

AGENDA MPO Citizens Transportation Advisory Committee

Wednesday, September 20, 2023 @ 7:00 p.m.
Water Street Center, 407 E. Water Street
Charlottesville, VA 22902

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public Zoom Meeting Link: <https://us02web.zoom.us/j/85858179276?pwd=L1lsdXBCZ3ZlTmEwWGdCT0pyZlR3QT09>
Meeting ID: 858 5817 9276
Password: 518236

Item	Time	Description
0	7:00 - 7:05	Attendance
1	7:05 - 7:10	Matters from the Public Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker
2	7:10 - 7:15	Approval of Draft Citizens Transportation Advisory Cmte. Meeting Minutes* - Ryan Mickles, CA-MPO <ul style="list-style-type: none"> • Draft January 18, 2023 Mtg. Minutes* (<i>attachment</i>) • Draft March 15, 2023 Mtg. Minutes* (<i>attachment</i>) • <i>Draft May 17, 2023 Notes (attachment)</i> • <i>Draft July 19, 2023 Notes (attachment)</i>
3	7:15 - 7:45	Moving Toward 2050 – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Summary of Public Engagement Activities and Methodology (<i>attachment</i>) LRTP Project Website https://campo.tjpdc.org/process-documents/lrtp/2050-lrtp/
4	7:45 - 8:15	SMART SCALE Program Updates – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Presentation and Discussion (<i>attachment</i>)
5	8:15 - 8:30	Additional Matters from the Committee and Public Members of the Committee and the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per non-Committee speaker

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

Citizen Transportation Advisory Committee

Draft Meeting Minutes: January 18, 2023

Video of this meeting can be found at <https://www.youtube.com/watch?v=tWVW-XVMCSU>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville	X	Gretchen Thomas, TJPDC *	x
Donna Chen, MPO	X	Christine Jacobs, TJPDC	
Nicholas Garber, Albemarle		Ryan Mickles, TJPDC/CAMPO	x
Greg Weaver, City of Charlottesville	X	Chuck Proctor, VDOT Culpeper District	
Ethan Heil, City of Charlottesville	X	Michael Barnes, VDOT Culpeper District	x
Marty Meth, Albemarle County	X		
Karim Habbab, City of Charlottesville PC	X	GUESTS/PUBLIC	
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair, Lee Kondor, called the meeting to order at 7:00 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC

None

2. APPROVAL OF DRAFT MEETING MINUTES

A motion was made, and seconded, to approve the draft January 18, 2023 minutes. The vote passed unanimously.

3. ROUND 5 SMART SCALE PROJECT COST ESTIMATES

Sandy Shackelford presented the committee with the cost estimates for Round 5 Smart Scale and noted that the estimates may be going up do to supply chain issues and inflation. She noted that the MPO submission, Avon Street Multi-Modal project, was “recommended for funding.” There were two others recommended for the MPO area as well. Ms. Shackelford noted that there may be opportunities in the future to fund projects they have discussed in the past.

4. 2022 CA-MPO TRANSPORTATION UPDATE

VDOT staff provided an update https://campo.tjpd.org/wp-content/uploads/04a-INFORMATIONAL_ITEM-2022_TransportationUpdate_FINAL_full.pdf

5. UPDATE ON LONG RANGE TRANSPORTATION PLAN “MOVING TOWARD 2050”

Sandy Shackelford presented the committee with an update on the LRTP plan. She said she has been putting together discussion groups to meet in the near future. She then reviewed the draft content (provided with the agenda packet) and asked the committee for feedback.

Committee members referenced the following comments:

- Use bullets in lieu of paragraphs; use images and graphics to help communicate
- Liked format; but suggest enlarging the smaller Questions text
- Overlay title on each of the card
- Wordy in some parts (purple text section)
- Include more milestones
- Need more information on environment and connection to local action plan
- Enhance the “Why Should I Care” section

Ms. Shackelford noted that staff has met with VDOT on modeling on this project. She described the framework for the development of the needs and project prioritization process, how the goals were established, the process includes methodology for two thresholds for each measure, and they incorporated feedback from previous discussions, including equity and environmental factors.

She gave a general prioritization process overview, the draft goals, and gave an example of the calculation process.

She highlighted some differences in how roadway safety and pedestrian safety are considered.

She explained equity and accessibility and how it is measured.

She went on to explain mobility and system efficiency, including travel time index, travel time reliability, and bus transit on-time performance

She expounded on Land Use & Econ Devt which identifies areas where there is access to non-work destinations to stimulate local econ, walk access to non-work destinations, and walk access to non-work destinations by disadvantaged populations.

Lastly, she described the environment and resiliency priorities.

She then reviewed the project prioritization scoring.

After some clarifying questions and a robust discussion on the prioritization process, Ryan Mickles reviewed the demographics and land use trends using the American Community Survey (ACS) 5-year estimates using demographics maps and charts.

6. ADDITIONAL MATTERS FROM THE PUBLIC

None

Mr. Kondor adjourned the meeting at 8:35 p.m.

The next meeting will be held on March 15, 2023 at 7:00 p.m.

Citizen Transportation Advisory Committee Draft Meeting Minutes: March 15, 2023

Video of this meeting can be found at <https://www.youtube.com/watch?v=1pehzUdMLMU>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville	x	Curtis Scarpignato, TJPDC/CAMPO	x
Donna Chen, MPO	x	Gretchen Thomas, TJPDC/CAMPO	
Nicholas Garber, Albemarle*	x	Christine Jacobs, TJPDC/CAMPO	
Greg Weaver, City of Charlottesville	x	Ryan Mickles, TJPDC/CAMPO	x
Ethan Heil, City of Charlottesville		Chuck Proctor, VDOT Culpeper District*	x
Marty Meth, Albemarle County	x	Michael Barnes, VDOT Culpeper District	x
Karim Habbab, City of Charlottesville PC	x	GUESTS/PUBLIC	
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair Mr. Lee Kondor called the meeting to order at 7:04 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC.

None

Mr. Stuart Gardner asked if CTAC meeting agendas could include “Matters from the Committee” for members with items to share before the group. Staff saw no issues and agreed.

2. APPROVAL OF DRAFT JANUARY 18, 2023 MEETING MINUTES.

Staff will re-issue the draft minutes for approval at the May 2023 meeting.

3. UPDATE ON LONG RANGE TRANSPORTATION PLAN “MOVING TOWARD 2050”.

Ms. Sandy Shackelford gave the attached presentation and updates on the Feb2023 stakeholder meetings (pg1-11). She noted three separate stakeholder meetings were held on the long range plan draft goals and objectives; meetings included the business community, public safety personnel, and community partners. Consultants Kimley Horn and EPR facilitated discussions.

Cmte. members referenced environmental impact/climate and equity, and provided feedback on the revised goals and objectives (language) for “Land Use and Economic Development” and “Equity and Accessibility.

Mr. Marty Meth asked for clarity on land-use and economic development. Ms. Shackelford explained.

Mr. Kondor noted Ms. Shackelford and consultants did an excellent job capturing the discussion at the business stakeholder meeting he attended. Mr. Patrick Healy concurred, noting he attended the public safety stakeholder meeting.

Mr. Greg Weaver referenced the local rural area, its populations connecting to the urban area (transportation needs, long range planning). Mr. Kondor added referencing Crozet. Ms. Shackelford explained.

Mr. Chuck Proctor noted initiatives currently undertaken at VDOT and referenced multimodal planning (dedicated/segregated/shared facilities, concepts akin to complete streets).

Ms. Shackelford stated the long range transportation plan webpage had been updated with additional language and photographs, as well as changes to text format/page layout <https://campo.tjpd.org/process-documents/lrtp/2050-lrtp/>. She noted much of the original content remained but particular texts/areas were emphasized (bold font, separated paragraphs, logos) to provide clarity. Ms. Shackelford noted the project timeline would be updated in the upcoming days and asked the Cmte. for comments or feedback. No comments/feedback provided.

4. FEDERAL GRANTS UPDATE.

a. RAISE

Ms. Shackelford presented on the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for Rivanna River Bicycle and Pedestrian Bridge Crossing, preliminary engineering (pg12-17). She noted TJPDC/MPO staff submitted an application and thanked VDOT for assisting. She hoped to receive funding to complete preliminary engineering, allowing VDOT roughly three years of work before resubmitting the Riv. River Bicycle-Ped Bridge Crossing project in Round 7 SMART SCALE.

Mr. Gardner noted a recent federal announcement stated there would be additional discretionary grant funds available for communities for such things as electric charging stations; he asked if Albemarle or Charlottesville might apply. Ms. Shackelford explained.

b. CSAP

Ms. Shackelford gave the attached Comprehensive Safety Action Plan, Safe Streets and Roads for All grant presentation (pg18-23). She stated the TJPDC received the award to develop a multi-jurisdictional comprehensive safety action plan. The total award was \$1.1m, with roughly half allocated to public engagement. She noted VDOT staff would assist in crash data and analysis.

Mr. Meth inquired on the relative scope, number of participating jurisdictions, and staffing logistics. Ms. Shackelford explained.

5. ADDITIONAL MATTERS FROM THE PUBLIC.

None

6. MATTERS FROM CTAC MEMBERS.

Mr. Kondor recognized Mr. Gardner comments earlier in the meeting.

There being no further business, Mr. Kondor adjourned the meeting at 8:19 p.m. The next Cmte. meeting is scheduled for May16 2023, 7:00 p.m. at 401 East Water Street.

Stakeholder Discussion Group Feedback

 Charlottesville/Albemarle MPO



Three Discussion Group Meetings:

- Business Community
 - Safety Personnel
 - Community Partners
-
- CA-MPO staff provided background on the purpose of the Moving Toward 2050 plan, a description of the planning process, and reviewed how feedback would be used

The purpose of Stakeholder Feedback:

- Inform how information is presented for broader public feedback
- Revise goal/objective language
- Add/remove goals or objectives
- Recategorize the goals/objectives

Original Draft Goals

Safety: Improve the safety of the transportation system for all users.

Environment: Reduce the negative environmental impacts of the transportation system.

Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.

Land Use & Economic Development: Integrate transportation system improvements with land use planning.

Efficiency: Increase travel efficiency and system reliability for all modes.



Climate
Action

Equity

Safety
Environment
Accessibility
Land Use & Economic
Development
Efficiency

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency and severity of crashes.
- Improve comfort and safety for users of alternative modes of transportation.

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency ~~and severity~~ of ~~serious injury and fatal~~ crashes.
- Improve comfort and safety for users of ~~alternative modes of the multi-modal~~ transportation ~~system~~.

Environment: Reduce the negative environmental impacts of the transportation system.

- Minimize impacts of the transportation system on natural and built environment.
- Increase use of alternative modes of transportation.
- Integrate sustainable infrastructure practices into project design.
- Reduce vehicle emissions.

Environment: Reduce the negative environmental impacts of the transportation system.

- Minimize impacts of the transportation system on natural and built environment.
- ~~• Increase use of alternative modes of transportation.~~
- Integrate sustainable infrastructure practices into project design.
- ~~• Reduce vehicle emissions.~~

Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.

- Increase mode choice for all users.
- Increase access to jobs and opportunities for historically underserved populations.

~~Equity &~~ Accessibility: Improve ~~equitable~~ access ~~to jobs and opportunities~~ through greater availability of mode choices that are affordable and efficient.

- Increase mode choice for all users.
- ~~• Increase access to jobs and opportunities for historically underserved populations.~~

Land Use & Economic Development: Integrate transportation system improvements with land use planning.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- Fill connectivity gaps in multi-modal network.
- Improve access to community resources for historically underserved populations.

Land Use & Economic Development: ~~Integrate~~ Align transportation system improvements with ~~land use planning~~ local land use goals.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- ~~Fill connectivity gaps in multi-modal network.~~
- ~~access to community resources for historically underserved populations.~~

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements (intersection reconfiguration, traffic light coordination, etc.)
- Increase system capacity at identified bottlenecks.
- Maintain the existing system in a state of good repair.

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements ~~(intersection reconfiguration, traffic light coordination, etc.)~~
- Increase system capacity at identified bottlenecks.
- **Fill bicycle and pedestrian connectivity gaps.**
- Maintain the existing system in a state of good repair.

Next Steps:

Finalize the language for goals and objectives

Develop survey for broad public engagement

Identify public intercept opportunities to gather input

We will reach back out to schedule a second meeting with the Stakeholder Discussion Groups once we have an initial draft of our project priorities for additional feedback

Rivanna River Bike/Ped Bridge: RAISE Grant Application

- Work completed to date:
 - System need identification in multiple local and regional plans
 - Feasibility study completed
 - Substantive public engagement initiative completed
 - “Engineered conceptual design” completed in preparation for SMART SCALE application
- SMART SCALE benefits score very high:
 - #26 out of 394 projects submitted statewide in overall benefits
 - Scored particularly high in the environmental sustainability criteria and the access to jobs criteria
 - Project costs, which included high contingency factors, limited the competitiveness of the project to receive funding
- Need for potential mitigation is high due to the sensitive environmental context of the project location
 - Completion of preliminary engineering phase will answer many outstanding questions to reduce contingencies and develop better cost estimates



RAISE Grant Application

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program
 - Highly competitive
 - Covers all modes of transportation
 - Planning and implementation projects are both eligible to receive funding
 - \$115 million has been designated for planning grants in FY23
 - Total funding available in FY23 is \$775 million
 - Awards are based on strength of application as well as diversifying project types:
 - Modes
 - States
 - Urban versus Rural (Charlottesville considered rural)

Project Alignment with Merit Criteria

- Safety
- Environmental Sustainability
- Quality of Life
- Mobility and Community Connectivity
- Economic Competitiveness and Opportunity
- State of Good Repair
- Partnership and Collaboration
- Innovation

Project Evaluation

- Projects will be scored in each of the merit criteria as high, medium, low, or non-responsive
- Projects will receive an overall Merit Rating:
 - Highly recommended – high scores in six criteria; no non-responsive scores
 - Recommended – between one and five of the criteria are high, no more than three are low, and none are non-responsive
 - Acceptable
 - Unacceptable
- Highly recommended projects advance to second-tier analysis
- Recommended projects will be further reviewed and considered for advancement

Proposed Project Scope

- Complete the Preliminary Engineering Project Phase at the selected alignment to include:
 - Hydraulic & Hydrologic Analysis
 - Geotechnical Analysis
 - Environmental Review
 - Development of functional design plans
 - Value engineering to identify opportunities to reduce project costs
- TJPDC staff will be project sponsor and fiscal agent
- VDOT will administer the technical aspects of the project

Application Submission

- Total Funding Requested: \$3,010,752
- Grant awards will be announced by end of June
- Debrief available for projects not selected for awards
- Since the program is highly competitive, re-submitting the application in future rounds may be considered if the funding is not awarded this round

SAFE STREETS AND
ROADS FOR ALL
DISCRETIONARY
GRANT PROGRAM

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SS4A DISCRETIONARY GRANT PROGRAM BACKGROUND

-
- Established by the Bipartisan Infrastructure Law
 - \$5 - \$6 Billion available over the next five years
 - Goal of preventing roadway deaths and serious injuries
 - Two types of grants:
 - Planning
 - Implementation
 - Eligibility for implementation funding is dependent on first having a qualifying Comprehensive Safety Action Plan in place

COMPREHENSIVE SAFETY ACTION PLAN COMPONENTS

Leadership commitment

Oversight group to develop, implement, and monitor

Comprehensive safety data analysis

Robust public and stakeholder engagement

Inclusive and representative process in the plan development

Evaluation of processes and policies

Comprehensive identification/prioritization of projects and strategies

Ongoing monitoring and Reporting

BENEFITS OF A COMPREHENSIVE SAFETY ACTION PLAN

- Comprehensive understanding of crash locations and contributing factors, including identification of systemic or recurring factors
- Considers safety for all users (roadway, bike/ped, transit)
- Relationship building among stakeholders
- Multi-faceted strategies to reduce/eliminate roadway fatalities and serious injuries
- Creates a pipeline of identified projects to leverage implementation funding beyond SMART SCALE:
 - SS4A Discretionary Grant Program for implementation
 - Transportation Alternatives Program
 - Revenue Sharing
 - Highway Safety Improvement Program

MULTI-JURISDICTIONAL APPLICATION

- No locality within the Thomas Jefferson Planning District has a qualifying Comprehensive Safety Action Plan
- TJPDC is preparing and will submit a multi-jurisdictional application
- Localities will benefit from:
 - Administration of the grant and project coordination by the TJPDC
 - Regional approach to data collection and analysis supported by VDOT through the Highway Safety Improvement Program
 - Cross-jurisdictional information sharing
 - Substantive engagement with state and regional agency partners
 - Ongoing monitoring and reporting functions supported by TJPDC
 - Individual Safety Action Plan for each locality based on local needs and priorities



FINAL APPLICATION

- Total project funding just under \$1.1 million
 - Nearly half is scoped to go towards stakeholder and public engagement
- VDOT will provide data collection and crash analysis support through the Highway Safety Improvement Program regardless of grant award
- TJPDC will provide ongoing monitoring and reporting through existing MPO and Rural Transportation program funding



Citizen Transportation Advisory Committee
Meeting Notes: May 17, 2023
NO QUORUM

Video of this meeting can be found at <https://www.youtube.com/watch?v=1pehzUdMLMU>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County, Chair	x	Sandy Shackelford, TJPDC/CAMPO	x
Donna Chen, MPO, Vice Chair	x	Lucinda Shannon, TJPDC/CAMPO	
Nicholas Garber, Albemarle*	x	Curtis Scarpignato, TJPDC/CAMPO	x
Stuart Gardner, MPO		Gretchen Thomas, TJPDC/CAMPO	
Karim Habbab, City of Charlottesville PC		Christine Jacobs, TJPDC/CAMPO	
Patrick Healy, City of Charlottesville		Ryan Mickles, TJPDC/CAMPO	x
Ethan Heil, City of Charlottesville		Chuck Proctor, VDOT Culpeper District*	
Sarah Medley, City of Charlottesville	x	Michael Barnes, VDOT Culpeper District	
Marty Meth, Albemarle County		GUESTS/PUBLIC	
Chapman Munn, MPO	x		
Greg Weaver, City of Charlottesville			

* attended virtually via Zoom

A quorum was not present; staff provided updates (see attachment).

May 17, 2023 Notes

- Committee members present welcomed new members Mr. Chapman Munn (MPO representative) and Ms. Sarah Medley (City of Charlottesville representative).
- Approval of the January 18, 2023 and the March 15, 2023 meeting minutes will be rescheduled to the July 2023 Cmte. meeting.
- Ms. Sandy Shackelford gave a presentation on the Draft FY24 Unified Planning Work Program (attachment. pgs. 1 - 4).
- Mr. Ryan Mickles stated staff prepared a draft FY24-27 Transportation Improvement Program for public hearing and MPO Policy Board approval (attachment pgs. 5 - 16).
- Ms. Shackelford provided an update on the Long Range Transportation Plan “Moving Toward 2050” (attachment pgs. 17 – 23).
- Ms. Shackelford provided an update on Round 6 Smart Scale. (attachment. pgs. 24 – 29)

The next Cmte. meeting is scheduled for July 19, 2023, 7:00 p.m. at 407 East Water Street.

UNIFIED PLANNING WORK PROGRAM (UPWP)

- Funding for CA-MPO comes from:
 - Federal sources (80%) – FHWA and FTA
 - State sources (10%) –VDOT and DRPT
 - Local sources (10%) – Local match contribution
- Federally required to identify activities to be undertaken by CA-MPO using this funding in an annual work program
- FY 2023 Budget for CA-MPO activities is \$500,860
 - Includes \$130,950 in rollover funding from FY21 and FY22
 - VDOT has an additional budget for their staff to support the MPO
- Two types of rollover:
 - Passive:
 - Only applies to FHWA funding source
 - Does not require any action
 - Becomes available second fiscal year following original allocation if unused
 - Active: Has to be de-obligated and programmed into a following FY in order to be used

FY24 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-24 PL Funding	\$206,116	\$25,764	\$25,764	\$257,644
FY-22 PL Passive Rollover	\$20,136	\$2,517	\$2,517	\$25,170
FY-23 PL Active Rollover	\$84,000	\$10,500	\$10,500	\$105,000
FY-24 PL Total	\$310,252	\$38,781	\$38,781	\$387,814
FY-24 FTA Funding	\$103,232	\$12,904	\$12,904	\$129,040
FY-24 FTA Total	\$103,232	\$12,904	\$12,904	\$129,040
PL+FTA Total	\$413,484	\$51,685	\$51,685	\$516,854
VDOT SPR*	\$136,000	\$34,000	\$0	\$170,000
Total FY24 Work Program	\$549,484	\$85,685	\$51,685	\$686,854

FY24 – Draft Unified Planning Work Program As Presented

	PL	FTA	Total
Task 1: Administration	\$52,500	\$21,500	\$74,000
Reporting and Compliance with Regulations	\$14,000	\$8,000	\$22,000
Staffing Committees	\$14,000	\$8,000	\$22,000
Information Sharing	\$24,500	\$5,500	\$30,000
Task 2: Long Range Transportation Planning	\$267,314	\$70,640	\$337,954
2050 LRTP	\$142,643	\$36,000	\$178,643
Comprehensive Safety Action Plan	\$30,000		\$30,000
MPO Boundary Analysis	\$8,000	\$4,000	\$12,000
Transit Governance		\$27,640	\$27,640
Commuter Assistance Program Strategic Plan	\$11,000		\$11,000
Travel Demand Model Update	\$20,000		\$20,000
On-call Services/Contingency	\$55,671	\$3,000	\$58,671
Task 3: Short Range Transportation Planning	\$68,000	\$36,900	\$104,900
TIP Maintenance	\$5,000	\$2,000	\$7,000
SMART SCALE & Grant Support	\$35,500	\$10,400	\$45,900
RTP,TDM, and Bike/Ped Support	\$8,500	\$8,500	\$17,000
Performance Targets	\$2,000	\$1,000	\$3,000
Regional Transit & Rail Planning	\$0	\$5,000	\$5,000
CTAC/Public Outreach/Title VI	\$17,000	\$10,000	\$27,000
TOTAL	\$387,814	\$129,040	\$516,854

FY24 – Draft Unified Planning Work Program **With Adjustment**

	PL	FTA	Total
Task 1: Administration	\$52,500	\$21,500	\$74,000
Reporting and Compliance with Regulations	\$14,000	\$8,000	\$22,000
Staffing Committees	\$14,000	\$8,000	\$22,000
Information Sharing	\$24,500	\$5,500	\$30,000
Task 2: Long Range Transportation Planning	\$267,314	\$70,640	\$337,954
2050 LRTP	\$142,643	\$36,000	\$178,643
Comprehensive Safety Action Plan	\$43,000		\$43,000
MPO Boundary Analysis	\$8,000	\$4,000	\$12,000
Transit Governance		\$27,640	\$27,640
Commuter Assistance Program Strategic Plan	\$11,000		\$11,000
Travel Demand Model Update	\$20,000		\$20,000
On-call Services/Contingency	\$42,671	\$3,000	\$45,671
Task 3: Short Range Transportation Planning	\$68,000	\$36,900	\$104,900
TIP Maintenance	\$5,000	\$2,000	\$7,000
SMART SCALE & Grant Support	\$35,500	\$10,400	\$45,900
RTP,TDM, and Bike/Ped Support	\$8,500	\$8,500	\$17,000
Performance Targets	\$2,000	\$1,000	\$3,000
Regional Transit & Rail Planning	\$0	\$5,000	\$5,000
CTAC/Public Outreach/Title VI	\$17,000	\$10,000	\$27,000
TOTAL	\$387,814	\$129,040	\$516,854



Transportation Improvement Program

- Financial plan for the implementation of funded projects
- Used to schedule spending of federal transportation funds within the MPO region
- Four-year spending program that is updated every three years
- Anticipated expenditures are provided by transit agencies and VDOT

Project Development Process

1. Priority projects are identified as a need through a plan or study
2. Funding applications are submitted for priority projects
3. Project funding is approved by the Commonwealth Transportation Board when they approve the Six-Year Improvement Program (SYIP)
4. Projects that include federal funding allocations are added to the MPO's TIP

Highway Project Groupings

- Projects of regional significance are pulled out and shown individually in the TIP boxes
- Projects with similar funding categories are shown as grouped projects
 - Grouping projects allows more flexibility for moving funding within the group as needed to efficiently maintain and improve the surface transportation system



UPC NO	75878	SCOPE	Bridge Replacement w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	#SGR – RTE 20 – BRIDGE REPLACEMENT			ADMIN BY	Locally	
DESCRIPTION	FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)					
PROGRAM NOTE						
ROUTE/STREET	9 TH ST NE (0020)			TOTAL COST	\$38,078,180	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal-STP/STBP	\$44,502	\$178,006	\$0	\$0	\$0
RW	Federal-STP/STBG	\$0	(\$249,678)	\$0	\$0	\$0
CN	Federal – NHS/NHPP	\$0	\$4,280,739	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$0	\$2,656,780	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN TOTAL		\$6,160,904	\$10,441,643	\$2,656,780	\$0	\$0
CN AC	Federal – AC Other	\$0	\$13,745,208	\$0	\$0	\$0
MPO Notes						



Regionally Significant Project

Project Grouping



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

Transit Obligations

- Categorized by:
 - Project funding source
(5307, 5310, 5311, 5337, 5339)
 - Type of planned expenditure
(Operating Assistance, Rolling Stock, etc.)
- Includes Mobility Management programming
- Projected budgets that may need to be revised or amended based on new grant requests/
funding allocation adjustments

5307 is the federal funding source for urbanized areas

5311 is the federal funding source for rural areas

TIP ID:	JNT0001	Title: Operating Assistance				Recipient:		JAUNT, Inc.
FTA 5307	9,7	852	862	971	981	FTA 5307	3,866	
FTA 5311	2,55	2,641	2,667	2,694	2,721	FTA 5311	10,724	
FTA 5307 ARPA	600	-	-	-	-	-	-	
Mobility Mgr (Fed)	68	-	-	-	-	-	-	
State	2,552	1,162	1,174	1,185	1,197	State	4,718	
Local	4,632	6,276	6,527	6,788	7,060	Local	26,651	
Revenues	590	396	297	309	321	Revenues	1,323	
Year Total:	11,854	11,427	11,627	11,948	12,280	Total Funds:	47,281	
Description:								

5339 is the federal funding source for bus and bus facilities

TIP ID:	CAT0002	Title: Expansion - Rolling Stock				Recipient:		Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	519,559	620,999	983,721	576,800	-	FTA 5339	2,181,520	
State	1,261,786	1,508,139	2,389,038	1,400,800	-	State	5,297,977	
Local	74,223	88,714	140,532	82,400	-	Local	311,646	
Year Total	1,855,568	2,217,852	3,513,291	2,060,000	-	Year Total	7,791,143	
Description:								
TIP ID:	CAT0003	Title: Replacement - Rolling Stock				Recipient:		Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	897,832	1,058,553	517,003	576,800	-	FTA 5339	2,152,356	
State	2,180,449	2,570,773	1,255,580	1,400,800	-	State	5,227,153	
Local	128,262	151,222	73,858	82,400	-	Local	307,480	
Year Total	3,206,543	3,780,548	1,846,441	2,060,000	-	Year Total	7,686,989	
Description:								
TIP ID:	CAT0007	Title: Passenger Shelters				Recipient:		Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	-	64,400	25,760	25,760	25,760	FTA 5339	141,680	
State	-	156,400	62,560	62,560	62,560	State	344,080	
Local	-	9,200	3,680	3,680	3,680	Local	20,240	



TIP Approval

- Required public engagement:
 - 30-day comment period
 - Public hearing
- Draft TIP on CA-MPO website in April
- Public Hearing scheduled for May 24th, 2023 at the MPO Policy Board Meeting
- Policy Board will be asked to take action on approval of the TIP at the May meeting
- Adjustments or amendments will be processed as needed once final FY24-27 TIP is adopted



Proposed DRAFT Fiscal Year 2024-2027 TIP

Projects include:

Interstate:	1
Primary:	2
Secondary:	2
Urban:	3
Groupings:	5
Transit:	CAT, Jaunt



Proposed DRAFT Fiscal Year 2024-2027 TIP

Projects include:

- Interstate: 1
- Primary: 2
- Secondary: 2
- Urban: 3
- Groupings: 5
- Transit: CAT, Jaunt

Adopted 2023 MPO & State Performance Targets



Proposed DRAFT Fiscal Year 2024-2027 TIP

Projects include:

Interstate:	1
Primary:	2
Secondary:	2
Urban:	3
Groupings:	5
Transit:	CAT, Jaunt

Adopted 2023 MPO & State Performance Targets
Based on 2045 LRTP Goals & Objectives



Proposed DRAFT Fiscal Year 2024-2027 TIP

Projects include:

Interstate:	1
Primary:	2
Secondary:	2
Urban:	3
Groupings:	5
Transit:	CAT, Jaunt

Adopted 2023 MPO & State Performance Targets
Based on 2045 LRTP Goals & Objectives
Jaunt Program – Capital Plan Revisions Pending



Proposed DRAFT Fiscal Year 2024-2027 TIP

Projects include:

Interstate: 1
Primary: 2
Secondary: 2
Urban: 3
Groupings: 5
Transit: CAT, Jaunt

Adopted 2023 MPO & State Performance Targets
Based on 2045 LRTP Goals & Objectives
Jaunt Program – Capital Plan Revisions Pending

MPO Policy Board Approval Scheduled for May 2023
No Public Comments Rec'd as of 5/15/23
Tech Cmte & CTAC Review, Recommendation

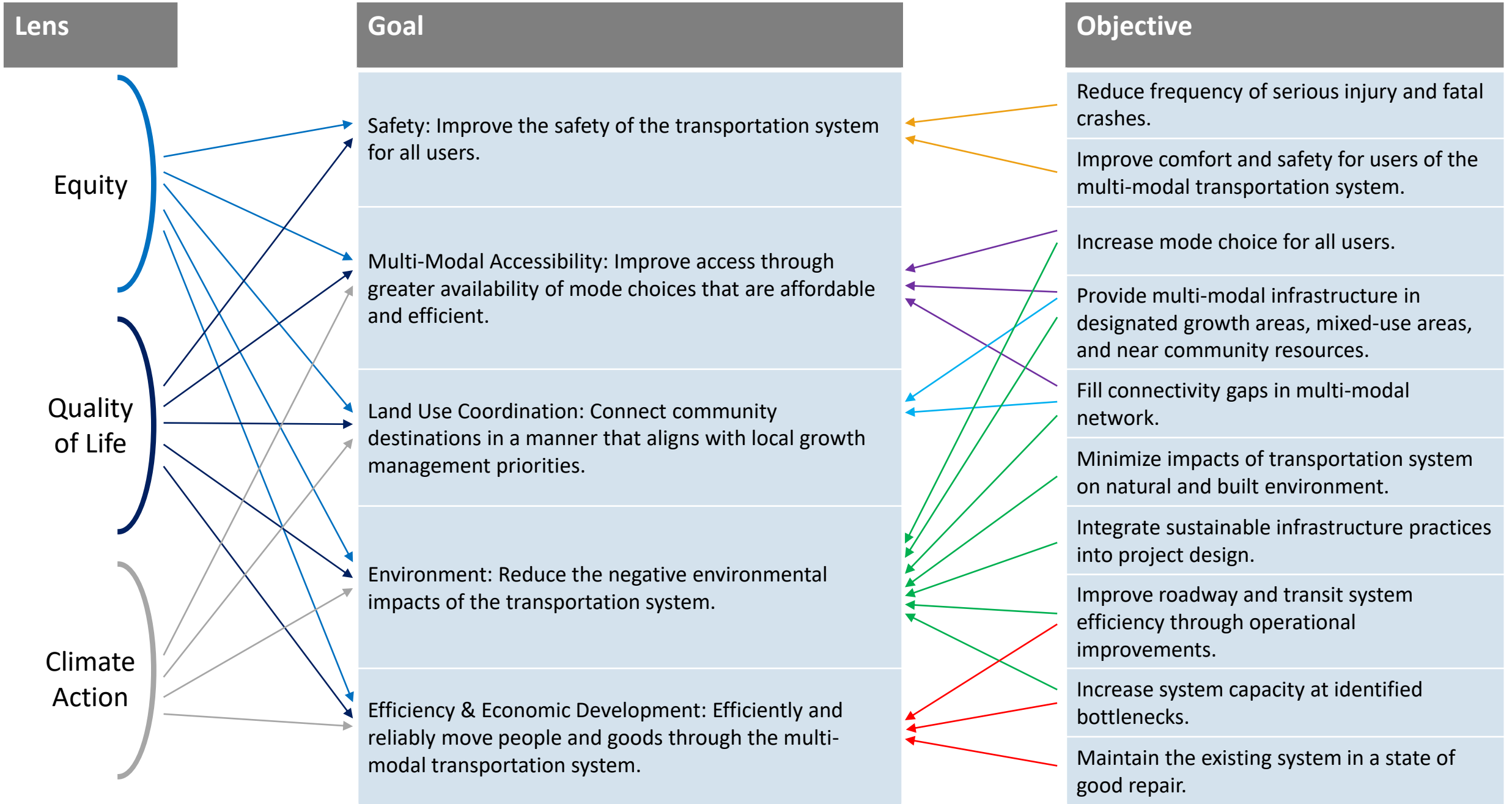
Lenses, Goals & Objectives

 Charlottesville/Albemarle MPO



Revisions

- Added “Quality of Life” as a lens
- Grouped “Economic Development” goal with “Efficiency” instead of “Land Use”
 - Freight travel time reliability is one of the established national performance measures
- Changed “Land Use” goal language
 - Connect community destinations in a manner that aligns with local growth management priorities
- New “Efficiency & Economic Development” goal language
 - Efficiently and reliably move people and goods through the multi-modal transportation system



Public Engagement

 Charlottesville/Albemarle MPO



MOVING TOWARD
2050

LONG RANGE TRANSPORTATION PLAN

Public Engagement Purpose

- Generate **awareness** of Moving Toward 2050
- Provide **information** about the plan purpose and requirements
- Get **high level feedback** on goals from public
- Determine **where** public sees needs for transportation improvements
- Primary objective of first phase of outreach is to hear about public's transportation priorities and identify system needs

Public Engagement Schedule

- Project Kick-Off/Open House
 - June 21 at Water Street Center from 4 pm to 7 pm
 - Virtual Open House scheduled for June 20 at 6:30 pm
- Survey launch mid-June
 - [MetroQuest Survey](#)
- Outreach strategy:
 - Schedule meetings with CACs for July/August
 - Tabling at high-traffic locations throughout region/at community events
 - Reach out to HOAs to spread notice of public meetings & surveys
 - Staff may attend HOA meetings upon request and as available

How information from this phase will be used

- Inform the evaluation of system needs through the data-driven system evaluation
 - Public feedback will be used to recommend weighting assigned to evaluation metrics based on the developed project prioritization process
- Determine publicly identified system needs
 - Map comments from survey and other outreach activities will be analyzed to identify high-priority system need locations
- Both data sets will be considered in determining high priority system needs

Smart Scale Process – Round 6

- Virginia's state process to select transportation projects for funding
- Applications submitted biannually (Round 6 will be submitted in August 2024)
- Based on previous rounds, CA-MPO can submit up to four projects
- Projects must meet eligibility requirements:
 - Meet a need identified in VTRANS
 - Corridors of Statewide Significance
 - Regional Network (as established in VTRANS)



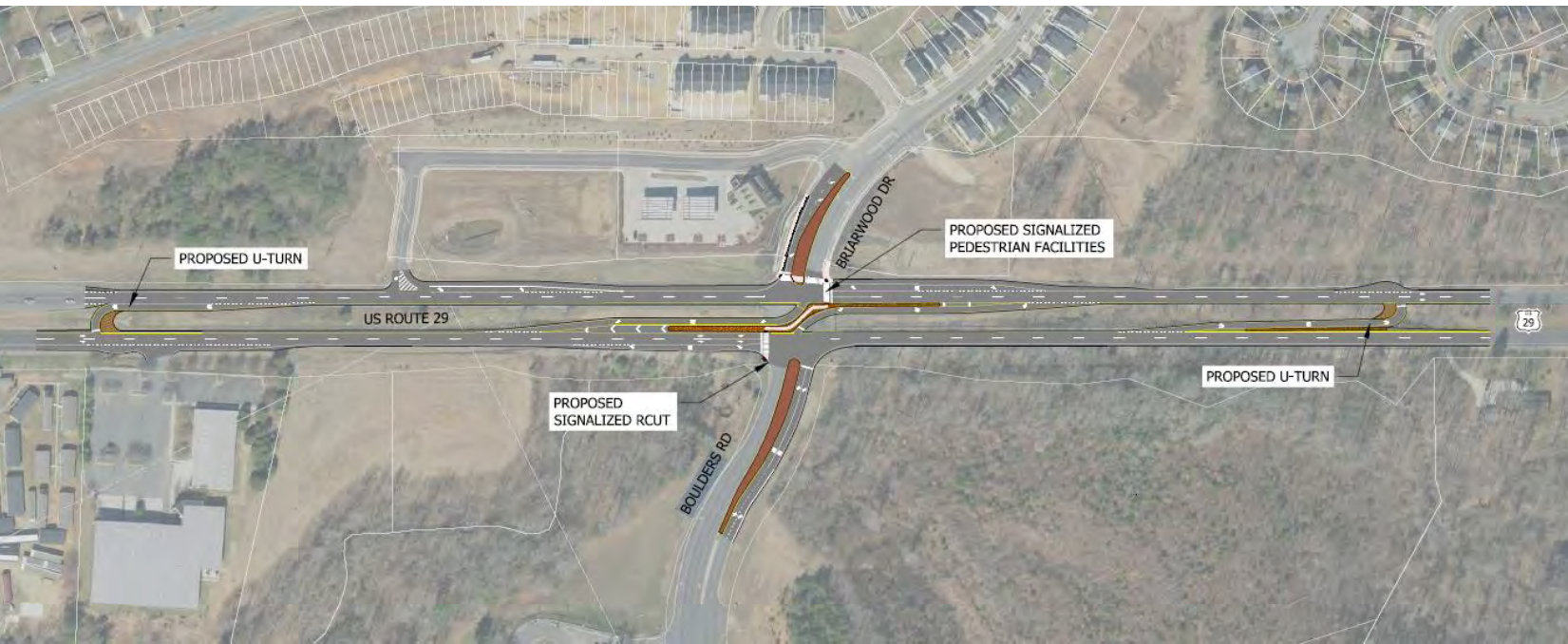
Round 6 Application Development

- Staff reviewed unfunded projects from Rounds 4 and 5 of SMART SCALE
 - District Avenue Roundabout at Hydraulic Road
 - Fifth Street Extended Multi-Modal Improvements
 - US 250/Rolkin Road Pedestrian Improvements
 - Rivanna River Bike/Ped Bridge
 - Hillsdale South Extension
 - US 250/Milton Road Intersection Improvements
 - US 250/Louisa Road Intersection Improvements
 - US 29/Frays Mill/ Burnley Station Intersection Improvements
- VDOT Pipeline Projects
 - US 250 and Barracks Road - Current
 - Ivy Road, including US 250 interchange - Current
 - US 29/Boulders Road/Briarwood Drive Intersection – Previous



North 29/ Boulders Road/ Briarwood Intersection

	Improve Safety	Manage Congestion	Increase Multimodal Usability and Accessibility	Support Future Growth	Support Economic Development	Order of Magnitude of Costs
No-Build	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	N/A
Modified Signal	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	\$1,200,958
RCUT	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	\$6,400,563



VDOT Culpeper District

Albemarle County

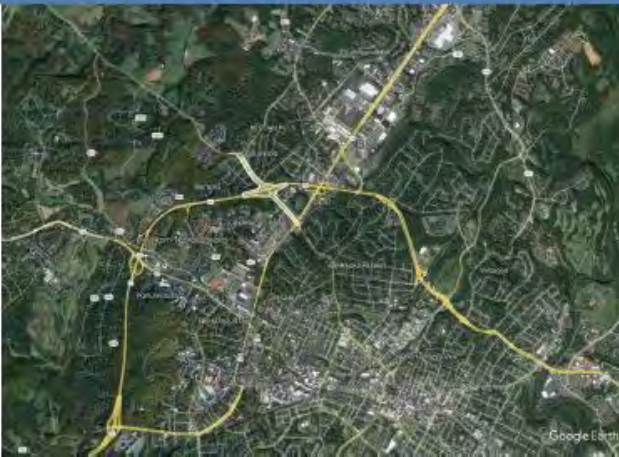
SC 654 Barracks Rd from Georgetown Rd. to Emmett St.

Corridor Length: 0.8 miles
Vtrans Need: Yes – Priority 2
COSS Corridor: Yes
Urban/Rural: Urbanized
SYIP: No
SMART SCALE Funded: No
PSAP Corridor: No
Approx. # of 2017-2021 Crashes: 100
Approx. # of 2017-2021 FI* Crashes: 32 (includes 1 Fatality)
*Fatal and Injury

Culpeper District



Albemarle County



VDOT Culpeper District

Albemarle County

US 29-US 250 Ivy Road Interchange

Corridor Length: 1.2/1.86 miles (29/250)

Vtrans Need: Yes – Priority 2 & 3

COSS Corridor: Yes (both)

Urban/Rural: Urbanized

SYIP: No

SMART SCALE Funded: No

PSAP Corridor: No & Yes

Approx. # of 2017-2021 Crashes: 153

Approx. # of 2017-2021 FI* Crashes: 55

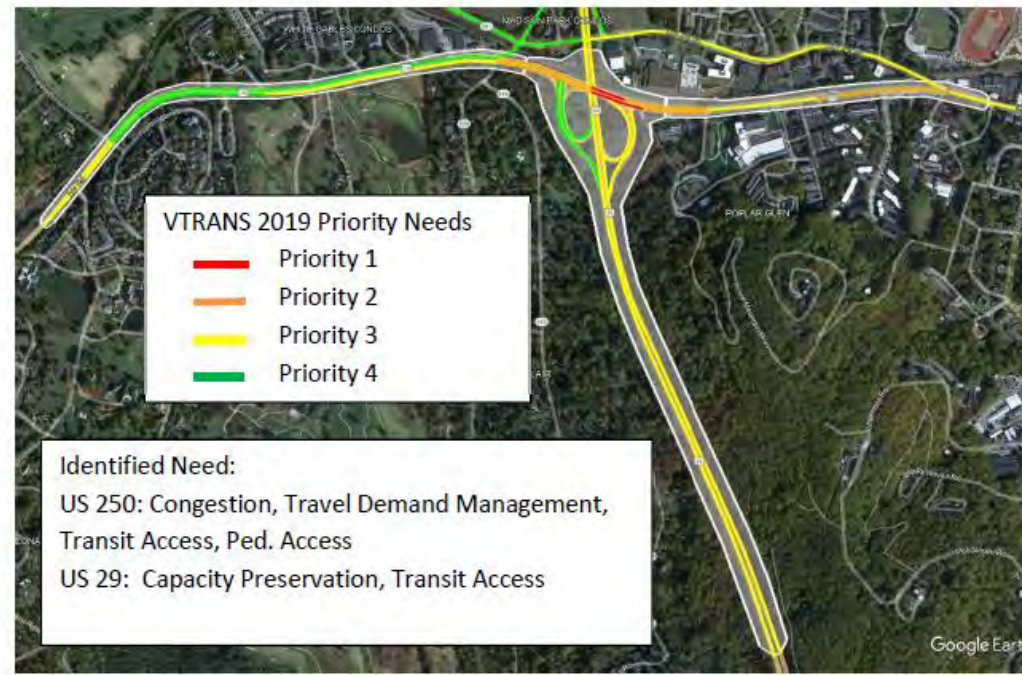
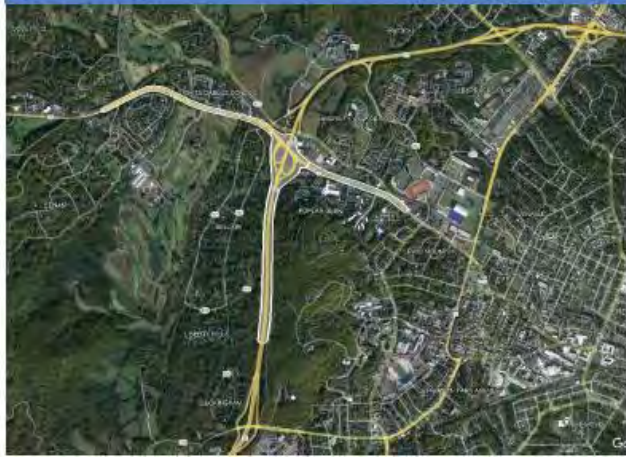
(One of the injury crashes involved a pedestrian)

*Fatal and Injury

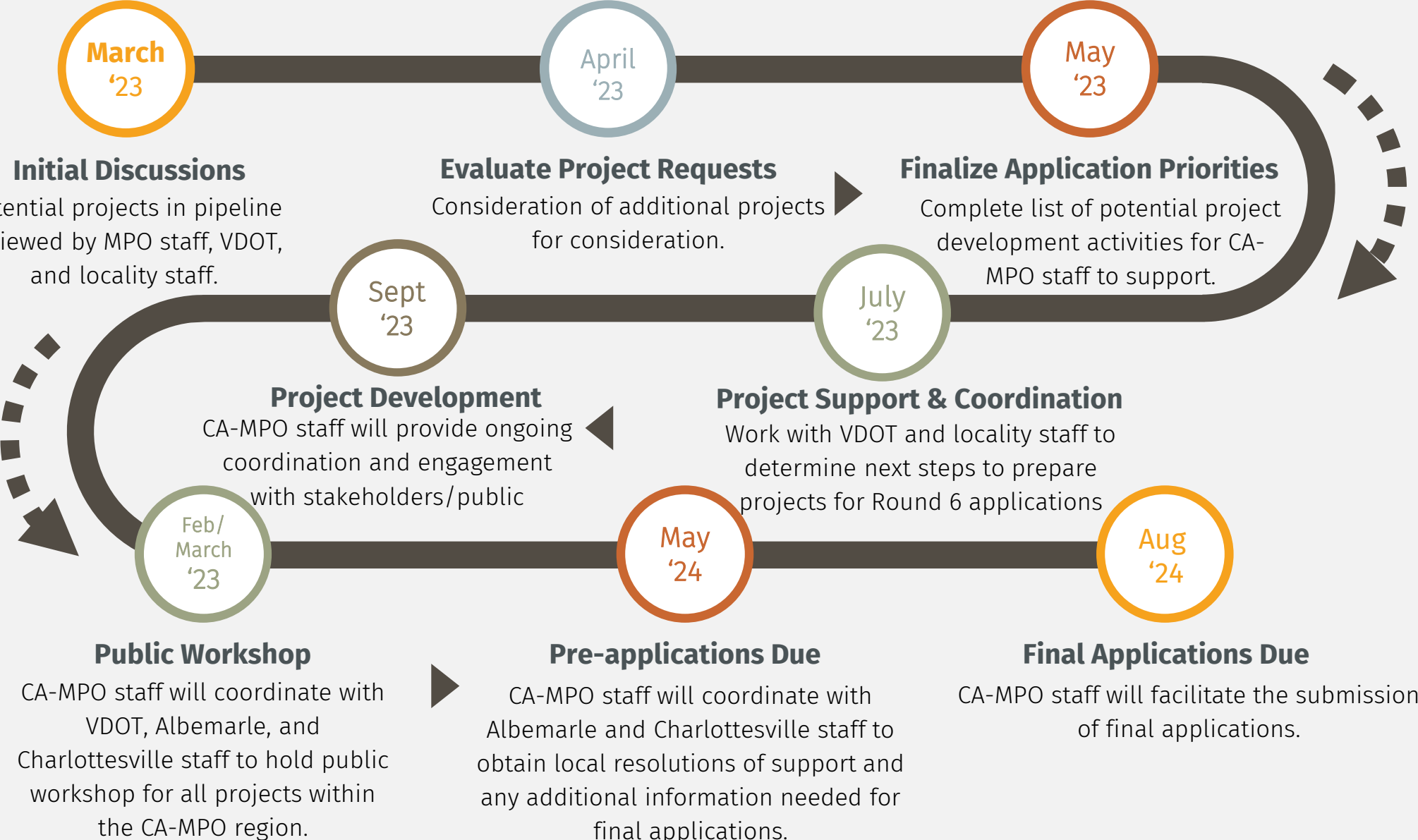
Culpeper District



Albemarle County



Smart Scale Round Six Timeline - Tentative



Citizen Transportation Advisory Committee
Draft Meeting Minutes: July 19, 2023

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville		Curtis Scarpignato, TJPDC/CAMPO	
Donna Chen, MPO	x	Gretchen Thomas, TJPDC/CAMPO	x
Nicholas Garber, Albemarle*	x	Christine Jacobs, TJPDC/CAMPO	
Greg Weaver, City of Charlottesville	x	Ryan Mickles, TJPDC/CAMPO	x
Ethan Heil, City of Charlottesville *	x	Chuck Proctor, VDOT Culpeper District	
Marty Meth, Albemarle County		Michael Barnes, VDOT Culpeper District	x
Karim Habbab, City of Charlottesville PC	x	GUESTS/PUBLIC	
Patrick Healy, City of Charlottesville	x		
Chapman Munn, MPO	x		

* attended virtually via Zoom

0. CALL TO ORDER

Committee Chair Mr. Lee Kondor called the meeting to order at 7:02 pm. A quorum was not present.

1. MATTERS FROM THE PUBLIC (MINUTE :17).

None

2. APPROVAL OF DRAFT CTAC MEETING MINUTES (MINUTE 1:00)

There was no quorum in person, so approval of the various minutes will be tabled until the next meeting.

3. MOVING TOWARD 2050 (MINUTES 1:24)

Sandy Shackelford gave a background on Moving Toward 2050 (MPO's Long-Range Transportation Plan) and information on the public engagement feedback received to date. There were stakeholder meetings with 25 participants, a virtual information webinar with 4 attendees and 19 views on the recording, there was a drop-in open house with 6 attendees (weather was a factor), and there was MetroQuest survey with 143 comment and over 550 map comments. The survey closes in mid-August.

She continued by reporting on the planned public intercepts, including the Downton Transit Center, the Center at Belvedere, Convention and Visitors Bureau Board meeting, and Community Advisory committee meetings. There are other events that Staff is exploring in the region.

Ms. Shackelford reported on the feedback given thus far and the demographics of those who have responded. She noted that there is work to be done on reaching out to more minority and typically underserved communities. There was a suggestion to reach out to C3 and Habitat for Humanity.

Nicholas Garber suggested that there be an option for mixed race on the survey.

She noted that there will be more specific questions and evaluation once the process continues.

She noted that there is a place on the TJPDC website that shows a map of the Moving Toward 2050 that shows a visual story of the locality and the projects that are being considered.

3. SMART SCALE (MINUTE 31:34)

CTB Discussions about Changes in Round 6

Ms. Shackelford gave a brief background on Smart Scale. She noted that there was a presentation at the CTB May meeting around the two-hour mark for an in-depth explanation of Smart Scale.

She noted that there has been evaluation of the process at the state level and they have noted that there are numerous opportunities for improvement. She said they are having ongoing discussions on changes that may be made and nothing has been set yet, but there are going to be changes in the future on the process.

Ms. Shackelford went on to describe the two funding programs, the District Grant Program (DGP) and the High Priority Program (HPP). Localities, MPOs, PDCs, Transit Agencies are eligible applicants for the HPP.

Round 6 Project Development

Ms. Shackelford reviewed numerous potential process changes and the impacts that those changes may have on future projects, particularly bike/ped projects.

It was suggested that a letter be drafted for acceptance to voice its opinion on the impact on bike/ped projects. Ms. Shackelford said they could draft one and bring it to the next meeting. She noted that there needs to be an in-person quorum for it to be approved.

VDOT Pipeline Projects

See MPO Tech minutes from July 18.

Michael Barnes presented on VDOT's project pipeline with the Barracks Road and Ivy Corridor projects. They are currently in Phase I, which includes a broad analysis to understand problems and the causes. Phase 2 starts later this fall and will sketch level analysis to narrow down solutions.

He continued by speaking about how best to move forward. There will be data collection, a multimodal framework, a public survey (last two weeks of July into August), develop list of potentially viable alternatives, Corridor Focus Group (County-led), and develop a Phase 2 scope.

4. FEDERAL GRANTS UPDATE (MINUTE 1:17:00)

a. RAISE – Ms. Shackelford reported that CAMPO was not awarded the grant. There will be debriefing information presented to Staff who will share it with the MPO committees.

b. Safe Streets and Roads for All - Ms. Shackelford gave background on the grant's scope of work. Staff is currently in the process of procuring a consultant team. The consultant should be chosen by September 2023. Once there is a qualifying safety action plan in place, Staff can apply for implementation of the grant.

Greg Weaver asked the best way to submit opinions to CTB. Ms. Shackelford said the more influential voices will be from elected officials, but it will be important to hear from citizens as well. She will be letting the localities' staffs know about the potential changes as well.

5. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:23:30)

None

There being no further business, Mr. Kondor adjourned the meeting at 8:26 p.m. The next CTAC meeting is scheduled for September 20 at 7:00 p.m. at 401 East Water Street.

MEMO

TO: CAMPO MPO TECHNICAL COMMITTEE
FROM: Will Cockrell, AICP (EPR)
Alan Simpson, (EPR)
DATE: September 11, 2023

RE: MPO Technical Committee Memo on Toward 2050 Engagement

PURPOSE: The following memo updates the MPO Technical Committee on the Moving Toward 2050 public and stakeholder engagement process. Working with their consultant team, MPO staff will pass the first significant engagement milestone in September. EPR is currently processing public and stakeholder feedback and will share a detailed report for the October MPO Technical Committee meeting.

BACKGROUND: Throughout the calendar year, MPO staff collected stakeholder and public comments to help shape the Moving Toward 2050 planning process and upcoming decisions. These efforts began in February 2023 when staff and their consultants facilitated three stakeholder meetings representing major employers, public safety departments, and other community partners. These initial meetings shaped the Moving Toward 2050 goals and objectives. Staff used these goals and objectives to shape their public engagement tools, sharing the goals and objectives with community groups and developing a survey to collect feedback on transportation system priorities.

More recent engagement efforts included:

- **VIRTUAL PUBLIC MEETING:** MPO staff conducted a virtual informational meeting explaining the Moving Toward 2050 process. The meeting was recorded and placed on the project website as a reference resource.
- **OPEN HOUSE EVENT:** EPR assisted staff with developing meeting materials for an Open House event at the Water Street Center.
- **COMMUNITY SURVEY:** An online survey collected 334 responses and over 1,100 comments through an interactive map.
- **PUBLIC INTERCEPTS:** To reach underrepresented groups, staff attended various community events to gather comments. Staff also attended two Charlottesville Redevelopment and Housing Authority's (CRHA) regular meetings with residents. Additionally, staff set up booths at the Charlottesville Transit Center and the Charlottesville National Night Out event, and attended Albemarle County's National Night Out event.
- **COMMUNITY ADVISORY COMMITTEE (CAC) MEETINGS:** TJPDC staff is attending Albemarle County's CAC meetings to collect additional feedback. The last of those presentations will occur in late September.
- **PAST FEEDBACK:** Staff and their consultants are creating an inventory of previous transportation-related engagement efforts, as those results are still valid. That log incorporates feedback received through local comprehensive plan and transit efforts.

With one CAC meeting left to attend, MPO staff can document contact with nearly 600 individuals and attendance at fifteen community engagement events as part of this initiative.

ISSUES: All public and stakeholder comments have been added to a spreadsheet log, which EPR is reviewing to create an engagement report for this process stage. This document will incorporate and analyze comments from the various efforts. The general document outline includes the following sections:

- Summary of engagement efforts with dates and approaches
- Report on community survey responses
- Analysis of comments received at community events and meetings
- Summary of transportation-related comments from past efforts
- Report on how comments will shape Moving Toward 2050
- Next steps

This document will consolidate responses into an analysis that guides the next steps and outcomes for Toward 2050. The feedback will serve four purposes:

1. Weighting Performance Measures involved with scoring projects;
2. Identifying and weighting travel needs;
3. Evaluating projects; and,
4. Identifying preferred solutions to travel needs.

ACTIONS: EPR will complete this engagement documentation at the end of September for staff review. The MPO Technical Committee will receive this documentation and analysis at their October 17 meeting for further discussion. EPR will attend the September 19 meeting to answer questions and provide preliminary findings. If you have any comments, concerns, or questions, please contact me at w.cockrell@epr-pc.com or (434) 981-8745.

Summary of Office of Intermodal Planning and Investment (OIP) Staff Recommended Changes to the SMART SCALE Program as presented to the Commonwealth Transportation Board through July 19, 2023

Disclaimer: This list was developed by CA-MPO/TJPDC staff as a summary of proposed changes for the purposes of organizing feedback. Full discussions informing the development of each of these recommendations can be found by viewing the discussions at the CTB meetings.

1. The Commonwealth Transportation Board is considering reducing the application cap for all entities eligible to submit applications. For Tier 1 entities, which is all of the submitting entities in the CA-MPO and TJPDC region, the application cap would be reduced from 4 applications to 2 applications.
2. To facilitate application readiness at time of submission, the Commonwealth Transportation Board is considering processes that will require final applications to be complete prior to submission. This would mean that all resolutions, approvals, reports, detailed project schedules, cost estimates, and other required attachments would need to be completed prior to the submission of the final application and could not be added later. The CTB is also considering changing the terminology for the pre-screening conditional review from "conditional screen in" if a pre-application indicates deficiencies in application readiness at the time the pre-application is submitted to "conditional screen out."
3. To address project cost overruns and scheduling delays for locally administered projects that have received funding through SMART SCALE, the Commonwealth Transportation Board is considering tying consensus funding decisions to entity performance in project delivery.
4. To better capture the future impacts of project implementation on congestion impacts, the Commonwealth Transportation Board is considering using 10-year future growth to determine congestion benefit scores instead of current congestion conditions.
5. MPOs, PDCs, and transit agencies are only eligible to submit applications through the High Priority Program (HPP). Localities are eligible to submit applications through both the District Grant Program and the HPP. To address concerns that the High Priority Program (HPP) is being used to implement small projects (projects with cost estimates < \$10 million) that don't have meaningful impacts on the improvement of Corridors of Statewide Significance or Regional Networks, the Commonwealth Transportation Board is considering limiting projects that are eligible to receive funding through the HPP to the following types:
 - o New Capacity Highway
 - o Managed Lanes
 - o New or Improved Interchanges
 - o New or Improved Passenger Rail Stations or Service
 - o Freight Rail Improvements
 - o Fixed Guideway Transit
6. To address the concern about small projects (projects with a cost-estimate of < \$10 million) being funded through the High Priority Program (HPP), the Commonwealth Transportation Board is considering adjustments to how HPP funding is allocated. The current funding steps are as follows:

- Step 1 allocates each VDOT construction district's grant program funding on a district-wide basis.
- Step 2 allocates HPP funding on a district-wide basis for projects that would've been funded through each district's grant program if they had been eligible to be submitted through that program.
- Step 3 allocates HPP funding on a statewide basis.

The proposed change would eliminate the current Step 2 and would move straight from Step 1 to Step 3 shown above.

7. SMART SCALE includes "land use coordination" as a scoring criteria in the evaluation of applications. The goal of the land use coordination measure, as stated in the SMART SCALE Technical Guide, is to "improve the consistency of the connection between local comprehensive plan goals for transportation-efficient land use and transportation infrastructure design, multi-modal accommodation, and system operations." Concerns raised about the current use of the land use score is that it accounts for where a project is located, not expected project outcomes. There is also concern that the land use score has disproportionately driven the types of projects that are selected for funding.

To address these concerns, the Commonwealth Transportation Board is considering a change to eliminate land use as a standalone score. Instead, the Commonwealth Transportation Board is considering an adjustment to use the land use scoring factor as a multiplier - the calculated land use benefit would be converted to a multiplier and would be multiplied against the other calculated project benefits to enhance overall project benefits determined by the other scoring factors.

8. To account for the elimination of land use as a standalone score, the weights for the other SMART SCALE scoring factors would need to be adjusted. The Commonwealth Transportation Board is considering the following revisions to the factor weighting:

Current Weighting						
Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	5%	45%	15%	20%	5%	10%
Type B	20%	15%	20%	15%	20%	10%
Type C	25%	15%	15%	10%	25%	10%
Type D	30%	10%	10%	10%	30%	10%

Staff Recommended Weighting						
Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	20% (+15%)	50% (+5%)	15%	Up to 100%	5%	10%
Type B	25% (+5%)	25% (+10%)	20%	Up to 100%	20%	10%
Type C	30% (+5%)	20% (+5%)	15%	Added	25%	10%
Type D	40% (+10%)	10% (+0%)	10%	Added	30%	10%

The impacts to Round 5 SMART SCALE project selection if all changes were in effect for the past round are summarized below (the CA-MPO region is area type B, the rest of the PDC is area type C):

All Solutions Scenario

Funding Scenario

Scoring

HPP Eligibility

DGP Eligibility

Steps

Consensus

Factor Weighting

Typology

Methods



- Considers modifications to Land Use and Congestion, HPP-Eligible Project Types, and Elimination of Step 2
- Total number of projects funded in urban is 49% versus 51% in rural

The average total cost of funded projects raised from \$15.1M to \$21.8M

The average total request of funded projects raised from \$10.1M to \$13.9M (removes 39 projects)

For Principal Improvement Type

- Bike & Ped - 51 to 13
- Highway - 98 to 99
- Bus Transit - 3 to 1

For Area Type

- A - 39 to 29
- B - 34 to 26
- C - 23 to 14
- D - 56 to 44