

AGENDA

Join Zoom Meeting

<https://us02web.zoom.us/j/83786779756?pwd=K0V0dFpId3R5VVRteFhzVHhKODF6UT09>

Meeting ID: 837 8677 9756

Passcode: 903573

Dial in: 1 646 558 8656

Item	Time†	Description
1	4:00 – 4:05	Call to Order: Read the notice of electronic meeting
2	4:05-4:10	Matters from the Public: limit of 3 minutes per speaker Public are welcome to provide comment on any transportation-related topic, including the items listed on this agenda, and/or comment during items marked with an *
3	4:10-4:15	General Administration * - Sandy Shackelford, TJPDC <ul style="list-style-type: none"> Return to in-person meetings starting in July Review and Acceptance of the Agenda * Approval of March 24, 2021 Meeting Minutes * Approval of May 26, 2021 Meeting Minutes *
4	4:15-4:25	Resolution of Support for Charlottesville Funding Applications * Consideration of a Resolution of Support for a Transportation Alternatives Program Funding Application by the City of Charlottesville for Meadow Creek Trail and Bridge Project – Chris Gensic, City of Charlottesville <ul style="list-style-type: none"> Memo Resolution * Consideration of a Resolution of Support for a Safe Routes to School Non-Infrastructure Grant Application by the City of Charlottesville to fund a Safe Routes to School Program Coordinator – Amanda Poncy, City of Charlottesville <ul style="list-style-type: none"> Memo Resolution * Consideration of a Resolution of Support for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant to create a Charlottesville Regional Multimodal Transportation Station Master Plan for Charlottesville Union Station – Jessica Hersh-Ballering, TJPDC <ul style="list-style-type: none"> Resolution *
5	4:25-4:40	Public Participation Plan Updates - Lucinda Shannon, TJPDC Staff will review prepared updates to the Public Participation for initial consideration. Public hearing and vote will be scheduled for July 28, 2021.
6	4:40-5:10	Smart Scale Round 5 Application Review of Potential Projects – Sandy Shackelford, TJPDC Discussion of MPO Smart Scale project selection process and review of potential project options <ul style="list-style-type: none"> Memo – Process and Staff Recommended Projects Memo – CTAC Projects
7	5:10-5:25	VDOT Project Pipeline Initiatives – Chuck Proctor, VDOT Discussion of VDOT initiatives to develop a project pipeline to continue to identify projects for funding applications.
8	5:25-5:35	Electric Vehicle Charging Station Needs Assessment – Lucinda Shannon, TJPDC Presentation on the research TJPDC staff has conducted on the need for EV charging stations in the region.
9	5:35-5:40	Staff updates <ul style="list-style-type: none"> Transportation Improvement Program Administrative Adjustments – Lucinda Shannon, TJPDC
10	5:40-5:50	Roundtable Discussion

11	5:50-5:55	Items Added to the Agenda
12	5:55-6:00	Additional Matters from the Public Members of the Public are welcome to provide comment (limit of 3 minutes per speaker)
13	6:00pm	Adjourn

† Times are approximate

* Requires a vote of the Board

Upcoming Meeting Date: **July 28, 4:00 p.m.**

NOTICE OF ELECTRONIC MEETING

DUE TO COVID-19 STATE OF EMERGENCY

This meeting of the Charlottesville Albemarle Metropolitan Planning Organization is being held pursuant to Item 4.0-01 of the approved state budget (HB 29) that allows public bodies to hold electronic meetings in the current COVID-19 emergency, in that it is impracticable or unsafe to assemble in a single location and that the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body.

This meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public with close captioning and there will be an opportunity for public comment during that portion of the agenda.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda.

The meeting minutes will reflect the nature of the emergency, the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held.

A recording of the meeting will be posted at www.tjpd.org within 10 days of the meeting.

VOTING MEMBERS & ALTERNATES
Ann Mallek, Albemarle
Ned Gallaway, Albemarle
Michael Payne, Charlottesville
Lloyd Snook, Charlottesville
John Lynch, VDOT
Stacy Londrey, VDOT (alternate)
NON-VOTING MEMBERS
Karen Davis, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Wood Hudson, DRPT
Richard Duran, FHWA
Ryan Long, FTA
Tristan Fessell, CTAC
Sandy Shackelford, TJPDC

MPO Policy Board Meeting

Minutes, March 24, 2021

DRAFT

Video of the meeting can be found here:

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

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Jessica Hersh-Ballering, TJPDC	x
Ned Gallaway, Albemarle	x	Lucinda Shannon, TJPDC	x
Michael Payne, Charlottesville	x	Gretchen Thomas, TJPDC	x
Lloyd Snook, Charlottesville	x	Christine Jacobs, TJPDC	x
John Lynch, VDOT		Sara Pennington, Rideshare	x
Stacy Londrey, VDOT (alternate)	x		
NON-VOTING MEMBERS			
Chuck Proctor, VDOT	x		
Karen Davis, Jaunt		GUESTS/PUBLIC	
Julia Monteith, UVA	x	Alex Ikefuna, City of Charlottesville	x
Garland Williams, CAT	x	Michelle Shropshire, VDOT	x
Wood Hudson, DRPT	x	Sean Tubbs	x
Richard Duran, FHWA	x	Jeanette Janiczek, Charlottesville	x
Ryan Long, FTA		Kevin McDermott, Albemarle	x
Tristan Fessell, CTAC		Peter Krebs, PEC	x
Sandy Shackelford, TJPDC	x	Allison Wrabel, The Daily Progress	x
		Stuart Gardner, CTAC	x
		Tiffany Dubinsky, DRPT	x

Note: The Governor has declared a state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting procedures and policies as outlined in Item 4.0-01 of the Virginia state budget (HB29), as effective April 24, 2020. A recording of the meeting was made available to the public on March 9, 2021 at https://www.youtube.com/watch?v=g-kfKHk5PKM&feature=youtu.be&ab_channel=TJPDC-MPO.

1. CALL TO ORDER:

The MPO Policy Board Committee Chair, Michael Payne, presided and called the meeting to order at 4:01 p.m. He then read the Notice of Electronic Meeting and Commissioner and Public Protocol. Attendance was taken by roll call by Sandy Shackelford.



2. MATTERS FROM THE PUBLIC (MINUTE 3:58)

- a. Comments by the Public:** Peter Krebs with the Piedmont Environmental Council said he thinks the TJPDC is the right organization to be handling the Smart Scale application process. He noted the important factors for the projects to be considered. He noted the steering committee needs to get the stakeholders involved earlier in the process. They should also know the answers to questions the stakeholders might have before they even get asked. He also said it would be good to have a “design brief” for the project(s) itself. He thanked the staff for doing this work.
- b. Comments provided via email, online, web site, etc.:** None

3. ORGANIZATIONAL UPDATES (MINUTE 8:19)

Christine Jacobs introduced herself as the Interim Director of TJPDC and stated that she will be participating as a member of the Metropolitan Planning Organization until further notice.

Ms. Shackelford noted that she will be taking on administrative oversight of the MPO and Lucinda Shannon will continue to provide programming support.

Stacy Londry will be acting as a voting member while John Lynch is away in Northern Virginia on assignment. She introduced Michelle Shropshire as Mr. Lynch’s replacement for the Culpeper District while he is gone.

Ms. Shackelford noted that the minutes will be more streamlined and simplified. They will be more of a summary format because the meeting is recorded and posted.

4. GENERAL ADMINISTRATION (MINUTE 13:56)

Motion/Action: *Review and Acceptance of the Agenda:* Ann Mallek made a motion, seconded by Ms. Londry, to accept the agenda. The motion passed unanimously.

Motion/Action: Approval of minutes: On a motion by Ms. Mallek, seconded by Ned Gallaway, the committee approved the minutes of the January 27, 2021 meeting with Mr. Snook abstaining.

5. ALBEMARLE COUNTY FUNCTIONAL CLASSIFICATION CHANGES (MINUTE 15:08)

Kevin McDermott presented the committee a map showing the roads Albemarle County would like to upgrade to arterial roads. He noted they all meet the criteria to do so. The County needs a resolution from the Policy Board with a recommendation to FHWA for the upgrade.

Motion/Action: On a motion by Ms. Mallek, seconded by Lloyd Snook, the motion passed with Ms. Londry abstaining.

6. UNIFIED PLANNING WORK PROGRAM (UPWP) FY22 (MINUTE 21:35)

Sandy Shackelford explained the UPWP and its budget. She noted there was approximately \$50K not yet budgeted and presented the committee with two options for projects to undertake with additional monies. She noted that Both MPO Tech and CTAC recommended Option A (bike/ped focused) with some revisions to the original project scope.

Motion/Action: After much discussion, Mr. Gallaway made a motion to support Option B, the climate action option, while banking the rest of the money in the budget for a potential future need. Ms. Mallek seconded the motion and the motion passed unanimously.

7. SMART SCALE ROUND 5 (MINUTE 56:15)

Ms. Shackelford explained the Smart Scale process and that Round 5 will be submitted in 2022. She shared the timeline from March 2021 to March 2022, when pre-applications are due. She also presented project identification criteria and shared a list of potential projects. She asked the committee to look at the list and come back to the next meeting with their thoughts, or send her an email with any recommendations.

8. NORTH 29 CORRIDOR STUDY (MINUTE 1:10:00)

Lucinda Shannon explained the study's purpose to include transit, bike and pedestrian transportation. She updated the committee on the timeline, progress made and the next steps.

9. ROUNDTABLE DISCUSSION (MINUTE 1:14:55)

- Neither Ms. Mallek nor Mr. McDermott had any new updates to add for the County.
- Neither Mr. Payne nor Mr. Snook had any new updates to add for the City.
- Garland Williams reported that CAT is in its final stages for their part of the larger transportation study. Mr. Williams also said he had a discussion with DRPT re: change in flexing the STP funding which will affect transit agencies in FY22. He said it is important to let legislators know how it effects smaller agencies.
- Alex Ikefuna reported that the City is completing the comp plan update and the housing element is approved.
- Ms. Londry reported that VDOT is in the process of updating the draft of the six-year program. In mid-April or may they will have a virtual meeting to discuss it. There will be a notice about the meeting forthcoming.
- Chuck Proctor reported that the Hydraulic/29 intersection project has been recommended to move forward in the Smart Scale process.
- Julia Monteith had no new updates.
- Richard Durant had no new updates.
- Wood Hudson reminded the committee that the application portal (5303) is open and will be closing at midnight on May 14. He also reported on Transforming Rail in Virginia updates. He also reported on the House bill 542 which is a transportation equity bill.
- Stuart Gardner had no new updates.

10. MATTERS FROM THE PUBLIC: None.

ADJOURNMENT: Mr. Payne adjourned the meeting at 5:27 p.m.

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

MPO Policy Board Meeting

Minutes, May 26, 2021

DRAFT

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=L7ifyvk3CLQ>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Jessica Hersh-Ballering, TJPDC	x
Ned Gallaway, Albemarle	x	Lucinda Shannon, TJPDC	x
Michael Payne, Charlottesville	x	Gretchen Thomas, TJPDC	x
Lloyd Snook, Charlottesville	x	Christine Jacobs, TJPDC	x
John Lynch, VDOT		Sara Pennington, Rideshare	x
Stacy Londrey, VDOT (alternate)	x		
NON-VOTING MEMBERS			
Chuck Proctor, VDOT	x		
Karen Davis, Jaunt		GUESTS/PUBLIC	
Julia Monteith, UVA	x	Sean Tubbs	x
Garland Williams, CAT	x	Allison Wrabel	x
Wood Hudson, DRPT	x	Neil Williamson	x
Richard Duran, FHWA	x		
Ryan Long, FTA			
Tristan Fessell, CTAC			
Sandy Shackelford, TJPDC	x		

Note: The Governor has declared a state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting procedures and policies as outlined in Item 4.0-01 of the Virginia state budget (HB29), as effective April 24, 2020. A recording of the meeting was made available to the public on March 9, 2021 at https://www.youtube.com/watch?v=g-kfKHK5PKM&feature=youtu.be&ab_channel=TJPDC-MPO.

1. CALL TO ORDER:

The MPO Policy Board Committee Chair, Michael Payne, presided and called the meeting to order at 4:00 p.m. Sandy Shackelford read the Notice of Electronic Meeting and Commissioner and Public Protocol and then took attendance.

2. MATTERS FROM THE PUBLIC

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



3. GENERAL ADMINISTRATION

Ms. Shackelford explained the need to move the meeting to June 23rd at 4:00 p.m. due to Charlottesville representatives', Lloyd Snook and Michael Payne, meeting at 4:30 today with the School Board. Without them, there is no quorum. Ned Gallaway made a motion to approve the meeting date change, seconded by Ann Mallek. The motion was approved unanimously.

4. PUBLIC HEARING- FY22 UNIFIED PLANNING WORK PROGRAM

Ms. Shackelford reviewed the UPWP updates per the MPO Policy Board's recommendations at their last meeting.

Mr. Payne opened the meeting to public comment. There were no public comments. The public session was closed.

Motion/Action: *Review and Acceptance of the UPWP as amended:* Ms. Mallek made a motion, seconded by Mr. Gallaway, to accept the UPWP. The motion passed unanimously.

The next meeting date is scheduled for June 23rd from 4 – 6 p.m.

ADJOURNMENT: Mr. Payne adjourned the meeting at 4:15 p.m.

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

MEMORANDUM

To: MPO Policy Board

From: Jessica Hersh-Ballering, Transportation Planner

Date: May 12, 2021

Reference: City of Charlottesville's application for Transportation Alternatives Set-Aside Program Funding to Complete the Meadow Creek Trail and Bridge Project

Purpose: Applications for Transportation Alternatives Set-Aside Program funding require a resolution of support from the locality as well as regional governing bodies, such as the MPO Policy Board.

The following resolution supports the City of Charlottesville's Transportation Alternatives application for funding to complete the Meadow Creek Trail and Bridge Project. This application requests \$500,000 in grant funding and promises a \$125,000 local match.

Background: The City of Charlottesville previously applied for and was awarded a \$300,000 Transportation Alternatives grant for the design and construction of a bike and pedestrian bridge across Meadow Creek as part of the US 250 commuter trail from Hydraulic Road to Brandywine Drive.

Additional funding is needed to complete this project. City of Charlottesville is requesting the \$500,000 additional funds needed in the upcoming round of Transportation Alternatives funding; the City of Charlottesville is prepared to commit \$125,000 in local match (more than the 20% required).

Recommendation: Staff requests that the MPO Policy Board vote in favor of the resolution to support the City of Charlottesville's application for funding to complete the Meadow Creek Trail and Bridge Project.

Any questions on project details can be directed to Chris Gensic, City of Charlottesville Park and Trails Planner, via email (gensic@charlottesville.gov) or phone (434- 970-3656).

Any questions on the resolution wording or impacts can be directed to Jessica Hersh-Ballering, TJPDC Transportation Planner, via email (jballerling@tjpd.org).



Thomas Jefferson Planning District Commission

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

RESOLUTION

SUPPORTING CITY OF CHARLOTTESVILLE'S TRANSPORTATION ALTERNATIVES SET-ASIDE APPLICATION TO FUND FURTHER WORK TO COMPLETE THE MEADOW CREEK TRAIL AND BRIDGE PROJECT

WHEREAS, the City of Charlottesville Board has identified the Meadow Creek Trail and Bridge project as a transportation priority for the City through the Transportation Improvement Prioritization Process; and

WHEREAS, the City of Charlottesville previously applied for and was awarded a \$300,000 Transportation Alternatives grant for the design and construction of a bike and pedestrian bridge across Meadow Creek; and

WHEREAS, the City intends to submit an application for \$500,000 of additional funding to complete the project through Transportation Alternatives Set-Aside Program; and

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that City of Charlottesville submit a resolution requesting the Virginia Department of Transportation establish a Transportation Alternatives Set-Aside project to be administered by City of Charlottesville; and

WHEREAS, City of Charlottesville is requesting the Commonwealth Transportation Board establish the Meadow Creek Trail and Bridge project; and

WHEREAS, City of Charlottesville has committed to provide \$125,000 in local match for this project (more than the 20% matching contribution required) and any additional funds necessary to complete the project; and

WHEREAS, City of Charlottesville has agreed to enter into a project administration agreement with the Virginia Department of transportation and provide the necessary oversight to ensure the project is developed in accordance with all state and federal requirements for design, right of way acquisition, and construction of a federally-funded transportation project; and

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) finds the Meadow Creek Trail and Bridge project to be in compliance with the Long Range Transportation Plan 2045 and the most current Jefferson Area Bicycle and Pedestrian Plan; and

THEREFORE, BE IT RESOLVED, that the Charlottesville-Albemarle MPO is in full support and endorses the Transportation Alternatives Set-Aside Program funding application for the Meadow Creek Trail and Bridge project.

Christine Jacobs, Interim Executive Director

Michael Payne, MPO Policy Board Chair

Date

Date

MEMORANDUM

To: MPO Policy Board

From: Amanda Poncy, Bike and Pedestrian Coordinator, City of Charlottesville

Date: June 9, 2021

Reference: City of Charlottesville's application for Transportation Alternatives Set-Aside Program Funding to support Safe Routes to School Programming

Purpose: Applications for Transportation Alternatives Set-Aside Program funding require a resolution of support from the locality as well as regional governing bodies, such as the MPO Policy Board.

The following resolution supports the City of Charlottesville's Transportation Alternatives Set Aside Grant application to continue Safe Routes to School Programming at Charlottesville City Schools for school years 2022-2024. The grant request will allow the City to continue to fund a full-time Safe Routes to School Coordinator and the supplies needed to implement the recommendations included in the Program Plan. As a reimbursable grant, costs will be incurred by Public Works and reimbursed by VDOT. This application requests \$200,000 in grant funding and requires a 20% local match to support the program for 2 years (School Years 2022-2024).

Background: The City of Charlottesville has provided Safe Routes to School programming for the last five years with the support of the VDOT Safe Routes to School Non-Infrastructure grant. In the spring of 2021, VDOT announced that future grant awards would be provided by Transportation Alternatives Set Aside Program.

The City of Charlottesville Safe Routes to School Initiative aims to:

1. Increase the number of students using active transportation to get to & from school, especially among those living within one mile of their school
2. Reduce the number of injuries suffered by school-aged students walking & biking.
3. Raise awareness of the benefits of active transportation to students, parents, & the community at large.
4. Reduce traffic congestion & greenhouse gas emissions.
5. Promote lifelong healthy habits.

Since the program started in 2016, there has been an observed increase in walk/bike travel to/from school from an average of 7%, to an average of 14% (for K-8 students city wide). Data is based on travel tallies taken annually in schools. In addition, Bicycle and Pedestrian education is taught in every public school serving grades K-8. There is an established free helmet program for city school students and there are fleets of 25 bikes at 6 city schools.

The following will items will continue to be emphasized as part of the program:

- Institute bike riding, repair, and safety curriculum
- Develop a division-wide SRTS website social media presence
- Regularly host walk- and bike-to-school events
- Conduct Neighborhood Bike Repair Days

- Expand the bike helmet give-away program
- Administer student travel tallies
- Monitor school transportation data and keep records of participation in workshops, biking and walking trains, bike rodeos, afterschool clubs, and other events

Recommendation: Staff requests that the MPO Policy Board vote in favor of the resolution to support the City of Charlottesville's application for funding to continue the Safe Routes to School Program in K-8 schools citywide.

Any questions on project details can be directed to Amanda Poncy, City of Charlottesville Bicycle and Pedestrian Coordinator, via email (poncy@charlottesville.gov) or phone (434-970-3720).



Thomas Jefferson Planning District Commission

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

RESOLUTION

SUPPORTING CITY OF CHARLOTTESVILLE'S SAFE ROUTES TO SCHOOL TRANSPORTATION ALTERNATIVES SET ASIDE GRANT APPLICATION

WHEREAS, obesity is one of the most serious threats to American public health, ranking third among preventable causes of death in the United States;

WHEREAS, motor vehicle crashes are also a leading cause of death and injury to children;

WHEREAS, between 1969 and 2009 the percentage of children walking and biking to school dramatically declined from 48 percent to 13 percent;

WHEREAS, the Safe Routes to School program, created by Congress in 2005, aimed to increase the number of children engaged in active transportation when traveling to school by funding (1) infrastructure projects, located within two miles of a public school, that directly increase safety and convenience for public school children walking and/or biking to school, and (2) non-infrastructure projects designed to encourage public school children to walk and bicycle to school;

WHEREAS, Safe Routes to School projects are a proven, effective approach to increasing the number of children actively traveling to school by foot or bike;

WHEREAS, Safe Routes to School projects and programs provide important health, safety, and environmental benefits for children, including reducing risk of obesity/chronic disease and pedestrian/bicycle injuries as well as improving air quality;

WHEREAS, the need for Safe Routes to School projects and programs is especially strong in low-income areas, which suffer from a disproportionately high incidence of both childhood obesity/chronic disease and pedestrian and bicycle injuries and often have inferior pedestrian and bicycle infrastructure;

WHEREAS, Safe Routes to School projects make it safer and more convenient for all residents to walk and bike to destinations, further promoting public health;

WHEREAS, a goal of the City of Charlottesville's current Comprehensive Plan, Bicycle and Pedestrian Master Plan, Complete Streets Resolution and Healthy Eating Active Living Resolution supports active transportation options, which can be met in part by implementation of Safe Routes to School projects and programs;

NOW, THEREFORE, BE IT RESOLVED that the Charlottesville-Albemarle MPO fully supports and endorses the Safe Routes to School Transportation Alternatives Set Aside Grant application from the City of Charlottesville.



Thomas Jefferson Planning District Commission

POB 1505, 401 E. Water Street, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

Christine Jacobs, Interim Executive Director

Michael Payne, MPO Policy Board Chair

Date

Date



Thomas Jefferson Planning District Commission

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

RESOLUTION

SUPPORTING TJPDC'S RAISE GRANT APPLICATION TO FUND A CHARLOTTESVILLE REGIONAL MULTIMODAL TRANSPORTATION STATION MASTER PLAN

WHEREAS, the US Department of Transportation released a Notice of Funding Opportunity on April 13, 2021 for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program – formerly Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants; and

WHEREAS, the Thomas Jefferson Planning District Commission previously applied for a BUILD planning grant in FY20 for \$712,000 to create a Charlottesville Regional Multimodal Transportation Station Master Plan for the 3.3-acre Charlottesville Union Station site; and

WHEREAS, the FY20 BUILD application was composed of three phases designed to leverage public input to identify community-preferred design concepts for the station and surrounding site that will address accessibility, safety, and capacity concerns; and

WHEREAS, the FY20 BUILD application received letters of support from the offices of Senator Warner, Senator Kaine, DRPT's Jennifer Mitchell, the City of Charlottesville, the Cville and the Piedmont Rail Coalition, the Piedmont Environmental Council, and Amtrak; and

WHEREAS, the FY20 BUILD application was not funded, but TJPDC staff were informed by USDOT staff in a debrief that the application had scored very highly and TJPDC staff were recommended to resubmit the application with minimal changes; and

WHEREAS, DRPT staff have confirmed that capacity issues remain a concern for Charlottesville Union Station, with those issues likely to be exacerbated by continued investment by the Commonwealth in rail; and

WHEREAS, TJPDC staff will submit a revised grant application for FY21/22 for no more than \$800,000 for the creation of a master plan to address capacity, safety, and accessibility issues at Charlottesville Union Station and the surrounding site in a manner that meets the community's expectations; and

THEREFORE, BE IT RESOLVED, that the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board is in full support and endorses the RAISE planning grant funding application for the Charlottesville Regional Multimodal Transportation Station Master Plan.

Christine Jacobs, Interim Executive Director

Michael Payne, MPO Policy Board Chair

Date

Date

Memorandum

To: MPO Committee Members
From: Lucinda Shannon, Senior Planner
Date: May 26, 2021
Reference: CA-MPO Engagement Plan

Purpose:

MPOs are required to comply with federal regulations to ensure that the MPO has an adequate process to involve interested or affected individuals, organizations, and government entities when developing and adopting MPO planning documents. The *CA-MPO Engagement Plan* is the document the Charlottesville-Albemarle MPO uses to communicate the strategies that will be utilized to satisfy those requirements.

This plan is intended to provide as much flexibility as possible in meeting the requirements established in the federal regulations. The TJPDC as an organization, which includes the MPO operations, is committed to exceeding the minimum requirements and developing meaningful engagement opportunities, considering the diversity of needs and preferences throughout the MPO area.

Background:

In 2020 the *Public Participation Plan* was updated and there were some substantial changes requested by MPO committees and the public. The draft of the 2021 *CA-MPO Public Engagement Plan* included in your packets reflects the recommended changes. This is an opportunity for the MPO committees to review the plan and provide feedback. The federal regulations require that there be a 45-day public comment period prior to any significant changes to the plan being made. The MPO CTAC committee reviewed the engagement plan in their March 17th meeting and after staff updated the plan based on the feedback received, the public comment period opened on April 17th. The plan and notice for comment was posted on the TJPDC and MPO websites and social media accounts and shared with the MPO localities for their public notices.

Recommendation:

At this time, MPO committees can review the engagement plan and provide comments to staff. Once staff has received feedback, and recommendations are incorporated into the plan, the Policy Board will host a public hearing and vote on adopting the plan in their July meeting.

If there are any questions or comments, please contact Lucinda Shannon at lshannon@tjpd.org.



CA-MPO ENGAGEMENT PLAN

Charlottesville Albemarle Metropolitan Planning
Organization

ABSTRACT

The engagement plan outlines the process and activities the Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) uses to create opportunities for effective participation, communication, and consultation with all parties interested in the development, adoption, and amendment of its transportation plans and projects.

This page is intentionally left blank.

First Adopted:

- August 12, 2002

Revised:

- February 14, 2005
- June 20, 2007
- April 22, 2009
- January 23, 2013
- September 28, 2016
- September 23, 2020
- July __, 2021

Federal "Title VI/Nondiscrimination" Protections

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within the CA-MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the CA-MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

Table of Contents

Introduction.....	1
What is the CA-MPO.....	1
What Does the CA-MPO Do?.....	2
CA-MPO’s Role in Transportation Planning.....	3
Partnerships.....	3
CA-MPO’s Engagement Goals and Strategies	4
CA-MPO’s Public Engagement Goals.....	5
ONE: Create thoughtful opportunities to engage all affected parties in MPO planning projects	5
TWO: Provide information and education about the MPO’s transportation planning activities	6
THREE: Listen and respond to feedback on MPO activities	7
Opportunities for Engagement.....	7
CA-MPO Plans and Document.....	7
Long Range Transportation Plan (LRTP).....	8
Transportation Improvement Program (TIP).....	9
Unified Planning Work Program (UPWP)	9
CA-MPO Engagement Plan.....	10
Title VI Plan.....	10
Other Studies and Plans	10
CA-MPO Engagement Tools.....	11
CA-MPO Committees.....	11
Website	12
Stakeholder Emails	12
Informational Presentations	12
Other Engagement Tools	12
Outreach to Underserved Populations	13
Appendices.....	14
Appendix A: Glossary of Terms.....	15
Appendix B: Comments and Responses Collected for this Engagement Plan	16
Appendix C: Title VI and Non-Discrimination	17
Appendix D: Resolution of Adoption.....	18

Introduction

The engagement plan is the process by which an organization involves interested or affected individuals, organizations, and government entities during the planning process.

The engagement plan documents the process and activities the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) uses to create opportunities for effective participation, communication, and consultation with all parties interested in the development, adoption, and amendment of its transportation plans and projects including the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning and Work Program (UPWP) and other CA-MPO transportation studies.

Additionally, this plan specifies the following:

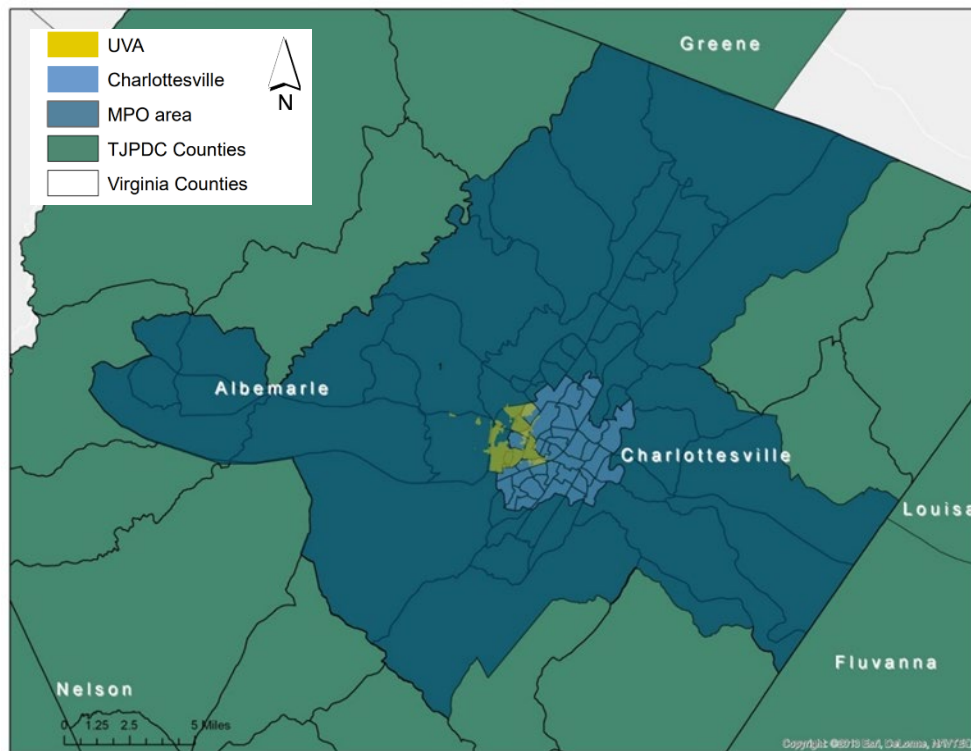
- CA-MPO plans and projects will include an engagement component;
- Legal requirements for public involvement will be met or exceeded;
- Official meetings of the CA-MPO will be open to the public and include opportunities for public comment at the beginning and end of the meeting;
- A public comment period of 45 calendar days will be provided prior to the adoption of this engagement plan and/or any significant amendment to the process; and
- The engagement plan will be reviewed and revised or amended as needed, in consultation with the interested or affected individuals, organizations, and government entities, and with the review of the CA-MPO committees.

What is the CA-MPO

An MPO, or Metropolitan Planning Organization, is an organization comprised of representatives and policymakers from an urbanized area's local governments dedicated to the coordination of transportation planning and policy development within its geographical boundaries.

Federal regulations require that MPOs be designated for urbanized areas with populations of more than 50,000 to provide comprehensive, cooperative, and continuing transportation planning. The boundary of an MPO is based upon U.S Census populations and is determined by an agreement between the MPO and the Governor. The current boundaries of the Charlottesville-Albemarle MPO contain all the city of Charlottesville and the urbanized portions of Albemarle County. The Map in Figure 1 shows the area included in the CA-MPO.

Figure 1: Map of the CA-MPO Service Area



The governing body of the CA-MPO is the Policy Board, which has decision-making authority. The CA-MPO also has two standing committees: (1) the Technical Committee made up of technically qualified staff from the local governments, state agencies, area transit providers, the University of Virginia, and Planning Commissioners; and (2) the Citizens Transportation Advisory Committee made up of citizen representatives from within the MPO boundaries with appointments made by each of the member localities as well as the Policy Board.

What Does the CA-MPO Do?

The primary purpose of an MPO is to ensure that the region is compliant with federal transportation and planning statutes, as well as facilitate a coordinated and collaborative process for decision-making concerning the present and future transportation goals of a region.

The core functions of an MPO are to:

- Create and maintain a Long Range Transportation Plan (LRTP), which is a federally-mandated plan that outlines a region's transportation goals over the next 20 years
- Create and maintain a Transportation Improvement Program (TIP), which outlines scheduled spending of transportation funds within the region over a period of 4 years
- Coordinate transportation planning efforts and prioritize transportation improvement needs throughout the region considering financial, political, and environmental constraints

The CA-MPO and Thomas Jefferson Planning District Commission (TJPDC) can also work on special transportation projects like road improvements, transit operations, corridor plans, and bike and pedestrian planning.

For example, the TJPDC, which also staffs the CA-MPO, produced the **Jefferson Area Bike and Pedestrian Plan** to identify and prioritize bike and pedestrian infrastructure needs in the TJPDC region. The plan is the culmination of more than two years of work and an extensive community engagement process made possible by a grant from the Charlottesville Area Community Foundation and assistance from the Piedmont Environmental Council. The plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance regional connectivity and provide routes connecting the region's important residential and economic centers. The urban areas in the City of Charlottesville and Albemarle County are emphasized. Recommendations are also provided for towns, development areas, and rural areas in Albemarle, Greene, Louisa, Nelson and Fluvanna Counties. The City of Charlottesville also hosts a voluntary advisory Bicycle & Pedestrian Advisory Committee dedicated to improving bicycle and pedestrian facility design and safety for all road users.

Some MPOs are more involved in transit planning, freight, and rail and even aviation planning. The CA-MPO could expand to those areas if a need arises in the future.

CA-MPO's Role in Transportation Planning

The ability to travel throughout the region affects the safety and quality of life for everyone in the community. The CA-MPO provides an independent cooperative forum for regional planning in collaboration with state, local government, transit agency, and university planning partners on select transportation plans and projects. Transportation planning is the first step of a multi-year process to design, fund, purchase land for, and ultimately construct transportation projects. The CA-MPO is one of many agencies involved in the development and maintenance of transportation infrastructure.

The CA-MPO's main responsibilities are maintaining a list of funded transportation projects called the Transportation Improvement Program (TIP) and generating a Long Range Transportation Plan (LRTP). The LRTP, updated every 5 years, outlines the region's priority transportation improvements over the next 20 years. Regional transportation projects must be included in the LRTP to qualify for federal funding. The LRTP exists to provide guidance on current transportation conditions and prioritizes future transportation improvement projects based on estimated funding sources. The state and localities choose which of these projects will be funded and how they will be implemented.

Partnerships

The CA-MPO collaborates with the City of Charlottesville and Albemarle County to coordinate transportation planning and prioritize projects throughout the CA-MPO region.

The **Virginia Department of Transportation and the Department of Rail and Public Transportation** both support the efforts of the MPO by providing programming oversight, ensuring that the MPO meets all of the state and federal requirements, and providing technical support as needed.

The majority of the funding for MPO operations comes from the **Federal Highway Administration and Federal Transit Administration**. Both agencies have non-voting members represented on the MPO Policy Board.

Public transportation for the MPO area is provided by Charlottesville Area Transit (CAT), run by the City of Charlottesville. JAUNT, contracts with the city and county to provide specialized public transportation services to the City of Charlottesville, Albemarle County, Buckingham County, Fluvanna County, Louisa County, and Nelson County. JAUNT works to coordinate transit services with human services agencies, ensuring access to transportation services. Both transit agencies have Transit Development Plans available for public review and comment. The CA-MPO staffs the Regional Transportation Partnership (RTP) to facilitate regional transit coordination in the Thomas Jefferson Planning District region.

The **University of Virginia** operates the University Transit Service (UTS) which provides fare-free transit service to UVA students, faculty, and staff between UVA facilities and around the main campus. UVA is represented on the CA-MPO Technical Committee and as a non-voting member of the CA-MPO Policy Board.

The **Regional Transit Partnership** (RTP) is an official advisory board, created by the City of Charlottesville, Albemarle County, and JAUNT, in Partnership with the Virginia Department of Rail and Public Transportation to provide recommendations to decision-makers on transit-related matters. While being part of the RTP from its inception, UVA was added as a voting member in 2019. The RTP is not a formal committee of the CA-MPO, but the RTP's Memorandum of Understanding states that funding for the RTP will be a regular item in the CA-MPO's Unified Planning Work Program.

CA-MPO's Engagement Goals and Strategies

It is the policy of the CA-MPO to facilitate engagement through open access to the transportation planning process for all stakeholders. To the extent possible by law and budget constraints, planning processes will be inclusive of and accessible to interested or affected individuals, organizations, and government entities well as to other regional stakeholders.

The CA-MPO is committed to developing an engagement process based on the following principles:

- Transparency
- Coordination
- Responsiveness
- Inclusiveness

The CA-MPO recognizes that not all citizens and groups have been represented in past planning processes. It aspires to actively engage and represent historically underserved populations in the planning process through effective engagement activities, making information accessible and understandable to a broad range of stakeholders considering those who may experience barriers to participation.

CA-MPO will use the following steps/goals to approach engagement. For engagement to be effective, effort must be taken to provide interested parties with contextual educational materials and listen to the resulting feedback. CA-MPO strives to make its engagement process accessible and satisfactory for all parties.

CA-MPO's Public Engagement Goals

- 1) Create thoughtful opportunities to engage all affected parties in MPO planning projects
- 2) Provide information and education about the MPO's transportation planning activities
- 3) Listen and respond to public feedback on MPO activities

Each goal is defined in this following section with associated strategies to engage interested or affected individuals, organizations, and government entities.

ONE: Create thoughtful opportunities to engage all affected parties in MPO planning projects

The CA-MPO will provide robust, appropriate opportunities for all members of the community to participate in its planning processes. This will include outreach to affected parties who are not easily engaged because of their race, location, age, ability, and/or limited resources.

The CA-MPO will strive to utilize a variety of strategies to promote engagement including the following as appropriate for the project/plan:

- 1) CA-MPO Committees
 - Utilize CTAC and MPO Tech committees to facilitate public and partner engagement
- 2) Public Meetings
 - Involve the public earlier in the planning process
 - Host public meetings at accessible times and locations
 - Use a variety of formats to present technical information to include tables, charts, graphs, maps, and other visual elements in addition to verbal and written explanations
 - Utilize and maintain an email list of interested parties to share information about public meetings and CA-MPO projects
- 3) Engage Historically Underserved Populations
 - Offer interpretive services at public meetings and events (with advanced notice)
 - Host events in locations welcoming to historically underserved communities
 - Partner with organizations that serve historically underserved communities
- 4) Utilize technology in a strategic manner to reach affected parties

- Employ digital surveys, interactive maps, and other tools to make engagement convenient
 - Use social media to solicit feedback on planning activities
 - Host streamed and/or recorded public meetings on the CA-MPO website
 - Solicit comments using email and partner electronic news sources
- 5) Public Comments
- Allow for public comments at the beginning and end of all MPO public meetings
 - Offer periods for review and comment before adopting planning and process documents
 - Provide staff point-of-contact information for the public to submit feedback or ask questions in a variety of ways including in person, through email, through paper mail, and on the phone

TWO: Provide information and education about the MPO's transportation planning activities

Understanding the transportation planning process is key to making effective contributions to transportation projects and plans. The CA-MPO will seek new and effective ways to educate interested or affected parties on transportation planning, regulations, and best practices. Some of the strategies the CA-MPO may use to inform and educate interested parties about the transportation planning process include the following.

- 1) Media engagement
 - Publish notices and press releases with a variety of regional media outlets
 - Utilize local radio and podcasts to promote engagement activities
 - Partner with other agencies to disseminate information
 - Share engagement opportunities and project information on social media platforms
- 2) Notice of meetings and events
 - Utilize a stakeholder email distribution list to provide notice of meetings and materials
 - Post agenda and materials on the CA-MPO website when sent to committee members
 - Share meeting notices with partner agencies for dissemination to their audiences, including neighborhood associations and local organizations
 - Use email, website, and social media to advertise public meetings
- 3) Website and visual designs
 - Utilize the MPO website to share information about MPO projects and process documents
 - Post public meeting times, locations, and agenda packets on the website
 - Provide educational information and MPO Process documents for viewing or download on the website

THREE: Listen and respond to feedback on MPO activities

Effective engagement requires empowering interested or affected individuals, organizations, and government entities with easily understandable information and listening and responding to comments and feedback. This is especially important for plans and processes that may have impacts for historically underserved communities or populations. When developing transportation plans for areas where historically underserved populations are likely to be impacted, the MPO will communicate with interested parties and leaders in the community to hear what they want in their neighborhood. Some strategies that the MPO will employ to engage, consider, and respond to feedback include the following.

- 1) Be accessible
 - a. Staff will be available to meet with stakeholders, partners, and historically underserved communities in settings and times that are convenient to the stakeholders, partners, and historically underserved communities
 - b. Staff will be available during normal business hours to respond to questions and comments
 - c. Public comments will be collected in appropriate and accessible formats—via, mail, email, phone, in person, and during meetings
- 2) Be responsive
 - a. Public feedback on plans will be made available to the public, stakeholders, and decision makers
- 3) Be considerate
 - a. The MPO values its partnerships and will continue to prioritize collaboration among regional stakeholders
 - b. Demonstrate explicit consideration and response to public input received during planning and development processes

Opportunities for Engagement

This section first outlines the planning document that the CA-MPO produces and updates and how interested or affected individuals, organizations, and government entities can engage during the planning process. Then, next this section describes tools the CA-MPO uses to engage interested parties.

CA-MPO Plans and Document

All residents of the CA-MPO area are entitled to engage with the transportation planning process. The MPO's main activities include developing the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Both documents provide clear avenues for public engagement during the development process. The table below lists the CA-MPO process documents and how the public can find information and engage with the development of these transportation planning documents. Following the table, are descriptions of each document and how they interact with the CA-MPO community.

MPO Planning Documents and Engagement Process			
<i>Document</i>	<i>How often updated</i>	<i>Comment Period for Approval/Amendment</i>	<i>How to engage</i>
Long Range Transportation Plan (LRTP)	Every 5 years	Approval 30 days Amendment 15 days	Public events, submit comments, public hearing, MPO committee meetings, email notices
Transportation Improvement Program (TIP)	Every 4 years	Approval 30 days Amendment 15 days	Public hearing, submit comments, MPO committee meetings, email notices
Unified Planning Work Program (UPWP)	Annually	Approval 15 days	MPO committee meetings, submit comments, email notices
CA-MPO Engagement Plan	Periodic review	Approval 45 days Amendment 45 days	MPO committee meetings, submit comments, email notices
Title VI Plan	Every 3 years	Approval 15 days	MPO committee meetings, submit comments, email notices
Other studies and plans, Bicycle and Pedestrian Plan, corridor studies, and area plans	As needed	Approval 15 days	MPO committee meetings, submit comments, email notices

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP) is a federally-mandated plan that outlines the region's priority transportation improvements over the next 20 years and beyond. Regional transportation projects must be included in a Metropolitan Planning Organization (MPO)'s LRTP to qualify for federal funding. The LRTP provides guidance on current transportation conditions and attempts to project what projects and monies will be needed in the future.

The LRTP provides for extensive public engagement. The CA-MPO engages the public and stakeholders in developing goals and objectives for area transportation systems and creating performance criteria used to select projects to submit for funding. The CA-MPO works closely with VDOT to identify transportation deficiencies, develop a project list, evaluate the projects, and develop a constrained project list based on available funding.

During the LRTP planning process project proposals are submitted to the CA-MPO and judged upon the criteria created for the LRTP that highlights priorities for the future. The LRTP is adopted by the CA-MPO Policy Board after public hearings and presentation of the final plan. Public hearings, along with technical committees of the MPO and other stakeholder input, help shape the direction of the plan.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) reflects the goals and values of the LRTP. The TIP is, in essence, the realization of the LRTP, because it establishes the projects that have funds allocated and creates a schedule for completion.

The TIP is connected to the Statewide Transportation Improvement Program (STIP), Virginia's federally required four-year program that identifies the transportation projects (highway, passenger rail, freight, public transit, bicycle and pedestrian) that will utilize federal transportation funding or require approval from either the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). Virginia provides many opportunities for the public to provide input on transportation projects and priorities as part of the continuing transportation planning process for the development of the STIP and the state required Six-Year Improvement Program.

The TIP informs the CA-MPO partners and the public of the state's planned spending of federal transportation funds in the MPO, in coordination with significant state and local funds for four consecutive fiscal years. The goal of the TIP is to provide a clear picture of upcoming transportation improvements in an MPO's area, how much they will cost, and an estimate of how long they will take to complete.

The TIP is updated every 4 years, the MPO Technical Committee will reviewing the plan and the MPO Policy Board must hold a public hearing to adopt the plan. The MPO Technical Committee holds a discussion of the TIP and makes a recommendation on action to the MPO Policy Board. The public can attend and comment at the MPO Technical Committee meeting and also during the MPO Policy Board's public hearing.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is a formal presentation of the transportation planning projects that will be undertaken by an MPO for a designated fiscal year. The UPWP serves as a mechanism for the MPO to plan the money that it receives from federal and state sources—it can go towards project research, committee management, or other responsibilities of the MPO.

Federal law dictates that work programs identified in the UPWP must incorporate one or more of eight basic planning factors in order to be included. These factors include safety, security, and connectivity, and generally represent most or all of an MPO's planning goals. The MPO, after considering these factors, will then formulate its own set of planning priorities after input from staff, transportation stakeholders, local governments, and the general public, and use these priorities to guide and formulate projects. Long term transportation planning efforts, like the Long Range Transportation Plan developed by an MPO, will also guide and prioritize projects.

The UPWP reflects the priorities of an MPO in terms of its desired transportation planning, but also provides a detailed list of projects, their associated costs and timelines for completion, as well as end products and deliverables. In addition to its critical function, accounting for the expenditure of federal funds which make up the majority of the MPO's budget, it serves as a way to communicate the MPO's priorities to associated localities and residents and ensure that the work that will be completed throughout the year is in line with the goals and vision of the region.

The UPWP is prepared by the CA-MPO to support transportation and planning priorities that have been determined by the CA-MPO Policy Board with opportunities for input from its member localities, other state agencies, and the public. These priorities are reflected in the long range transportation planning process and broader transportation goals and vision.

CA-MPO Engagement Plan

The Charlottesville Albemarle Metropolitan Planning Organization Engagement Plan is a federally required document demonstrating how the CA-MPO will engage interested or affected individuals, organizations, and government entities during the planning process. This plan outlines the CA-MPO's engagement goals and illustrates opportunities for engagement. The CA-MPO is committed to actively seeking out and engaging historically underserved communities, as demonstrated in the goals previously outlined in this document.

The engagement plan is periodically reviewed and updated as needed. In addition to opportunities to participate in the engagement plan update during MPO committee meetings, by submitting comments or contacting staff, there will be a 45-day public review period where the CA-MPO will actively seek out comments and engagement.

Title VI Plan

The CA-MPO's Title VI/Environmental Justice Plan outlines how the CA-MPO mitigates against and avoids inadvertently excluding low-income, minority, limited-English-speaking, disabled, and elderly populations in the planning process and in the development of planning documents. This plan will also include a procedure that allows members of these populations to submit grievances regarding perceived discriminatory actions.

The Title VI Plan is updated by the MPO every three years using population data from the US Census. It identifies populations that may be disproportionately disadvantaged from participating in transportation planning activities and plans to mitigate the disadvantages. In addition to opportunities to participate in the Title VI update during MPO committee meetings, by submitting comments or contacting staff, there will be a 15-day public review period where the CA-MPO will actively seek out comments and engage with organizations and community leaders representing any disproportionately disadvantaged populations identified.

Other Studies and Plans

In addition to the federally required planning documents outlined above, the CA-MPO offers additional opportunities for engagement with the Charlottesville-Albemarle community. The MPO works closely with state and local planning staff on additional transportation plans and studies. As each CA-MPO project is different, the approaches to engagement are tailored to

match the needs of the project. For example, in response to needs identified by the public and CA-MPO partners, the CA-MPO developed a more robust engagement process for selecting Smart Scale applications to submit for funding.

The most common funding sources that localities can apply for are Smart Scale, Revenue Sharing, and Transportation Alternatives. Localities, Metropolitan Planning Organizations, and Planning Commissions are the primary applicants for these transportation funding sources.

Smart Scale is a bi-annual state funding process that allocates funds to projects to help satisfy the state's long-range transportation plan, VTrans. There are many different types of projects that can be submitted for Smart Scale funding, including improvements to significant state transportation corridors, urban areas, and regional transportation networks. Localities, MPOs, and public transit agencies can submit requests for funding, and the state uses a criteria system that measures a project's effect on transportation system performance factors including congestion, economic development, and public safety to select projects for funding.

The CA-MPO can submit four applications to the Smart Scale process for funding. Typically, these project applications are submitted in coordination with the state on behalf of the localities the MPO represents. Smart Scale projects being considered for application through the MPO with high public interest will be selected for enhanced public participation, as funding allows. This will include public workshops and the collection and dissemination of comments. Public participation is encouraged throughout the Smart Scale project selection process for all the MPO applications. Committee meetings will review all the projects selected for application and the Policy Board also allows comments during their selection process.

CA-MPO Engagement Tools

The CA-MPO uses a variety of engagement tools based on the planning project or document and interested parties. Most of the CA-MPO's projects include collaboration with the state, local governments, and the public. Some planning documents, like the Long Range Transportation Plan, require extensive public engagement and the CA-MPO will employ multiple engagement strategies. The CA-MPO is always looking for new and creative ways to engage interested parties below are *some* of the tools that the CA-MPO uses.

CA-MPO Committees

Committees are the forums where issues are discussed and formal decisions are made. There are two standing committees, and the Policy Board. All committee meetings are open to the public and meeting schedules and records of past meetings are posted on the CA-MPO website and will be made available in alternative formats upon request.

Policy Board: Decision-making authority rests with the Policy Board, whose voting membership is made up of two members each from the Albemarle Board of Supervisors and Charlottesville City Council, and the District Engineer for the VDOT Culpeper District.

Technical Committee: The voting membership of the Technical Committee consists of individuals with technical knowledge in transportation and land use planning, and the voting

membership consists of representatives from local government staff and Planning Commissions, area transit providers, the University of Virginia, and state agencies.

Citizens Transportation Advisory Committee: Comprised of members of the Charlottesville-Albemarle community, the committee provides feedback, recommendations, and community input on transportation proposals to the Policy Board. The Citizens Transportation Advisory Committee is specifically convened to enhance public engagement and incorporate a broad range of community interests into the decision-making process. Each of the local government governing bodies and the Policy Board have a designated number of members to appoint to this committee.

Meeting agendas, materials, and notes for all these committees are available on the CA-MPO website and the public can request to be added to the stakeholder email list and have the meeting notices and materials emailed directly to them. Time is set aside during all the public meetings for public comments.

Website

The CA-MPO maintains a website where interested parties can access transportation planning documents, like the TIP and LRTP. Committee meeting dates, agendas, recordings, and notes are also available on the website.

Stakeholder Emails

Interested or affected individuals, organizations, and government entities can request to be added to a stakeholder email list for topics they are interested in. The website lists committees and other events that people might want to sign up to receive more information on.

Informational Presentations

The CA-MPO staff are available to visit agencies, neighborhoods, organizations, and government entities to share information and present on CA-MPO transportation planning projects that interest them, as funds allow. If the CA-MPO is conducting a transportation planning project in an area that affects a community, they will make efforts to connect with community leaders to share information and gather public comments, as funds allow.

Other Engagement Tools

The CA-MPO uses a variety of methods to engage interested or affected individuals, organizations, and government entities in their planning projects. Some of the tools the CA-MPO uses include:

- Surveys
- Video Recordings
- Information Booths/Kiosks
- Social Media
- Public hearings
- Public workshops and other events
- Attendance at community events with engagement materials

The CA-MPO uses surveys as a tool to gather public comments as appropriate. Many of the CA-MPO meetings are recorded and available to interested or affected individuals, organizations, and government entities on the CA-MPO website. To further engage with a diverse audience, the TJPDC maintains a Facebook page to periodically update page followers on topics of interest related to the TJPDC and the MPO. This format allows for information to easily be disseminated. CA-MPO staff is enthusiastic about including affected parties in planning projects and uses the most effective engagement innovations and strategies according to the needs of each project.

Outreach to Underserved Populations

The CA-MPO maintains a Title VI/Environmental Justice Plan to mitigate against and avoid inadvertently excluding low-income, minority, limited-English-speaking, disabled, and elderly populations in the transportation planning process and in the development of planning documents. That plan also includes contact information and procedures to allow members of these populations to submit grievances regarding perceived discriminatory actions. This plan is reviewed and updated periodically by the CA-MPO and VDOT.

The CA-MPO strives to ensure that its planning efforts are holistic and inclusive of all populations that are part of the regional community. Arrangements will be made for interpreters for hearing impaired individuals, and every effort will be made to ensure provision of interpreters for non-English speaking persons, provided a request is submitted at least one week before the meeting. For meetings conducted electronically, interpretation services may be provided through closed captioning options.

Every effort is made for public hearings, workshops, and forums to be scheduled at times and locations that are accessible and convenient. The CA-MPO works to include stakeholders in both the development and approval of planning documents like the TIP and LRTP. These efforts can vary depending on the type of plan. In the development of new plans MPO staff makes every effort to not only ensure that these plans consider the needs of minority and low-income populations, but also strives to include these populations in the development of these plans.

Appendices

DRAFT

Appendix A: Glossary of Terms

The following transportation-related acronyms are used in this document:

ACCT	Alliance for Community Choice in Transportation
BRT	Bus Rapid Transit
CA-MPO	Charlottesville Albemarle Metropolitan Planning Organization
CAT	Charlottesville Area Transit
CTAC	Citizen's Transportation Advisory Committee
DRPT	Virginia Department of Rail and Public Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System (mapping)
IS	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Greene, and Buckingham Counties
LRTP	Long Range Transportation Plan. Refers to the 20-year transportation plan.
LRT	Light Rail Transit
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
PL	FHWA Planning Funding (used by MPO)
PPP	Public Participation Plan
RideShare	Free Carpool matching service for Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties
RTP	Regional Transit Partnership
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation governing the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
TDP	Transit Development Plan (for CTS and JAUNT)
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission
TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning and Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation

Appendix B: Comments and Responses Collected for this Engagement Plan

DRAFT

Appendix C: Title VI and Non-Discrimination

The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. The CA-MPO operates without regard to race, color, national origin, income, gender, age, and disability. Any person who believes him/herself or any specific class of persons, to be subjected to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the CA-MPO Title VI Coordinator. A complaint must be filed no later than 180 days after the date of the alleged discrimination. Please contact the Title VI Coordinator via phone at 434-979-7310 for more information. The CA-MPO meetings are conducted in accessible locations and materials can be provided in accessible formats and in languages other than English. If you would like accessibility or language accommodation, please contact the Title VI Coordinator at 434-979-7310. If you wish to attend a CA-MPO function and require special accommodations, please give CA-MPO one week's notice in advance.

DRAFT

Appendix D: Resolution of Adoption

DRAFT

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: May 7, 2021
Reference: Smart Scale Round 5 Public Engagement Process Update

Purpose:

The MPO has been working to develop a new process to improve public engagement opportunities in its development of Smart Scale project applications. The framework that the MPO has established is to select up to two projects of regional interest that would benefit from additional public engagement and facilitate a process to refine the projects and prepare applications for Round 5 Smart Scale submissions.

Background:

CA-MPO has reviewed its process of identifying and selecting SMART SCALE projects to move forward in Round 5 with the MPO Committees in previous meeting. An overall schedule of project identification and preparation is included for your reference as we move through the selection process.

As previously discussed, MPO staff has worked with Albemarle County, Charlottesville City, and VDOT staff to develop an initial list of suggested projects for consideration based on previous studies and plans that have been completed that they consider to be beneficial to both localities. Staff believes that working towards implementing projects that have already been identified in previous planning efforts is the most effective use of resources. It also helps to build on existing technical work that has already been completed, providing better assurance that successful applications will be generated from this process.

This is the list of potential projects that has been identified by staff for consideration by the MPO Policy Board:

- District Avenue Roundabout
- Hillsdale Avenue Extension
- Rivanna River Bike & Pedestrian Crossing
- Avon Street
- 5th Street

Project slides are attached to this memo for reference and review.

Project suggestions developed by staff have already been reviewed to ensure they meet the eligibility criteria for SMART SCALE applications, as well as ensuring the preparation of the applications themselves can be supported by VDOT staff or consultants. Any additions to this list will also need to be reviewed prior to consideration by the MPO Policy Board.

To increase public awareness and engagement in the SMART SCALE project development process, CA-MPO staff held a webinar on May 10 to provide background information on the SMART SCALE process and to explain how potential projects are identified. CA-MPO staff will provide a summary of public feedback from this webinar at the MPO committee meetings in May, as well as discussing any feedback from local government discussions. Additional feedback from MPO Tech and CTAC discussions in May will also be brought to the MPO Policy Board for their consideration.

At their meetings in July, CTAC and MPO Tech will be asked to make recommendations on up to four projects they would like to see move forward as Smart Scale submissions. They will also be asked to identify which two of those projects they anticipate would require additional engagement to develop into applications. The MPO Policy Board will make a final decision on the project selections at their meeting in July.

Recommendation:

Staff is requesting that MPO committee and Policy Board members review the prepared list of potential projects. No formal action is requested at this time.

If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpd.org.

Table 1. Smart Scale Project Selection Schedule

March 2021	Initial discussions about potential projects with MPO Committees.
April 2021 – May 2021	Receive requests for projects to be considered as Smart Scale applications from localities, CTAC, MPO Tech, and Regional Transit Partnership.
May 2021	Finalized list of projects requested for consideration from MPO committees and local governments will be presented to the MPO committees for initial review.
July 2021	CTAC and MPO Tech will make recommendations for up to two projects that should be selected for additional public engagement; the MPO Policy Board will select up to two projects that will move forward with additional public engagement.
September 2021	The Policy Board will appoint an advisory committee for each project that is selected as needing additional public engagement.
October 2021 – April 2022	MPO staff will facilitate public engagement process for selected projects.
February/March 2022	MPO staff will facilitate public workshops for all potential Smart Scale projects within the MPO region, coordinating with Charlottesville and Albemarle County.
April 2022	MPO staff will finalize project details with advisory committees based on additional public feedback received through the public workshops.
May 2022	Pre-application deadline.
June – July 2022	MPO staff will work with Charlottesville and Albemarle staff to coordinate requests for resolutions of support, economic development data, and any other supporting documentation needed for application submittals. MPO staff will coordinate with VDOT for any technical documentation that is needed for application submissions.
August 2022	Full application deadline.

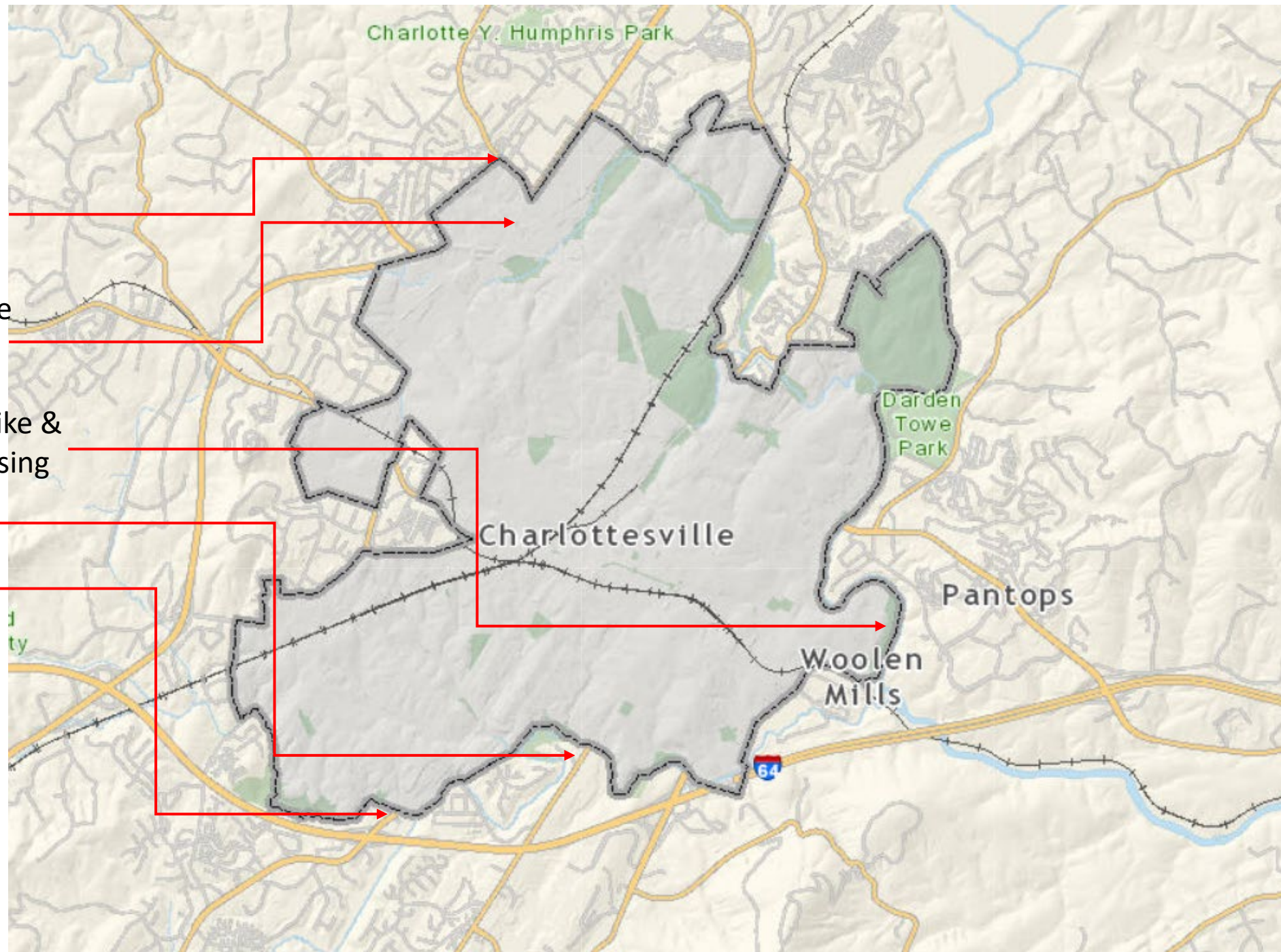
District Avenue
Roundabout

Hillsdale Avenue
Extension

Rivanna River Bike &
Pedestrian Crossing

Avon Street

5th Street



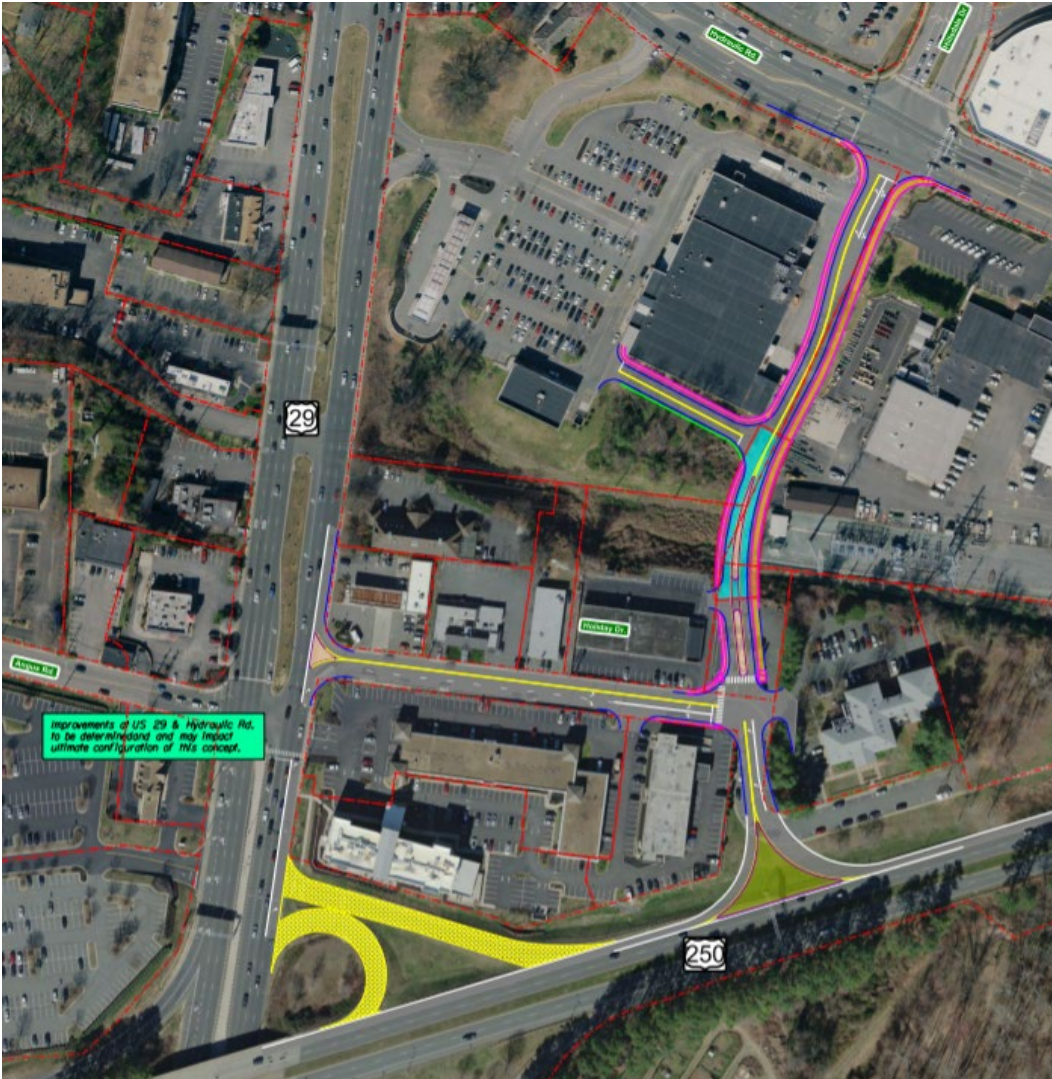
District Avenue Roundabout



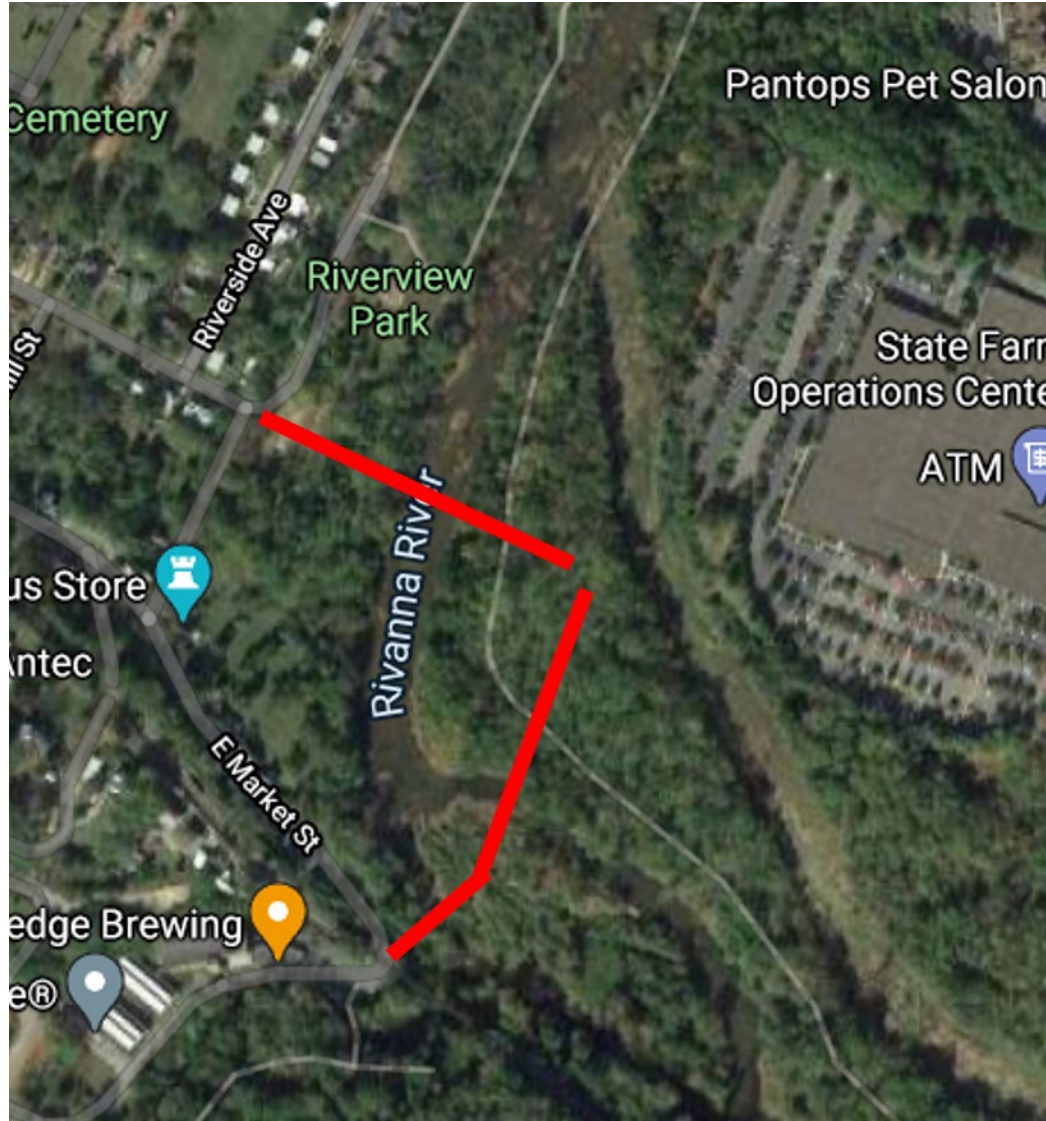
- Recommended as part of the Hydraulic/29 Small Area Plan
- Identified as a priority project in the CA-MPO's Long Range Transportation Plan
- Not submitted in the most recent round of SMART SCALE

Hillsdale Avenue Extension

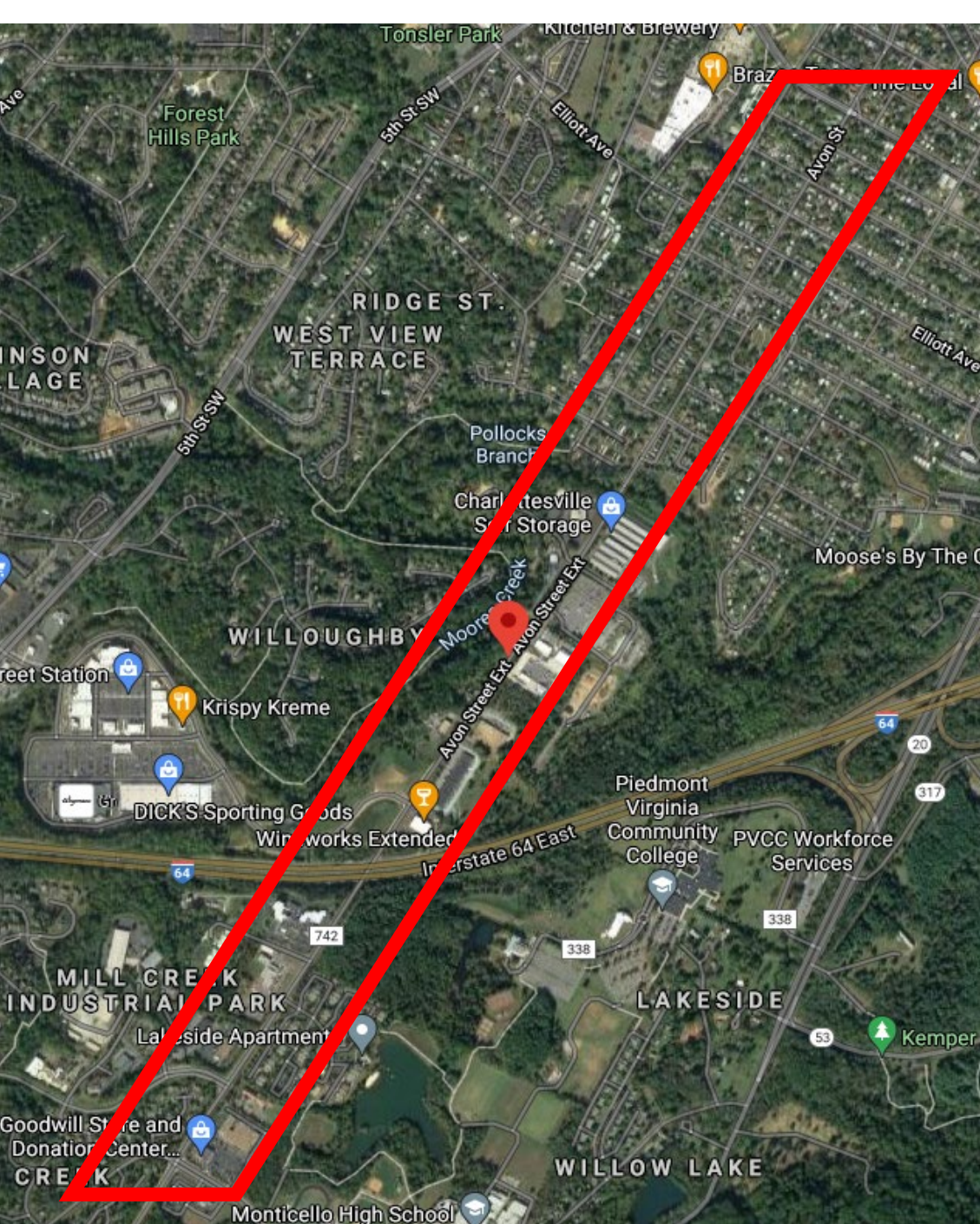
- Recommended as part of the Hydraulic/29 Small Area Plan
- Identified as a priority project in the CA-MPO's Long Range Transportation Plan
- Submitted in Smart Scale Round 4
- Highest scoring project not to be recommended to receive funding



Rivanna River Bike and Pedestrian Crossing



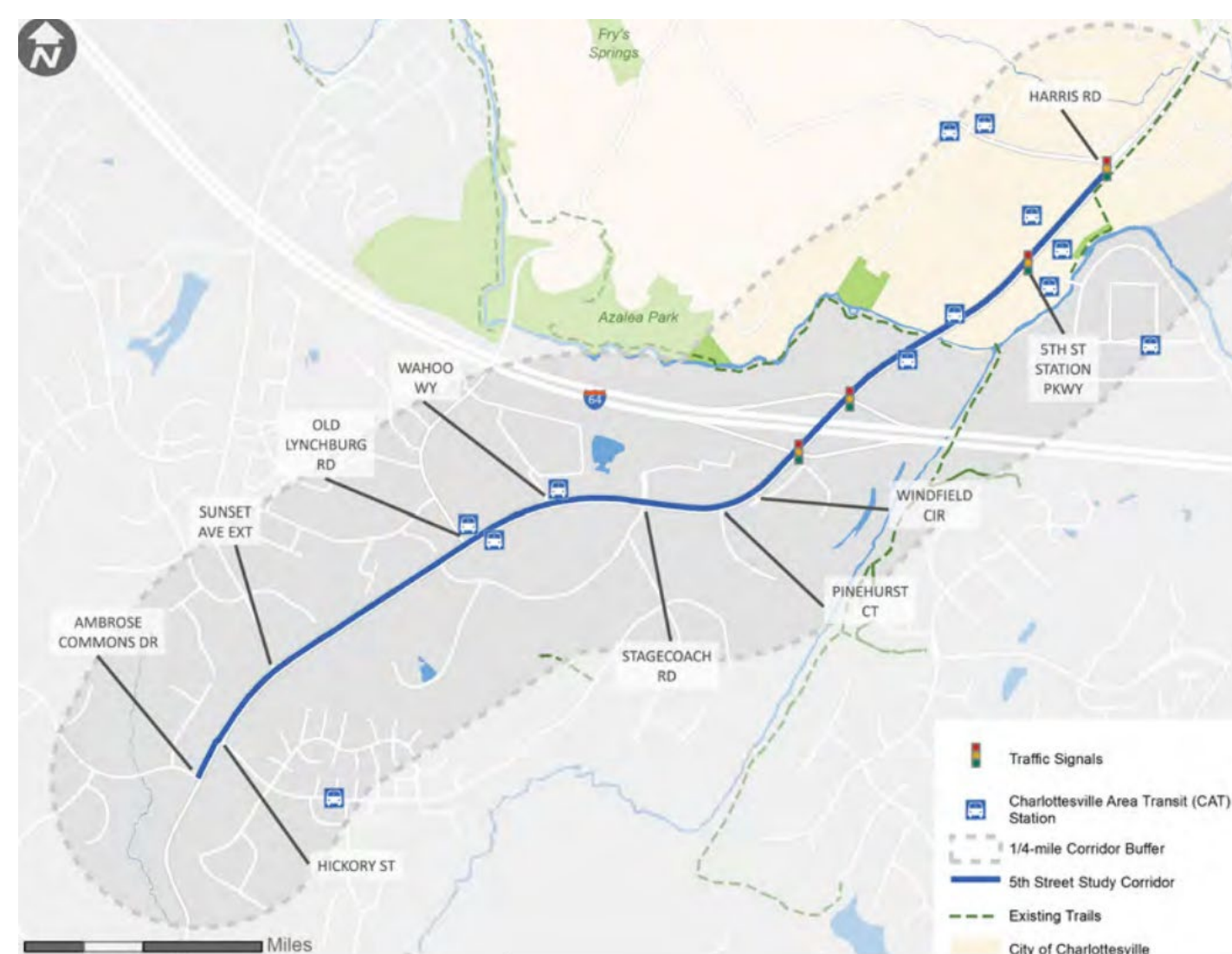
- Identified in the in the CA-MPO's Long Range Transportation Plan & Jefferson Area Bike & Pedestrian Plan
- Feasibility study completed by VHB in 2020
- Two potential design options were developed for consideration



Avon Street Multi-Modal Improvements

- Avon Street RE(Vision) study completed for Albemarle County in 2020
- Bike and pedestrian facility needs identified in the Charlottesville Bicycle and Pedestrian Master Plan
- Develop a package of multi-modal transportation improvements along Avon Street
- Consider portion of corridor between Mill Creek Drive (Albemarle) and Monticello Avenue (Charlottesville)

5th Street Multi-Modal Improvements



- Corridor study completed by VDOT in January 2021
- Develop a package of multi-modal transportation and intersection improvements along 5th Street
- Consider portion of corridor between Ambrose Commons Drive (Albemarle) and Harris Road (Charlottesville)

Memorandum

To: MPO Policy Board
From: Sandy Shackelford, Director of Planning & Transportation
Date: June 14, 2021
Reference: Smart Scale Round 5 – CTAC Discussion Summary

Purpose:

At their meeting in May, the Citizens Transportation Advisory Committee reviewed the list of SMART SCALE projects that were recommended for consideration by local government, VDOT, and CA-MPO staff. In addition to the projects identified by staff, one CTAC member proposed an alternative project and an additional consideration for one of the projects in the staff-identified list for additional consideration. The projects discussed here have undergone an initial review by local government, MPO, and VDOT staff, as well as being discussed at the CTAC meeting on May 19, 2021.

Background:

In addition to the list of projects that local government, CA-MPO, and VDOT staff developed for consideration in Round 5 of SMART SCALE, one of the members of CTAC also proposed an additional project to consider an alternative improvement to the Hydraulic Road/Route 29 intersection and requested that an alternative bridge design/location be considered as part of the Rivanna River Bike and Pedestrian Crossing.

The CTAC discussion of these alternative SMART SCALE projects can be viewed at the following link starting at the approximate time marker of 54:10: <https://www.youtube.com/watch?v=8i3irZXAmhk>.

CTAC Hydraulic Road/Route 29 Intersection Improvement:

Project Description:

The proposed project would create a grade-separated interchange (“flyover”) to move traffic between the US 250 bypass and US 29. The entrance/exit points onto the ramp would be located on US 250 west of the interchange with US 29 and on US 29 just south of the intersection between US 29 and Seminole Court, utilizing the existing US 29 median to support the structure.

The project was proposed by CTAC member, Lee Kondor. Mr. Kondor’s support for the project is based on his assessment that the additional 29 Solutions projects that are being considered for SMART SCALE Round 5 submissions are not sufficiently justified. He believes the traffic volumes and lack of access onto

Cedar Hill limits the effectiveness of the District Avenue roundabout and that the Hillsdale Drive extension to 250 will not appreciably augment the previously awarded SMART SCALE improvements.

In contrast, Mr. Kondor believes his proposal will alleviate congestion on US 29 at the intersections with Hydraulic Road and Angus Road and be a better use of his estimate of \$50 million that he believes his suggested improvements would cost.

CTAC Comments:

This proposal was discussed at the CTAC meeting on May 19, 2021. Comments expressed by CTAC members are summarized below:

- Appreciation for the work Mr. Kondor put into developing the proposal.
- Concerns regarding the financial implications of pursuing this alternative intersection design considering the likely impacts to the Hydraulic/29 intersection improvements awarded in Round 4 and the loss of the Solutions 29 funding that was applied to that application.
- Concerns regarding the use of the 29 median to construct the proposed ramp and how that could limit future opportunities to potentially expand transit service along US 29.
- A desire to prioritize other projects that would support the development of multi-modal infrastructure.
- Concern that the proposed configuration would make pedestrian movements more challenging across US 29.
- Concerns regarding the safety of the ramp during adverse weather conditions.
- Concerns regarding the length of construction and impacts on local businesses.

Staff Comments:

Technical staff also conducted an initial review of the proposal that Mr. Kondor provided and have several additional points for consideration:

- The proposed project would have congestion relief benefits by removing through traffic from the section of Emmett Street from Hydraulic Road South.
- It is unlikely that this project is eligible for funding since improvements to the Hydraulic Road/US 29 intersection were recommended for funding in SMART SCALE Round 4. To pursue this project, the MPO would have to decline the previous award and forego the \$18 million of Solutions 29 money that was allocated for congestion relief in the area prior to submitting this as an application. This application would replace the entirety of the previously awarded application, which includes the Hydraulic/29 intersection improvements, the Zan Road bike and pedestrian bridge, shared use paths along Hydraulic Road from Brandywine Drive to Michie Drive, and the roundabout at Hydraulic Road and Hillsdale Drive.
- The cost estimates have not been verified by VDOT staff, and it is possible that the estimated cost for the project would increase upon a VDOT review.

- The City of Charlottesville has extreme reservations about an elevated roadway/bridge system at this location within the City based on the initial costs as well as future maintenance, inspections, and eventual replacement expenses.
- A similar design was considered as part of the Solutions 29 Advisory Panel and was not recommended to move forward by the panel at the time that the final recommendations were developed.

CTAC Rivanna River Bicycle and Pedestrian Crossing:

Project Description:

This is an alternative configuration for consideration of a potential Rivanna River Bicycle and Pedestrian Crossing should this project be selected as one of the SMART SCALE Round 5 applications. As part of the feasibility study that was completed in 2020, two potential bridge locations and designs were identified by the consultants as feasible options.

Should the Policy Board select the Rivanna River Bicycle and Pedestrian Crossing as one of the projects they would like CA-MPO staff to pursue, a discussion of alternative design options, such as the one that is discussed here, could be considered as the final application is developed.

CTAC Comments:

There was general support from CTAC for considering an option that would connect to Old Mills Trail, but CTAC members also expressed their desire that bicycle and pedestrian connectivity be prioritized beyond potential flooding impacts since the bridge would likely not be utilized by pedestrians during flood conditions.

Staff Comments:

There are a number of technical considerations that would need to be evaluated to develop a final application. The number of piers, impacts to the park, access, and connection to existing facilities will need to be evaluated.

Recommendation:

No action is requested from the Policy Board at this time. CA-MPO staff will include the CTAC-proposed flyover concept to the list of potential projects for consideration by the Policy Board at their meeting on July 28, 2021. If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpd.org.

CTAC PROPOSAL

Intersection of US 29 and Hydraulic Road

The attached drawing set shows the concept for an elevated roadway consisting of one lane in each direction starting just south of the intersection of US 29 and Seminole Court and ending just east of the interchange between US 250 / US 29 and Barracks Road. The total length of the elevated roadway is 3163 feet. A conservative cost estimate follows:

Quantity	Description	Unit Cost	Total
38	Elevated roadway pier	\$250,000	\$9,500,000
23	Steel for 81-foot span (including cross-bracing)	\$350,000	\$8,050,000
8	Steel for 163-foot span trusses	\$1,400,000	\$11,200,000
117,030	Square foot of elevated roadway deck (labor & materials)	\$100	\$11,703,000
1	Median modifications	\$3,000,000	\$3,000,000
1	US 29 / Hydraulic Road intersection modifications	\$1,000,000	\$1,000,000
1	Traffic signal modifications	\$1,000,000	\$1,000,000
1	Sign modifications	\$2,000,000	\$2,000,000
1	Design and project management	\$2,000,000	\$2,000,000
Total:			\$49,453,000

Because traffic flow on the elevated roadway is unimpeded by traffic signals it can have the same 55 MPH speed limit as the US 250 / US 29 expressway and can, therefore, carry most of the US 29 through traffic in both directions. Traffic volume at the US 29 and Hydraulic Road intersection is thereby drastically reduced. Advantages of this concept include minimal modifications to the existing US 29 and Hydraulic Road intersection and construction confined almost entirely to the existing medians with minimal disruption of current traffic patterns during construction.

Based upon data gathered at the intersection of US 29 and Hydraulic Road on Friday, August 21, 2020 between 3:15 PM and 3:30 PM looking at southbound US 29 traffic, the traffic light cycle for the intersection provides about 54 seconds of green light for the southbound US 29 traffic followed by a 6-second yellow light. During each of these less than 1 minute cycles an average of 24 vehicles passed through the intersection in each of the two right-hand lanes for a total of 48 vehicles per light cycle. The total light cycle is 2 minutes and 10 seconds long (130 seconds). That means that at maximum capacity, the intersection as it is today is capable of handling 1329 vehicles per hour in the two right-hand through lanes.

The proposed elevated roadway can handle 1800 vehicles per hour in each direction at the typical 2-second spacing, which is equivalent to an average annual daily traffic (AADT) volume of 36,000. According to the VTrans database, the AADT volume on US 29 south of the intersection with Hydraulic Road is 56,000. Consequently, the proposed elevated roadway would reduce the AADT volume on US 29 in the vicinity of Hydraulic Road to a much more manageable 20,000.

The Round 4 SMART SCALE proposal for improving the intersection of US 29 and Hydraulic Road, however, would, at a cost of \$24.6 million, eliminate the left turns from Hydraulic Road onto US 29, which would increase the 54 seconds of green light for southbound US 29 traffic by just 12 seconds each 130-second light cycle. At best that would increase the capacity for US 29 southbound through traffic from 1329 vehicles per hour to 1625 vehicles per hour, which is equivalent to an AADT volume of

32,500. This obviously does little to reduce congestion on a roadway carrying an AADT volume of 56,000. Worse yet, the elimination of left turns from Hydraulic Road would create a significant inconvenience. In the case of westbound traffic on Hydraulic Road wanting to go south on Emmet Street, these vehicles would have to turn right onto Seminole Trail and make a U-turn at the signalized intersection of Seminole Trail and Seminole Court. In the case of eastbound traffic on Hydraulic Road wanting to go north on Seminole Trail, the idea presumably would be to have this traffic continue eastbound on Hydraulic Road and then go around the proposed roundabout at the intersection with Hillsdale Drive to head west on Hydraulic Road to turn right on Seminole Trail. There are a couple of problems with that idea. First, adding to the quantity of eastbound through traffic on Hydraulic Road at the intersection with US 29 will take a somewhat longer time for the traffic light to remain green for Hydraulic Road traffic during the 130-second cycle, which will significantly reduce the expected gain of 12 seconds for the US 29 through traffic. Second, the roundabout for the intersection of Hydraulic Road and Hillsdale Drive is problematic because it is too small for the multilane configuration and the AADT volume of 28,000 on Hydraulic Road.

With the proposed elevated roadway, some of the traffic that now turns left from southbound US 29 to reach US 250 eastbound via Hydraulic Road will now find it advantageous to continue south on US 29 to the interchange with US 250. Likewise for some of the westbound US 250 traffic that now uses Hydraulic Road to reach US 29 northbound. Consequently, Hydraulic Road will also be less congested during peak traffic times. Furthermore, with the intersection of US 29 and Hydraulic Road no longer being a choke point, grade-level pedestrian crosswalks would be feasible.

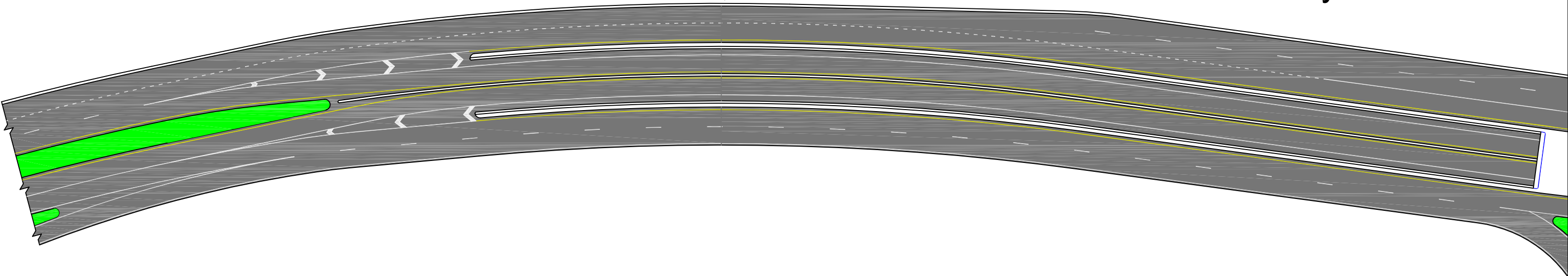
Rivanna River Bicycle and Pedestrian Crossing

The two attached drawings show an alternative proposal for the Rivanna River bicycle and pedestrian crossing to the two options VDOT presented. The first drawing is an overview of the proposed crossing, and the second shows one of the bridge spans in greater detail.


Unlike either of the two VDOT proposals, this proposal keeps the entire crossing above the 100-year flood level. It also has no grades greater than 5%, and it is less expensive than the VDOT Option 1 proposal, and, therefore, much less expensive than the Option 2 proposal. Furthermore, it is based upon a solid, detailed bridge span design, unlike the sketchy designs in the two VDOT proposals.

CTAC PROPOSAL - FLYOVER

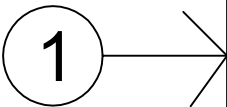
US 250 & US 29 just east of the interchange with Barracks Rd, showing the ramp at the south end of the elevated roadway



Note: Elevated roadway supports shown in blue.

US 29 / Hydraulic Rd Intersection Improvements	
Lee Kondor Consulting Engineer	
Date: 08/15/2020	Scale: 50 feet = 
Sheet 1 of 5 (elevated roadway deck hidden)	

Match Point
to Sheet 2



CTAC PROPOSAL - FLYOVER

US 29 / Hydraulic Rd Intersection Improvements

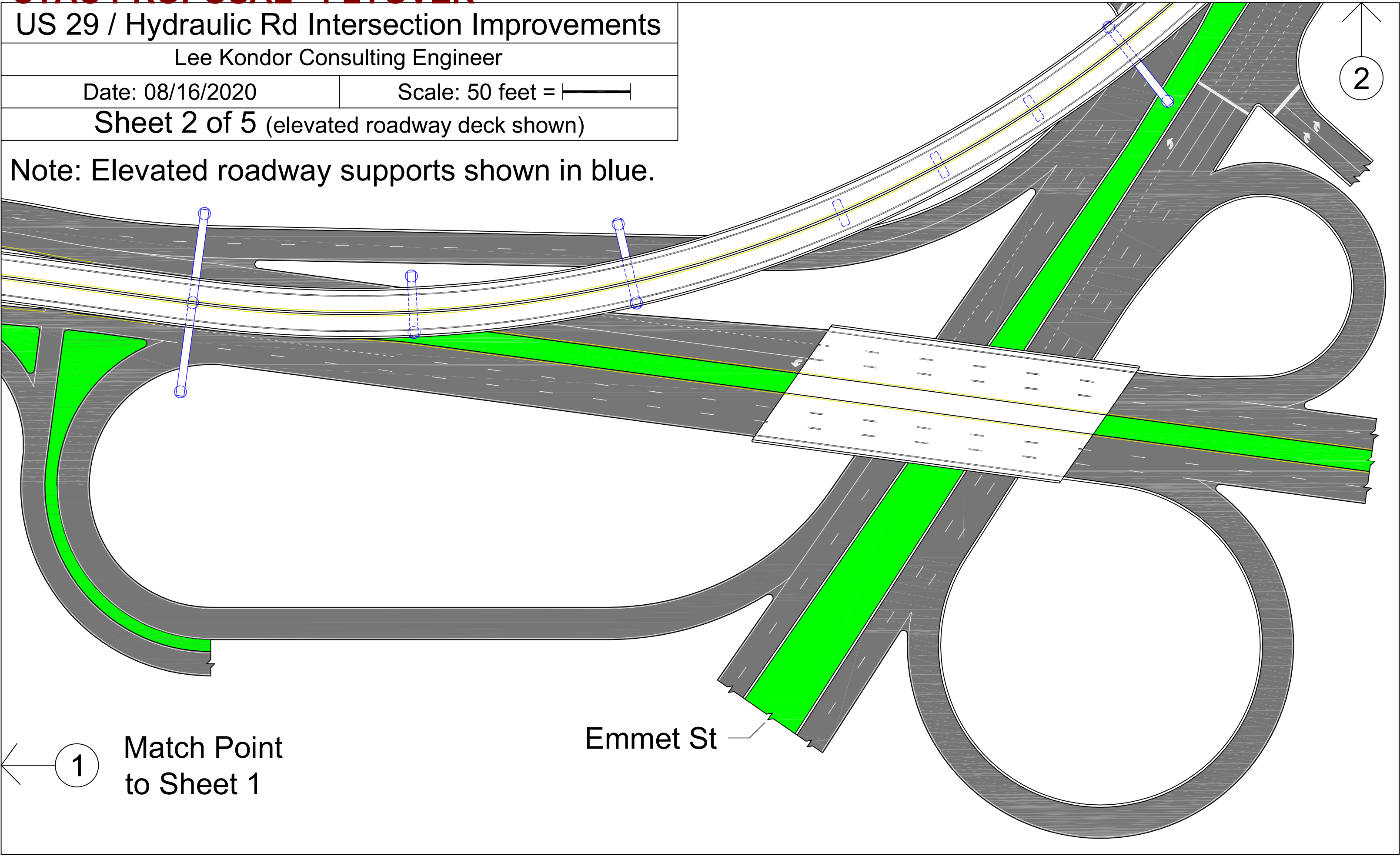
Lee Kondor Consulting Engineer


Date: 08/16/2020

Scale: 50 feet = 

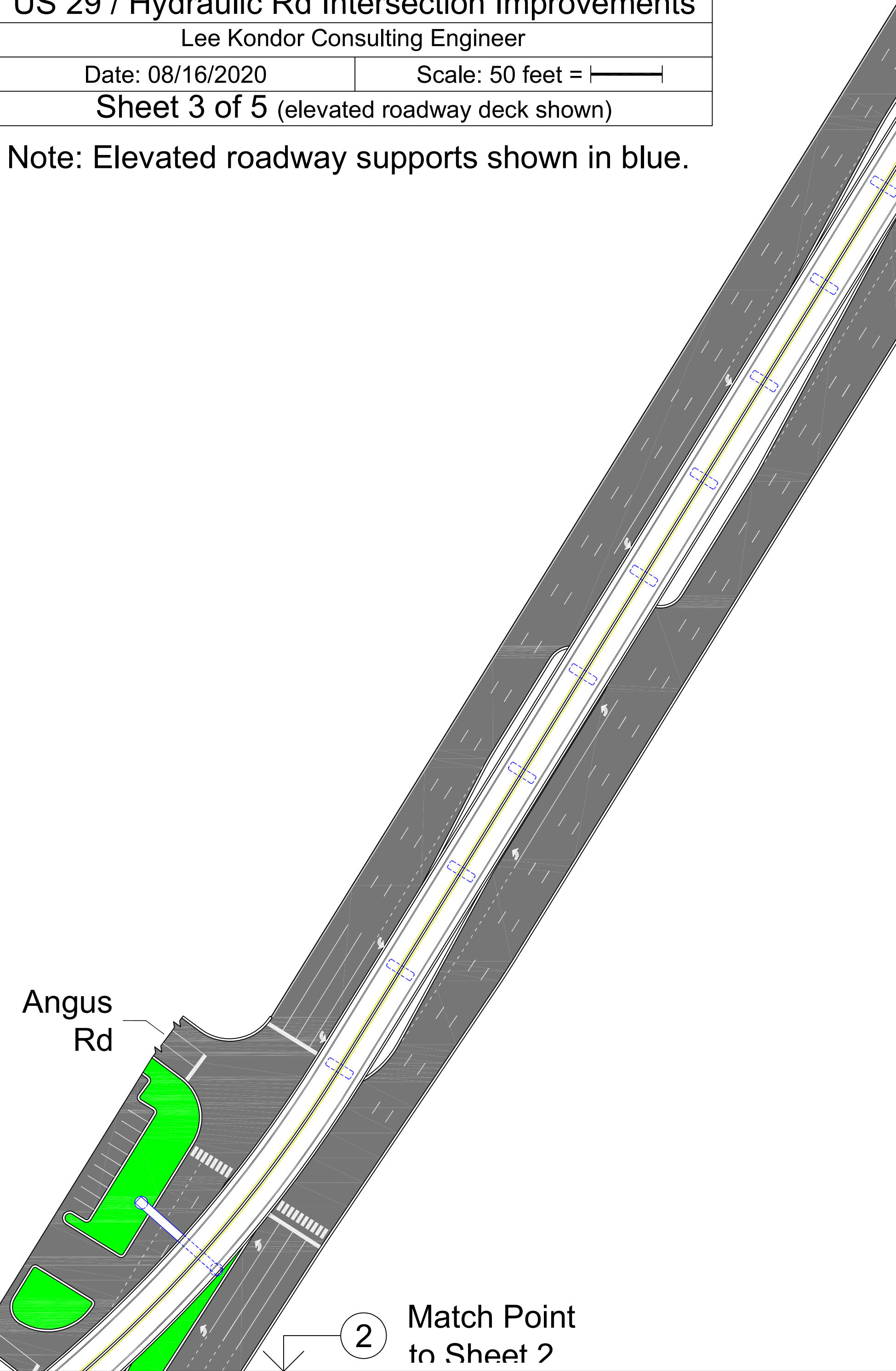
Sheet 2 of 5 (elevated roadway deck shown)

Note: Elevated roadway supports shown in blue.

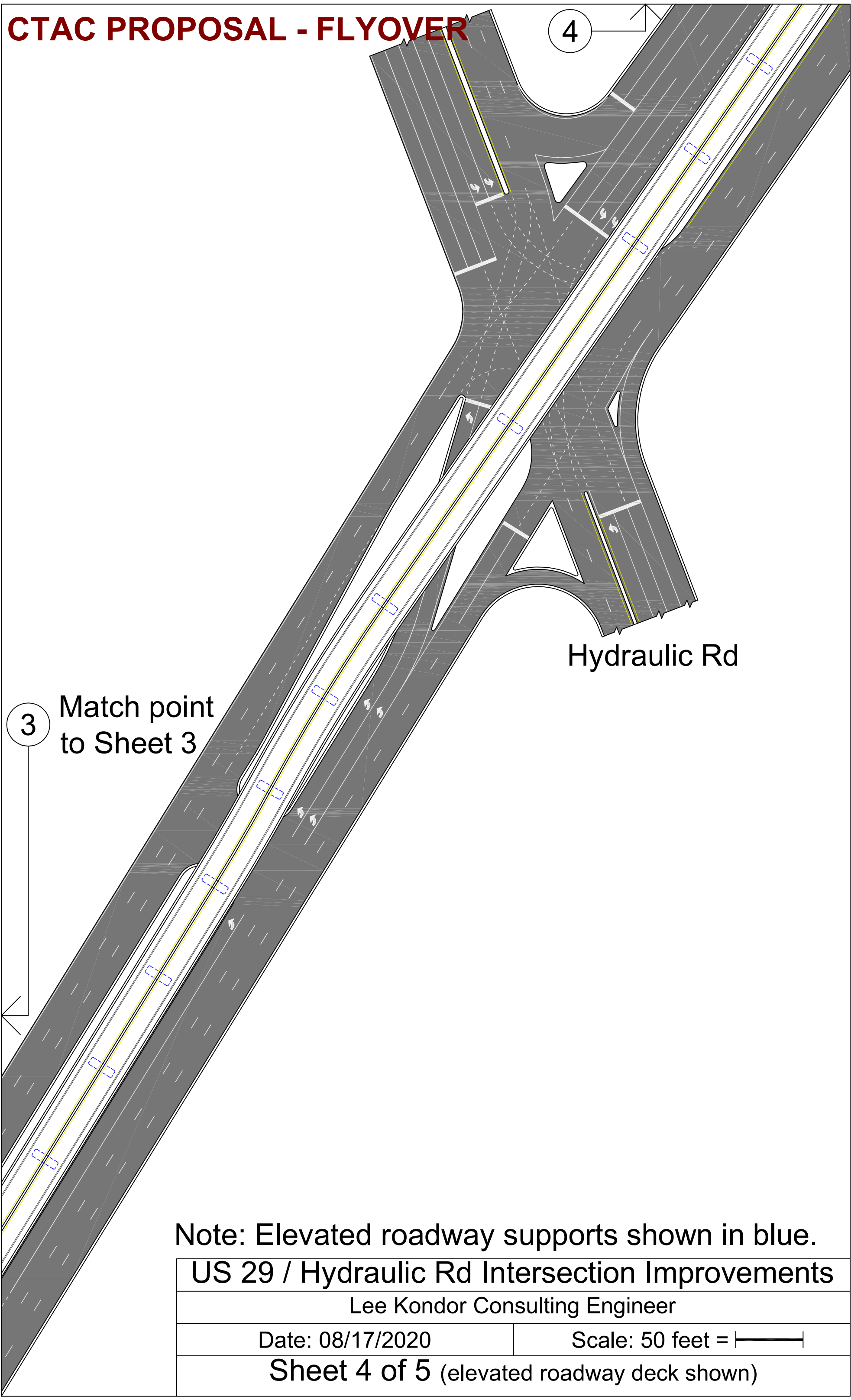


US 29 / Hydraulic Rd Intersection Improvements	
Lee Kondor Consulting Engineer	
Date: 08/16/2020	Scale: 50 feet = 
Sheet 3 of 5 (elevated roadway deck shown)	

Note: Elevated roadway supports shown in blue.



CTAC PROPOSAL - FLYOVER



Hydraulic Rd

3 Match point to Sheet 3

4

Note: Elevated roadway supports shown in blue.	
US 29 / Hydraulic Rd Intersection Improvements	
Lee Kondor Consulting Engineer	
Date: 08/17/2020	Scale: 50 feet =
Sheet 4 of 5 (elevated roadway deck shown)	

US 29 / Hydraulic Rd Intersection Improvements

Lee Kondor Consulting Engineer

Date: 08/17/2020

Scale: 50 feet = 

Sheet 5 of 5 (elevated roadway deck shown)

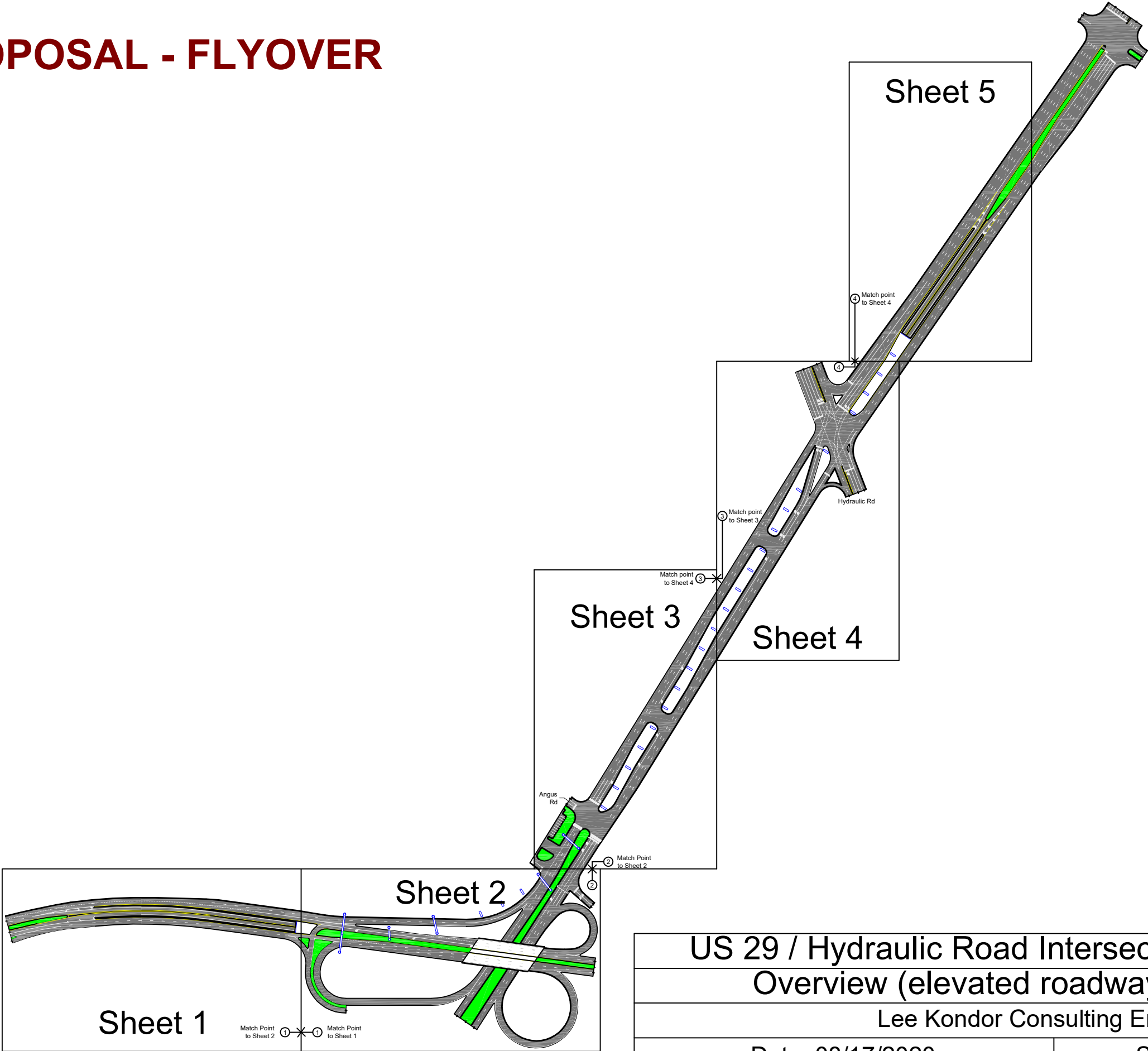
Note: Elevated roadway supports shown in blue.

US 29 just south of the intersection with
Seminole Ct, showing the ramp at the
north end of the elevated roadway

4 Match point
to Sheet 4

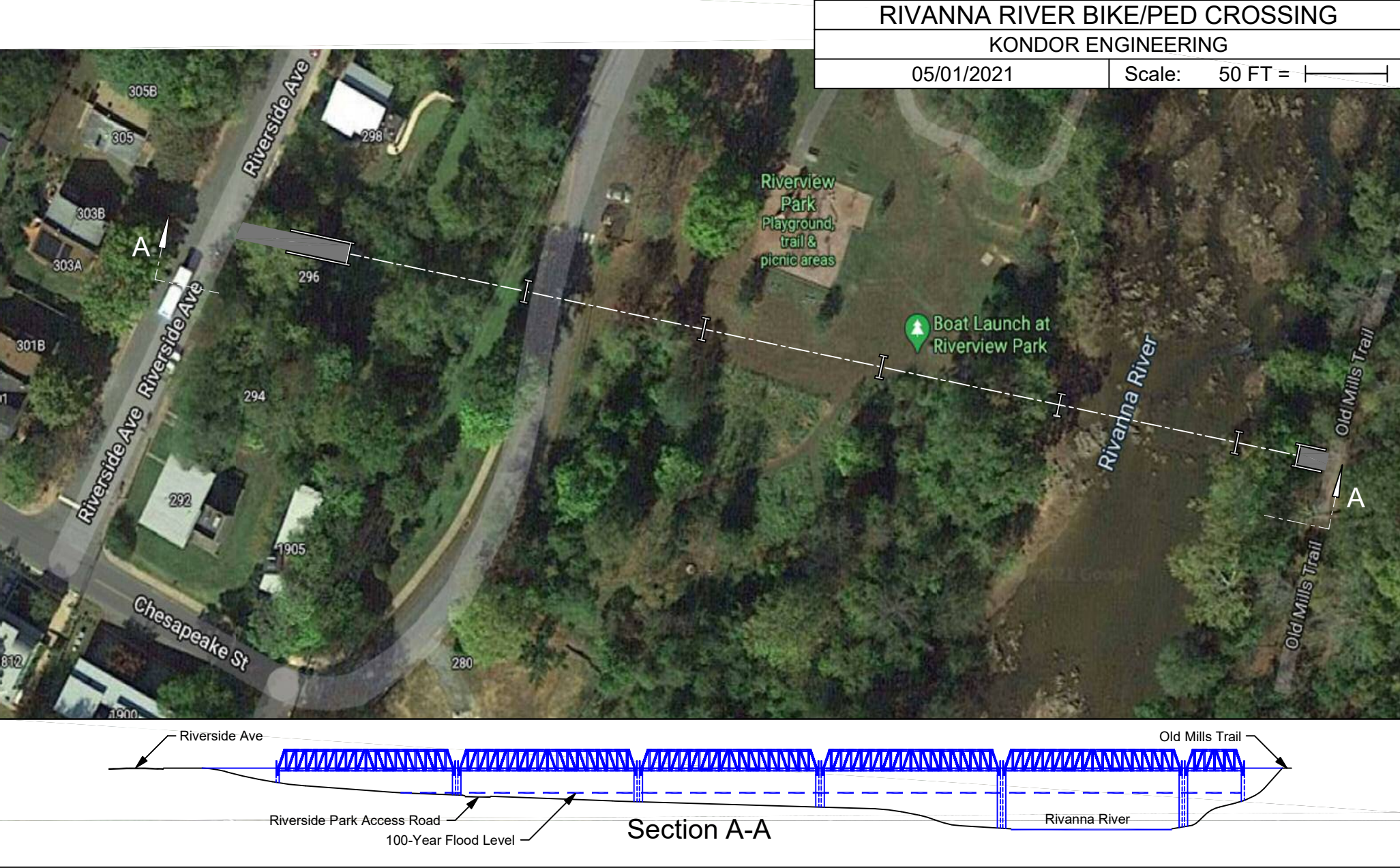
CTAC PROPOSAL - FLYOVER

CTAC PROPOSAL - FLYOVER



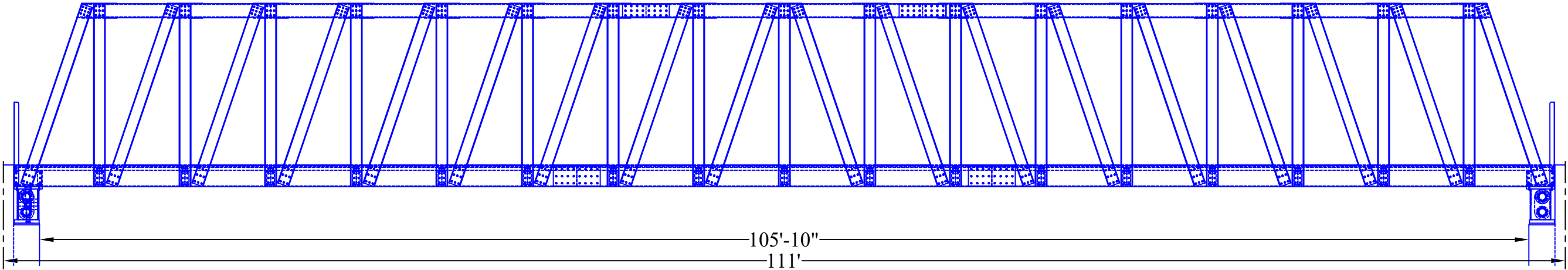
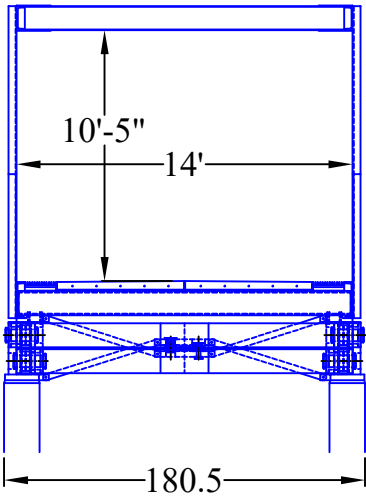
US 29 / Hydraulic Road Intersection Improvements	
Overview (elevated roadway deck hidden)	
Lee Kondor Consulting Engineer	
Date: 08/17/2020	Scale: 200 feet =

CTAC PROPOSAL - RIVANNA BRIDGE ALTERNATIVE



BRIDGE SPAN WEIGHT INCLUDING LIVE LOAD & EXCLUDING SUPPORTS

Deck Slab Concrete: 398 FT³ x 145 LB/FT³	57,710
Deck Slab 11 GA Stainless Steel Shell: 72" x 72.5" x 36 Pieces	6,577
Deck Slab Shell End Plate: 0.25" x 4.15" x 63.64" x 72 Pieces	1,387
Stainless Steel Grating Slat: 3/16" x 1.5" x 72.75" x 504 Pieces	3,008
Bottom Side Channels: MC18 x 45.8 x 232.2'	10,635
Bottom Cross-Beam: W12 x 31 x 14' x 17 Pieces	7,378
Bottom Cross-Channels and Top Side Channels: MC12 x 40 x 269.8'	10,792
Vertical Channels: MC10 x 33.6 x 925'	31,080
Top Cross-Beam: W12 x 16.5 x 266.7'	3,740
Top Gusset: 341 IN² x 3/8" x 68 Pieces	2,461
Live Load: 100 PSF x 1,168 FT²	116,800
TOTAL:	251,568



Memorandum

To: CA-MPO-Committees
From: Lucinda Shannon, Senior Regional Planner
Date: April 12, 2021
Subject: CAT Adjustments to the Transportation Improvement Program (TIP) FY21-24

Purpose: To inform CA-MPO Committees about adjustments made to the TIP.

Summary: Charlottesville Area Transit made two minor adjustments.

First, The Virginia Department of Rail and Public Transportation moved all Flexible STP funding to FTA 5339. The CA-MPO adjusted the TIP to reflect this in all the CAT blocks that had Flexible STP funding. The effected projects are listed below.

- CAT0002, FY21 (\$1,226,138), FY22 (\$1,484,454), FY23 (\$1,774,281), FY24 (\$2,284,386) moved to 5339
- CAT0003, FY21 (\$1,712,107), FY22 (\$2,655,640), FY23 (\$3,024,437), FY24 (\$0) moved to 5339
- CAT0009, FY21 (\$48,440), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339
- CAT0011, FY21 (\$390,125), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339
- CAT0017, FY21 (\$476,000), FY22 (\$109,038), FY23 (\$0), FY24 (\$0) moved to 5339
- CAT0020, FY21 (\$174,201), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339

Second, CAT moved their FY22 funding to FY21 in block CAT0011, Purchase Shop Equipment. The original and updated blocks are below.

NEW TIP BLOCK

TIP ID:		Title: Purchase Shop Equipment		Recipient: Charlottesville Transit Service			
	CAT0011	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
Previous Funding							
FTA 5339		\$390,125	\$0	\$0	\$0	FTA 5339	\$390,125
Flexible STP		\$0	\$0	\$0	\$0	Flexible STP	\$0
State		\$78,025	\$0	\$0	\$0	State	\$78,025
Local		\$19,505	\$0	\$0	\$0	Local	\$19,505
Year Total:	\$0	\$487,655	\$0	\$0	\$0	Total Funds:	\$487,655

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

Description:	Adjustment 3, move all FY22 funding to FY21
--------------	---

OLD TIP BLOCK

TIP ID: CAT0011		Title: Purchase Shop Equipment		Recipient: Charlottesville Transit Service			
	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
Flexible STP		\$73,150	\$316,975			Flexible STP	\$390,125
State		\$14,630	\$63,395			State	\$78,025
Local		\$3,657	\$15,848			Local	\$19,505
Year Total:	\$0	\$91,437	\$396,218	-	-	Total Funds:	\$487,655
Description:							

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

Memorandum

To: CA-MPO-Committees
From: Lucinda Shannon, Senior Regional Planner
Date: April 12, 2021
Subject: Jaunt Adjustments to the Transportation Improvement Program (TIP) FY21-24

Purpose: To inform CA-MPO Committees about adjustments made to the TIP.

Summary: TIP project amount must at least equal the funding that is requested from the FTA. Several of the Jaunt project funding amounts had to be increased slightly to reflect what may be applied for. The following four adjustments were made to the TIP in April.

- JNT0002, increase FY22 funding \$164K (increase FTA 5311 \$132K, State \$26K, local \$6K), replacement buses < 30'.
- JNT0009, add FY22 funding \$57K (add FTA 5311 \$46K, State \$9K, local \$2K), to renew a contract for fleet operations software.
- JNT0015, increase FY22 funding \$5K (increase FTA 5311 FY22 \$4K, State \$1K), support vehicle replacement.
- JNT0019, move FY22 funding \$71K from FTA 5310 to FTA 5311, funding source change, mobility management project. No change to total funding.

The original and new blocks are below.

NEW TIP BLOCK

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
TIP ID:	JNT0002	Title: Replacement Rolling Stock		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$2,890,400	\$1,806,000	\$2,758,400	\$3,600,000	FTA 5311	\$11,054,800
FTA 5339	\$697,000					FTA 5339	\$0
Flexible STP						Flexible STP	\$0
State	\$139,000	\$578,080	\$361,000	\$551,680	\$720,000	State	\$2,210,760
Local	\$35,000	\$144,520	\$90,000	\$137,920	\$180,000	Local	\$552,440
Year Total:	\$871,000	\$3,613,000	\$2,257,000	\$3,448,000	\$4,500,000	Total Funds:	\$13,818,000
Description:	Adjustment 4, Increase FY22 funding \$164K (increase FTA 5311 \$132K, State \$26K, local \$6K), replacement buses < 30'.						

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

	<p>Jaunt operates 89 buses and seeks funding every year to replace existing buses that have reached the end of their "Useful Life." Useful Life is a term defined by the Federal Transit Administration (FTA), which dictates consistent criteria used to determine when to allow a vehicle to be replaced. Typically, it is based on criteria provided by a manufacture in regards to the expectations on how long a vehicle can continue to safely operate under normal operating conditions.</p> <p>Most of Jaunt's fleet are Body-On-Chassis (BOC) type vehicles. The Useful Life is 5 years or 150,000 miles. Based on 89 vehicles and a Useful Life of 5 years, Jaunt expects to replace between 15 and 20 buses each year. The average price of a BOC is expected to be \$95,750 in FY21. Jaunt estimates the cost of buses would increase 3% each following year. Note: This projection includes the purchase of electric transit buses as replacements for vehicles that reach the end of their Useful Life.</p> <p>FY21 - Jaunt is seeking to replace 15 of its 89 buses (this includes 6 electric buses) FY22 - Jaunt is seeking to replace 12 of its projected 91 buses (this includes 6 electric buses) FY23 - Jaunt is seeking to replace 15 of its projected 99 buses (this includes 10 electric buses) FY24 - Jaunt is seeking to replace 20 of its projected 104 buses (this includes 15 electric buses)</p>
--	--

OLD TIP BLOCK

TIP ID:	JNT0002	Title: Replacement Rolling Stock		Recipient: JAUNT, Inc.			
FTA 5311	\$0	\$2,890,400	\$1,673,600	\$2,758,400	\$3,600,000	FTA 5311	\$10,922,400
FTA 5339	\$697,000					FTA 5339	\$0
Flexible STP						Flexible STP	\$0
State	\$139,000	\$578,080	\$334,720	\$551,680	\$720,000	State	\$2,184,480
Local	\$35,000	\$144,520	\$83,680	\$137,920	\$180,000	Local	\$546,120
Year Total:	\$0	\$3,613,000	\$2,092,000	\$3,448,000	\$4,500,000	Total Funds:	\$13,653,000
Description:	<p>Jaunt operates 89 buses and seeks funding every year to replace existing buses that have reached the end of their "Useful Life." Useful Life is a term defined by the Federal Transit Administration (FTA), which dictates consistent criteria used to determine when to allow a vehicle to be replaced. Typically, it is based on criteria provided by a manufacture in regards to the expectations on how long a vehicle can continue to safely operate under normal operating conditions.</p> <p>Most of Jaunt's fleet are Body-On-Chassis (BOC) type vehicles. The Useful Life is 5 years or 150,000 miles. Based on 89 vehicles and a Useful Life of 5 years, Jaunt expects to replace between 15 and 20 buses each year. The average price of a BOC is expected to be \$95,750 in FY21. Jaunt estimates the cost of buses would increase 3% each following year. Note: This projection includes the purchase of electric transit buses as replacements for vehicles that reach the end of their Useful Life.</p> <p>FY21 - Jaunt is seeking to replace 15 of its 89 buses (this includes 6 electric buses) FY22 - Jaunt is seeking to replace 12 of its projected 91 buses (this includes 6 electric buses) FY23 - Jaunt is seeking to replace 15 of its projected 99 buses (this includes 10 electric buses) FY24 - Jaunt is seeking to replace 20 of its projected 104 buses (this includes 15 electric buses)</p>						

NEW TIP BLOCK

TIP ID:	JNT0009	Title: ADP Software		Recipient: JAUNT, Inc.			
FTA 5311	\$0	\$0	\$46,000	\$0	\$0	FTA 5311	\$46,000
Flexible STP	\$0	\$0		\$0	\$0	Flexible STP	\$0
State	\$0	\$0	\$9,000	\$0	\$0	State	\$9,000
Local	\$0	\$0	\$2,000	\$0	\$0	Local	\$2,000
Year Total:	\$0	\$0	\$57,000	\$0	\$0	Total Funds:	\$57,000
Description:	Adjustment 7, add FY22 funding \$57K (add FTA 5311 \$46K, State \$9K, local \$2K) to renew a contract for fleet operations software.						

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

OLD TIP BLOCK

TIP ID:	JNT0009	Title: ADP Software		Recipient:	JAUNT, Inc.		
FTA 5311						FTA 5311	-
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	\$0					Total Funds:	-
Description:							

NEW TIP BLOCK

TIP ID:	JNT0015	Title: Support Vehicles		Recipient:	JAUNT, Inc.		
FTA 5311	\$24,000	\$116,000	\$28,000	\$24,000	\$116,000	FTA 5311	\$284,000
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$5,000	\$23,200	\$5,800	\$4,800	\$23,200	State	\$57,200
Local	\$1,000	\$5,800	\$1,000	\$1,200	\$5,800	Local	\$13,800
Year Total:	\$30,000	\$145,000	\$35,000	\$30,000	\$145,000	Total Funds:	\$355,000
Description:	Adjustment 5, Increase FY22 funding \$5K (Increase FTA 5311 FY22 \$4K, State \$1K), Support vehicle replacement. Jaunt's operations include the use of numerous automobiles as support vehicles. Jaunt is seeking funding to replace the support vehicles that have reached their Useful Life.						

OLD TIP BLOCK

TIP ID:	JNT0015	Title: Support Vehicles		Recipient:	JAUNT, Inc.		
FTA 5311	\$24,000	\$116,000	\$24,000	\$24,000	\$116,000	FTA 5311	\$280,000
Flexible STP						Flexible STP	\$0
State	\$5,000	\$23,200	\$4,800	\$4,800	\$23,200	State	\$56,000
Local	\$1,000	\$5,800	\$1,200	\$1,200	\$5,800	Local	\$14,000
Year Total:	\$30,000	\$145,000	\$30,000	\$30,000	\$145,000	Total Funds:	\$350,000
Description:	Jaunt's operations include the use of numerous automobiles as support vehicles. Jaunt is seeking funding to replace the support vehicles that have reached their Useful Life.						

NEW TIP BLOCK

TIP ID:	JNT0019	Title: Mobility Management		Recipient:	JAUNT, Inc.		
FTA 5310	\$0	\$0	\$0	\$74,400	\$78,400	\$0	\$152,800
FTA 5311	\$0	\$67,200	\$71,232	\$0	\$0	FTA 5311	\$138,432
State	\$0	\$13,440	\$14,246	\$14,880	\$15,680	State	\$58,246
Local	\$0	\$3,360	\$3,561	\$3,720	\$3,920	Local	\$14,561
Year Total:	\$0	\$84,000	\$89,039	\$93,000	\$98,000	Total Funds:	\$364,039
Description:	Adjustment 0.1 - FY21 funding source changed from 3510 to 5311 from draft TIP to final TIP after STIP submitted to FTA. Approved by DRPT 10/1/2020						

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

	Adjustment 6, move FY22 funding \$71K from FTA 5310 to FTA 5311, Funding source change, mobility management project. No change to total funding.
--	--

OLD TIP BLOCK

TIP ID:	JNT0019	Title: Mobility Management		Recipient:	JAUNT, Inc.		
FTA 5310		\$67,200	\$71,232	\$74,400	\$78,400		\$291,232
FTA 5311						FTA 5311	\$0
State		\$13,440	\$14,246	\$14,880	\$15,680	State	\$58,246
Local		\$3,360	\$3,561	\$3,720	\$3,920	Local	\$14,561
Year Total:	\$0	\$84,000	\$89,039	\$93,000	\$98,000	Total Funds:	\$364,039
Description:							

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

Memorandum

To: CA-MPO-Committees
From: Lucinda Shannon, Senior Regional Planner
Date: April 29, 2021
Subject: Adjustments to the Transportation Improvement Program (TIP) FY21-24

Purpose: To inform CA-MPO Committees about adjustments made to the TIP.

Summary: Additional funds allocated to CAT and Jaunt. The following two adjustments were made to the TIP in April.

- CAT0001, increase operating funds \$17,609,000
- JNT0001, increase operating funds \$540,000

The original and new blocks are below.

NEW TIP BLOCK CAT

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION						
TIP ID:	CAT0001	Title: Operating Assistance		Recipient:	Charlottesville Transit Service	
FTA 5307	\$1,615,000	\$1,903,000	\$1,903,000	\$1,903,000	\$1,903,000	FTA 5307 \$9,227,000
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP \$0
State	\$1,787,000	\$2,052,000	\$2,095,000	\$2,095,000	\$2,095,000	State \$10,124,000
Local	\$3,516,000	\$3,030,000	\$3,612,000	\$3,611,000	\$3,716,000	Local \$17,485,000
Revenues	\$691,000	\$3,131,000	\$2,873,000	\$2,976,000	\$2,975,000	Revenues \$12,646,000
Year Total:	\$7,609,000	\$10,116,000	\$10,483,000	\$10,585,000	\$10,689,000	Total Funds: \$49,482,000
Description:	Adjustment 8, add \$3,080,000					

OLD TIP BLOCK CAT

Old block before Adjustment 8						
TIP ID:	CAT0001	Title: Operating Assistance		Recipient:	Charlottesville Transit Service	
FTA 5307	\$1,615,000	\$1,501,000	\$1,554,000	\$2,011,000	\$1,615,000	FTA 5307 \$6,681,000
State	\$1,787,000	\$1,708,000	\$1,946,000	\$1,934,000	\$1,787,000	State \$7,375,000
Local	\$3,516,000	\$1,636,000	\$3,612,000	\$3,311,000	\$3,516,000	Local \$12,075,000
Revenues	\$691,000	\$3,103,000	\$996,000	\$952,000	\$691,000	Revenues \$5,742,000
Year Total:	\$7,609,000	\$7,948,000	\$8,108,000	\$8,208,000	\$7,609,000	Total Funds: \$31,873,000
Description:						

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

NEW TIP BLOCK Jaunt

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
TIP ID:	JNT0001	Title: Operating Assistance		Recipient:	JAUNT, Inc.		
FTA 5307	\$614,000	\$634,000	\$634,000	\$647,000	\$660,000	FTA 5307	\$2,575,000
FTA 5311	\$1,985,000	\$2,794,000	\$3,045,460	\$3,319,551	\$3,618,311	FTA 5311	\$12,777,000
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	\$4,000,000
Local	\$4,605,000	\$6,706,000	\$7,364,160	\$8,200,174	\$9,112,130	Local	\$31,384,000
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	\$2,019,200
Year Total:	\$8,763,000	\$11,625,000	\$12,543,000	\$13,677,000	\$14,910,000	Total Funds:	\$52,755,000
Description:	Adjustment 9, add \$540,000						

OLD TIP BLOCK Jaunt

Old Block before Adjustment 9							
TIP ID:	JNT0001	Title: Operating Assistance		Recipient:	JAUNT, Inc.		
FTA 5307	\$614,000	\$429,000	\$536,000	\$536,000	\$536,000	FTA 5307	\$2,037,000
FTA 5311	\$1,985,000	\$2,794,000	\$3,045,460	\$3,319,551	\$3,618,311	FTA 5311	\$12,777,322
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	\$4,000,000
Local	\$4,605,000	\$6,706,000	\$7,364,160	\$8,200,174	\$9,112,130	Local	\$31,382,464
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	\$2,019,200
Year Total:	\$8,763,000	\$11,418,000	\$12,445,620	\$13,565,725	\$14,786,641	Total Funds:	\$52,215,986
Description:							

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

Memorandum

To: CA-MPO-Committees
From: Lucinda Shannon, Senior Regional Planner
Date: June 11, 2021
Subject: Adjustments to the Transportation Improvement Program (TIP) FY21-24

Purpose: To inform CA-MPO Committees about adjustments made to the TIP.

Summary: The following two adjustments were made to the TIP in June.

- Grouping Maintenance- Preventative maintenance and system preservation. Move FY22, FY23, and FY24 NHS/NHPP funding to FY21. Move FY22, FY23, and FY24 STP/STBG funding to FY21 and add/transfer \$1,241,107 from Preventive Maintenance for Bridges to FY21 STP/STBG funding. The original and new blocks are below
- Grouping Maintenance- Preventative Maintenance for Bridges. Reduce FY22's STP/STBG funding by \$1,241,107- moved to Preventive Maintenance and System Preservation

NEW TIP BLOCK

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$42,054,529
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$8,522,852			
	Federal – STP/STBG	\$0	\$34,772,784			
CN TOTAL		\$0	\$43,295,636			
MPO Notes		Adjustment 10: FFY21-09 STIP MOD – move \$2,130,713 FFY22, \$2,130,713 FFY24 (NHPP) to FFY21, move \$9,356,808 FFY22, \$8,522,368 FFY 23 & \$10,288.306 FFY24 (STP/STBG) to FFY21. Add an additional \$1,241,107 (STP/STBG) FFY21 moved from MN: Preventive MN for Bridges.				

OLD TIP BLOCK

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$42,054,529
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$2,130,713	\$2,130,713	\$2,130,713	\$2,130,713
	Federal – STP/STBG	\$0	\$5,364,923	\$9,356,080	\$8,522,368	\$10,288,306
CN TOTAL		\$0	\$7,495,636	\$11,486,793	\$10,653,081	\$12,419,019
MPO Notes						

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

NEW TIP BLOCK

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$16,496,185
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Federal – STP/STBG	\$0	\$3,487,446	\$2,274,715	\$3,517,075	\$3,216,949
CN TOTAL		\$0	\$4,487,446	\$3,274,715	\$4,517,075	\$4,216,949
MPO Notes		Adjustment 11: Reduce FY22's STP/STBG funding by \$1,241,107- moved to Preventive Maintenance and System Preservation				

OLD TIP BLOCK

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$17,737,292
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Federal – STP/STBG	\$0	\$3,487,446	\$3,515,822	\$3,517,075	\$3,216,949
CN TOTAL		\$0	\$4,487,446	\$4,515,822	\$4,517,075	\$4,216,949
MPO Notes						

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