

## MEETING AGENDA

### METROPOLITAN PLANNING ORGANIZATION POLICY BOARD

4:00 p.m., Wednesday, January 22, 2020  
 407 Water Street East, Charlottesville, VA 22902

Item	Time†	Description
	4:00 – 4:05	<b>Call to Order</b>
1	4:05 – 4:10	<b>Matters from the Public: limit of 3 minutes per speaker</b> Public are welcome to provide comment on any transportation-related topic, including the items listed on this agenda, and/or comment <u>during items</u> marked with an *.
		<b>Response to Matters from the Public</b>
2	4:10- 4:15	<b>Select Policy Board Officers*</b>
		<ul style="list-style-type: none"> <li>• Chair</li> <li>• Vice-Chair</li> </ul>
3	4:15- 4:20	<b>Review and Acceptance of the Agenda*</b>
		<b>Approval of Meeting Minutes</b> <ul style="list-style-type: none"> <li>• <b>July 24, 2019*</b> <i>Click here for Minutes</i></li> <li>• <b>October 1, 2019*</b> <i>Click here for Minutes</i></li> </ul>
4	4:20- 4:30	<b>Review TIP Amendments*</b>
		<ul style="list-style-type: none"> <li>• Public Hearing</li> <li>• Consider approving TIP Amendments <i>Click here for document</i></li> </ul>
5	4:30- 4:35	<b>Policy Board Meeting Schedule for 2020</b>
		<ul style="list-style-type: none"> <li>• Review draft Policy Board Meeting Dates <i>Click here Memo with meeting dates</i></li> <li>• Consider rescheduling November 2020 meeting date</li> </ul>
6	4:35- 5:00	<b>Regional Transit Partnership MOU*</b>
		<ul style="list-style-type: none"> <li>• Review amendment to include the University of Virginia in the Regional Transit Partnership <i>Click here for document</i></li> </ul>
7	5:00- 5:15	<b>Safety Performance Measure Targets*</b>
		<ul style="list-style-type: none"> <li>• Review Safety Performance Measure Targets <i>Click here for documents</i></li> </ul>
8	5:15- 5:20	<b>Smart Scale Submissions</b>
		<ul style="list-style-type: none"> <li>• Changes to SMART SCALE Policies and Methods – Round 4 <i>Click here for documents</i></li> <li>• Smart Scale Update</li> </ul>
9	5:20- 5:30	<b>CTAC Update</b>
		<ul style="list-style-type: none"> <li>• <b>Items Added to the Agenda *</b></li> </ul>
10	5:30- 5:40	<b>Staff Reports</b>
		<ul style="list-style-type: none"> <li>• FY18-21 TIP Adjustments <i>Click here for document</i></li> <li>• Other Staff updates</li> </ul>
11	5:40 – 5:50	<b>Other Business</b>
12	5:50- 6:00	<b>Additional Matters from the Public</b> Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda. (limit of 3 minutes per speaker).
		Adjourn

† Times are approximate      \* Requires a vote of the Board

#### Upcoming Meeting Dates:

- March 25, 2020

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**MPO Policy Board**  
Minutes: July 24, 2019  
DRAFT

**Committee – Voting Members**

Ann Mallek, *Albemarle County*  
John Lynch, *VDOT – Culpeper District*  
Mike Signer, *City of Charlottesville*  
Kathy Galvin, *City of Charlottesville*  
Ned Gallaway, *Albemarle County (absent)*

**Staff**

Sandy Shackelford, *TJPDC*  
Gretchen Thomas, *TJPDC*  
Sara Pennington, *Rideshare*  
Chip Boyles, *TJPDC (absent)*

**Non-Voting & Alternates**

Brad Sheffield, *JAUNT (absent)*  
Karen Davis, *JAUNT*  
Chuck Proctor, *VDOT-Culpeper District*  
Julia Monteith, *UVA Office of the Architect*  
Travis Pietila, *CTAC*

Juwhan Lee, *CAT (absent)*  
Becca Sial, *DRPT*  
Tony Cho, *FTA (absent)*  
Mack Frost, *FHWA (absent)*

**Call to Order:**

Ms. Mallek called the meeting to order at 4:04 p.m.

**Matters from the Public:**

Sean Tubbs with the PEC thanks the partnership for the work they and the staffs are doing. He noted there was a funding agreement signed last month between the City and the County “that really sets up Albemarle to take control of its own destiny re” the routes that may be coming through it.” He went on to say that the work that JAUNT is doing with the Crozet bus route is exciting. He emphasized the importance of keeping the partnership going.

He mentioned that Greene County met the night before this meeting re: Greene County transit re: the growth happening there. He also encouraged the Board to look at the growth happening in Louisa as well. He would like to see other modes of transportation to support the growth in those regions.

**Response to Matters from the Public:**

None

**Review and Acceptance of the Agenda:**

Mr. Gallaway moved to accept the agenda. Mr. Signer seconded and the motion was passed unanimously.

**Approval of Minutes:**

Mr. Signer moved to approve the May 22, 2019 minutes and Mr. Gallaway seconded and the minutes were approved unanimously.

## **Resolutions of Support**

Ms. Shackelford explained that there are two Transportation Assistance Program (TAP) grants that need letters of resolution from the Policy Board. She introduced Chris Gensic from the City and Kevin McDermott from the County to explain the projects under consideration.

Mr. McDermott explained that the projects are being considered in the budget and are not final, but he wanted to get the resolutions started in case they do get approved. He went on to present the proposed sidewalk connection in Crozet from Tabor to Hilltop to Crozet Park.

He also presented the revenue sharing project with the City to pave the existing greenway trail/shared-use path along Moore's Creek on the County side and under I-64 bridges to connect to another shared-use path there, which connects to Azalea Park.

Mr. Gensic presented the project which will pave a path along Hydraulic Road and either up Hillsdale or connect to the Meadowcreek Trail system. It depends on the cost of the project.

Mr. Gallaway made a motion to approve a resolution of support the projects. The resolutions will be drafted and signed at a later time. Mr. Signer seconded the motion and it passed unanimously.

## **CTAC Update**

Mr. Pietila reported that he was unable to attend the last CTAC meeting. He said one of the things they have been talking about doing is taking at least a couple of their meetings each year offsite and target communities and neighborhoods that may not have been as involved in the past to solicit more feedback and to educate the community members. They are not quite ready to do that in September, but are planning on a location and subject matter for a future meeting.

Mr. Pietila also reported that there is one MPO seat open on CTAC and two County spots are open. Mr. Gallaway asked for an updated list because he thought the County had appointed two new members recently. Ms. Shackelford said she would send it along to him.

## **Staff Reports**

### **Smartscale FY22 – August 2020 Applications**

Ms. Shackelford noted that since Chip Boyles was not available at this meeting that the technical discussion about the projects would be deferred until he could present it at a later time. She noted that the projects being considered are being discussed with CTAC and with the MPO Technical committees to evaluate how they might score on Smartscale applications.

She reported that the County will be submitting the Zan Road project and the MPO will submit the Hydraulic/29 projects. That leaves the MPO with three additional projects to submit.

Ms. Mallek and Ms. Galvin stated they did not want to start the process all over again.

Mr. Proctor asked if there were any more projects to submit because the Zan Road project may not score well on Smartscale in the areas of congestion and safety. He asked if the Policy Board would be interested in any other part of the Hydraulic/29 project that could be submitted that may score better, in addition to the Zan Road project.

Mr. Gallaway said that his understanding was that each of the individual projects work with one another and to cherry pick them wouldn't make the entire project work. The Zan Road project,

because it is not attached to the intersection project, seems best as an independent project and could be funded based on the remaining \$18 million that remains from the state, which needs to be allocated or lost.

Ms. Mallek, Ms. Galvin and Mr. Gallaway all agreed that the work has already been done on this and that is the reason that Zan Road was chosen.

Ms. Shackelford said that when Mr. Boyles returns, he will be more able to receive and respond to concerns. Until then, she wanted to present the opportunity for the MPO to submit additional projects if the Policy Board saw fit to do so.

#### FY18-21 TIP Adjustments

Mr. Proctor said that for information purposes only, there was an adjustment to maintenance systems and preservation. There were projects added to those groupings. The monies have just moved from one project to another in those groups.

#### MPO Technical Committee

Ms. Shackelford said the committee had a similar discussion re: the Hydraulic Road intersection and the options for Smartscale submissions with the same result as the Policy Board.

#### Regional Transit Partnership (RTP)

Ms. Pennington reported that the City and the County voted to pass an MOU re: funding for transit. The committee will meet again in August.

#### DRPT

Ms. Sial reported that the department is offering technical assistance for all Smartscale application submissions until September 1.

#### JAUNT

Ms. Davis reported that JAUNT is simplifying their fare structure. The ADA fare remains the same at \$1.50. She reported that there will be a public comment opportunity about their rate change on August 8 from 6 – 8 p.m. at the Northside Library. There are opportunities to call or email with comments as well as in person.

#### **Other Staff Updates**

Ms. Shackelford reported that the TJPDC will have two new staff members beginning in August and another in September.

Mr. Proctor noted that there will be a VTRANS workshop on August 22 for the Culpeper District. No location has been decided yet. Ms. Sial said it will be important for folks to show up to talk about what is most needed.

#### **Additional Matters from the Public**

None.

Ms. Mallek adjourned the meeting at 5:31 p.m.

## CA-MPO Joint Policy Board with SAW-MPO

Notes: October 1, 2019

DRAFT

### Call to Order:

Ann Mallek and Jim Harrington called the joint CA-MPO/SAW-MPO meeting to order at 1:14 p.m. and asked attendees to introduce themselves.

### Matters from the Public:

None

### Opening Remarks/Framing of the Meeting

Mr. Boyles gave a brief history of the joint meeting between the CA-MPO and the SAW-MPO. He said with less than 12 miles between the borders of the two MPOs, it was decided that it would be best to communicate and coordinate.

Ms. Riesedel stated that the CA-MPO and the SAW-MPO are the only MPOs that meet on a regular basis in Virginia. She said it was important to do so because they both share resources and citizens (as commuters).

### Presentations

#### Afton Express Service Plan

Nancy Gorley, CSPDC Transit Manager, gave background on the Afton Express for those who are new to the information. There has been a feasibility study done on the service and the study revealed that there is great interest in it. It was recommended that the service be implemented in phases with stops in Staunton, Waynesboro and Charlottesville. A plan was put together and submitted in a grant application to the state. The grant required a local match and because the timing of the grant did not match some of the localities' budget cycle, the grant was not awarded. DRPT saw the value in the service and have contracted with Kimley Horn to study how to move forward. She introduced Ben Chambers, Transportation Planner from Kimley Horn.

Mr. Chambers gave an overview of the study done. He discussed how the Virginia Breeze program might interact with the Afton Express, grants available, community support for the service and where the stops should be positioned. He reported that the DRPT is currently putting forth analysis efforts on identifying transit needs.

#### DRPT Inter-City Bus Expansion and Other Initiatives

Grant Sparks, DRPT Manager of Transit Planning and Corridor Development, reported on the Virginia Breeze, the state-funded intercity bus service and its goals for the next year. Its main goal is to provide service to under-served areas and populations to connect them from Blacksburg up the I-81 corridor to Staunton and then on to Dulles and Union Station.

Mr. Sparks reported that there was a study commissioned last year to see if there were any unmet needs for intercity bus travel. Ultimately, there were two new routes chosen which will be rolled

out next spring and summer. One originates in South Central Virginia and another comes through the 29 corridor. The Virginia Breeze is the overarching name of the service and the routes are as follows: the I-81 corridor is the Valley Flyer, the 29 corridor is the Piedmont Connector and the Martinsville to Richmond route is the Capitol Express.

He reported on next steps, including procuring a transportation provider, new branding, creating a new mobile app and ticketing synchronization, final stop selection and, finally, tentatively launching the service in Spring/Summer of 2020.

For additional information, go to [www.virginiabreeze.org](http://www.virginiabreeze.org).

#### Crozet Tunnel Progress Update

Allen Hale, President of the Crozet Tunnel Foundation, gave a history of the Crozet tunnel from its inception in the 1850's to when services ended in 1944. It lies 700 feet below Rockfish Gap and the tunnel (and trails on both sides) was sold to Nelson County for \$1 in 2007 from CSX.

He noted that the current tunnel project is an example of what can be done with localities work together. If anyone would like additional information about the project, please visit [www.BlueRidgeTunnel.org](http://www.BlueRidgeTunnel.org). If you would like to become a founding member, please visit <http://blueridgetunnel.org/support-donate/>

#### Perrone Robotics

Mike Raschid, Chief Legal Office and VP of Operations of Perrone Robotics, gave an overview of what Perrone Robotics does and what they are doing with the county. Perrone Robotics is focused on the autonomous transit of people and goods in defined zones such as business districts, airports, neighborhoods, etc. They use the application of their technology in existing transit vehicles.

He invited attendees to take a trip in their autonomous vehicle after the meeting and to take a tour of their facility, located in Crozet.

#### **Next Meeting in Fall 2020**

Ms. Mallek adjourned the meeting at 2:43 p.m.

## Memorandum

**To:** MPO-Policy Board  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 22, 2020  
**Reference:** Amendments to the Transportation Improvement Program (TIP) FY18-21

**Purpose:** The VDOT and Charlottesville Area Transit requested amendments to the MPO's Transportation Improvement Plan, to be consistent with the State's Transportation Improvement Program (STIP). The MPO staff conducted public hearings on 1/21 and during this 1/22 Policy Board meeting to allow for public comment.

**Background:** There are three VDOT amendments that add funds to the project groupings - Maintenance: Preventive Maintenance and System Preservation, Maintenance: Preventive Maintenance for Bridges, and Maintenance: Traffic Safety Operations. The State transferred funding within projects. The STIP adjustments were based on actual obligations and current estimate. Specifically, this adjustment makes the following modifications:

- Add \$2,130,713 (NHPP) to Grouping, Maintenance: Preventive Maintenance and System Preservation

MPO		Charlottesville				
GROUPING		Maintenance: Preventive Maintenance and System Preservation				
Program NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUNDING SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal-STP/STBG	\$0	\$1,109,104	\$1,286,434	\$1,629,337	\$1,635,888
MPO Notes		Adjustment 21 12/16/2019				

- Add \$3,076,190 (STP/STBG) & \$1,000,000 (NHPP) to Grouping, Maintenance: Preventive Maintenance for Bridges

GROUPING		Maintenance: Preventive Maintenance for Bridges				
Program NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUNDING SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal-STP/STBG	\$0	\$2,498,514	\$2,897,990	\$3,670,459	\$3,685,217
MPO Notes		Adjustment 22. 12/16/2019				

- Add \$6,096,711 (STP/STBG) to Grouping, Maintenance: Traffic Safety Operations

GROUPING		Maintenance: Traffic and Safety Operations				
Program NOTE		Funding identified to be obligated districtwide as projects are identified.				

ROUTE/STREET					TOTAL COST	
	FUNDING SOURCE	MATCH	FY18	FY19	FY20	FY21
CN	Federal-STP/STBG	\$0	\$290,503	\$336,950	\$426,765	\$428,481
MPO Notes		Adjustment 23. 12/16/2019				

In addition, the Charlottesville Area Transit requests the following amendment:

- Charlottesville Area Transit is requesting a TIP amendment to replace one FY20 Project, upgrading its On-Board Surveillance System, with the purchase of an Automatic Passenger Counter System (APC) for its fleet of 36 buses. The amount, \$595,000, will stay the same. See attached for the proposed updated copies of the TIP summary tables with the changing cells highlighted.

Once this TIP amendment is reviewed and approved by the MPO Policy Board, the TIP document for FY18-21 will be updated with the modified TIP tables.

**Action Item:** MPO staff recommends a motion to approve the TIP amendments.

If there are any questions or comments, please contact Lucinda Shannon at [lshannon@tjpc.org](mailto:lshannon@tjpc.org) or (434) 979-7310 Ext.113.





January 21, 2020

Memo: Request for TIP Amendment for Charlottesville Area Transit

To: MPO Charlottesville-Albemarle Policy Board

Policy Board Meeting Date: January 22, 2020

CAT is requesting a TIP Amendment to the agency's FY20 Program of Projects (POP), adding *Purchase Automatic Passenger Counters* (STIP ID CAT0019) and removing *Purchase Surveillance/ Security Equipment* (STIP ID CAT0017) CAT is requesting that this new project be added reflecting the funding below. CAT will be pursuing the *Purchase Surveillance/ Security Equipment* project in its FY21 POP.

YEAR	Current Project Description	STIP ID	Amendment	Funding	
<b>Remove from FY20</b>	<b>Purchase Surveillance/ Security Equipment</b>	CAT0017		<b>\$ 595,000</b>	<b>TOTAL</b>
			<b>Remove</b>	\$ 476,000	Flex STP
			<b>Remove</b>	\$ 95,200	State
			<b>Remove</b>	\$ 23,800	Local
<b>No change FY20</b>	<b>Purchase Passenger Shelters</b>	CAT0007	<b>No change</b>	<b>\$ 70,000</b>	<b>TOTAL</b>
				\$ 59,000	Flex STP
				\$ 11,200	State
				\$ 2,800	Local
<b>Add to FY20</b>	<b>Acquire Automatic Passenger Counters</b>	CAT0019		<b>\$ 595,000</b>	<b>TOTAL</b>
			<b>Add</b>	\$ 476,000	Flex STP
			<b>Add</b>	\$ 95,200	State
			<b>Add</b>	\$ 23,800	Local

Sincerely,

Christina Downey

Grants & Procurement Coordinator/Civil Rights Coordinator  
 Charlottesville Area Transit  
[downeyc@charlottesville.org](mailto:downeyc@charlottesville.org)  
 434-970-3849

## Proposed CAT Bust Stop Improvements 2017

Priority Order	Bus Stop	GPS Coordinates	Items to permit	Estimated Cost		
				Materials	Labor	Total
1	19722 - Hydraulic Rd at Swanson Drive (SB)	38.06399, - 78.49327	4x15 Pad, Bench, Shelter	\$5,060	\$3,520	\$8,580
2	15152 - Georgetown Road at Hessian Hills Ridge (SB)	38.06176, - 78.50803	4x15 Pad, Bench, Shelter	\$5,060	\$3,520	\$8,580
3	14497 - Commonwealth Drive at Greenbrier Drive (SB)	38.072519, - 78.489725	4x15 Pad, Bench, Shelter	\$5,060	\$3,520	\$8,580
4	17282 - Stoney Point Road Turnout	38.03800, - 78.44968	4x15 Pad, Bench, Shelter	\$5,060	\$3,520	\$8,580
5	14568 - Four Seasons Drive opposite ACAC	38.07928, - 78.48639	4x15 Pad, bench, shelter	\$5,060	\$3,520	\$8,580
6	13072 - Commonwealth Drive at Peyton Drive	38.07102, - 78.49116	4x9 Pad, Bench	\$860	\$1,885	\$2,745
7	14445 - Hydraulic Rd at Turtle Creek Apts (NB)	38.06796, - 78.49687	4x9 Pad, Bench	\$860	\$1,885	\$2,745
8	14677 - Four Seasons Drive at Tennis Drive (SB)	38.08255, - 78.48756	4x9 Pad, Bench	\$860	\$1,885	\$2,745
9	19812 - West Rio Rd at Firestone Pl (WB)	38.083304, - 78.475042	4x9 Pad, Bench	\$860	\$1,885	\$2,745
10	14450 - Georgetown Road at Hydraulic Road (SB)	38.07067, - 78.49982	4x9 Pad, Bench	\$860	\$1,885	\$2,745
11	17160 - East Rio Rd at Treesdale Apt	38.052855, - 78.461722	4x9 Pad, Bench	\$860	\$1,885	\$2,745
12	17720 - Stony Point Rd Winding River Ln	38.035829, - 78.453858	4x15 Pad, Bench, Shelter	\$5,060	\$3,520	\$8,580
13	14506 - Commonwealth Drive at Westfield Road (SB)	38.073853, - 78.485918	4x15 Pad, Bench, Shelter	\$5,060	\$3,520	\$8,580
14	14478 - Commonwealth Drive at Northwest Drive (SB)	38.069258, - 78.493658	4x15 Pad, Bench, Shelter	\$5,060	\$3,520	\$8,580
15	18219 - 5th Street Ext at Old Lynchburg Rd (SB)	38.005470, - 78.519910	4x9 Pad, Bench	\$860	\$1,885	\$2,745
16	19655 - East Rio Rd at Waldorf School Rd	38.056103, - 78.460548	4x9 Pad, Bench	\$860	\$1,885	\$2,745
<b>Total cost</b>				<b>\$47,360</b>	<b>\$43,240</b>	<b>\$90,600</b>

## Memorandum

**To:** MPO-Policy Board  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 22, 2020  
**Reference:** MPO Policy Board Meeting Dates for 2020

**Purpose:** The CA-MPO Policy Board meets the 4<sup>th</sup> Wednesday of alternating months at 4:00pm at the Water Street Center. This puts the November meeting on the day before Thanksgiving, which can be difficult for members to attend. The proposed dates are listed below for the Policy Board to consider and approve.

### Proposed 2020 Meeting Dates:

- *January 22, 2020*
- *March 25, 2020*
- *May 27, 2020*
- *July 22, 2020*
- *September 23, 2020*
- *November 25, 2020*

**Summary:** MPO staff are informing the MPO Policy Board of the proposed meeting dates for 2020. The board will want to consider changing the November meeting date or directing the MPO staff to keep the meeting dates as is.



**Charlottesville-Albemarle Metropolitan Planning Organization  
of the Thomas Jefferson Planning District Commission**  
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org  
(434) 979-7310 phone • (434) 979-1597 fax • info@tjpd.org email

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**MEMORANDUM OF UNDERSTANDING  
ON THE JEFFERSON AREA  
REGIONAL TRANSIT PARTNERSHIP (RTP)**

This agreement is made and entered into as of [Date TBD], by and between the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO, the City of Charlottesville hereinafter referred to as the CITY, the County of Albemarle hereinafter referred to as the COUNTY, JAUNT, Inc hereinafter referred to as JAUNT, with JAUNT and Charlottesville Area Transit together hereinafter referred to as the PUBLIC TRANSIT OPERATORS, and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the TJPDC.

WHEREAS, in 2016, the Planning and Coordination Council (PACC) asked TJPDC to review and recommend opportunities for improved communication, coordination and collaboration on transit matters.; and,

WHEREAS, the TJPDC completed work on a Regional Transit Coordination Study, where the main recommendation from this study was to establish a Regional Transit Partnership (RTP) hereinafter referred to as the PARTNERSHIP, consisting of an Advisory Board and whose charge is to provide a venue for continued communication, coordination and collaboration between transit providers, localities and other stakeholders.; and,

WHEREAS, City Council and the Albemarle Board of Supervisors held a joint meeting on February 14th, 2017, where both bodies voted to support development of the PARTNERSHIP and asked TJPDC to develop an MOU; and,

WHEREAS, on October 30, 2017, the Charlottesville-Albemarle Metropolitan Planning Organization, the City of Charlottesville, the County of Albemarle, JAUNT, Inc, and the Thomas Jefferson Planning District Commission did enter into an original Memorandum of Understanding defining the vision, roles and responsibilities for the Regional Transit Partnership; and

WHEREAS, on [Date TBD], these parties amend this Memorandum of Understanding to include the University of Virginia hereinafter referred to as UVA among the PUBLIC TRANSIT OPERATORS and signatories of this agreement.

NOW THEREFORE, be it recognized and agreed that the MPO, CITY, COUNTY, JAUNT, and UVA hereby establish the Jefferson Area Regional Transit Partnership (RTP), in accordance with the following articles.

**Article 1**

**Staffing, Funding and Boundaries**

The MPO is responsible, as the lead, for staffing and programming for the PARTNERSHIP, with Section 5303 program funding from the Federal Transit Administration (FTA) and Virginia Department of Rail and Public Transportation (DRPT). Funding will be a regular item in the MPO's Unified Planning Work Program (UPWP). The PARTNERSHIP's program area is limited to the Charlottesville-Albemarle metropolitan transportation planning area (MPA) that includes the CITY and the urbanized portions of the COUNTY.

**Article 2**

**Function and Authority**

The PARTNERSHIP will be an advisory board that provides recommendations to CITY, COUNTY, PUBLIC TRANSIT OPERATORS and other stakeholders, such as the University of Virginia (UVA). The

PARTNERSHIP shall not have any inherent decision-making powers and does not supersede management over the PUBLIC TRANSIT OPERATORS.

### **Article 3 Membership and Voting Structure**

The composition of the PARTNERSHIP may change with time, as the Advisory Board meets and identifies an improved membership structure. At a later date, the PARTNERSHIP may extend to surrounding counties and towns, as needed. Expansion of Advisory Board members will require written amendments to this MOU. The PARTNERSHIP roster includes voting and non-voting membership. Each voting member is permitted one vote on all matters addressed by the PARTNERSHIP. All individuals on the Advisory Board have equal voting powers, with no weighted privileges given to any members.

Voting membership includes *eight* representatives, including:

- Charlottesville City Council – *two representatives*
- Albemarle Board of Supervisors – *two representatives*
- JAUNT Corporation Board – *two representatives*--one urban & one rural representative with at no time having both serve from the same governmental jurisdiction.
- Department of Rail and Public Transportation (DRPT) – *one representative*
- University of Virginia – *one representative*

There shall also be a nonvoting representative as designated by the PARTNERSHIP.

The designating body of each member locality or agency, having appointed the appropriate number of representatives to the PARTNERSHIP, as indicated in this ARTICLE, whether voting or nonvoting, may appoint an alternate member(s). Voting privileges for alternates shall be the same as for the regular member in the absence of the regular member.

There are no set term-limits for members of the PARTNERSHIP Advisory Board. Each member locality or agency shall reassess membership to the PARTNERSHIP, according to their own processes.

### **Article 4 Meeting Schedule and Bylaws**

The PARTNERSHIP will set a meeting schedule that is coordinated with the MPO Policy Board meeting schedule. The PARTNERSHIP shall convene at least four times in a given fiscal year.

This MOU will serve as the main guiding documents for the PARTNERSHIP. The PARTNERSHIP may adopt bylaws, to aid in management of meetings. Unless otherwise determined by the PARTNERSHIP, TJPDC will facilitate and manage meetings. Voting and parliamentary procedure will be conducted according to simplified Robert's Rules of Order.

### **Article 5 Deliverables and Roles**

As recurring responsibilities, the PARTNERSHIP will be responsible for the following:

- *Building the CITY/COUNTY Relationship.* The PARTNERSHIP will help the region build relationships and momentum for future successes.
- *Create a formal means of sharing information.* Created by an MOU, the PARTNERSHIP will create and maintain a formal mechanism for exchanging information between transit providers, localities and other stakeholders.
- *Address pressing issues immediately.* The PARTNERSHIP will provide immediate attention to pressing concerns and issues, as laid out in the Regional Coordination Study, conducted by TJPDC.
- *Facilitate transit planning.* The PARTNERSHIP will provide recommendations, assessments and guidance on transit-related matters to the CITY, COUNTY and PUBLIC TRANSIT OPERATORS.

- *Integrating transit into other decision-making.* The PARTNERSHIP will ensure that transit will receive increased consideration in regional and local planning efforts.
- *Test an RTA structure.* The PARTNERSHIP will provide a sample model version of a Regional Transit Authority (RTA) that allows all parties to become more familiar with the concept of a consolidated transit system.
- *Preparing for an RTA.* Within the PARTNERSHIP, the region will have a venue for negotiating and studying an RTA that could benefit all partners in the region.

Specific deliverables include but are not limited to:

- *Drafting Formal Agreements:* The PARTNERSHIP will review existing arrangements and transit relationships, reviewing and drafting if necessary, formal contracts and agreements. The initial and primary task would be to address the most pressing problem, the complicated web of arrangements.
- *Integrating Transit into Decision-Making:* The PARTNERSHIP will work to integrate greater transit considerations into planning efforts around the region. The PARTNERSHIP will have involvement with the MPO's Long Range Transportation Plan (LRTP), vetting transit-related recommendations. It would also provide recommendations to local planning efforts and projects.
- *Coordinated Transit Development Plans and Strategies:* Currently, the three transit providers have entirely separate planning documents. PUBLIC TRANSIT OPERATORS must update their Transit Development Plan (TDP) or Transit Strategic Plans (TSP) every five years. Whether done through the TDP or as a document that later consolidates planning recommendations, the PARTNERSHIP is responsible for overseeing the region's transit planning process.
- *Update RTA Study:* The PARTNERSHIP, in coordination with the MPO, will update the RTA Study and develop a new report that will help the region determine if an RTA is feasible.
- *RTP Bylaws and Mission:* The PARTNERSHIP may develop bylaws and mission statement.

### **Article 6 Amendments**

Amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

**Signatures:**

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

Ann Mallek,

Chair  
Charlottesville-Albemarle Metropolitan Planning Organization

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

Ned L Gallaway,  
Chair  
County of Albemarle Board of Supervisors

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

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

\_\_\_\_\_ WITNESS BY \_\_\_\_\_  
Patricia Thomas,  
President  
JAUNT, Inc.

\_\_\_\_\_ WITNESS BY \_\_\_\_\_  
Dale Herring,  
Chair  
Thomas Jefferson Planning District Commission

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

## Memorandum

**To:** MPO-Policy Board  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 22, 2020  
**Reference:** Safety Performance Target Letter to VDOT from MPO

**Purpose:** Each year the Charlottesville Albemarle Metropolitan Planning Organization submits a safety target letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements.

**Background:** The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including:

- number of fatalities,
- rate of fatalities per 100 million vehicle miles traveled (VMT),
- number of serious injuries,
- rate of serious injuries per 100 million VMT,
- and number of non-motorized fatalities and non-motorized serious injuries.

VDOT provides a workbook and letter template for MPOs to use. The completed workbook and letter are attached for the boards review.

**Action Item:** MPO staff recommends a motion to approve the safety letter and send it to VDOT.

If there are any questions or comments, please contact Lucinda Shannon at [lshannon@tjpd.org](mailto:lshannon@tjpd.org) or (434) 979-7310 Ext.113.





**Charlottesville-Albemarle Metropolitan Planning Organization  
of the Thomas Jefferson Planning District Commission**  
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org  
(434) 979-7310 phone; (434) 979-1597 fax; info@tjpd.org email

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January 22, 2020

Mr. Raymond Khoury, P.E.  
State Traffic Engineer  
Traffic Engineering Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Dear Mr. Khoury:

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

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT target, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

By supporting any of the VDOT targets we agree to plan and program projects to contribute toward achieving the State target, and must not only consider safety, but increase the safety of the transportation system. Details of the methodology used to estimate VMT for our MPO area within Virginia for establishing our rate targets is provided in the additional information section below.

**Methodology Summary**

	VDOT	MPO	If MPO, applicable data analysis method
Number of fatalities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Rate of fatalities per 100 million vehicle miles traveled (VMT)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Number of serious injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Rate of serious injuries per 100 million VMT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.
Number of non-motorized fatalities and non-motorized serious injuries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choose an item.

**Additional Information on Methodology**

Enter data analysis and summary information here if other method was selected above.



## Selected Targets

### *Future Target Annual Percent Reductions*

The MPO may adopt the statewide percent reductions for 5-year averages if desired.

Target Description	*Statewide Target Annual Percent Reduction	*MPO Target Annual Percent Reduction
Fatalities	-4.29%	-4.29%
Serious Injuries	0.58%	0.58%
Non-Motorized Fatalities and Serious Injuries	0.64%	0.64%
Vehicle Miles Traveled (VMT)	-1.70%	-1.70%

\*A positive value represents a reduction and a negative value represents an increase.

### *2020 Safety Performance Targets*

The following target values were calculated using the target annual percent reductions:

Target Description	Target Value
Fatalities	9
Fatality Rate	0.73%
Serious Injuries	88
Serious Injury Rate	7.41%
Non-Motorized Fatalities and Serious Injuries	13

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2020 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on January 27, 2020.

For questions or comments, please contact me at [lshannon@tjpd.org](mailto:lshannon@tjpd.org) and 434-979-0654 .

Respectfully,

*Lucinda Shannon, Transportation Program Manager*

*Charlottesville Albemarle MPO  
401 East Water Street Charlottesville, VA 22902*



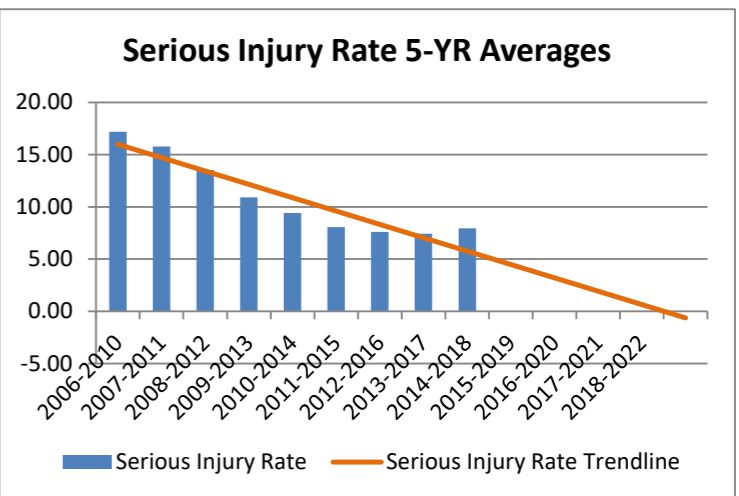
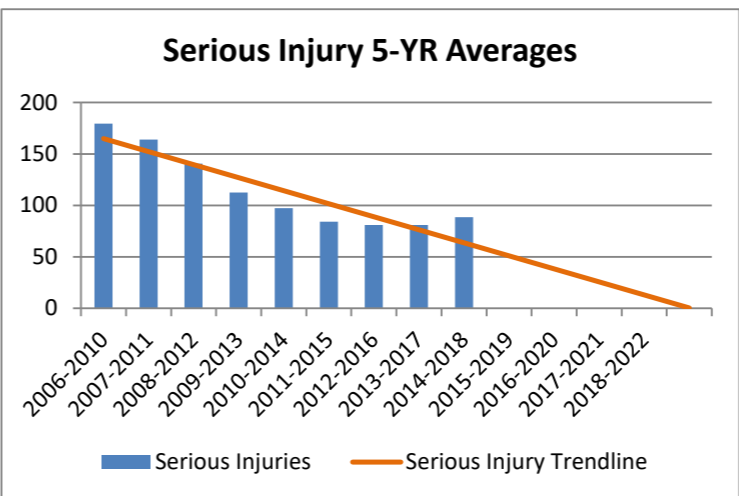
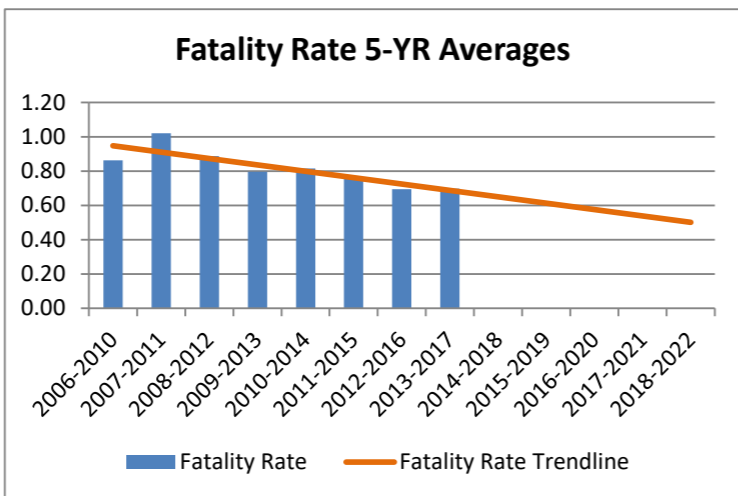
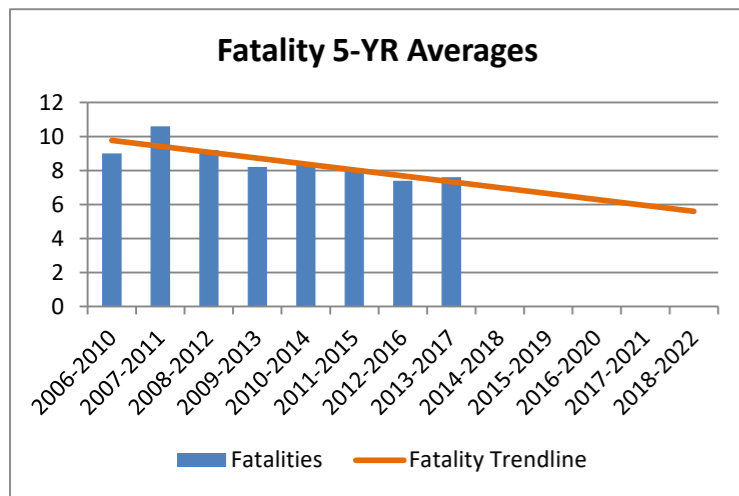
**Directions:**

View data in tables and graphs. Set goal percent reductions and resulting targets in **yellow cells**.

[Click here for more information.](#)

Historical Crash Data	Crash Year	FARS Non-											Injury Crashes	VMT (100 Million)
		FARS Fatal People	Motorist Fatal People	A People	B People	C People	Persons Injured	K Crash	A Crash	B Crash	C Crash	PDO Crash		
<p><b>Notes:</b> The Fatality Analysis Reporting System (FARS), created by the National Highway Traffic Safety Administration (NHTSA), is used to report fatalities. FARS data is available through 2017.</p> <p>The Department of Motor Vehicles (DMV) crash data is used to report injury (Types A, B, and C) and property damage only (PDO) crashes. DMV data is available through 2018.</p> <p>All fatality and injury totals are based on the most recent MPO boundary.</p>	2006	4	0	175	127	492	794	6	123	92	334	1,332	549	10.4
	2007	13	1	213	124	418	755	12	147	92	287	1,183	526	10.5
	2008	11	1	233	207	696	1,136	11	182	156	472	1,722	810	10.6
	2009	7	2	135	210	624	969	4	115	166	408	1,392	689	10.3
	2010	10	2	141	210	601	952	11	119	169	396	1,416	684	10.4
	2011	12	1	98	222	615	935	9	80	183	386	1,517	649	10.2
	2012	6	1	95	512	356	963	7	82	373	227	1,620	682	10.4
	2013	6	2	94	654	242	990	6	72	481	124	1,629	677	10.2
	2014	8	1	58	683	216	957	7	51	490	55	1,603	596	10.3
	2015	8	0	75	720	190	985	9	57	517	40	1,577	614	11.0
	2016	9	2	83	674	154	911	8	69	504	39	1,649	612	11.4
	2017	7	0	95	641	186	922	5	82	491	47	1,580	620	11.6
	2018	--	--	132	261	756	1,149	8	118	209	525	1,426	852	11.4

Calculated Five-Year Averages	Five-Year Period	Fatalities	% Change	Fatality Rate	% Change	Serious Injuries	% Change	Serious Injury Rate	% Change
<p><b>Notes:</b> This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2013-2017 five-year period. Serious injury data is reported up through the 2014-2018 five-year period.</p>	2006-2010	9	--	0.86	--	179	--	17.19	--
	2007-2011	11	17.8%	1.02	18.2%	164	-8.6%	15.77	-8.3%
	2008-2012	9	-13.2%	0.89	-13.0%	140	-14.4%	13.54	-14.2%
	2009-2013	8	-10.9%	0.80	-10.3%	113	-19.8%	10.93	-19.3%
	2010-2014	8	2.4%	0.81	2.4%	97	-13.7%	9.43	-13.7%
	2011-2015	8	-4.8%	0.77	-5.9%	84	-13.6%	8.05	-14.6%
	2012-2016	7	-7.5%	0.69	-9.5%	81	-3.6%	7.60	-5.6%
	2013-2017	8	2.7%	0.70	0.5%	81	0.0%	7.43	-2.2%
	2014-2018	--	--	--	--	89	9.4%	7.96	7.0%



Projected 5-Yr Average Based on Historical Trendline	Description	2018	2019	2020	Yearly Change	Average Percent Reduction*
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Fatalities</b>	7	7	7	-0.22	4.9%
	<b>Fatality Rate</b>	0.69	0.65	0.61	-0.03	5.6%
	<b>Serious Injuries</b>	--	64	51	-2.02	19.9%
	<b>Serious Injury Rate</b>	--	5.76	4.48	-0.36	22.2%

\*A negative number represents a percent increase

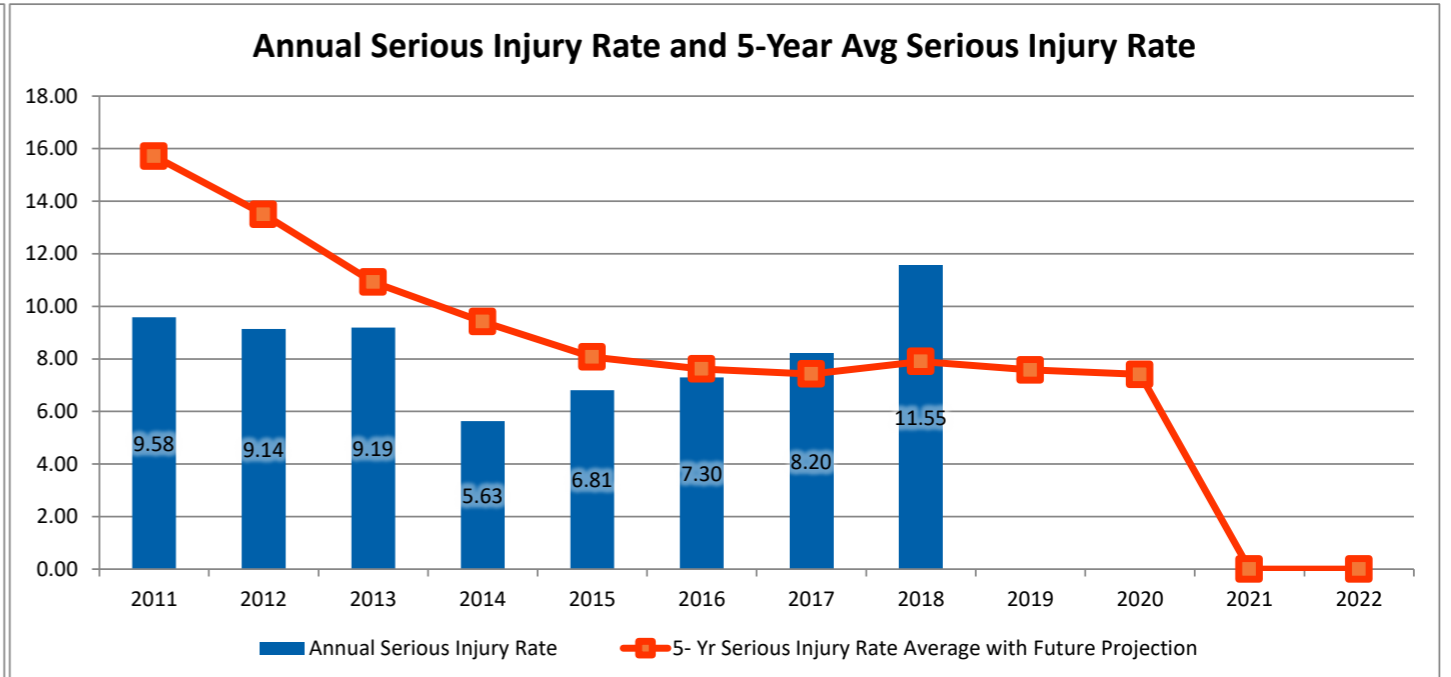
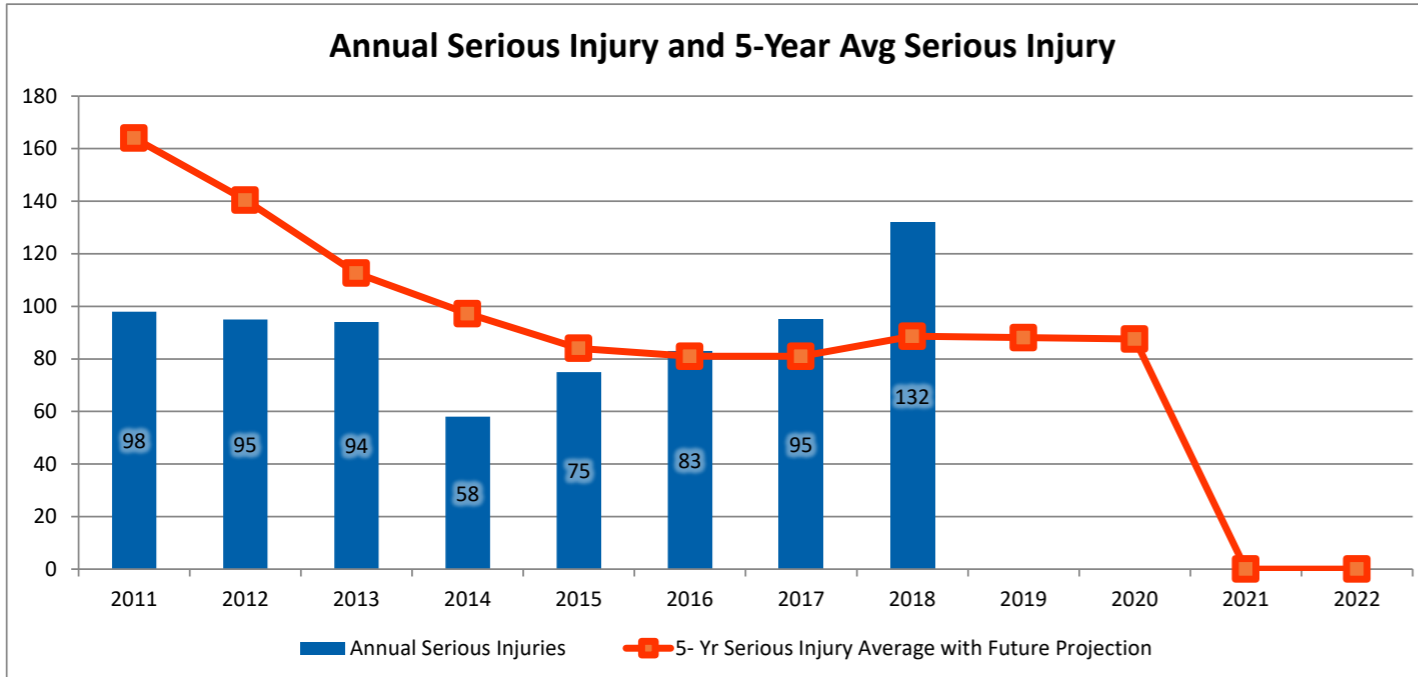
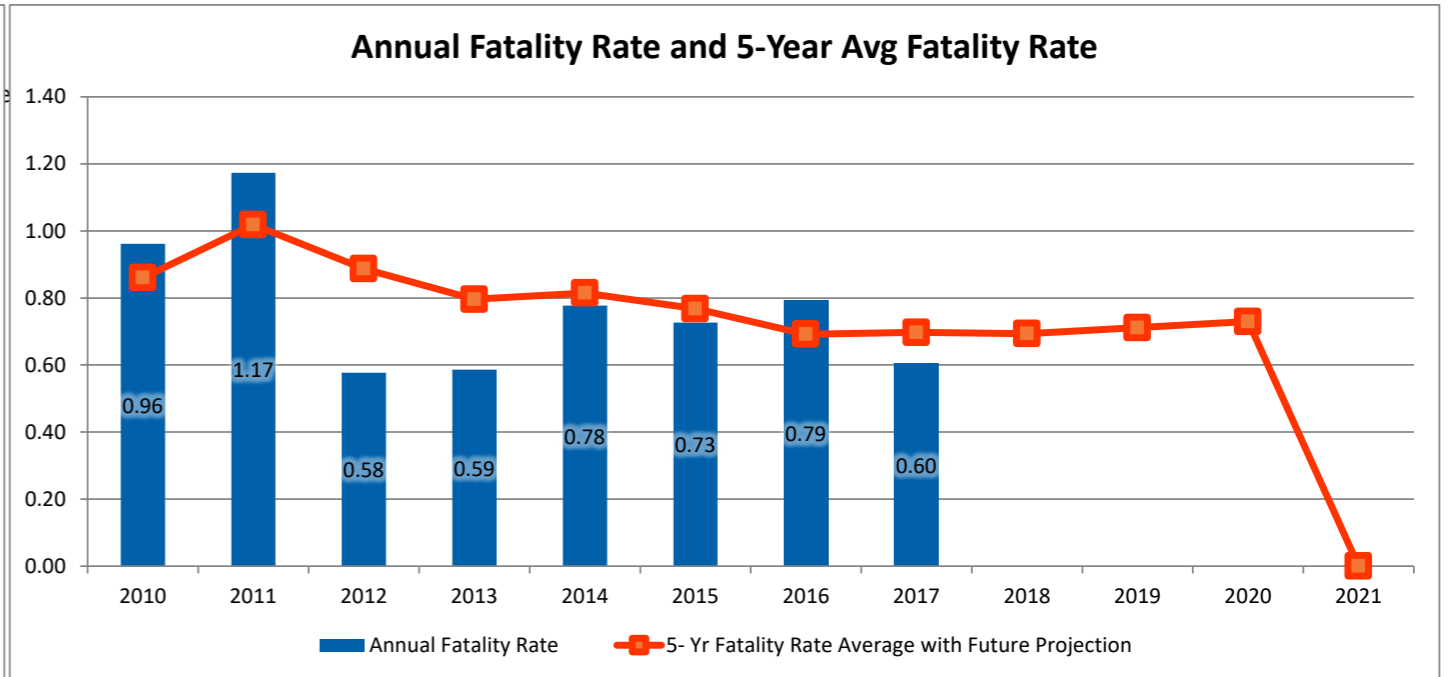
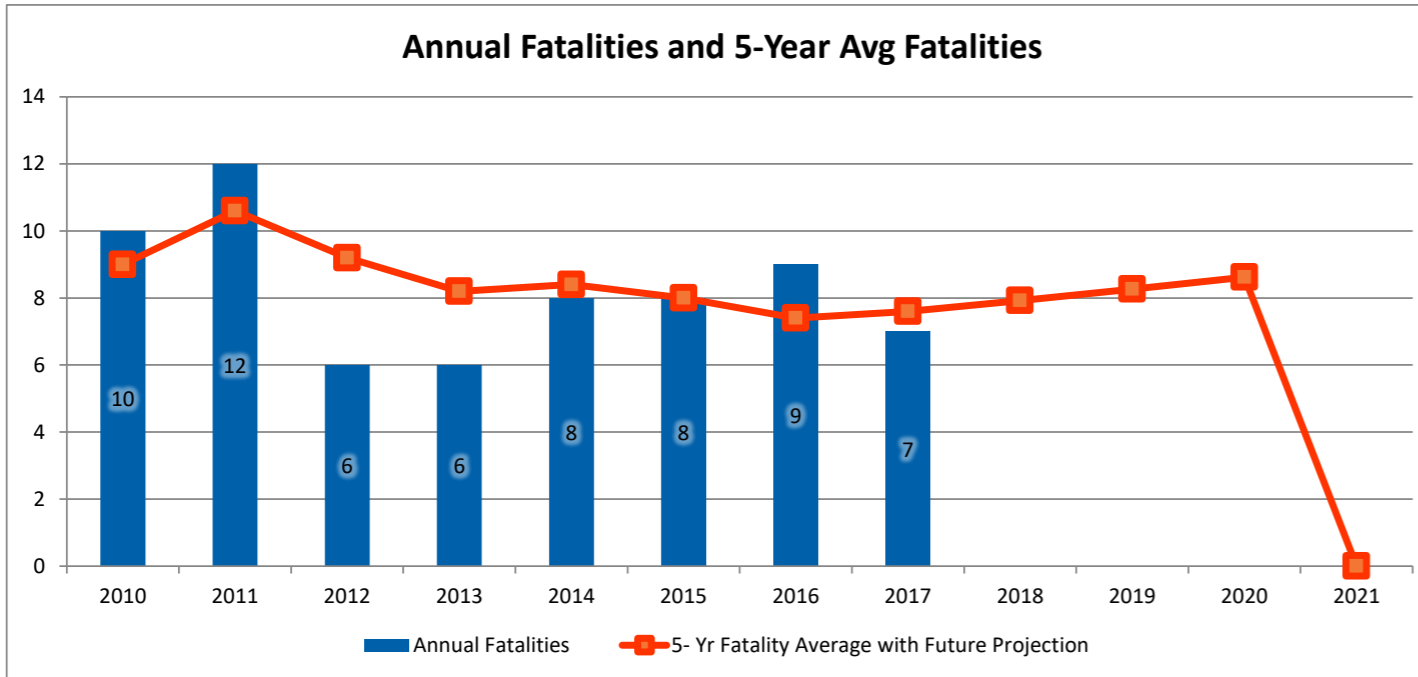
Goal Percent Reductions	Description	Statewide Percent Reduction	Goal Percent Reduction*
<b>Instructions:</b> Enter a goal percent reduction in the yellow cells. The goal reductions will be used to develop the 2020 MPO safety targets in coordination with historical data in the table below. The statewide percent reductions are provided for reference. The MPO may adopt the statewide percent reductions if desired.	<b>Fatalities</b>	-4.29%	-4.29%
	<b>Serious Injuries</b>	0.58%	0.58%
	<b>VMT</b>	-1.70%	-1.70%

\*A negative number represents a percent increase

Projected 5-Yr Average Based on Goal Reductions and Projected VMT Change	Description	2018	2019	2020
<b>Instructions:</b> This table projects the five-year average for future years based on the most recent five-year averages and the goal percent reductions. Graphs for this data are shown in the <i>Graphs_Fatal_SI</i> tab.	<b>VMT (100 Million)*</b>	11.42	11.62	11.82
	<b>Fatalities</b>	8	8	9
	<b>Fatality Rate</b>	0.69	0.71	0.73
	<b>Serious Injuries*</b>	89	88	88
	<b>Serious Injury Rate*</b>	7.96	7.58	7.41

\*Historical data provided for 2018. Projections reported for 2019-2020

2020 MPO Targets	Description	2020
<b>Instructions:</b> Once goal percent reductions have been agreed upon, enter the resulting 2020 5-year average target values (from the table above).	<b>Fatalities</b>	9
	<b>Fatality Rate</b>	0.73
	<b>Serious Injuries</b>	88
	<b>Serious Injury Rate</b>	7.41





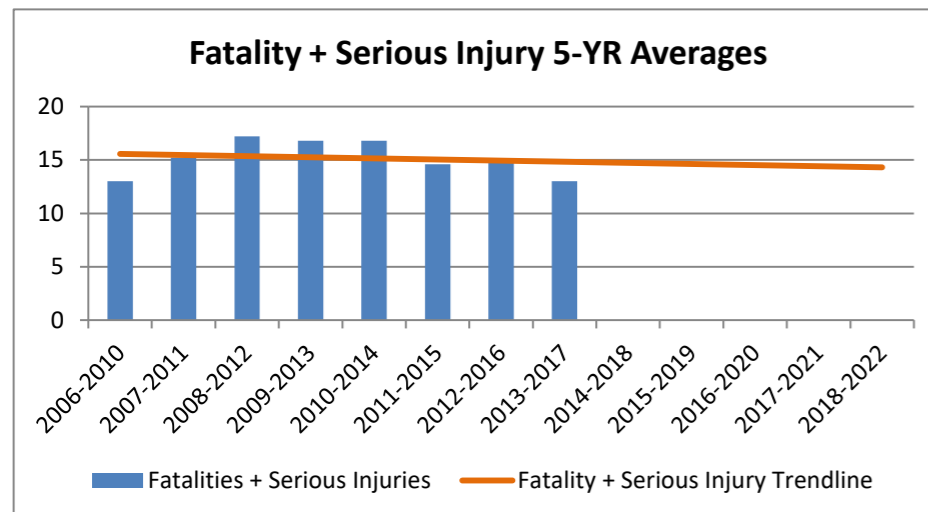
**Directions:**

View data in tables and graphs. Set goal percent reductions and resulting targets in **yellow cells**.

[Click here for more information.](#)

Historical Crash Data	Crash Year	FARS Fatal People	FARS Non-Motorist Fatal People	Non-Motorist A People	Non-Motorist B People	Non-Motorist C People	Non-Motorist Persons Injured	Non-Motorist K Crash	Non-Motorist A Crash	Non-Motorist B Crash	Non-Motorist C Crash	Non-Motorist PDO Crash	Non-Motorist Injury Crashes	VMT (100 Million)	K+A Non-Motorist People
	<p><b>Notes:</b> The Fatality Analysis Reporting System (FARS), created by the National Highway Traffic Safety Administration (NHTSA), is used to report fatalities. FARS data is available through 2017.</p> <p>The Department of Motor Vehicles (DMV) crash data is used to report injury (Types A, B, and C) and property damage only (PDO) crashes. DMV data is available through 2018.</p> <p>All fatality and injury totals are based on the most recent MPO boundary.</p>	2006	4	0	4	5	1	10	1	3	4	1	0	8	10.4
2007		13	1	10	5	3	18	1	9	4	2	1	15	10.5	11
2008		11	1	19	23	25	67	1	19	21	20	0	60	10.6	20
2009		7	2	11	17	24	52	2	11	15	14	0	40	10.3	13
2010		10	2	15	33	25	73	2	15	31	24	0	70	10.4	17
2011		12	1	14	40	22	76	1	14	38	20	0	72	10.2	15
2012		6	1	20	42	23	85	1	20	40	16	1	76	10.4	21
2013		6	2	16	51	12	79	2	12	48	8	0	68	10.2	18
2014		8	1	12	57	16	85	1	11	53	4	1	68	10.3	13
2015		8	0	6	56	13	75	1	6	49	2	2	57	11.0	6
2016		9	2	15	35	9	59	2	11	31	4	1	46	11.4	17
2017		7	0	11	53	18	82	0	11	48	4	2	63	11.6	11
2018		--	--	16	18	27	61	0	16	18	27	0	61	11.4	--

Calculated Five-Year Averages	Five-Year Period	Fatalities	% Change	Serious Injuries	% Change	Fatalities + Serious Injuries	% Change
<p><b>Notes:</b> This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2013-2017 five-year period. Serious injury data is reported up through the 2014-2018 five-year period.</p>	2006-2010	1	--	12	--	13	--
	2007-2011	1	16.7%	14	16.9%	15	16.9%
	2008-2012	1	0.0%	16	14.5%	17	13.2%
	2009-2013	2	14.3%	15	-3.8%	17	-2.3%
	2010-2014	1	-12.5%	15	1.3%	17	0.0%
	2011-2015	1	-28.6%	14	-11.7%	15	-13.1%
	2012-2016	1	20.0%	14	1.5%	15	2.7%
	2013-2017	1	-16.7%	12	-13.0%	13	-13.3%
	2014-2018	--	--	12	0.0%	--	--



Projected 5-Yr Average Based on Historical Trendline	Description	2018	2019	2020	Yearly Change	Average Percent Reduction
<b>Notes:</b> This table projects the five-year average for future years based on the historical trendline.	<b>Non-Motorized Fatalities + Serious Injuries</b>	15	15	15	-0.94	0.7%

\*A negative number represents a percent increase

Goal Percent Reductions	Description	Statewide Percent Reduction	Goal Percent Reduction*
<b>Instructions:</b> Enter a goal percent reduction in the yellow cells. The goal reductions will be used to develop the 2020 MPO safety targets in coordination with historical data in the table below. The statewide percent reductions are provided for reference. The MPO may adopt the statewide percent reductions if desired.	<b>Non-Motorized Fatalities + Serious Injuries</b>	0.64%	<b>0.64%</b>

\*A negative number represents a percent increase

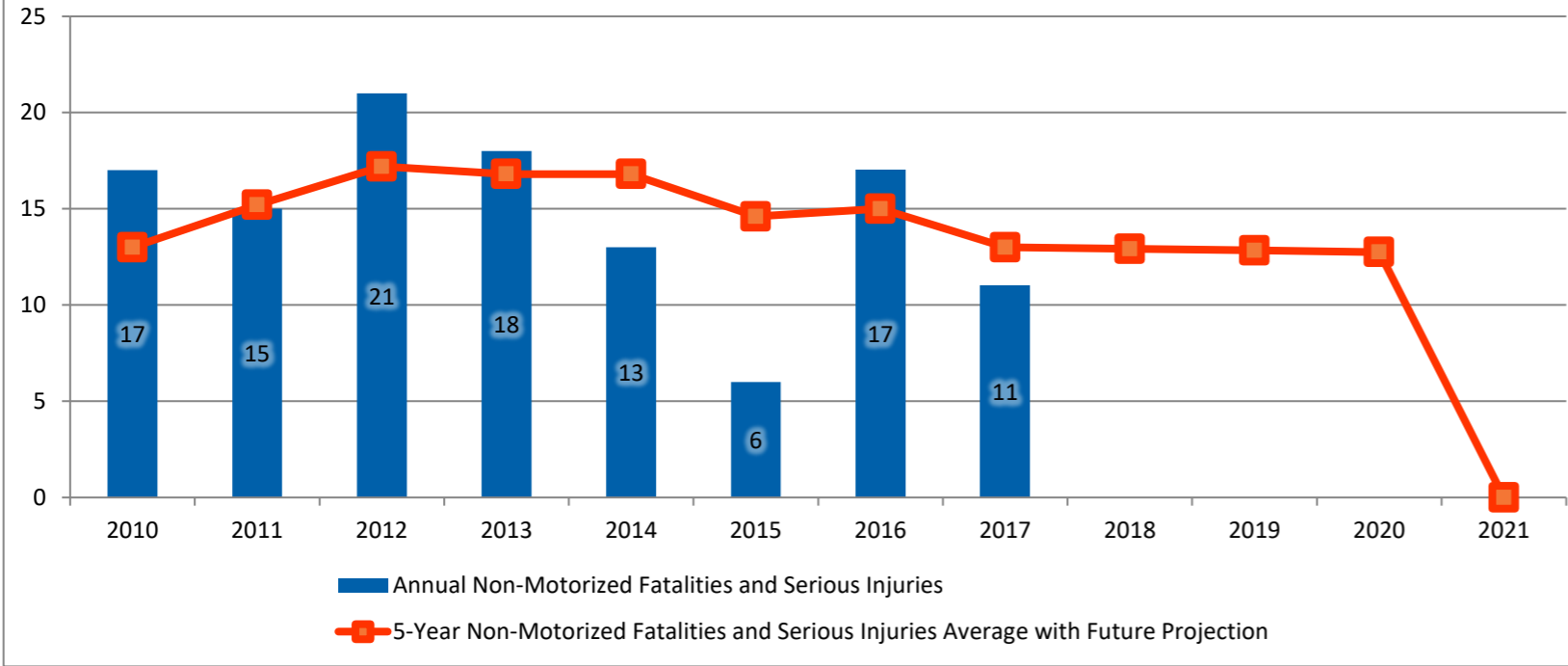
Projected 5-Yr Average Based on Goal Reductions and Projected VMT Change	Description	2018	2019	2020
<b>Instructions:</b> This table projects the five-year average for future years based on the most recent five-year averages and the goal percent reductions. Graphs for this data are shown in the <i>Graphs_Bike_Ped</i> tab.	<b>Non-Motorized Fatalities + Serious Injuries</b>	13	13	13

2020 MPO Targets	Description	2020
<b>Instructions:</b> Once goal percent reductions have been agreed upon, enter the resulting 2020 5-year average target values (from the table above).	<b>Non-Motorized Fatalities + Serious Injuries</b>	<b>13</b>





### Annual Non-Motorized Fatalities and Serious Injuries



**KABCO Scale: A functional measure of the injury severity for any person involved as determined by law enforcement at the scene of the crash.**

Injury Type	Common Identification	Full Definition
K	Fatal Injury	A fatal injury is an injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
A	Incapacitating Injury	Injury = Suspected Serious Injury which is any injury other than fatal, resulting in one or more of the following: a. Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood b. Broken or distorted extremity (arm or leg) c. Crush injuries d. Suspected skull, chest, or abdominal injury other than bruises or minor lacerations e. Significant burns (second and third degree burns over 10 percent or more of the body) f. Unconsciousness when taken from the crash scene g. Paralysis
B	Non-incapacitating Injury	Minor/Possible Injury = Other Visible Injury, as Bruises, Abrasions, Swelling, Limping, etc.
C	Possible Injury	No Apparent Injury = No Visible Injury, But Complaint of Pain, or Momentary Unconsciousness
PDO Crash	Property Damage Only	Crash resulting in property damage of at least \$1500 to the motor vehicle or other property but without injury to any occupants or non-motorists. The damage amount prior to 2009 is \$1,000.

## Memorandum

**To:** MPO-Policy Board  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 22, 2020  
**Reference:** Smart Scale Policy and Methods Updates for Round 4

**Purpose:** Review the changes to VDOT's upcoming fourth round of the Smart Scale funding application process.

**Background:** The changes to this round include:

- Reducing the length of time that applications can be submitted for pre-screening from 3 months to 1 month
- Limiting the amount of pre-applications that can be submitted
- Changing the types of transit projects that are eligible (System-wide changes and maintenance facilities would no longer be eligible)

The evaluation criteria for scoring projects is also proposed to be modified, impacting all five categories of measurement: Congestion, Economic Development, Environment, Land Use and Safety. For more information on the proposed changes, view the [PowerPoint presentation from the last CTB meeting](#) and [CTB's analysis](#) of how the proposed changes would affect scoring based on last year's projects.

**Action Item:** No action needs to be taken; this is an information item.

If there are any questions or comments, please contact Lucinda Shannon at [lshannon@tjpd.org](mailto:lshannon@tjpd.org) or (434) 979-7310 Ext.113.



# SMART SCALE ROUND 4

Charlottesville-Albemarle MPO January 2020 Meeting

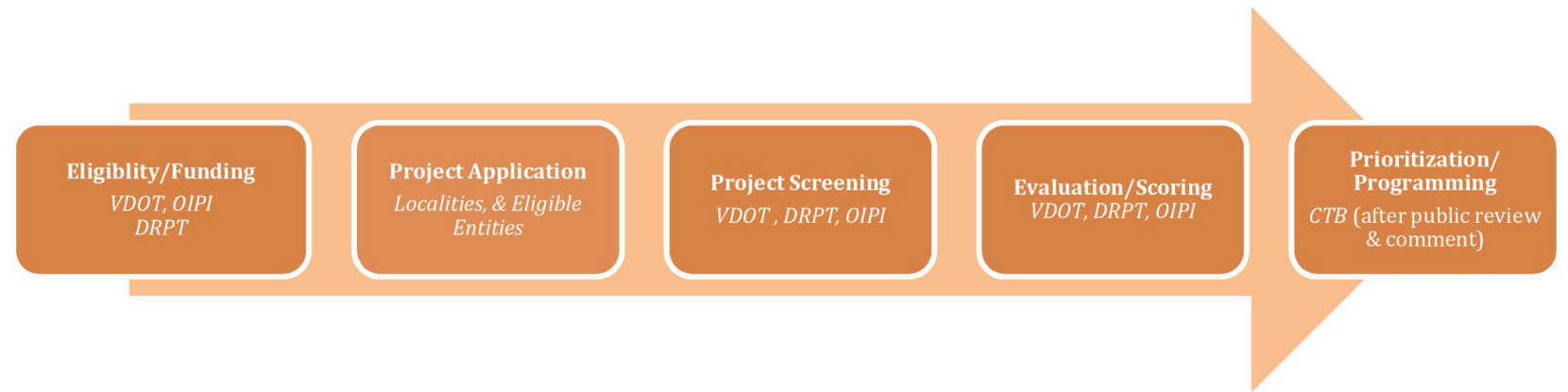
 Charles Proctor

# Meeting Agenda

1. Overview
2. Schedule
3. Potential Applications
  - Albemarle County
  - City of Charlottesville
4. Next Steps

# Smart Scale

## Potential Project



### A. Eligibility

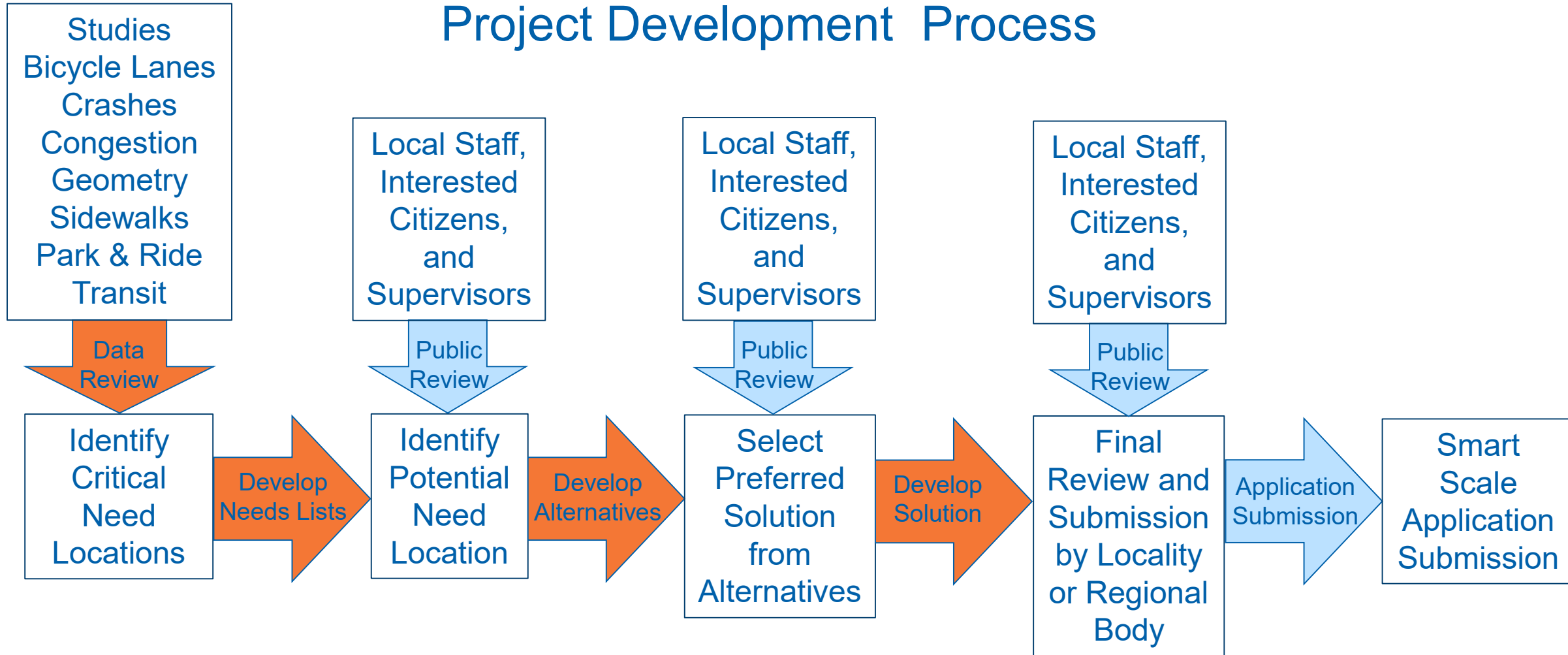
1. Must meet a VTRANS Need
  - a. Corridor of Statewide Significance (COSS – Rte. 29, 28, 17, 250, I64 & I66)
  - b. Regional Network (RN - Multimodal Network within the Urbanized Area)
  - c. In a designated Urban Development Area (UDA)
  - d. Identified Safety Need Locations
2. Need to be submit by and eligible entity (Locality, MPO, PDC, or Transit Agency)

### B. Readiness

1. Clearly define sketch, project description, and cost estimate
2. Completed study (Traffic, Crash, NEPA, SJR, IJR, etc.)

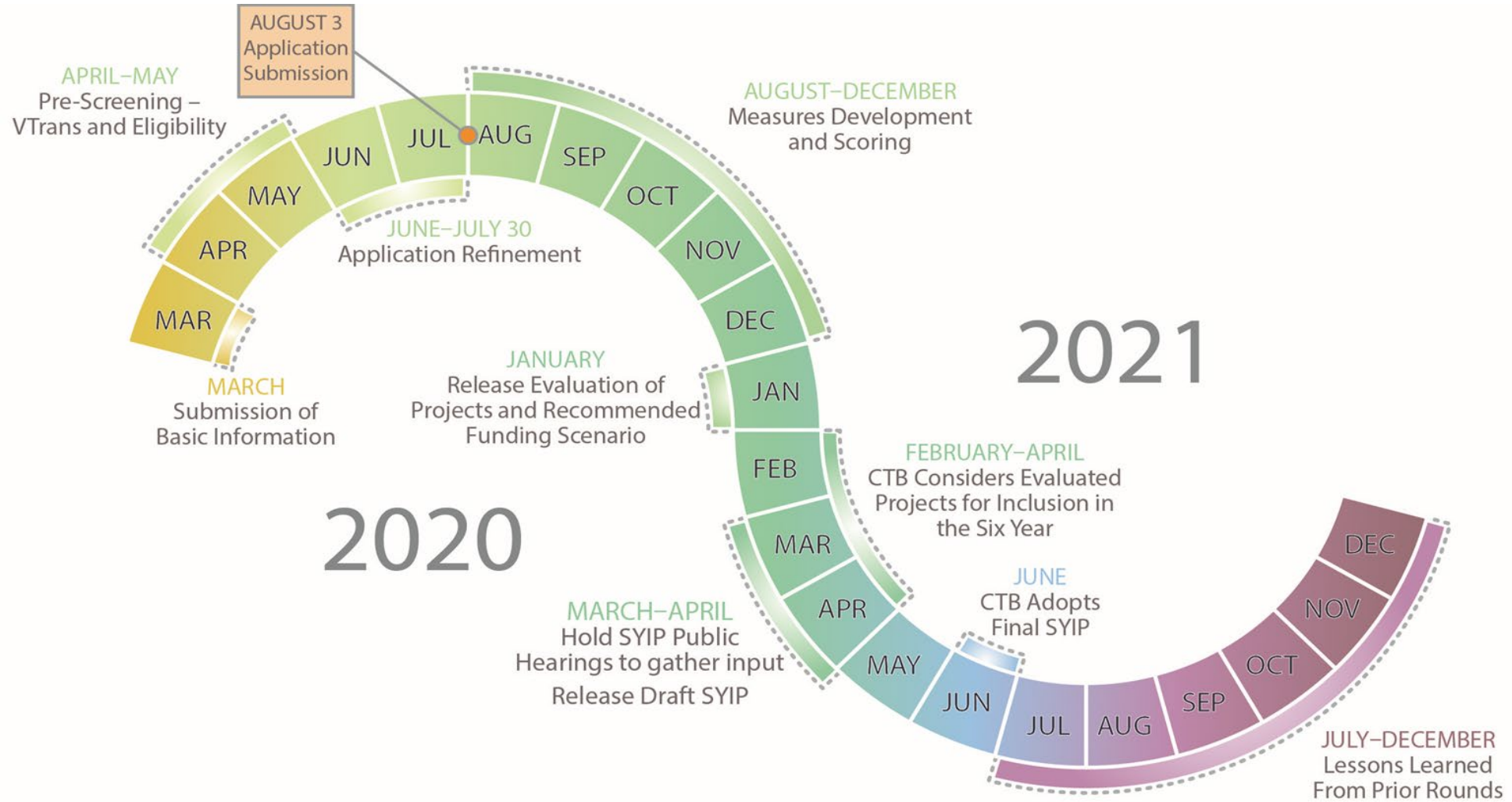
# Smart Scale

## Project Development Process





# Smart Scale Schedule Timeline



# Albemarle County - Recommended App. Locations

- Access Management on US 250 East from VA 20 (Stoney Point Rd) east to Hanson Rd. (Seg # 10, 32)
- Old Lynchburg Rd. / 5<sup>th</sup> St. Ext. /County Office Bldg. Intersection Improvements (Int. #80, 92, Seg. #16, 112, 171)
- Belvedere / Rio Rd Intersection Improvements **(Not a PSI)**
- VA 20 / VA 53 Intersection Improvements – Revise/Resubmit (# 47)
  
- US 29 / Hydraulic Rd Intersection Improvements – Revise/Resubmit (CA-MPO) (Int #5, Seg # 2, 8, 24 & 26 & TSN)
- Zan Rd Overpass – Revise/Resubmit (CA-MPO) **(VTRANS Need Question)**
- Fontaine Ave/29 Bypass Interchange – Revise/Resubmit (CA-MPO) **(Not a PSI)**
  
- US 29 / Frays Mill / Burnley Station Intersection Improvements – Revise/Resubmit (TJPDC) (# 12)
- Exit 107 Park & Ride lot – Revise/Resubmit (TJPDC)
- US 29 Shared Use Path from Carrsbrook to Seminole Lane – Revise/Resubmit (TJPDC)

# City of Charlottesville- Recommended App. Locations

- **Preston / Grady Intersection Improvements – Revise/Resubmit**
- **US 250 / Hydraulic Intersection Improvements – (Revenue Share?) Revise/Resubmit**
- **West Main St (section 3 and 4) Revise/Resubmit**
- **5th Street Multi-modal Improvements (Ridge to Cherry St)**
- **Emmett Street Multi-Modal Improvements (Arlington Blvd to Barracks Rd)**
  
- **US 29 / Hydraulic Rd Intersection Improvements – Revise/Resubmission (CA-MPO)**
- **Zan Rd Overpass – Revise/Resubmit (CA-MPO)**

# Next Steps

## Select projects to present to the Localities

- **Develop alternatives for the proposed location**
  - Return to Localities in February with alternative solutions and preferred recommendations to address the needs at each of the identified locations
  - Request concurrence on the preferred solution for each identified location.
- **Develop Pre-Application Materials**
  - Develop a Preliminary Sketch, Project Description, and Cost Estimate of the preferred alternative.
  - Assists applicant with pre application submission.



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

**Proposed Changes to SMART SCALE  
Policies and Methods - Round 4**

December 10, 2019





# Summary



- Recap of Proposed Changes
  - Timeline and schedule
  - Project eligibility
  - Project Readiness
  - Analytical methods and weights
  - Other minor changes



# Changes to Timeline

- Pre-App intake window reduced from **3 months to 1 month**
- NEW - Pre-apps that can be submitted will be based on cap limits
  - **Cap limit of 10: will be allowed to submit 12 pre-apps (10+2)**
  - **Cap limit of 4: will be allowed to submit 5 pre-apps (4+1)**
- Pre-application cap limits prevent VDOT/DRPT staff from reviewing applications that will not be submitted while providing cushion in case a project screens out
- Two full months to complete final application - refine cost estimate, enter econ dev sites, upload supporting documents, etc

Localities	MPOs/PDCs/Transit Agencies	Pre-Application Cap	Final Application Cap
<b>Less than 200K</b>	<b>Less than 500K</b>	<b>5</b>	<b>4</b>
<b>Greater than 200K</b>	<b>Greater than 500K</b>	<b>12</b>	<b>10</b>



# Project Eligibility



- Two areas to clarify/limit eligibility:
  - Transit Maintenance Facilities - propose that stand-alone maintenance facilities not be eligible - must include capacity expansion of transit system
  - Systemwide Investments - improvements that do not have a typical from/to and often cover a larger geographic area
    - **Examples**
      - Jurisdiction-wide implementation of adaptive signal controllers
      - Countywide bus stop upgrades
    - Prohibit project applications that include improvements that are jurisdiction-wide
    - Expansive scope and multi-faceted nature of improvements present considerable challenges for scoring and validation

# Project Readiness

- Board has strengthened project readiness requirements each round
- Strengthened policies to-date have focused on highway expansion investments - requiring alternative analysis and planning studies
- Recommend similar policy provisions for corridor level adaptive signal controller upgrades and major transit capital investments such as Bus Rapid Transit (BRT) and light rail
  - Corridor level adaptive signal controllers
    - require detailed corridor study/plan
  - BRT/Light Rail
    - require planning study that shows alternatives considered
    - inclusion in agency's Transit Strategic/Development Plan



**SMART  
SCALE**

*Funding the Right  
Transportation Projects  
in Virginia*

# Project Evaluation and Scoring

# Congestion



- Feedback - concern that current methods do not account for congestion on both weekdays and weekends
- Implement method to better account for peak period congestion throughout entire week (weekdays and weekends)
- Datasource: INRIX dataset
- OIPI will present more detail on proposed approach in January

## Congestion- Recommendation for Round 4

- 1) Implement method to better account for peak period congestion throughout entire week (weekdays and weekends)

- **SMART SCALE team has been working on the following areas related to safety**
  - **Targeted Crash Modification Factors (CMFs)**
  - **Weighting of S1 (crash frequency) versus S2 (crash rate) - currently 50/50**
    - Recommend changing weight to 70/30
    - Supports Board targets to reduce fatal and injury crashes and pending policy changes related to HSIP program
  - **Increase weight for Safety factor in Area Type A from 5% to 10%**

#### Safety - Recommendations for Round 4

- 1) For certain project types a targeted CMF will be used
- 2) 70/30 split in weighting - more weight to reduction in crash frequency
- 3) Area Type A - Increase safety weight from 5% to 10%

# Economic Development Sites



- Policies adopted by the Board for Round 3 improved the reasonableness of economic development results
- Zoned only properties has to be adjacent to the proposed transportation improvement
- In validating zoned properties and conceptual site plans we noticed several examples of high floor area ratios (FAR) - values in range of 5 were not uncommon
- Applicants uploaded zoning ordinances showing that larger FAR are allowed, but that does not mean they are likely

## Weighting Sites based on Readiness

Highest  
↑  
↓  
Lowest

Approved Detailed Site Plan
Submitted Detailed Site Plan
Approved Conceptual Site Plan
Submitted Conceptual Site Plan
Zoned Only

# Economic Development Sites



- Floor Area Ratio (FAR) assumptions for zoned-only properties can be problematic
- Large industrial tracks (250+ acres) with assumed FARs of 1 250 acre would equate to 10,890,000 sq ft building
  - **Boeing Everett Factory - 4.28M sqft**
- Several tracts with assumed FARs of 5.0 or higher
- Applicants provided documentation of local ordinances allowing FAR value used - just because it is allowed does not mean it is likely

## Economic Development - Recommendation for Round 4

- 1) FAR for zoned only properties capped at 0.3 unless applicant can prove average FAR around project is higher or minimum FAR in local zoning ordinance is higher than 0.3

# Economic Development Sites: VEDP Business Ready Sites



- Virginia Economic Development Partnership (VEDP) Business Ready Sites proposed to be recognized within Urban Development Area need category
- In recognition of this change we proposed change in weighting process used to scale ED1 measure - Project Support for Economic Development
- Proposed changes will not affect eligibility or site identification practices
- Changes would provide additional weight to VEDP Business Ready Sites and additional weight to redevelopment projects



# Economic Development Sites: VEDP Business Ready Sites



## Current weighting process

- Development square footage scaled by up to 5 points:
  - 0.5 points if proposed project is specifically referenced in comprehensive or development plan, and
  - Up to 0.5 points based on level of economic distress**PLUS**
  - .5 points for Conceptual Site Plan Submitted, or
  - 1 point for Conceptual Site Plan Approved, or
  - 2 points for Detailed Site Plan Submitted, or
  - 4 points for Detailed Site Plan Approved

# Economic Development Sites: VEDP Business Ready Sites



## Proposed weighting process (changes in orange)

- Development square footage scaled by up to 5 points:
  - 0.5 point if proposed project is specifically referenced in comprehensive or development plan, and
  - Up to 0.5 point based on level of economic distress  
**PLUS**
  - **.5 points** for Conceptual Site Plan Submitted, or
  - **0.5 point** for Conceptual Site Plan Approved, or
  - **1 points** for Detailed Site Plan Submitted, or
  - **2 points** for Detailed Site Plan Approved  
**PLUS**
  - **0.5 points** for VEDP Tier 4 (“infrastructure ready”), or
  - **1 points** for Tier 5 (“shovel ready”) Business Ready sites, and
  - **1 points** for redevelopment of existing site

# Environment

## Resource Impact Measure



- Problem: treating measure as a benefit
- Significant potential impact = 0 and No impact = 100
- After lessons of Round 1 - potential impact was then scaled by points in all other measures
- Results can be counter intuitive - if you do not consider \$
- Example - HRBT, which had the second-highest total impact to sensitive resources received the greatest number of points for this measure due to high benefit score

### Environment - Recommendation for Round 4

- 1) Convert E1 to subtractive measure (subtracting up to 5 points at end of scoring)
- 2) E2 (Air Quality Energy) measure weight changed to 100%

# Environment

## Resource Impact Measure



Proposed method would be subtractive, taking away up to five benefit points based on potential sensitive acres impacted

Project	Description	Impacted Acres	E1 Weighted Score	Benefit Score Before E1	Benefit Score After E1	Requested Amount	SS Score
W	High score, high cost, large footprint	900	-5.00	59.00	54.00	\$ 80,000,000.00	6.75
X	High score, moderate cost, moderate footprint	300	-1.67	26.00	24.33	\$ 15,000,000.00	16.22
Y	Moderate score, moderate cost, large footprint	450	-2.5	6.00	3.5	\$ 40,000,000.00	0.85

# Land Use



- For Round 3, the Board adopted a new method objective metric to replace subjective metric to measure a project's support for transportation efficiency of development
- L1 multiplies non-work accessibility by future density; existing dense areas do well in this measure but emerging areas may not due to lack of current non-work destinations
- L2 multiplies non-work accessibility by the *change* in population and employment; areas that do well in L1 also tend to perform well in L2;

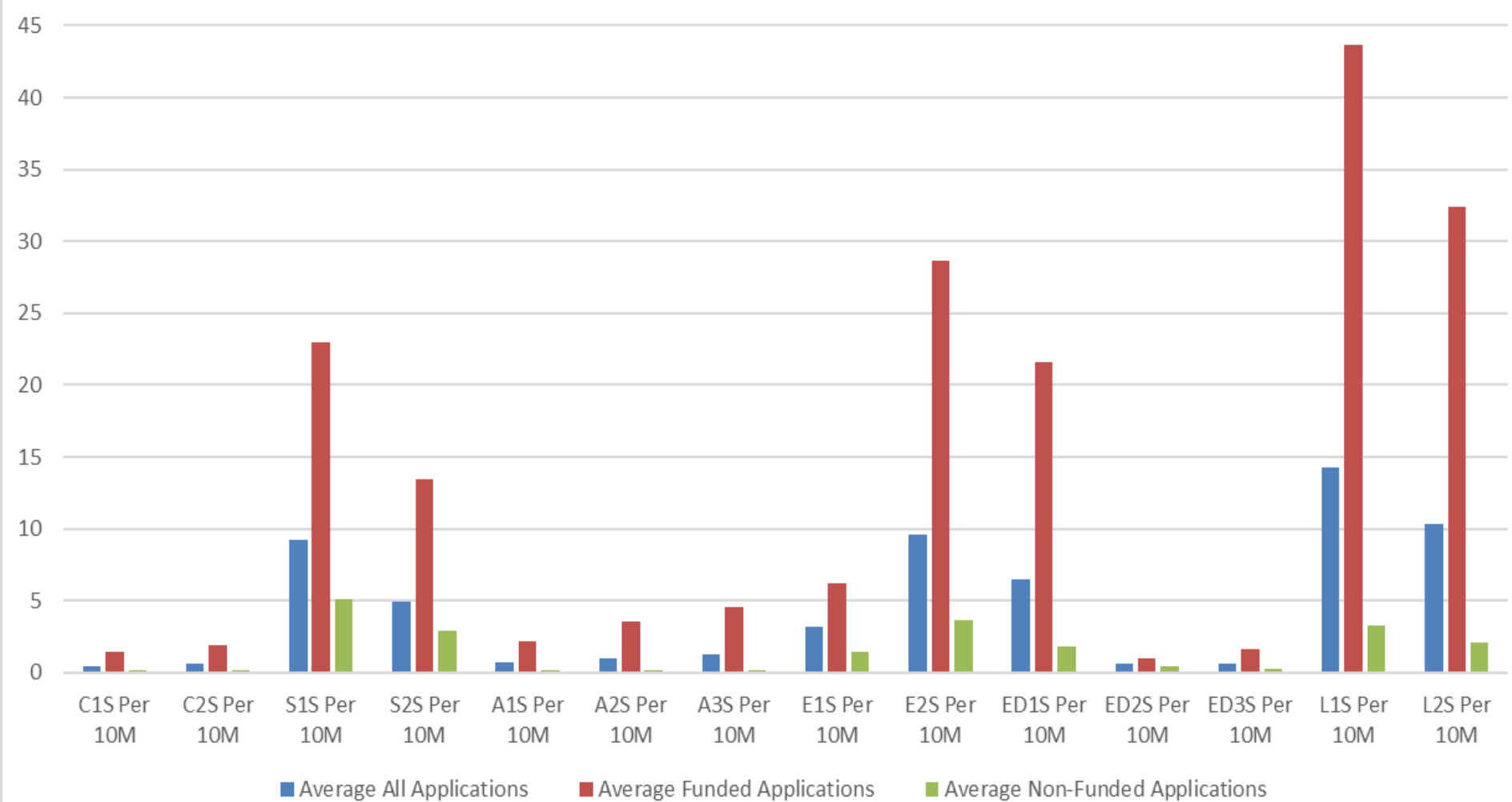
## Land Use - Recommendations for Round 4

- 1) Drop L1 measure and give 100% of weight to L2
- 2) Area Type A - Land Use weight changed from 20% to 15%
- 3) Area Type A = Safety weight changed from 5% to 10%

# Avg Normalized Scores Per \$10M Requested



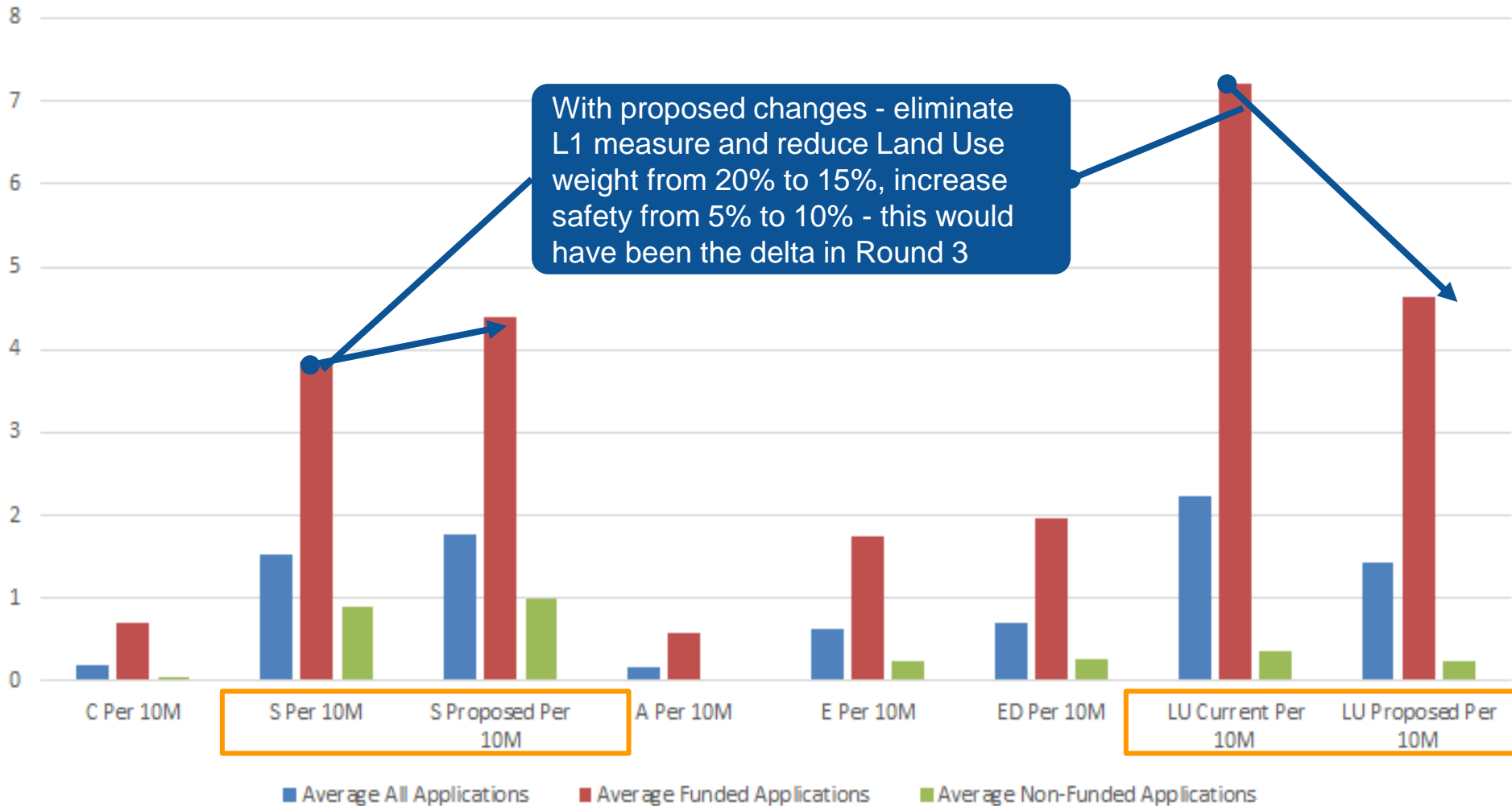
Normalized Scores Per \$10M Requested



# Final Weighted Scores Per \$10M Requested



Final Weighted Scores Per \$10M Requested



# Land Use

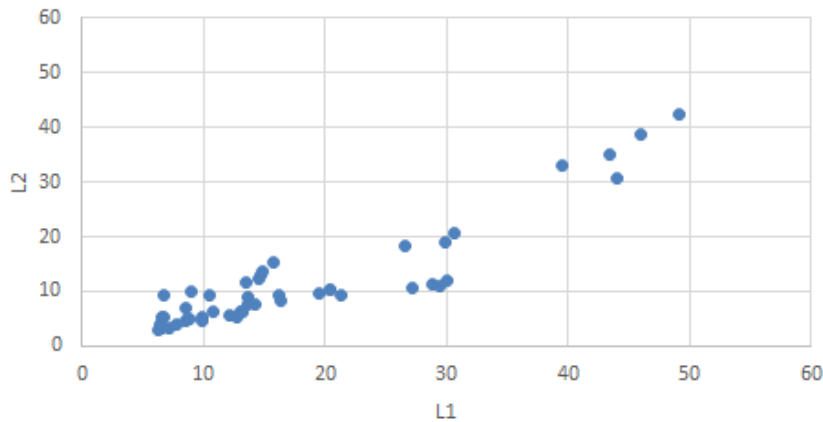


- **Top 50 L1 scores vs L2:** Areas with high population and employment density highly correlate with areas with higher density of non-work destinations
  - Projects in these areas do well in both the L1 and L2 measures
- **Top 50 L2 scores vs L1:** Emerging growth areas that need to improve walkability may not have current density of non-work destinations
  - Projects in these areas do well in L2, but do not necessarily do as well in L1

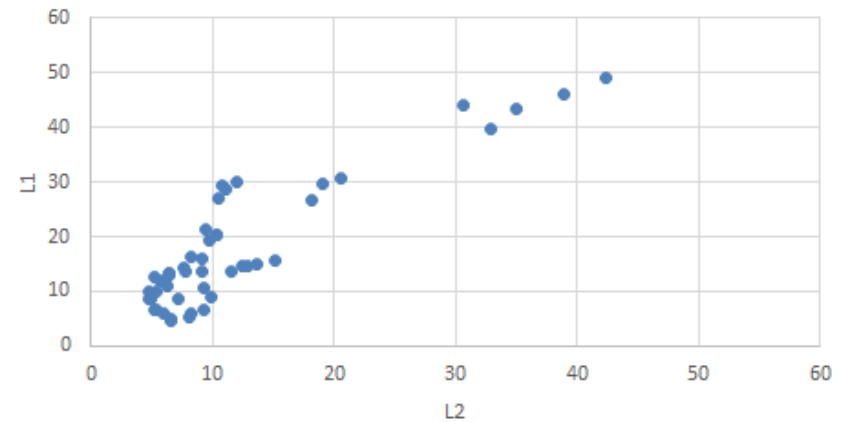


# Land Use

Top 50 L1 vs L2 (top 2 not shown)



Top 50 L2 vs L1 (top 2 not shown)



- Intent and outcome of proposal to eliminate L1 is not to hurt projects that currently score well in L1 - instead we are trying to give boost to emerging/growth areas that need to invest in walkability
- All other measures look at change or delta - L2 is most consistent with this approach as it looks at anticipated growth

## Other Minor Changes

- Area Types
  - Fredericksburg Area Metropolitan Planning Organization (FAMPO) has formally passed resolution to request change in Area Type from A to B
  - New River Valley Regional Commission (NRVRC) has expressed desire to change Area Type from C to D - formal resolution has not been received to-date
- Policy resolution in January will clean up and clarify existing policy - example: formalize policy for project cancellation

# Treatment of Interstate Projects



- Interstate projects have been outlier projects that have suppressed benefits scores for other investments
- Dedicated funding sources for operational and capacity improvements for Interstates exists now from the 81 legislation
- Intent is to develop Interstate Corridor Plans for each Interstate

- I-81 Complete
- I-95 Underway
- I-64 Next



- Unresolved policy question - How should Interstate projects be handled in SMART SCALE?



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

Thank you.



## Memorandum

**To:** MPO-Policy Board  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 22, 2020  
**Reference:** Adjustments from VDOT to the Transportation Improvement Program (TIP) FY18-21

**Purpose:** The CA-MPO made administrative adjustments to the TIP, to be consistent with the State's Transportation Improvement Program (STIP). The CA-MPO staff informs the committee of the TIP adjustment.

**Background:** There are two adjustments, one requested from Virginia Department of Transportation (VDOT) and the other from the Virginia Department of Rail and Public Transportation (DRPT).

The first adjustment applies to the VDOT project groupings - Maintenance: Preventive Maintenance and System Preservation. The State advanced funding from FY-20 to FY-19 to this year's obligation. The STIP adjustments were based on actual obligations and current estimate. See attached for the previous and updated copies of the TIP summary tables.

The second adjustment was from DRPT, the FTA requested a minor administrative modification to CAT0001 and JNT0001, FTA 5307 operating funding amounts for FY18, 19 and 20. The amounts in FY18 & 19 are decreased to reflect the 5% withholding that was in place at the time. The same amounts are added to FY20, so there is no change to the TIP project total. The corresponding budget tables are attached with the adjustments on the STIP page in blue.

**Summary:** MPO staff are informing the MPO Policy Board of the administrative modifications made on this TIP project summaries. Once this TIP adjustments from VDOT and DRPT are reviewed by the MPO Policy Board, the TIP document for FY18-21 will be updated with the modified TIP tables.

If there are any questions or comments, please contact Lucinda Shannon at [lshannon@tjpd.org](mailto:lshannon@tjpd.org) or (434) 979-7310 Ext.113.