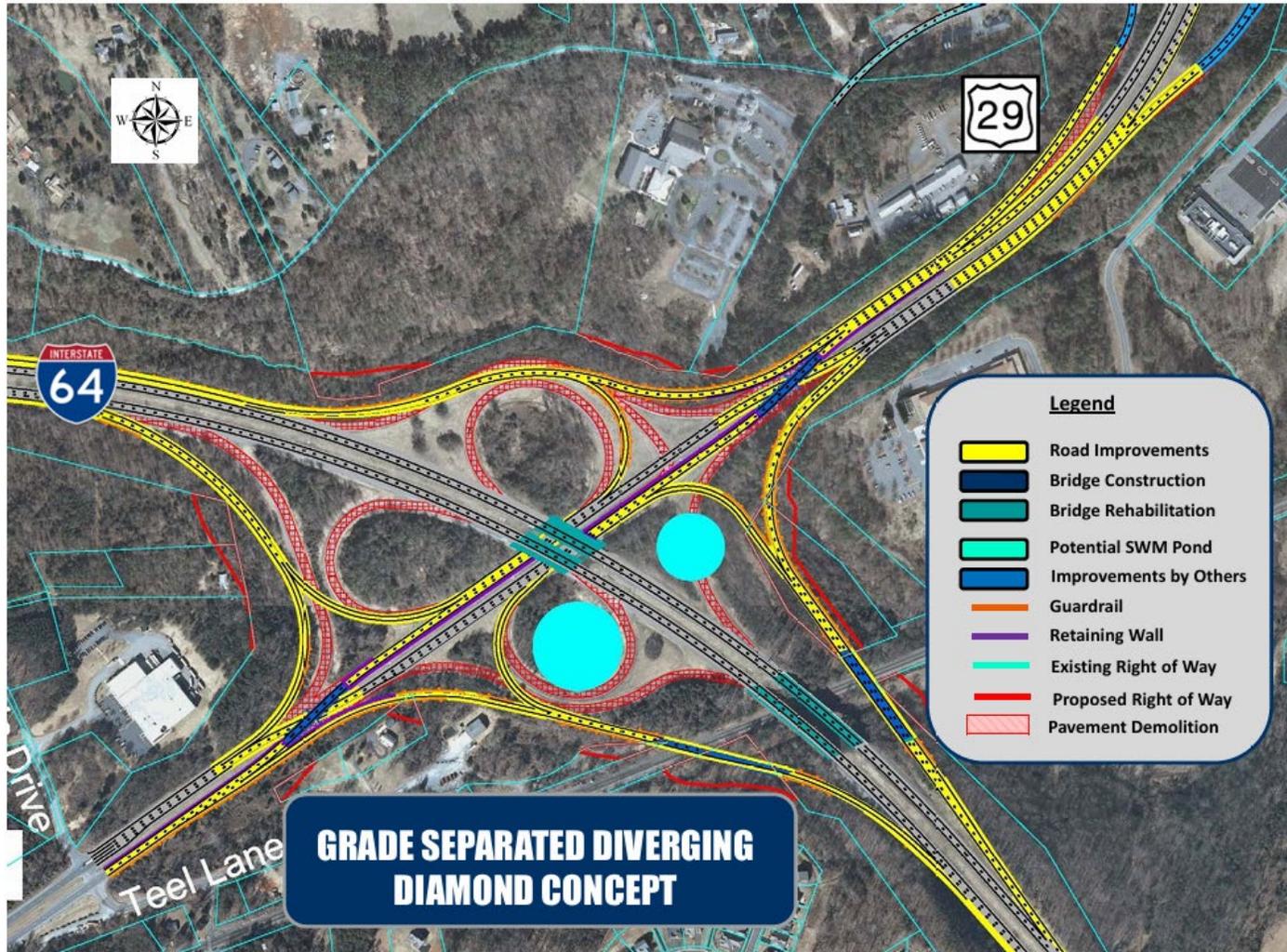
- 2011 STARS Study
- 2013 Interchange Study
- 2016 Safety Study

## 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)



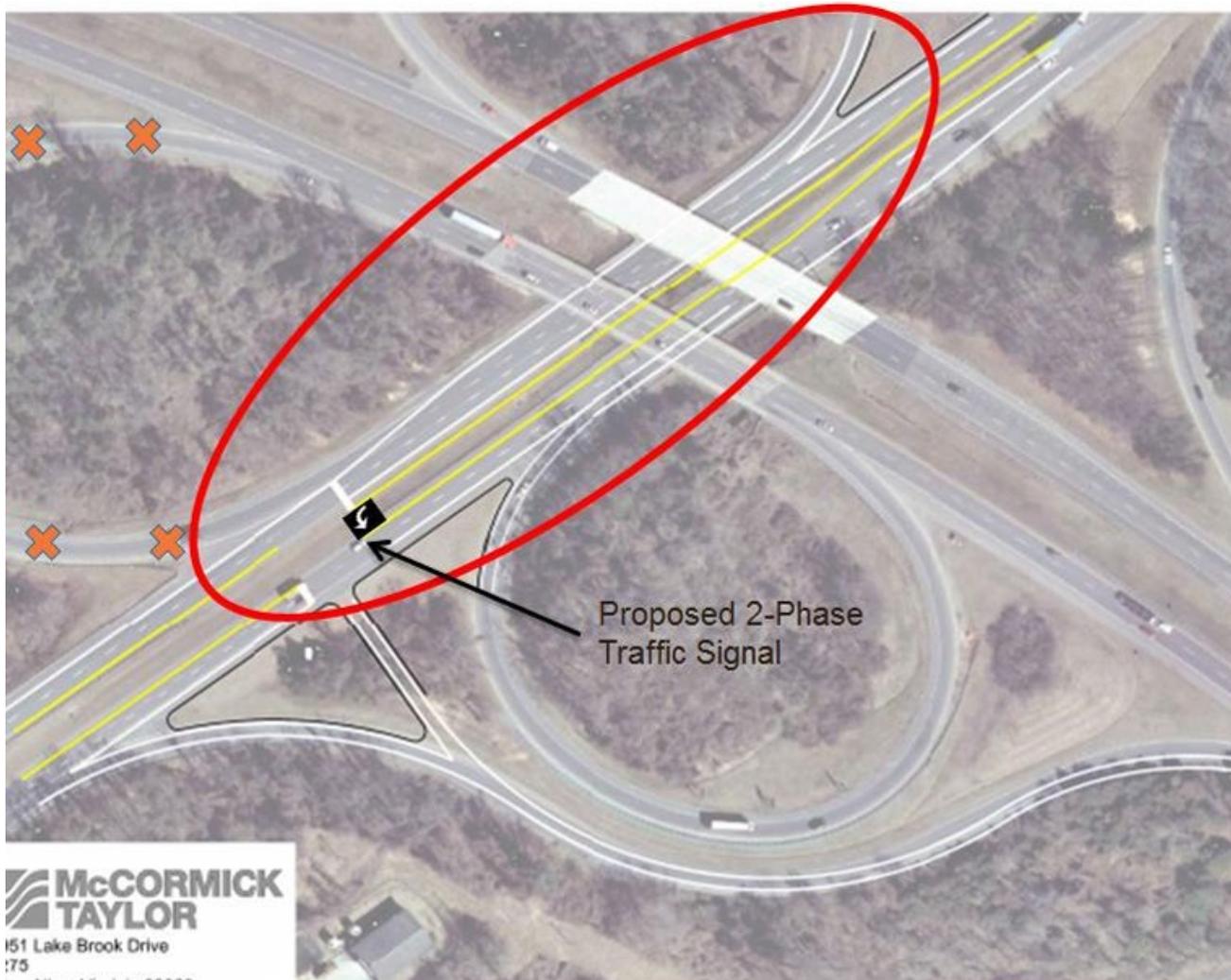
- Concept for a braided Diverging Diamond Interchange identified as preferred solution in 2013 study
- Submitted in first round of SMART SCALE
- Cost estimate at time of application: \$146,446,705
- Project benefit score: 0.7
- SMART SCALE score: 0.0
- Not funded

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



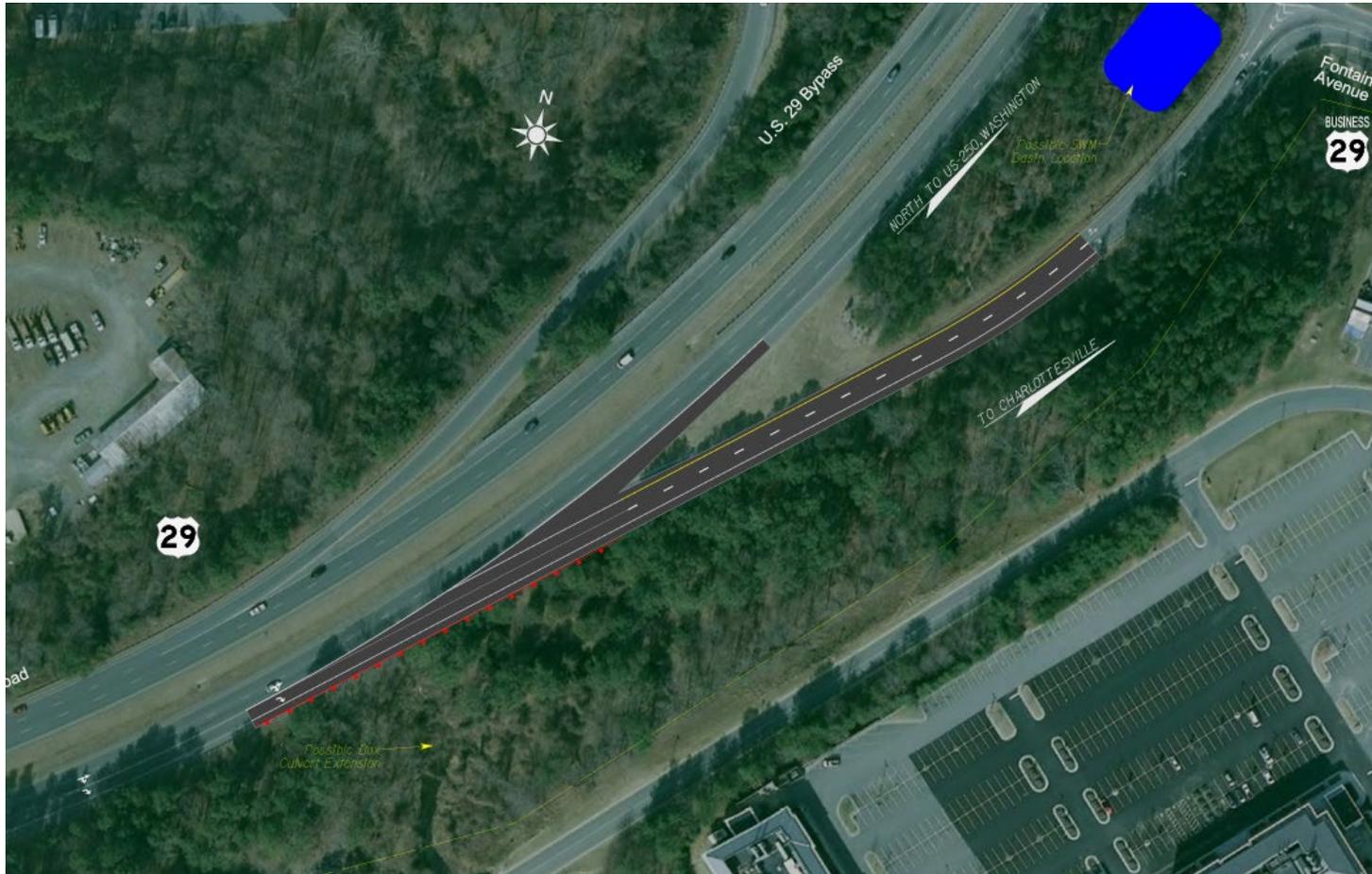
- Application to remove the 29 SB to 64 EB ramp submitted in SMART SCALE Round 2
- Funding request: \$6,775,000
- Project benefit score: 0.6
- SMART SCALE score: 0.9
- Not funded

# 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)



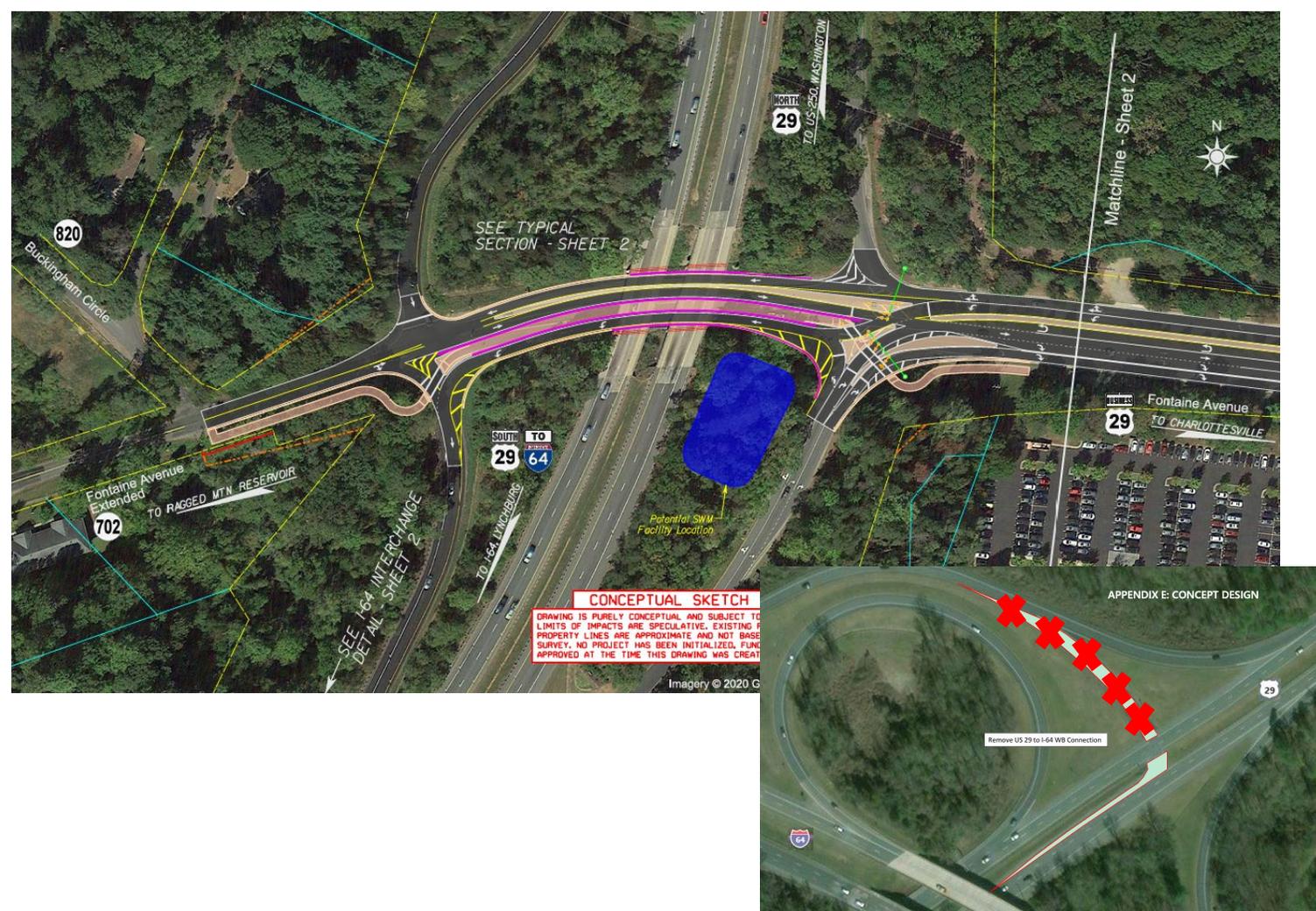
- Improvements to the 29 NB off-ramp at Fontaine Avenue submitted in SMART SCALE Round 2
- Funding request: \$2,900,000
- Project benefit score: 2.3
- SMART SCALE score: 7.8
- Project funded
- Addressed the weaving concerns on 29 NB between 64 WB off-ramp and Fontaine exit

# 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

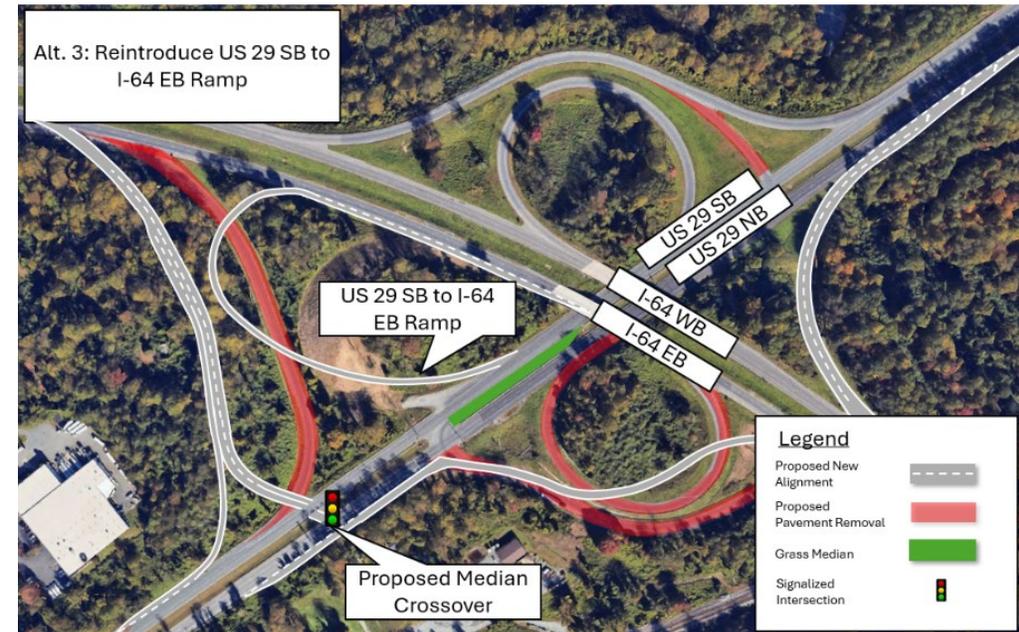
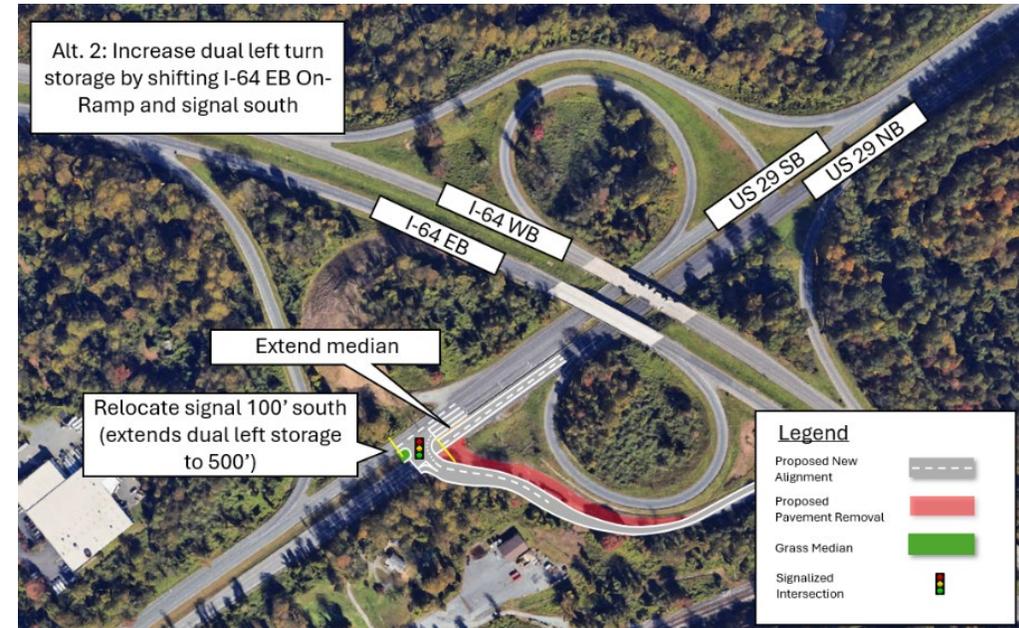
**Total funding awarded to date\*:** \$16,549,750

## 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



# Questions?

## MEMORANDUM

**To:** Charlottesville-Albemarle MPO Technical Committee  
**From:** Taylor Jenkins, Director of Transportation, TJPDC/CA-MPO  
**Date:** December 2, 2025  
**Subject:** SMART SCALE Round 7 – Project Locations

### Purpose:

To seek a recommendation from the CA-MPO Technical Committee on which project locations the CA-MPO Policy Board should prioritize 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:

In no particular order, the following projects are identified as eligible and capable of meeting readiness requirements for the CA-MPO to submit:

1. US 29 NB / US 250 EB On-Ramp Extension (Old Ivy Rd)
2. US 29 SB / US 250 WB Off-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. 5<sup>th</sup> Street/I-64 Improvements (DDI, shared use path connection, and sidewalk connection)
5. US 29/I-64 Exit 118 Improvements (interchange access and park-and-ride improvements)

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 ineligibility or readiness requirements. Staff will be asked to prioritize which four to proceed with, however, if no projects need to screen out.

Staff observed the following considerations to support identifying which project to indicate as “fifth” priority during application entry:

- Project locations at **5<sup>th</sup> Street/I-64** and **US 29/I-64** both have VTrans Priority Needs of 1. Typically, the higher the VTrans Priority, the better the project’s score.
- For the Old Ivy Road ramp extensions, the **US 29 NB / US 250 EB On-Ramp Extension** has a VTrans Priority Need of 2 while the **US 29 SB / US 250 WB Off-Ramp Extension** (Old Ivy Rd) has a VTrans Priority Need of 3. The former could have a higher score in the evaluation process.

With these considerations in mind, staff recommend submitting the US 29 SB / US 250 WB Off-Ramp extension as the “fifth” application slot.

**Staff Recommendations for Committee Action:**

CA-MPO Technical Committee:

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

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 by CA-MPO staff in this memo.

If there are any questions or comments, please contact Taylor Jenkins at [tjenkins@tjpd.org](mailto:tjenkins@tjpd.org) and Sarah Simba at [ssimba@tjpd.org](mailto:ssimba@tjpd.org).

# Charlottesville-Albemarle MPO Technical Committee 2026 Performance Safety Target Setting

**December 2, 2025**



# PERFORMANCE SAFETY TARGETS BACKGROUND

- Requirements to establish performance targets included in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), replaced and reinforced by the FAST Act, and currently under the Bipartisan Infrastructure Law.
- National targets established by the U.S. Secretary of Transportation
  - Pavement condition on the interstate system and on remainder of the National Highway System (NHS)
  - Performance of the interstate system and the remainder of the NHS
  - Bridge condition on the NHS
  - Fatalities and Serious Injuries – both number and rate per vehicle mile traveled – on all public roads
  - Traffic congestion (not applicable to CA-MPO)
  - Freight movement on the interstate system

# Performance Safety Targets Purpose

States establish performance targets in support of national targets

MPO's establish performance targets in support of state targets

Establishment of targets = commitment to pursue projects/objectives that support the achievement of those targets

Overall progress towards meeting performance targets evaluated at the state level

MPO's have the option to adopt state targets or set their own targets

CA-MPO has historically adopted state targets until February of 2023, where they adopted alternative targets

In 2024 and 2025, CA-MPO adopted aspirational targets that are aligned with the Comprehensive Safety Action Plan — *Move Safely Blue Ridge*

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2024	2025	2026	Average Percent Change	2024	2025	2026	Average Percent Change
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Fatalities</b>	14	15	16	6.65%	11	12	12	2.27%
	<b>Fatality Rate</b>	1.262	1.345	1.428	6.36%	1.003	1.020	1.037	1.69%
	<b>Serious Injuries</b>	151	162	170	4.76%	151	119	118	-0.31%
	<b>Serious Injury Rate</b>	12.446	13.229	13.578	2.64%	12.446	9.878	9.718	-1.61%

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2024	2025	2026	Average Percent Change	2024	2025	2026	Average Percent Change
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Non-Motorized Fatalities + Serious Injuries</b>	20	21	22	5.6%	16	16	16	1.0%

Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
<b>Instructions:</b> This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. If no values are entered in the MPO goal percent changes cells, the five-year averages will be calculated using the statewide goal percent changes.	<b>Fatalities</b>	-1.31%	
	<b>Serious Injuries</b>	-1.31%	
	<b>VMT</b>	2.51%	

Safety Performance Targets	CA-MPO 2026 Projections Based on Aspirational Targets	CA-MPO 2026 Projections Based on Long-term Trendline	CA-MPO 2026 Projections Based on Recent Trendline	CA-MPO 2026 Projections Based on State Targets
Percentage change fatalities	-2.00%	2.27%	6.65%	-1.31%
Number of fatalities	12	14	16	12
Fatality rate	0.962	1.093	1.240	0.983
Percentage change serious injuries	-2.00%	-0.31%	4.76%	-1.31%
Number of serious injuries	145	150	165	147
Serious injury rate	11.388	11.784	13.013	11.549
Percentage change non-motorized fatalities + serious injuries	-2.00%	1.0%	5.60%	-0.96%
Number of non-motorized fatalities + serious injuries	17	19	21	18

**Safety Performance Targets**

**CA-MPO 2025  
Projections Based on  
Aspirational Targets –  
Adopted in 2025**

**CA-MPO 2026  
Projections Based on  
Aspirational Targets**

Percentage change fatalities	-2.00%	-2.00%
Number of fatalities	<b>12</b>	<b>12</b>
Fatality rate	<b>0.935</b>	<b>0.962</b>
Percentage change serious injuries	-2.00%	-2.00%
Number of serious injuries	<b>143</b>	<b>145</b>
Serious injury rate	<b>11.463</b>	<b>11.388</b>
Percentage change non-motorized fatalities + serious injuries	-2.00%	-2.00%
Number of non-motorized fatalities + serious injuries	<b>15</b>	<b>17</b>

**Differences in Aspirational Safety Targets between 2025 and 2026 proposed aspirational targets**

# Discretionary Funding Available for Safety Project Implementation

- ❑ **Safe Streets and Roads for All (SS4A)**
  - ❑ Final funding round (FY2026): \$1 billion available
  - ❑ 20% non-federal match required
  - ❑ Eligible lead applicants: Counties, Cities, PDCs, MPOs
  - ❑ Projects must be in an FHWA-approved Safety Action Plan (Move Safely Blue Ridge)
  - ❑ 15 spot-specific locations and many systemic improvements located on the high injury network in the Safety Action Plan are within CA-MPO boundaries



# Questions?

**Memorandum**

**To:** The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)  
**From:** Gorjan Gjorgjievski, Regional Planner II  
**Date:** December 2, 2025  
**Reference:** Charlottesville-Albemarle MPO Safety Targets - 2026

**Background:**

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, established requirements for states to develop performance measures aligned with nationally defined goals, directing resources toward projects that advance these goals. It was succeeded by the Fixing America’s Surface Transportation (FAST) Act in 2015, and by the Bipartisan Infrastructure Law (BIL) in 2021, which significantly reinforced and expanded federal requirements for Metropolitan Planning Organizations (MPOs) to establish and coordinate safety performance targets.

*Table 1. National Performance Goals*

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices

The U.S. Secretary of Transportation, in consultation with States, MPOs, and other stakeholders, establishes performance measures in the following areas:

- Pavement condition on the Interstate System and the remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both total numbers and rates per vehicle mile traveled—on all public roads

- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Within one year of the U.S. Department of Transportation’s publication of the final rule establishing these measures, states must set performance targets in support of them. Within 180 days of the state’s adoption of its targets, MPOs are required to establish corresponding targets that support both state and national goals, as applicable. The deadline for submission of the MPO’s adopted Performance Safety Targets is February 28, 2026.

**Purpose:**

Performance targets are a fundamental component of performance-based planning and programming. By adopting safety performance targets, the Charlottesville-Albemarle MPO demonstrates its commitment to aligning regional planning efforts with state and national safety goals, tracking progress toward reducing crashes, and ensuring that investment decisions contribute to safer travel for all road users. These targets provide a framework to guide project prioritization, monitor performance trends, and coordinate regional strategies with those established by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA).

Safety performance targets are established annually. Based on the state’s model-based projections, current forecasts indicate that the number of fatalities is expected to increase, while the number of serious injuries is projected to experience only a minor decline, suggesting limited improvement from prior years.

In response to these trends, the Commonwealth Transportation Board (CTB) has adopted aspirational safety goals, consistent with the 2022–2026 Strategic Highway Safety Plan, to reduce fatalities and serious injuries by two percent (2%) per year. The CTB also directed the Office of Intermodal Planning and Investment (OIPI), VDOT, and the Department of Motor Vehicles (DMV) to identify actionable strategies that can improve safety performance and advance these aspirational goals.

VDOT has provided MPOs with a safety performance workbook containing regionally specific data and trend analyses to support informed decision-making at the local level. Regardless of the target ultimately adopted, the Charlottesville-Albemarle MPO continues to emphasize safety as a core element of its regional transportation planning framework. The MPO remains actively engaged in:

- Advancing the multi-jurisdictional Safety Action Plan through the Safe Streets and Roads for All (SS4A) program
- Coordinating with the Highway Safety Improvement Program (HSIP) to identify and address regional safety priorities
- Supporting SMART SCALE project applications that demonstrate significant safety benefits.

Table 2. Short-term and long-term trends of motorized fatalities and serious injuries for the Charlottesville-Albemarle MPO area.

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2024	2025	2026	Average Percent Change	2024	2025	2026	Average Percent Change
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Fatalities</b>	14	15	16	6.65%	11	12	12	2.27%
	<b>Fatality Rate</b>	1.262	1.345	1.428	6.36%	1.003	1.020	1.037	1.69%
	<b>Serious Injuries</b>	151	162	170	4.76%	151	119	118	-0.31%
	<b>Serious Injury Rate</b>	12.446	13.229	13.578	2.64%	12.446	9.878	9.718	-1.61%

\*A positive value represents an increase, and a negative value represents a reduction in five-year averages from 2024 to 2026

Table 3. Short-term and long-term trends of non-motorized fatalities and serious injuries for the Charlottesville-Albemarle MPO area.

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2024	2025	2026	Average Percent Change	2024	2025	2026	Average Percent Change
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Non-Motorized Fatalities + Serious Injuries</b>	20	21	22	5.60%	16	16	16	1.00%

\*A positive value represents an increase, and a negative value represents a reduction in five-year averages from 2024 to 2026

Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
<b>Instructions:</b> Enter a goal percent change in the yellow cells. The goals will be used to develop the 2026 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	<b>Fatalities</b>	-1.31%	
	<b>Serious Injuries</b>	-1.31%	
	<b>VMT</b>	2.51%	

\*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2024 to 2026

As part of the annual target-setting process, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) will consider four options for establishing the 2026 regional safety performance targets. These options are designed to allow the MPO to evaluate the balance between aspirational improvement and data-informed realism, ensuring alignment with the Commonwealth's statewide safety framework while acknowledging local crash trends and conditions.

Each option reflects a different analytical approach using the data provided through the VDOT Safety Performance Workbook:

- **Option 1 – Aspirational Targets (Orange):** Aligns with the Move Safely Blue Ridge project to significantly reduce the number of fatalities and serious injuries by approximately two percent (–2%) per year until 2045. This option is consistent with the state’s Strategic Highway Safety Plan supported by Virginia Department of Transportation’s (VDOT) Highway Safety Program.
- **Option 2 – Long-Term Trendline (Green):** Uses a thirteen-year trendline based on historical data to project future outcomes, providing a more stable, long-range view of safety performance within the MPO area.
- **Option 3 – Recent Trendline (Blue):** Emphasizes shorter-term trends reflecting recent changes in safety conditions, such as fluctuations in crash frequency and severity, to project outcomes that capture current local realities.
- **Option 4 – State Targets (Red):** Adopts the state’s officially established safety performance targets, reflecting a baseline alignment with VDOT’s projections and statewide performance management process.

Table 4. Safety Performance Targets showing the difference in expected outcomes between existing local trends and statewide trends.

Safety Performance Targets	CA-MPO 2026 Projections Based on Aspirational Targets	CA-MPO 2026 Projections Based on Long-term Trendline	CA-MPO 2026 Projections Based on Recent Trendline	CA-MPO 2026 Projections Based on State Targets
Percentage change fatalities	-2.00%	2.27%	6.65%	-1.31%
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Percentage change non-motorized fatalities + serious injuries	-2.00%	1.0%	5.60%	-0.96%
Number of non-motorized fatalities + serious injuries	17	19	21	18

	<p>Numbers in <b>orange</b> indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect aspirational safety performance targets.</p> <p>Numbers in <b>green</b> indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized long-term trends.</p> <p>Numbers in <b>blue</b> indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized recent trends.</p> <p>Numbers in <b>red</b> indicate the actual targets that would be adopted based on the MPO adopting the state’s established safety performance targets.</p>
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**Recommendation:**

**CA-MPO Technical Committee:** CA-MPO staff recommends that the CA-MPO Technical Committee advise the CA-MPO Policy Board to adopt the Aspirational Performance Safety Targets for calendar year 2026.

**CA-MPO Policy Board:** CA-MPO staff recommends that the CA-MPO Policy Board adopt the Aspirational Performance Safety Targets for calendar year 2026.

If there are any questions or comments, please contact Gorjan Gjorgjievski at [gorjang@tjpd.org](mailto:gorjang@tjpd.org).

**Insert Date**

Mr. Stephen Read, P.E.  
State Highway Safety Engineer  
Traffic Operations Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Dear Mr. Read:

**Insert MPO Name** submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the following five safety measures: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of the non-motorized fatalities and serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

### Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the table below. Please check a box to indicate if your MPO plans to adopt the statewide annual percent targets or to establish your own. If the MPO elects to use a different methodology, provide the percent changes in the table and describe the methodology in the section below.

- The MPO plans to adopt the statewide annual goal percent changes
- The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	-1.31%	
Serious Injuries	-1.31%	
Non-Motorized Fatalities and Serious Injuries	-0.96%	
Vehicle Miles Traveled (VMT)	+2.51%	

\*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2024 to 2026

### Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.



## 2026 Safety Performance Targets

Please enter the five-year average target values in the table below. If the MPO adopts the statewide goal percentages, copy the values from the “2026 MPO Targets” table in the Excel target setting workbook. If the MPO elects to use a different methodology, update the goal percent changes in the Excel target setting workbook and copy the values from the “2026” MPO Targets” table.

Target Description	Target Value from Target Setting Workbook
Fatalities	XX
Fatality Rate	X.XXX
Serious Injuries	YYY
Serious Injury Rate	Y.YYY
Non-Motorized Fatalities and Serious Injuries	ZZ

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2026 safety targets are submitted for each performance measure on all public roads within 180 days after VDOT reported its statewide targets, which falls on **February 28, 2026**.

For questions or comments, please contact me at *Insert Email* and *Insert Phone Number* .

Respectfully,

*Insert Contact Person*

*Insert Address*





*Regional Vision ▪ Collaborative Leadership ▪ Professional Service*

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.

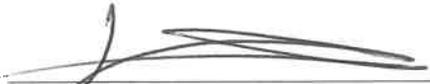
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City of Charlottesville    Albemarle County    Fluvanna County    Greene County    Louisa County    Nelson County

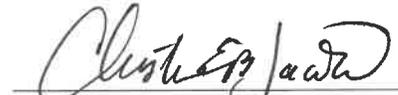
401 East Water Street ▪ Post Office Box 1505 ▪ Charlottesville, Virginia 22902-1505  
Telephone (434) 979-7310 ▪ Fax (434) 979-1597 ▪ Virginia Relay Users: 711 (TDD) ▪ email: info@tjpd.org ▪ web: www.tjpd.org

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**  
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org  
(434) 979-7310 phone • (434) 979-1597 fax • info@tjpd.org email

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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.

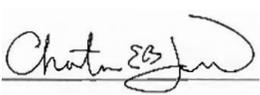
*RTP Bylaws and Mission:* The PARTNERSHIP may develop bylaws and mission statement.

Article 6  
Amendments

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-Albemarle Metropolitan Planning Organization

WITNESS BY 

\_\_\_\_\_  
WITNESS BY \_\_\_\_\_  
Ned L. Gallaway,  
Chair  
County of Albemarle Board of Supervisors

\_\_\_\_\_  
WITNESS BY \_\_\_\_\_  
Njiryab Walker,  
Mayor  
City of Charlottesville, and on behalf of the Charlottesville Transit Service

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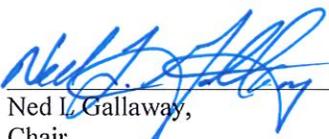
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**Signatures:**

\_\_\_\_\_ WITNESS BY \_\_\_\_\_  
 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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**Article 6  
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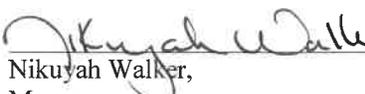
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**Signatures:**

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

 WITNESS BY   
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

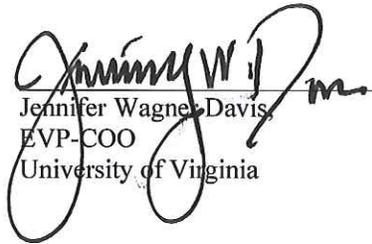
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Randolph Parker,  
President  
Jaunt, Inc.

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

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EVP-COO  
University of Virginia

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President  
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

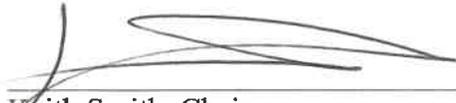
**WHEREAS**, the Charlottesville-Albemarle Regional Transit Authority will assume the long-term role of regional transit planning, coordination, and decision-making; and

**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.

**Signatures:**

  
\_\_\_\_\_  
Keith Smith, Chair  
Thomas Jefferson Planning District Commission

11.6.25  
\_\_\_\_\_  
Date

WITNESS BY   
\_\_\_\_\_

\_\_\_\_\_  
Brad Burdette, President  
Jaunt, Inc.

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Ned Gallaway, Chair  
Charlottesville-Albemarle Metropolitan Planning  
Organization

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

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

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Jim Andrews, Chair  
Albemarle County Board of Supervisors

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

\_\_\_\_\_  
Jennifer Wagner Davis, EVP-COO  
University of Virginia

\_\_\_\_\_  
Date

WITNESS BY \_\_\_\_\_

**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.

- 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

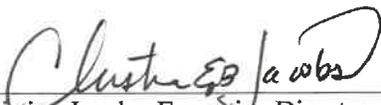
\_\_\_\_\_  
Date

**City of Charlottesville**

\_\_\_\_\_  
Samuel Sanders, Jr., City Manager

\_\_\_\_\_  
Date

**Thomas Jefferson Planning District Commission**

  
\_\_\_\_\_  
Christine Jacobs, Executive Director

11.9.25  
\_\_\_\_\_  
Date

## MEMORANDUM

**To:** The Charlottesville-Albemarle Metropolitan Planning Organization Committees  
**From:** Gorjan Gjorgjievski, Regional Planner II, CA-MPO  
**Date:** December 2, 2025  
**Subject:** CA-MPO FY24-27 Transportation Improvement Program (TIP) Administrative Modifications

**Purpose:**

The purpose of this memorandum is to inform the CA-MPO Committees of three administrative modification requests: CAT0003 (Charlottesville Area Transit Replacement – Rolling Stock), 110381 (Emmet Street Streetscape GARVEE Debt Service), and ASI001 (Autism Sanctuary Paratransit Vehicles). These adjustments are presented for informational purposes only and do not require formal action by the CA-MPO Policy Board.

**Summary of Administrative Adjustments to CAT0003:**

The requested modification 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 adjustment to correct discrepancies identified in a previous committee meeting. Total funding for the project is not changing; it is only being shifted between years.

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0003</b>	<b>Title: Replacement - Rolling Stock</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	898	1,059	955	577	641	FTA 5339	3,232	
State	2,180	2,571	1,256	1,401	2,622	State	7,850	
Local	128	151	74	82	155	Local	462	
Year Total	3,206	3,781	2,285	2,060	3,418	Year Total	11,544	
Description:	<b>Adjustment #24:</b> \$183,000 is moved from FY2024 to FY2025, and \$255,000 is moved back from FY2027. FY2026 and FY2027 are modified to accommodate the changes in FY2024 and FY2025. These changes will allow CAT to purchase Rolling Stock to support its fixed route operations.							

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0003</b>	<b>Title: Replacement - Rolling Stock</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	898	1,059	955	577	26	FTA 5339	2,617	
State	2,180	2,571	1,256	1,401	62	State	5,290	
Local	128	151	74	82	4	Local	311	
Year Total	3,206	3,781	2,285	2,060	92	Year Total	8,218	
Description:	<b>Adjustment #16:</b> Decrease in total funding from FY24-FY27 by \$3,326,000 from which \$615,000 federal 5339, \$2,560,000 state, and \$151,000 local funding bringing the total to \$8,218,000.							

**Summary of Administrative Adjustments to the Emmet St. Streetscape Debt Service Project:**

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 project timeline, necessitating this update to ensure the TIP accurately reflects the revised financial structure.

New Table:

UPC NO	110381	SCOPE				
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	FFY26-01 STIP ADJ - release \$245,132 (AC-NHPP), release \$388,578 (ACC-NHPP) & add \$159,881 (NHPP), release \$425,266 (AC-NHPP) FFY26, release \$217,891 (ACC-NHPP) FFY27 Corresponding CN UPC 109551					
ROUTE/STREET	0000			TOTAL COST		
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$0	\$0	\$0	\$0	\$138,602
	Federal – NHS/NHPP	\$0	\$199,407	\$360,268	\$159,881	\$0
PE	TOTAL	\$0	\$199,407	\$360,268	\$159,881	\$138,602
PE AC	Federal - AC	\$0	\$2,424,098	\$215,081	(\$425,266)	\$0
MPO Notes	Adjustment #25: The administrative modification entry pertains to GARVEE Bond funding and reflects a restructuring of the repayment schedule for the funds used on the Emmet Streetscape project. Project delays have extended the overall project timeline, necessitating this update.					

Old Table:

UPC NO	110381	SCOPE				
SYSTEM	Urban	JURISDICTION	Charlottesville	SYSTEM	Urban	
PROJECT	#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	FFY25-01 STIP ADJ - release \$182,756 (NHPP) FFY24, release \$200,287 (ACC-NHPP) FFY25, add an additional \$39,400 (ACC-NHPP) FFY26, add an additional \$40,061 (ACC-NHPP) FFY27					
ROUTE/STREET	0000			TOTAL COST		
	FUNDING SOURCE	MATCH	FY24		FUNDING SOURCE	MATCH
PE	Federal – AC CONVERSION	\$0	\$0	PE	Federal – AC CONVERSION	\$0
	Federal – NHS/NHPP	\$0	\$199,407		Federal – NHS/NHPP	\$0
PE	TOTAL	\$0	\$199,407	PE	TOTAL	\$0

PE AC	Federal - AC	\$0	\$2,424,098	PE AC	Federal - AC	\$0	
MPO Notes		Adjustment 10. The project is behind schedule which reduced the amount of money that we were borrowing. Therefore, the interest payments were reduced, allowing the release of the federal obligations for FY24 and FY25.					

**Summary of Administrative 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 federal 5310 funding is reallocated from FY25 to FY26.

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>ASI001</b>	<b>Title: Paratransit Vehicles</b>						
FTA 5310	-	-	-	126	-	FTA 5310	126	
State	-	-	-	20	-	State	20	
Local	-	-	-	20	-	Local	20	
Year Total	-	-	-	166	-	Total	166	
Description:	Adjustment #26 ASI001. Reallocate \$126,000 Federal 5310 funding, \$20,000 state, and \$20,000 local funding from FY25 to FY26.							

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>ASI001</b>	<b>Title: Paratransit Vehicles</b>						
FTA 5310	-	-	126	-	-	FTA 5310	159	
State	-	-	20	-	-	State	20	
Local	-	-	20	-	-	Local	20	
Year Total	-	-	166	-	-	Total	239	
Description:	Adjustment #15 ASI001. Decrease of \$33,000 FY25 5310 FTA funding from the Autism Sanctuary Inc. (ASI001) project, due to updated funding information received from FTA.							

Please feel free to reach out if you have any questions or would like additional details.

Sincerely,

Gorjan Gjorgjievski – [gorjang@tjpd.org](mailto:gorjang@tjpd.org)

Regional Planner II

Thomas Jefferson Planning District Commission

Charlottesville-Albemarle MPO

# FFY25 Annual Listing

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**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 (CO<sub>2</sub>) 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@tjpd.org](mailto:info@tjpd.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

Funding Source/Amount

District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
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**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	\$0.00
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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	\$0.00
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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	\$0.00	\$180,134.00
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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	\$0.00	\$580,153.21
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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	\$0.00	\$180,134.00
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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	\$0.00	\$580,153.21
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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
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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	\$0.00
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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	\$0.00	\$88,014.74
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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	\$0.00
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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	\$0.00	\$88,014.74
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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
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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	\$0.00
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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

Funding Source/Amount

District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
	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
<b>Remaining:</b>														*

**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	\$0.00	\$0.00
<b>Remaining:</b>														*

**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	\$0.00	\$0.00
<b>Remaining:</b>														*

**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	\$0.00	\$47,578.00	\$0.00	\$0.00	\$667,016.04
<b>Remaining:</b>														\$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	\$0.00	\$7,368.00	\$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)
<b>Remaining:</b>														\$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
<b>Remaining:</b>														\$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
<b>Remaining:</b>														\$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
<b>Remaining:</b>														\$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
<b>Remaining:</b>														\$4,134,797.65

GROUPING SUBTOTAL

## STIP Transactions

Charlottesville MPO Study Area

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

		Funding Source/Amount												
District / Jurisdiction	UPC / Description	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)
<b>Remaining:</b>														\$22,332,722.71
<b>MPO SUBTOTAL</b>														
	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)
<b>Remaining:</b>														\$21,844,688.76

**STIP Grouping Detail**

Charlottesville MPO Study Area

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

Funding Source/Amount															
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL	
<b>T9936501 - Construction : Transportation Alternatives/Byway/Non-Traditional</b>															
Charlottesville	113592 MEADOW CREEK VALLEY TRAIL - GREENBRIER DRIVE; BRANDYWINE DRIVE														
	FedID(s) 5104328, 5104340														
	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	\$726,935.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$726,935.35	
														Remaining:	*
Charlottesville	125741 CHARLOTTESVILLE SRTS-NI PROGRAM - VARIOUS; VARIOUS														
	FedID(s) 5104347														
	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	\$183,843.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$183,843.00	
														Remaining:	*
<b>T9936501 - CONSTRUCTION : TRANSPORTATION ALTERNATIVES/BYWAY/NON-TRADITIONAL SUBTOTAL</b>															
	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	
	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:	\$4,134,797.65
<b>T9936503 - Maintenance : Preventive Maintenance and System Preservation</b>															
Charlottesville	118295 #SGR21LB - DAIRY ROAD OVER RTE 250 BYPASS (FED ID 20073) - DAIRY RD OVER RTE. 250 BYPASS; DAIRY RD OVER RTE. 250 BYPASS														
	FedID(s) PM07326														
	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:	\$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:	*
<b>T9936503 - MAINTENANCE : PREVENTIVE MAINTENANCE AND SYSTEM PRESERVATION SUBTOTAL</b>															
	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	
	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:	\$10,525,653.00
<b>T9936504 - Maintenance : Preventive Maintenance for Bridges</b>															
Albemarle County	107442 Bridge Deck Repair 02-601-6261 - Rte. 601 over Rte. 29; Rte. 601 over Rte. 29 (0.0400 MI)														
	FedID(s) 5104238														
	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	
	InCO Obligated:	\$0.00	\$0.00	\$275,300.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$275,300.00	
														Remaining:	*
Albemarle County	118528 INTERSTATE LATEX OVERLAY STR. 2020 & 2028 - OVER BB RR; OVER BB RR (0.0800 MI)														
	FedID(s) BR07321, PM07322														
	0064 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	\$1,426,800.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,426,800.00	
														Remaining:	*
Albemarle County	118529 INTERSTATE LATEX OVERLAY STR. 2056 & 2057 - OVER MECHUNK CREEK; OVER MECHUNK CREEK (0.0800 MI)														
	FedID(s) 0642169, 0642170														
	0064 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:	\$1,201,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,201,900.00	
														Remaining:	*
<b>T9936504 - MAINTENANCE : PREVENTIVE MAINTENANCE FOR BRIDGES SUBTOTAL</b>															
	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	

**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	\$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
	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: \$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	\$0.00	\$1,396,830.00	\$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 FONTAINE AVE INTERCHANGE IMPROVEMENTS - S. FONTAINE INTERCHANGE RAMP; N. FONTAINE 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													
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL	
Albemarle County	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	
		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	
		Released:	\$0.00	\$0.00	(\$68.72)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	(\$68.72)	
		<b>Remaining:</b> *													
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	
		Obligated:	\$0.00	\$0.00	\$5,039.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,039.00	
		<b>Remaining:</b> *													
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
	<b>Remaining:</b> *														
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
	<b>Remaining:</b> *														
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)	
	<b>Remaining:</b> *														
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)	
	<b>Remaining:</b> *														
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)	
	<b>Remaining:</b> *														
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
	<b>Remaining:</b> *														
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	
		<b>Remaining:</b> *													

**STIP Grouping Detail**

Charlottesville MPO Study Area

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

Funding Source/Amount														
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
	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	\$2,500,000.00	\$7,389,978.00
													Remaining:	*
<b>T9936506 - CONSTRUCTION : SAFETY/ITS/OPERATIONAL IMPROVEMENTS SUBTOTAL</b>														
	TIP:	\$14,212,488.00	\$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	\$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
<b>T9936507 - Construction : Bridge Rehabilitation/Replacement/Reconstruction</b>														
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
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	\$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 North 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
	Obligated:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$47,578.00	\$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
	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	\$577,500.00
													Remaining:	*
<b>T9936507 - CONSTRUCTION : BRIDGE REHABILITATION/REPLACEMENT/RECONSTRUCTION SUBTOTAL</b>														
	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	\$0.00	\$47,578.00	\$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
													Remaining:	\$234,953.96
<b>MPO SUBTOTAL</b>														
	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

**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
<b>TOTAL</b>			\$ -	\$ -	\$ 2,469,652	\$ -	\$ 2,469,652

<b>CHARLOTTESVILLE - ALBEMARLE MPO</b>	<b>FEDERAL FUNDS</b>	<b>YEAR</b>	<b>CMAQ</b>	<b>RSTP</b>	<b>FTA</b>	<b>Other</b>	<b>TOTAL</b>
<b>Charlottesville Transit Service</b>							
Governor's Apportionment	FTA 5307	2025			\$ 3,521,173		\$ 3,521,173
<b>City of Charlottesville</b>							
Replacement Support Vehicle - Other (1)	FTA 5339	2025			\$ 12,910		\$ 12,910
<b>Thomas Jefferson Planning District Commission</b>							
Mobility Management	FTA 5310	2025			\$ 172,184		\$ 172,184
<b>TOTAL</b>			\$ -	\$ -	\$ 3,706,267	\$ -	\$ 3,706,267

<b>FREDERICKSBURG AREA MPO</b>	<b>FEDERAL FUNDS</b>	<b>YEAR</b>	<b>CMAQ</b>	<b>RSTP</b>	<b>FTA</b>	<b>Other</b>	<b>TOTAL</b>
<b>Fredericksburg Regional Transit</b>							
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
<b>Healthy Generations Area Agency on Aging</b>							
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
<b>Rappahannock Area Community Service Board</b>							
FTA 5310 Replacement Vehicle (2) + Expansion Vehicle (2)	FTA 5310	2025			\$ 287,962		\$ 287,962
<b>TOTAL</b>			\$ -	\$ -	\$ 5,576,645	\$ -	\$ 5,576,645

## MEMORANDUM

**To:** Charlottesville-Albemarle MPO Technical Committee  
**From:** Sarah Simba, TJPDC/CA-MPO Regional Planner II  
**Date:** December 2, 2025  
**Subject:** Structure of the Citizens Transportation Advisory Committee

### **Purpose:**

To propose scenarios for the structure of the Citizens Transportation Advisory Committee (CTAC) of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO).

### **Background:**

The CA-MPO is the federally mandated regional entity responsible for conducting a comprehensive, cooperative, and continuing transportation planning process for the City of Charlottesville and urbanized portions of Albemarle County. CTAC is an advisory committee that provides recommendations on decisions of the CA-MPO Policy Board.

Beginning in spring 2025, CTAC members began having discussions about the purpose of the Committee. Many challenges of the existing CTAC structure are recurring, including:

- Unclear purpose of the Committee to CTAC members and staff
- Unclear distinction between the roles of CTAC and CA-MPO Technical Committee
- Uncertain chain of communication
- CTAC's desire to advise bodies and processes outside of the CA-MPO Policy Board

Since March, meetings of CTAC and the Policy Board have centered around identifying overall responsibilities of the CA-MPO, past CTAC activities, and what opportunities exist to restructure CTAC. For Policy Board consideration, CA-MPO staff have developed three potential scenarios that aim to provide clarity and distinction between the roles of CTAC and the Technical Committee and propose solutions to the challenges identified above.

### **Proposed Scenarios for CTAC Restructuring:**

#### Scenario 1: CTAC as an Advisory Committee for the Long Range Transportation Plan

In this scenario, CTAC returns to its initial structure as a Committee for the Long Range Transportation Plan (LRTP). The Committee would meet monthly during LRTP update years to match the cadence of other CA-MPO Committees. Otherwise, CTAC would meet once per year to hear updates on LRTP amendments and implementation progress.

CTAC would return to the "hub and spoke" model of bringing the LRTP process to other members of the public, including actively engaging neighbors, civic groups, and transit riders to bring input back to the CA-MPO Policy Board. CTAC recommendations are focused on citizen input for the LRTP visioning, goals, and major project trade-offs. In this scenario, no other CA-MPO work tasks would come before CTAC.

### Scenario 2: CTAC as Outreach and Education Support for the CA-MPO

In this scenario, CTAC is a committee focused on increasing regional transportation education, citizen outreach, and providing input on the CA-MPO's public engagement processes. The Committee continues to meet bimonthly in this scenario, but only provides formal recommendations on the following items:

- Public Participation Plan
- Title VI Implementation Plan
- Annual Unified Planning Work Program (UPWP), the CA-MPO's work plan
- The LRTP
- SMART SCALE project submissions

Any other items would be presented as informational only, with the purpose of members disseminating information to their broader communities. If Committee members had interest in providing feedback on technical-related items (e.g., TIP amendments and adjustments, STARS and Pipeline studies, the travel demand model, functional classification, etc.), they would attend CA-MPO Technical Committee or Policy Board meetings.

### Scenario 3: Conclusion of CTAC as a Formal Committee

In this scenario, CTAC is formally concluded as a CA-MPO committee. The CA-MPO continues to perform public engagement on a project-specific basis, such as conducting surveys, pop-ups events, tabling, and continuing the activities included in the Public Participation Plan. In Virginia, 60% of MPOs (9) do not have standing citizen advisory committees. Requirements for the MPO's structure are outlined in the 3-C Agreement<sup>1</sup>, which identifies two standing committees: the Technical Committee and Policy Board.

### **Next Steps:**

The CA-MPO Policy Board will discuss the structure of CTAC on December 17, 2025, and requested that CTAC members join the meeting if available. The meeting will be held virtually on Zoom, and staff have forwarded the invitation to all CTAC members. Revisions to bylaws for both Committees could be necessitated by any changes.

If there are any questions or comments, please contact Taylor Jenkins at [tjenkins@tjpd.org](mailto:tjenkins@tjpd.org) and Sarah Simba at [ssimba@tjpd.org](mailto:ssimba@tjpd.org).

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<sup>1</sup> The 3-C Agreement is a Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Charlottesville-Albemarle Metropolitan Planning Area. It is signed by the Commonwealth of Virginia, Thomas Jefferson Planning District Commission, CA-MPO, City of Charlottesville on behalf of Charlottesville Area Transit, Albemarle County, and Jaunt.