

Agenda

Rural Transportation Advisory Committee

Tuesday – November 18, 2025, 1:00 PM

Location: Water Street Center

407 E. Water Street, Charlottesville, VA 22902



Join Zoom Meeting <https://us02web.zoom.us/j/83066319624?pwd=ZFAAFky2yozV9ANengKmFXXBe6ULM6.1>

Meeting ID: 830 6631 9624

Item	Time	Description
1.	1:00-1:05	Matters from the Public: Limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comments on any public-interest, transportation-related topic, including the items listed on this agenda</i>
2.	1:05-1:10	Election of Officers* Elect Chair and Vice Chair for FY26
3.	1:10-1:15	Approval of Draft Minutes* August 19th meeting June 17th meeting
4.	1:15-1:50	Virginia Rural Transit Strategy (Grant Sparks, DRPT) DRPT Presentation slides
5.	1:50-2:00	VDOT Updates - Culpepper District - Lynchburg District
6.	2:00-2:15	Rural Transportation Needs Assessment (Sara Pennington, TJPDC) Plan Review Memo - Survey - Schedule One-on-One Discussions
7.	2:15-2:20	TJPDC Updates SMART SCALE Area Type Change- December CTB Agenda
8.	2:20-2:50	Round Table Discussion & Identification of Future Topics Committee members are invited to share updates and topics of interest with the group
9.	2:50-2:55	Additional Matters from the Public <i>Members of the Public are welcome to provide comments (limit of 3 minutes per speaker)</i>
10.	2:55	Adjourn

* Items requiring committee action.

Upcoming Meetings:

February 3, 2025- virtual

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

Rural Transportation Advisory Committee

DRAFT Minutes August 19, 2025

The video of the meeting can be viewed at https://www.youtube.com/watch?v=K3cl_IoZPbo&t=3s

VOTING MEMBERS		STAFF	
Tom Egeland, Louisa County	x	Gretchen Thomas, TJPDC	x
Jim Frydl, Greene County		Christine Jacobs, TJPDC	x
Todd Fortune, Fluvanna County *	x	Gorjan Gjorgievski, TJPDC	x
Dylan Bishop, Nelson County *	x	Taylor Jenkins, TJPDC	x
Sandy Shackelford, VDOT, Culpeper	x	Sarah Simba, TJPDC	x
Carson Eckhardt, VDOT, Lynchburg			
Jason Espie, Jaunt			
Sara Pennington, Rideshare	x		
Alberic Karina-Plun, Albemarle County	x		
ALTERNATES		GUESTS/PUBLIC	
Rick Youngblood, VDOT, Lynchburg		Jay Brown, VDOT *	x
Stephanie Golon, Greene County *	x		
Cindy King, Louisa County			
Carrie Shepherd, VDOT			
Alex Porter, Fluvanna County			
Emily Hjulstrom, Nelson County			
Vacant, Albemarle County			
Chuck Proctor, VDOT, Culpeper *	x		
Vacant, Jaunt			

*** online attendance**

1. CALL TO ORDER (MINUTE)

The Rural Technical Advisory Committee Chair, Tom Egeland, presided and called the meeting to order at 1:05 p.m. Quorum was not present, so no action items were voted on.

2. MATTERS FROM THE PUBLIC

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

3. ELECTION OF OFFICERS (MINUTE 0:18)

Tom Egeland said he would continue on as Chair and Dylan Bishop stated she would continue as Vice Chair for FY26. This item was tabled until the next meeting when there is a quorum present for a vote.



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

4. APPROVAL OF DRAFT MINUTES

This item was tabled until the next meeting when there is a quorum present.

5. REVIEW OF RTAC MEMBERS AND ALTERNATIVES (MINUTE 0:33)

Tom Egeland announced that Renee Maywer is his new alternate for RTAC.

Dylan Bishop's updated her alternate to Cody Barker.

Sara Pennington asked Alberic Karina-Plun if he could check on an alternate for his seat and report back to her when he finds out.

6. REMOTE ELECTRONIC PARTICIPATION AND ALL-VIRTUAL MEETING POLICY (MINUTE 4:15)

Sara Pennington reviewed the included agenda packet document/policy regarding the remote electronic participation and all-virtual meeting policy. There was no discussion.

7. VDOT UPDATES (MINUTE 5:00)

Chuck Proctor reviewed the summary of award amounts round-for-round for the Culpeper District and gave a summary of the Round 6 awards. He noted that there was \$1.6 billion shifted from construction projects to the maintenance program for Smart Scale Round 6. The Culpeper District received enough funding to cover four projects.

Mr. Proctor noted that seven projects that scored in the top 25%, 18 projects that are in the top 50%, and all the projects submitted were in the top 65% (better than any other district in the state).

He reported that all the funded projects were identified as VTRANS priority needs. 81% were locations with a Priority 1 or 2 Construction District Priority Needs, and the average cost of all funded projects was \$18.6 million. For the High Priority (HPP) Grant Program, 70% were identified as a Statewide Priority Need, 96% were locations with a Priority 1 or 2 Construction District Priority Need, and the average cost of funded HPP projects was \$27.2 million.

He continued by reviewing the VTRANS needs. He noted that the current safety needs are updated annually with the latest crash information to remain current. They currently have 2019-2023 PSI data.

Mr. Proctor shared additional candidate project screening data. He said VDOT is trying to put together a poll to help evaluate projects on a high level on how they fair in numerous categories to see how well they would score on Smart Scale.

He shared the proposed Smart Scale 7 schedule, which is the same as the last round

Mr. Proctor reviewed the current STARS studies, the Ridge/W. Main Street intersection in Cville, US29 from Hydraulic to Woodbrook intersections in Albemarle Co, and US 29 from Barracks Road to Hydraulic Road intersection to include the US29/250 bypass interchange and the bypass for Barracks Rd to Hydraulic Rd.

He reviewed the current pipeline studies including 5th St corridor from Harris Rd to Pinecrest Rd to include the I-64 interchange and 5th St Station; and US29 – I-64 interchange from just north of Fontain Ave interchange to Teel Lan (including the Park and Ride lot on Teel Lane).

He reviewed the next steps including selecting projects. He said VDOT needs to review data and develop initial recommendations, and coordinate with County, CAMPO, TJPDC and Residency on meeting with the Board of Supervisors and CAMPO communities.

8. SAFE STREETS AND ROADS FOR ALL (SS4A) FY26 IMPLEMENTATION ACTIVITIES (MINUTE 19:53)

Gorjan Gjorgjievski briefed the committee with updates on the plan. He reported that all localities have adopted the plan. He said once all of FWHA's needs have been met, they will approve the plan at the end of September. The main goal of the plan was safety, but also to determine implementation plans to reach an increase in safety.

Mr. Gjorgjievski reviewed the SS4A implementation funding that includes federal funding and a 20% non-federal match required from the counties, the City, PDCs and MPOs. Eligible activities include infrastructure projects, systemic safety improvements, speed management strategies, and behavioral safety interventions.

Mr. Gjorgjievski reviewed the regional collaboration case study including the George Washington Regional Commission and the Denver Regional Council of Governments.

He noted the systemic improvements captured in the plan and gave examples of improvement projects that may work for the Move Safely Blue Ridge area. These include rural enhancements, corridor-wide safety strategies, urban area visibility and alert measures, and major corridor safety treatments.

He gave an overview of 43 spot-specific improvements in numerous jurisdictions. He said the timeline for the application process will start as early as January 2026 with the anticipated application deadline in late June 2026.

There was a brief question and answer session and a discussion about how to best coordinate projects for both SS4A and Smart Scale. It was recommended that TJPDC/MPO staff go to the locality staff before going in front of the respective boards.

9. TJPDC UPDATES (MINUTE 37:56)

Smart Scale Area Type Change

Sara Pennington noted that the Area Type change is continuing to push through approval to the TJPDC Board. They will decide on that at their September meeting. Ms. Jacobs said she will be sending the information out to the CAO's in the next week.

Timeline for Rural Planning Needs Assessment

Ms. Pennington said they are looking at plans that already exist and what plans exist for the localities and at the PDC. Logan Ende is compiling information to be sent out in a survey to come out before the next meeting in November.

Ms. Pennington asked the committee for information about plans within the last 10 years that may not be online and accessible, so he has all the information relevant for the survey. After the survey, there will be one-on-one conversations with the localities. Most of this will be wrapped up in January and will be discussed at the meeting in February.

10. ROUNDTABLE DISCUSSION & IDENTIFICATION OF FUTURE TOPICS (MINUTE 41:30)

Louisa County

Tom Egeland said Louisa is working on survey questions for their comp plan update.

Albemarle County

Alberic Karina-Plun said Albemarle County's comp plan draft is online. There is an open house for the comp plan this week. He said there was data session code workshop last week. Bill Fritz has additional information about that workshop.

Greene County

Stephanie Golon said Greene County is extremely busy working with Kimley Horn on their Smart Scale project. They are waiting to hear back from CTB to hear about their traffic improvement project. She said they are talking about budgeting to update their comp plan for which they will hire a consultant.

Nelson

Dylan Bishop reported that Nelson has a new planner hire, Cody Barker, who is currently working on code enforcement. She said there is an application in for an already-sold-out event, Vally of the Seven Stars, that is scheduled to have 23,000 people, so they are working through the approvals for that with everyone involved.

Ms. Bishop said their ordinance update continues and will be going on well into next Spring, but it is going well.

She said they are doing overlay districts on Route 29 and Route 151.

She said they amended the county code is being codified to require zoning first after receiving push back from getting information about short-term rentals from other agencies. This will help them keep track of and account for short-term rentals in their registry.

She said the Central Virginia Electric Co-op has two projects that are small scale battery energy storage behind the meters, so although they don't have a battery energy storage ordinance at this time, the site plans are proceeding as accessory uses to a public utility.

She continued by saying that FEMA put out new flood maps that are effective August 2025.

Ms. Bishop reported that their new department of social services just submitted their site plan.

Lastly, she said Nelson will be making some changes to existing curbing and guardrails and putting in sidewalks so the housing development across Route 29 can access the main town of Lovingsston in accordance with the SS4A plan.

Fluvanna County

Todd Fortune said Fluvanna has hired a program specialist. She will start in early September.

Mr. Fortune said their comp plan is starting to make progress with their advisory groups.

He said they are on track to submit a transportation alternatives application in Fork Union in mid-September.

VDOT

Sandy Shackelford said she did not have any more updates to share.

Jaunt

There was no report.

8. Additional Matters from the Public

None.

Adjourn

Tom Egeland adjourned the meeting at 1:54 p.m.

The next meeting is in person November 18, 2025 from 1:00 – 2:30 p.m. at the Water Street Center, 407 E Water Street, Charlottesville, VA.

Rural Transportation Advisory Committee

DRAFT Minutes June 17, 2025

The video of the meeting can be viewed at <https://www.youtube.com/watch?v=7YOa6MAN2xA&t=3s>

VOTING MEMBERS		STAFF	
Tom Egeland, Louisa County	x	Gretchen Thomas, TJPDC	x
Jim Frydl, Greene County *	x	Christine Jacobs, TJPDC	
Todd Fortune, Fluvanna County	x	Gorjan Gjorgievski, TJPDC	x
Dylan Bishop, Nelson County *	x	Taylor Jenkins, TJPDC	x
Sandy Shackelford, VDOT, Culpeper	x	Lucinda Shannon, TJPDC	x
Carson Eckhardt, VDOT, Lynchburg *	x		
Jason Espie, Jaunt	x		
Sara Pennington, Rideshare	x		
Alberic Karina-Plun, Albemarle County	x		
ALTERNATES		GUESTS/PUBLIC	
Rick Youngblood, VDOT, Lynchburg			
Stephanie Golon, Greene County			
Cindy King, Louisa County			
Carrie Shepherd, VDOT			
Alex Porter, Fluvanna County	x		
Emily Hjulstrom, Nelson County			
Vacant, Albemarle County			
Chuck Proctor, VDOT, Culpeper *	x		
Vacant, Jaunt			

* **online attendance**

1. **CALL TO ORDER (MINUTE 9:32)**

The Rural Technical Advisory Committee Chair, Tom Egeland, presided and called the meeting to order at 1:05 p.m.

2. **MATTERS FROM THE PUBLIC**

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

3. **APPROVAL OF DRAFT MINUTES (MINUTE 10:00)**

Motion/Action: Todd Fortune noted that Alex Porter is the alternate for Fluvanna County. Tom Egeland noted that Louisa was working on their THIRD revision of code amendments. Tom Egeland made a motion to approve the April 15 meeting minutes with the proposed changes. Alberic Karina-Plun seconded, and the motion passed unanimously with Dylan Bishop abstaining.



Motion/Action: Tom Egeland made a motion to allow the voting members to participate in the meeting. Alberic Karina-Plun seconded, and the motion was passed unanimously.

4. TJPDC SMART SCALE AREA TYPE COMPARISON (MINUTE 11:52)

Sandy Shackelford gave a brief review of the reasons for considering changes of the TJPDC non-MPO area type from C to D for the evaluation of Smart Scale applications (see information included in agenda packet). Tom Egeland said Louisa is in favor of the change. Todd Fortune said Fluvanna is in favor of the change. Alberic Karina-Plun also voiced his support from Albemarle. Jim Frydl said he appreciated the effort to make the change to improve the efforts of the rural portions of the counties. Dylan Bishop concurred with the appreciation. Both Mr. Frydl and Ms. Bishop said their jurisdictions are in favor of the change.

Motion/Action: Tom Egeland made a motion to make a recommendation to make the change from Type C to Type D. Alberic Karina-Plun seconded, and the motion passed unanimously.

5. MOVE SAFELY BLUE RIDGE PLAN AND NEXT STEPS (MINUTE 18:54)

Sarah Simba presented the committee with the background for Move Safely Blue Ridge. She said the plan has been officially adopted. She noted that both Albemarle and the City have committed to the SS4A recommendations. She acknowledged the working group from TJPDC, member jurisdictions, and VDOT.

She reviewed the planning process and covered the methodology used in the study. Ms. Simba noted that public engagement was key for the study. There were three rounds of engagement. She said there were several proposed solutions including spot improvements by jurisdiction, systemic improvements, and policies and programs.

She noted that the next steps include funding opportunities and monitoring. Additional information can be found on the Move Safely Blue Ridge website.

6. FY26 RTAC ITEMS (MINUTE 49:20)

Meeting Schedule

Sara Pennington presented the committee with a quarterly schedule making the meeting dates August 19, 2025, November 4, 2025, February 3, 2026, and May 5, 2026. Todd Fortune raised concern about the effectiveness and the recommendations made to higher committees and commissions. Ms. Jenkins said there could be special meetings called, if necessary.

Dylan Bishop noted that November 4 is a state holiday. Sandy Shackelford the next week, November 11 is also a federal holiday. The third Tuesday of November might work better because the next week is Thanksgiving week.

Scope of Plans Review and Needs Assessment

Ms. Pennington reviewed the background on the scope of work for the rural transportation planning needs assessment. She covered the tasks involved, including previous plan identification and review, RTAC engagement, and work list development and prioritization. The project timeline from July 2025 through January 2026.

Election of Officers

Sara Pennington mentioned that the election of officers would occur at the first meeting of the fiscal year, August 19.

7. ROUNDTABLE DISCUSSION & IDENTIFICATION OF FUTURE TOPICS (MINUTE 1:03:12)

Albemarle County

Alberic Karina-Plun said the comp plan transportation chapter is being updated and reviewed and they are expecting feedback on it from the Board. He said staff did a revamp of their approval process for paving rural gravel roads.

Fluvanna County

Todd Fortune said Fluvanna is working on their comp plan is moving forward, although slowly. They decided to submit a transportation re-app that are "spot improvements." Fluvanna discussed putting a roundabout at route 15 and 6 but decided not to because of funding and because there was no appetite from the board to offer more money.

Louisa County

Tom Egeland said Louisa just finished their third round of their updates to the code.

VDOT

Sandy Shackelford said VDOT will be reaching out to localities to start discussions for some Smart Scale projects they see on the horizon.

Greene County

Jim Frydl said Greene County is locally administering a Smart Scale project, so they are working through the detailed process. They are also working through a developer-proposed traffic improvement that VDOT and CTB support and the Greene Board does not.

Nelson

Dylan Bishop reported that Nelson adopted Move Safely Blue Ridge resolution. Hopefully, they will adopt their budget next week. She said the ordinance update process has put a pause on land-use requests. She said there is a new breakfast restaurant in Nellysford called Belties. She reported that Nelson had a TJPDC planning day and she appreciated the staff coming out the County. Lastly, she noted that Nelson needs a planner and a Permit Technician.

Jaunt

Jason Espie reported that Jaunt put in an application request to DRPT on a grant for a software upgrade, Microtransit demo, parking lot upgrade needs. He is hoping for an award. There is currently a survey out to riders and non-riders looking for feedback on Jaunt's services. He is hoping to have 1,000 responses by July 2. He will be presenting the results of the survey to their board first and then will be available to present to other committees after that.

VDOT

Carson Eckhardt said VDOT Lynchburg is compiling their Round 7 project list for Smart Scale. He said he would be getting in touch with Dylan Bishop about the Tanbark roundabout awarded in Round 6.

8. Additional Matters from the Public (Minute 1:16:45)

None.

Adjourn

Tom Egeland adjourned the meeting at 2:12 p.m.

The next meeting is in person August 19, 2025 from 1:00 – 2:30 p.m. at the Water Street Center, 407 E Water Street, Charlottesville, VA.



Virginia Rural Transit Strategy

Grant Sparks, Director of Statewide Transit Programs

November 18, 2025



Agenda

- Overview of Virginia's Rural Transit Program
- Rural Transit Program Strategy Scope and Objectives
- Peer State Review
- Proposed Strategies
- Next Steps

Overview of Virginia's Rural Transit Program

Virginia Rural Transit Program - Overview



- In Virginia, the rural transit program is supported by the FTA Section 5311 Rural Area Formula Grant funding program
- As of FY25, 21 agencies receive FTA 5311 funding to support rural transit operations and capital purchases
- Services Types Include:
 - **Fixed Route Bus**
 - **Deviated Fixed Route Bus**
 - **Demand Response Bus/ Van Services**
 - **Intercity Bus (Virginia Breeze)**

Photo Courtesy of CSPDC/ Brite Bus

Virginia Rural Transit Program – Facing New Pressures

- **Federal Program and Policy Changes:**

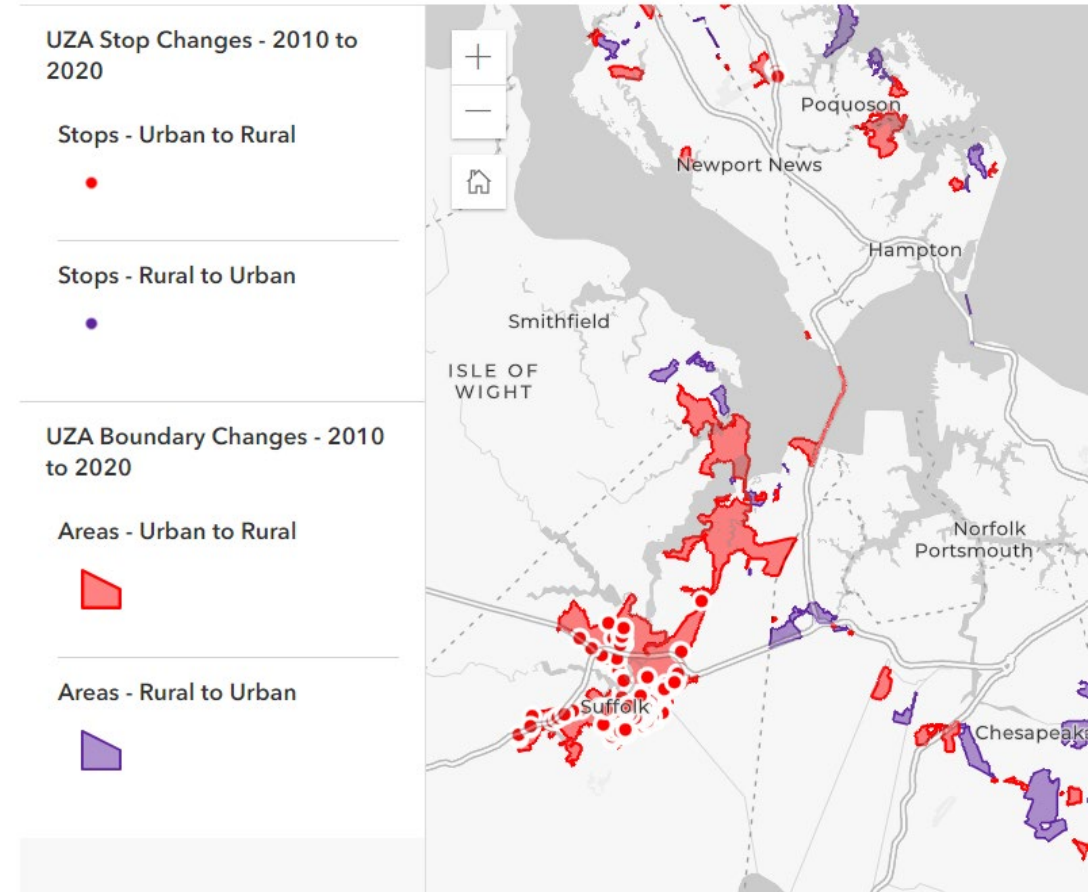
- CARES, ARPA, and other COVID era funding has all been obligated
- Changes in US Census methodology for identifying urban vs. rural areas
 - Two agencies that previously operated in urban areas are now included in the rural program:
 - City of Suffolk – Suffolk Transit
 - City of Radford – Radford Transit
- Census changes impacted all states, so the urban to rural shift did not result in significantly higher FTA 5311 allocations
 - **FY24 Total: \$23.1m**
 - **FY25 Total: \$24.0m (+\$888k)**

- **Transit Industry Changes**

- Capital costs (i.e. vehicles) and operating costs (i.e. labor) have significantly increased

- **Interest from New Rural Localities**

- New localities seeking to join the program



Virginia Rural Transit Program – Observations

- **In FY24, FY25, and FY26:**

- DRPT allocated more federal rural funds than we received in new federal formula funding
- Rural funds obligated to operating projects alone exceeded the amount of new FTA 5311 funding appropriated to the state
- The program was trending in this direction for the past 4-5 years, but generous COVID relief funds kept us from seeing the trend in practice

Federal Rural Revenues, Obligations, and Carry-Over Balances – FY24 to FY26

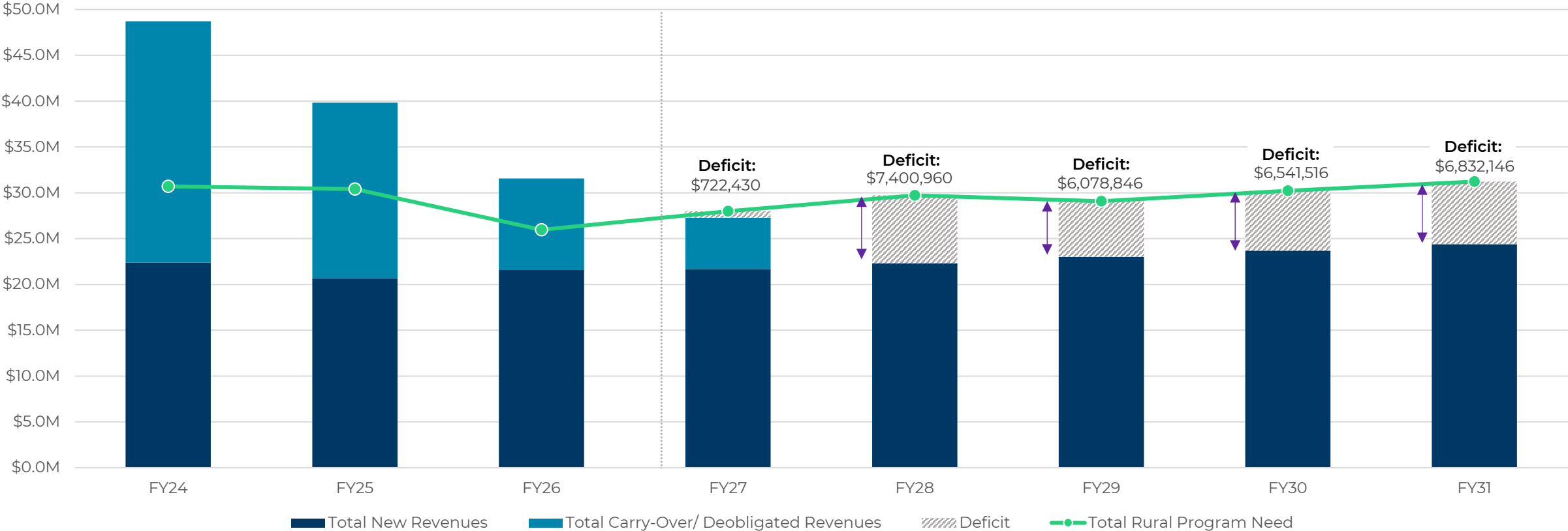
Summary Item	FY24	FY25	FY26
Total Federal 5311 Revenue ¹	\$54.1M	\$43.2M	\$34.4M
Total Federal 5311 Obligation	\$36.1M	\$33.7M	\$28.8M ²
Carry-Over 5311 for Future Use	\$18.0M	\$9.4M	\$5.6M

¹ Includes new, carry-over, deobligated, and one-time discretionary revenues

² DRPT adjusted the federal capital match rate in FY26 to 28% for 5311 supported projects

All Federal Revenues vs. Needs FY24-FY31

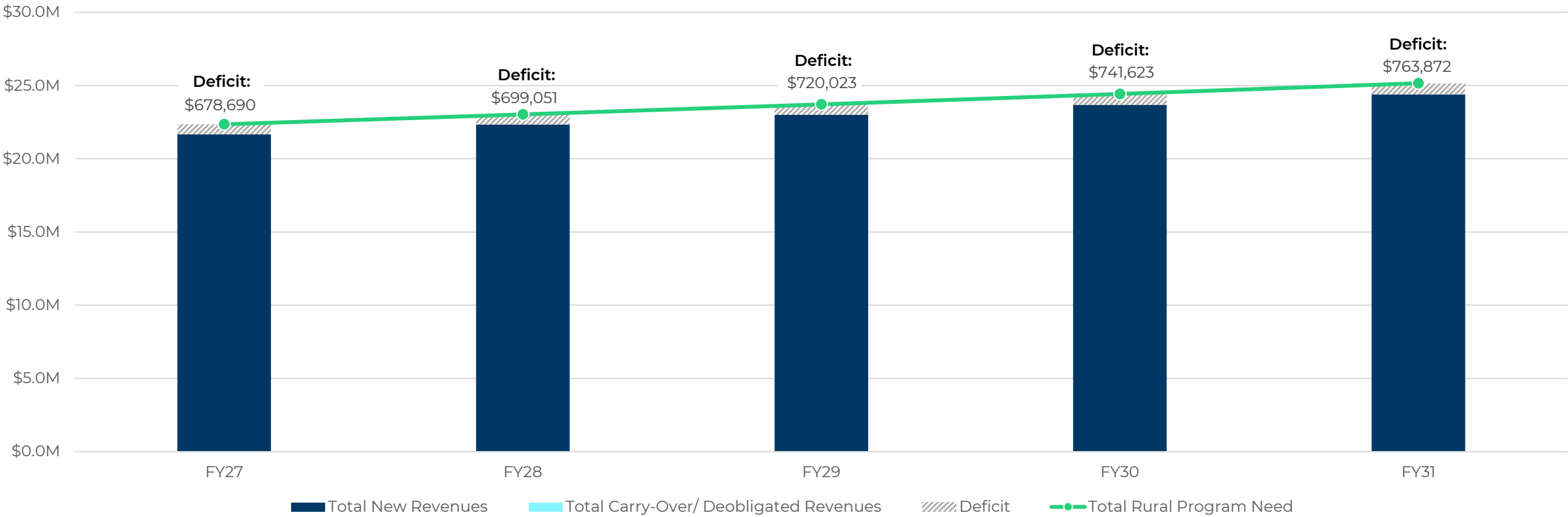
All Federal Rural Transit Revenues vs. Capital & Operating Needs | FY24-26 Actual, FY27-31 Projected
Projected Shortfall: \$33 million



Assumptions:
Operating - 3% growth in expenses each future FY and 50% match for 5311
Capital - 28% federal 5311 match on projects included in the FY26 5-Year Capital Budget
Excludes VA Breeze Revenues and Allocations

New Federal Revenues vs. Operating Needs FY27-FY31

Projected New Federal Rural Transit Revenues vs. Operating Needs FY27 to FY31
Projected Shortfall: \$3.6 million



Assumptions:
Operating - 3% growth in expenses each future FY and 50% match for 5311
Excludes VA Breeze Revenues and Allocations

Program Pressures Create Uncertainty



- **In FY27:** DRPT should have enough 5311 to support all operating needs of existing agencies (at 50%) and some capital needs (at 96%)
- **In FY28 and Beyond:** DRPT will *most likely* only have enough guaranteed new federal rural funding to support operating needs of existing agencies but at less than 50%
- **DRPT is planning for all possibilities:**
 - How to prioritize limited funding if there is not an increase federal or state revenues
 - How to shift current state and federal revenues to address the shortfall

Virginia Rural Transit Program Strategy Scope and Objectives

Strategy Objectives

- **Objective 1:** To identify statewide goals and priorities for the Virginia Rural Transit Program
- **Objective 2:** To further understand what is driving cost increases in the rural transit program and identify cost control methods that can be applied
- **Objective 3:** To define how DRPT will prioritize the allocation of limited Federal Rural Area Formula Grant funds to rural areas based on the goals and priorities identified
- **Objective 4:** To identify potential long-term strategies for how the Commonwealth of Virginia and DRPT can seek to remedy funding shortfalls with additional funding sources

Rural Strategy Advisory Group

- The **Rural Strategy Advisory Group** included partners and stakeholders who provided strategic direction for this study.
- Advisory group members are transit agency and local government representatives, including key decision-makers and subject matter experts across the state.

DRPT Rural Transit Program Strategy

will identify and define:

- **Statewide Goals**
- **Rural Transit Program Costs**
- **Allocation of Grants**
- **Long-term Funding Goals**

Project Timeline

Task No.	Task	2025												2026	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
1	Project Management and PMP														
	Project Management and Project Management Plan														
	Project Management Plan and Schedule	1													
	Bi-weekly Progress Meeting														
2	Rural Strategy Advisory Group (RSAG)														
	Establish RSAG Membership														
	RSAG Meetings			1		2	3	4		5	6				
3	Stakeholder Engagement – TBD														
	Engagement Plan														
	Stakeholder Workshop														
4	Peer States Review														
	Identification of Peer States			1											
5	Initial and Ongoing DRPT Rural Transit Program Analysis														
	Program Analysis			2	3	4									
6	Final Rural Transit Program Strategy Report														
	Strategy Report							5			2				
	Implementation by DRPT														

- 1 Project Management Plan
- 1-6 RSAG Workshops #1 – #5
- 1 Peer State Review
- 2 Rural Program Trends
- 3 Rural Transit Expenditures and Potential Cost Control Measures
- 4 Rural Transit Needs Assessment
- 5 Rural Transit Strategy Development
- 2 Final Report



Peer State Review

Peer State Review – Summary of Findings

- Other states take different approaches to how 5311 funds are distributed:
 - Formula approach – similar to a federal apportionment methodology
 - Use for only operating or capital, not both
- Other states utilize other federal funds (i.e. 5339, 5310, flexible federal, state) to supplement rural apportionments
 - Virginia does this, but in an ad hoc manner
 - Those other sources are currently committed elsewhere
- Other states are less generous in funding rural transit – requiring higher local matching funds
 - The local match for capital projects (**4%**) in Virginia is lower than all peer states
 - Ohio, North Carolina, Tennessee, and Washington allow any city, county, or transit authority to impose an additional sales tax approved by voters to support public transportation projects and services

Proposed Strategies: Funding, Program Management, and Cost Mitigation

Potential Funding Strategies

Potential Funding Strategies - Context:

- DRPT continually seeks additional federal discretionary opportunities to bring additional funding to Virginia, but these funds are never guaranteed
- **Funding Strategies are other high level policy options that DRPT could pursue to increase and/or rebalance the revenues available to support the rural transit program**
 - These strategies focus on bringing in alternative revenue sources and/or shifting existing revenue sources to offer flexibility to DRPT and partner agencies

Potential Funding Strategies

1. **Allow for a Higher Max. State Match Rate on Rural Capital Projects**

- Seek a CTB Policy change that would allow for an increased maximum state match for rural capital projects in times of stress or need

2. **Identify Alternative Funding for the Virginia Breeze**

- Provide funding for Virginia Breeze operations from of a different state source, freeing up, up to \$3M per Fiscal Year in federal 5311 funds for other rural transit needs

3. **Use Other State Controlled Federal Funding**

- Use existing state controlled federal funding coming to VA to fill the rural transit program gap
- 5339(a) Formula, Flexible STP, other FHWA Flex Funds

Potential Program Management Strategies



Strategy 1:

Prioritize Distribution of 5311 Funding – Operating vs. Capital

Strategy 1 - Context:

- **5311 Federal Rural Transit funds can be used to support:**
 - Rural Operating Expenses: up to 50%
 - Rural Capital Expenses: up to 80%
- **Under the current approach of DRPT:**
 - First: Operating needs are funded at 50% of projected budget
 - Second: Remaining 5311 funds are assigned to capital projects
- **DRPT has had enough 5311 funding to provide for all Operating and most Capital Needs, but may not be able to in a future Fiscal Year**

Strategy 1: Prioritize Distribution of 5311 Funding

Option 1:

Prioritize 5311 funding for
operating support

- Fund operating needs first at as close to the max 50% as possible
- Use any remaining funds for Capital project support, if available

Option 2:

Ensure 5311 funding for
operating and capital support
each year

- Fund operating first (likely less than 50% of budgeted operating expenses)
- Ensure that some 5311 is preserved for capital project support

Strategy 1: Prioritize Distribution of 5311 Funding

Option 1:

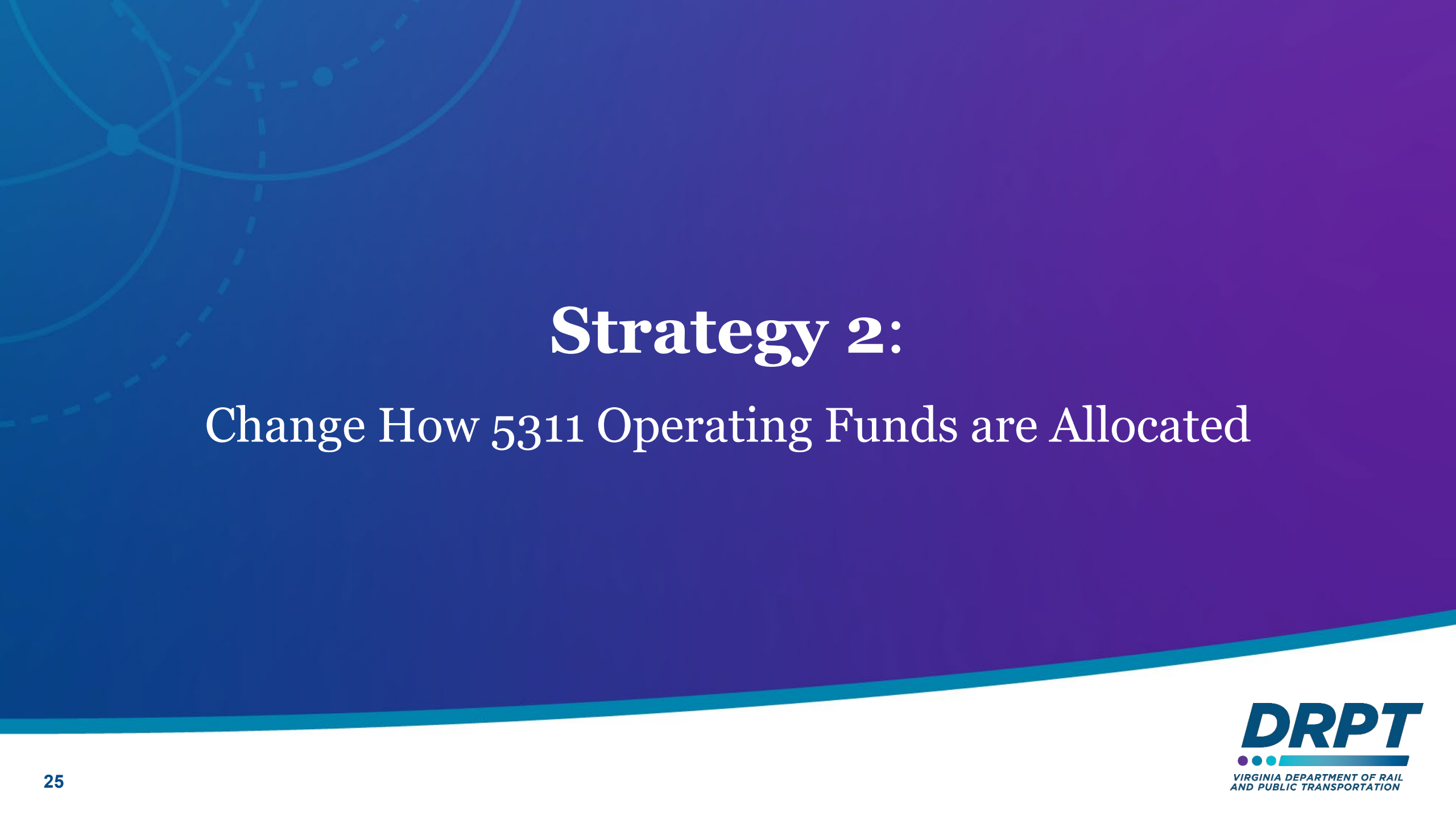
Prioritize 5311 funding for
operating support

- Fund operating needs first at as close to the max 50% as possible
- Use any remaining funds for Capital project support, if available

Option 2:

Ensure 5311 funding for
operating and capital support
each year

- Fund operating first (likely less than 50% of budgeted operating expenses)
- Ensure that some 5311 is preserved for capital project support



Strategy 2:

Change How 5311 Operating Funds are Allocated

Strategy 2 - Context:

- **Under the current DRPT approach:**
 1. Rural Transit providers submit a projected budget for the next Fiscal Year
 2. Budgets are reviewed by DRPT staff
 3. DRPT provides 5311 Operating allocations equal to 50% of the final budget for each agency
- **In a future Fiscal Year, DRPT may not receive enough 5311 funding to continue with business as usual:**
 - Current Rural 5311 Operating Allocation: 50% of projected budget for next FY
 - Future Rural 5311 Operating Allocation: Less than 50% of projected budget
- Strategy 2 explores options for how DRPT could arrive at this lower share

Strategy 2: Change How 5311 Operating Funds are Allocated

Option 1:

Allocation Based Proportionally on Estimated Budgets

- Continues to use submitted transit agency budgets for the next Fiscal Year
- Allocation share will be below 50% of budgets
- Agencies will see their 5311 operating allocations in April
- **Less predictable than today:** Agencies will not know their allocation amount until after applications are reviewed and funded
(For FY27 – April 2026)

Option 2:

Allocation Based on Formula with Historic Data

- Include factors such as: Audited Expenses, Vehicle Revenue Hours, or Vehicle Revenue Miles
- Allocation share will be below 50% of budgets
- Calculations in the fall prior to applications
- **More predictable than today:** Agencies could know their projected allocation amount prior to applications due date
(For FY27 – November 2025)

Strategy 2: Change How 5311 Operating Funds are Allocated

Option 1:

Allocation Based Proportionally on Estimated Budgets

- Continues to use submitted transit agency budgets for the next Fiscal Year
- Allocation share will be below 50% of budgets
- Agencies will see their 5311 operating allocations in April
- **Less predictable than today:** Agencies will not know their allocation amount until after applications are reviewed and funded
(For FY27 – April 2026)

Option 2:

Allocation Based on Formula with Historic Data

- Include factors such as: Audited Expenses, Vehicle Revenue Hours, or Vehicle Revenue Miles
- Allocation share will be below 50% of budgets
- Calculations in the fall prior to applications
- **More predictable than today:** Agencies could know their projected allocation amount prior to applications due date
(For FY27 – November 2025)

Strategy 3:

Increase Local Match for Rural Capital Projects

Strategy 3 - Context:

- **If less federal 5311 funding is available to support capital projects in the future, this would result in an increase to the local match required for capital projects:**
 - Current Rural Capital Local Match: 4% [28% federal, 68% state]
 - Future Rural Capital Local Match: up to 32% [68% state only]*
- **Within the rural capital program, predictability in local match rates is important even if the future local contribution rates are higher than historic levels**
- Strategy 3 explores options for how DRPT can approach increasing local match rates on rural Capital projects

Strategy 3: Increase Local Match for Rural Capital Projects

Option 1:

Increase Local Match for all Rural Capital Projects to 10%

- Decrease the combined standard state + federal match rate from 96% to 90%
- DRPT can provide funding for less projects
- 10% local match is easier for transit providers

Option 2:

Increase Local Match for all Rural Capital Projects to 20%

- Decrease the combined standard state + federal match rate from 96% to 80%
- DRPT can provide funding for more projects
- 20% local match is harder for transit providers

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Potential Cost Mitigation Strategies

Potential Operating Cost Mitigation Strategies

1. Year-Over-Year Growth Cap:

- Increases in 5311 operating allocation awarded to any one agency is capped (ex: 5% cap)

2. Fund Expansions of Existing Rural Service w/ MERIT Demonstration Funding

- Require existing rural service providers to seek demonstration assistance funds for a minimum of 2 years for service expansions

3. Make Certain Operating Cost Categories Ineligible for 5311:

- DRPT could define certain categories of operating expenses as ineligible

Potential Capital Cost Mitigation Strategies

1. Extend Min. Useful Life for Certain Vehicle Types:

- Increase the minimum useful life standard for two Body on Chassis (BOC) vehicle subtypes to more directly align with industry standards
- Vehicle types: Light Duty, Medium BOC and Medium Duty, Large BOC

2. Cooperative Procurements:

- Explore ways to implement bulk/cooperative procurement for high-cost items like scheduling software and other technologies
- Examples: Software, Fuel, Other Technology - APC, AVL, Cameras

Next Steps

- Final Report
- One-Page Briefing Document for Transit Agencies and Stakeholders
- Considerations for FY28 and Beyond
 - Pursue development of a formula-based allocation for 5311 operating
 - Pursue CTB capital policy change for increase state match rate on rural capital projects (68% is current cap)
 - Modify useful life on certain vehicle types
 - Continue to submit FTA discretionary funding applications

Questions



Memo

To: Rural Transportation Advisory Committee (RTAC)

From: Logan Ende, Regional Planner II

Date: November 13, 2025

Re: Rural Transportation Needs Assessment: Plan Review

Purpose:

The purpose of this project is to conduct a comprehensive needs assessment of rural transportation planning priorities across rural jurisdictions in the Thomas Jefferson Planning District. By gathering targeted data and engaging with locality staff, TJPDC will be well-positioned to support regional coordination, plan future infrastructure investments, and develop an informed Rural Transportation Annual Work Program. This memo will provide the basis for the TJPDC's understanding of recent planning efforts by our rural localities and will ensure that the transportation needs of rural communities are understood and effectively addressed within the scope of TJPDC's regional planning efforts.

Plan Review:

Locality: Greene County

Plans Reviewed:

Greene County Comprehensive Plan (2023)

VDOT 29 Corridor Study (2023)

Multimodal Corridor Study for the US 29 and US 33 Development Areas in Greene County (2009)

Greene Capital Improvement Plan FY24

Ruckersville Area Plan (2018)

Priorities and Initiatives:

- Utilize land use planning to alleviate traffic concerns by directing growth into distinct villages and neighborhoods – reassess growth area boundaries
- Improve parallel road network and corridors of travel outside of US 29 as part of a larger thoroughfare plan to alleviate traffic and safety concerns
- Manage access to 29 and limit separate entrances by improving connectivity across parcels – explore phasing out of signalized intersections and replace with a grid system or grade-separated routes
- Establish an improved network of on-street bicycle routes and off-street greenways, including a Shared-Use-Path (SUP) along the west side of US 29 and clear crosswalks
- Study strategies to connect residents with increased access to CAT and Jaunt service lines, as well as plan for an internal loop transit service; improve RideShare usage

Locality: Nelson County

Plans Reviewed:

Nelson County Comprehensive Plan 2042 (2024)
FY26 Capital Improvement Plan
Rockfish Valley Area Plan (2017)
VDOT Route 151 Corridor Study (2024)
Route 29 Economic Development Corridor Plan (2019)

Priorities and Initiatives:

- Address safety concerns on rural roads related to poor lines of sight and unpaved roads
- Facilitate the study of village and urban development areas (UDAs) to expand alternative transportation options – focus on Nellysford and Lovington (VTRANS 2040)
- Explore the possibility of an updated Lovington Safety Plan (2006) and a Route 29 Pedestrian Study near Lovington (Jefferson Area Bike and Pedestrian Plan)
- Work with VDOT to address traffic safety concerns through alternative intersections, additional turn lanes – perform speed limit studies at select intersections along Route 151
- Conduct pedestrian study to analyze sidewalk expansion and connectivity to trails (i.e. Blue Ridge Tunnel Trail and Virginia Blue Ridge Railway Trail)
 - Install SUPs, particularly in Nellysford, and connect to Rockfish Valley Trail Network – identify areas for sidewalk expansion
- Develop updated Recreation Master Plan (2003) and expand & update Small Area Plans
- Evaluate demand and value for new Park & Ride lots, particularly along the Route 151 corridor – explore the opportunity for a county-owned shuttle service in high-traffic areas

Locality: Fluvanna County

Plans Reviewed:

Fluvanna County Comprehensive Plan (2015)
Rivanna (Lake Monticello) Community Plan (2015)
Palmyra Community Plan (2005)
Zion Crossroads Community Plan (2005)
Northwest Fluvanna/Southwest Louisa Multimodal Corridor Study (2007)
Zion Crossroads Gateway Plan (2022)

Priorities and Initiatives:

- Improved traffic safety through paved shoulders for bicyclists and pedestrians and maintain scenic byways– increase connectivity of SUPs to trail systems in Pleasant Grove
- Explore opportunity to expand the number of Park & Ride lots, targeting fixed stops for Jaunt, particularly in Palmyra village – encourage participation in RideShare. Provide affordable transit access to employment centers and commercial areas within five years

- Develop a coordinated plan to improve traffic flow, particularly on Route 15, through pedestrian improvements and traffic calming measures at key intersections. Work with VDOT to study alternatives at key intersections for improved traffic flow. Work with VDOT and adjacent counties to plan and design necessary improvements to Route 250.
- Encourage directed growth in areas like Zion Crossroads and clustered development in rural areas to preserve rural character. Ensure zoning emphasizes pedestrian access between commercial and residential centers and requires sidewalks in new development
 - For Zion Crossroads, consider opportunities for Planned Unit Development ordinances
- Revisit the Northwest Fluvanna/Southwest Louisa Multimodal Corridor Study for updated streetscape design guidelines for the county
- Updated community plans for population clusters, i.e. Fork Union, Lake Monticello, etc.
- Develop joint branding strategy with Louisa County

Locality: Louisa County

Plans Reviewed:

Louisa County Comprehensive Plan (2019)

Louisa County Transportation Plan (2011)

Northwest Fluvanna/Southwest Louisa Multimodal Corridor Study (2007)

Zion Crossroads Gateway Plan (2022)

Priorities and Initiatives:

- Focus transportation improvements into growth areas, i.e. new local roads and SUPs, to develop economic potential and reduce congestion. Avoid new entrances along Routes 250 and 522. Encourage infill development in towns due to lack of transportation thoroughways.
 - Identify easements for SUPs connecting residential and commercial areas
 - Reassess collector and arterial road designations
 - Develop multimodal travel and enhance public transit services across the county; add fixed routes and study the opportunity for new fixed stops/commuter routes to Charlottesville from Zion Crossroads. Research bus circulation option between Mineral and the Town of Louisa to alleviate congestion on Route 22.
 - For Zion Crossroads, consider opportunities for Planned Unit Development ordinances
 - Work with TJPDC on the travel demand model and measure volume-to-capacity ratio of key roadways.
 - Work with VDOT to study possible expansion of existing Park & Ride lots
 - Develop recreation and transportation opportunities between growth areas, schools, and residential areas – revisit 2003 Mineral Rail Trail Master Plan and consider new rail trail planning initiatives.
-

Locality: Albemarle County

Plans Reviewed:

Albemarle County 2044 Plan (2025)

Albemarle County Comprehensive Plan (2015)

Priorities and Initiatives:

- Prioritize investment in rural area projects that maintain safety and preserve rural character; safety improvements such as guard rails and the utilization of VDOT's Rural Rustic Roads Program for maintenance should not encourage growth outside of development areas
 - Integrate recommendations from Safe Streets for All Action Plan
 - Support communities seeking through-truck restrictions and investing in Corridors of Statewide Significance (CoSS)
 - Improve regional transit system to serve commuters in rural areas; improve access to JAUNT Connect service, Brite Bus Afton Express, and expand Park & Ride lots to serve employment centers.
 - Emphasize equitable access to walking and bicycling opportunities, particularly across physical barriers, for both transportation and recreation. Prioritize the federally supported Three-Notched Trail SUP initiative between Charlottesville and the Blue Ridge Tunnel
 - Support land use strategies in accordance with Albemarle's Growth Management Policy, directing future growth into development areas.
 - Create small area plans studying rural interstate interchanges, i.e. Shadwell and Yancey Mills exits, as opportunities for economic development
 - Coordinate with VDOT to improve multimodal safety and support bike routes like U.S. Bike Route 76
 - Align priorities with Virginia's Long Range Multimodal Transportation Plan and Virginia's Surface Transportation Plan.
-

Locality: State and Regional

Plans Reviewed:

Jefferson Area Bicycle and Pedestrian Plan (2019)

Bike Route 76 Corridor Study (2015)

2040 Rural Long Range Transportation Plan (2018)

VTRANS 2040 (2017)

- Plan for greenway path along US 250 corridor in Albemarle, identified in the AC 2044 Plan. Improve regional connectivity of these SUPs through the planned Three Notched Trail and James River Heritage Trail processes.

- Improve select roads In Fluvanna for bicycle safety and create “rural shared roads” by widening and paving shoulders, particularly along Route 15 and U.S. Bike Route 76, as outlined in the corridor study.
- Improve straight lines of sight along rural shared roads, widen road shoulder, and add guardrails, in accordance with recommendations from the Bike Route 76 Corridor Study
- The Greene County Comprehensive Plan (2023) indicates a desire for a multimodal transportation system that provides options for citizens to travel by walking, bicycling, vehicle or transit. Interconnected street and sidewalk infrastructure will disperse traffic and allow for multimodal transport in anticipated mixed-use communities.
 - Complete outlined streetscape projects in Stanardsville and Ruckersville; plan to build bike lanes complementing future road connecting U.S. 29 and U.S. 33
- The VTRANS 2040 Multimodal Transportation Plan identified mode choice and safety needs along US 29 between Charlottesville and Culpeper. The plan also identified Fluvanna’s UDAs as having network connectivity and pedestrian/bike access issues.