

AGENDA

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public

Join Zoom Meeting

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Meeting ID: 825 9996 0160 and Dial in +1-309-205-3325

Albemarle County Office Building

401 McIntire Rd, Charlottesville, VA 22902 (Room 235)

Item	Description	Time
1	Call to Order a. Call to Order, Roll Call – <i>Chair, Ben Chambers & Gorjan Gjorgjievski</i> b. *Remote participation of voting members.	10:00 – 10:05
2	Matters from the Public – Chair, Ben Chambers 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	General Administration – Chair, Ben Chambers a. *Review and Acceptance of Agenda b. *Approval of August 4, 2026, Meeting Minutes c. New staff introduction – Eamon Lauster	10:10 – 10:15
4	New Business – Chair, Ben Chambers a. FY27 Benchmarking Activity – <i>Taylor Lowery</i> i. Presentation ii. Draft Report b. *FY24-FY27 TIP Adjustment and Amendment – <i>Gorjan Gjorgjievski</i> i. Staff Memo c. FY27-FY30 TIP Mapping Project – <i>Gorjan Gjorgjievski</i> i. ArcGIS online map - Draft d. BUILD Update for the Rivanna River Bicycle and Pedestrian Crossing – <i>Taylor Lowery</i> i. Staff Memo	10:20 – 10:50 10:45 – 10:50 10:50 – 11:00 11:00 – 11:15
5	VDOT Updates – Sandy Shackelford, VDOT a. STARS and Project Pipeline Studies b. Pre-App and Full-App Cost Estimate Comparison	11:15 – 11:35
6	Staff Updates a. Staff Updates – <i>Taylor Lowery</i> i. Staff Report	11:35 – 11:40
7	Other Business a. Roundtable Updates b. Next Regular Meeting: December 1, 2026, at 10:00 a.m.	11:40 – 11:55
8	Additional Matters from the Public Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – <i>(limit of three minutes per speaker)</i>	11:55 – 12:00
9	Adjourn	12:00 pm

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

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

VOTING MEMBERS (13) & ALTERNATES (4)	STAFF (7)
Ben Chambers, City of Charlottesville (Chair)	Christine Jacobs, TJPDC
Tommy Safranek, City of Charlottesville	Taylor Lowery, TJPDC
Zoë Macomber, City of Charlottesville (Alternate)	Lucinda Shannon, TJPDC
Danny Yoder, City of Charlottesville Planning Commission	Gretchen Thomas, TJPDC
Jessica Dimmick (Vice Chair)	Gorjan Gjorgjievski, TJPDC
Tonya Swartzendruber, Albemarle County	Logan Ende, TJPDC
Alberic Karina-Plun, Albemarle (Alternate)	Eamon Lauster, TJPDC
Lonnie Murray, Albemarle Planning Commission	
Charles Proctor, VDOT	
Sandy Shackelford, VDOT (Alternate)	NON-VOTING MEMBERS (2)
Christine Jacobs, TJPDC	Daniel Koenig, FTA
Taylor Lowery, TJPDC (Alternate)	Ivan Rucker, FHWA
Jason Espie, Jaunt	
Bill Palmer, UVA, Office of the Architect	
Wood Hudson, DRPT	
Dan Sonenklar, DRPT (Alternate)	
Sara Pennington, Rideshare	GUESTS/PUBLIC
Barry Herring, Charlottesville Area Transit	
Garland Williams, Charlottesville Area Transit (Alternate)	

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CA-MPO Technical Committee Meeting

Draft Minutes, August 4, 2026

A recording of this meeting can be found here:

<https://www.youtube.com/watch?v=SOo6M4-SHsg>

VOTING MEMBERS & ALTERNATES		STAFF	
Ben Chambers, Charlottesville	x	Gretchen Thomas, TJPDC	x
Danny Yoder, Charlottesville PC	x	Gorjan Gjorgjievski, TJPDC	x
Tonya Swartzendruber, Albemarle (alternate)	x	Lucinda Shannon, TJPDC	x
Alberic Karina-Plun, Albemarle	x	Taylor Lowery, TJPDC	x
Lonnie Murray, Albemarle PC	x	Kate Wythe, TJPDC	x
Charles Proctor, VDOT		Logan Ende, TJPDC	x
Christine Jacobs, TJPDC	x	NON-VOTING MEMBERS	
Jason Espie, Jaunt	x	Daniel Keoning, FTA	
Bill Palmer, UVA Ofc of Architect	x	Ivan Rucker, FHWA	
Mitch Huber, DRPT *	x		
Sara Pennington, Rideshare	x	GUESTS/PUBLIC	
Tommy Safranek, Charlottesville			
Garland Williams, CAT (alternate)			
Sandy Shackelford, VDOT	x		
Barry Herring, CAT			
Jessica Dimmick, Albemarle			
Zoe Macomber, Charlottesville (alternate)	x		
Wood Hudson, DRPT (alternate)			

* Attended remotely

1. **CALL TO ORDER:**

Ben Chambers called the meeting to order at 10:01 a.m. Gorjan Gjorgjievski called roll.

Mitch Huber stated that he is participating online because he is based in Richmond, Virginia, which is more than 60 miles away.

Motion/Action: Ben Chambers made a motion to allow Mitch Huber to participate remotely. There was no second. The motion passed unanimously.

2. **MATTERS FROM THE PUBLIC (MINUTE 2:50)**

a. **Comments by the Public:** None

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



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

3. GENERAL ADMINISTRATION (MINUTE 3:00)

Approval of Agenda and the August 4, 2026 and June 2, 2026 Minutes (Minute)

Motion/Action: Ben Chambers made a motion to approve the agenda. There was no second. The motion was approved unanimously.

Motion/Action: Zoe Macomber stated that she was at the last meeting as a member of the public. Ben Chambers moved to approve the June 2, 2026 minutes with that adjustment. There was no second. The motion passed unanimously.

Election of Officers

Motion/Action: Tonya Swartzendruber moved to continue with the election of Ben Chambers for Chair and Jessica Dimmick for Vice Chair. Alberic Karina-Plun seconded the motion. The motion passed unanimously.

Remote Electronic Participation and All-Virtual Meeting Policy - Informational

Gorjan Gjorgjievski reiterated the Remote Electronic Participation and All-Virtual Meeting policy from the past year that will continue into this next fiscal year.

4. NEW BUSINESS (MINUTE 6:20)

FY27 CA-MPO Activities (Minute 6:42)

Taylor Lowery presented an overview of the CA-MPO activities and their funding sources. She covered the FYU27 UPWP activities regarding SMART SCALE Round 7. She also reviewed CA-MPO's benchmarking efforts. She then reviewed the federal performance targets in the UPWP.

Ms. Lowery noted the 2050 LRTP and FY27-30 TIP data are included in the UPWP. She briefly reviewed additional TIP-related activities. Ms. Lowery reviewed the bicycle and pedestrian counting activities included in the UPWP activities. She said the TDM study is included in the UPWP activities as a "roll-over" activity, since it was started in the previous year. There are additional activities included in the TDM study for FY27 as well.

There was a brief question-and-answer session after the presentation.

SMART SCALE Round 7 Update (Minute 32:05)

Taylor Lowery presented the final application material. She noted that all of the application materials were submitted yesterday, August 3, to VDOT for Round 7 consideration. She noted that many of the projects had higher estimated costs than originally anticipated.

Ms. Lowery continued by reviewing the projects submitted including the final application estimated costs. The first project she covered was the I-64/5th Street diverging diamond interchange (DDI), shared used path (SUP), and sidewalk connection. The second project she covered was the US 29 NB/US 250 EB On-ramp extension at Old Ivy Road. The next project was the US 29 SB/US 250 WB Off-ramp extension at Old Ivy Road, and the last project was the Barracks Road project with dual left turn lanes, connecting on-ramp and off-ramps by an auxiliary lane, constructing a sidewalk, and adding a crosswalk.

FY24-FY27 TIP Adjustment

Gorjan Gjorgjievski reviewed the TIP adjustment that was an informational item only. No action was needed. The TIP moves \$1 million from FY27 to FY26. He noted that the money is not tied to any projects in particular. He noted that it will be important to track the changes in the future.

5. VDOT UPDATES (MINUTE 44:21)

STARS and Project Pipeline Study Update (Minute 44:30)

Sandy Shackleford gave an update on SMART SCALE Round 7. She noted there were 22 applications submitted in the Culpeper District before the deadline and nine applications were from within the MPO area. There will be screening, validation, and scoring over the next several months. She noted that VDOT Planning may still need to coordinate changes to applications based on screening feedback.

She presented several proposed upcoming Culpeper District STARS and Project Pipeline studies. She also reviewed their planning study next steps. She briefly described the framework document components – study intent, study characteristics, study area, roles and responsibilities, data collection plan, analysis years/periods/scenarios, traffic operations and safety analysis tools, measures of effectiveness, calibration assumptions and targets, traffic forecasting approach, concept development and cost estimation, environmental considerations, public engagement plan, and other additional considerations.

6. STAFF UPDATES (MINUTE 58:35)

Ben Chambers noted that the staff updates are in the memo located in the agenda packet.

7. ROUNDTABLE UPDATES (MINUTE 59:23)

Sandy Shackleford, VDOT, had nothing else to report.

Jason Espie said Jaunt is onboarding their new software system.

Lucinda Shannon, PATH, did not have anything to report.

Sara Pennington said Rideshare is running a carpool contest this month.

Christine Jacobs introduced Kate Wythe as TJPDC's new Director of Regional Planning and Operations.

Danny Yoder had nothing to report.

Lonnie Murray had nothing to report.

Ben Chambers, Charlottesville, said they are working through their mobility plan scoping.

Alberic Karina-Plun said Albemarle is working with VDOT on a few projects. They will be done with their paving schedule to include bike lanes and restriping.

Tonya Swartzendruber said Albemarle is pleased to say they submitted their SS R7 applications and are working with the City on how they can best work together in the future for new projects.

Zoe Macomber said they shared an update on the Rose Hill corridor at the last City Council meeting. Re: CAT, she said they are looking to make updates once they get operators onboard.

Bill Palmer, UVA, said school will be back in session in two weeks, and the buses will get back on their regular schedules.

Taylor Lowery said that TJPDC did not get the BUILD grant and will have a debrief meeting soon. As of July 1, there is a new CTB member. His information is in the memo.

Mitch Huber, DRPT, said there are new staff members onboard now. There will be new planner assignments coming out in the next few weeks, so be on the lookout for them soon. There are no updates to their master agreements this year, so there will be new contracts coming out by October 1. He said the GA directed DHCD and DRPT to conduct a statewide review and plan to promote and identify barriers to/find opportunities for transportation/transit development for existing and proposed transit and rail corridors. The plan is due to be completed by December 15, 2026. He said they are doing for Round 1 public engagement this month and Round

2 will come at in October, 2026. They are looking for numerous data points and asked for help from the committee for that information. He said the statewide rail plan is moving forward. There will be a second public meeting in September. There will be third public meeting in November with the final draft plan presented in December.

Sandy Shackelford said VDOT will be sending out surveys about the STARS and Project Pipeline studies. She also said OIPI is discontinuing their accessibility grants.

Gorjan asked the committee members to please respond to future calendar invitations.

6. ADDITIONAL MATTERS FROM THE PUBLIC: None

Next meeting October 6, 2026.

ADJOURNMENT: Mr. Chambers adjourned the meeting at 11:16 p.m.

FY27 Benchmarking Activity Virginia MPO Profiles and Overview

October 6, 2026

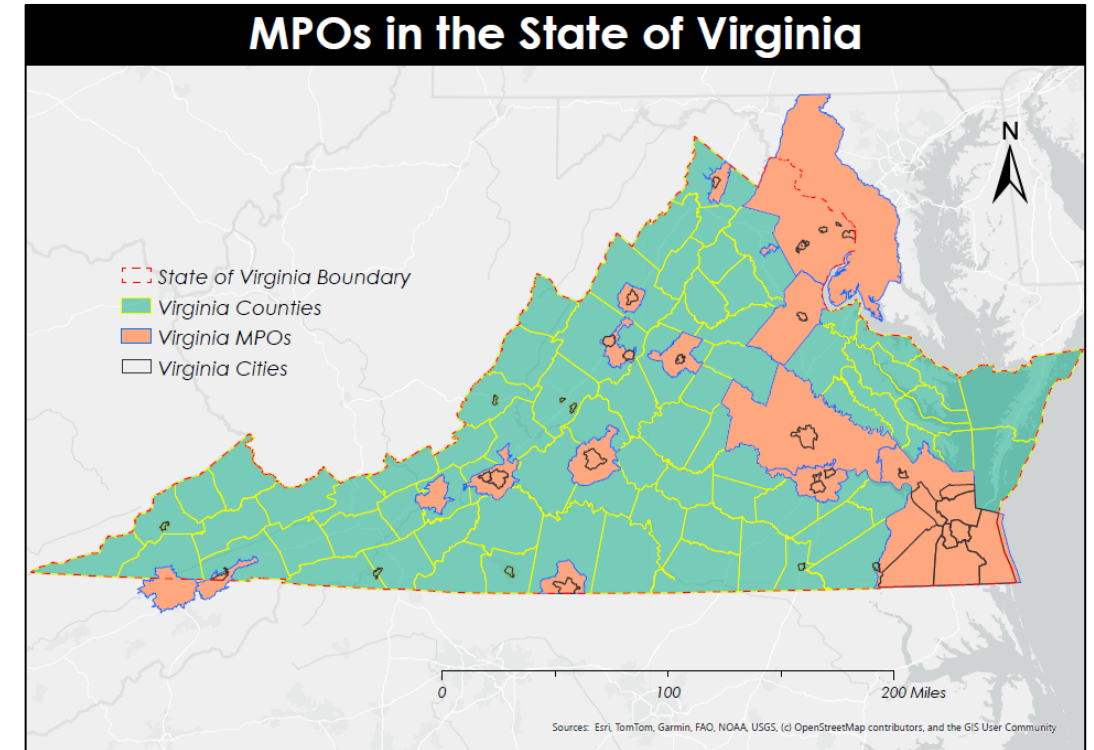


AGENDA

- I. Purpose, Planning Context, and Core Definitions
- II. Notable Peer MPOs
- III. Introductory Profiles
- IV. Next Steps

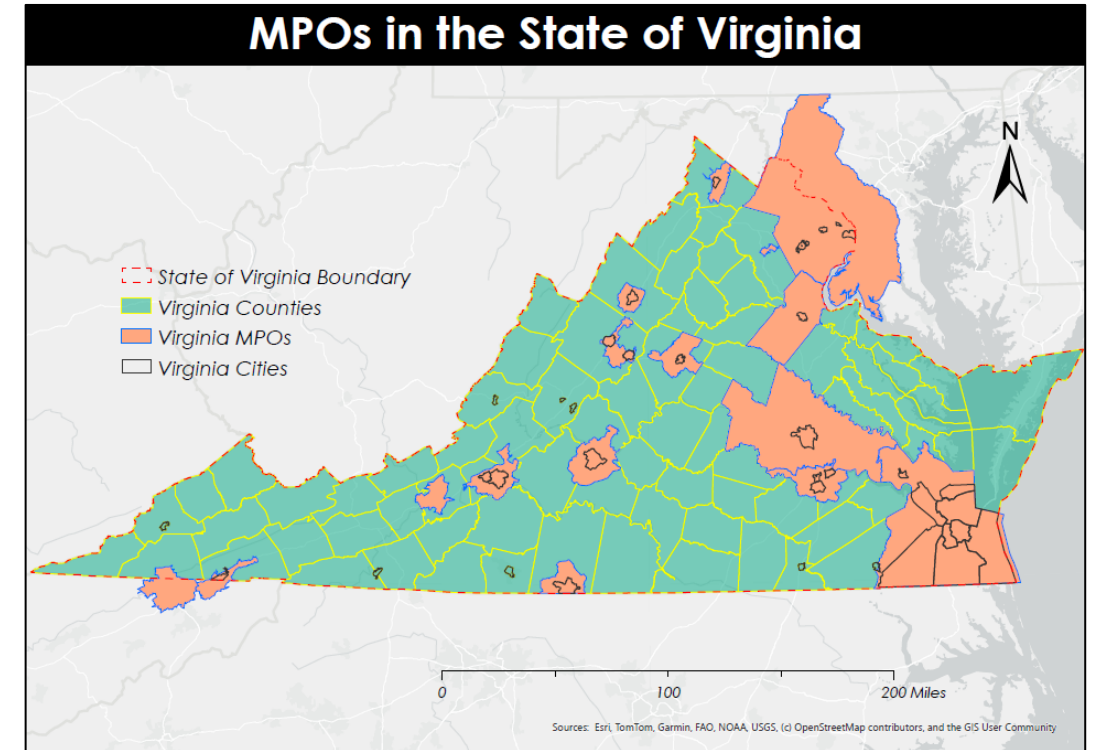
FEDERAL AND STATE REGIONAL PLANNING CONTEXT

- Virginia has 15 MPOs representing urbanized areas across the Commonwealth
- Three MPOs operate across state lines with multi-state agreements
 - Bristol MPO (TN/VA)
 - Kingsport MTPO (TN/VA)
 - National Capital Region Transportation Planning Board (DC/MD/VA)
- While each MPO fulfills federal planning requirements, they vary considerably in populations served, governance structure, staffing, and planning processes
 - Federal requirements for MPOs are identified in [23 CFR Part 450 Subpart C – Metropolitan Transportation Planning and Programming](#)



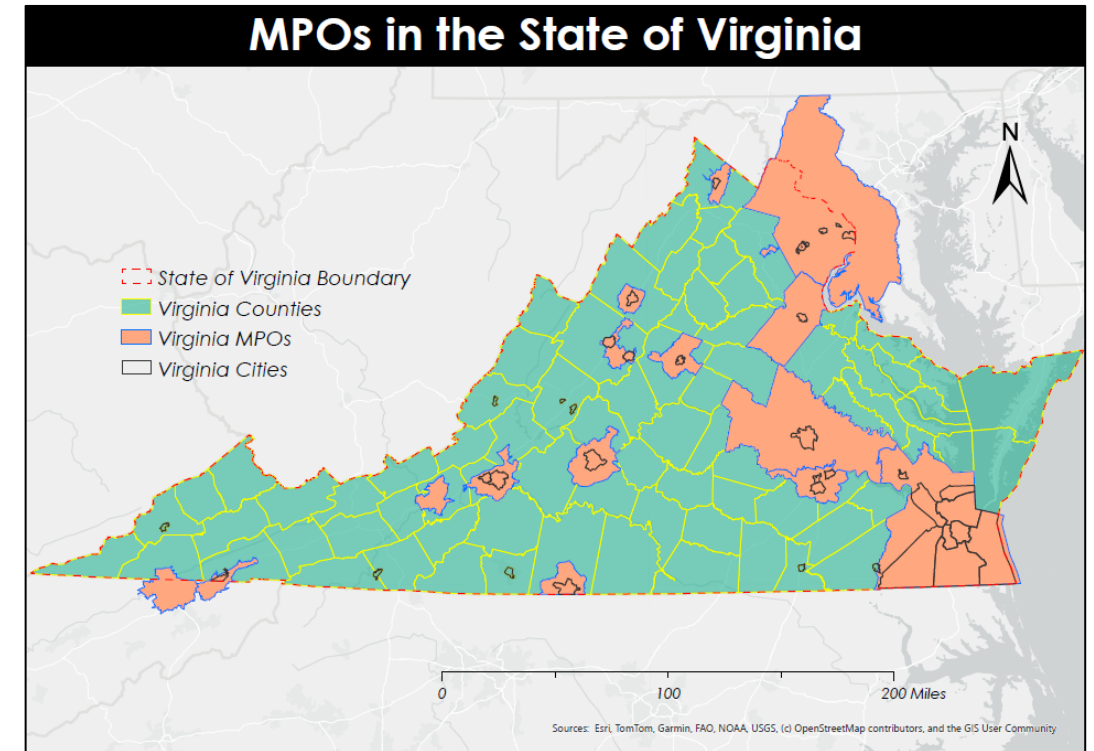
METROPOLITAN PLANNING AREAS

- A **metropolitan planning area (MPA)** defines the geographic area covered by an MPO's metropolitan transportation planning process
 - Boundary is established by agreement between the MPO and the Governor
 - Must include, at a minimum, the existing Census-define urbanized area plus the contiguous territory expected to become urbanized within a 20-year period
 - Federal rules permit a larger footprint
- In coordination with the state and public transportation operators, the MPO must review its boundary following each Decennial Census and adjust when necessary
- **Cannot overlap**; shared Census urban areas require written coordination agreements
 - Richmond Regional TPO and Tri-Cities MPO
 - Transportation Planning Board (TPB) and Fredericksburg Area MPO



METROPOLITAN PLANNING AREAS

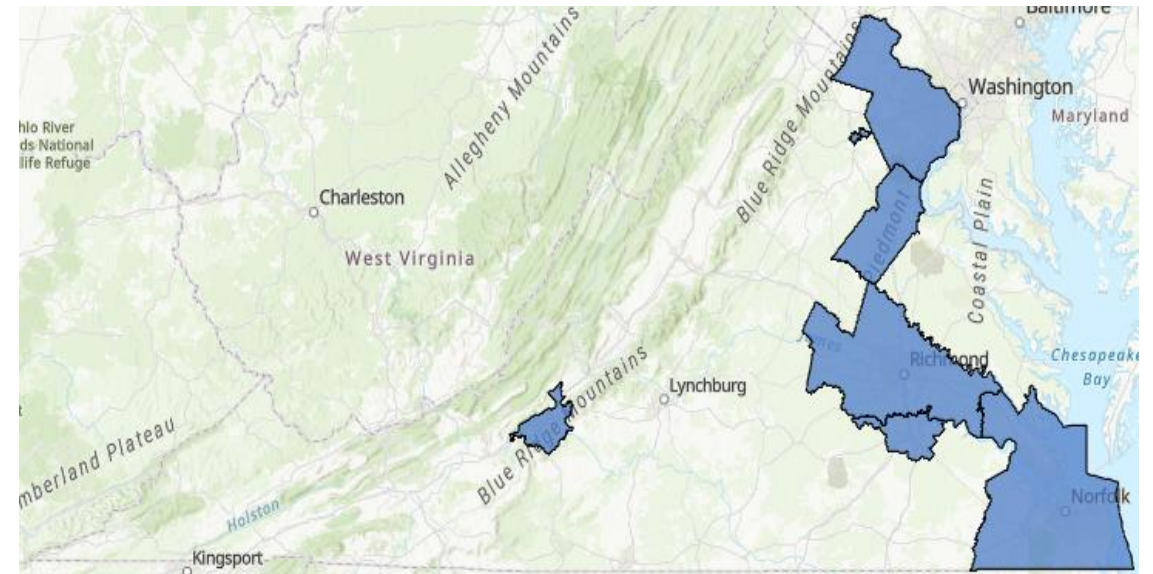
- The MPA is distinguished from other relevant geographies
 - **Census Urban Area:** the developed urban footprint that provides the population basis used for MPO and transportation management area (TMA) designations
 - **Metropolitan Statistical Area (MSA):** an Office of Management and Budget statistical geography composed of counties and equivalent jurisdictions linked to an urban core through commuting relationships
- Any reference to MPO populations throughout the benchmarking effort are based on MPO populations identified in the USDOT MPO Database



TRANSPORTATION MANAGEMENT AREAS

- A **Transportation Management Area (TMA)** is an urbanized area with population over 200,000 as defined by the Census Bureau
- Designation typically occurs following each Decennial Census (192 designated nationally following 2020 Decennial Census)
- A designation of an **urbanized area**, not an organization
- When an MPO or TPO planning area includes a TMA, the MPO takes on additional responsibilities and a stronger role in funding decisions
 - Virginia Beach/Norfolk
 - Richmond
 - Roanoke
 - Washington-Arlington urbanized area

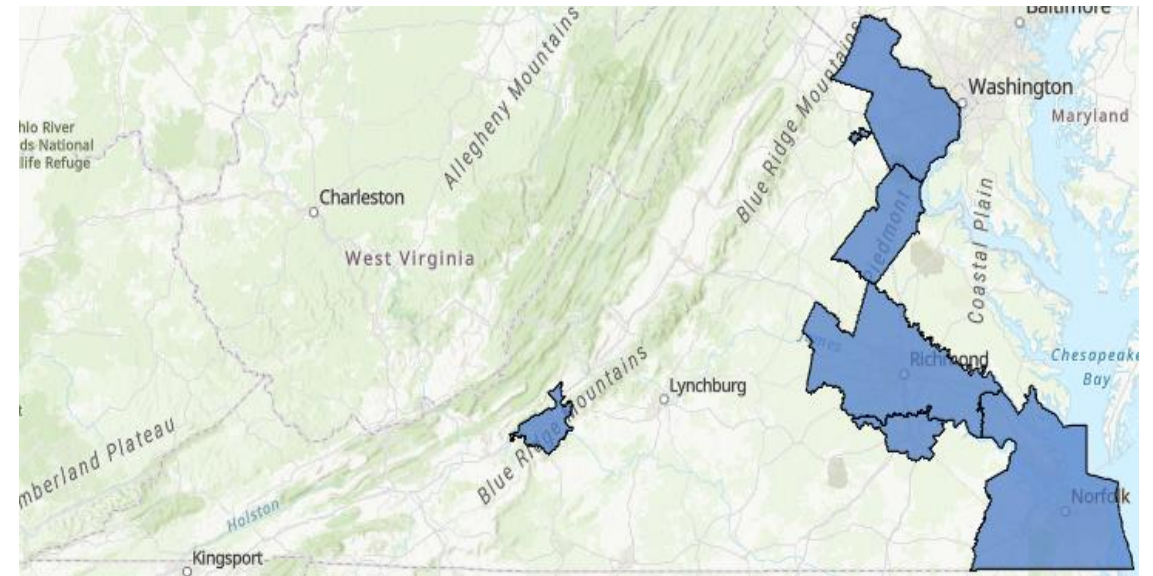
Virginia TMAs



TRANSPORTATION MANAGEMENT AREAS

- TMA-serving MPOs have additional responsibilities
- Maintain a **congestion management process**
- Undergo a joint Federal Highway Administration and Federal Transit Administration (FTA) **certification review** at least ever four years, which may result in findings and corrective action
- **Dedicated regional allocations and greater project-selection authority** for certain federal transportation programs
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives
 - Carbon Reduction Funds

Virginia TMAs



NONATTAINMENT OR MAINTENANCE AREAS

- A **nonattainment area** fails to meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter
- **Maintenance areas** are former nonattainment areas that are now in compliance
- Under federal regulations, MPOs that cover nonattainment or maintenance areas have additional transportation conformity responsibilities
 - Demonstrating that the LRTP and TIP are consistent with the state's air quality plan
 - Coordinating with air quality agencies
 - Obtaining FHWA/FTA conformity determinations
 - Updating the LRTP every four years rather than five
- MPOs that cover nonattainment or maintenance areas are also eligible for **Congestion Mitigation and Air Quality (CMAQ)** funding



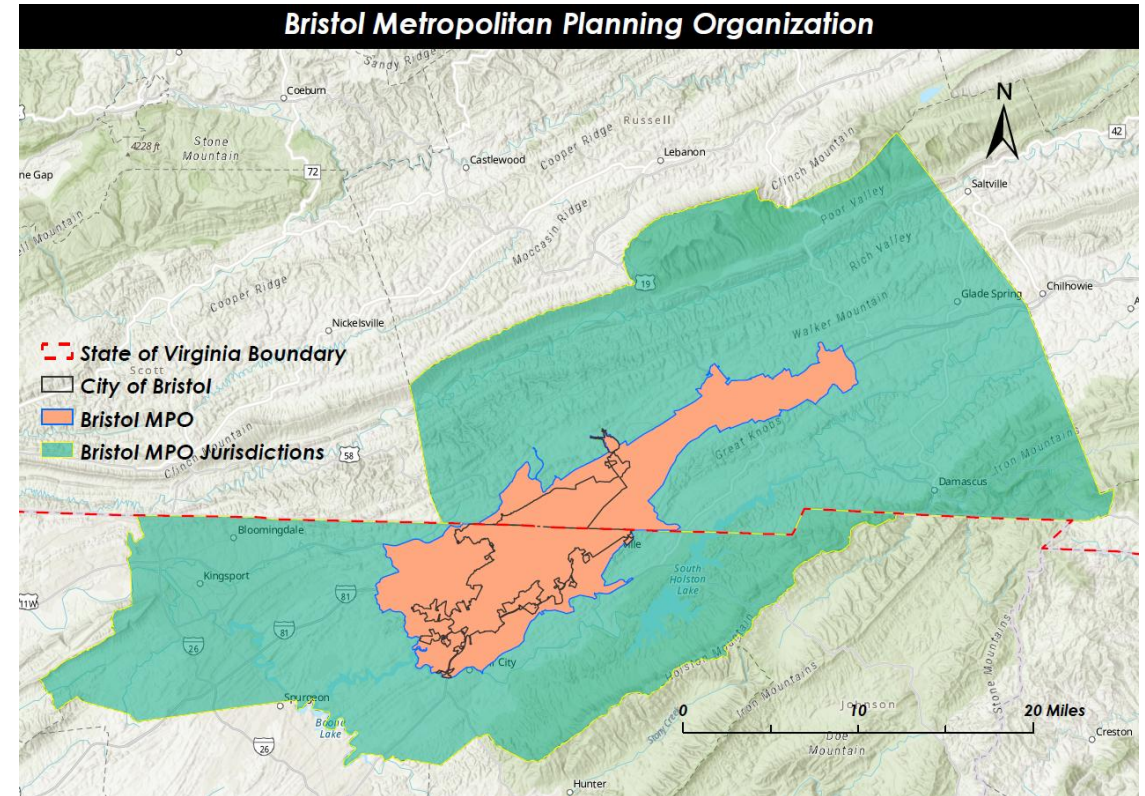
NOTABLE PEER FINDINGS

- Multiple MPOs in Virginia have identified universities that participate through their Policy Board, Technical Committee, or other MPO Advisory Bodies
 - Participation varies between formal voting authority and advisory
- Coordination among multiple transit providers is also shared by several others: New River Valley, Fredericksburg, Bristol, Hampton Roads, Roanoke Valley, National Capital Region
- **Harrisonburg-Rockingham** and **New River Valley** are strong peers representing smaller metro regions with major universities
- **Staunton-Augusta-Waynesboro** and **Winchester-Frederick** could serve as additional comparisons due to their more compact planning areas and smaller populations

MPO/TPO	University Partner(s)	Participation
Charlottesville-Albemarle	University of Virginia	Technical Committee: Voting Policy Board: Non-Voting
Central Virginia	Liberty University	Technical Committee: Voting Policy Board: Non-Voting
Harrisonburg-Rockingham	James Madison University	Technical Committee: Non-Voting Policy Board: Non-Voting
New River Valley	Virginia Tech Radford University	Technical Committee: Voting Policy Board: Non-Voting
Richmond Regional	Virginia Commonwealth University	Representation on the Community Transportation Advisory Committee and LRTP Advisory Work Group
Winchester-Frederick	Shenandoah University	Bicycle and Pedestrian Advisory Committee: Voting
Hampton Roads	Old Dominion University William and Mary Virginia Wesleyan	Representation on the Regional Transit Advisory Panel and Community Advisory Committee

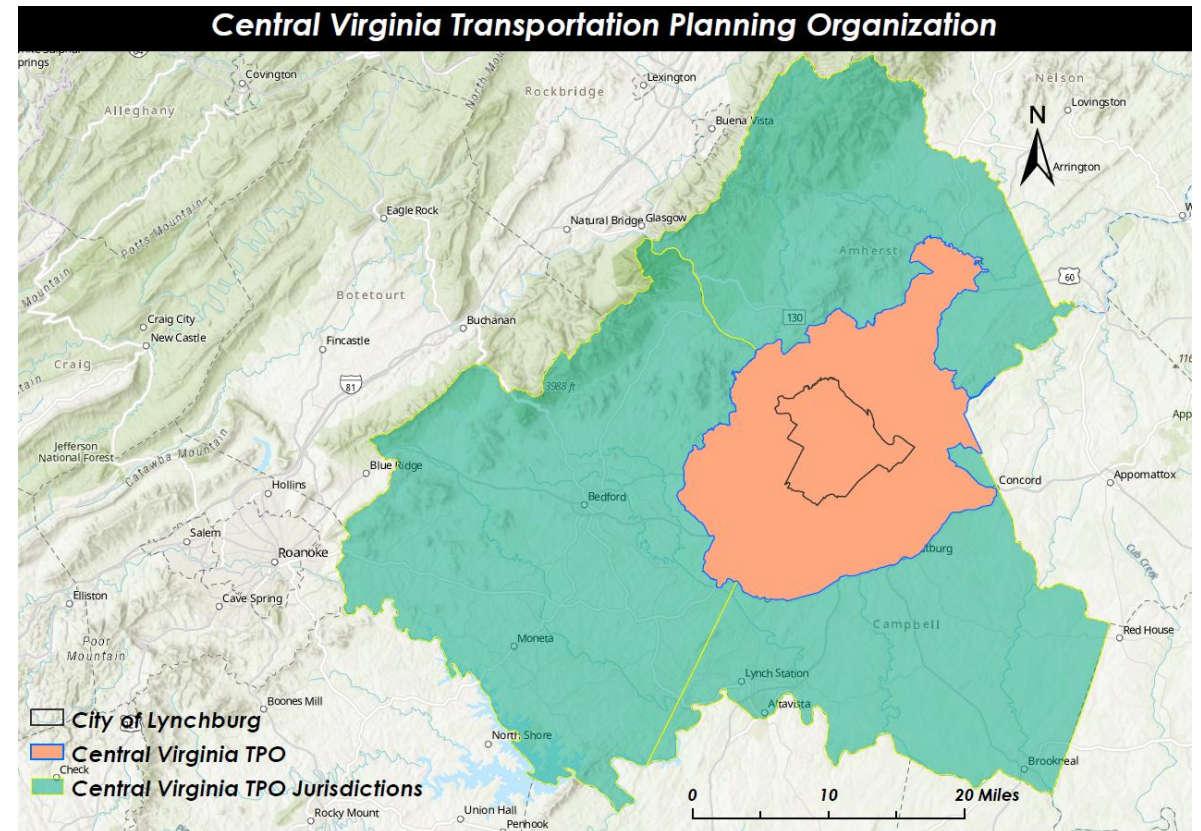
BRISTOL MPO

- **Designation Year:** 1982
- **Host Organization:** City of Bristol, TN
- **MPO Service Area and Participating Jurisdictions:** 142 square miles and includes five jurisdictions
- **USDOT MPO Database Population:** 82,512
- Two standing committees: the Executive Board and the Technical Committee
- **Executive Board Membership** includes governors/designees, state and federal transportation representatives, and local elected leaders
- **Technical Committee Membership** includes local staff, transit, airport, PDC representatives, state and federal transportation representatives
- **Note:** two-state governance, multiple transit systems, Technical Committee meets on an as-needed basis



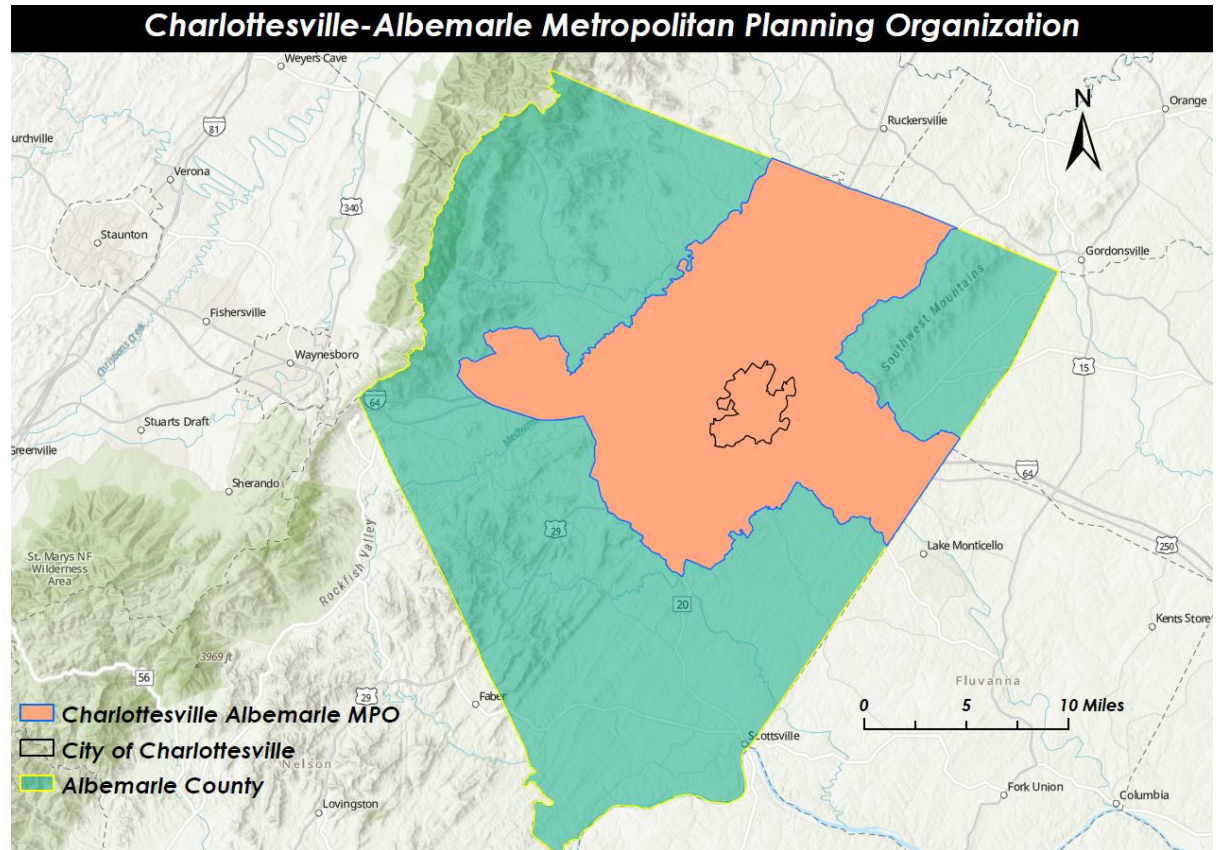
CENTRAL VIRGINIA TPO

- **Designation Year:** 1979
- **Host Organization:** Central Shenandoah PDC
- **MPO Service Area and Participating Jurisdictions:** 354 square miles and five jurisdictions
- **USDOT MPO Database Population:** 162,647
- Two standing committees: the Policy Board and Transportation Technical Committee
- **Policy Board Membership** includes local elected leaders, state and federal transportation representatives, university, transit provider
- **Transportation Technical Committee Membership** includes local staff, transit, airport, university, and state and federal transportation representatives
- **Note:** university participation, shared urban-rural technical committee



CHARLOTTESVILLE-ALBEMARLE MPO

- **Designation Year:** 1982
- **Host Organization:** Thomas Jefferson PDC
- **MPO Service Area and Participating Jurisdictions:** 243 square miles and 2 jurisdictions
- **USDOT MPO Database Population:** 139,723
- Two standing committees: the Policy Board and Technical Committee
- **Policy Board Membership** includes local elected leaders, state transportation officials, university, transit
- **Technical Committee Membership** includes local staff, university, transit, RideShare, PDC, state and federal transportation representatives, airport*
- **Note:** university participation, multiple transit providers

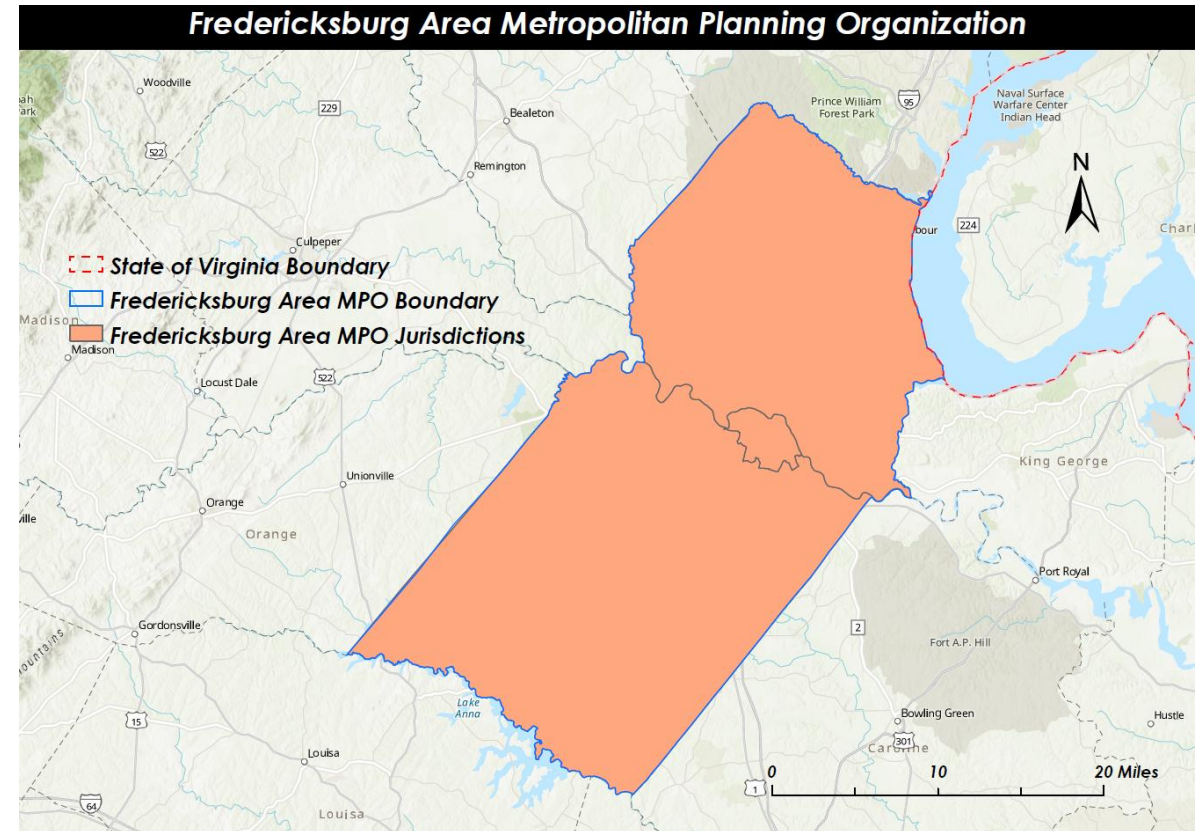


DANVILLE MPO

- **Designation Year:** 1983
- **Host Organization:** West Piedmont PDC
- **MPO Service Area and Participating Jurisdictions:**
198 square miles and 2 jurisdictions
- **USDOT MPO Database Population:** 64,528
- Two standing committees: the Policy Board and Technical Committee
- **Policy Board Membership** includes local elected leaders, one City Manager, one City engineer, state and federal transportation representatives
- **Technical Committee Membership** includes local staff, PDC, state and federal transportation representatives
- **Note:** City-County relationship; committees meet on an as-needed basis

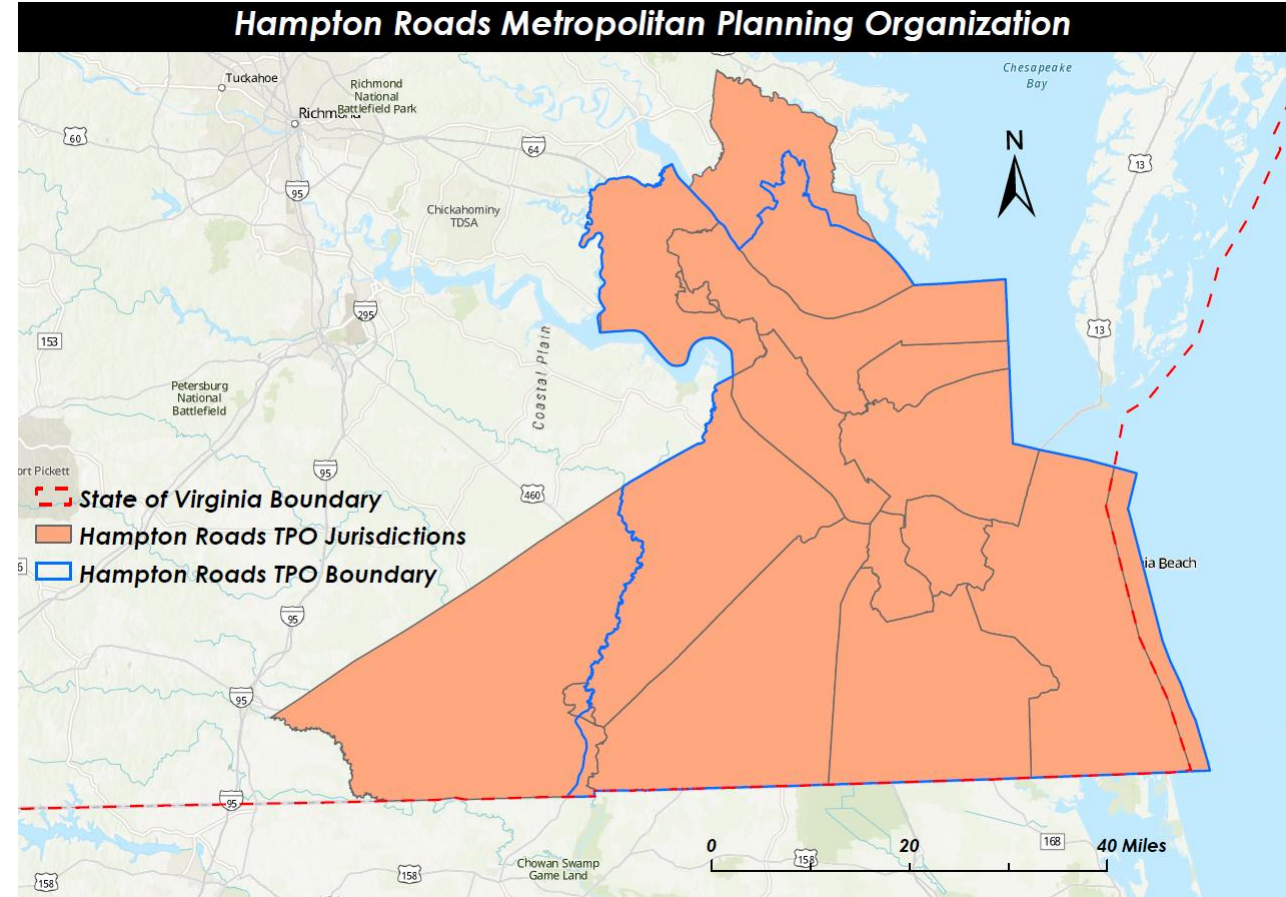
FREDERICKSBURG AREA MPO

- **Designation Year:** 1992
- **Host Organization:** George Washington Regional Commission
- **MPO Service Area and Participating Jurisdictions:** 705 square miles and 3 jurisdictions (two additional jurisdictions participate outside of the MPA)
- **USDOT MPO Database Population:** 324,968
- Four standing committees: the Policy Committee, Technical Advisory Committee, Citizens Transportation Advisory Committee, Bicycle and Pedestrian Advisory Committee
- **Policy Board Membership** includes local elected leaders, state and federal transportation representatives, transit, CTB representative
- **Technical Committee Membership** includes local staff, state and federal transportation representatives, transit, TDM program
- **Note:** outside-MPA participation, multiple transit providers, shared responsibility for a designated TMA



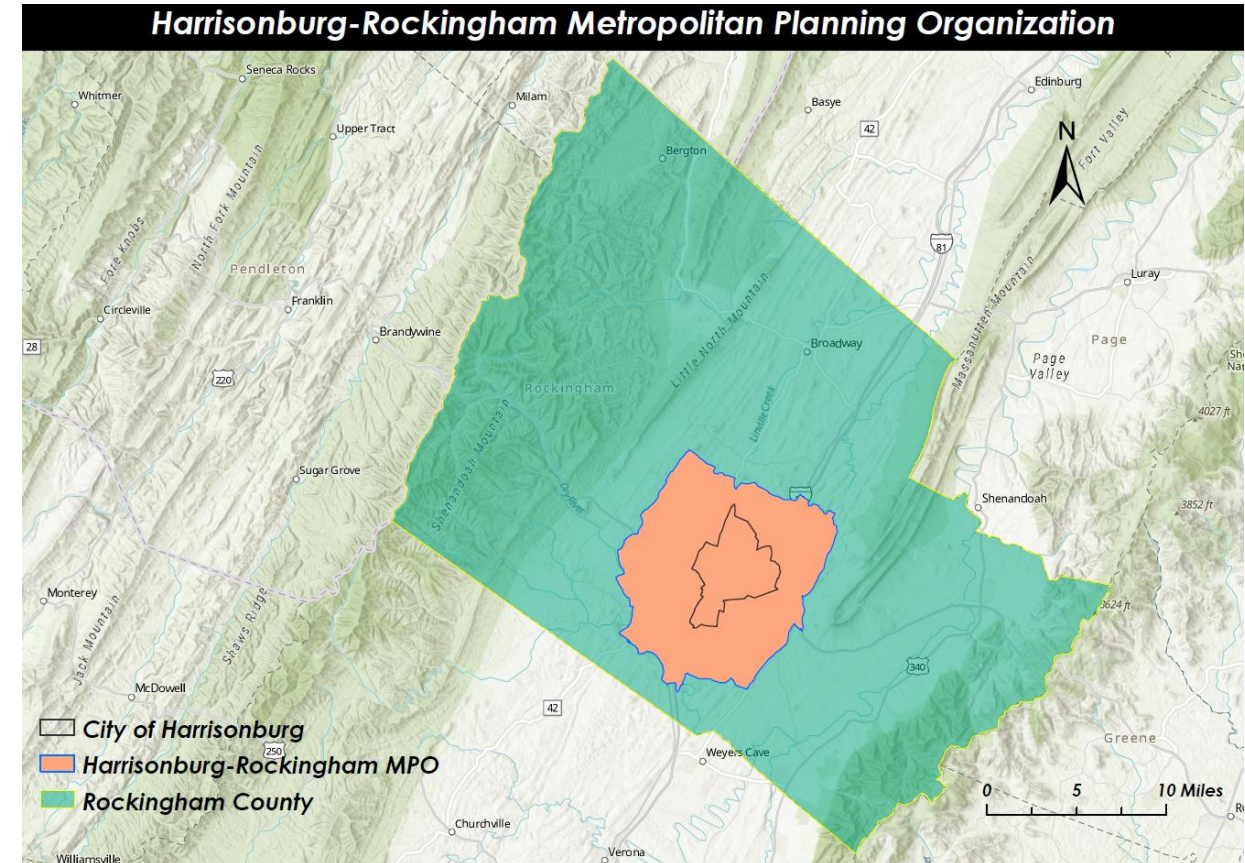
HAMPTON ROADS TPO

- **Designation Year:** 1991
- **Host Organization:** Hampton Roads PDC
- **MPO Service Area and Participating Jurisdictions:** 2,673 square miles and 15 jurisdictions
- **USDOT MPO Database Population:** 1,705,382
- Bylaws identify four committees: Transportation Technical Advisory Committee, Transportation Advisory Committee, Community Advisory Committee, Freight transportation Advisory Committee
- **HRTPO Board Membership** includes local elected leaders, state legislators, state and federal transportation representatives, transit, airport, port, military
- **Transportation Technical Committee Membership** includes local staff, state and federal transportation representatives, transit, port
- **Note:** military, port, and freight interests; Hampton Roads Transportation Accountability Commission (HRTAC) coordination; multiple transit systems; many subcommittees



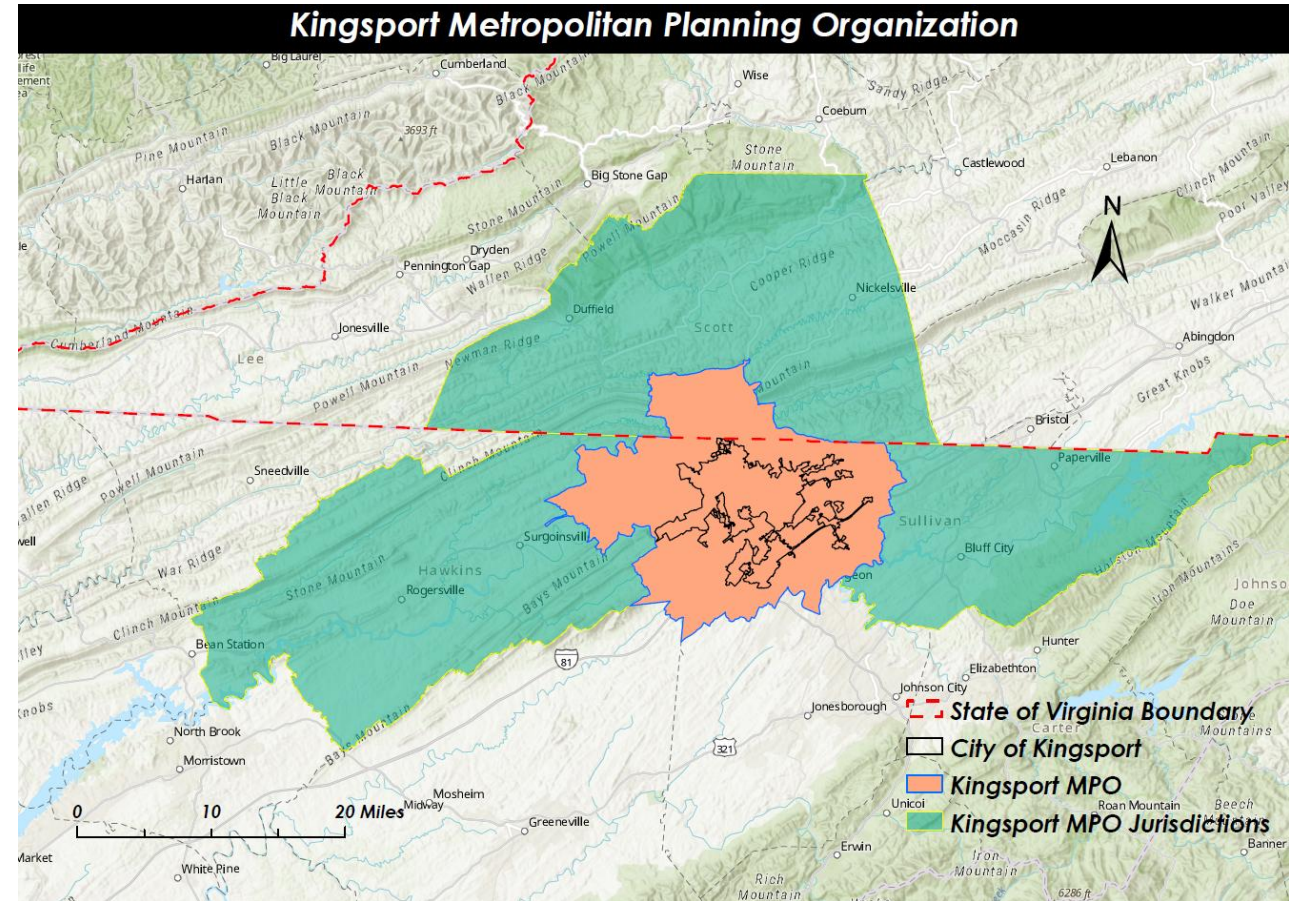
HARRISONBURG-ROCKINGHAM MPO

- **Designation Year:** 2003
- **Host Organization:** Central Shenandoah PDC
- **MPO Service Area and Participating Jurisdictions:** 106 square miles and 5 jurisdictions
- **USDOT MPO Database Population:** 83,039
- Two standing committees: the Policy Board and Technical Advisory Committee
- **Policy Board Membership** includes local elected leaders, state and federal transportation representatives, PDC, university
- **Technical Committee Membership** includes local staff, state and federal transportation representatives, university
- **Note:** university participation, PDC hosts two MPOs, PDC operates transit



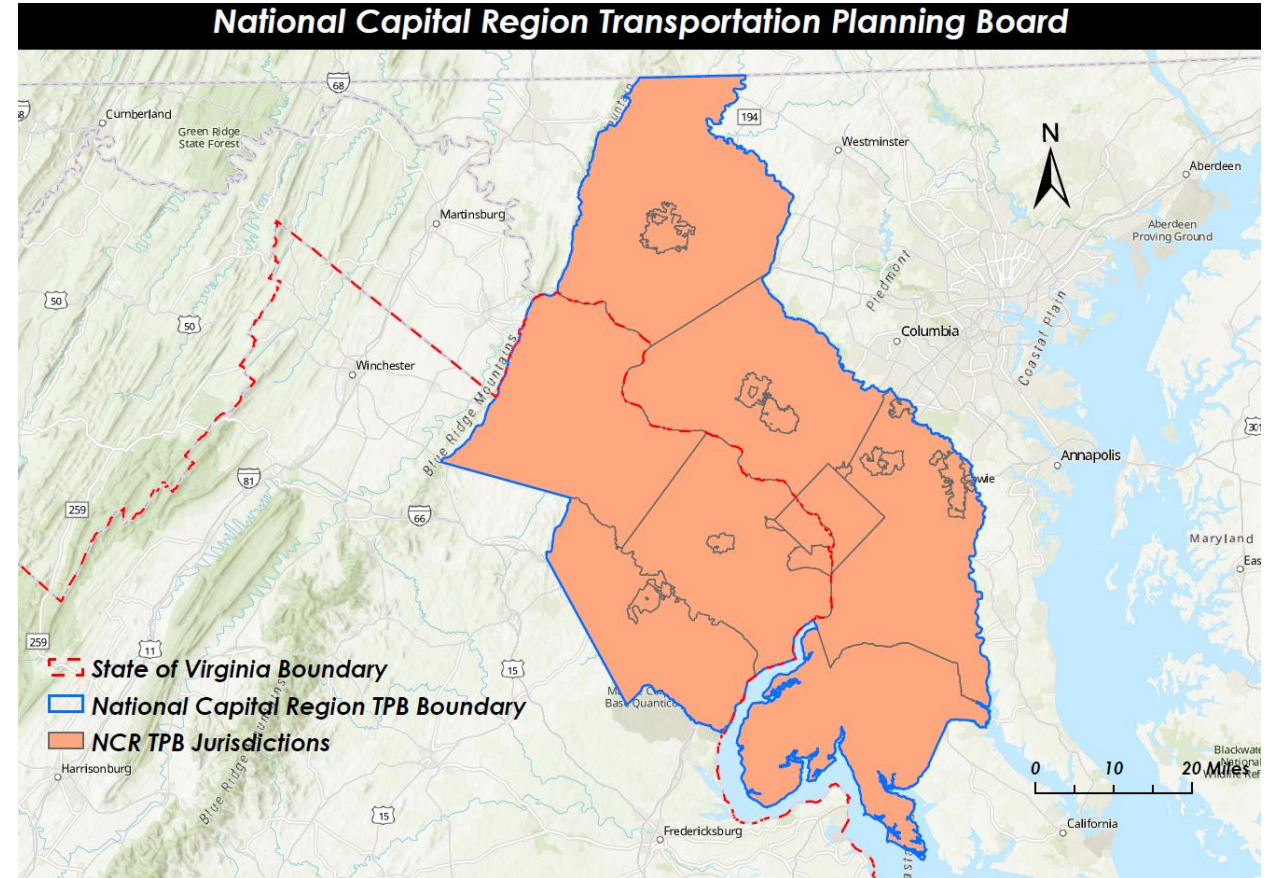
KINGSPORT MTPO

- **Designation Year:** 1977
- **Host Organization:** City of Kingsport, TN
- **MPO Service Area and Participating Jurisdictions:** 298 square miles and 9 jurisdictions
- **USDOT MPO Database Population:** 129,017
- Two standing committees: the Executive Board and Technical Coordinating Committee
- **Executive Board Membership** includes governors/designees, local elected leaders, state and federal transportation representatives, PDCs,
- **Technical Committee Membership** includes local staff, state and federal transportation representatives, transit, MTPo staff
- **Note:** two-state governance, Technical Coordinating Committee only meets as needed and Executive Board typically meets quarterly



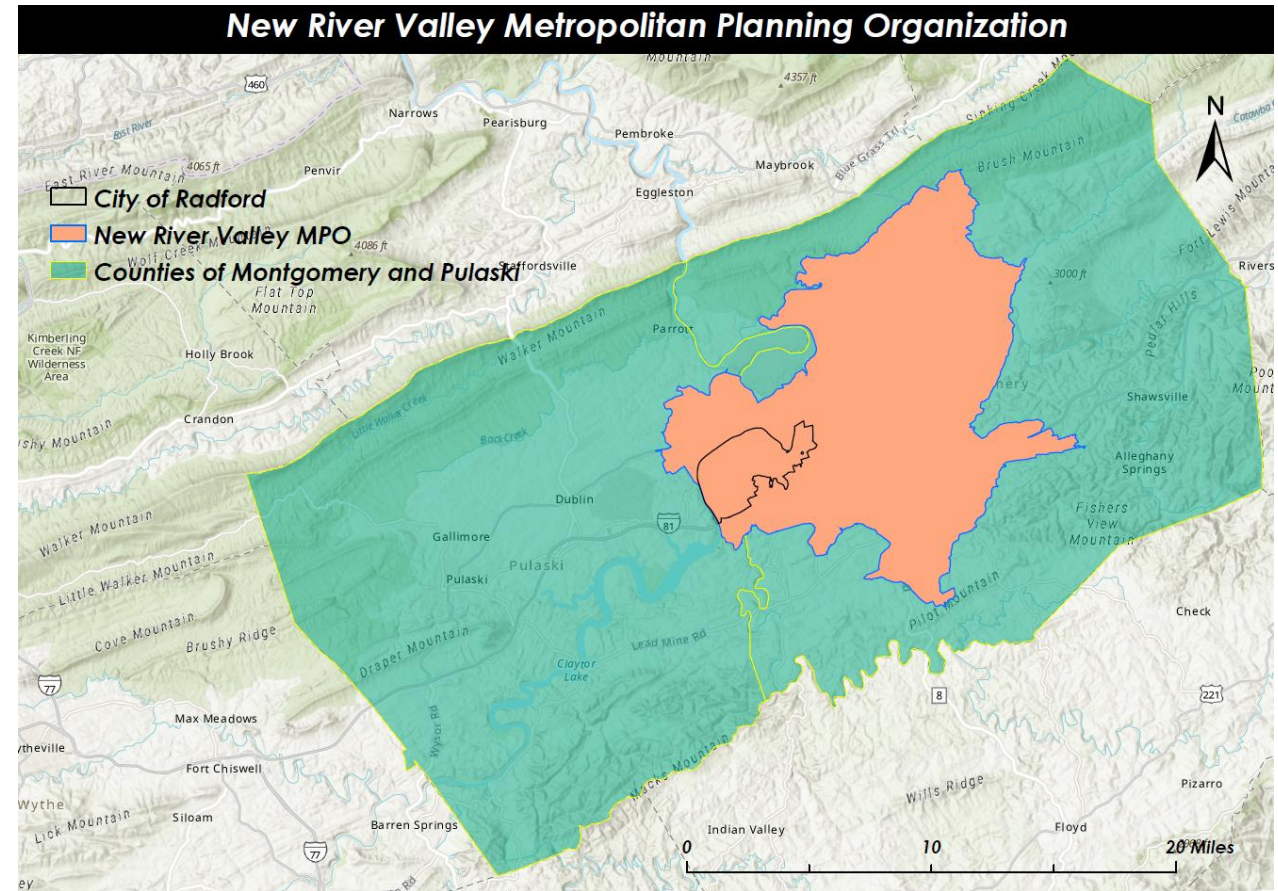
NATIONAL CAPITAL REGION TPB

- **Designation Year:** 1965
- **Host Organization:** Metropolitan Washington Council of Governments
- **MPO Service Area and Participating Jurisdictions:** 3,558 square miles and 22 jurisdictions
- **USDOT MPO Database Population:** 5,732,469
- Principal committees include the Transportation Planning Board, Steering Committee, Technical Committee, Community Advisory Committee
- **Transportation Planning Board** includes local elected leaders, state legislators, state and federal transportation representatives, transit, airport, National Park Service, National Capital Planning Commission
- **Technical Committee Membership** includes local staff, 3 state DOTs, DRPT, Virginia Passenger Rail Authority, Northern VA Transportation Authority, transit, National Park Service, National Capital Planning Commission
- **Note:** multi-state governance, multiple committees and subcommittees, transportation authority coordination



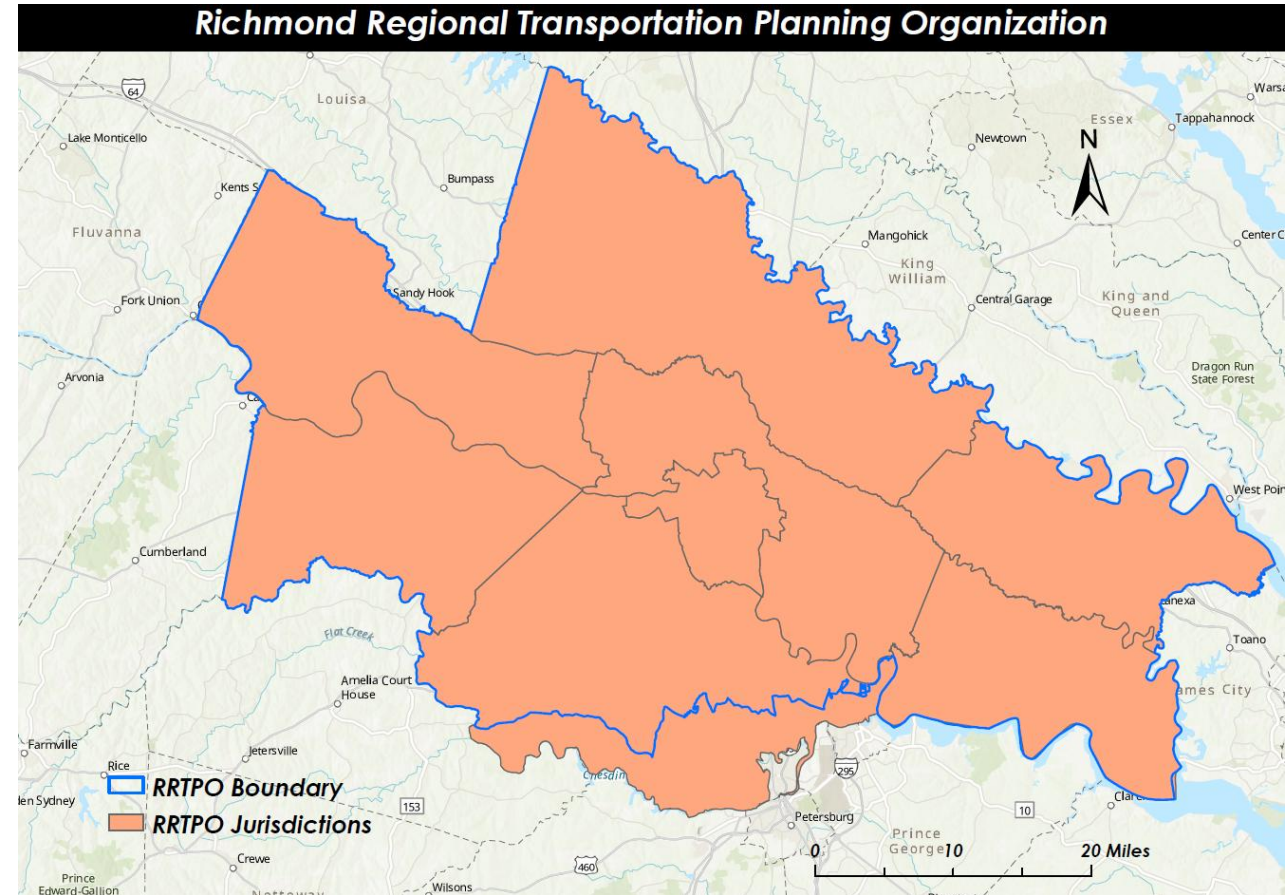
NEW RIVER VALLEY MPO

- **Designation Year:** 2003
- **Host Organization:** Montgomery County, VA
- **MPO Service Area and Participating Jurisdictions:** 143 square miles and 5 jurisdictions
- **USDOT MPO Database Population:** 105,301
- Two standing committees: Policy Board and Technical Advisory Committee
- **Policy Board membership** includes local elected leaders, local administrators, state and federal transportation representatives, transit, airport, PDC, university, community college
- **Technical Committee Membership** includes local staff, airport, transit, university, community college, state and federal transportation representatives, MPO staff
- **Note:** three transit providers, multiple universities



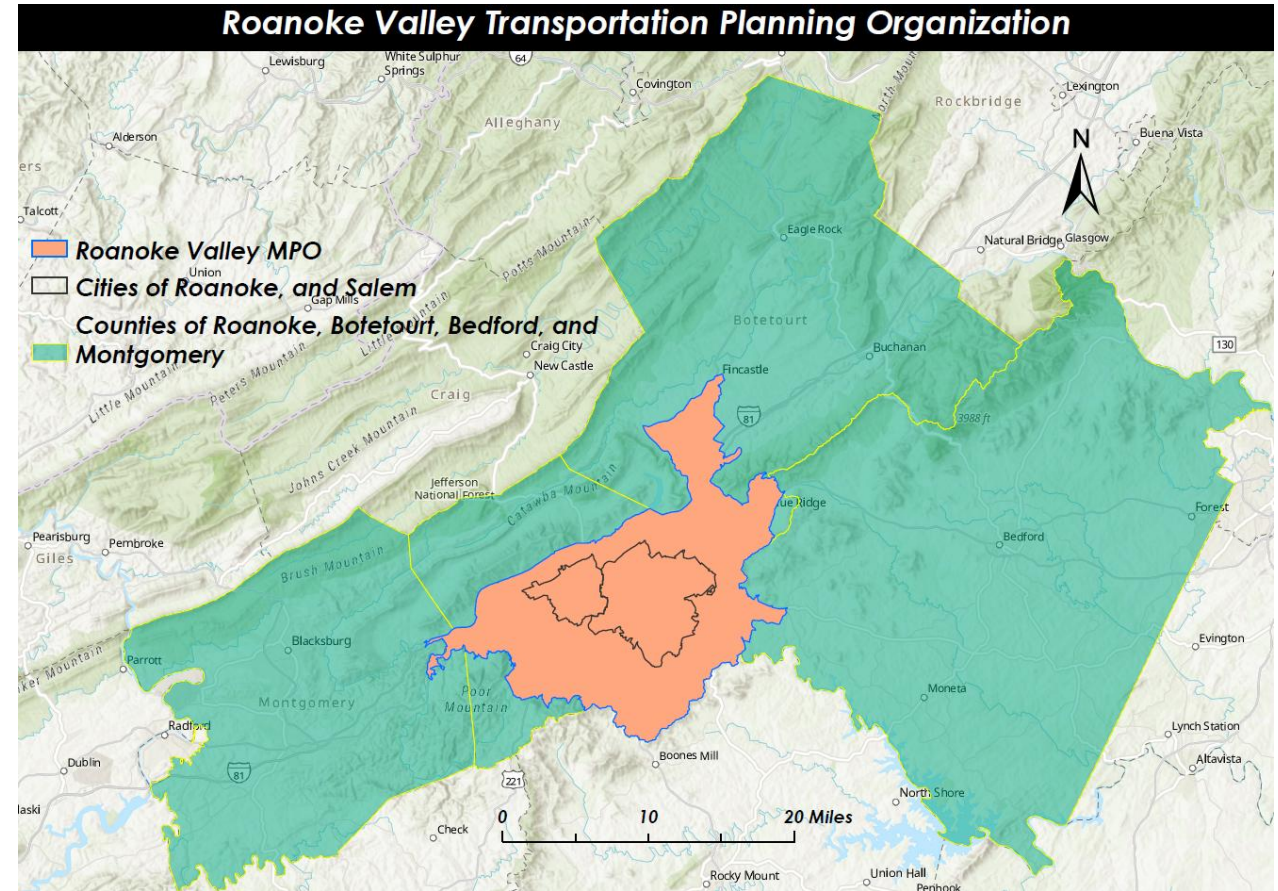
RICHMOND REGIONAL TPO

- **Designation Year:** 1974
- **Host Organization:** PlanRVA (Richmond Regional Planning District Commission)
- **MPO Service Area and Participating Jurisdictions:** 2,076 square miles and 9 jurisdictions
- **USDOT MPO Database Population:** 1,075,265
- Four standing committees: Policy Board, Executive Committee, Technical Advisory Committee, Community Transportation Advisory Committee
- **Policy Board membership** includes local elected leaders, state and federal transportation representatives, transit, airport, Central Virginia Transportation Authority, Port, RideFinders, Community Advisory Committee Chair
- **Technical Advisory Committee Membership** includes local staff, airport, transit, state and federal transportation representatives, RideFinders, port, Central Virginia Transportation Authority
- **Note:** Serves a TMA, shares boundary with PlanRVA and CVTA, shares part of a jurisdiction with Tri-Cities MPO



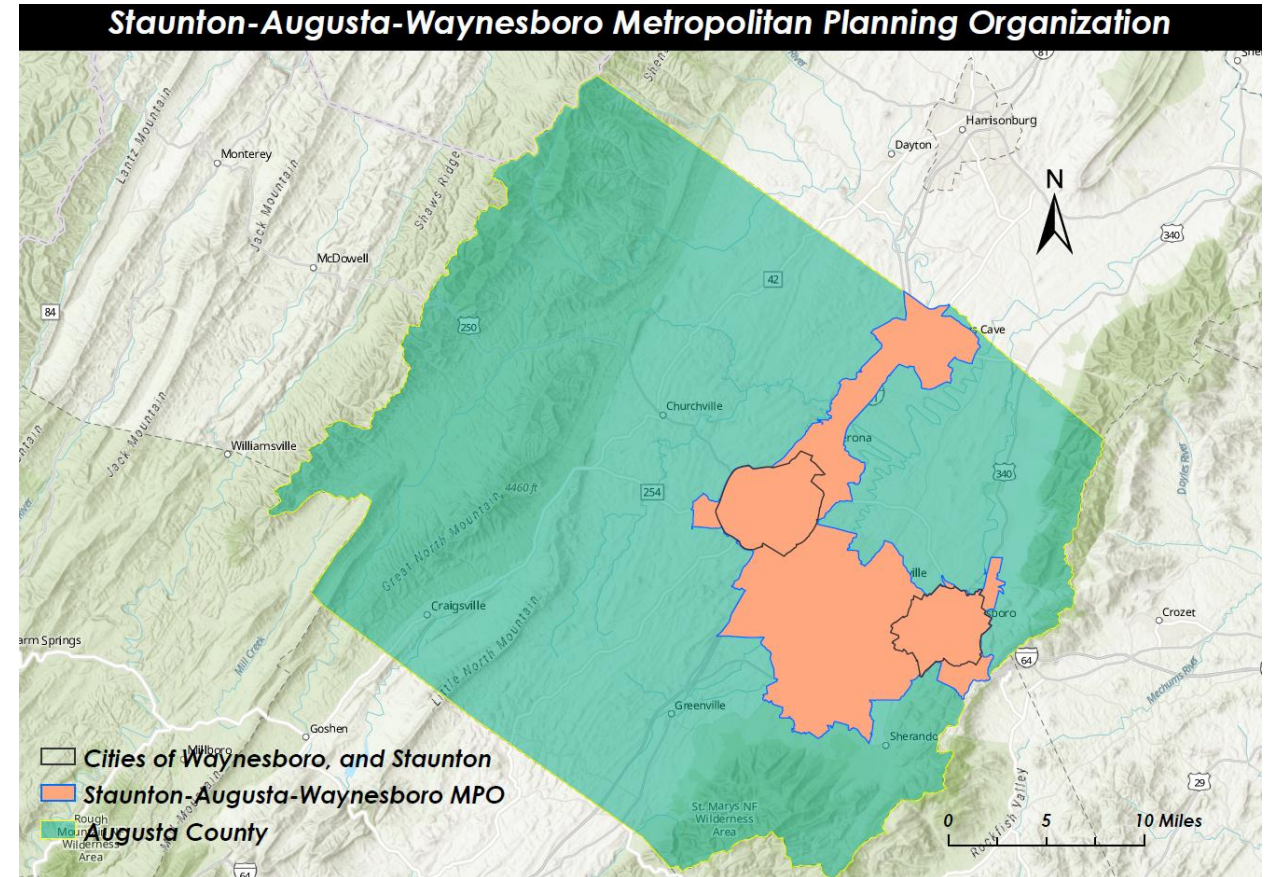
ROANOKE VALLEY TPO

- **Designation Year:** 1974
- **Host Organization:** Roanoke Valley-Alleghany Regional Commission
- **MPO Service Area and Participating Jurisdictions:** 248 square miles and 7 jurisdictions
- **USDOT MPO Database Population:** 239,745
- Two standing committees: Policy Board and Transportation Technical Committee
- **Policy Board membership** includes local elected leaders, state and federal transportation representatives, transit, airport, Chief Administrative Official of local jurisdictions
- **Technical Advisory Committee Membership** includes local staff, airport, transit, state and federal transportation representatives, Roanoke Valley Greenway Commission



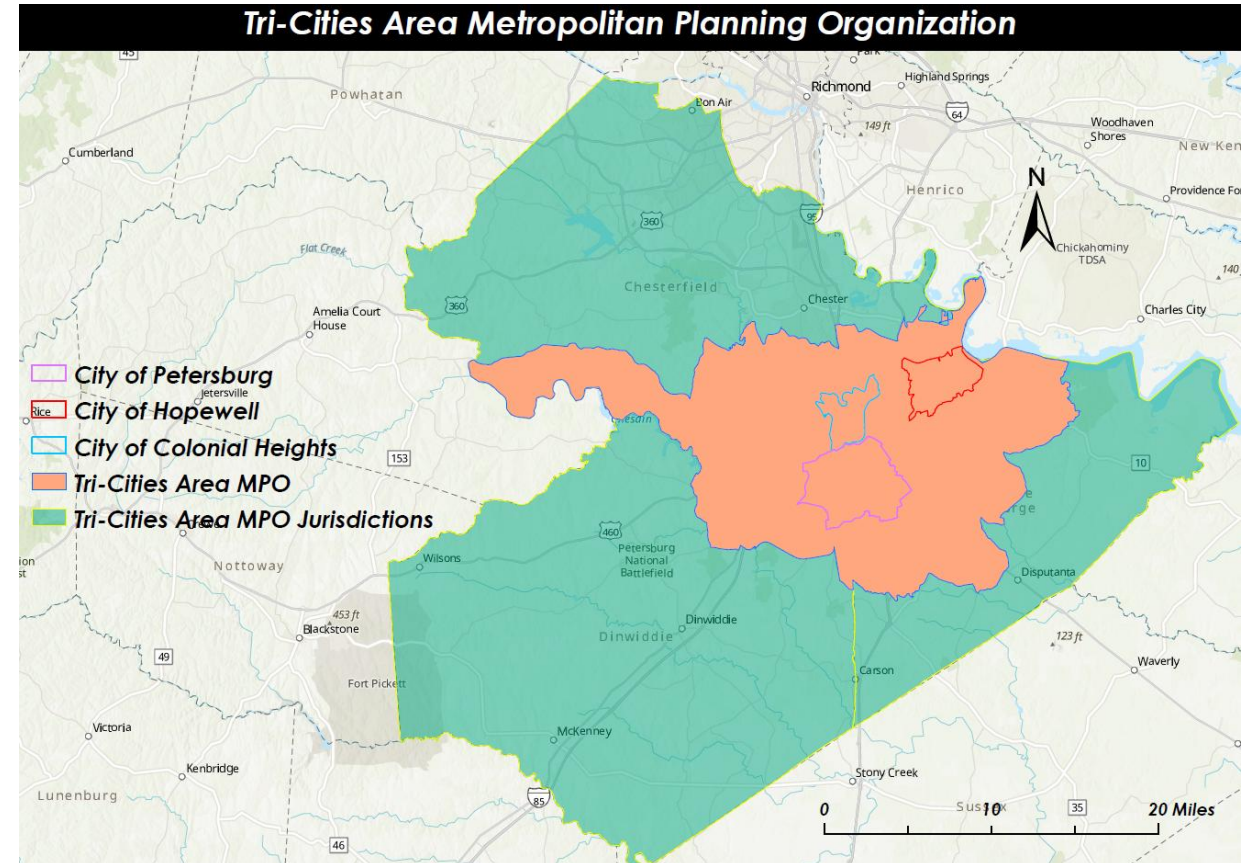
STAUNTON-AUGUSTA-WAYNESBORO MPO

- **Designation Year:** 2012
- **Host Organization:** Central Shenandoah PDC
- **MPO Service Area and Participating Jurisdictions:** 143 square miles and 3 jurisdictions
- **USDOT MPO Database Population:** 85,023
- Two standing committees: Policy Board and Technical Advisory Committee
- **Policy Board membership** includes local elected leaders, state and federal transportation representatives, transit, PDC
- **Technical Advisory Committee Membership** includes local staff, transit, state and federal transportation representatives, PDC
- **Note:** PDC hosts two MPOs, PDC operates transit



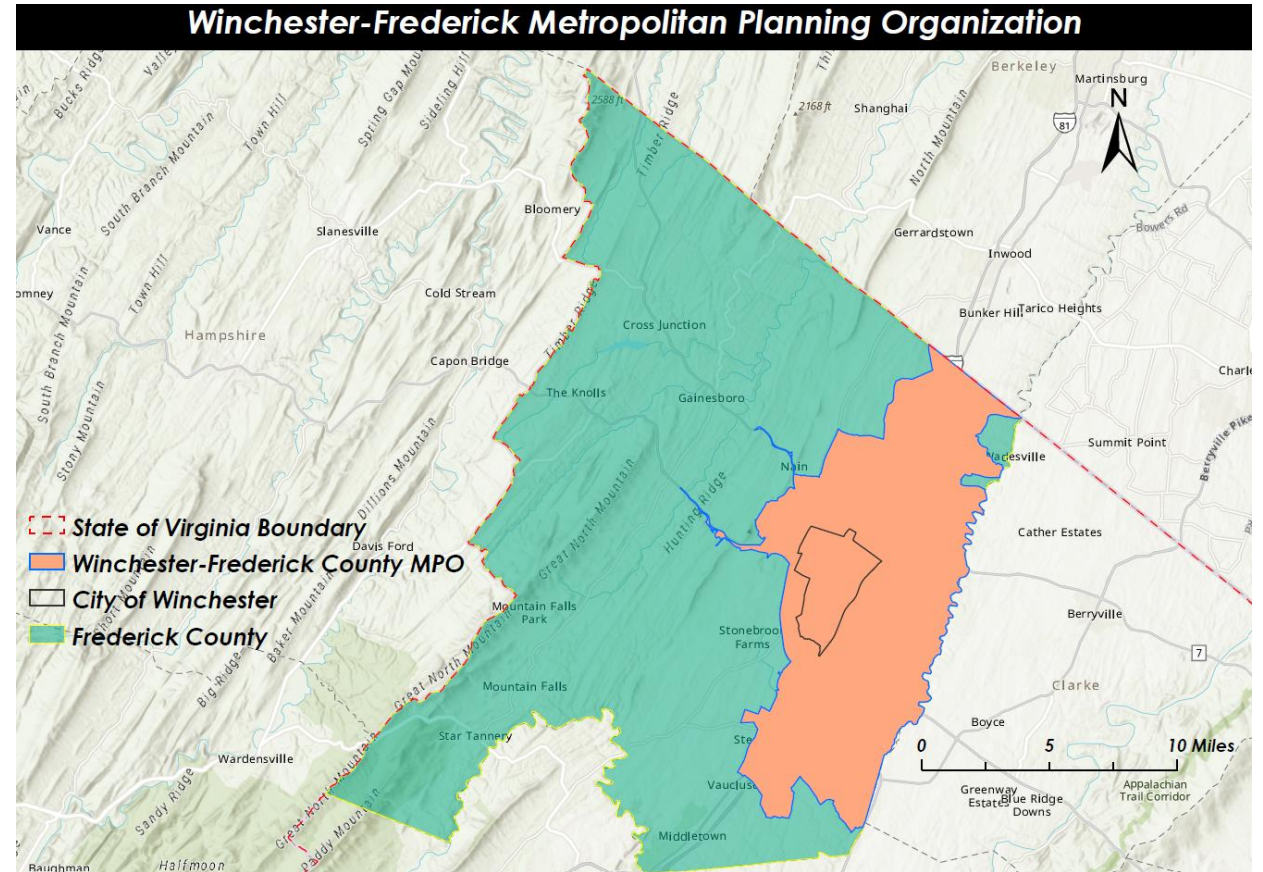
TRI-CITIES AREA MPO

- **Designation Year:** 1974
- **Host Organization:** Crater PDC
- **MPO Service Area and Participating Jurisdictions:** 322 square miles and 6 jurisdictions
- **USDOT MPO Database Population:** 168,003
- Two standing committees: Policy Committee and Technical Advisory Committee
- **Policy Board membership** includes local elected leaders, state and federal transportation representatives, transit, PDC, RideFinders
- **Technical Advisory Committee Membership** includes local staff, airport, transit, state and federal transportation representatives, PDC, Fort Lee, Petersburg National Battlefield Park
- **Note:** Serves a TMA and nonattainment/maintenance area, military special interests, shares part of a jurisdiction with RRTPO



WINCHESTER-FREDERICK MPO

- **Designation Year:** 2003
- **Host Organization:** Northern Shenandoah Valley Regional Commission
- **MPO Service Area and Participating Jurisdictions:** 105 square miles and 3 jurisdictions
- **USDOT MPO Database Population:** 91,972
- Four standing committees: Policy Board, Technical Advisory Committee, Bicycle and Pedestrian Committee, Citizens Transportation Advisory Committee
- **Policy Board membership** includes local elected leaders, local chief administrators, state and federal transportation representatives, transit
- **Technical Advisory Committee Membership** includes local staff, airport, transit, state and federal transportation representatives
- **Note:** university participation



Next Steps

- Direct outreach to MPOs
- Review of peer work products
 - Long Range Transportation Plans
 - Transportation Improvement Programs (TIPs)
- Review of peer process
 - Project Prioritization and funding
 - Public engagement and public participation plans
 - Ad-hoc committees
- Questions?

FY27 CA-MPO Peer Benchmarking Effort

Tech Report 1: Virginia Metropolitan Planning Organization (MPO) Profiles

Introduction

A metropolitan planning organization (MPO) is a federally required regional transportation planning organization established in urbanized areas with populations greater than 50,000. MPOs bring together local governments, state transportation agencies, public transportation providers, and federal partners to cooperatively plan future transportation investments.

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) is conducting this benchmarking effort in FY27 to better understand how peer MPOs organize and carry out their planning responsibilities. The purpose of this effort is to identify opportunities to strengthen our own processes, collaboration, transparency, efficiency, and regional decision-making. This effort is not intended to recommend immediate policy changes, but rather to provide information regarding how other Virginia MPOs conduct transportation planning activities.

For comparative purposes, multiple MPOs in Virginia have identified universities that participate through their Policy Board, Technical Committee, or other MPO advisory bodies. University participation takes several forms, from voting to technical representation or other stakeholder advice. These arrangements recognize universities' roles as major employers, travel generators, landowners, and transportation partners in the regions where they are located.

Table 1. MPOs with University Participants

MPO/TPO	University Partner(s)	Participation
Charlottesville-Albemarle	University of Virginia	Technical Committee: Voting Policy Board: Non-Voting
Central Virginia	Liberty University	Technical Committee: Voting Policy Board: Non-Voting
Harrisonburg-Rockingham	James Madison University	Technical Committee: Non-Voting Policy Board: Non-Voting
New River Valley	Virginia Tech Radford University	Technical Committee: Voting Policy Board: Non-Voting
Richmond Regional	Virginia Commonwealth University	Representation on the Community Transportation Advisory Committee and LRTP Advisory Work Group
Winchester-Frederick	Shenandoah University	Bicycle and Pedestrian Advisory Committee: Voting
Hampton Roads	Old Dominion University William and Mary Virginia Wesleyan	Representation on the Regional Transit Advisory Panel and Community Advisory Committee

CA-MPO's coordination among multiple transit providers is also shared by several other Virginia MPOs, including New River Valley, Fredericksburg Area, Bristol, Hampton Roads, Roanoke Valley, and the National Capital Region.

Table 2. MPOs with Multiple Transit Providers

MPO/TPO	Providers or Systems
Charlottesville–Albemarle	Charlottesville Area Transit, Jaunt, UVA Transit, BRITE
New River Valley	Blacksburg Transit, Radford Transit, Pulaski Area Transit
Fredericksburg	Fredericksburg Regional Transit, OmniRide/PRTC, Virginia Railway Express
Bristol	Bristol TN Transit, Bristol VA Transit, Mountain Lynx Transit, NET Trans
Hampton Roads	Hampton Roads Transit, Williamsburg Area Transit Authority, Suffolk Transit
Roanoke Valley	Valley Metro, RADAR
National Capital Region	WMATA, Virginia Railway Express, Fairfax Connector, Arlington Transit, Loudoun County Transit, OmniRide/PRTC, Alexandria DASH, and Maryland operators

At least three MPOs have documented policy or technical participation arrangements for jurisdictions entirely outside of their metropolitan planning area (MPA): Fredericksburg, Central Virginia, and Roanoke Valley. These arrangements allow MPOs to consider other commuting patterns and regional transportation coordination opportunities beyond their formal planning boundaries. Advisory participation of neighboring jurisdictions in this manner does confer the same authority as membership, and it also does not automatically constitute expanding the MPA itself.

Harrisonburg–Rockingham and New River Valley are the strongest overall peers for CA-MPO. They both serve smaller metropolitan regions and include major university participation. New River Valley is also relevant for coordination among multiple transit providers. Staunton-Augusta-Waynesboro and Winchester-Frederick could serve as additional governance comparisons due to their more compact planning areas. Larger MPOs remain useful sources of individual practices for regional coordination, project prioritization, and public engagement, but are less comparable to CA-MPO's overall scale and responsibilities.

Federal and State Regional Planning Context

Virginia has 15 MPOs representing urbanized areas throughout the Commonwealth. Three operate across state lines with multi-state agreements: Bristol MPO (TN/VA), Kingsport MPO (TN/VA), and the National Capital Region Transportation Planning Board (DC/MD/VA).

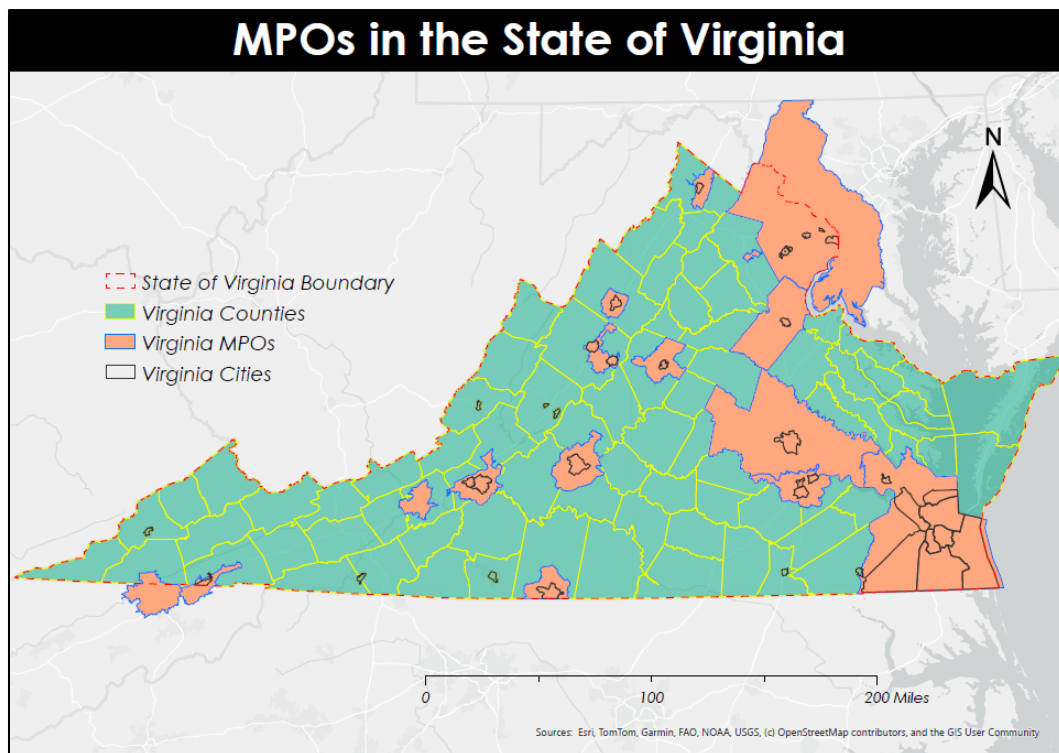


Figure 1. MPOs in the State of Virginia

While each MPO fulfills federal planning requirements, they vary considerably in population served, governance structure, committee organization, staffing, and planning processes. Federal requirements for MPOs are identified in [23 CFR Part 450 Subpart C — Metropolitan Transportation Planning and Programming](#).

Metropolitan Planning Areas

A metropolitan planning area (MPA) defines the geographic area covered by an MPO's metropolitan transportation planning process. It establishes the regional planning footprint for considering transportation needs and investments across local government boundaries. In accordance with federal regulations, the boundary is established by agreement between the MPO and the Governor. At a minimum, it must include the existing Census-defined urbanized area and contiguous territory expected to become urbanized within the metropolitan transportation plan's 20-year forecast period. The boundary therefore considers both existing development and anticipated growth. Federal rules permit a larger footprint, including an entire metropolitan statistical area (MSA) or combined statistical area.

In coordination with the state and public transportation operators, the MPO must review its boundary following each decennial Census and adjust when necessary to meet federal requirements. A review does not automatically require an expansion. Neighboring MPAs cannot overlap, and shared Census urban areas require written coordination agreements (relevant for RRTPO/Tri-Cities and TPB/FAMPO).

The MPA is distinguished from other relevant geographies:

- **Census Urban Area:** the developed urban footprint that provides the population basis used for MPO and transportation management area (TMA) designations
- **Metropolitan Statistical Area (MSA):** an Office of Management and Budget statistical geography composed of counties and equivalent jurisdictions linked to an urban core through commuting relationships.

All three measures differ, and any reference to MPO populations throughout the benchmarking effort are based on MPO populations identified in the United States Department of Transportation (USDOT) [Metropolitan Planning Organization \(MPO\) Database](#).

Transportation Management Areas

A Transportation Management Area (TMA) is an urbanized area with population over 200,000, as defined by the Census Bureau and designated by the Secretary of Transportation. Federal statute directs the Secretary to identify each urbanized area above the threshold as a TMA. TMA designation typically occurs following each decennial census, but additional areas can also be designated as a TMA if the Governor and the MPO request it. Following the 2020 Census, FHWA and FTA identified 192 TMAs nationally.

A TMA is a designation of an urbanized area, not an organization. When an MPO or TPO planning area includes a TMA, the MPO takes on additional responsibilities and a stronger role in funding decisions. In Virginia, the following areas are designated TMAs: Virginia Beach/Norfolk, Richmond, Roanoke, and the Washington-Arlington urbanized area. These TMAs are located in the following MPO/TPO planning areas: Hampton Roads TPO, Richmond Regional TPO, Tri-Cities Area MPO, Roanoke Valley TPO, and the National Capital Region Transportation Planning Board (TPB).

Under federal regulations, TMA-serving MPOs have additional responsibilities that include:

- Maintaining a **congestion management process** that monitors multimodal system performance, evaluates congestion-reduction strategies, and informs the long range transportation plan (LRTP) and transportation improvement program (TIP)
- Undergo a joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) **certification review** at least every four years, which may result in findings and corrective action
- **Dedicated regional allocations** and greater **project-selection authority** for certain federal transportation programs, particularly Surface Transportation Block Grant (STBG), Transportation Alternatives, and Carbon Reduction Funds

Nonattainment and Maintenance Areas

Another designation that could also impact MPO responsibilities is if its MPA covers a designated nonattainment or maintenance area. A nonattainment area fails to meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter. Maintenance areas are former nonattainment areas that are now in compliance.

Under federal regulations, MPOs that cover nonattainment or maintenance areas have additional transportation conformity responsibilities, including:

- Demonstrating that the LRTP and TIP are consistent with the state's air quality plan
- Coordinating with air quality agencies
- Obtaining FHWA/FTA conformity determinations
- Updating the LRTP every four years rather than five

MPOs that cover nonattainment or maintenance areas are also eligible for Congestion Mitigation and Air Quality (CMAQ) funding, which provides federal funding for projects that improve air quality and reduce traffic congestion. The Commonwealth Transportation Board (CTB) partially allocates CMAQ funding, then sub-allocated the remainder to MPOs located in areas of nonattainment or maintenance. In Virginia, these include National Capital Region TPB, Hampton Roads TPO, Richmond Regional TPO, Fredericksburg Area MPO, and Tri-Cities MPO. The MPO is responsible for assessing projects for air quality benefit, ranking them, and selecting them for funding.

Virginia MPO Profiles

Bristol Metropolitan Planning Organization (TN/VA)

Designation Year: 1982

Host Organization: City of Bristol, TN

MPO Service Area and Participating Jurisdictions: The service area encompasses 142 square miles and includes five jurisdictions total: the City of Bristol, TN; the City of Bristol, VA; the Town of Abingdon, VA; and adjacent unincorporated areas within Sullivan County, TN, and Washington County, VA.

USDOT MPO Database Population: 82,512

The Bristol MPO has two standing committees: the Executive Board and the Technical Committee. The Executive Committee meets every other month and the Technical Committee meets on an as-needed basis.

Executive Board Membership

Voting: Governor, TN (1) Governor, VA (1), Mayor, City of Bristol, TN (1), Mayor, City of Bristol, VA (1), Mayor, Town of Abingdon, VA (1), Mayor, Sullivan County, TN (1), Chair, Board of Supervisors, Washington County, VA (1)

Non-Voting: FHWA TN Division(1), FHWA VA Division (1), FTA Region IV (1), FTA Region III (1), DRPT (1), Sullivan County Highway Department (1), one representative each from transit agencies operating within the Bristol Metropolitan Planning Area (4)

Technical Committee Membership

Voting: TDOT (4), VDOT (3), DRPT (1), First Tennessee Development District (1), Mount Rogers PDC (1), Virginia Highlands Airport (1), Abingdon Local Transit System (1), Bristol TN Transit (1), Bristol VA Transit (1), District Three Public Transportation (1), NET Trans (1), Abingdon (2), Bristol, TN (2), Bristol, VA (2), Sullivan County, TN (2), Washington County, VA (2)

Non-voting: FHWA TN Division (1), FHWA VA Division (1), FTA Region IV (1), FTA Region III (1)

Central Virginia Transportation Planning Organization (CVTPO)

Designation Year: 1979

Host Organization: Central Virginia Planning District Commission

MPO Service Area and Participating Jurisdictions: The service area encompasses 354 square miles and includes the City of Lynchburg, the Town of Amherst, and portions of Amherst, Bedford, and Campbell counties. The Transportation Technical Committee also serves the larger planning district; its rural participants are not all within the MPO planning area.

USDOT MPO Database Population: 162,647

The CVTPO has a Policy Board and Transportation Technical Committee. The Policy Board and Technical Committee's current calendars provide for monthly meetings. Notable for our region is that Liberty University participates in Policy Board and Technical Committee and a formal member.

Policy Board Membership

Voting: Amherst County (2), Bedford County (2), Campbell County (2), City of Lynchburg (2), Town of Amherst (2), Secretary of Transportation Designee (1),

Non-Voting: Central Virginia Planning District Commission (1), FHWA (1), FTA (1), FAA (1), VDOT (1), DRPT (1), Greater Lynchburg Transit Company (1), Liberty University (1)

Transportation Technical Committee Membership

Voting: the Planning Division (Community Development Department) (1) and Engineering Division (Public Works Department) (1) of the City of Lynchburg; the Community Development Department of each county comprising Planning District Commission Eleven (4); a planning or management staff representative of each town within Planning District Commission Eleven (3); Up to one citizen with technical knowledge in transportation matters from each member jurisdiction (preferably a member of the local planning commission) appointed by the local governing body (8); VDOT's Transportation Planning Division (1); VDOT's Lynchburg and Salem Construction Districts (2); DRPT (1); Greater Lynchburg Transit Company (1); Lynchburg Regional Airport (1); Liberty University (1)

Non-Voting: FHWA (1), FTA (1), VDOT resident engineers for each member county (3), Virginia Department of Aviation (1)

Charlottesville-Albemarle Metropolitan Planning Organization (CAMPO)

Designation Year: 1982

Host Organization: Thomas Jefferson Planning District Commission

MPO Service Area and Participating Jurisdictions: The service area encompasses 243 square miles and includes the City of Charlottesville and urbanized portions of Albemarle County.

USDOT MPO Database Population: 139,723

The CA-MPO has two committees: the Policy Board and Technical Committee. Both meet every other month. The CA-MPO also operates in a region with an authority, the Charlottesville-Albemarle Regional Transit Authority (CARTA).

Policy Board Membership

Voting: City of Charlottesville (2), Albemarle County (2), VDOT (1)

Non-Voting: Thomas Jefferson Planning District Commission (1), FHWA (1), FTA (1), FAA (1), DRPT (1), University of Virginia (1), Jaunt (1), Charlottesville Area Transit (1)

Technical Committee Membership

Voting: City of Charlottesville (3), Albemarle County (3), VDOT (1), DRPT (1), University of Virginia (1), Jaunt (1), TJPDC (1), Charlottesville Area Transit (1), RideShare (1)

Non-Voting: FHWA (1), FTA (1), FAA (1), Charlottesville Albemarle Airport Authority (1)

Danville Metropolitan Planning Organization (Danville MPO)

Designation Year: 1983

Host Organization: West Piedmont Planning District Commission

MPO Service Area and Participating Jurisdictions: The service area encompasses 198 square miles and includes the City of Danville and the urbanized portions of southern Pittsylvania County.

USDOT MPO Database Population: 64,528

The Danville MPO has a Policy Board and Technical Committee. Meetings are held on an as-needed basis, with frequency identified as typically being quarterly.

Policy Board Membership

Voting: Pittsylvania County (3), City of Danville (2), Danville City Manager (1), VDOT (1)

Non-Voting: FHWA (1), FTA (1), DRPT (1), West Piedmont Planning District Commission (1), Danville City Engineer (1), VDOT (1)

Technical Committee Membership

City of Danville (4), Pittsylvania County (1), VDOT (2), FHWA (1), DRPT (1), West Piedmont Planning District Commission (2). Neither its roster nor bylaws specify voting vs non-voting membership.

Fredericksburg Area Metropolitan Planning Organization (FAMPO)

Designation Year: 1992

Host Organization: George Washington Regional Commission

MPO Service Area and Participating Jurisdictions: The service area encompasses 705 square miles and includes the City of Fredericksburg, Spotsylvania County, and Stafford County. Caroline and King George counties participate in advisory activities but are outside of the FAMPO MPA.

USDOT MPO Database Population: 324,968

FAMPO has a Policy Committee, Technical Advisory Committee, Citizens Transportation Advisory Committee, and Bicycle and Pedestrian Advisory Committee. The Policy Committee, Technical Advisory Committee, and Citizen committee generally meet monthly. The BPAC generally meets every other month. Northern Stafford is part of the Washington TMA, and a previously adopted work program described the coordination agreement that FAMPO has with TPB to fulfill TMA-related requirements.

Policy Committee Membership

Voting: City of Fredericksburg (3), Stafford County (3), Spotsylvania County (3), Potomac and Rappahannock Transportation Commission (1), Virginia Secretary of Transportation or VDOT designee (1)

Non-Voting: Caroline County (1), King George County (1), Citizens Transportation Advisory Committee Chair (1), BPAC Chair (1), FHWA (1), FTA (1), Fredericksburg Regional Transit (1), VDOT (1), DRPT (1), CTB Fredericksburg District Representative (1)

Technical Advisory Committee Membership

City of Fredericksburg (2), Stafford County (2), Spotsylvania County (2), VDOT (2), DRPT (1), Potomac and Rappahannock Transportation Commission (1), Caroline County (1), King George County (1), GWRideConnect (1), FHWA (1), FTA (1), Virginia Railway Express (1), and Fredericksburg Regional Transit (1)

Published bylaws do not identify voting vs non-voting membership. Article VII Section 5 states, “The TAC shall operate through consensus, but otherwise use Robert’s Rules of Order to ensure an orderly meeting. When the TAC has not reached consensus, but a decision is required to meet a deadline, the Committee shall record the vote of members present and forward that information to the Policy Committee.”

Bicycle and Pedestrian Advisory Committee Membership

City of Fredericksburg (1), Stafford County (1), Spotsylvania County (1), Caroline County (1), King George County (1), VDOT (1), National Park Service (1), Relevant Community Interest Groups (1 each), Appointed Members of the Public (1 from each locality, 2 at-large members)

Citizens Transportation Advisory Committee Membership

According to the Bylaws, the CTAC shall have up to 33 members as follows: City of Fredericksburg (7), Stafford County (7), Spotsylvania County (7), Caroline County (3), King George County (3), At-Large (6)

DRAFT

Hampton Roads Transportation Planning Organization (HRTPO)

Designation Year: 1991

Host Organization: Hampton Roads Planning District Commission

MPO Service Area and Participating Jurisdictions: The service area encompasses 2,673 square miles and includes 15 participating jurisdictions: the cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; the counties of York, Isle of Wight, and James City; and portions of Gloucester County, and Southampton County, and the City of Franklin.

USDOT MPO Database Population: 1,705,382

The HRTPO bylaws identify four committees: the Transportation Technical Advisory Committee (TTAC), Transportation Advisory Committee (TAC), Community Advisory Committee (CAC), and Freight Transportation Advisory Committee (FTAC). TTAC generally meets monthly, TAC meets as needed, CAC generally meets six times a year, FTAC meets periodically. The HRTPO operates in a region with a regional authority, the Hampton Roads Transportation Accountability Commission.

HRTPO Board Membership

Voting: Each of the 15 local jurisdictions (1 each), Virginia Senate (2), Virginia House of Delegates (2), Hampton Roads Transit (1), Williamsburg Area Transit Authority (1), VDOT (1), DRPT (1), Virginia Port Authority (1)

Non-Voting: FHWA (1), FTA (1), FAA (1), Virginia Department of Aviation (1), Chief Administrative Officers of the 15 jurisdictions (1 each), Community Advisory Committee (1), Freight Transportation Advisory Committee (1), Peninsula Airport Commission (1), Norfolk Airport Authority (1), liaisons from the region's military installations

Transportation Advisory Committee Membership

Voting: Chief Administrative Officers of each of the 15 local jurisdictions (1 each), Hampton Roads Transit (1), Williamsburg Area Transit Authority (1), VDOT Hampton Roads District Administrator (1), DRPT Executive Staff (1), Virginia Port Authority (1)

Non-Voting: FHWA (1), FTA (1)

Transportation Technical Advisory Committee Membership

Voting: Each of the 15 local jurisdictions (3 each), VDOT (3), Hampton Roads Transit (1), Williamsburg Area Transit Authority (1), DRPT (1), Virginia Port Authority (1)

Non-Voting: FHWA (1), FTA (1), Liaisons of the branches of the Military

Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO)

Designation Year: 2003

Host Organization: Central Shenandoah Planning District Commission

MPO Service Area and Participating Jurisdictions: The service area encompasses 106 square miles and includes the City of Harrisonburg, the towns of Bridgewater, Dayton, and Mount Crawford, and portions of Rockingham County.

USDOT MPO Database Population: 83,039

HRMPO has a Policy Board and a Technical Advisory Committee, both which typically meet monthly. Its host, the Central Shenandoah PDC, also staffs the Harrisonburg-Rockingham MPO and operates BRITE, the region's transit provider.

Policy Board Membership

Voting: City of Harrisonburg (5), Rockingham County (3), Town of Bridgewater (1), Town of Dayton (1), Town of Mount Crawford (1), VDOT (1)

Non-Voting: FHWA (1), FTA (1), DRPT (1), Virginia Department of Aviation (1), Central Shenandoah Planning District Commission (1) James Madison University (2)

Technical Advisory Committee Membership

Voting: City of Harrisonburg (5), Rockingham County (3), Town of Bridgewater (1), Town of Dayton (1), Town of Mount Crawford (1), VDOT (2), DRPT (1)

Non-Voting: FHWA (1), FTA (1), Virginia Department of Aviation (1), James Madison University (2)

Kingsport Metropolitan Transportation Planning Organization (KMTPO)

Designation Year: 1977

Host Organization: City of Kingsport, TN

MPO Service Area and Participating Jurisdictions: The service area encompasses 298 square miles and includes the cities of Kingsport and Church Hill, TN; the Town of Mount Carmel, TN; the towns of Weber City and Gate City, VA; and the counties of Sullivan, Hawkins, Washington (TN), and Scott (VA)

USDOT MPO Database Population: 129,017

The Kingsport Metropolitan TPO has a multi-state boundary encompassing Virginia and Tennessee jurisdictions. It has an Executive Board that typically meets quarterly and a Technical Coordinating Committee that is called as-needed.

Executive Board Membership

Voting: Governor of Tennessee or designee (1), Governor of Virginia or designee (1), Kingsport Mayor (1), Sullivan County Mayor (1), a shared representative for Hawkins County, Church Hill, and Mount Carmel (1), First Tennessee Development District Executive Director (1), LENOWISCO Planning District Commission Executive Director (1)

Non-Voting: FHWA TN Division (1), FHWA VA Division (1), FTA Region IV (1), FTA Region III (1)

Technical Coordinating Committee Membership

Voting: City of Kingsport Manager (1), Sullivan County Highway Commissioner (1), City of Kingsport Planning Manager (1), Sullivan County Planning Director (1), City of Kingsport Public Works Director (1), Town of Mount Carmel Public Works Director (1), City of Church Hill Public Works Director (1), MTPO Coordinator (1), MTPO Transportation Planner (1), City of Kingsport Traffic Manager (1), City of Kingsport City Engineer (1), Kingsport Area Transit Service Manager (1), LENOWISCO Planning District Executive Director (1), TDOT Region Office (1), VDOT District Office (1)

Non-Voting: FHWA TN Division (1), FHWA VA Division (1), FTA Region IV (1), FTA Region III (1)

National Capital Region Transportation Planning Board (TPB)

Designation Year: 1965

Host Organization: Metropolitan Washington Council of Governments

MPO Service Area and Participating Jurisdictions: The service area encompasses 3,558 square miles and membership spans 22 local jurisdictions including the District of Columbia; Northern Virginia localities (Arlington, Fairfax, Loudoun, Prince William counties; cities of Alexandria, Fairfax, Falls Church, Manassas, Manassas Park); suburban Maryland localities (Frederick, Montgomery, Prince George's, Charles counties; cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Laurel, Rockville, Takoma Park).

USDOT MPO Database Population: 5,732,469

The TPB's principal bodies are the Transportation Planning Board, Steering Committee, Technical Committee, and Community Advisory Committee. TPB has many subject-specific subcommittees to support its work. The TPB, Steering Committee, and Technical Committee generally meet monthly. The TPB serves a TMA and maintenance area. Unique to this organization are that it has the highest number of member jurisdictions, state legislators participating in a voting capacity, and different processes for population-weighted voting.

Transportation Planning Board Membership

Voting: Virginia local governments: Arlington (1), Fairfax County (2), Loudoun (2), Prince William (2), Alexandria (1), Fairfax city (1), Falls Church (1), Manassas (1), Manassas Park (1). Maryland: Montgomery (2), Prince George's (2), Charles (1), Frederick County (1), and each of the eight listed cities (1 each). District of Columbia: Council (3), executive branch including DDOT (2). VDOT (1), MDOT (1), WMATA (1), Virginia House (1), Virginia Senate (1), Maryland House (1), Maryland Senate (1)

Non-Voting: FHWA (1), FTA (1), FAA (1), National Capital Planning Commission (1), National Park Service (1), Metropolitan Washington Airports Authority (1)

Details about population-based weighting for voting membership can be found in the published [bylaws](#).

Technical Committee Membership

Voting: Each of the nine Virginia local governments (1 each), each of the 12 Maryland local governments (1 each), DDOT (1), District Office of Planning (1), MDOT (1), Maryland National Capital Park and Planning Commission (1), VDOT (1), DRPT (1), Northern Virginia Transportation Authority (1), Northern Virginia Transportation Commission (1), PRTC (1), Virginia Railway Express (1), Virginia Passenger Rail Authority (1), WMATA (1)

Non-Voting: FHWA DC Division (1), FTA (1), National Capital Planning Commission (1), National Park Service (1), Metropolitan Washington Air Quality Committee (1), Metropolitan Washington Airports Authority (1)

Additional Committee Membership

The Steering Committee consists of TPB officers and designated transportation agency and technical representatives and may approve minor, non-regionally significant TIP amendments. The Community Advisory Committee has 24 members, with five each from the District, Maryland, and Virginia and nine additional appointments. Access for All represents the transportation interests of low-income communities, minority communities, and people with disabilities. Technical subcommittees address travel forecasting, transit, freight, safety, bicycle and pedestrian planning, operations, and related subjects.

New River Valley Metropolitan Planning Organization (NRVMPO)

Designation Year: 2003

Host Organization: Montgomery County, VA

MPO Service Area and Participating Jurisdictions: The service area encompasses 143 square miles and includes the City of Radford, the towns of Blacksburg and Christiansburg, and portions of Montgomery and Pulaski counties.

USDOT MPO Database Population: 105,301

The NRV MPO has a Policy Board and a Technical Advisory Committee. Monthly meeting dates are reserved, but may be cancelled if not needed.

Policy Board Membership

Voting: Montgomery County Administrator (1), Montgomery County Supervisors (2), Radford City Director of Planning and Zoning (1), Radford City Mayor (1), Town of Blacksburg Town Manager or Designee (1), Town of Blacksburg Councilor (1), Town of Christiansburg Mayor (1), Town of Christiansburg Town Manager (1), Pulaski County Supervisor (1), Pulaski County Administrator (1), VDOT (1)

Non-Voting: New River Valley Regional Commission (1), Virginia Tech (1), Radford University (1), New River Community College (1), Blacksburg Transit (1), Radford Transit (1), Pulaski Area Transit (1), Virginia Tech/Montgomery Airport Authority (1), FHWA (1), FTA (1), DRPT (1), MPO Executive Director (1)

Technical Advisory Committee Membership

Voting: Montgomery County (2), Town of Blacksburg (2), Town of Christiansburg (2), City of Radford (2), Pulaski County (2), Virginia Tech/Montgomery County Airport Authority (1), VDOT Christiansburg residency (1) VDOT Salem District (1), Virginia Tech (1), Radford University (1), New River Community College (1), Blacksburg Transit (1), Radford Transit (1), Pulaski Area Transit (1), DRPT (1), New River Valley Regional Commission (1), FHWA (1), FTA (1), MPO Staff (2). Public bylaws were not available, and the membership roster did not specify if any representatives were non-voting.

Richmond Regional Transportation Planning Organization (RRTPO)

Designation Year: 1974

Host Organization: PlanRVA (Richmond Regional Planning District Commission)

MPO Service Area and Participating Jurisdictions: The service area encompasses 2,076 square miles and includes the City of Richmond, the Town of Ashland, and eight surrounding counties (Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhatan). *Note:* Chesterfield County is shared between the RRTPO and the Tri-Cities MPO.

USDOT MPO Database Population: 1,075,265

The RRTPO is a TMA and its region includes a nonattainment/maintenance area. It has four committees: the Policy Board, Executive Committee, Technical Advisory Committee, and Community Transportation Advisory Committee (CTAC). Each committee meets monthly or every other month. Also notable for our region is that the RRTPO functions in a region that also has a regional transportation authority, Central Virginia Transportation Authority (CVTA).

Policy Board Membership

Voting: Chesterfield County (4), Henrico County (4), City of Richmond (4), Hanover County (3), Goochland County (2), New Kent County (2), Powhatan County (2), Town of Ashland (1), Charles City County (1), Capital Region Airport Commission (1), Greater Richmond Transit Company (1), Richmond Metropolitan Transportation Authority (1), Commonwealth of Virginia Secretary of Transportation designee (VDOT) (1)

Non-voting: Central Virginia Transportation Authority (1), FHWA (1), FTA (1), RideFinders, Inc. (1), Virginia Department of Aviation (1), DRPT (1), Virginia Port Authority (1), MPO Community Transportation Advisory Committee Chair (1)

Policy Board Executive Committee Membership

The Executive Committee consists of the officers of the MPO, the immediate past Chairman of the MPO, and one representative from each jurisdiction not having an officer on the MPO.

Technical Advisory Committee Membership

Voting: Town of Ashland (1), Charles City County (1), Chesterfield County (1), Goochland County (1), Hanover County (1), Henrico County (1), New Kent County (1), Powhatan County (1), City of Richmond (1), Capital Region Airport Commission (1), Greater Richmond Transit Company (1), Richmond Metropolitan Transportation Authority (1), RideFinders (1), DRPT (1), VDOT (1), Virginia Port Authority (1), Central Virginia Transportation Authority (1)

Non-voting: FHWA (1), FTA (1)

Community Transportation Advisory Committee Membership

Voting: Chesterfield County (4), Henrico County (4), City of Richmond (4), Charles City County (1), Goochland County (2), Hanover County (3), New Kent County (2), Powhatan County (2), Town of Ashland (1), Up to twelve (12) at-large member organizations appointed by the MPO (1 vote each)

DRAFT

Roanoke Valley Transportation Planning Organization (RVTPO)

Designation Year: 1974

Host Organization: Roanoke Valley-Alleghany Regional Commission (RVARC)

MPO Service Area and Participating Jurisdictions: The service area encompasses 248 square miles and includes the cities of Roanoke and Salem, the incorporated Town of Vinton, and the counties of Roanoke, Botetourt, Bedford, and Montgomery.

USDOT MPO Database Population: 239,745

RVTPO has two standing bodies: the Policy Board and the Transportation Technical Committee (TTC). Each committee meets monthly.

Policy Board Membership

Voting: City of Roanoke (2), City of Salem (2), Botetourt County (2), Roanoke County (2), Town of Vinton (2), Bedford County (1), Montgomery County (1), VDOT (1), DRPT (1), Greater Roanoke Transit Company (1), Roanoke-Blacksburg Regional Airport Commission (1)

Non-voting: FHWA (1), FTA (1), Roanoke Valley-Alleghany Regional Commission (1), Chair of the Transportation Technical Committee (1), Chief Administrative Official of each local government (1 each)

Transportation Technical Committee Membership

Voting: City of Roanoke (2), City of Salem (2), Botetourt County (2), Roanoke County (2), Town of Vinton (2), Bedford County (1), Montgomery County (1), VDOT (1), DRPT (1), Greater Roanoke Transit Company (1), Unified Human Service Transportation System (1), Roanoke-Blacksburg Regional Airport Commission (1), Roanoke Valley Greenway Commission (1)

Non-voting: FHWA (1), FTA (1)

Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO)

Designation Year: 2012

Host Organization: Central Shenandoah Planning District Commission

MPO Service Area and Participating Jurisdictions: The service area encompasses 143 square miles and includes the cities of Staunton and Waynesboro and portions of Augusta County.

USDOT MPO Database Population: 85,023

SAWMPO has a Policy Board and a Technical Advisory Committee. Monthly meeting dates are reserved for both, and dates not needed are canceled. Its host, Central Shenandoah PDC, also staffs the Harrisonburg-Rockingham MPO and operates BRITE, the region's transit provider.

Policy Board Membership

Voting: City of Staunton (2), City of Waynesboro (2), Augusta County (2), VDOT (1)

Non-Voting: FHWA (1), FTA (1), DRPT (1), Virginia Department of Aviation (1), Central Shenandoah Planning District Commission (1), BRITE (1)

Technical Advisory Committee Membership

Voting: City of Staunton (2), City of Waynesboro (2), Augusta County (2), VDOT (1), DRPT (1), BRITE (1)

Non-Voting: FHWA (1), FTA (1), Virginia Department of Aviation (1), Central Shenandoah Planning District Commission (1)

Tri-Cities Area Metropolitan Planning Organization (TCAMPO)

Designation Year: 1974

Host Organization: Crater Planning District Commission (Crater PDC)

MPO Service Area and Participating Jurisdictions: The service area encompasses 322 square miles and includes the cities of Petersburg, Colonial Heights, and Hopewell, and portions of Chesterfield, Dinwiddie, and Prince George counties.

USDOT MPO Database Population: 168,003

The Tri-Cities MPO has a Policy Committee and a Technical Advisory Committee that both meet monthly. The Tri-Cities area serves the Richmond TMA in coordination with the RRTPO. It also covers part of the Richmond maintenance area, qualifying it for CMAQ funding.

Policy Committee Membership

Voting: Colonial Heights (1), Hopewell (1), Petersburg (1), Chesterfield County (1), Dinwiddie County (1), Prince George County (1), Petersburg Area Transit (1), VDOT (1), Crater Planning District Commission (1)

Non-Voting: FHWA (1), FTA (1), RideFinders (1), DRPT (1)

Technical Advisory Committee Membership

Voting: Colonial Heights (1), Hopewell (1), Petersburg (1), Chesterfield County (1), Dinwiddie County (1), Prince George County (1), Petersburg Area Transit (1), VDOT (1), DRPT (1), Crater Planning District Commission (1)

Non-Voting: RideFinders (1), Fort Lee (1), Petersburg National Battlefield Park (1)

Winchester-Frederick County Metropolitan Planning Organization (WinFred MPO)

Designation Year: 2003

Host Organization: Northern Shenandoah Valley Regional Commission (NSVRC)

MPO Service Area and Participating Jurisdictions: The service area encompasses 105 square miles and includes the City of Winchester, the Town of Stephens City, and portions of Frederick County.

USDOT MPO Database Population: 91,972

WinFred MPO has a Policy Board, Technical Advisory Committee, Bicycle and Pedestrian Advisory Committee, and Citizens Advisory Committee. The Policy Board and TAC have monthly reserved meeting dates and meet as needed. BPAC and CAC provide periodic advisory input according to their schedules.

Policy Board Membership

Voting: City of Winchester Council (2), City of Winchester City Manager (1), Frederick County Supervisors (2), Frederick County Administrator (1), Stephens City (1), VDOT (1)

Non-Voting: FHWA (1), FTA (1), DRPT (1), Virginia Department of Aviation (1), VDOT (2), NSVRC (1)

Technical Advisory Committee Membership

Voting: City of Winchester (4), Frederick County (4), Stephens City (1), VDOT (2), DRPT (1), Winchester Regional Airport (1), Winchester Transit (1)

Non-Voting: FHWA (1), FTA (1), Virginia Department of Aviation (1), NSVRC (1)

Bicycle and Pedestrian Advisory Committee Membership

Voting: Frederick County planning (1), Frederick County parks and recreation (1), Winchester parks and recreation (1), Winchester Planning Commission (1), Shenandoah University (1), citizen representative (1), tourism office (1), VDOT (1), DRPT (1)

Citizens Advisory Committee Membership

CAC is an appointed citizen body with Winchester (3), Frederick County (3), and Stephens City (1).

MEMORANDUM

To: Charlottesville-Albemarle MPO Technical Committee and Policy Board
From: Gorjan Gjorgjievski, Regional Planner II, CA-MPO/TJPDC
Date: October 6, 2026
Subject: Modifications to the CA-MPO FY24-27 Transportation Improvement Program

Purpose:

This memorandum provides information for one amendment and one adjustment to the CA-MPO FY24 to FY27 Transportation Improvement Program (TIP).

Maintenance: Preventive Maintenance and System Preservation Adjustment (Informational):

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) received a TIP adjustment request from the Virginia Department of Transportation (VDOT). The adjustment pertains to the Maintenance: Preventive Maintenance and System Preservation district-wide grouping and includes the reallocation of Federal-STP/STBG funding in the amount of \$10,613,591 from FFY27 to FFY26. The funding table has been updated to reflect the current STIP obligations.

New Table

MPO		Charlottesville-Albemarle MPO				
GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$49,752,817
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal – AC CONVERSION	\$0	\$0	\$851,879	\$0	\$0
	Federal - NHS/NHPP	\$0	\$5,150,000	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$11,482,284	\$9,523,317	\$21,182,673	\$0
CN TOTAL		\$0	\$16,632,284	\$10,377,196	\$21,182,673	\$0
CN AC	Federal – AC OTHER	\$0	\$1,560,664	\$0	\$0	\$0
MPO Notes		FFY26-15 STIP ADJ - move \$10,613,591 (STP/STBG) from FFY27 to FFY26				

Old Table

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$49,752,817
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal – AC CONVERSION	\$0	\$0	\$851,879	\$0	\$0
	Federal - NHS/NHPP	\$0	\$5,150,000	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$10,482,284	\$10,525,317	\$10,569,082	\$10,613,591
CN TOTAL		\$0	\$15,632,284	\$11,377,196	\$10,569,082	\$10,613,591
CN AC	Federal – AC OTHER	\$0	\$1,560,664	\$0	\$0	\$0
MPO Notes						

Construction: Transportation Alternatives/Byway/Non-Traditional Group (Action Item):

This amendment updates the grouping in the FY 24-27 TIP to add the 5th St Hub and Trail, Meadow Creek Trail, and Rugby Rd Trail projects to the TIP grouping for this category. The amendment adds funding to the Preliminary

Engineering (PE) phase, adds and releases funding in the Right of Way (RW) phase, and adds funding to the Construction (CN) phase, for a total of about \$8.4 million in additions and a \$5,888 release of TAP funds. These projects are already included in the grouping list of the new FY27-30 TIP, but the FY 24-27 TIP remains the effective document until the new TIP is approved by FHWA and FTA.

New Table

GROUPING		Construction: Transportation Alternatives/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$10,365,594
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$16,769	\$67,074	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$3,723	\$312,303	\$0	\$0
	Federal – TAP/F	\$222	\$0	\$0	\$0	\$888
PE TOTAL		\$16,991	\$70,797	\$312,303	\$0	\$888
RW	Federal – AC CONVERSION	\$110,162	\$0	\$200,000	\$240,648	\$0
	Federal – CRP/F	\$0	\$0	\$1,524,455	\$0	\$0
	Federal – STP/STBG	\$269,745	\$1,078,978	\$46,545	\$0	\$0
	Federal – TAP/F	(\$1,472)	\$0	\$0	\$0	(\$5,888)
RW TOTAL		\$378,435	\$1,078,978	\$1,771,000	\$240,648	(\$5,888)
RW AC	Federal – AC OTHER	\$0	\$550,811	\$0	\$0	\$0
CN	Federal – STP/STBG	\$1,211,394	\$0	\$4,845,576	\$0	\$6,248,934
	Federal – TAP/F	\$1,250	\$0	\$0	\$0	\$5,000
CN TOTAL		\$1,212,644	\$0	\$4,845,576	\$0	\$6,253,934
	Federal – AC OTHER	\$0	\$0	\$0	\$300,811	\$227,329
MPO Notes		TIP Amendment #15 - add \$3,723 (STP/STBG) FFY24, \$312,303 (STP/STBG) FFY25 & \$888 (TAP) FFY27 PE phase; add \$1,524,455 (CRP) & \$46,545 (STP/STBG) FFY25, release \$5,888 (TAP) FFY27 RW phase; add \$6,248,934 (STP/STBG), \$5,000 (TAP) & \$227,329 (AC-Other) FFY27 CN phase				

Old Table

GROUPING		Construction: Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$10,365,594
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$16,769	\$67,074	\$0	\$0	\$0
RW	Federal – AC CONVERSION	\$110,162	\$0	\$200,000	\$240,648	\$0
	Federal – STP/STBG	\$269,745	\$1,078,978	\$0	\$0	\$0
RW TOTAL		\$379,907	\$1,078,978	\$200,000	\$240,000	\$0
RW AC	Federal – AC OTHER	\$0	\$550,811	\$0	\$0	\$0
CN	Federal – STP/STBG	\$1,211,394	\$0	\$4,845,576	\$0	\$0
	Federal – AC OTHER	\$0	\$0	\$0	\$300,811	\$0
MPO Notes						

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Committees
From: Taylor Lowery, Director of Transportation
Date: October 6, 2026
Subject: FY26 BUILD Application Debrief Meeting

Purpose:

CA-MPO staff participated in a debrief meeting on September 24, 2026, for the FY26 Better Utilizing Investments to Leverage Development (BUILD) grant application that was not selected for funding. The application requested \$3,555,600 to complete preliminary engineering for the Rivanna River Bicycle and Pedestrian Crossing. This memo summarizes information from the debrief meeting and feedback from the U.S. Department of Transportation (USDOT).

FY26 BUILD Summary:

This round of BUILD, USDOT received almost 1,200 eligible applications totaling \$14.5 billion in requested funding. Of the \$1.7 billion available to award, 127 projects were selected across 29 states, DC, and US territories. This round, 62% of applications were in rural areas, 37% were in urban areas, and 1% were undetermined. Of the 127 projects selected:

- 59 were in rural areas (46.46%) and 68 were in urban areas (53.54%)
- 80 were capital projects (62.99%) and 47 were planning projects (37.01%)

In accordance with the Notice of Funding Opportunity (NOFO), the CA-MPO region is considered rural. Urban was defined as areas with populations greater than 200,000. Preliminary engineering is considered a planning grant application. **Table 1** provides a breakdown of funded projects by project type, and **Table 2** identifies funded projects in Virginia. The full list of project selections is available for download on the [BUILD webpage](#).

Table 1. Primary Project Type of FY26 BUILD Selections

Primary Project Type	Count	Percent
Aviation	2	1.57%
Maritime	12	9.45%
Rail	5	3.94%
Road	96	75.59%
Transit	12	9.45%
Grand Total	127	100.00%

Table 2. FY26 BUILD Selections in Virginia

Applicant	Project Name	Total Project Cost	Amount Requested	Award Amount	Primary Project Type	Capital/Planning
VA Passenger Rail Authority	Richmond Layover Facility	\$71,998,000	\$25,000,000	\$25,000,000	Rail	Capital
City of Lynchburg	US 501/US 221 Intersection Improvements	\$76,507,664	\$25,000,000	\$24,500,000	Road	Capital
Middlesex County	Broad Creek-Chesapeake Bay Access Project	\$1,635,720	\$1,595,720	\$1,595,720	Maritime	Planning

- **Richmond Layover Facility:** Complete final design and construction of an overnight storage and servicing yard to support existing and future passenger rail service.
- **US 501/US 221 Intersection Improvements:** Design and construct a split one-way pair intersection that would divide existing two-way traffic on US 501 on two separate roadways at the intersection with US 221.
- **Broad Creek-Chesapeake Bay Access Project:** Develop 100% construction-ready designs for redevelopment of the 21-acre project site, a working waterfront on Broad Creek. This site provides critical connections between the Chesapeake Bay and overland shipping.

Feedback Received on the FY26 CA-MPO Application:

This is the fourth consecutive year that the CA-MPO has applied for this project. In prior cycles, the application received a rating of “Project of Merit” in 2023, “Recommended” in 2024, and “Highly Recommended” in 2025. This year, the application received an overall rating of “Not Recommended”, reflecting a departure from the trend of favorable ratings received in prior years.

BUILD applications are evaluated against eight merit criteria. This year, they included: **Safety, Economic Competitiveness and Opportunity, Quality of Life, Mobility and Community Connectivity, Environmental Sustainability, State of Good Repair, Partnership and Collaboration**, and **Innovation**. Safety, Quality of Life, Mobility and Community Connectivity, and Environmental Sustainability were rated low. Economic Competitiveness and Opportunity and State of Good Repair were rated medium. Partnership and Collaboration and Innovation were rated high. Only “Highly Recommended” applications advanced to a second tier of review before a Senior Review Team forwarded top-rated projects to the Secretary of Transportation for final award decisions.

Next Steps:

USDOT indicated that they anticipate releasing the FY27 BUILD NOFO this fall, which is earlier than previous years, but identified no specific release date that could be shared. Available funding is expected to remain similar to the FY26 level (~\$1.7B), subject to final appropriations. In the interim, CA-MPO staff have begun discussions with local staff to plan for the next BUILD NOFO. We anticipate a fuller discussion with CA-MPO Committees in December in consideration of projects to submit for funding.

SMART SCALE Round 7: Comparison of Pre-Application and Final Application Cost Estimates

Prepared by the VDOT Culpeper District

Background

At the MPO Policy Board meeting in August, the Policy Board requested additional information regarding a comparison of pre-application and application costs by phase for SMART SCALE projects submitted within the Culpeper Construction District. This information is provided, as well as some additional analysis that has been completed by the Culpeper District Planning staff.

There are a few important aspects of pre-application cost development that are important to understand as part of this review:

- Pre-application cost estimates are not reviewed for accuracy or reasonableness. Placeholder estimates are permitted at time of pre-application.
- The Culpeper District aims to establish reasonable costs at pre-application based on costs of other projects that are similar in scope. These pre-application cost estimates will not account for any location specific complexities such as sensitive environmental or historic features that need to be considered, extensive right-of-way negotiations that may be needed, utility impacts, etc.
- Pre-application cost estimates are based on general, high-level assumptions about projects based on the understood project scope at time of pre-application submission. Project scopes are often not finalized at the time that pre-applications are submitted, which will also impact cost estimates.

Methodology

Overall, 22 applications were submitted in the Culpeper District in SMART SCALE Round 7. The full list of applications with all the information used to complete the following described analysis is included as Appendix A. The Culpeper District grouped applications in several different ways to assess whether there was any clear correlation in the types of projects that experienced cost increases between pre-applications and final applications.

The groupings analyzed included the following:

- Planning District location: Whether the project was located within the Thomas Jefferson Planning District Commission or the Rappahannock-Rapidan Regional Commission.
- Application Type: Whether the project was a new submission, partial resubmission, or full resubmission of a previously prepared application.
- Area Type: Whether the project could be considered as being within an urban or rural area. Projects that were location within a 2020 census-identified urban area were considered urban.
- Project Cost: Whether the final cost estimate developed for the project exceeded \$20 million, which would indicate higher level of impacts and greater project complexity.

Results

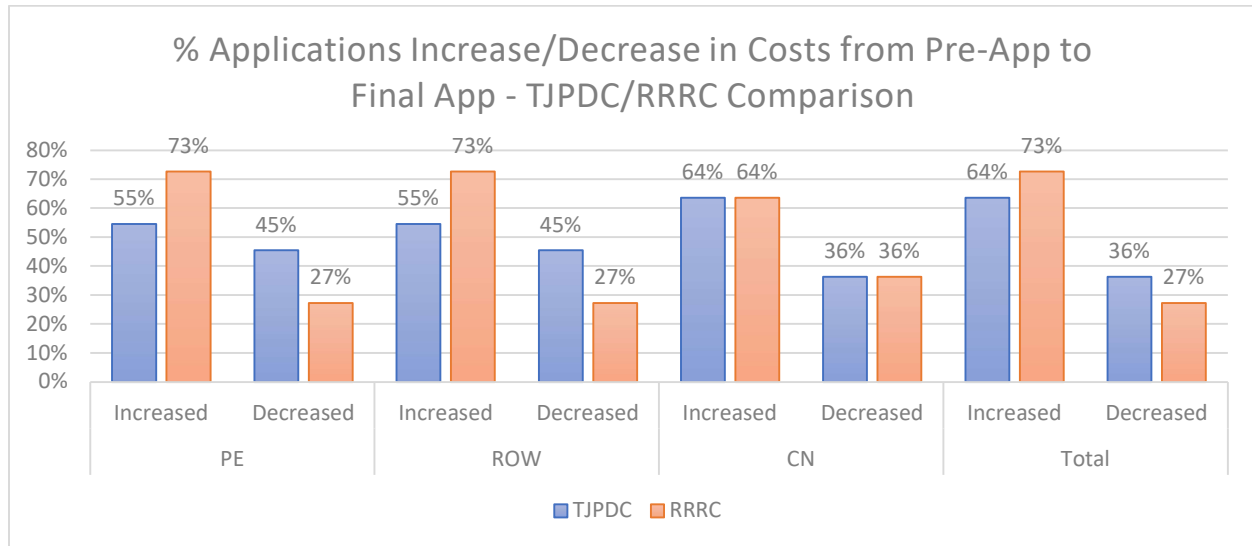
Table 1 shows a summary of the number of projects in each grouping category that increased/decreased in cost estimate between the pre-application and final application by project phase. Graphs were prepared to more easily compare the differences among the grouping categories. The percentage reported on the y-axis is the overall number of projects that experienced a net increase/decrease and does not reflect the amount of the change.

Table 1. Summary of project cost changes based on different grouping considerations.

		TJPDC	RRRC	Full Resubmission	Partial Resubmission	New Submission	Urban	Rural	Low Total Project Cost (<\$20M)	High Total Project Cost (>\$20M)
Phase	Total # Submissions	11	11	5	3	14	15	7	12	10
PE	Final Increased	6 (55%)	8 (73%)	3 (60%)	1 (33%)	10 (71%)	10 (67%)	4 (57%)	6 (50%)	8 (80%)
	Final Decreased	5 (45%)	3 (27%)	2 (40%)	2 (67%)	4 (29%)	5 (33%)	3 (43%)	6 (50%)	2 (20%)
ROW	Final Increased	6 (55%)	8 (73%)	2 (40%)	2 (67%)	10 (71%)	9 (60%)	5 (71%)	5 (42%)	9 (90%)
	Final Decreased	5 (45%)	3 (27%)	3 (60%)	1 (33%)	4 (29%)	6 (40%)	2 (29%)	7 (58%)	1 (10%)
CN	Final Increased	7 (64%)	7 (64%)	1 (20%)	1 (33%)	12 (86%)	9 (60%)	5 (71%)	5 (42%)	9 (90%)
	Final Decreased	4 (36%)	4 (36%)	4 (80%)	2 (67%)	2 (14%)	6 (40%)	2 (29%)	7 (58%)	1 (10%)
Total	Final Increased	7 (64%)	8 (73%)	1 (20%)	1 (33%)	13 (93%)	10 (67%)	5 (71%)	6 (50%)	9 (90%)
	Final Decreased	4 (36%)	3 (27%)	4 (80%)	2 (67%)	1 (7%)	5 (33%)	2 (29%)	6 (50%)	1 (10%)

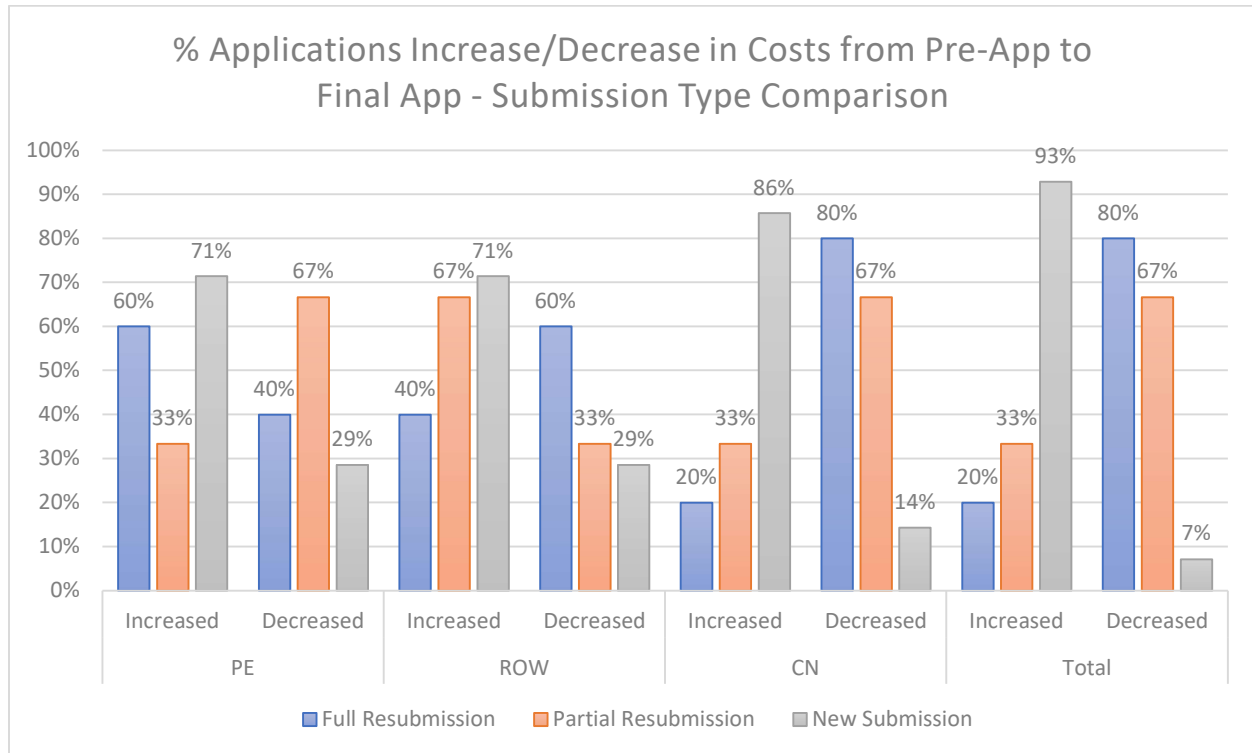
The first comparison was between the Thomas Jefferson Planning District Commission and the Rappahannock Rapidan Regional Commission. Each of the regional bodies had eleven applications submitted within their boundaries. Both planning district commissions showed that there was a higher percentage of projects that experienced an increase in estimated cost between the pre-application and the application submission, although the RRRC saw one additional application increase in total cost compared to the TJPDC region. There does not appear to be a strong correlation based on the planning district that the projects are located within.

Figure 1. Application Cost Change Comparison by Planning District.



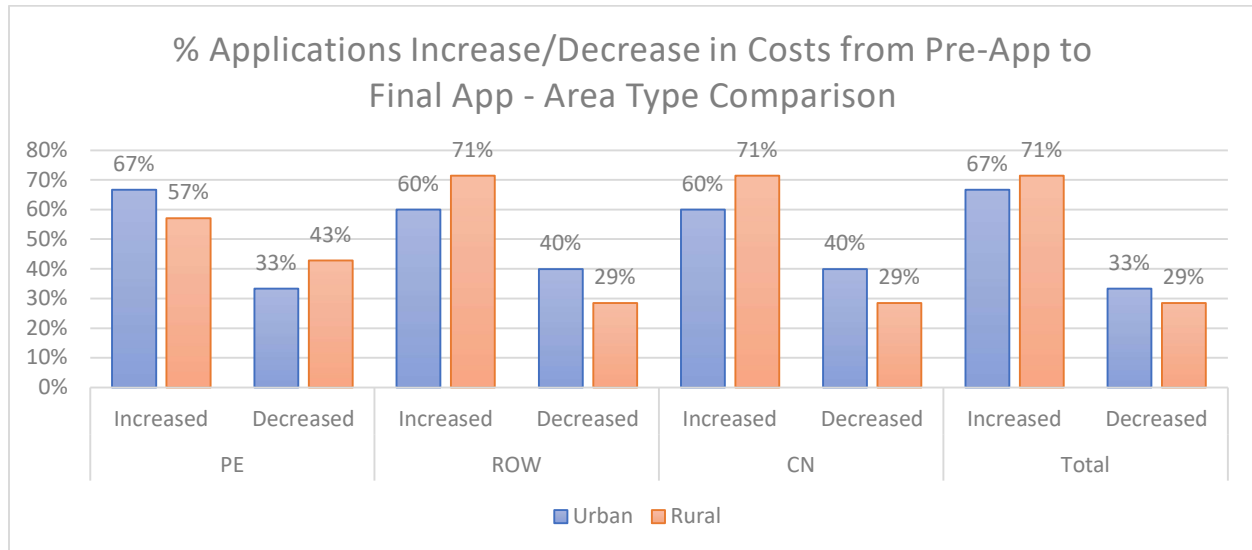
As would be expected, there is a strong correlation related to the type of application submissions. In Round 7, projects that were full or partial resubmissions were more likely to decrease in cost between the pre-application and final application submissions. For the pre-application, the VDOT estimators were able to utilize the existing information that had been prepared previously to revise and update the cost estimates. There were reductions in the assumed inflation used for Round 7, which would account for a high portion of the cost reductions that were realized between the pre-application and final application submissions. Overall, there was one full application resubmission that increased in cost between the pre-application and final application submission, and it only increased by an amount of 3.94%. There was also one partial resubmission that experienced a cost increase between the pre-application and application submission. The change represents a 44.8% increase, but it should also be noted that the total amount of the cost estimate change was just over \$3 million, meaning that one of the reasons the percentage change was so high was due to the low overall cost of the project. In comparison there was only 1 new submission project that experienced a decrease in overall cost between the pre-application and final application.

Figure 2. Application Cost Change Comparison by Submission Type.



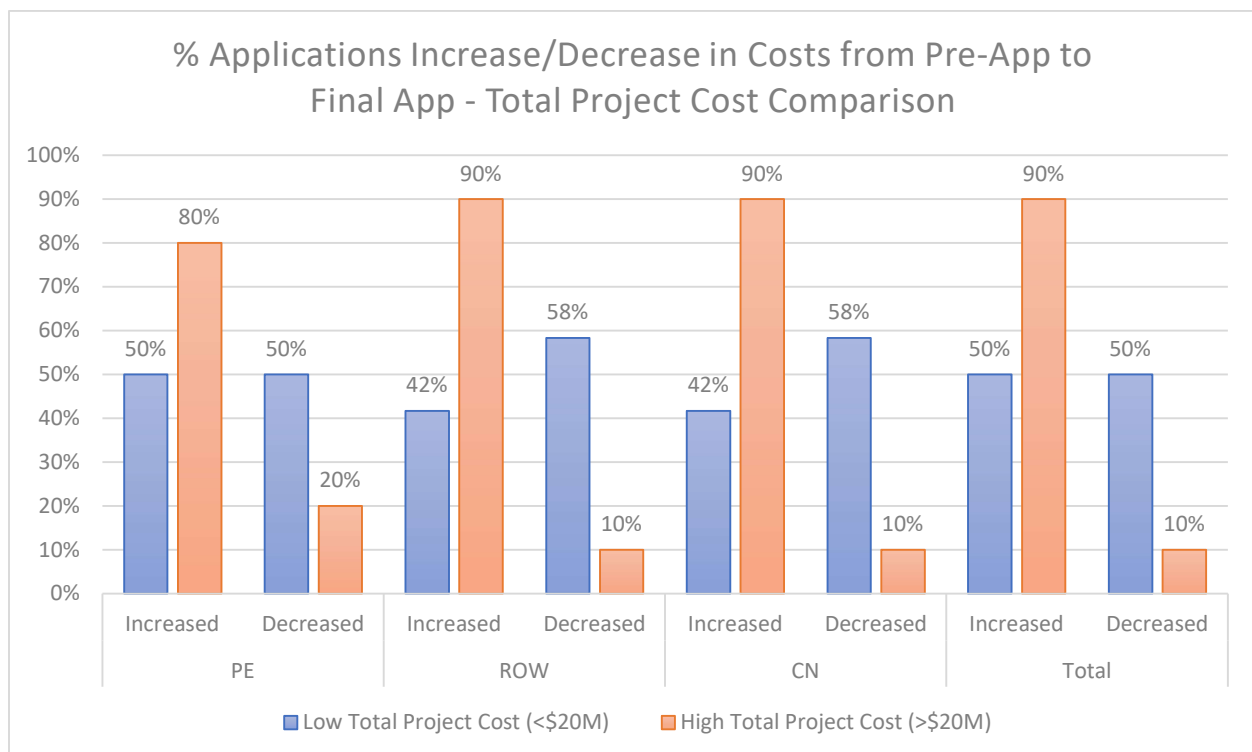
Projects were then grouped based on whether they were located within an urban area as defined in the 2020 census to determine if there was a correlation between cost estimate increases and area type. Fifteen of the 22 projects submitted within the Culpeper District were considered to be urban based on this criteria. Looking at the overall trends shown in Figure 3 both urban and rural located projects show similar percentages of projects that increase/decrease between pre-application and final application submissions. Considering the low number of applications that would be considered rural, there does not appear to be a correlation between project cost increases and area type.

Figure 3. Application Cost Change Comparison by Area Type.



Finally, project costs were compared based the overall final cost estimate of the project at final submission to determine whether there was a difference in the number of projects that increased in costs based on overall project size. There were twelve projects submitted that were less than \$20 million at final submission, and ten that were more. Figure 4 below shows that while there was a fairly even number of projects estimated at less than \$20 million that increased/decreased between the pre-application and final application submission, 90% of higher cost projects experienced cost estimate increases.

Figure 4. Application Cost Change Comparison by Total Final Project Cost.



Based on this review, applications that would be most likely to see an increase in costs between the pre-application and final application would be new submissions with a high amount of impacts/project complexity as identified by overall final cost estimate.

In conducting a final review of the full data set, there were five projects that demonstrated an increase of more than 100% between the pre-application cost estimate and final cost estimate for either the total project cost or a single phase. Of those five projects, four were high cost projects (total cost estimate exceeded \$20 million) and all five of them were new submissions. The one low cost project only experienced this increase in the ROW phase, and the total increase in the cost estimate for the project was less than 10 percent from the pre-application estimate. Three of the projects would be considered urban, while two were rural, and four of the five projects were within the RRRC planning district.

Conclusions

While two factors were strongly correlated with cost estimate increases between pre-application and final application submissions for Round 7, it is difficult to draw widespread conclusions based on such a small data set. VDOT has a well-established process for developing cost estimates using a standardized methodology, and final SMART SCALE project cost estimates are reviewed by either the District or Central Office depending on the level of project complexity for conformance with established estimating policies. While there are countless variables that influence how project costs change as the project scopes are finalized, understanding major factors that influence application changes between pre-application and final application submission can help manage expectations as projects move from pre-application to final application.

Appendix A – Full Pre-Application and Final Application Cost Estimates

				PE - Loaded Estimate Plus Inflation			RW - Loaded Estimate Plus Inflation			Construction - Loaded Estimate Plus Inflation			Total Project Cost		
PDC	Partial or Full Resubmission	Urban or Rural	Cost Range (Low/High)	Pre-App	Full-App	% Change	Pre-App	Full-App	% Change	Pre-App	Full-App	% Change	Pre-App	Full-App	% Change
TJPDC	Full	Urban	Low	\$2,135,636	\$2,294,670	7.45%	\$1,177,860	\$927,440	-21.26%	\$12,769,344	\$11,224,540	-12.10%	\$16,082,840	\$14,446,650	-10.17%
TJPDC	No	Urban	High	\$3,624,110	\$3,824,450	5.53%	\$3,570,359	\$4,179,350	17.06%	\$30,785,773	\$32,620,000	5.96%	\$37,980,242	\$40,623,800	6.96%
TJPDC	No	Urban	High	\$2,566,140	\$2,731,750	6.45%	\$1,552,330	\$2,985,250	92.31%	\$12,769,344	\$16,962,400	32.84%	\$16,887,814	\$22,679,400	34.29%
TJPDC	Partial	Urban	Low	\$2,025,900	\$1,857,590	-8.31%	\$1,241,864	\$597,050	-51.92%	\$10,470,102	\$5,411,560	-48.31%	\$13,737,866	\$7,866,200	-42.74%
TJPDC	Partial	Urban	High	\$5,400,241	\$4,480,070	-17.04%	\$858,677	\$1,013,439	18.02%	\$38,446,113	\$33,924,800	-11.76%	\$44,705,031	\$39,418,309	-11.83%
TJPDC	No	Urban	Low	\$2,228,490	\$2,076,130	-6.84%	\$776,165	\$597,050	-23.08%	\$7,659,706	\$8,732,290	14.00%	\$10,664,361	\$11,405,470	6.95%
TJPDC	No	Urban	High	\$2,718,082	\$3,715,180	36.68%	\$1,552,330	\$11,224,540	623.08%	\$17,119,535	\$31,315,200	82.92%	\$21,389,947	\$46,254,920	116.25%
TJPDC	No	Urban	High	\$2,566,140	\$2,513,210	-2.06%	\$1,009,014	\$1,106,910	9.70%	\$13,605,432	\$16,962,400	24.67%	\$17,180,586	\$20,582,520	19.80%
TJPDC	No	Urban	Low	\$2,228,490	\$2,622,480	17.68%	\$1,492,625	\$1,074,690	-28.00%	\$10,470,102	\$13,934,800	33.09%	\$14,191,217	\$17,631,970	24.25%
RRRC	No	Urban	Low	\$1,423,757	\$1,420,510	-0.23%	\$1,343,362	\$579,650	-56.85%	\$3,154,332	\$4,298,760	36.28%	\$5,921,451	\$6,298,920	6.37%
RRRC	Full	Urban	Low	\$1,991,684	\$2,185,400	9.73%	\$3,049,970	\$2,550,460	-16.38%	\$12,288,593	\$11,343,950	-7.69%	\$17,330,247	\$16,079,810	-7.22%
RRRC	Partial	Urban	Low	\$1,890,840	\$1,966,860	4.02%	\$1,492,625	\$2,318,600	55.34%	\$3,781,398	\$6,089,910	61.05%	\$7,164,863	\$10,375,370	44.81%
RRRC	No	Urban	Low	\$2,135,636	\$2,185,400	2.33%	\$1,397,097	\$1,507,090	7.87%	\$11,480,375	\$11,105,130	-3.27%	\$15,013,108	\$14,797,620	-1.44%
RRRC	No	Urban	High	\$2,543,630	\$3,605,910	41.76%	\$776,165	\$1,671,740	115.38%	\$9,424,992	\$22,181,600	135.35%	\$12,744,787	\$27,459,250	115.45%
RRRC	No	Urban	Low	\$2,016,896	\$2,403,940	19.19%	\$1,940,412	\$4,521,270	133.01%	\$12,086,538	\$10,700,130	-11.47%	\$16,043,846	\$17,625,340	9.86%
RRRC	No	Rural	High	\$2,166,587	\$2,403,940	10.96%	\$1,707,563	\$2,507,610	46.85%	\$12,560,322	\$18,267,200	45.44%	\$16,434,472	\$23,178,750	41.04%
RRRC	No	Rural	Low	\$1,547,562	\$1,529,780	-1.15%	\$691,818	\$927,440	34.06%	\$4,180,184	\$7,403,420	77.11%	\$6,419,564	\$9,860,640	53.60%
RRRC	No	Rural	High	\$3,235,812	\$3,387,370	4.68%	\$2,328,495	\$2,029,970	-12.82%	\$13,078,443	\$30,010,400	129.46%	\$18,642,750	\$35,427,740	90.03%
RRRC	No	Rural	High	\$2,718,082	\$5,244,960	92.97%	\$5,760,338	\$6,686,960	16.09%	\$15,098,989	\$41,753,600	176.53%	\$23,577,409	\$53,685,520	127.70%
TJPDC	Full	Rural	Low	\$1,869,455	\$1,857,590	-0.63%	\$1,275,298	\$695,580	-45.46%	\$10,836,207	\$8,478,110	-21.76%	\$13,980,960	\$11,031,280	-21.10%
TJPDC	Full	Rural	High	\$2,718,082	\$2,841,020	4.52%	\$6,376,494	\$6,955,800	9.09%	\$14,530,196	\$14,758,800	1.57%	\$23,624,772	\$24,555,620	3.94%
RRRC	Full	Rural	Low	\$2,243,796	\$2,185,400	-2.60%	\$1,486,176	\$1,854,880	24.81%	\$10,506,839	\$9,075,160	-13.63%	\$14,236,811	\$13,115,440	-7.88%

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Technical Committee
From: Taylor Lowery, Director of Transportation
Date: October 6, 2026
Subject: CA-MPO Agenda Overview and Staff Updates

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

1. Call to Order

- a. Call to Order, Roll Call – *Chair, Ben Chambers & Gorjan Gjorgjievski*
- b. *Remote participation of voting members – *Chair, Ben Chambers*

2. Matters from the Public – *Chair, Ben Chambers*

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

3. *General Administration – *Chair, Ben Chambers*

- a. *Review and Acceptance of the Agenda
- b. *Approval of the August 4, 2026, Meeting Minutes
- c. New staff Introduction – Eamon Lauster

4. New Business

- a. FY27 Benchmarking Activity – *Taylor Lowery*
CA-MPO staff will provide an update on the FY27 benchmarking project and provide an overview of Virginia MPOs.
- b. *FY24-27 TIP Adjustment – *Gorjan Gjorgjievski*
CA-MPO staff will present an adjustment and amendment to the FY24-27 Transportation Improvement Program (TIP). The adjustment will be presented as informational only, while the amendment requires a recommendation for Policy Board action.
- c. FY27-30 TIP Mapping Project – *Gorjan Gjorgjievski*
CA-MPO staff will walk through progress on an interactive web map for FY27-30 TIP Projects.
- d. BUILD Update for the Rivanna River Bicycle and Pedestrian Crossing – *Taylor Lowery*
CA-MPO staff will provide an update on the BUILD application submitted for the Rivanna River Bicycle and Pedestrian Crossing preliminary engineering.

5. VDOT Updates – *Sandy Shackelford, VDOT*

- a. STARS and Pipeline Studies
VDOT staff will provide an update on STARS and Project Pipeline studies in the region.
- b. Pre-App and Full-App Cost Estimate Comparison
VDOT staff will discuss a comparison completed for pre-app and full-app cost estimates for submitted SMART SCALE projects in the Culpeper District.

6. Staff Updates

- a. Staff Updates – *Taylor Lowery*

- **STARS Studies: US 29 Corridor and US 29/250 Bypass at Emmet Street Interchange**
Public surveys are scheduled for October 13th – October 27th. Once the surveys go live, links will be posted on the project webpage: <https://www.vdot.virginia.gov/projects/culpeper-district/stars-study-us-29-corridor-and-us-29250-bypass-at-emmet-street-interchange/>. CA-MPO staff will share direct links to the surveys once available.
- **Avon Street Multimodal Improvements – Design Public Hearing**
VDOT, in partnership with the City of Charlottesville, will hold a Design Public Hearing for the Avon Street Multimodal Improvements project on Thursday, October 22, 2026, from 5-7pm at Monticello High School. The project proposes construction of a shared use path along the east side of Avon Street between Avon Court and Druid Avenue, including a new pedestrian bridge over Moores Creek, upgrades to existing bus stops, and new crosswalks at key locations. Community members will be able to review proposed plans and environmental documentation, speak with VDOT representatives, ask questions, and provide comments. Comments may be submitted in-person at the public hearing, by email to john.rose1@vdot.virginia.gov (please reference "Avon Street multimodal improvements" in the subject line), or by mail to Mr. John Rose, P.E., VDOT project manager, Virginia Department of Transportation, 1601 Orange Road, Culpeper, VA 22701. Comments must be emailed or postmarked by November 2, 2026.

This project was submitted by the CA-MPO and funded in Round 5 of SMART SCALE. Public hearing display boards and detour plans can be found at <https://www.vdot.virginia.gov/projects/culpeper-district/avon-street-multimodal-improvements/>.

- **Charlottesville-Albemarle Regional Transit Authority (CARTA)**
At the September 24, 2026, meeting, the Charlottesville-Albemarle Regional Transit Authority (CARTA) received two informational presentations: an overview of the Northern Virginia Transportation Authority (NVTA) and an annual update for the Afton Express commuter service. The Board also reviewed key policy questions. Materials from the meeting can be accessed at <https://ca-mpo.org/carta/>.
- **Commonwealth Transportation Board**
At the September 15th workshop meeting of the Commonwealth Transportation Board (CTB), the Board received presentations on the Virginia Highway Safety Improvement Plan (HSIP) and "Project Pipeline 101". Materials can be accessed at <https://ctb.virginia.gov/meetings-news/agendas-and-meeting-minutes/2026/>.
- **Partnership for Accessible Transportation Help (PATH) Mobility Management Program**
PATH is working to closeout federal fiscal year 2025 grants and will prepare a year-end report on activities and impact of the program. Staff continue to hold transportation workshops and are working on a marketing campaign to advertise the Transportation Assistance Fund (TAF). PATH staff are also working to begin outreach for starting new volunteer driver programs in the region with DRPT-supported grant funds.
- **DRPT October Agency Update**

7. Other Business – Chair, Ben Chambers

- Technical Committee Members Roundtable Updates

8. Additional Matters From the Public – Chair, Ben Chambers

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

9. Adjourn – Chair, Ben Chambers

- Next Regular Meeting** – December 1, 2026, at 10am in person



vdot.virginia.gov

DESIGN PUBLIC HEARING

Route 742 (Avon Street) Multimodal Improvements, City of Charlottesville

Thursday, Oct. 22, 2026, 5-7 p.m.*

Monticello High School

1400 Independence Way, Charlottesville, VA 22902

**If postponed, the public hearing will be held on
Thursday, Oct. 29, 2026, at the same time and location.*

Public meeting

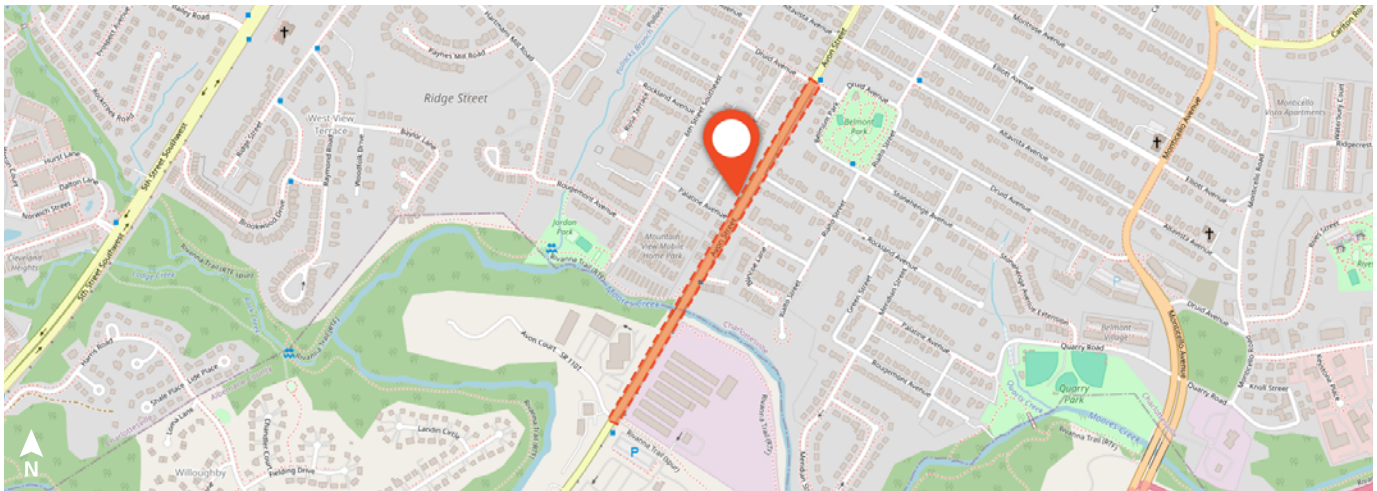
Welcome to the Virginia Department of Transportation's design public hearing for a proposed project to construct multimodal transportation improvements along Avon Street between Druid Avenue and Route 1101 (Avon Court) in the City of Charlottesville.

This public hearing is being held to provide an opportunity for any person, acting on his/her own behalf or representing a group or governing agency, to give VDOT comments and/or suggestions on the proposed project.

VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects and programs affecting them. VDOT representatives are present to discuss the project and answer your questions.

A comment sheet is included in the handout for this meeting, and your input is encouraged. All oral and written comments received on the project will be included in a transcript for review by VDOT personnel, residents, and other interested parties.

Project location and overview



Estimated total cost: \$18.3 million

Improvements: Construct multimodal transportation improvements along a segment of Avon Street.

Purpose: To make the Avon Street corridor safer, easier to travel, and more accessible for everyone, while supporting land use that works well with the transportation system.

Length and limits: Approximately 0.4 miles on Avon Street; From Druid Avenue to Avon Court.

Project description

VDOT proposes to construct transportation improvements with this project that enhance safety, mobility and access for all road users along a 0.4-mile-long segment of Avon Street. A shared-use path will be constructed along the east side of Avon Street, between Avon Court and Druid Avenue, to enhance connections with the Rivanna Trail.

A new pedestrian bridge will also be constructed over Moores Creek, parallel to Avon Street along the east side of the roadway. The shared-use path and pedestrian bridge will be owned by the City of Charlottesville.

Existing bus stops will be upgraded and new crosswalks will be installed at key locations as part of this project.

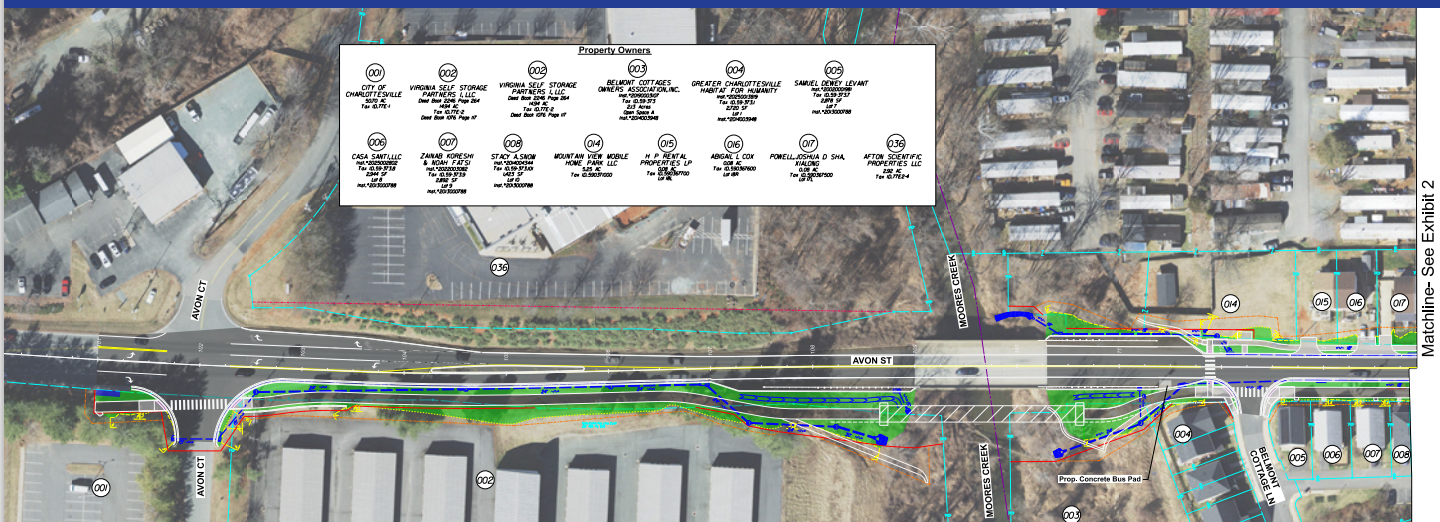
This project proposes vehicular and pedestrian detours to maintain resident access, enhance safety, and accelerate construction. Avon Street will be temporarily closed between Palatine Avenue and Druid Avenue, with

northbound traffic routed east and southbound traffic routed west via side streets.

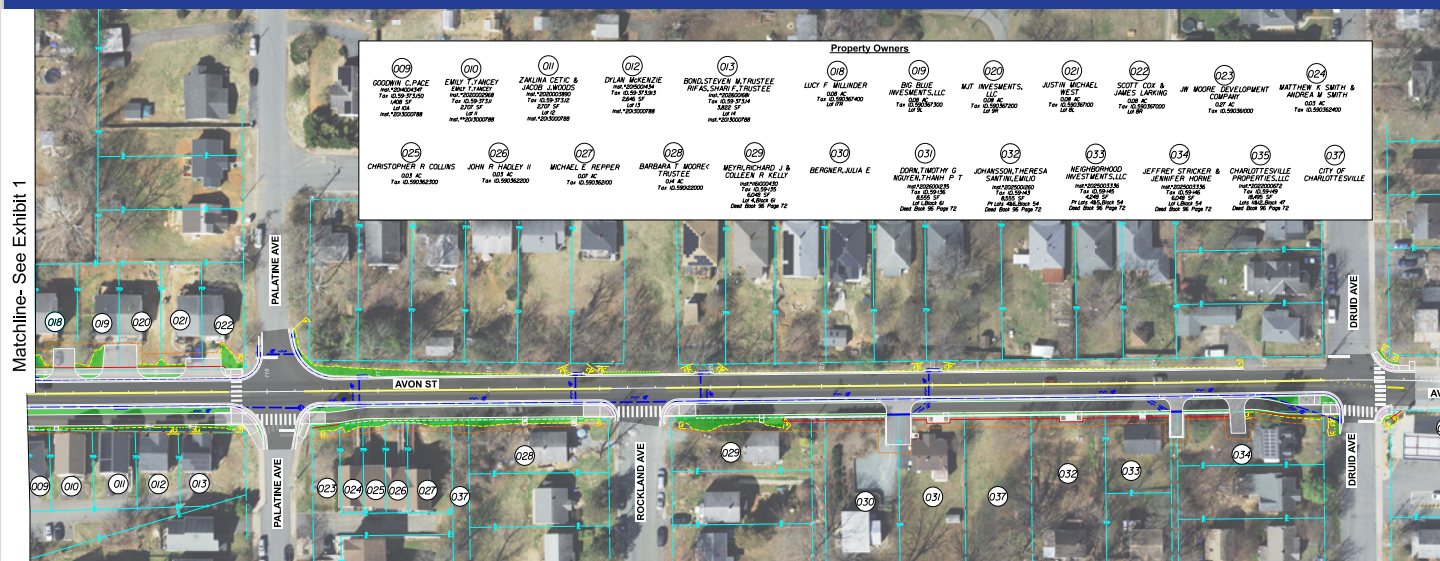
During Phase 2B of construction, the sidewalk on the east side of Avon Street will be closed from Belmont Cottage Lane to Palatine Avenue. The detour route will direct pedestrians to the sidewalk on the west side of Avon Street. During Phase 2C of construction, the sidewalk on the east side of Avon Street will be closed from Palatine Avenue to Druid Avenue. The detour route will direct pedestrians along Palatine Avenue and Druid Avenue to the sidewalk on the east side of Early Street. A temporary sidewalk will be installed to provide continuous pedestrian access.

The project was submitted by the Charlottesville-Albemarle Metropolitan Planning Organization and funded through SMART SCALE in Fiscal Year 2024. VDOT is assisting with project administration in partnership with the city.

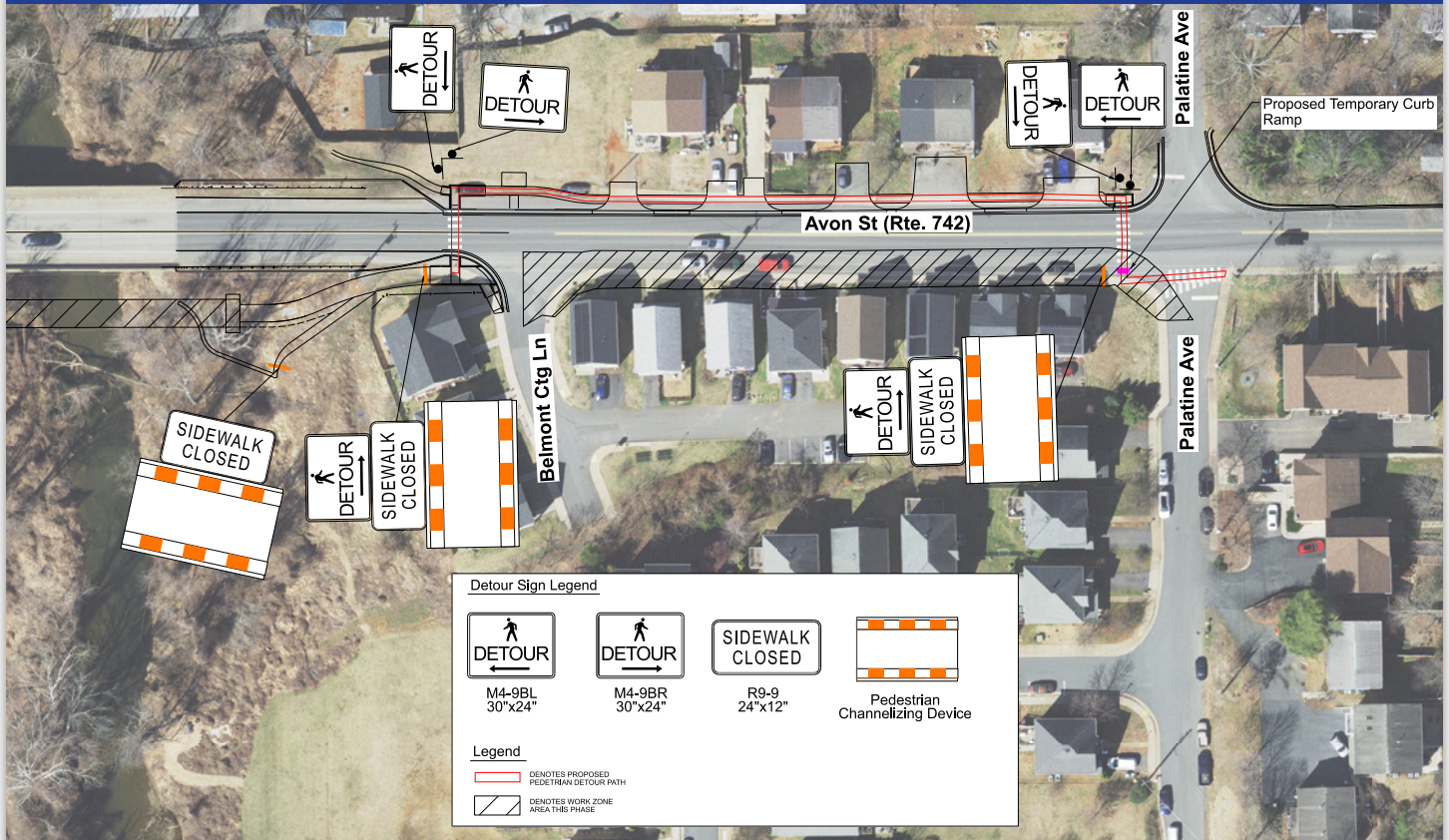
Aerial overview – Exhibit 1



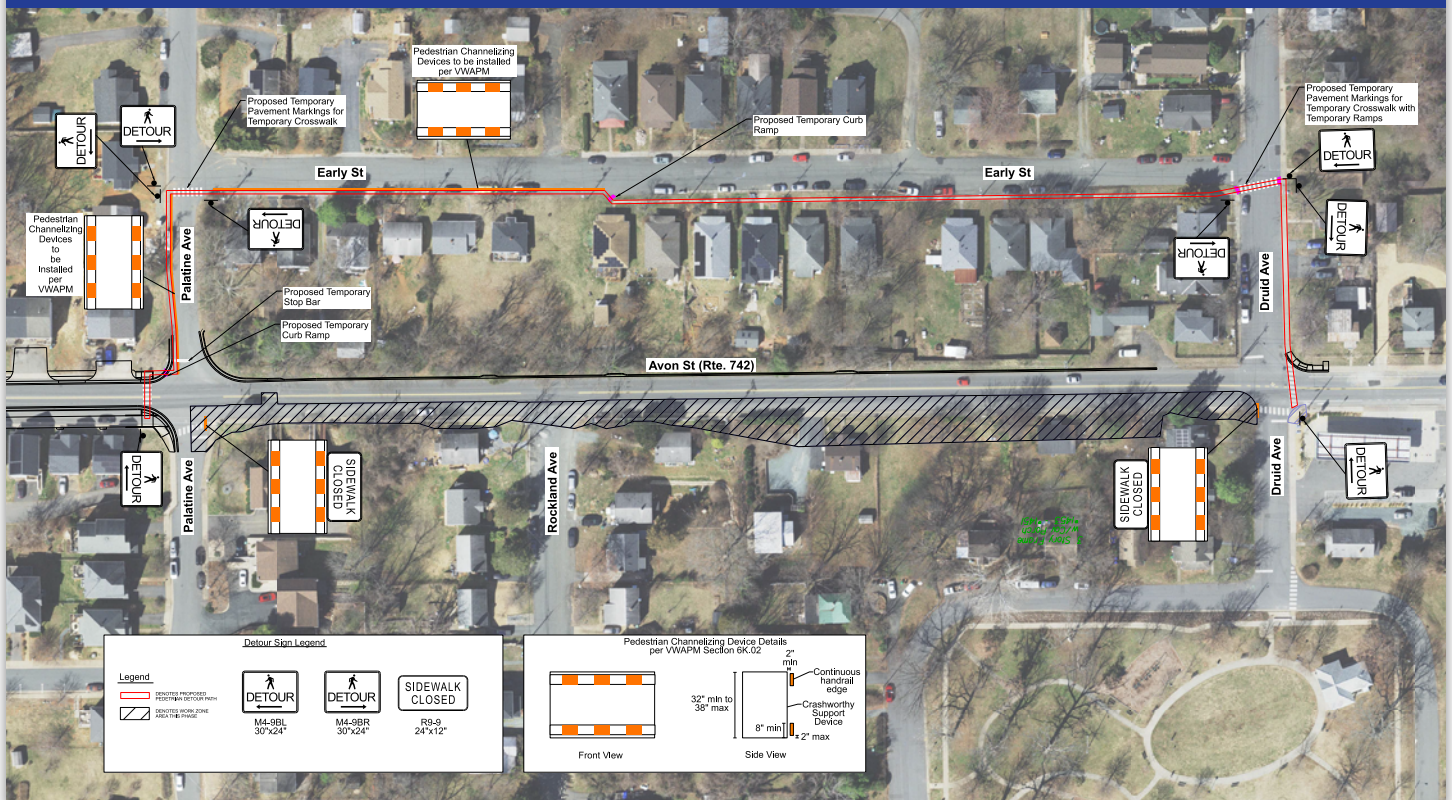
Aerial overview – Exhibit 2



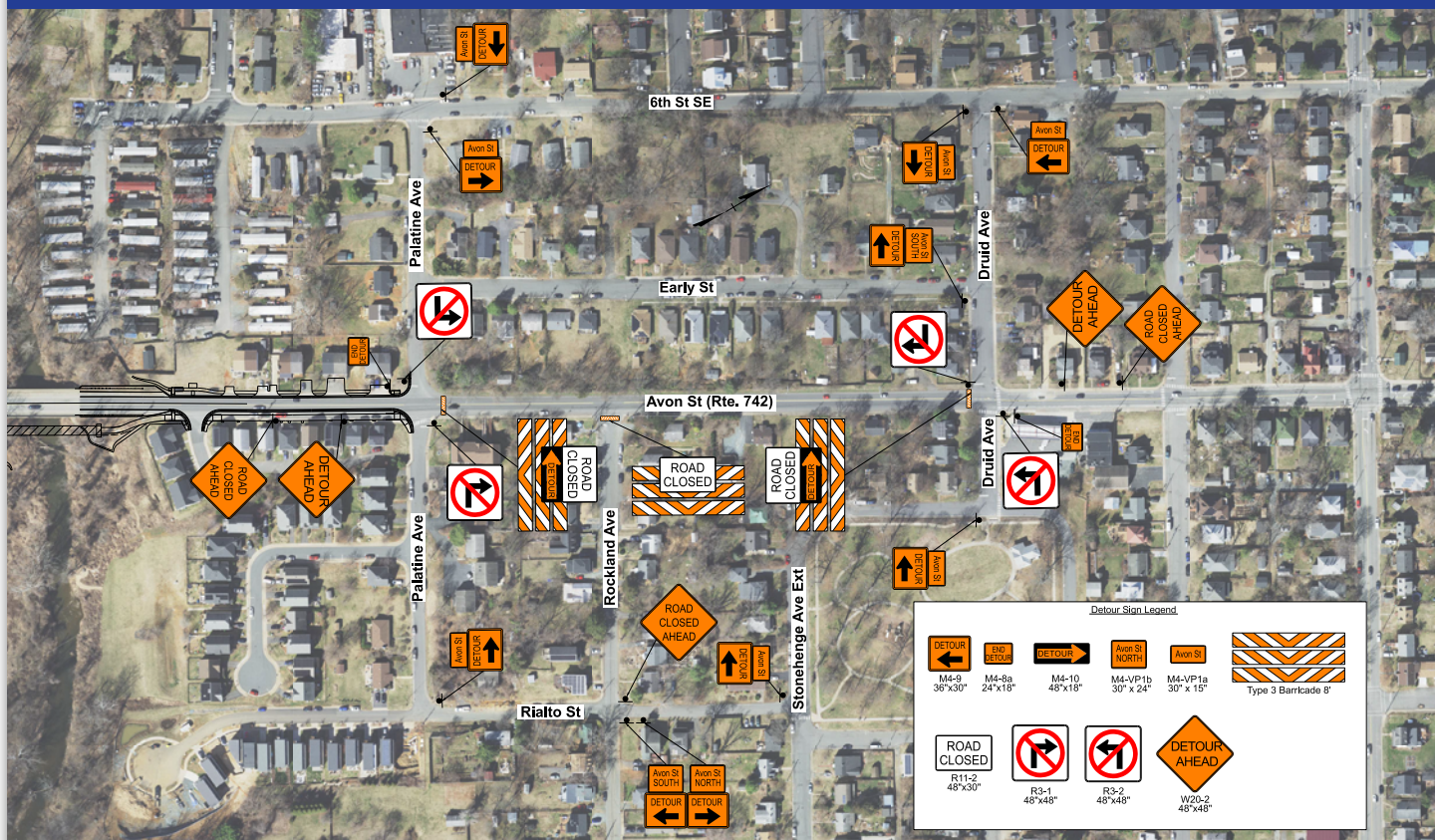
Pedestrian detour during phase 2B of construction



Pedestrian detour during phase 2C of construction

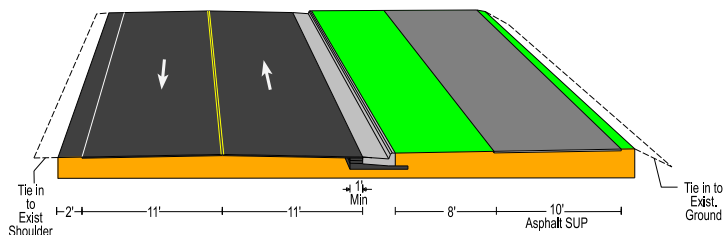


Vehicular detour

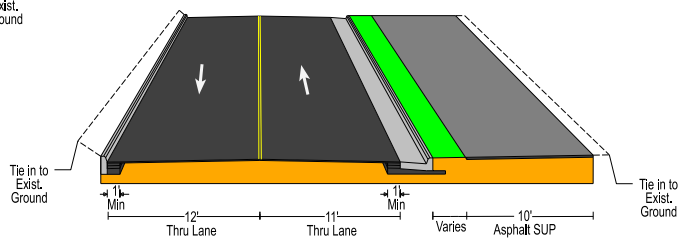


Typical sections

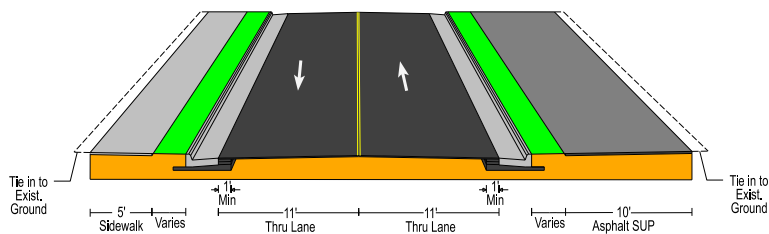
Avon Court to Belmont Cottage Lane



Palatine Avenue to Druid Avenue



Belmont Cottage Lane to Palatine Avenue



Estimated project cost

Estimated total cost:

\$18,300,000

Engineering of roadway plans:

\$2,100,000

Right of way acquisition and utility relocation:

\$3,650,000

Construction:

\$12,550,000

Cost is subject to change as the design is developed.

Environmental review

VDOT's Culpeper District Environmental office has performed environmental reviews and coordination to obtain information about environmental resources in the project vicinity; to provide natural and historic resource agencies an opportunity to review and comment on the project during its development; and to identify opportunities for avoidance, minimization and mitigation of potential environmental impacts.

The National Environmental Policy Act (NEPA) is applicable to this project, and a Programmatic Categorical Exclusion has been developed in cooperation with the Federal Highway Administration and in accordance with federal guidelines. The NEPA document includes information from various technical reviews including those related to natural resources, water quality, threatened and endangered species, air quality, noise, etc.

In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is also provided in the environmental documentation.

The project will continue to be coordinated with the appropriate federal, state, and local agencies as part of the environmental review and approval processes required throughout project development and construction. All required environmental clearances and permits will be obtained prior to commencement of construction. Strict compliance with all environmental conditions and commitments resulting from regulatory approvals, and implementation of VDOT's specifications and standard best management practices will protect the environment during construction.

Representatives are available to discuss this information and to answer questions.

Anticipated schedule

The following schedule has been proposed:

Public hearing: Oct. 22, 2026

Public comment period ends: Nov. 2, 2026

Right of way acquisition/utility relocation: Winter 2026

Project advertisement: Winter 2027

Construction start: Spring 2029

Construction completion: Spring 2030

Project schedule is subject to change.

Civil rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964.

If you need more information with regard to your civil rights on this project or special assistance for persons with disabilities or limited English proficiency, contact the project manager listed on the back of this brochure.

TTY/TDD users can make a relay call by dialing 711.

Right of way

The construction of this project in the City of Charlottesville will not require the displacement of families, businesses, or non-profit organizations.

As the project is further developed, additional right of way for utility relocation or construction may be required beyond the proposed limits shown on the public hearing plans. The property owners will be informed of the exact location of the easements during the right of way acquisition process and prior to construction.

Information about right of way purchase is discussed in VDOT's Right of Way and Utilities brochure, "A Guide for Property Owners and Tenants," which is available on the [VDOT website](#) and from any VDOT Right of Way agent.

After the public hearing, information regarding right of way may be obtained from the Right of Way contact listed on the back of this brochure.

Get involved

Comments may be submitted orally or in writing at the public hearing; by mail to Mr. John Rose, P.E., project manager, 1601 Orange Road, Culpeper, VA 22701 or by email to john.rose1@vdot.virginia.gov. Please reference "Avon Street Multimodal Improvements" in the subject line.

Comments must be postmarked, emailed or delivered to VDOT **by Monday, Nov. 2, 2026**, in order to be included in the public hearing record. After the public comment period closes, VDOT will review and evaluate any information received as a result of this hearing.

This information, including the hearing summary, will be available for review at the VDOT Culpeper District office.

After all comments have been addressed, the information received as a result of the hearing will be presented to VDOT Culpeper District's project development engineer for consideration. If approval of the major design features is received for the project, it will move forward to the final design phase.

The public will be notified about traffic impacts and changes through [media reports](#), Culpeper District's [Facebook group](#) and [X feed \(@VaDOTCULP\)](#), and the [511 Virginia](#) website and mobile app.

More information about this project is available on VDOT's website by visiting vdot.virginia.gov/avon-st.

Contact information

Primary Contact:
John Rose, P.E.
Project manager

Culpeper District
Location and Design

1601 Orange Road
Culpeper, VA 22701

540-618-4589
800-367-7623

john.rose1@vdot.virginia.gov

Scott Strickland
Right of way manager

Culpeper District
Right of Way

1601 Orange Road
Culpeper, VA 22701

540-829-7606
800-367-7623

scott.strickland@vdot.virginia.gov

Judy Page
Civil rights manager

Culpeper District
Office of
Civil Rights

1601 Orange Road
Culpeper, VA 22701

540-829-7391
800-367-7623

judy.page@vdot.virginia.gov

Alexis Mehretab
Communications manager

Culpeper District
Office of
Communications

1601 Orange Road
Culpeper, VA 22701

540-750-9045
800-367-7623

alexis1.mehretab@vdot.virginia.gov

Avon Street Multimodal Improvements

City of Charlottesville

Design Public Hearing

***Thursday, Oct. 22, 2026, 5–7 p.m.**
Inclement weather date: Thursday, Oct. 29, 2026

Monticello High School
1400 Independence Way
Charlottesville, VA 22902
<http://vdot.virginia.gov/avon-st>

Find out about a project, in partnership with the City of Charlottesville, to construct a shared-use path along the east side of Route 742 (Avon Street) between Route 1101 (Avon Court) and Druid Avenue. A new pedestrian bridge will also be constructed over Moores Creek, parallel to Avon Street along the east side of the roadway. Existing bus stops will be upgraded, and new crosswalks will be installed at key locations.

Stop by between 5 p.m. and 7 p.m. to review proposed project plans and materials, ask questions, and offer comments. VDOT representatives will be present to answer questions about the project in an open-house format.

Review the proposed project plans and the environmental documentation in the form of a Programmatic Categorical Exclusion at the public hearing or at two VDOT office locations: VDOT's Culpeper District Office, located at 1601 Orange Road in Culpeper, VA 22701, 540-829-7500, or VDOT's Charlottesville Residency, located at 701 VDOT Way, Charlottesville, VA, 22911, 434-293-0011. Please call ahead to ensure the appropriate personnel are available to answer your questions. In accordance with the National Historic Preservation Act, Section 106, and 36 CFR Part 800, information concerning the potential effects of the proposed project on properties listed in or eligible for listing in the National Register of Historic Places is provided in the project's environmental documentation.

Property impact information, relocation assistance policies, and tentative construction schedules are available for your review at the above addresses and will be available at the public hearing.

Give your written or oral comments at the hearing or submit them by **Nov. 2, 2026**, to Mr. John Rose, P.E., assistant district location and design engineer, Virginia Department of Transportation, 1601 Orange Road, Culpeper, VA 22701. You may also email comments to John.Rose1@vdot.virginia.gov. Please reference "Avon Street multimodal improvements".

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State Project: 3407-M03-001
Federal Project: STP-5104(348)
UPC: 124020

DRPT Agency Update – October 2026

5303 Updates

FTA/FHWA has approved our 5303 TrAMS application.

There will be no updates to the Master Agreements this year; new contracts will be sent out in the coming months to MPOs for execution for 5303 funding and grants by October.

Governors Transportation Conference

The Virginia Department of Rail and Public Transportation is pleased to invite you to join us at the 2026 Governor's Transportation Conference (GTC), taking place Tuesday, October 13 through Thursday, October 15 in Richmond. We are excited to welcome Secretary of Transportation Nick Donohue as we host our first conference under this administration. GTC is an annual opportunity for leaders across Virginia's transportation community to reconnect, share new ideas, and engage in conversations shaping the future of mobility in the Commonwealth. You can learn more about the conference, including viewing the agenda as well as general and one-day admission costs, at [Home | Virginia Governor's Transportation Conference | virginiaagtc.org](#).

There are several sessions that will be of interest to the transit community. On Tuesday, Secretary Donohue will moderate an agency head panel, which will include DRPT Director Mariia Zimmerman as well as DJ Stadtler, the executive director of the Virginia Passenger Rail Authority. Afterward, Director Zimmerman will moderate a panel of national experts on transit-oriented development. On Wednesday, Director Zimmerman will moderate a breakout session with transit CEOs throughout the Commonwealth to share their success stories and issues impacting them.

If you have any questions, please feel free to reach out to [Andy Wright, DPRT's Chief of External Affairs](#).

Statewide TOD Study

The General Assembly has directed DRPT and DHCD to conduct a statewide review to plan, promote, and identify barriers and opportunities for transit-oriented development around existing and proposed transit and rail stations

The review will also investigate barriers to housing production and the potential for economic development.

The study will be complete by Dec. 15, 2026, with Phase 2 scheduled to begin in the 2027 calendar year.

Round one engagement – August 2026 – Complete ✓

Round two engagement – October 2026 – On Track

Ongoing Data Requests:

- Census/ACS data at tract level:

- Population (race, ethnic demo.)
- Economics (income, poverty rates)
- Housing Units (type, year built, vacancy, etc.)
- Transportation (mode of commute, vehicles per household, commute time, etc.)
- Land use coverage data, existing zoning
- Housing supply, subsidized housing unit availability

***Relevant reports, guidance, studies, and policies related to TOD. ***

State Rail Plan Update

DRPT's ongoing update to the State Rail Plan has held the following public engagement activities to date:

- Public and Stakeholder Surveys – March
- First round of stakeholder workgroups – May
- First public meeting – virtual on June 1st
- Second round of stakeholder meetings – July

Upcoming engagement will include:

- Second (2nd) virtual public meeting on **September 8th**
- Second (2nd) Public and Stakeholder survey in **September**
- Third (3rd) virtual public meeting – **November**
- Commonwealth Transportation Board (CTB) presentation of final plan – **December**

Project information and meeting registration can be found here: [Virginia Statewide Rail Plan - DRPT](#)

Send all public comments to DRPTPR@drpt.virginia.gov

Group TAM Plan

The draft TAM plan was released **July 1st** and accepted comments until **July 31st**.

The final plan was released in mid-August with communication from DRPT to relevant MPOs for incorporation into TIPs/CLRPs. DRPT hosted a webinar on August 25th, and you can watch the recording [here](#).

We are on track for an October 1st plan adoption, which will have an 180-day deadline for MPO performance target language.

Comments, Questions, and concerns can be directed to your DRPT planner or Grace Stankus – Grace.Stankus@drpt.virginia.gov