

AGENDA

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(for Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public)

Meeting ID: 821 0552 0353 Passcode: 040113 Dial in: 1-646-931-3860

Item	Time†	Description
1	4:00 – 4:05	Call to Order & Attendance
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 <u>during items</u> marked with an *
3	4:10-4:15	General Administration * - Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Review and Acceptance of the Agenda* • Approval of January 25, 2023 Meeting Minutes*
4	4:15-4:20	Citizens Transportation Advisory Committee (CTAC) Appointment* - Ryan Mickles <ul style="list-style-type: none"> • Candidate Applications
5	4:20-4:35	Transportation Improvement Program – Ryan Mickles, CA-MPO <ul style="list-style-type: none"> • Draft FY24-27 TIP • Public Hearing & Vote Scheduled for May 24, 2023 Meeting
6	4:35-4:50	Transit Governance Study Progress Update – Lucinda Shannon, CA-MPO & Stephanie Amoaning-Yankson, Ph.D., AECOM <ul style="list-style-type: none"> • Presentation and Discussion • Existing Conditions Memo (link)
7	4:50-5:05	Revisions to the FY 2023 Unified Planning Work Program* - Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Memo • Amended FY 2023 Unified Planning Work Program • Resolution
8	5:05-5:20	Draft FY 2024 Unified Planning Work Program – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Memo • Draft FY 2024 Unified Planning Work Program
9	5:20-5:25	Letter of Support for DRPT Grant Application for Corridor Identification and Development Program – Commonwealth Corridor* – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Letter of Support
10	5:25-5:35	SMART SCALE – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Preparation for Round 6
11	5:35-5:45	Staff updates <ul style="list-style-type: none"> • Moving Toward 2050 – Stakeholder Discussion Group Technical Memo - Sandy Shackelford, CA-MPO • Rivanna River Bicycle and Pedestrian Bridge RAISE Grant Application - Sandy Shackelford, CA-MPO • Safe Streets and Roads for All Grant Award - Sandy Shackelford, CA-MPO • RideShare/Afton Express – Sara Pennington, RideShare • FY21-24 TIP Adjustment – Ryan Mickles, CA-MPO
12	5:45-5:55	Roundtable Discussion

Charlottesville/Albemarle MPO

13	5:55-5:57	Items Added to the Agenda
14	5:57-6:00	Additional Matters from the Public Members of the Public are welcome to provide comment (limit of 3 minutes per speaker)
15	6:00pm	Adjourn

† Times are approximate * Requires a vote of the Board

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VOTING MEMBERS
Ann Mallek, Albemarle
Ned Gallaway, Albemarle
Brian Pinkston, Charlottesville
Lloyd Snook, Charlottesville
Sean Nelson, VDOT
Stacy Londrey, VDOT (alternate)
NON-VOTING MEMBERS
Ted Rieck, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Wood Hudson, DRPT
Steven Minor, FHWA
Dan Koenig, FTA
Lee Kondor, CTAC
Christine Jacobs, TJPDC

MPO Policy Board Meeting

Minutes, January 25, 2023

DRAFT

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=5PciFvB6rCw>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	X	Lucinda Shannon, TJPDC	X
Ned Gallaway, Albemarle	X	Gretchen Thomas, TJPDC	X
Brian Pinkston, Charlottesville	X	Christine Jacobs, TJPDC	X
Lloyd Snook, Charlottesville	X	Sara Pennington, Rideshare	X
Sean Nelson, VDOT	X	Ryan Mickles, TJPDC	X
Stacy Londrey, VDOT (alternate)	X	Curtis Scarpignato, TJPDC	X
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Ted Rieck, Jaunt	X	Ben Chambers, City of Charlottesville	X
Sandy Shackelford, TJPDC	X	Peter Krebs, PEC	X
Julia Monteith, UVA	X	Jessica Hersh-Ballering, Albemarle	X
Garland Williams, CAT	X	Dryden Quigley *	X
Wood Hudson, DRPT *	X	Steven Minor, FHWA *	X
Richard Duran, FHWA			
Ryan Long, FTA			
Lee Kondor, CTAC *	X		
Chuck Proctor, VDOT			
Michael Barnes, VDOT (alternate)	X		

* attended online via Zoom

1. CALL TO ORDER (MINUTE 0:00)

The MPO Policy Board, Chair, Mr. Ned Gallaway, presided and called the meeting to order at 4:04 p.m. Sandy Shackelford took attendance.

2. MATTERS FROM THE PUBLIC (MINUTE 0:00)

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

3. GENERAL ADMINISTRATION* (MINUTE :08)

Introductions

Sandy Shackelford noted that Mr. Byers was not at the meeting. She introduced Mr. Steven Minor, the new Federal Highway Administration Virginia Division who introduced himself to the Board. She also introduced Curtis Scarpignato as a new member of the TJPDC as a Transportation Planner who also greeted the members of the meeting.



Acceptance of the Agenda

Motion/Action: Ann Mallek made a motion to approve the agenda, Brian Pinkston seconded the motion and the motion passed unanimously.

Approval of the December 6, 2022 Meeting Minutes

Motion/Action: Councilman Pinkston made a motion to approve the December 6, 2022 minutes. Councilwoman Mallek seconded the motion and the motion passed unanimously.

4. OFFICER ELECTIONS (MINUTE 3:45)

Nominating Committee Recommendations

Mr. Shackelford noted that the committee recommended Brian Pinkston be the Chair and Ann Mallek be the Vice Chair.

Nominations from the Floor

Motion/Action: Ann Mallek made a motion to elect Brian Pinkston as Chair. Lloyd Snook seconded and the motion carried unanimously.

Brian Pinkston took over as Chair.

Motion/Action: Ned Gallaway made a motion to elect Ann Mallek as Vice Chair. Lloyd Snook seconded and the motion carried unanimously.

5. MEETING SCHEDULE FOR 2023 (MINUTE 6:15)

Ms. Shackelford noted that there are additional meetings at the end of the year due to the Long-Range Transportation Plan (LRTP) work that will require more frequent meetings. Mr. Pinkston read the dates for the committee.

Motion/Action: Ned Gallaway made a motion to approve the proposed meeting schedule as stated. Ann Mallek seconded the motion and the motion carried unanimously.

6. LETTER OF SUPPORT FOR SECTION 5310 MOBILITY MANAGEMENT GRANT APPLICATION (MINUTE 7:42)

Lucinda Shannon explained the Mobility Management program from DRPT. She noted that there is a Foothills Area Mobility System and the CAMPO is considering applying for a grant similar to it. It is a free, person-centered info and referral service for all available public transit resources.

She presented the steps that would have to happen for the program to commence, and reviewed the start-up details and how to grow the program.

Ms. Shannon reported that she will be applying for a grant due at the end of the month. She noted that if CAMPO were to get the grant awarded, it would begin in July and be implemented in December.

Motion/Action: After some clarifying questions and comments, Ned Gallaway made a motion to approve the letter as presented, Ann Mallek seconded the motion and the motion passed unanimously.

7. RESOLUTION OF SUPPORT FOR RIVANNA RIVER BICYCLE AND PEDESTRIAN BRIDGE RAISE GRANT APPLICATION (MINUTE 18:46)

Ms. Shackelford presented the committee with the background of the planning work for the Bike/Ped bridge submitted to Smart Scale for consideration. The project was not recommended for funding in part because of

the cost of the project, but the benefits score ranked very high (26th out of more than 300 projects).

In order to get this considered in the future, she asked the Policy Board to consider allowing TJPDC to apply for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant in order to complete the first phase of the project.

Ms. Shackelford presented the “project alignment with merit criteria” for the grant, and noted that the project solidly aligns with most of the categories, but not all. She noted that the project needs to score high in 6 of the 8 categories.

She went on to describe the Project Scope and the Project Evaluation.

Ms. Shackelford said preliminary engineering phase will need to be estimated with VDOT. She said the base cost would be approximately \$2.3 million.

She noted that this grant money eliminates Preliminary Engineering (PE) costs, helps figure where there may be contingencies, and help eliminate or mitigate contingencies that may arise.

Motion/Action: Ann Mallek made a motion to adopt the resolution for the RAISE grant. Ned Gallaway seconded the motion and the motion passed unanimously.

8. APPROVAL OF PERFORMANCE TARGETS (MINUTE 32:21)

Ms. Shackelford gave background and purpose on the overall goals of Performance Targets. She also reported on the data currently set for safety targets.

It was noted that the MPO Technical Committee recommended adoption of safety performance targets based on regional trends:

Number of fatalities: 9

Fatality Rate: 0.76%

Number of serious injuries: 108

Number of non-motorized fatalities + serious injuries: 13

There was a discussion of the value for adopting safety targets.

Motion/Action: Ann Mallek made the recommendation for adoption of the state performance targets for infrastructure and system performance, and transit asset management, and to accept the MPO Tech’s recommendations as listed above. Ned Gallaway seconded the motion and the motion passed unanimously.

9. SMART SCALE (MINUTE 52:06)

Ms. Shackelford gave an update on the projects recommended for funding, and other projects that scored very well, but were not recommended for funding. She noted that these projects might be considered for submission in the next round of funding.

10. STAFF UPDATES (MINUTE 1:01:40)

Moving Toward 2050 – Project Prioritization Technical Memo

Ms. Shackelford gave an update on the Project Prioritization program. She reviewed framework for developing the process, the goals on which the process is based, all while incorporating feedback from previous discussions with the Policy Board.

Moving Toward 2050 - Demographic Data

Ryan Mickles presented the board with regional demographic data from the American Community Survey updates, highlighting numerous data of particular interest.

Regional Transit Partnership/Transit Grants

Ms. Shannon gave a report on the Vision Plan that has been completed. She also gave an update on the progress of the Governance Study and the next steps involved.

Rideshare/Afton Express

Sara Pennington reported that Afton Express is continuing to do very well. She gave passenger counts of just over 1700 for November and December. She also said they are looking to expand the schedule both in the morning and evening to accommodate hospital employees. The schedule should be finalized in the next two weeks. The kickoff for the new schedule will happen in mid-February. Ms. Pennington also noted that she is finalizing a couple of grant applications for Rideshare.

Ann Mallek asked Staff to work on getting a joint meeting with CSPDC in the future. It is something that has been done in the past and was beneficial.

11. ROUNDTABLE DISCUSSION (MINUTE)

2022 VDOT Culpeper District Transportation Update

Ms. Shackelford noted that there is an update from VDOT in the packet as supplemental information.

CAT: Garland Williams reported that Ben Chambers, Transportation Planner from the City, will be helping CAT complete its alternative fuel study. Mr. Williams said the next hurdle will be how to phase in the alternative fuel into the fleet.

VDOT: Stacy Londrey did not have any additional updates. Sean Nelson referred the members to the VDOT packet included with the agenda. Michael Barnes said there have been presentations to localities about project prioritization and how VDOT can work with staff to tweak their concepts before submitting applications in the future.

Jaunt: Ted Rieck said there is a new Chief Operating Officer starting next week. There will be a new Director of Operations starting as well very soon. Jaunt will be submitting grants on February 1 to obtain EV vehicles for rural areas, including infrastructure in those areas. There is a focus on micro-transit as well for the future.

Albemarle County: Jessica Hersh-Ballering reported that there are several projects that have been recently funded. The Peter Jefferson Parkway project recommended for funding in this Smart Scale round includes a Park and Ride. She also gave an update on the Lambs Lane Campus Project.

City of Charlottesville: Ben Chambers reported that the transit strategic plan needs to be finished by December. They are currently in procurement for the correct consultants for that plan. He noted that the deadline is a tight one. He also reported that they are getting close to prioritizing their projects. Lastly, he said they are working with Veo, a scooter company, to get a contract to be more reflective of what the City wants, namely safety and parking. Lastly, he reported they are working to find a Bike Ped Coordinator.

Piedmont Environmental Council: Peter Krebs invited the members to the Mobility Movement Open House at City Space on February 24.

DRPT: Wood Hudson reminded the group that the grant period ends on February 1.

CTAC: Lee Kondor reported that CTAC is focused on the Long Range Transportation Plan.

TJPDC: Christine Jacobs noted that with the addition of Curtis Scarpignato, Transportation Planner, the TJPDC is now fully staffed.

12. ITEMS ADDED TO THE AGENDA

None.

13. ADDITIONAL MATTERS FROM THE PUBLIC

None.

ADJOURNMENT: Mayor Snook moved to adjourn the meeting at 5:45 p.m. Councilman Pinkston seconded the and the motion was passed unanimously.

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

**Application for Membership
Citizens Transportation Advisory Committee (CTAC)**

*TO APPLY: Please fill in the application below and sign where indicated.
Questions may be directed to info@tjpd.org*

CTAC Mission: The Committee acts in an advisory capacity to the Metropolitan Planning Organization (MPO) on transportation issues related to the MPO. The Committee meets bimonthly on the third Wednesday of every other month at 7 p.m. at TJPDC's Water Street Center, 407 E. Water Street. For more information, please visit <http://campo.tjpd.org/committees/citizens-committee-ctac/>

Applicant Information

Name:	Chapman Munn
Address:	119 Blueberry Road, Charlottesville, VA
Phone:	434 989 3918
Email:	chapmunn@gmail.com
Employment Status:	Employed
Employer:	High Street Consulting

If you are considered for CTAC membership, the following information will be shared with the MPO Policy Board and made publically available.

Reason(s) for wanting to serve on the CTAC Committee:

As a professional transportation consultant and software developer, I'm interested in applying my knowledge and skill sets to my local community. I've had the opportunity to work with transportation agencies across the country, including multiple DOTs (Arkansas, Idaho, Nebraska, Utah, etc.), FHWA, and MPOs. I'd like to take the lessons I've learned throughout my consulting career and help the greater Charlottesville area solve transportation challenges.

Before moving into transportation consulting, I was the Data Analytics Manager and Highway Performance Monitoring System Coordinator for the Idaho Transportation Department (ITD). Additionally, I helped ITD and Idaho's MPOs set the first series of FHWA mandated Transportation Performance Management targets.

At High Street, I lead our Geographic Information Systems (GIS) and computer vision (machine learning) business lines. I'm a technologist at heart with an extensive transportation software development background.

Will you be representing a special interest group agency or non-profit? If so, please list the name and address of the organization:

--

Signature:	<i>Chapman Munn</i>
Date:	February 6th, 2023

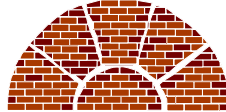
This form must be submitted by applicant and can be submitted electronically to info@tjpd.org or by mail to Thomas Jefferson Planning District Commission 401 E. Water Street, Charlottesville, VA 22901. By signing above, you verify that you are the above named applicant.

DRAFT Transportation Improvement Program Fiscal Year 2024 - 2027

Charlottesville Albemarle Metropolitan Planning Organization

Public Hearing: 05 / 24 / 2023

Approved: / / 2023



City of Charlottesville
Virginia Department of Transportation
US Department of Federal Highway Administration

Albemarle County
Department of Rail and Public Transportation
Federal Transit Administration

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TIP Activity

Approved by the MPO Policy Board on / / 2023

Amendments

Amendment #	Date	Notes
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*	*	*

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Adjustments

Adjustment #	Date	Notes
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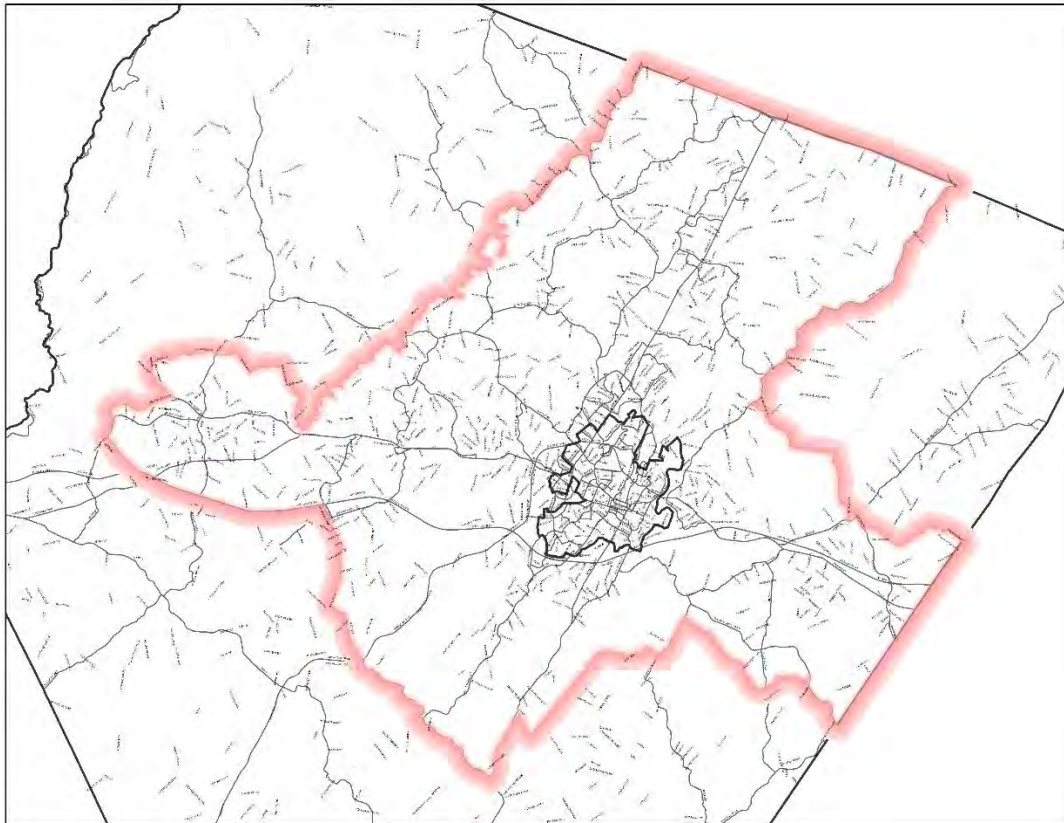
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Purpose of this Document

The Charlottesville-Albemarle Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within the metropolitan region in coordination with significant state and local funds for the federal fiscal years 2024 through 2027. It also demonstrates how these projects comply with federal planning regulations. The TIP is a product of the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) in compliance with federal requirements.

Introduction to the Charlottesville/Albemarle Metropolitan Planning Organization (MPO)

The Charlottesville-Albemarle Metropolitan Planning Organization is the forum for continued, cooperative and comprehensive transportation decision-making among Charlottesville, Albemarle, state, and federal officials. Federal law (23 CFR Part 450) requires urbanized areas in the United States with populations greater than 50,000 persons to establish an MPO to coordinate transportation planning. The boundary of the Charlottesville-Albemarle MPO includes the City of Charlottesville and the adjacent urbanized areas of Albemarle County (the rural areas of Albemarle County are outside the MPO boundary, as is illustrated on the map below).



The MPO considers long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions to transportation related challenges.

The MPO is responsible for carrying out a continuous, cooperative, and comprehensive transportation planning process. This process includes reviewing transportation projects and preparing studies and plans.

The Charlottesville-Albemarle MPO is governed by the MPO Policy Board and staffed by the Thomas Jefferson Planning District Commission (TJPDC). MPO Policy Board membership consists of 13 representatives from the following organizations:

- | | |
|---|---|
| Voting Member Organizations (5) | (2) Albemarle County Board of Supervisors
(2) Charlottesville City Council
(1) Va. Dept. of Transportation (VDOT) |
| Nonvoting Member Organizations (8) | Charlottesville Area Transit (CAT)
Citizens Transportation Advisory Committee (CTAC)
Federal Transit Administration (FTA)
Federal Highway Administration (FHWA)
Jaunt
Thomas Jefferson Planning District Commission (TJPDC)
UVA Office of the Architect
Va. Dept. of Rail and Public Transportation (DRPT) |

Two committees support the MPO Policy Board: The MPO Technical Committee and a Citizens Transportation Advisory Committee (CTAC).

The MPO Technical Committee includes representatives from the following organizations:

- | | |
|---|---|
| • City of Charlottesville | • Charlottesville Area Transit |
| • Albemarle County | • Jaunt |
| • University of Virginia | • Federal Transit Administration (FTA) |
| • Virginia Department of Transportation (VDOT) | • Federal Highway Administration (FHWA) |
| • Department of Rail and Public Transportation (VRPT) | • Federal Aviation Administration (FAA) |

The Citizens Transportation Advisory Committee (CTAC) includes 13 citizen representatives. Albemarle County and the City of Charlottesville each appoint five members, and the MPO Policy Board appoints three members.

Introduction to Transportation Improvement Program (TIP)

What is a TIP?

The Charlottesville-Albemarle MPO Transportation Improvement Program (TIP) is a prioritized listing/program of transportation projects covering a period of four years that is developed and

formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. It represents projects from the most recently adopted Long Range Transportation Plan, the 2045 LRTP. The fiscal year for the FY2024-2027 TIP begins on October 1, 2022 and is applicable until September 30, 2026. The Federal Highway Administration (FHWA) is a primary sponsor for many of the highway projects listed in the TIP.

Activities listed for Charlottesville Area Transit (CAT) and Jaunt are projects and programs expected to obligate federal funds over the coming four-year period. The primary sponsor of funding for these activities is the Federal Transit Administration (FTA).

The Purpose of the TIP

The TIP:

- Prioritizes transportation projects expected to be implemented during a four-year period, and describes the schedule for obligating federal funds.
- Contains a financial plan for all modes of transportation including roadways and transit capital and operating costs.
- Serves as a tool for monitoring progress in implementing the MPO's long range transportation plan.
- Is incorporated into the State Transportation Improvement Program (STIP), for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.
- Includes state and locally funded regionally significant transportation projects to provide a comprehensive view of transportation projects in the Charlottesville-Albemarle area.
- Includes regionally significant unfunded, visioning transportation projects that are significant to the region's transportation network improvement strategies.

Selecting Projects for the TIP

The FHWA tracks all federally funded projects in the Statewide Transportation Improvement Program (STIP), which incorporates each MPO TIP by reference, in total and without change. The STIP includes all transportation projects in the state of Virginia that are scheduled to receive federal funding over a four-year interval and must first be included in the Six Year Improvement Program (SYIP), developed by VDOT, in cooperation with local governments.

The SYIP is updated biennially and includes a listing of projects, their descriptions, funding sources, and cost estimates. The Commonwealth Transportation Board (CTB) approves the SYIP for the upcoming six-year period by June 30 of every other year.

All projects which appear in the SYIP and require federal approval are included in the TIP; state and locally funded projects are not included in the TIP, unless deemed regionally significant. The schedule and cost estimate for each phase of a project, as well as phase allocation and obligation information per project, can be found in the currently adopted VDOT SYIP, and is available at <http://www.virginiadot.org/projects/syp-default.asp>. Some projects in the TIP are not shown as individual projects. Rather, they are grouped together and shown as a single line item in the TIP. This single line-item represents a grouping of projects with similar funding categories, and displays a cumulative sum of obligations rather than obligations per project.

Transportation Goals and Priorities

The Charlottesville-Albemarle MPO has long-standing transportation goals and priorities that are defined in the regional long-range transportation plan. As required under federal regulations, the long range transportation plan is a listing of the most important projects for the MPO area over the next 20 years. Due to budget constraints, the 2045 LRTP focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

Primary Goal and Major Factors

The overarching regional transportation system goal is to create a balanced, multimodal transportation network, by 1) improving connections throughout the region; 2) improving mobility within neighborhoods, towns, and counties; and 3) making transportation choices that help foster livable communities. Several major objectives have been identified to help the MPO achieve these goals:

- Completion of a well-connected multi-modal networks with better connections within and between neighborhoods.
- Re-engineered intersection and corridor design to improve operational efficiency and safety.
- Fast, frequent, dependable transit service with seamless connections throughout the region.
- Well-executed design details for pedestrian-friendly streets, bike lanes and trails, transit stops, safer intersections, and pedestrian crossings.

All of these elements will also help complete the transit “customer delivery system” needed for efficient, cost-effective transit operations. By building new critical facilities and re-engineering existing roadways, overall system operations and safety will be improved.

The regional dynamics of interconnected roadway networks; coordinated transit systems such as Jaunt, CAT, UTS, and Park and Ride lots; varied commuting patterns; and regional destinations for shopping and recreation point to the need for a coordinated, multi-modal regional transportation plan. This plan must be effectively implemented if the region is to continue to flourish and grow in keeping with the quality of life we currently enjoy. Because the majority of local roadway construction is actually funded privately by developers building new subdivision streets, significant progress can be made through better planning and project coordination. By encouraging more interconnections between new developments, coupled with lower-speed and safer roadway design, a major portion of the roadway network can be completed with private funds. With careful planning, public funding can be maximized by “connecting the dots” between developments.

Specific Emphasis

A better-connected multi-modal network will help relieve traffic congestion along heavily used corridors, and reduce congestion at major bottlenecks and intersections. These systems will also provide for many safety improvements to the overall transportation network, allowing

people to access nearby destinations on smaller-scale, pedestrian-, bike-, and transit-friendly roadways.

While a major focus is expedited project implementation, several new roadways and improvement projects are completed or underway to provide better multi-modal connections and through movements. Some roadways require minor and/or spot improvements, widening, realignments, widened shoulders, or expanded lanes. These projects will improve safety and capacity.

To provide residents and businesses with safe, efficient and truly usable transportation options, the MPO Long Range Plan includes significant emphasis on bike, pedestrian and transit projects. Strategies include a focus on improvements around existing villages, coupled with better connections between neighborhoods, schools, and town centers. Other improvements for pedestrian safety can be made that do not require capital funding and include enhanced enforcement of safety laws.

Getting Involved in the MPO and the TIP Development

MPO Area Meetings

All meetings for the MPO Policy Board and the two other MPO committees are open to the public. Time is reserved at the start and finish of each meeting for comment from members of the public. All meetings are held at the TJPDC Office's Water Street Center, 407 E. Water St., Charlottesville, VA 22902. For more information about the MPO and its committees, please visit <http://campo.tjpd.org/>.

TIP Development

The MPO encourages public involvement in the TIP process. Time is also allotted for public comment concerning the SYIP at the Spring public hearings and the Fall public meetings. For more information about MPO Public Hearings, please visit <http://campo.tjpd.org/committees/>.

For more information about the CTB, please visit <http://www.ctb.virginia.gov/> For more information about the Six Year Improvement Program (SYIP), please visit https://www.virginiadot.org/projects/syip/virginia's_transportation_funding.asp.

Performance Based Planning and Programming

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt performance measures. Each MPO adopts a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects.

Rollout of performance measures is ongoing. The MPO has been coordinating with VDOT and DRPT to adopt performance measures and targets as they become available. Once the initial

performance measures and targets are adopted, the MPO will continue to monitor and report progress at required intervals set forth in State and Federal guidance. To date the MPO has formally adopted the following adjusted performance measures and targets.

VDOT Adopted Measures

1. Safety Performance Measures

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia’s 2017 - 2021 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below. In Fiscal Year 2021, the performance measures were updated by CA-MPO to match the state’s performance measures as illustrated in Table 2.

There are five measures that make up the safety category. These measures include the number of fatalities, fatality rate, the number of serious injuries, serious injury rate, and the number of crashes involving bike/ped. The MPO has adopted the state-wide Safety Targets for the five measures. For safety performance measures 1, 2, and 3, annual targets were developed collaboratively by the MPO, Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff. The DMV HSO also includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT’s annual report submission to FHWA, The MPO has adopted the Statewide targets for 2022 and adopted regionally-specific targets in 2023 as shown in the tables listed below. The MPO will assess and update these targets annually.

Table 1: 2022 SHSP Safety Performance Objectives

Performance Measure	Five-year average annual reduction
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	0.939
Number of Serious Injuries	127
Rate Serious Injury Million Miles Vehicle Miles Traveled	13.295
Number of Non-Motorized Fatalities & Serious Injuries	14

Table 2: 2023 SHSP Safety Performance Objectives

Performance Measure	Five-year average annual reduction
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	0.76
Number of Serious Injuries	108
Rate Serious Injury Million Miles Vehicle Miles Traveled	9.204
Number of Non-Motorized Fatalities & Serious Injuries	13

2. Pavement and Bridge Condition (PM2)

There are three measures that make up the pavement and bridge condition category. These measures include; the percentage of pavement in good condition (interstate), percentage of pavement in poor condition (interstate), percentage of pavement in good condition (non-interstate National Highway System), percentage of pavement in poor condition (non-interstate National Highway System), percentage of deck area of bridges in good condition (National Highway System), and the percentage of deck area of bridges in poor condition (National Highway System).

The MPO has reviewed the state targets and the predicted trends for the MPO area and adopted the state targets for Fiscal Year 2023 (table 4).

Table 4: PM2 Targets for MPO and Virginia in 2023

Performance Measure	Scope	MPO 2021 Baseline	Adopted 4-Year Target
% Pavement in Good Condition	Interstate	73.50%	45%
% Pavement in Poor Condition	Interstate	0%	3%
% Pavement in Good Condition	NHS (non Interstate)	28.70%	25%
% Pavement in Poor Condition	NHS (non Interstate)	0.10%	5%
% of Bridge Deck Area in Good Condition	NHS (All)	10.80%	25.1%
% of Bridge Deck Area in Poor Condition	NHS (All)	7.80%	3.6%

3. System Performance (PM3)

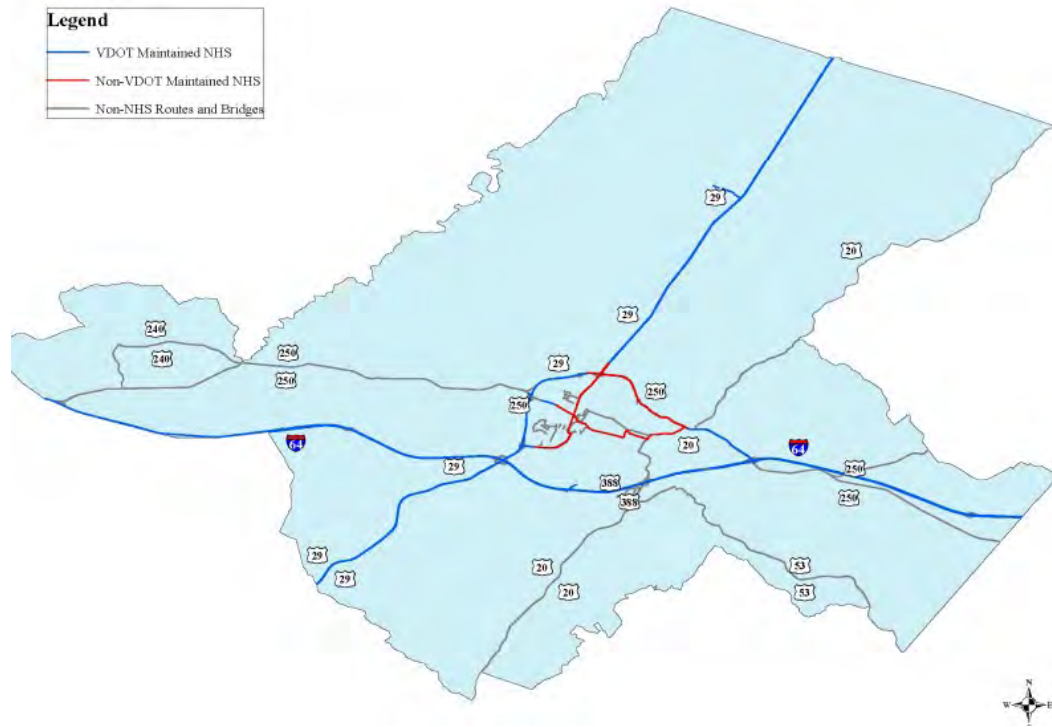
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability index (Interstates).

The MPO has reviewed the state targets and the predicted trends for the MPO area and adopted the state targets for Fiscal Year 2021 (table 5).

Table 5: Proposed PM3 Targets for MPO and Virginia

Performance Measure	Scope	MPO 2021 Baseline	Adopted 4-year Targets
% Person-miles traveled that are reliable	Interstate	100%	85%
% Person-miles traveled that are reliable	NHS (Non Interstate)	90.70%	88.00%
Truck travel time reliability index	NHS (All)	1.15	1.64

CA-MPO Interstates and National Highway System Roadways



DRPT Adopted Measures

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and sub-recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that, establish processes and procedures to support the implementation of Safety Management Systems (SMS). Agencies are required to fulfill this requirement through an individual or group plan. The PTASP rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route **Tier II** The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group PTASP Plan.

The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) programs federal transportation funds for Charlottesville Area Transit (CAT) and Jaunt. Charlottesville Area Transit and Jaunt are both Tier II agencies participating in the DRPT sponsored group PTASP Plan.

The CA-MPO has adopted the Tier II PTASP into its TIP by reference and integrated the goals measures and targets described in the 2022 Commonwealth of Virginia Tier II Group Transit Asset Management Plan, October 1, 2022 into the MPO's planning and programming process. Specific targets for the Tier II Group PTASP Plan are displayed in the tables below. CAT contracts with Jaunt to provide paratransit service for its fixed routes. Table 6 contains CAT's fixed route service and the paratransit numbers are for Jaunt's paratransit service provided to CAT. Table 7 is for fixed route commuter service provided by Jaunt like the Buckingham route and the 29 express.

Table 6: Charlottesville Area Transit PTASP Performance Targets by Mode:

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Demand Response
Fatalities (total number of reportable fatalities per year)	0	0
Fatalities (rate per total vehicle revenue miles by mode)	0	0
Injuries (total number of reportable injuries per year)	5	0
Injuries (rate per total vehicle revenue miles by mode)	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
Safety events (total number of safety events per year)	10	1
Safety events (rate per total vehicle revenue miles by mode)	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
Distance between Major Failures	10,000 miles	10,000 miles
Distance between Minor Failures	3,200 miles	3,200 miles

Table 7: Jaunt PTASP Performance Targets by Mode:

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Demand Response
Fatalities (total number of reportable fatalities per year)	0	0
Fatalities (rate per total vehicle revenue miles by mode)	0	0
Injuries (total number of reportable injuries per year)	9	0
Injuries (rate per total vehicle revenue miles by mode)	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
Safety events (total number of safety events per year)	17	0
Safety events (rate per total vehicle revenue miles by mode)	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
Distance between Major Failures	10,000 miles	10,000 miles
Distance between Minor Failures	3,200 miles	3,200 miles

Additional information and guidance on the Public Transportation Agency Safety Plan (PTASP) is available on FTAs Public Transportation Safety Plan webpage: <https://www.transit.dot.gov/PTASP> and in the PTASP final rule factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/safety/public-transportation-agency-safety-program/117281/ptasp-fact-sheet-02-06-2019.pdf>.

Performance Based Planning and Programming in the TIP and LRTP:

As Performance Based Planning and Programming requirements are rolled out and targets are set, projects in the TIP have been assessed to connect project scopes, as identified in the TIP, to goals in the MPO Long Range Transportation Plan (LRTP 2045). The LRTP 2045 plan was developed with MAP-21 guidance and includes performance measures aligned with MAP-21. [These goals are set out in Chapter 4 of the 2045 Long Range Transportation Plan](#), and listed below.

L RTP 2045 Goals:

1. ACCESSIBILITY & MOBILITY- Improve inter and intra-regional access and mobility for all users (people, goods, and services) by integrating various modes of transportation in an effort to improve connectivity and coordination among stakeholders.
2. ECONOMIC DEVELOPMENT & LAND USE- Support the region's economic competitiveness by ensuring the integration of transportation and land use decisions in the planning process to enhance efficiency across all modes of transportation.
3. OPERATIONS & MAINTENANCE- Encourage and promote the cost-effective operations and maintenance of the regional transportation network that delivers optimal performance for all users.
4. SAFETY- Improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.
5. CONGESTION- Where appropriate, improve roadway design to reduce congestion for vehicles, freight, and transit.
6. ENVIRONMENT & COMMUNITY- Promote sustainable transportation improvements that avoid impacts on the environment and ensure nondiscriminatory planning in our region.

TIP linkage to adopted measures:

New TIP and L RTP projects are reviewed for their linkages to safety needs using the following steps:

- Safety deficiencies are identified by analyzing crash data provided by VDOT as part of the Highway Safety Improvement Program.
- Proposed projects are reviewed for their impact on safety using crash modification factors based on project design.

Resource Documents:

1	2045 Long Range Transportation Plan	http://campo.tjpc.org/process-documents/lrtp/
2	Albemarle County Places29 Master Planning Process	http://www.albemarle.org/department.asp?department=cdd&relpage=3735
3	29H250 Phase II Report	http://campo.tjpc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/
4	Eastern Planning Initiative	http://campo.tjpc.org/eastern-planning-initiative/
5	Hillsdale Drive	http://www.hillsdaledrive.org/
6	TJPC Transportation	http://tjpc.org/transportation-planning/
7	Environmental Review Reports	Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).

TIP User's Guide: Understanding the TIP Format

Project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. Terms are listed consistently in the grey boxes, while project-specific details are listed in the white boxes to the right of, or below, each term. Definitions for the numbered terms appear in the corresponding Glossary of Terms table. Project information will appear in the TIP if funding is necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). Projects must be removed from the Six Year Program in order to be removed from the TIP.

1	UPC NO	77273	2	SCOPE	BRIDGE REPLACEMENT	5	OVERSIGHT	NFO	7
3	SYSTEM	Secondary	4	JURISDICTION	Albemarle County	ADMIN BY	VDOT	10	
6	PROJECT	RTE 743 - BRIDGE & APPROACHES OVER NORTH FORK RIVANNA							
8	DESCRIPTION	FROM: 0.11 MI. W Int. Rte. 641 TO: Int. Rte. 641 (0.1100 MI)							
9	ROUTE/STREET	0743				TOTAL COST	\$4,017,516		
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12			
			\$0	\$0	\$0	\$0		\$0	

Glossary of Terms

	Term	Definition
1	Universal Project Code (UPC) Number	Number assigned to each project at its conception, remaining with the project until completion.
2	Scope	Includes notes about the work to be covered by the project.
3	System	Indicates which system, program, or mode of transportation the project falls within. E.g. Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous.
4	Jurisdiction	The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.
5	Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction, contracting, and management. NFO: Indicates No Federal Oversight in the construction, contracting, and management issues, and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight required.

	Term	Definition																										
6	Project/Project Phase	Name of the Project and Phase (i.e. <i>PE: Preliminary Engineering</i> - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; <i>RW: Right of Way</i> - Negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project; or <i>CN: Construction</i> - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)																										
7	Admin By	Entity responsible for the project																										
8	Description	Limits of the project																										
9	Route/Street	Local street name																										
10	Total Cost	The total estimated cost (TO) reflecting the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.																										
11	Fund Source <i>All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</i>	<p>FHWA funding sources are described below:</p> <table border="1"> <tbody> <tr> <td>APD <i>Appalachian Development</i></td> <td>HPD <i>TEA-21 Priority</i></td> </tr> <tr> <td>APL <i>Appalachian Local Access</i></td> <td>I <i>Interstate</i></td> </tr> <tr> <td>BH <i>Bridge Rehabilitation</i></td> <td>IM <i>Interstate Maintenance</i></td> </tr> <tr> <td>BOND <i>Bonds/Interest</i></td> <td>NHS <i>National Highway System</i></td> </tr> <tr> <td>BR <i>Bridge Replacement</i></td> <td>OC <i>Open Container</i></td> </tr> <tr> <td>CMAQ <i>Congestion Mitigation & Air Quality</i></td> <td>OT <i>Off the Top</i></td> </tr> <tr> <td>DEMO <i>Federal Demonstration</i></td> <td>RO <i>Repeat Offender</i></td> </tr> <tr> <td>DT <i>Dulles Toll Facilities</i></td> <td>RPT <i>Richmond-Petersburg Turnp Tolls</i></td> </tr> <tr> <td>EN <i>Enhancement</i></td> <td>RS <i>Rail Safety (100% Federal)</i></td> </tr> <tr> <td>FH <i>Forest Highway</i></td> <td>RSTP <i>Regional Surface Transportation Program</i></td> </tr> <tr> <td>FRAN <i>Federal Reimbursement Anticipation Notes</i></td> <td>S <i>State</i></td> </tr> <tr> <td>FTA <i>Federal Transit Authority Grant</i></td> <td>STP <i>Surface Transportation</i></td> </tr> <tr> <td>HES <i>Hazard Elimination Safety (Sec. 152)</i></td> <td>TFRA <i>Toll Facilities Revolving Doc</i></td> </tr> </tbody> </table>	APD <i>Appalachian Development</i>	HPD <i>TEA-21 Priority</i>	APL <i>Appalachian Local Access</i>	I <i>Interstate</i>	BH <i>Bridge Rehabilitation</i>	IM <i>Interstate Maintenance</i>	BOND <i>Bonds/Interest</i>	NHS <i>National Highway System</i>	BR <i>Bridge Replacement</i>	OC <i>Open Container</i>	CMAQ <i>Congestion Mitigation & Air Quality</i>	OT <i>Off the Top</i>	DEMO <i>Federal Demonstration</i>	RO <i>Repeat Offender</i>	DT <i>Dulles Toll Facilities</i>	RPT <i>Richmond-Petersburg Turnp Tolls</i>	EN <i>Enhancement</i>	RS <i>Rail Safety (100% Federal)</i>	FH <i>Forest Highway</i>	RSTP <i>Regional Surface Transportation Program</i>	FRAN <i>Federal Reimbursement Anticipation Notes</i>	S <i>State</i>	FTA <i>Federal Transit Authority Grant</i>	STP <i>Surface Transportation</i>	HES <i>Hazard Elimination Safety (Sec. 152)</i>	TFRA <i>Toll Facilities Revolving Doc</i>
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12	Match	Dollar amount matched to federally funded project. Most federal fund sources require a match of some sort; most often 20% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources.																										
13	Current and Future Obligations	The amount of funding which is obligated for the indicated phase of work. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expect reimbursement for during each Federal fiscal year.																										

Additional Project Information Each ungrouped project summary includes additional detail provided by the MPO, the City of Charlottesville, and Albemarle County. This information

appears in a small chart beneath the project’s cost estimates and obligations, and includes detail describing the project’s location, purpose, MPO endorsement status, and environmental review information, including:

Environmental Impact Statement (EIS)	An Environmental Impact Statement is prepared for projects which are expected to have a significant impact on the environment
Categorical Exclusions (CE)	Categorical Exclusions apply to projects which will not individually or cumulatively cause a significant environmental impact. Most CEs require minimal administrative review.
Program Categorical Exclusions (PCE)	Program Categorical Exclusions are pre-determined actions which do not require administration review.
Environmental Assessment (EA)	An Environmental Assessment is prepared for actions in which the significance of the environmental impact is not clear.
Not Available (NA)	Not available or not undertaken is when an any of the above have not yet been completed or are not needed.

TIP Financial Information

SYIP Allocations vs. TIP Obligations

The SYIP is an allocation document similar to a capital outlay plan. Allocations are funds that are available in current and previous years (i.e., “the budget”) and those forecasted for future years over the period covered in the SYIP. For example, the FY 2015-2020 SYIP became effective on July 1, 2014; at that time, FY 2015 allocations were combined with any remaining previous allocations that were on each project and together, all previous allocations represent the current budget on the project; funds for FY 2016 through FY 2020 are funds projected to be available in each of those years based on the most recent revenue forecast. Allocations come from several sources, including state, federal, and local funds and represent the amount of funding the Commonwealth has set aside to fund the cost of each project.

The TIP is an obligation document. Obligations are not allocations, but instead represent commitments by the federal government to reimburse the state for the federal share of a project’s eligible costs. Thus, states do not receive funding in advance of beginning a project or phase; instead, a project or phase is authorized in a federal agreement under which FHWA or FTA commits to reimburse the state for a share of eligible costs. Obligations are identified in the STIP/TIP by project and project phase (i.e., Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)), and are forecasted across a three-year period.

To better understand the relationship between allocations and obligations, consider the allocation as the money in your checking account that you plan to spend; consider the obligations as the checks you plan to write to cover costs incurred. Like balancing a checkbook, a project’s obligations should be equal to or less than the amount of funding allocated to it, generally speaking. Since the TIP is an obligation document, it identifies the amount of funding anticipated to be reimbursed by the federal government, while the SYIP is an allocation

document that identifies the total amount of funding expected to be expended to deliver the specified projects and programs.

TIP Financial Plan

MAP-21's planning regulation 23 CFR 450.324(h) specifies the inclusion of a financial plan in the TIP that shows how the projects or project phases identified can reasonably be expected to be implemented with the available public and private revenues identified. TIP projects and phases are required to be consistent with the long-range plan and must be fully funded in the TIP. To the extent that funding is available or is reasonably expected to be available, priority projects and phases have been selected for inclusion in this TIP. The MPO and its member organizations have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the four-year period beginning in FY 2021.

Some projects listed in the TIP may show \$0 for planned obligations. Possible reasons for this include:

- Project is complete and is awaiting financial closeout;
- Subsequent phases beyond four years;
- Information only, funding being pursued; or
- Project to be funded from [category] group funding.

In addition to construction projects, revenue projections have been made for maintaining and operating the region's highway and transit systems during the same four-year period. Funded TIP actions typically include, but are not limited to:

- transportation studies;
- ground transportation system improvement projects (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc);
- public transit systems and services, including the components of coordinated human service mobility plans;
- system maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc); and
- system operations (ITS-TSM applications; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities; VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; etc).

Funding Sources

The following provides a general overview of funding programs utilized in the development of the TIP.

Highway Funding Program:

BR/BROS

Bridge Rehabilitation and Replacement program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge condition by VDOT as a candidate for upgrading.

DEMO The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

EB/MG The **Equity Bonus** (formerly known as **Minimum Guarantee**) ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.

IM **Interstate Maintenance** (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.

NHS **National Highway System** (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.

RSTP **Regional Surface Transportation Program** (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others.

SAFETEA-LU **The Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** is the federal transportation bill that provides federal transportation funding to each state. The SAFETEA-LU funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.

STP **Surface Transportation Program** (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.

Non-Federal Any funding that does not come from federal sources is grouped into the non-federal funding category.

EN **Transportation Enhancement** funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of the TEA-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the Roadscapes Program, which provides funding for local jurisdictions to

apply for landscaping projects on state and federally maintained rights-of-way.

SRS

Safe Routes to School is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.

Transit Funding Programs:

Section 5307 Federal Transit Administration formula grants for transit operating assistance in urbanized areas.

Section 5311 Federal Transit Administration formula grants transit operating assistance outside urbanized areas.

Section 5317 Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.

Section 5309 Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.

Section 5310 Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.

Non-Federal Any funding that does not come from federal sources is grouped into the non-federal funding category.

Transit

Charlottesville Area Transit (CAT) uses the Transportation Improvement Program (TIP) development process of the TJPDC Metropolitan Planning Organization (MPO) to satisfy the public hearing requirements of 49 U.S.C. Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

Table C: CAMPO Federal Funding Categories Fiscal Constraint by Year (Hwy 2024-2027)

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR	\$0	\$0	\$901,970	\$901,970	\$0	\$0	\$0	\$0	\$901,970	\$901,970
DEMO	\$0	\$0	\$7,368	\$7,368	\$0	\$0	\$0	\$0	\$7,368	\$7,368
HSIP	\$299,403	\$299,403	\$3,613,900	\$3,613,900	\$0	\$0	\$0	\$0	\$3,913,303	\$3,913,303
NHPP/E	\$0	\$0	\$644,319	\$644,319	\$2,158,332	\$2,158,332	\$0	\$0	\$2,822,651	\$2,822,651
NHS/NHPP	\$3,655,109	\$3,655,109	\$14,212,498	\$14,212,498	\$849,980	\$849,980	\$0	\$0	\$18,717,587	\$18,717,587
STP/STBG	\$1,985,902	\$1,985,902	\$8,882,013	\$8,882,013	\$4,109,922	\$4,109,922	\$0	\$0	\$14,977,837	\$14,977,837
Subtotal -- Federal	\$5,940,414	\$5,940,414	\$28,282,068	\$28,282,068	\$7,118,234	\$7,118,234	\$0	\$0	\$41,340,716	\$41,340,716
Other										
Non-Federal	\$6,160,904	\$6,160,904	\$0	\$0	\$0	\$0	\$0	\$0	\$6,160,904	\$6,160,904
State Match	\$7,730,306	\$7,730,306	\$5,908,389	\$5,908,389	\$1,779,557	\$1,779,557	\$0	\$0	\$8,184,408	\$8,184,408
Subtotal -- Other	\$13,891,210	\$13,891,210	\$5,908,389	\$5,908,389	\$1,779,557	\$1,779,557	\$0	\$0	\$14,345,312	\$14,345,312
Total	\$19,831,624	\$19,831,624	\$34,190,457	\$25,668,661	\$2,474,217	\$8,897,791	\$0	\$0	\$27,420,380	\$27,420,380

Federal - ACC (1)										
HSIP	\$139,196	\$139,196	\$0	\$0	\$0	\$0	\$0	\$0	\$139,196	\$139,196
NHPP/E	\$0	\$0	\$0	\$0	\$1,003,424	\$1,003,424	\$0	\$0	\$1,003,424	\$1,003,424
NHS/NHPP	\$0	\$0	\$380,421	\$380,421	\$1,046,362	\$1,046,362	\$316,432	\$316,432	\$1,743,215	\$1,743,215
STP/STBG	\$0	\$0	\$200,000	\$200,000	\$1,136,683	\$1,136,683	\$0	\$0	\$1,336,683	\$1,336,683
TAP	\$67,074	\$67,074	\$0	\$0	\$0	\$0	\$0	\$0	\$67,074	\$67,074
Subtotal -- Federal - ACC (1)	\$206,270	\$206,270	\$580,421	\$580,421	\$3,186,469	\$3,186,469	\$316,432	\$316,432	\$4,289,592	\$4,289,592

Statewide and/or Multiple MPO – Federal (3)										
NHS/NHPP	\$1,031,697	\$1,031,697	\$0	\$0	\$0	\$0	\$0	\$0	\$1,031,697	\$1,031,697
Subtotal -- Federal - ACC (3)	\$1,031,697	\$1,031,697	\$0	\$0	\$0	\$0	\$0	\$0	\$1,031,697	\$1,031,697

Maintenance - Federal (4)										
NHFP	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$7,510,012	\$7,510,012
NHS/NHPP	\$5,678,620	\$5,678,620	\$1,380,499	\$1,380,499	\$528,620	\$528,620	\$528,620	\$528,620	\$8,116,359	\$8,116,359
STP/STBG	\$14,706,804	\$14,706,804	\$14,766,739	\$14,766,739	\$14,827,694	\$14,827,694	\$14,889,684	\$14,889,684	\$59,190,921	\$59,190,921

Subtotal -- Maintenance - Federal (4)	\$22,262,927	\$22,262,927	\$18,024,741	\$18,024,741	\$17,233,817	\$17,233,817	\$17,295,807	\$17,295,807	\$74,817,292	\$74,817,292
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- (1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion
- (2) CMAQ/RSTP includes funds for TRANSIT projects
- (3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
- (4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

Interstate Projects

*None

Primary Projects

UPC NO	77383		SCOPE	Reconstruction w/ Added Capacity		
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	RTE 29 – WIDENING & CORRIDOR IMPROVEMENTS			ADMIN BY	VDOT	
DESCRIPTION	FROM: Route 643 (Polo Grounds Road) TO: Route 1719 (Town Center Drive) (1.8300 MI)					
PROGRAM NOTE	Linked with UPC 106136 & 106137					
ROUTE/STREET	0029			TOTAL COST	\$50,235,940	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – NHS/NHPP	\$0	\$(304,685)	\$0	\$0	\$0
RW	Federal – NHS/NHPP	\$0	\$(4,612,073)	\$0	\$0	\$0
CN AC	Federal = AC Other	\$0	\$9,758,749	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

UPC NO	106136		SCOPE	Reconstruction w/Added Capacity		
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT	FO	
PROJECT	US-29 RIO ROAD GRADE SEPARATED INTERSECTION			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROUTE 851 (DOMINION DRIVE) TO: ROUTE 1417 (WOODBROOK DRIVE) (1.0000 MI)					
PROGRAM NOTE	LINKED WITH UPC 77383 & 106137					
ROUTE/STREET	SEMINOLE TRAIL (0029)			TOTAL COST	\$66,463,579	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal – AC OTHER	\$0	\$5,901,475	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$4,829,920	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

Secondary Projects

UPC NO	111779		SCOPE	Bridge Replacement without Added Capacity		
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	Rte. 702 – Bridge Replacement Str. 6401			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.04 MI. W. MOREY CREEK TO: 0.04 MI. E. MOREY CREEK (0.0800 MI)					
PROGRAM NOTE						
ROUTE/STREET	FONTAINE AVE EXT (0702)			TOTAL COST	\$3,499,960	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

UPC NO	106137		SCOPE	New Construction Roadway		
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	BERKMAR DRIVE EXTENDED (CONSTRUCTION OF NEW ROADWAY)			ADMIN BY	VDOT	

DESCRIPTION	FROM: HILTON HEIGHTS ROAD TO: TOWNCENTER DRIVE (2.3000 MI)					
PROGRAM NOTE	LINKED WITH UPC 77383 & 106136					
ROUTE/STREET	BERKMAR DRIVE EXTENDED (1403)				TOTAL COST	\$46,211,254
FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	
	\$0	\$0	\$0	\$0	\$0	
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

Urban Projects

UPC NO	110381	SCOPE				
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	Includes \$1,552,308 GARVEE Debt Service Interest Prev, \$382,163 GARVEE Debt Service Interest FFY24, \$380,421 GARVEE Debt Service Interest FFY25, \$349,178 GARVEE Debt Service Interest FFY26, \$316,432 GARVEE Debt Service Interest FFY27, \$1,378,067 GARVEE Debt Service Interest FFY28-38. Total GARVEE Debt Service Interest \$4,358,569. Corresponding CN UPC 109551					
ROUTE/STREET	0000			TOTAL COST	\$8,138,624	
FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	
PE	Federal – AC CONVERSION	\$0	\$0	\$380,421	\$349,176	\$316,432
	Federal – NHS/NHPP	\$0	\$382,163	\$0	\$0	\$0
PE	TOTAL	\$0	\$382,163	\$380,421	\$349,178	\$316,432
PE AC	Federal - AC	\$0	\$2,424,098	\$0	\$0	\$0
MPO Notes	Smart Scale project					

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						

UPC NO	60233	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	HILLSDALE DRIVE EXTENDED (3 LANES)			ADMIN BY	Locally	
DESCRIPTION	FROM: GREENBRIER DRIVE TO: HYDRAULIC ROAD (0.8500 MI)					
PROGRAM NOTE						
ROUTE/STREET	HILLSDALE DRIVE			TOTAL COST	\$27,081,640	
FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	

RW AC	Federal – AC OTHER	\$0	\$548,132	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$13,605,896	\$0	\$0	\$0
MPO Notes		Rt 29 Solutions project. Finished, waiting financial close out. Added new road, realigned to tie into Hydraulic Rd.				

Project Groupings

GROUPING		Construction: Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$9,624,826
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal – AC OTHER	\$0	\$180,000	\$0	\$0	\$0
CN	Federal – BR	\$225,493	\$0	\$901,970	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$0	\$3,138,620	\$1,329,631	\$0
MPO Notes						

GROUPING		Construction: Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$243,333,199
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – NHS/NHPP	\$359,838	\$1,439,351	\$0	\$0	\$0
	Federal – STP/STBG	\$188,821	\$0	\$	\$	\$0
PE TOTAL		\$548,659	\$1,439,351	\$558,344	\$196,940	\$0
PE AC	Federal – AC OTHER	\$0	\$0	\$1,358,602	\$1,020,168	\$0
RW	Federal – AC CONVERSION	\$8,500	\$76,500	\$0	\$0	\$0
	Federal – HSIP	\$7,339	\$66,051	\$0	\$0	\$0
	Federal – NHPP/E	\$116,080	\$0	\$464,319	\$0	\$0
	Federal – NHS/NHPP	\$1,167,127	\$683,924	\$3,984,583	\$0	\$0
	Federal – STP/STBG	\$1,062,923	\$658,812	\$574,453	\$3,018,427	\$0
RW TOTAL		\$2,361,969	\$1,485,287	\$5,023,355	\$3,018,427	\$0
RW AC	Federal – AC OTHER	\$0	\$1,076,520	\$472,543	\$0	\$0
CN	Federal – AC CONVERSION	\$656,127	\$62,696	\$0	\$2,596,643	\$0
	Federal - DEMO	\$1,842	\$0	\$7,368	\$0	\$0
	Federal – HSIP	\$427,472	\$233,352	\$3,613,900	\$0	\$0
	Federal – NHPP/E	\$589,583	\$0	\$200,000	\$2,158,332	\$0
	Federal – NHS/NHPP	\$3,215,896	\$1,785,690	\$10,227,915	\$849,980	\$0
	Federal – STP/STBG	\$365,300	\$319,784	\$246,860	\$894,555	\$0
CN TOTAL		\$5,256,220	\$2,401,522	\$14,296,043	\$6,499,510	\$0
CN AC	Federal – AC OTHER	\$0	\$28,744,480	\$11,105,149	\$2,967,848	\$0
MPO Notes						

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

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						

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$18,387,625
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHFP	\$0	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503
	Federal - NHS/NHPP	\$0	\$528,620	\$528,620	\$528,620	\$528,620
	Federal – STP/STBG	\$0	\$2,177,888	\$2,186,388	\$2,195,033	\$2,203,824
CN TOTAL		\$0	\$4,584,011	\$4,592,511	\$4,601,156	\$4,609,947
MPO Notes						

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$8,237,514
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal – STP/STBG	\$0	\$2,046,632	\$2,055,034	\$2,063,579	\$2,072,269

Transit Summary - CAT and Jaunt

Charlottesville MPO	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
FTA 5307	\$5,410	\$4,566	\$8,492	\$8,337	\$6,817	FTA 5307	\$28,212
FTA 5307 ARPA	\$600	\$0	\$0	\$0	\$0	FTA 5307 ARPA	\$0
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$2,455	\$2,641	\$2,667	\$2,694	\$2,721	FTA 5311	\$10,723
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$1,667	\$1,985	\$1,529	\$1,265	\$3	FTA 5339	\$4,806
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
Flexible STP	\$0	\$0	\$45	\$0	\$720	Flexible STP	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$4,648	\$6,465	\$5,420	\$4,630	\$1,611	State	\$18,126
Local	\$6,309	\$7,630	\$7,927	\$7,795	\$7,835	Local	\$31,187
Revenues	\$0	\$0	\$0	\$0	\$0	Revenues	\$0
<i>Totals</i>	\$19,009	\$21,531	\$20,419	\$18,792	\$14,551		\$75,293

*The federal funding allocations identified above do not reflect the federal transit funds provided with the Coronavirus Aid, Relief, and Economic Security Act.

CAT Summary

The following tables are based on [CAT's FY 2020 Transportation Development Plan \(TDP\)](#). The TDP serves as a guide regarding the ongoing and future operations of CAT. It provides a review of CAT's operational performance and objectives to direct performance improvements and expansions. Please visit CAT's Transportation Development Plan webpage for more details.

Charlottesville Transit	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
FTA 5307	\$4,453	\$463	\$4,210	\$4,514	\$3,042	FTA 5307	\$16,229
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$0	\$0	\$0	\$0	\$0	FTA 5311	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$1,667	\$1,985	\$1,529	\$1,265	\$27	FTA 5339	\$4,806
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$4,082	\$4,821	\$3,714	\$3,072	\$66	State	\$11,673
Local	\$421	\$284	\$218	\$181	\$4	Local	\$687
Revenues	\$0	\$0	\$0	\$0	\$0	Revenues	\$0
<i>Totals</i>	\$6,170	\$7,090	\$5,462	\$4,517	\$97		\$17,166

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit	
FTA 5307	4,453,157	4,462,577	4,209,586	4,513,613	3,042,870	FTA 5307	16,228,646	
Flexible STP	-	-	-	-	-	Flexible STP	-	
State	3,231,065	3,105,580	2,971,936	2,839,383	2,896,171	State	11,813,070	
Local	3,513,651	4,125,000	5,252,042	5,325,018	6,525,018	Local	21,227,078	
Revenues	107,440	109,900	112,500	115,070	584,887	Revenues	922,357	
Year Total	11,305,313	11,803,057	12,546,064	12,793,084	13,048,946	Year Total	50,191,151	
Description:								
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	

Year Total	-	230,000	92,000	92,000	92,000	Year Total	506,000
Description:							
TIP ID:	CAT0009	Title: Purchase Support Vehicles				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	25,277	14,000	-	28,000	-	FTA 5339	42,000
State	61,387	34,000	-	68,000	-	State	102,000
Local	3,611	2,000	-	4,000	-	Local	6,000
Year Total	90,275	50,000	-	100,000	-	Year Total	150,000
Description:							
TIP ID:	CAT0011	Title: Purchase Shop Equipment				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	98,000	63,140	-	-	-	FTA 5339	63,140
State	238,000	153,340	-	-	-	State	153,340
Local	14,000	9,020	-	-	-	Local	9,020
Year Total	336,000	216,480	-	-	-	Year Total	216,480
Description:							
TIP ID:	CAT0012	Title: Purchase Vehicle Locator System				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	-	154,000	-	-	-	FTA 5339	154,000
State	-	374,000	-	-	-	State	374,000
Local	-	22,000	-	-	-	Local	22,000
Year Total	-	550,000	-	-	-	Year Total	550,000
Description:							
TIP ID:	CAT0014	Title: Purchase Misc Equipment				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	70,420	4,200	2,800	1,400	1,400	FTA 5339	9,800
State	171,020	10,200	6,800	3,400	3,400	State	23,800
Local	10,060	600	400	-	-	-	-
Year Total	251,500	15,000	10,000	4,800	4,800	Year Total	
Description:							

TIP ID:	CAT0017	Title: Purchase Surveillance/Security Equipment				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	
FTA 5339	55,567	5,880	-	56,000	-	FTA 5339	
State	134,948	14,280	-	136,000	-	State	
Year Total	190,515	20,160	-	192,000	-	Year Total	
Description:							
TIP ID:	CAT0020	Title: Purchase Transit Radio System				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	
FTA 5339	-	-	-	-	-	FTA 5339	
State	34,840	-	-	-	-	State	
Local	182,911	-	-	-	-	Local	
Year Total	217,751	-	-		-	Year Total	
Description:							

Jaunt Summary

JAUNT completed its 2022 Transit Development Plan in December of the same year to more closely align with operating changes and capital improvement projects. The 2022 Jaunt Transit Development Plan is available on the CA-MPO TIP webpage to provide explanations for the TIP budget requests.

Jaunt, Inc.	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
FTA 5307	\$957	\$4,103	\$4,282	\$3,823	\$3,775	FTA 5307	\$15,983
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$2,455	\$2,641	\$2,667	\$2,694	\$2,721	FTA 5311	\$10,724
FTA 5307 ARPA	\$600	\$0	\$0	\$0	\$0	FTA 5337	\$0
Mobility Manager	\$68	\$0	\$0	\$0	\$0	FTA 5339	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$566	\$1,644	\$1,706	\$1,558	1,545	State	\$6,453
Local	\$5,888	\$7,346	\$7,709	\$7,614	\$7,831	Local	\$30,501
Revenues	\$0	\$0	\$0	\$0	\$0	Revenues	\$0
<i>Totals</i>	\$12,839	\$14,441	\$14,957	\$14,275	\$14,454		\$58,126

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
CHARLOTTEVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION							
TIP ID:	JNT0001	Title: Operating Assistance		Recipient:		JAUNT, Inc.	
FTA 5307	957	952	962	971	981	FTA 5307	3,866
FTA 5311	2,455	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:							
TIP ID:	JNT0002	Title: Replacement Rolling Stock		Recipient:		JAUNT, Inc.	
FTA 5311	1,576	956	914	923	960	FTA 5311	3,754
FTA 5339	-	-	-	-	-	FTA 5339	-
Flexible STP	-	-	-	-	-	Flexible STP	-
State	520	315	302	305	317	State	1,238
Local	1,154	700	669	676	703	Local	2,748
Year Total:	3,250	1,971	1,885	1,904	1,980	Total Funds:	7,740
Description:	Replacement of revenue vehicles						
TIP ID:	JNT0006	Title: ADP Hardware		Recipient:		JAUNT, Inc.	
FTA 5311	139	99	115	43	38	FTA 5311	295
Flexible STP	-	-	-	-	-	Flexible STP	
State	46	33	38	14	12	State	97
Local	102	72	84	32	28	Local	216
Year Total:	287	204	237	89	78	Total Funds:	608
Description:							
TIP ID:	JNT0009	Title: ADP Software		Recipient:		JAUNT, Inc.	
FTA 5311	-	320	455	27	11	FTA 5311	813
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	106	150	9	4	State	268
Local	-	234	333	20	8	Local	595
Year Total:	-	660	938	55	23	Total Funds:	1,676
Description:							

TIP ID:	JNT0012	Title: Rehab Renovation Facility		Recipient:		JAUNT, Inc.	
FTA 5311	-	59	59	60	12	FTA 5311	18
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	19	20	20	4	State	62
Local	-	43	43	44	9	Local	138
Year Total:	-	121	122	123	24	Total Funds:	390
Description:	Various projects to improve the facility						
TIP ID:	JNT0013	Title:Spare Parts/ACM Items		Recipient:		JAUNT, Inc.	
FTA 5311	-	14	31	32	33	FTA 5311	110
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	4	10	11	11	State	36
Local	-	10	22	23	24	Local	80
Year Total:	-	28	63	66	69	Total Funds:	226
Description:							
TIP ID:	JNT0015	Title: Support Vehicles		Recipient:		JAUNT, Inc.	
FTA 5311	-	15	41	44	-	FTA 5311	99
Flexible STP	-	-	-	-	-	Flexible STP	
State	-	5	14	14	-	State	33
Local	-	11	30	32	-	Local	73
Year Total:	-	30	85	90		Total Funds	205
Description:							
TIP ID:		Title: Governance Study		Recipient:		Thomas Jefferson Planning District Commission/ Charlottesville Albemarle MPO	
401 Federal			0	0	0	Federal	122
1400 Local			0	0	0	Local	65
Year Total:						Total Funds:	187
Description:	Project start date: FY23. Project end date: 18 Months						
TIP ID:		Title: Mobility Manager		Recipient:		Thomas Jefferson Planning District Commission/ Charlottesville Albemarle MPO	
FTA 5310 Federal		103				Federal	
State		21				State	
1400 Local		5				Local	
Year Total:		129				Total Funds	
Description:							

Appendix A. Projects by Grouping

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Appendix A
Projects by Grouping

Charlottesville MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19276	Culpeper District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	110001	Albemarle County	CROZET AVENUE (0240)		\$2,331,560
			#SGR18VB - RT 240 CROZET AVE STR 589 OVER LICKINGHOLE CREEK		
			FROM: 0.084 MI. South of Lickinghole Creek TO: 0.031 MI. North of Lickinghole Creek (0.1150 MI)		
Secondary	110000	Albemarle County	FRAY'S MILL ROAD (0641)		\$1,912,044
			#SGR18VB - RT 641 FRAYS MILL RD STR 708 OVER MARSH RUN		
			FROM: 0.03 MI. FROM RTE. 743 TO: 2.37 MI. TO RTE. 606		
Secondary	111378	Albemarle County	RED HILL ROAD (0708)		\$5,381,222
			#SGR18VB - RT 708 RED HILL RD STRUCT 792 OVER N.F. HARDWARE		
			FROM: 0.022 MI. E. of North Fork Hardware River TO: 0.064 MI. W. of North Fork Hardware River (0.0860 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$9,624,826

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119329	Albemarle County	0064		\$183,000
			#I64CIP - CCTV Culpeper District		
			FROM: WB 102.4 TO: WB 102.4		
Interstate	119333	Culpeper District-wide	0064		\$1,000,000
			#I64CIP - CMS CULPEPER DISTRICT		
Interstate	119445	Statewide	0064		\$282,535
			#I64 CIP - CULPEPER DISTRICT SSP		
			FROM: Various TO: Various		
Interstate	119446	Statewide	0064		\$0
			I64CIP - PUBLIC SAFETY ADVISORY POINTS INTEGRATIONS		
			FROM: various TO: various		
Interstate	117790	Statewide	0081		\$382,000
			#ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81		
			FROM: various TO: various		
Interstate	118193	Statewide	0085		\$5,744,292
			#I95CIP CRO SSP FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	119154	Statewide	0085		\$900,000
			#I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE		
			FROM: Various TO: Various		
Interstate	119155	Statewide	0085		\$0
			#I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT		
			FROM: various TO: various		

Appendix is for informational purposes only.

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Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	110551	Statewide	9999 TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE FROM: Various TO: Various		\$307,192
Interstate	110912	Statewide	9999 Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various		\$813,019
Interstate	111613	Statewide	9999 STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2 FROM: Various TO: Various		\$1,807,000
Interstate	111892	Statewide	9999 ATMS - PHASE 1, 2, 3, 4 FROM: Various TO: Various		\$0
Interstate	115854	Statewide	9999 #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: n/a TO: n/a		\$0
Interstate	115856	Statewide	9999 #ITTF20 PARKING DEMAND MANAGEMENT SYSTEM FROM: Various TO: Various		\$1,950,000
Interstate	119197	Statewide	9999 #ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE FROM: Various TO: Various		\$1,500,000
Interstate	119198	Statewide	9999 #ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II) FROM: Various TO: Various		\$25,040
Interstate	119199	Statewide	9999 #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE FROM: Various TO: Various		\$500,000
Interstate	119332	Statewide	9999 #ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING FROM: Various TO: Various		\$300,000
Interstate	119379	Statewide	9999 #ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE FROM: Various TO: Various		\$0
Interstate	119401	Statewide	9999 #ITTF22 PROJECT EVALUATIONS STATEWIDE FROM: Various TO: Various		\$250,000
Interstate	119402	Statewide	9999 #ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE FROM: Various TO: Various		\$1,030,000
Interstate	119404	Statewide	9999 #ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE FROM: various TO: various		\$1,000,000
Interstate	119406	Statewide	9999 #ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE FROM: Various TO: Various		\$0

Charlottesville MPO**Construction : Safety/ITS/Operational Improvements**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	111727	Albemarle County	MONACAN TRAIL (0029) I-64 / ROUTE 29 INTERCHANGE IMPROVEMENTS FROM: 0.22 MI NORTH OF ROUTE 1106 TO: 0.37 MI NORTH OF ROUTE 1106 (0.1500 MI)	\$2,080,207
Primary	111813	Albemarle County	ROUTE 29 (0029) #SMART18 - NB US 29 exit ramp to Fontaine Avenue FROM: 0.29 MILES N. of I-64 WB BRIDGE TO: Fontaine Avenue (0.3500 MI)	\$2,629,600
Primary	114299	Albemarle County	SEMINOLE TRAIL (0029) ROUTE 29 AND WOODBROOK INTERSECTION MODIFICATION FROM: Woodbrook Dr TO: Woodbrook Dr (0.0600 MI)	\$0
Primary	114666	Albemarle County	0029 PSAP - Pedestrian Facility Improvements in Albemarle County FROM: Various Locations TO: Various Locations	\$407,340
Primary	114401	Culpeper District-wide	SEMINOLE TRAIL (0029) Signal Performance Metric - ATSC FROM: Rte. 649 TO: Stone Ridge Drive	\$600,000
Primary	111729	Albemarle County	IVY ROAD (0250) ROUTE 250 / 240 / 680 ROUNDABOUT FROM: INTERSECTION OF ROUTES 250 / 240 / 680 TO: INTERSECTION OF ROUTES 250 / 240 / 680	\$3,550,000
Primary	111814	Albemarle County	RICHMOND ROAD (0250) #SMART18 - EXIT 124 (INTERSTATE 64) FROM: 0.32 MILES E. FR-179 (HANSENS MTN ROAD) TO: 0.02 MILES W. FR-179 (HANSENS MTN ROAD) (0.3400 MI)	\$18,102,653
Primary	115477	Albemarle County	RICHMOND ROAD (0250) #SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)	\$8,800,000
Primary	115476	Charlottesville	5TH STREET (9999) #SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET	\$6,103,034
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000) #HB2.FY17 EAST HIGH STREETScape IMPROVEMENTS FROM: INT. E. MARKET ST. / 7TH. ST. N.E. TO: E. HIGH ST. / LOCUST AVE. (0.3600 MI)	\$7,157,000
Urban	109551	Charlottesville	EMMET ST. N. (0000) #HB2.FY17 EMMET STREET CORRIDOR STREETScape & INTERSECTIONS FROM: IVY ROAD / UNIVERSITY AVENUE TO: ARLINGTON BOULEVARD (0.5500 MI)	\$12,098,063
Urban	111796	Charlottesville	EMMET STREET (0029) #SMART18 - BARRACKS RD @ EMMET ST INTERSECTION FROM: 0.08 MI S OF INT. BARRACKS ROAD TO: 0.01 MI N OF INT. BARRACKS ROAD (0.0900 MI)	\$8,640,866
Urban	109484	Charlottesville	FONTAINE AVENUE (0000) #HB2.FY17 FONTAINE AVENUE STREETScape IMPROVEMENTS FROM: RAY C HUNT DRIVE TO: JEFFERSON PARK AVENUE (0.4300 MI)	\$11,700,000
Urban	113916	Charlottesville	GRADY AVENUE (0250) 10TH & GRADY AVENUE BIKE PED FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)	\$291,000

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121664	Statewide	9999 #ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY FROM: Various TO: Various		\$350,000
Interstate	121663	Statewide	9999 #ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED FROM: Various TO: Various		\$3,000,000
Interstate	121664	Statewide	9999 #ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER FROM: Various TO: Various		\$1,000,000
Interstate	121665	Statewide	9999 #ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION FROM: Various TO: Various		\$500,000
Interstate	121666	Statewide	9999 #ITTF23 ITTF PROJECT EVALUATIONS FROM: Various TO: Various		\$500,000
Interstate	121667	Statewide	9999 #ITTF23 RM3P DEP Data Services FROM: Various TO: Various		\$3,575,000
Interstate	121668	Statewide	9999 #ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs FROM: Various TO: Various		\$1,000,000
Interstate	121670	Statewide	9999 #ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY FROM: VARIOUS TO: VARIOUS		\$500,000
Interstate	121712	Statewide	9999 NETWORK OPERATIONS CENTER IMPLEMENTATION FROM: Various TO: Various		\$650,000
Interstate	121776	Statewide	9999 HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component FROM: Various TO: Various		\$1,000,000
Interstate	121822	Statewide	9999 #ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS FROM: Various TO: Various		\$5,000,000
Interstate	122048	Statewide	VARIOUS (9999) #ITTF23 - RM3P EVALUATION FROM: various TO: various		\$500,000
Miscellaneous	T19275	Culpeper District-wide	0000 CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		\$0
Miscellaneous	121537	Culpeper District-wide	9999 District-wide Flashing Yellow Arrows Installations FROM: VARIOUS TO: VARIOUS		\$0
Miscellaneous	121643	Statewide	9999 #ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT FROM: Various TO: Various		\$1,000,000

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	111733	Albemarle County	STONY POINT ROAD (0020) #SMART18 - ROUTE 20/649 INTERSECTION IMPROVEMENT FROM: 0.119 MILE SOUTH OF RT. 649 TO: 0.058 MILE NORTH OF RT. 649 (0.3800 MI)	\$4,207,346
Primary	118875	Albemarle County	SCOTTSVILLE ROAD (0020) #SMART22 - RTE. 20/53 INTERSECTION IMPROVEMENTS FROM: .025 MILES S. RTE 53 TO: 0.10 MILES N. RTE 53 (0.3500 MI)	\$10,271,103
Primary	111727	Albemarle County	MONACAN TRAIL (0029) I-64 / ROUTE 29 INTERCHANGE IMPROVEMENTS FROM: 0.152 MILE SOUTH OF I-64 EB TO: 0.010 MILE SOUTH OF I-64 EB (0.1500 MI)	\$2,080,207
Primary	111813	Albemarle County	ROUTE 29 (0029) #SMART18 - NB US 29 exit ramp to Fontaine Avenue FROM: .208 Miles South of Fontaine Ave TO: .057 Miles South of Fontaine Ave (0.3500 MI)	\$2,621,489
Primary	114401	Albemarle County	SEMINOLE TRAIL (0029) Signal Performance Metric - ATSC FROM: Rte. 649 TO: Stone Ridge Drive	\$600,000
Primary	118868	Albemarle County	RTE. 29 BYPASS (0029) #SMART22 - US 29 AND FONTAINE AVE INTERCHANGE IMPROVEMENTS FROM: S. FONTAINE INTERCHANGE RAMP TO: N. FONTAINE INTERCHANGE RAMP (0.7000 MI)	\$13,440,089
Primary	118871	Albemarle County	SEMINOLE TRAIL (0029) #SMART22 - RTE 29 SHARED USE PATH FROM: CARRSBROOKE DR. TO: SEMINOLE LANE (0.5000 MI)	\$3,524,115
Primary	118867	Charlottesville	EMMET STREET (0029) #SMART22 - EMMET STREET MULTIMODAL PHASE II FROM: ARLINGTON BLVD TO: BARRACKS ROAD (0.4500 MI)	\$20,465,490
Primary	118880	Multi-jurisdictional: Charlottesville MPO	SEMINOLE TRAIL (0029) #SMART22 - HYDRAULIC ROAD AND RTE. 29 FROM: ANGUS ROAD TO: 0.24 MI North of HYDRAULIC ROAD (0.5300 MI)	\$28,254,264
Primary	111729	Albemarle County	IVY ROAD (0250) ROUTE 250 / 240 / 680 ROUNDABOUT FROM: INTERSECTION OF ROUTES 250 / 240 / 680 TO: INTERSECTION OF ROUTES 250 / 240 / 680	\$4,539,016
Primary	111814	Albemarle County	RICHMOND ROAD (0250) #SMART18 - EXIT 124 (INTERSTATE 64) FROM: 0.337 MILE WEST OF I-64 WB TO: 0.321 MILE EAST OF I-64 WB (0.3400 MI)	\$18,102,653
Primary	115477	Albemarle County	RICHMOND ROAD (0250) #SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)	\$8,800,000
Primary	118879	Albemarle County	RICHMOND ROAD (0250) #SMART22 - RTE 250 EAST CORRIDOR IMPROVEMENTS FROM: STONEY POINT ROAD TO: ROLKIN ROAD	\$5,939,563
Primary	100548	Charlottesville	MCINTIRE ROAD BUSINESS (0250) Construct Multi-Use Path along McIntire Rd FROM: Route 250 Bypass TO: Harris Street	\$1,039,517
Secondary	118878	Albemarle County	5TH STREET EXTENDED (0631) #SMART22 - OLD LYNCHBURG RD/5TH ST EXT. INT IMPROVEMENTS FROM: 0.25 MILES S. RTE 780 TO: 0.25 MILES N. RTE 780 (0.5000 MI)	\$7,797,076

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	118876	Albemarle County	RIO ROAD (0631) #SMART22 - RIO ROAD & JOHN WARNER PARKWAY ROUNDABOUT FROM: 0.02 MILES N RTE. 631 TO: 0.02 MILES S. RTE 631	\$10,887,626
Secondary	118877	Charlottesville	RIDGE STREET (9999) #SMART22 - RIDGE STREET SAFETY IMPROVEMENTS FROM: DIVIDED SECTION TO: MONTICELLO AVE (0.2400 MI)	\$8,738,020
Urban	115478	Charlottesville	5TH STREET (9999) #SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET	\$6,103,034
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000) #HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS FROM: 0.15 mile s south of Route 250 Bus TO: 0.72 mile south of Route 250 (0.3600 MI)	\$9,605,921
Urban	109551	Charlottesville	EMMET ST. N. (0000) #HB2.FY17 EMMET STREET CORRIDOR STREETSCAPE & INTERSECTIONS FROM: 0.048 mile south of Ivy Road on Emmet Street TO: ARLINGTON BOULEVARD (0.5500 MI)	\$16,844,639
Urban	111798	Charlottesville	EMMET STREET (0029) #SMART18 - BARRACKS RD @ EMMET ST INTERSECTION FROM: 0.08 MI S OF INT. BARRACKS ROAD TO: 0.08 MI N OF INT. BARRACKS ROAD (0.0900 MI)	\$8,640,866
Urban	109484	Charlottesville	FONTAINE AVENUE (0000) #HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS FROM: 0.03 mi west of Westery Avenue TO: JEFFERSON PARK AVENUE (0.4300 MI)	\$12,276,431
Urban	113918	Charlottesville	GRADY AVENUE (0250) 10TH & GRADY AVENUE BIKE PED FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)	\$291,000
Urban	113861	Charlottesville	MADISON AVENUE (0000) WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL FROM: PRESTON AVENUE TO: ROSE HILL DRIVE	\$222,059
Urban	113917	Charlottesville	MONTICELLO AVENUE (3402) PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND FROM: 0.028 mi west of 2nd St SE TO: 0.022 mi east of 2nd St SE (0.0500 MI)	\$981,862
Urban	113918	Charlottesville	PRESTON AVENUE (0250) PEDESTRIAN IMPROVEMENTS AT PRESTON AVE/HARRIS ST FROM: 0.06 MI EAST OF HARRIS STREET TO: 0.04 MI WEST OF HARRIS STREET (0.1000 MI)	\$245,725
Urban	113919	Charlottesville	RIDGE STREET (3405) PEDESTRIAN IMPROVEMENTS AT RIDGE/CHERRY FROM: 0.07 MI SOUTH OF ROUTE 3400 TO: 0.03 MI NORTH OF ROUTE 3400 (0.1000 MI)	\$265,230
Construction : Safety/ITS/Operational Improvements Total				\$243,333,199

Construction : Transportation Alternatives/Byway/Non-Traditional

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	111393	Charlottesville	EN17 Rugby Avenue Shared Use Path FROM: West McIntire Park TO: Sherwood Road	\$419,500

Charlottesville MPO**Construction : Transportation Alternatives/Byway/Non-Traditional**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121656	Charlottesville	EN22		\$104,804
			CITY OF CHARLOTTESVILLE SRTS COORDINATOR/PROGRAM DEVELOPMENT FROM: VARIOUS TO: VARIOUS		
Miscellaneous	T19273	Culpeper District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAYS/OTHER NON-TRADITIONAL		
Secondary	118870	Multi-jurisdictional: Charlottesville MPO	5TH STREET (0631)		\$9,841,290
			#SMART22 - FIFTH STREET HUB AND TRAILS FROM: 5th. St. Station development TO: 5th St. Parking Lot (0.2400 MI)		
Construction : Transportation Alternatives/Byway/Non-Traditional Total					\$10,365,594

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14710	Culpeper District-wide	0000		\$49,752,817
			STIP-MN Culpeper: Preventive MN and System Preservation		
Urban	118295	Charlottesville	DAIRY ROAD (9999)		\$0
			#SGR21LB - DAIRY ROAD OVER RTE 250 BYPASS (FED ID 20073) FROM: DAIRY RD OVER RTE. 250 BYPASS TO: DAIRY RD OVER RTE. 250 BYPASS		
Urban	118882	Charlottesville	RTE 250 BYPASS (0250)		\$0
			#SGR22LP - RTE 250 BYPASS - CITY OF CHARLOTTESVILLE FROM: FIRE STATION TO: RUGBY AVE. (0.3400 MI)		
Maintenance : Preventive Maintenance and System Preservation Total					\$49,752,817

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14709	Culpeper District-wide	0000		\$18,387,625
			STIP-MN Culpeper: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$18,387,625

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14708	Culpeper District-wide	0000		\$8,237,514
			STIP-MN Culpeper: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$8,237,514

Charlottesville MPO Total					\$339,701,575
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Appendix B. Transit Asset Management

Transit Asset Management Plans

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure 2 describes each of these measures.

Figure 2: TAM Performance Measures by Asset Category

Asset Category	Relevant Assets	Measure	Measure Type	Desired Direction
Equipment	Service support, maintenance, and other non-revenue vehicles	Percentage of vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Rolling Stock	Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Percentage of revenue vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Infrastructure	Fixed guideway track	Percentage of track segments with performance (speed) restrictions, by mode	Performance-based	Minimize percentage
Facilities	Passenger stations, parking facilities, administration and maintenance facilities	Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale	Condition-based	Minimize percentage

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB of a bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA’s TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Charlottesville Albemarle MPO programs federal transportation funds for Charlottesville Area Transit and JAUNT. Charlottesville Area Transit and JAUNT are Tier II agencies participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum](#) into the MPO’s planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

Table 3: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.

Asset Category - Performance Measure	Asset Class	2020 Target*
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	15%
	BU - Bus	10%
	CU - Cutaway	10%
	MB - Minibus	20%
	BR - Over-the-Road Bus	15%
	TB - Trolley Bus	10%
	VN - Van	25%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%
	Trucks and other Rubber Tire Vehicles	25%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%
	Administrative Office	10%
	Maintenance Facility	10%
	Passenger Facilities	10%

Additional information and guidance is available on FTAs Transit Asset Management website:

<https://www.transit.dot.gov/TAM>

FTA TAM planning factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Planning%20for%20TAM%20fact%20sheet.pdf>

Appendix C. Self-Certification Statement



Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
434) 979-7310 phone; (434) 979-1597 fax; info@tjpdc.org email

Metropolitan Transportation Planning Process Self-Certification Statement

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the Charlottesville-Albemarle Metropolitan Planning Organization for the City of Charlottesville and the urbanized area of Albemarle County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) & 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- VII. In States containing nonattainment and maintenance areas, sections 174 and 176 (b) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 524 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Charlottesville-Albemarle MPO

Virginia Department of Transportation

Signature

Signature

Printed Name

Printed Name

Title

Title

Date

Date

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: March 14, 2023
Reference: De-obligation of FY23 PL Funding

Purpose:

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for each fiscal year. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Background:

In March of 2022, the CA-MPO Policy Board approved the de-obligation of PL funding in the amount of \$70,000 from the FY22 UPWP in order to actively roll that funding into FY23 with the intention of procuring consultant services to support the development of the Long Range Transportation Plan (LRTP). With the additional passive PL rollover funding from the FY21 UPWP, the CA-MPO procured the services of EPR and Kimley-Horn and entered into a contract of \$105,000 to support the LRTP efforts.

Based on the anticipated spend-down of the contract services, MPO staff anticipate that \$32,357 of the total contract amount will be expended in FY23, leaving a balance of \$72,643 for the consultant support to be provided in FY24 under the terms of the signed contract.

In September of 2023, the MPO approved a revision to the FY23 UPWP based on additional allocations of \$47,319 in PL funding beyond the original estimates provided when the original UPWP was adopted. At that time, the Policy Board approved adding that amount to the on-call services task with an understanding that the funding would be used to support project initiatives not yet identified. Due to the uncertainty in funding availability through some of the pipeline initiatives the TJPDC staff is pursuing, MPO staff is recommending that an additional \$32,357 in PL funding be de-obligated from the on-call services task in the FY23 UPWP as a contingency fund in the event that some of these funding opportunities fall through.

The FY23 PL funding de-obligation requests do not reflect FY23 work program tasks that were planned but unable to be completed, but reflect maintaining the availability of funding consistent with decisions made in the approval of the revised FY23 UPWP in September of 2022.

The adjustments are requested for the FY23 FTA funding. A table summarizing the adjustments is attached for reference.

Recommendation:

Staff is requesting that the MPO Policy Board approve the de-obligation of PL funding in the amount of \$105,000 in PL funding as reflected in the draft amended FY23 UPWP and the attached resolution.

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

FY23 - De-obligation Impacts					
	PL (Approved)	PL (Revised)	De- obligation	FTA (No change)	De-Obligation Total
Task 1: Administration	\$37,500	\$37,500	\$0	\$21,500	\$0
Reporting and Compliance with Regulations	\$14,000	\$14,000	\$0	\$8,000	\$0
Staffing Committees	\$14,000	\$14,000	\$0	\$8,000	\$0
Information Sharing	\$9,500	\$9,500	\$0	\$5,500	\$0
Task 2: Long Range Transportation Planning	\$261,338	\$156,338	\$105,000	\$81,596	\$105,000
2050 LRTP	\$161,335	\$88,692	\$72,643	\$33,000	\$72,643
OneMap	\$20,000	\$20,000	\$0	\$8,108	\$0
MPO Boundary Analysis	\$14,684	\$14,684	\$0	\$7,000	\$0
Transit Governance Study	\$0	\$0	\$0	\$30,488	\$0
On-call Services	\$65,319	\$32,962	\$32,357	\$3,000	\$32,357
Task 3: Short Range Transportation Planning	\$49,000	\$49,000	\$0	\$49,926	\$0
TIP	\$18,000	\$18,000	\$0	\$7,000	\$0
SMART SCALE	\$15,000	\$15,000	\$0	\$12,000	\$0
RTP, TDM, and Bike/Ped Support	\$4,000	\$4,000	\$0	\$8,500	\$0
Performance Targets	\$2,000	\$2,000	\$0	\$1,000	\$0
Regional Transit & Rail Planning	\$0	\$0	\$0	\$5,000	\$0
CTAC/Public Outreach/Title VI	\$10,000	\$10,000	\$0	\$16,426	\$0
TOTAL	\$347,838	\$242,838	\$105,000	\$153,022	\$105,000



Unified Planning Work Program (UPWP)

Fiscal Year 2023
July 1, 2022 – June 30, 2023
Approved May 25, 2022
Revised September 28, 2022
Revised March 21, 2023

 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



Preface

Prepared on behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) by the staff of the Thomas Jefferson Planning District Commission (TJPD) through a cooperative process involving the City of Charlottesville and the County of Albemarle, Charlottesville Area Transit (CAT), Jaunt, University of Virginia (UVA), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this work program was financially aided through grants from FHWA, FTA, DRPT, and VDOT.

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INTRODUCTION

Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2022. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

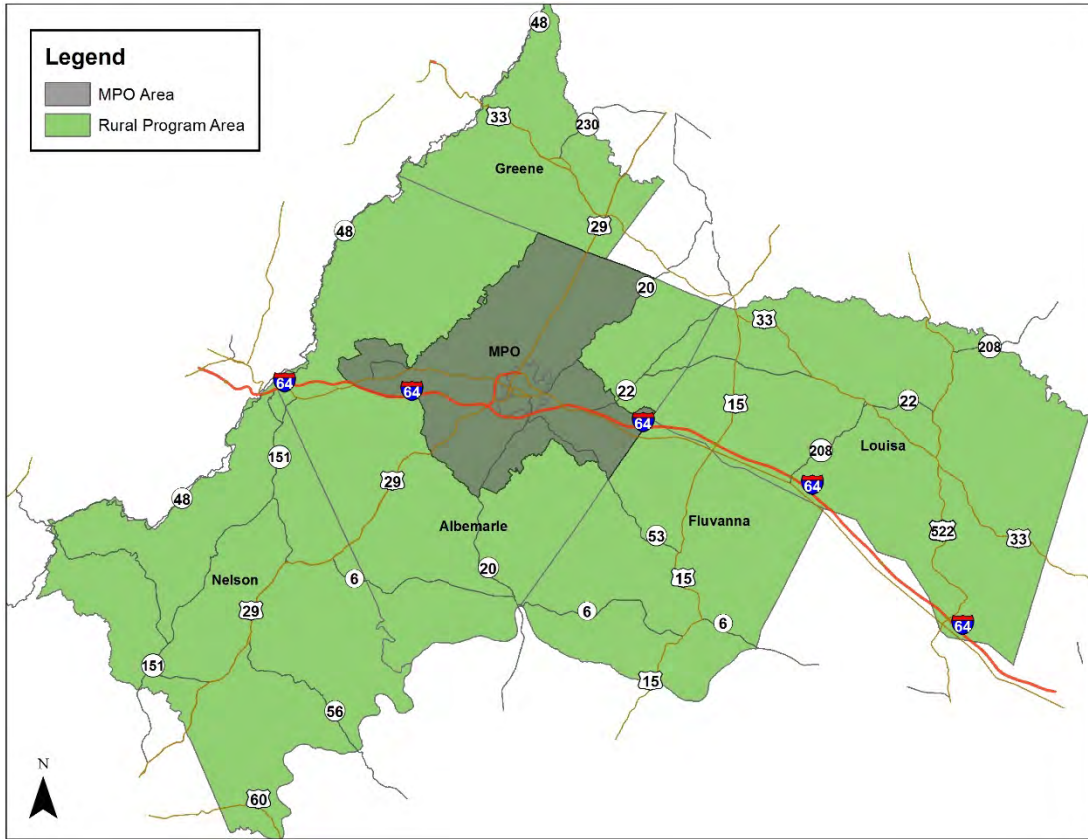
Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City of Charlottesville, County of Albemarle, University of Virginia (UVA), Jaunt, Charlottesville Area Transit (CAT), Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) officials. In 1982, Charlottesville and Albemarle officials established the MPO in response to a federal mandate through a memorandum of understanding signed by the Thomas Jefferson Planning District Commission (TJPDC), Jaunt, VDOT and the two localities. The same parties adopted a new agreement on July 25, 2018 (Attachment B).

The MPO conducts transportation studies and ongoing planning activities, including the Transportation Improvement Program (TIP), which lists road and transit improvements approved for federal funding, and the 25-year long range plan for the overall transportation network, which is updated every five years. Projects funded in the TIP are required to be in the long-range plan.

The policy making body of the CA-MPO is its Board, consisting of two representatives from the City of Charlottesville and two representatives from Albemarle County. A fifth representative is from the VDOT Culpeper District. Non-voting members include DRPT, CAT, Jaunt, UVA, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPDC, which works in conjunction with partner and professional agencies, to collect, analyze, evaluate and prepare materials for the Policy Board and MPO Committees at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

The MPO area includes the City of Charlottesville and the portion of Albemarle County that is either urban or anticipated to be urban within the next 20 years. In 2013, the MPO boundaries were updated and expanded to be more consistent with 2010 census data. The Commonwealth's Secretary of Transportation approved these new boundaries in March 2013. A map of the MPO area appears on the next page:



Relationship of UPWP to Long Range Transportation Planning

The MPO develops its UPWP each spring. It outlines the transportation studies and planning efforts to be conducted during the upcoming fiscal year (July 1 – June 30). The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law requires the MPO to address eight basic planning factors in the metropolitan planning process. These eight planning factors are used in the development of any plan or other work of the MPO, including the Work Program, and are as follows:

- *Economic Vitality:* Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety:* Increase the safety of the transportation system for motorized and non-motorized users;
- *Security:* Increase the security of the transportation system for motorized and non-motorized users;
- *Accessibility/Mobility:* Increase the accessibility and mobility of people and freight;
- *Environmental Quality:* Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *Connectivity:* Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- *Efficiency:* Promote efficient system management and operation; and,
- *Maintenance:* Emphasize the preservation of the existing transportation system.

MPO Transportation Infrastructure Issues and Priorities

In addition to the eight planning factors identified by FHWA and FTA, the issues listed below (in no particular order) have been identified by the MPO, its transportation planning partners, and the public throughout the metropolitan planning process. These issues are interconnected components of effective regional transportation planning, and collectively create the planning priorities facing the CA-MPO that will be addressed through the Work Program tasks and deliverables.

The following issues call for a need to:

- Expand and enhance transit, transportation demand management strategies including ridesharing services, and parking strategies to provide competitive choices for travel throughout the region;
- Improve mobility and safety for the movement of people and goods in the area transportation system;
- Improve strategies to make the community friendly to bicycles and pedestrians, particularly the mobility and safety of bicyclists and pedestrians, as well as access to transit, rail and transit/rail facilities;
- Take more visible steps to better integrate transportation planning with local government land use plans, with a goal of creating patterns of interconnected transportation networks and long-term multimodal possibilities such as non-vehicular commuter trails, intercity rail, and right-of-way corridors for bus ways;
- Ensure that new transportation networks are designed to minimize negative impacts on the community and its natural environment, and to save money;
- Encourage public involvement and participation, particularly addressing environmental justice and Title VI issues;¹
- Improve the understanding of environmental impacts of transportation projects and identify opportunities for environmental mitigation; and,
- Seriously consider budget shortfalls and its impediments to transportation projects and work to tap alternative sources of funding.

Public Participation/Title VI and Environmental Justice

The MPO makes every effort to include minority, low-income, and limited-English speaking populations in transportation planning. Throughout this document there are several tasks that specifically discuss the MPO's efforts to include these populations. In addition to the UPWP, the MPO also maintains a Public Participation Plan and a Title VI/Environmental Justice Plan. Both plans specify that the MPO must post public notices in key locations for low-income, minority and limited-English speaking populations. Both plans state that the MPO must make all official documents accessible to all members of our community. The Title VI/Environmental Justice Plan also outlines a complaint process, should a member of these specialized populations feel as though they have been discriminated against. These documents work in tandem with the UPWP to outline the MPO's annual goals and processes for regional transportation planning.

¹ The 1994 Presidential Executive Order directs Federal agencies to identify and address the needs of minority and low-income populations in all programs, policies, and activities.

Funding

Two federal agencies fund the MPO’s planning activity. This includes FHWA’s funds, labeled as “PL,” and FTA, labeled as “FTA.” The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c’s process. The CA-MPO budget consist of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials “SPR.” The total budget for SPR items reflects 80% federal funds and 20% state funds. *Attachment A* shows the tasks to be performed by VDOT’s District Staff, utilizing SPR funds. VDOT’s Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance and support for the federally-mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. DRPT staff also participates actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the MPO process.

The following tables provide information about the FY22 Work Program Budget. These tables outline the FY22 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Administration (Task 1), Long Range Planning (Task 2), and Short-Range Planning (Task 3). More detailed budget information is included with the descriptions of the task activities.

FY23 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-23 PL Funding	\$135,786	\$16,973	\$16,973	\$169,733
FY-21 PL Passive Rollover	\$28,370	\$3,546	\$3,546	\$35,462
FY-22 PL Active Rollover	\$56,000	\$7,000	\$7,000	\$70,000
FY-23 PL Total	\$220,156	\$27,520	\$27,520	\$275,195
FY-23 FTA Funding	\$102,026	\$12,754	\$12,754	\$127,534
FY-22 FTA Active Rollover	\$20,390	\$2,549	\$2,549	\$25,488
FY-23 FTA Total	\$122,416	\$15,303	\$15,303	\$153,022
PL+FTA Total	\$342,573	\$42,822	\$42,822	\$428,217
VDOT SPR	\$136,000	\$34,000	\$0	\$170,000
Total FY23 Work Program	\$478,573	\$76,822	\$42,822	\$598,217

FY23 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Active Rollover	Total
	<i>11.78%</i>	<i>47.51%</i>	<i>19.75%</i>	<i>20.96%</i>	<i>100%</i>
PL+FTA Total	\$59,000	\$237,934	\$98,926	\$105,000	\$500,860
FY-23 PL Funding	\$37,500	\$50,876	\$49,000	\$105,000	\$242,376
FY-22 PL Active Rollover	\$0	\$35,462	\$0	0	\$35,462
FY-21 PL Passive Rollover	\$0	\$70,000	\$0	0	\$70,000
PL Total	\$37,500	\$156,338	\$49,000	\$105,000	\$347,838
FY-23 FTA Funding	\$17,919	\$71,365	\$38,250	0	\$127,534
FY-22 FTA Active Rollover	\$3,581	\$10,231	\$11,676	0	\$25,488
FTA Total	\$21,500	\$81,596	\$49,926	\$0	\$153,022
VDOT SPR	\$50,000	\$60,000	\$60,000	0	\$170,000
Total FY23 Work Program	\$109,000	\$297,934	\$158,926	\$105,000	\$670,860

Highlights of FY22 UPWP

The CA-MPO conducted several projects and initiatives in FY22. Below are highlights from that year, helping to give context for the FY21 activities.

SMART SCALE

The SMART SCALE process scores and ranks transportation projects, based on an objective analysis that is applied statewide. The legislation is intended to improve the transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide the maximum benefits for tax dollars spent. In FY22, CA-MPO staff implemented a new process to increase public engagement opportunities for SMART SCALE projects prior to preparing applications. CA-MPO staff worked with County, City, and VDOT staff to identify project applications early, and conducted an engagement process around one project that was identified as needing additional outreach. CA-MPO staff also coordinated with County, City, and VDOT staff to conduct an information session to share the planned project applications throughout the MPO area with the public and receive preliminary feedback. CA-MPO worked to prepare and submit pre-applications for projects that will be developed into full applications that will be completed in FY23.

North 29 Corridor Study

In FY22, MPO and PDC staff coordinated with VDOT to retain consultants to support an analysis of the northern portion of Route 29 in coordination with the Rural Transportation Work Program. Consultants examined the operation of key intersections throughout the corridor and recommended alternatives that could be implemented to improve operations based on their analysis.

Regional Transit Planning

MPO staff has continued their involvement in overseeing the Regional Transit Partnership. In FY22, staff continued their support of two DRPT grants to study transit service and operations within the MPO region. The feasibility study and implementation plan to expand transit service in Albemarle County was completed, and was successfully leveraged into an application for a demonstration grant to pilot micro-transit services in two areas of Albemarle County. The second study is to develop a Charlottesville Area Regional Transit Vision Plan and is still under development. This projects kicked off in FY21 and will continue into early FY23.

Transportation Improvement Program (TIP)

MPO staff maintained the FY21-FY24 TIP in collaboration with VDOT, DRPT, and the various MPO committees, finalizing the updated plan that was completed by the CA-MPO in FY22.

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the

prioritization of TIP and Long-Range Transportation Plan projects. In FY22, the MPO Policy Board voted to support the statewide safety targets, which are reviewed every year.

Long Range Transportation Plan Scoping

MPO Staff began developing the scope for the next update to the Long Range Transportation Plan which will be undertaken beginning in FY23. As part of this scoping process, staff was able to successfully apply and be awarded a Growth and Accessibility Planning Technical Assistance grant through the Office of Intermodal Planning and Investment to develop a project prioritization process to incorporate into the process of developing the plan.

Title VI/Public Participation

In FY22, MPO Staff updated the Title VI plan in conformance with feedback received from VDOT. In FY23, staff will work to implement to new policies and processes that were identified as being required in that plan.

FY23 UPWP Activities by Task

Task 1: Administration

Total Funding: \$59,000

PL Funding: \$37,500

FTA Funding: \$21,500

A) Reporting and Compliance with Regulations

PL Funding: \$14,000

FTA Funding: \$8,000

There are several reports and documents that the MPO is required to prepare or maintain, including:

- FY23 Unified Planning Work Program Implementation;
- FY24 Unified Planning Work Program Development;
- Monthly progress reports and invoices; and,
- Other funding agreements.

TJPDC staff will also provide for the use of legal counsel, accounting and audit services for administering federal and state contracts.

End Products:

- Complete annual Unified Planning Work Program (UPWP) process;
- Administer Grants and other funding;
- Execute project agreements, along with related certifications and assurances; and,
- Complete invoicing, monthly billing, and progress reports.

B) Staffing Committees

PL Funding: \$14,000

FTA Funding: \$8,000

TJPDC staff is responsible for staffing the MPO Policy Board and Committees. These efforts include preparation of agendas, minutes, and other materials for the committees listed below. The MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- MPO Policy Board;
- MPO Technical Committee;
- Regional Transit Partnership (RTP); and,
- Additional committees as directed by the MPO Policy Board.

End Products:

- Staff committees;
- Maintain memberships on committees;
- Issue public notices and mailings; and,
- Maintain committee information on the TJPDC/MPO Website.

C) Information Sharing

PL Funding: \$9,500

FTA Funding: \$5,500

The MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. MPO staff will provide data and maps to State and Federal agencies, localities and the public, as needed. Staff will also contribute articles to TJPDC's newsletters and Quarterly Report. The CA-MPO will continually monitor and report on changes to Federal and State requirements related to transportation planning and implementation policies. Staff will attend seminars, meetings, trainings, workshops, and conferences related to MPO activities as necessary. Staff will assist local, regional and State efforts with special studies, projects and programs. One ongoing project is a regional housing analysis that will include use of transportation data around housing centers and travel time to key destinations. Staff will also conduct ongoing intergovernmental discussions; coordinate transportation projects; and attend/organize informational meetings and training sessions. MPO staff will attend additional meetings with local planning commissions and elected boards to maintain a constant stream of information with local officials to include transportation, transit and environmental topics.

End Products:

- Continue to review and update facts and figures;
- Provide technical data, maps and reports to planning partners;
- Attend local planning commission meetings as needed;
- Attend City Council and Board of Supervisors meetings as needed;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Analyze available data to identify whether MPO boundaries may expand into additional counties after the 2020 census;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects
- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Hold annual joint-MPO Policy Board meeting with the Staunton-Augusta-Waynesboro MPO and propose meetings with Lynchburg MPO.
- Maintain the TJPDC's social media; and,
- Maintain the MPO Website.

Task 2: Long Range Transportation Planning

Total Funding: \$237,934

PL Funding: \$156,388

FTA Funding: \$81,596

A) 2050 Long Range Transportation Plan

PL Funding: \$88,692

FTA Funding: \$33,000

The CA-MPO will begin its development of the 2050 Long Range Transportation Plan (LRTP) in FY23. CA-MPO is planning to utilize rollover funding from FY21 and FY22 to procure a

consultant to support the development of the plan. In addition, CA-MPO staff was able to successfully apply for and receive a technical assistance grant through the Office of Intermodal Planning and Investment (OIPI) to support the development of a project prioritization process to be incorporated into the plan methodology. The development of the LRTP is anticipated to take two years.

End Products:

- Complete the existing conditions analysis to update area demographic data, understand transportation network operations and deficiencies, and compile existing studies and plans that have been completed within the MPO region since the previous LRTP;
- Collaborate with MPO stakeholders to review existing transportation system goals/objectives/measures and revise as needed;
- Develop a public engagement strategy and process to be implemented during the plan update;
- Develop a Scope of Work for consultant support, and procure consultants;
- And continue to work with the OIPI-procured technical consultants to develop a project prioritization process to be incorporated into the project prioritization process.

B) OneMap – Regional Bicycle and Pedestrian Infrastructure Map

PL Funding: \$20,000

FTA Funding: \$8,108

The OneMap project is an initiative that was identified during the development of the Jefferson Area Bicycle and Pedestrian Plan adopted in 2019. The purpose of OneMap is to develop a shared naming system for bicycle and pedestrian infrastructure, agreed upon definitions, and mapping format to develop a singular regional map showing all of the bicycle and pedestrian transportation infrastructure throughout the MPO region, including infrastructure in Albemarle County, the City of Charlottesville, and UVA. Developing OneMap has been taken up by both Charlottesville and Albemarle GIS and planning staff at different points since its original conception, but has lacked dedicated resources to complete.

End Products:

- An assessment of data to-date that has been compiled by localities and UVA;
- The compilation of all data into a uniformed format;
- Ongoing coordination meetings to determine purpose and goals for use of OneMap information;
- Processes to regularly update the information included in OneMap; and
- The development of a strategy for sharing the OneMap information either publicly or with stakeholders for ongoing use.

C) CA-MPO Boundary Analysis

PL Funding: \$14,684

FTA Funding: \$7,000

The 2020 Census data necessitates a need to review the MPO boundary and determine if any adjustments need to be made based on the most recent data and potential changes in rule-making for how MPO boundaries are determined. Staff will analyze the population data to determine if activity since the previous census merits adjustments to the MPO boundaries, meet with stakeholders to determine stakeholder preferences for adjustments if merited, and provide any

needed documentation to the Governor's office for consideration.

End Products:

- A map of the eligible boundary area based on 2020 Census data;
- A report summarizing a request to change the MPO boundaries, if merited by a review of data;
- Updates with the MPO Committees with findings;
- Coordination meetings with stakeholders if adjustments are merited;
- Formal request for action from the Governor's Office; and
- Any revisions to policies or by-laws needed based on outcomes from the boundary analysis.

D) Transit Governance Study

PL Funding: \$0

FTA Funding: \$30,488

The Thomas Jefferson Planning District Commission applied for a Technical Assistance grant from the Department of Rail and Public Transportation to conduct a governance study of the regional transit system. The governance study follows the completion of the Regional Transit Vision Plan and is intended to provide recommendations on the appropriate governance structure needed to implement the recommendations identified during the visioning process.

End Products:

- A review of the existing transit agencies and operations that participate in the regional transit system in the Thomas Jefferson Planning District;
- A review of the existing Regional Transit Authority legislation and an analysis of its strengths and weaknesses;
- A review of funding opportunities and recommended funding scenarios to support the implementation of recommendations identified in the Regional Transit Vision Plan; and
- Alternative governance structures that could be developed to oversee the implementation of recommendations identified as part of the regional transit visioning process.

E) On-call Services

PL Funding: \$32,962

FTA Funding: \$3,000

MPO, VDOT, and local staff will be available to conduct transportation studies, data collection, and planning efforts as requested by our planning partners, including projects focusing on transportation system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements. MPO staff will also undertake the development of an on-call consultant program to provide efficient access to technical consultants as needed.

- Transportation study or planning effort, as requested, that can be used as a basis for implementing short-term and long-term transportation solutions; and
- Development of desired services that an on-call consultant program can provide; and
- A contract or contracts with consultant(s) procured to provide on-call services to the MPO, TJPDC, and/or partner localities.

Task 3: Short Range Planning

Total Funding: \$98,926

PL Funding: \$49,000

FTA Funding: \$49,926

A) Transportation Improvement Program (TIP)

PL Funding: \$18,000

FTA Funding: \$7,000

There are a number of federal-aid highway programs (i.e. administered by FHWA) which, in order to be eligible for use by the implementing agency, must be programmed in the TIP. Similarly, there are funds available under federal-aid transit programs (i.e. administered by FTA) which, in order to be used, must also be programmed in the TIP. In fact, any federally-funded transportation projects within the MPO must be included in the TIP, including transit agency projects. Project descriptions include: implementing agency; location/service area; cost estimates; funding sources; funding amounts actual or scheduled for allocation; type of improvement, and; other information, including a required overall financial plan.

The TIP is updated every three years, and this fiscal year, MPO staff will need to prepare the FY24-FY27 TIP to be adopted by the Policy Board in FY23.

End Products:

- Process the Annual Obligation Report;
- Process TIP amendments and adjustments;
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations; and
- Prepare the FY24-FY27 TIP for adoption by the Policy Board.

B) SMART SCALE Planning and Support

PL Funding: \$15,000

FTA Funding: \$12,000

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. In FY22, MPO staff conducted robust stakeholder and public engagement on one SMART SCALE project that was identified by the MPO Policy Board and prepared pre-applications for projects to be submitted in SMART SCALE Round 5. In FY23, staff will develop final applications for the MPO and TJPDC projects within the MPO region.

End Products:

- Gather information needed for SMART SCALE final applications;
- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications;
- Submit final funding applications;
- Review performance of applications submitted in Round 5 and review projects for consideration in Round 6; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs.

C) Travel Demand Management (TDM), Regional Transit Partnership (RTP), and Bike/Ped Support

PL Funding: \$4,000

FTA Funding: \$8,500

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. The RTP has been established to provide a venue for continued communication, coordination, and collaboration between transit providers, localities and citizens. These programs, along with continued support for bike and pedestrian travel, support regional TDM efforts. TDM has been, and will continue to be, included in the long-range transportation planning process.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in MPO;
- Staff Regional Transit Partnership meetings;
- Address immediate transit coordination needs;
- Formalize transit agreements;
- Improve communication between transit providers, localities and stakeholders;
- Explore shared facilities and operations for transit providers;
- Provide continued support to coordinating bike/ped planning activities between the City of Charlottesville, Albemarle County, UVA and with the rural localities;
- Continue to assess the need for a Regional Transit Authority; and
- Per the Strategic Plan, integrate TDM into all MPO recommendations and projects.

D) Performance Targets

PL Funding: \$2,000

FTA Funding: \$1,000

MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set targets for their regions based on the state targets and trend data provided by the state. The CA-MPO will need to set and document the regional safety and performance targets adopted.

End Products:

- Prepare workbook and background materials for MPO committees and Policy Board to review;
- Facilitate discussion of performance targets with the MPO committees and Policy Board;
- Complete all documentation notifying the state of the adopted safety and performance targets; and
- Update the TIP when the FY23 safety and performance targets are adopted.

E) Regional Transit and Rail Planning

PL Funding: \$0

FTA Funding: \$5,000

MPO, VDOT, and local staff will be available to conduct transportation studies and planning efforts as requested by our planning partners, including projects focusing on transportation

system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements.

End Products:

- Provide technical support and staffing to ensure the successful completion of two grants awarded by DRPT: the completion of the Regional Transit Visioning Plan and the Regional Transit Governance Study, if awarded; and
- Prepare and submit planning and implementation grant applications for transit and rail projects as opportunities are identified.

F) CTAC, Public Participation, and Title VI

PL Funding: \$10,000

FTA Funding: \$16,426

TJPD staff will participate in and help develop community events and educational forums such as workshops, neighborhood meetings, local media, and the MPO web page. Staff will also participate in and act upon training efforts to improve outreach to underserved communities, such as low-income households, people with disabilities, minority groups, and limited English-speaking populations, including maintenance and implementation of the agency Title VI Plan. The TJPD will continue to staff the Citizens Transportation Advisory Committee, which is an important conduit for receiving feedback and input on the efficacy of public outreach and engagement efforts.

End Products:

- Utilize a broad range of public engagement strategies to disseminate information on transportation planning efforts and processes;
- Develop programs to better inform the public about transportation planning and project development;
- Demonstrate responsiveness to public input received during transportation planning processes;
- Review Title VI/Environmental Justice Plan as needed;
- Review Public Participation Plan as needed;
- Implement processes in compliance with Title VI Plan, Environmental Justice Plan, and Public Participation Plan;
- Review information on website for accessibility and understandability;
- Continue to investigate methods to increase participation from historically underserved communities;
- Provide proper and adequate notice of public participation activities; and
- Provide reasonable access to information about transportation issues and processes in paper and electronic media.

Task 4: Contracted Projects and Studies

A) Coordinate and support the following projects:

- If awarded, coordinate, manage, and implement the Regional Transit Governance Study for the CAMPO and TJPDC region.
- Coordinate, manage, and implement the completion of the Regional Transit Visioning Plan for the CAMPO and TJPDC region, which will be completed early in FY 23.

B) Explore opportunities for contracted project and studies.

Topical areas may include:

- Environmental impacts of the local transportation system and mitigation strategies.
- Improving coordination with locality staff and elected officials.
- Implementing recommendations from the Albemarle Service Expansion Feasibility Study.

CA-MPO in FY23

Along with ongoing, required MPO tasks, staff anticipates work on the following efforts, some of which will carry-over from FY22.

SMART SCALE

- Explore ways to improve the success of funding for projects
- Strengthen applications submitted in Round 5 for final submission
- Monitor any changes and updates to the SMART SCALE process
- Integrate any changes in State process into MPO and local projects to strengthen funding applications

LRTP 2045

- Conduct annual review of Plan and performance targets as set forth in MAP-21
- Continue to coordinate procedures and efforts with neighboring MPOs

MPO Boundary Adjustment

- Follow outcomes from the 2020 Census and prepare for discussions regarding adjustments to the CA-MPO boundaries.

Other Studies

- Assess connections with other regions and MPOs
- Continue evaluation of the region's transit network and participate in creation of the transit strategic plan

Public Participation Process

Review and Approval of Tasks

MPO Policy Board:

- Initial Draft provided March 24th, 2022
 - Final Approval May 25th, 2022
-

Online Posting

Posted as part of MPO meeting agenda for March 24th, 2022

Posted on TJPDC.org: May 2nd, 2022 for 15 day public comment period

State Review

Draft submittal for VDOT review/comment: March 7th, 2022

Draft submittal for DRPT review/comment: March 7th, 2022

Review of Final FY23 UPWP

MPO Technical Committee: May 17th, 2022

Citizen Transportation Advisory Committee (CTAC): May 18th, 2022

MPO Policy Board: May 25^h, 2022

Glossary of Acronyms

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

3-C Planning Process	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
AADT	Annual Average Daily Traffic
BRT	Bus Rapid Transit
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
EV	Electric Vehicle
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
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission

FY23 Unified Planning Work Program - Draft

TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
Work Program	Unified Planning Work Program (also referred to as UPWP)

Appendix

Attachment A: Tasks Performed by VDOT

Attachment B: Memorandum of Understanding (2019)

Attachment C: FTA Section 5303/PL Funding Breakdown

Attachment D: Resolution

ATTACHMENT – A
Charlottesville/Albemarle Urbanized Area
FY-2023 Unified Planning Work Program
VDOT Input

State Planning and Research (SPR) Funds Available \$ 170,000

Task 1.0 Administration of the Continuing Urban Transportation Planning Process (3-C) with the Charlottesville-Albemarle MPO

Budgeted \$50,000

- Preparation for and attend:
 - MPO Policy Board Committee Meeting;
 - MPO Technical Committee as the VDOT Representative;
 - MPO Citizen Transportation Advisory Committee (CTAC), and
 - Various other local and jurisdictional committee meetings as necessary.
- Preparation of PL funding agreements and addenda.
- Review and process billing invoices and progress reports.
- Process adjustments and amendments to the FY-2021-24 TIP.
- Assist with the update of the TIP to FY 2024-2027.
- Review Performance Measure and assist with target setting.
- Review road plans for conformance with current transportation plan.
- Conduct Federal-Aid/Functional Classification System reviews.
- Coordinate multi-modal activities and maintain/update inventory datasets.
- Assist with the updates of the Public Participation Plan, Title VI/Environmental Justice Plan, and other regional plans as needed.
- Monitor regional travel.
- Review proposed enhancement projects as necessary.
- Review local and regional transportation planning activities and attend public hearings.

Task 2.0 Long-Range Transportation Planning with the

Charlottesville-Albemarle MPO

Budgeted \$60,000

- Respond to inquiries concerning the Year 2045 Long-Range Transportation Plan.
- Assist the MPO with the updates of the Year 2050 Long-Range Transportation Plan.
- Assist the MPO with model scenario development, review and runs to forecast traffic demand and develop multi-modal transportation needs for long-range plans and corridor studies.
- Evaluate and review comments and respond to concerns relative to transportation planning process.
- Evaluate and review comments and respond to concerns relative to corridors, pedestrian, multi-modal, and access management studies.

- Evaluate planning study efforts as they relate to the NEPA process.

Task 3.0 Short-Range Transportation Planning with the
Charlottesville-Albemarle MPO

Budgeted \$60,000

- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies, Rezoning's and Comprehensive Plan updates and changes
- Review environmental impact reports for impacts to existing and future transportation facilities
- Provide advice and support on freight issues and information compilation.

Provide advice and support on freight issues and information compilation. VDOT's Transportation and Mobility Planning Division (TMPD), located in the Central Office, will provide statewide oversight, guidance and support for the federally mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT, in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested.

**MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING
AREA**

This agreement is made and entered into as of _____, 2018 by and between the Commonwealth of Virginia hereinafter referred to as the State, the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO; and the City of Charlottesville, the Charlottesville Area Transit Service, Albemarle County and JAUNT, Inc. hereinafter referred to as the Public Transportation Providers; and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at [23 CFR 450 Subpart C](#), and

WHEREAS, the regulations at [23 CFR 450.314](#) direct that the MPO, State, and Public Transportation Provider responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, State and Public Transportation Provider, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Charlottesville-Albemarle metropolitan area. It is also agreed that the following articles will guide the 3-C process. Amendments to this agreement may be made by written agreement among the parties of this agreement.

Article 1

Planning and Modeling Boundaries

The MPO is responsible as the lead for coordinating transportation planning and programming in the Charlottesville-Albemarle metropolitan transportation planning area (MPA) that includes the City of Charlottesville and a portion of Albemarle County. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the travel demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor. The MPA shall, at a minimum, cover the U.S. Bureau of the Census' designated urbanized area and the contiguous geographic area expected to become urbanized within the 20 year long range plan forecast period. The boundaries will be reviewed by the MPO and the State at least after

each Census decennial update, to adjust the MPA boundaries as necessary. Planning funds shall be provided to financially support the MPO's planning activities under 23 CFR 450 and 49 CFR 613, and the latest applicable metropolitan planning funding agreement with the State for the metropolitan planning area. All parties to this agreement shall comply with applicable state and federal requirements necessary to carry out the provisions of this agreement.

Article 2

MPO Structure & Committees

The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the MPO Technical Committee. The MPO shall establish and follow rules of order and record. The Policy Board and MPO Technical Committee each shall be responsible for electing a chairman with other officers elected as deemed appropriate. These committees and their roles are described below. Redesignation of an MPO is required when an existing MPO proposes to make substantial changes on membership voting, decisionmaking authority, responsibility, or the procedure of the MPO.

(A) The Policy Board serves as the MPO's policy board, and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP); and
- the performance based Constrained Long Range Transportation Plan (CLRP); and
- the performance-based Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source; and
- the adoption of performance measure targets in accord with federal law and regulations that are applicable to the MPO metropolitan planning area; and
- the reporting of targets and performance to be used in tracking progress toward attainment of critical outcomes for the MPO region [450.314]; and
- the Public Participation Plan

The Policy Board will consider, analyze as appropriate, and reflect in the planning and programming process the improvement needs and performance of the transportation system, as well as the federal metropolitan planning factors consistent with 23 CFR 450.306. The Policy Board and the MPO will comply and certify compliance with applicable federal requirements as required by [23 CFR 450.336](#), The Policy Board and the MPO also shall comply with applicable state requirements such as, but not limited to, the Freedom of Information Act requirements which affect public bodies under the Code of Virginia at [2.2-3700 et sequel](#).

Voting membership of the Policy Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- One representative participating on behalf of the State appointed by the Commonwealth of Virginia Secretary of Transportation, and
- Locally elected officials representing each County, independent City, Town or other appropriate representation within the metropolitan transportation planning area.

The individual voting representatives may be revised from time to time as designated by the respective government or agency. State elected officials may also serve on the MPO. Nonvoting members may be added or deleted by the Policy Board through a majority of all voting members. Voting and nonvoting designated membership of the Policy Board will be identified and updated on the MPO's website with contact information.

(B) The MPO Technical Committee provides technical review, supervision and assistance in transportation planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the Policy Board. This committee consists of the designated technical staff of the Policy Board members, plus other interests deemed necessary and approved by the Policy Board. The designated voting and nonvoting membership of the MPO Technical Committee will be updated by the Policy Board, and will be identified online with contact information.

(C) Regular Meetings – The Policy Board and MPO Technical Committee shall each be responsible for establishing and maintaining a regular meeting schedule for carrying out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The regular meeting schedule of each committee shall be posted on the MPO's website and all meetings shall be open to the public. Any meetings and records concerning the business of the MPO shall comply with State Freedom of Information Act requirements.

Article 3

Unified Planning Work Program (UPWP)

Transportation planning activities anticipated within the Charlottesville-Albemarle Metropolitan Planning Area during the next one or two year period shall be documented and prepared annually by the Staff and the MPO Technical Committee in accord with 23 CFR 450.308 and reviewed and endorsed by the Policy Board. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in

transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the Policy Board according to the same, full procedure as the initial UPWP.

Article 4

Participation Plan

The Policy Board shall adopt and maintain a formal, written Public Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45 day draft public review and comment period. The Participation Plan will be published and available on the MPO's website. The State may assist, upon request of the MPO and on a case by case basis, in the provision of documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies and Indian Tribal or federal public lands regarding other planning activities, thereby ensuring compliance with all sections of [23 CFR 450.316](#). The process(es) shall identify procedures for circulating or providing ready access to draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment as well as provide an opportunity for MPO consideration of such comments before formal adoption of a transportation plan or program.

Article 5

Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into the financially Constrained Long-Range Plan (CLRP)

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the State, and Public Transportation Provider(s). The CLRP shall be updated at least every five years, and address no less than a 20 year planning horizon. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders (including any intercity bus operators) with reasonable opportunities for involvement and comment as specified in 23 CFR 450.316 and in accordance with the procedures outlined in the Participation Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP.

Development of the Transportation Improvement Program (TIP)

The financially constrained TIP shall be developed by the MPO with assistance from the State and Public Transportation Provider(s). The TIP shall cover a minimum four year period and shall be updated at least every four years, or more frequently as determined by the State to coincide and be compatible with the Statewide Transportation Improvement development and approval process.

The State shall assist the MPO and Public Transportation Provider(s) in the development of the TIP by: 1) providing the project listing, planned funding and obligations, and 2) working collaboratively to ensure consistency for incorporation into the STIP. The TIP shall include any federally funded projects as well as any projects that are regionally significant regardless of type of funding. Projects shall be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The State and the Public Transportation Provider(s), assisted by the state, shall provide the MPO a list of project, program, or grouped obligations by year and phase for all the State and the public transportation projects to facilitate the development of the TIP document. The TIP shall include demonstration of fiscal constraint and may include additional detail or supporting information provided the minimum requirements are met. The MPO shall demonstrate explicit consideration and response to public input received during the development of the TIP.

Once the TIP is compiled and adopted by the Policy Board the MPO shall forward the approved TIP, MPO certification, and MPO TIP resolution to the State. After approval by the MPO and the Governor, the State shall incorporate the TIP, without change, into the STIP. The incorporation of the TIP into the STIP demonstrates the Governor's approval of the MPO TIP. Once complete, the STIP shall be forwarded by the State to FHWA and FTA for review and approval.

Article 6

Financial Planning and Programming, and Obligations

The State, the MPO and the Public Transportation Provider(s) are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.324) and program (23 CFR 450.326), as well as the development of the annual listing of obligated projects (23 CFR 450.334).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR 450.324 and 450.326 respectively with highway, public transportation and other transportation project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues

for the metropolitan planning area. The Public Transportation Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain system-level estimates of the costs and the revenue sources reasonably expected to be available to adequately operate and maintain the federal aid highways and public transportation. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report

Within 90 days after the close of the federal fiscal year the State and the Public Transportation Provider(s) shall provide the MPO with information for an Annual Obligation Report (AOR). This report shall contain a listing of projects for which federal highway and/or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the AOR in accordance with the MPO's public participation plan criteria for the TIP.

Article 7

Performance-Based Metropolitan Planning Process Responsibilities

The MPO

The MPO, in cooperation with the State and Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The MPO shall properly plan, administratively account for and document the MPO's performance based planning activities in the MPO UPWP.

Attachment B: Memorandum of Understanding

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the State(s) and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant State(s) and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the state(s) and Public Transit Provider(s) of whether the MPO: 1) has selected “to contribute toward the accomplishment” of the statewide target selected by the state, or 2) has identified and committed to meet a specific quantitative target selected by the Public Transportation Provider(s) or the MPO for use in the MPO’s planning area of Virginia.

In the event that a Virginia MPO chooses to establish a MPO-specific federal highway or transit performance measure quantitative target, then the Virginia MPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the State for the MPO-specific highway and/or transit performance measure(s). Reports from the Virginia MPOs that choose their own MPO-specific highway or transit target(s) will be due to the State no later than 21 days from the date that the MPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated MPO-specific highway target shall be sent from the Virginia MPO to the VDOT Construction District Engineer. The special report(s) for each new or updated MPO-specific transit target shall be sent from the Virginia MPO to the Department of Rail and Public Transportation. The special report(s) shall include summary documentation on the performance analyses calculation methods, baseline conditions, quantitative target(s), and applicable outcome(s) regarding the latest performance period for the MPO-specific performance measure(s). For the Virginia MPOs which agree to plan and program projects “to contribute toward the accomplishment” of each of the statewide performance measure targets, the State will conduct the performance analyses for the MPO’s metropolitan planning area in Virginia and provide online summaries for each measure such that no special report to the State will be due from these MPOs.

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area’s performance to inform the development of appropriate performance targets. The MPO may use State performance measures information and targets to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO’s

transportation performance targets, recent performance history and status will be identified and considered by the MPO's Policy Board in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest State performance measure status information available and posted online by the State regarding the metropolitan planning area at the time of the MPO's Technical Committee recommendation of the draft MPO long range plan or draft TIP.

The State

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), the State is the lead party responsible for continuous highway travel data measurement and collection. The State shall measure, collect highway data and provide highway field data for use in federal highway related performance measure analyses to inform the development of appropriate federal performance targets and performance status reports. MPO information from MPO-specific data analyses and reports might not be incorporated, referenced or featured in computations in the Virginia statewide performance data analyses or reports. The State shall provide highway analyses for recommending targets and reporting on the latest performance history and status not only on a statewide basis but also on the Virginia portions of each of Virginia's MPO metropolitan planning areas, as applicable. The findings of the State's highway performance analyses will inform the development or update of statewide targets.

Information regarding proposed statewide targets for highway safety and non-safety federal performance measures will be presented to the Commonwealth Transportation Board (CTB) at the CTB's public meetings and related documents, including, but not limited to, presentations and resolutions, will be made publicly available on the CTB website. The MPO and Public Transportation Provider(s) shall ensure that they inform the State of any special data or factors that should be considered by the State in the recommendation and setting of the statewide performance targets.

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The MPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target

adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.


The Public Transportation Provider(s)

For the metropolitan areas, Public Transportation Providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the MPO, the State and Public Transportation Provider(s) to ensure consistency with the performance targets that Public Transportation Providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Information from the Public Transportation Provider(s) on new or updated public transit asset management and safety performance targets, and data-reports on the public transit performance history and status relative to the targets is necessary for use and reference by the affected State(s) and the MPO(s). The Public Transportation Provider(s) that receive federal funds shall annually update and submit their transit asset management targets and data-reports to the FTA's National Transit Database consistent with FTA's deadlines based upon the applicable Public Transportation Provider's fiscal year. The Public Transportation Provider(s) shall notify, and share their information on their targets and data-reports electronically with the affected State(s) and MPO(s) at the time that they share the annual information with FTA, and coordinate, as appropriate, to adequately inform and enable the MPO(s) to establish and/or update metropolitan planning area transit target(s) no later than 180 days thereafter, as required by performance-based planning process.

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

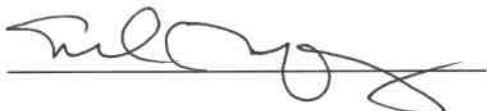


Chair
Charlottesville-Albemarle
Metropolitan Planning Organization


WITNESS BY 
DATE 7/25/18

Secretary of Transportation
Commonwealth of Virginia

WITNESS BY _____
DATE _____




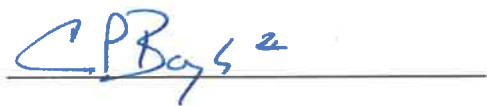
City Manager
City of Charlottesville for
Charlottesville Area Transit

WITNESS BY 
DATE 1/2/2019

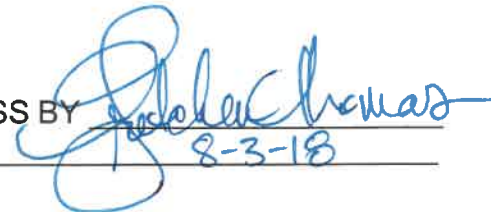


Executive Director
Jaunt, Inc.

WITNESS BY 
DATE 12/10/2018



Executive Director
Thomas Jefferson
Planning District Commission

WITNESS BY 
DATE 8-3-18



County Executive
Albemarle County

WITNESS BY Cheryl Skoer
DATE 12/17/2018

Attachment C: FTA Section 5303 and PL Funding Breakdown

FY23 – Revised March 21, 2023			
	PL	FTA	Total
Task 1: Administration	\$37,500	\$21,500	\$59,000
Reporting and Compliance with Regulations	\$14,000	\$8,000	\$22,000
Staffing Committees	\$14,000	\$8,000	\$22,000
Information Sharing	\$9,500	\$5,500	\$15,000
Task 2: Long Range Transportation Planning	\$156,338	\$81,596	\$237,934
2050 LRTP	\$88,692	\$33,000	\$121,692
OneMap	\$20,000	\$8,108	\$28,108
MPO Boundary Analysis	\$14,684	\$7,000	\$21,684
Transit Governance Study	\$0	\$30,488	\$30,488
On-call Services	\$32,962	\$3,000	\$35,962
Task 3: Short Range Transportation Planning	\$49,000	\$49,926	\$98,926
TIP	\$18,000	\$7,000	\$25,000
SMART SCALE	\$15,000	\$12,000	\$27,000
RTP, TDM, and Bike/Ped Support	\$4,000	\$8,500	\$12,500
Performance Targets	\$2,000	\$1,000	\$3,000
Regional Transit & Rail Planning	\$0	\$5,000	\$5,000
CTAC/Public Outreach/Title VI	\$10,000	\$16,426	\$26,426
TOTAL	\$242,838	\$153,022	\$395,860



Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water Street, Charlottesville, VA 22902 www.tjpd.org

(434) 979-7310 phone • info@tjpd.org email

Resolution of Approval for an Amendment to the CA-MPO's Fiscal Year 2023 Unified Planning Work Program (UPWP)

WHEREAS, The Unified Planning Work Program (UPWP) provides a mechanism for coordinating transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) provides a forum for conducting a continuing, comprehensive, and coordinated (3-C) transportation decision-making process among the City of Charlottesville, County of Albemarle, UVA, Jaunt, CAT, DRPT and VDOT officials; and

WHEREAS, the UPWP identifies all activities to be undertaken in the CA-MPO area for fiscal year 2023; and

WHEREAS, the MPO Policy Board approved the original Fiscal Year 2023 UPWP on May 25, 2022 and approved a revision to the Fiscal Year 2023 UPWP on September 28, 2022; and

WHEREAS, the MPO approved consultant expenses of \$105,000 to support the development of the 2050 Long Range Transportation Plan as part of the Fiscal Year 2023 UPWP; and

WHEREAS, the development of the 2050 Long Range Transportation Plan will be completed in Fiscal Year 2024; and

WHEREAS, the amount of consultant expenses in support of the development of the 2050 Long Range Transportation Plan expected to be incurred in Fiscal Year 2023 is estimated to be \$32,357; and

WHEREAS, the remaining contract balance for the consultant expenses in the amount of \$72,643 will be incurred in Fiscal Year 2024; and

WHEREAS, due to the uncertainty of outstanding grant application awards, the TJPDC wishes to de-obligate an additional \$32,357 from the Fiscal Year 2023 Unified Planning Work Program budget to make available for planned Fiscal Year 2024 work products; and

WHEREAS, the total de-obligation amount of PL funding is \$105,000; and

WHEREAS, staff from the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) reviewed the amendments to the Fiscal Year 2023 UPWP;

NOW, THEREFORE BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) approves the amendments to the Fiscal Year 2023 Unified Planning Work Program and associated budget to de-obligate \$105,000 in PL funding from the Fiscal Year 2023 and actively roll that funding into the Fiscal Year 2024 Unified Planning Work Program budget.

Adopted this 21st day of March, 2023 by the Policy Board of the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

Brian Pinkston, Chair
Charlottesville-Albemarle
MPO Policy Board

Date

Memorandum

To: CA-MPO Policy Board
From: Sandy Shackelford, Director of Planning & Transportation
Date: March 14, 2023
Reference: Draft FY24 Unified Planning Work Program

Purpose:

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2024. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Background:

Based on ongoing initiatives that CA-MPO staff has been pursuing in coordination with discussions occurring with the MPO committees as well as federal and state agency priorities, MPO staff have prepared the draft FY24 UPWP for consideration. The proposed FY24 UPWP includes a number of required activities, as well as the completion of activities that were initiated in FY23 and will be carried over into FY24, such as the review of the MPO boundaries based on updated 2020 Census Data and the completion of the 2050 Long Range Transportation Plan.

Additional work tasks added to the FY24 include ongoing support for the completion of the Regional Transit Governance Study, as well as staff support for any next steps that are needed to support the implementation of associated recommendations. The draft FY24 UPWP also indicates project management and coordination support for the development of the regional and multi-jurisdictional Comprehensive Safety Action Plan and the required Commuter Assistance Program Strategic Plan. Funding allocations for both of these tasks are also included in the draft Rural Transportation Work Program. There is also a task to support the update to the regional Travel Demand Model that is maintained by VDOT.

Ongoing tasks supporting the administration of the MPO program largely reflect similar levels of spending as seen in previous years. There is additional PL funding allocated to the Information Sharing task to support an update to the CA-MPO website to more consistently conform to the style of the previously updated TJPDC website.

The on-call services/contingency task will support the ongoing development of an on-call program as well as provide flexibility for MPO staff to provide technical assistance or general support for projects that may be of interest to the region but are not identified at this time.

The Short Range Planning tasks reflect the ongoing support of the MPO staff in preparing/submitting SMART SCALE applications, coordination with the state and local jurisdictions, meeting federal reporting requirements, and providing ongoing public outreach and engagement consistent with federal requirements.

Recommendation:

This FY24 Draft UPWP has been prepared for review and discussion. General feedback is requested, but no action is needed at this time. The final FY24 UPWP will need to be approved by the Policy Board at their regular meeting scheduled for May 24, 2023.

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

FY24 – Draft UPWP			
	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		
Travel Demand Model Update	\$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



Unified Planning Work Program (UPWP)

Fiscal Year 2024
July 1, 2023 – June 30, 2024
Approved May 24, 2023



Preface

Prepared on behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CAMPO) by the staff of the Thomas Jefferson Planning District Commission (TJPDC) through a cooperative process involving the City of Charlottesville and the County of Albemarle, Charlottesville Area Transit (CAT), Jaunt, University of Virginia (UVA), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this work program was financially aided through grants from FHWA, FTA, DRPT, and VDOT.

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INTRODUCTION

Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2022. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

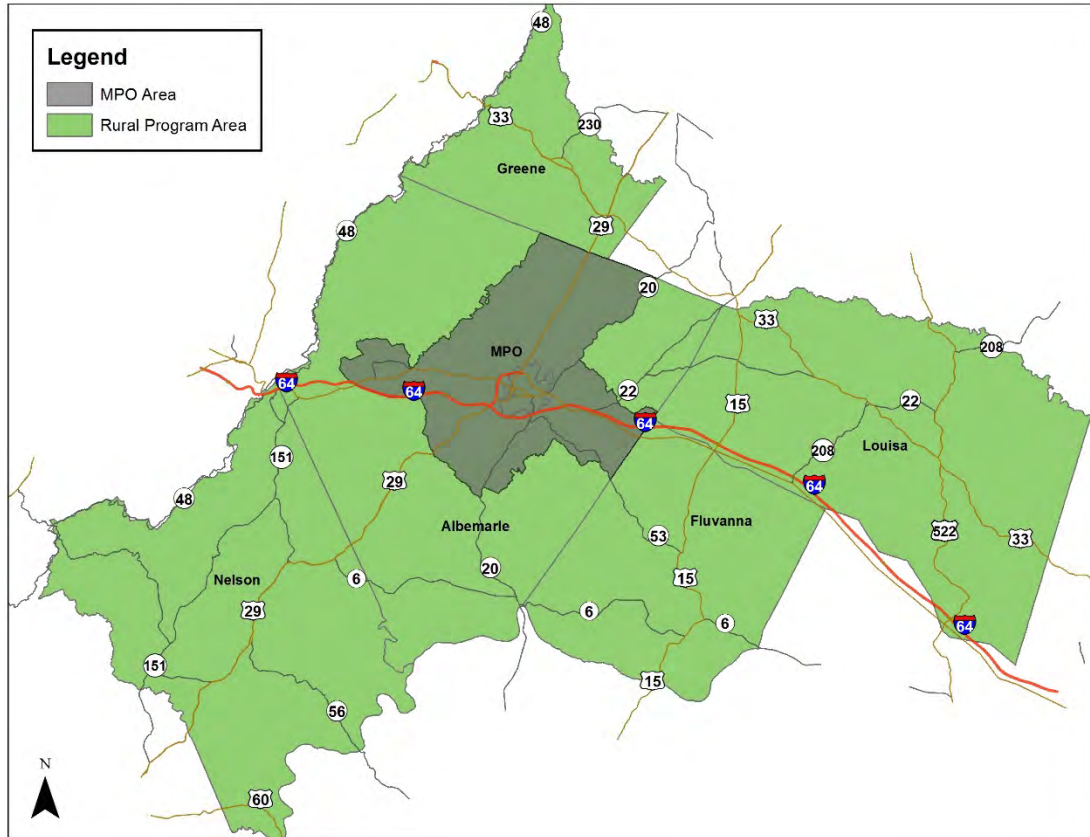
Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City of Charlottesville, County of Albemarle, University of Virginia (UVA), Jaunt, Charlottesville Area Transit (CAT), Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) officials. In 1982, Charlottesville and Albemarle officials established the MPO in response to a federal mandate through a memorandum of understanding signed by the Thomas Jefferson Planning District Commission (TJPDC), Jaunt, VDOT and the two localities. The same parties adopted a new agreement on July 25, 2018 (Attachment B).

The MPO conducts transportation studies and ongoing planning activities, including the Transportation Improvement Program (TIP), which lists road and transit improvements approved for federal funding, and the 25-year long range plan for the overall transportation network, which is updated every five years. Projects funded in the TIP are required to be in the long-range plan.

The policy making body of the CA-MPO is its Board, consisting of two representatives from the City of Charlottesville and two representatives from Albemarle County. A fifth representative is from the VDOT Culpeper District. Non-voting members include DRPT, CAT, Jaunt, UVA, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), the Thomas Jefferson Planning District Commission, and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPDC, which works in conjunction with partner and professional agencies, to collect, analyze, evaluate and prepare materials for the Policy Board and MPO Committees at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

The MPO area includes the City of Charlottesville and the portion of Albemarle County that is either urban or anticipated to be urban within the next 20 years. In 2013, the MPO boundaries were updated and expanded to be more consistent with 2010 census data. The Commonwealth's Secretary of Transportation approved these new boundaries in March 2013. A map of the MPO area appears on the next page:



Relationship of UPWP to Long Range Transportation Planning

The MPO develops its UPWP each spring. It outlines the transportation studies and planning efforts to be conducted during the upcoming fiscal year (July 1 – June 30). The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law requires the MPO to address eight basic planning factors in the metropolitan planning process. These eight planning factors are used in the development of any plan or other work of the MPO, including the Work Program, and are as follows:

- *Economic Vitality*: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety*: Increase the safety of the transportation system for motorized and non-motorized users;
- *Security*: Increase the security of the transportation system for motorized and non-motorized users;
- *Accessibility/Mobility*: Increase the accessibility and mobility of people and freight;
- *Environmental Quality*: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *Connectivity*: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- *Efficiency*: Promote efficient system management and operation; and,
- *Maintenance*: Emphasize the preservation of the existing transportation system.

MPO Transportation Infrastructure Issues and Priorities

In addition to the eight planning factors identified by FHWA and FTA, the issues listed below (in no particular order) have been identified by the MPO, its transportation planning partners, and the public throughout the metropolitan planning process. These issues are interconnected components of effective regional transportation planning, and collectively create the planning priorities facing the CA-MPO that will be addressed through the Work Program tasks and deliverables.

The following issues call for a need to:

- Expand and enhance transit, transportation demand management strategies including ridesharing services, and parking strategies to provide competitive choices for travel throughout the region;
- Improve mobility and safety for the movement of people and goods in the area transportation system;
- Improve strategies to make the community friendly to bicycles and pedestrians, particularly the mobility and safety of bicyclists and pedestrians, as well as access to transit, rail and transit/rail facilities;
- Take more visible steps to better integrate transportation planning with local government land use plans, with a goal of creating patterns of interconnected transportation networks and long-term multimodal possibilities such as non-vehicular commuter trails, intercity rail, and right-of-way corridors for bus ways;
- Ensure that new transportation networks are designed to minimize negative impacts on the community and its natural environment, and to save money;
- Encourage public involvement and participation, particularly addressing environmental justice and Title VI issues;¹ and
- Improve the understanding of environmental impacts of transportation projects and identify opportunities for environmental mitigation.

Public Participation/Title VI and Environmental Justice

The MPO makes every effort to include minority, low-income, and limited-English speaking populations in transportation planning. Throughout this document there are several tasks that specifically discuss the MPO's efforts to include these populations. In addition to the UPWP, the MPO also maintains a Public Participation Plan and a Title VI/Environmental Justice Plan. Both plans specify that the MPO must post public notices in key locations for low-income, minority and limited-English speaking populations. Both plans state that the MPO must make all official documents accessible to all members of our community. The Title VI/Environmental Justice Plan also outlines a complaint process, should a member of these specialized populations feel as though they have been discriminated against. These documents work in tandem with the UPWP to outline the MPO's annual goals and processes for regional transportation planning.

Funding

Two federal agencies fund the MPO's planning activity. This includes FHWA's funds, labeled as

¹ The 1994 Presidential Executive Order directs Federal agencies to identify and address the needs of minority and low-income populations in all programs, policies, and activities.

“PL,” and FTA, labeled as “FTA.” The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c process. The CA-MPO budget consist of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials “SPR.” The total budget for SPR items reflects 80% federal funds and 20% state funds. *Attachment A* shows the tasks to be performed by VDOT’s District Staff, utilizing SPR funds. VDOT’s Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance and support for the federally-mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. DRPT staff also participates actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the MPO process.

The following tables provide information about the FY24 Work Program Budget. These tables outline the FY24 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Administration (Task 1), Long Range Planning (Task 2), and Short-Range Planning (Task 3). More detailed budget information is included with the descriptions of the task activities.

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 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	14.32%	65.39%	20.30%	100%
PL+FTA Total	\$74,000	\$337,954	\$104,900	\$516,854
FY-24 PL Funding	\$52,500	\$137,144	\$68,000	\$257,644
FY-23 PL Active Rollover	\$0	\$105,000	\$0	\$105,000
FY-22 PL Passive Rollover	\$0	\$25,170	\$0	\$25,170
PL Total	\$52,500	\$267,314	\$68,000	\$387,814
FY-24 FTA Funding	\$21,500	\$70,640	\$36,900	\$129,040
FTA Total	\$21,500	\$70,640	\$36,900	\$129,040
VDOT SPR	\$50,000	\$60,000	\$60,000	\$170,000
Total FY24 Work Program	\$124,000	\$397,954	\$164,900	\$686,854

Highlights of FY23 UPWP

The CA-MPO conducted several projects and initiatives in FY22. Below are highlights from that year, helping to give context for the FY21 activities.

SMART SCALE

The SMART SCALE process scores and ranks transportation projects, based on an objective analysis that is applied statewide. The legislation is intended to improve the transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide the maximum benefits for tax dollars spent. In FY23, CA-MPO staff supported the development and application of eight SMART SCALE projects, two of which were recommended to receive funding. CA-MPO staff also began the process of identifying projects for consideration in upcoming SMART SCALE grant applications

2050 Long Range Transportation Plan

MPO staff began the five-year update of the Long Range Transportation Plan (LRTP). MPO staff continued to meet with consultants procured through an Office of Intermodal Planning and Investment Growth and Accessibility Planning Technical Assistance grant to develop a project prioritization tool to evaluate regional transportation system needs. Staff began the process of developing goals and objectives to establish the framework for prioritizing system needs and projects. The work on the LRTP will continue into FY 2024.

Bicycle and Pedestrian Planning

MPO staff has continued coordinating monthly meetings to discuss issues of interest for bicycle and pedestrian planning. Staff also worked to coordinate with UVA, Albemarle County, and the City of Charlottesville to complete the OneMap project, developing a single map of bicycle and pedestrian infrastructure throughout the region to inform multi-modal planning efforts.

Regional Transit Planning

MPO staff has continued their involvement in overseeing the Regional Transit Partnership. In FY23, staff worked with consultants to complete the Regional Transit Vision Plan and began work on a Transit Governance Study through a DRPT Technical Assistance Grant. The Regional Transit Governance Study will provide guidance on the appropriate governing and funding structure for a transit authority. The completion of the Transit Governance Study will occur in FY24.

Transportation Improvement Program (TIP)

MPO staff developed the FY24-FY27 TIP in collaboration with VDOT, DRPT, Jaunt, and CAT.

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the

prioritization of TIP and Long-Range Transportation Plan projects. In FY23, the MPO Policy Board voted to adopt safety targets based on regionally-specific trends, and adopted the statewide targets for transit asset management, system performance, and infrastructure conditions.

Grant Applications

MPO staff prepared an application and was awarded a federal grant to develop a Comprehensive Safety Action Plan through the Safe Streets and Roads for All program. The work the MPO is completing through the grant is further bolstered through VDOT's Highway Safety Improvement Program (HSIP). A safety analysis will begin in late FY23 and work through the grant will begin in FY24.

MPO staff also prepared applications for federal funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to complete the preliminary engineering phase of a bicycle and pedestrian bridge across the Rivanna River and through the 5310 Mobility Management Program to develop a regional one-call-one-click center to provide support for seniors and individuals with disabilities to access transportation services.

Title VI/Public Participation

In FY23, MPO Staff continued improving implementation of the Title VI plan in conformance with feedback received from VDOT.

FY24 UPWP Activities by Task

Task 1: Administration

Total Funding: \$74,000

PL Funding: \$52,500

FTA Funding: \$21,500

A) Reporting and Compliance with Regulations

PL Funding: \$14,000

FTA Funding: \$8,000

There are several reports and documents that the MPO is required to prepare or maintain, including:

- FY24 Unified Planning Work Program Implementation;
- FY25 Unified Planning Work Program Development;
- Monthly progress reports and invoices; and,
- Other funding agreements.

TJPDC staff will also provide for the use of legal counsel, accounting and audit services for administering federal and state contracts.

End Products:

- Complete annual Unified Planning Work Program (UPWP) process;
- Administer Grants and other funding;
- Execute project agreements, along with related certifications and assurances; and,
- Complete invoicing, monthly billing, and progress reports.

B) Staffing Committees

PL Funding: \$14,000

FTA Funding: \$8,000

TJPDC staff is responsible for staffing the MPO Policy Board and Committees. These efforts include preparation of agendas, minutes, and other materials for the committees listed below. The MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- MPO Policy Board;
- MPO Technical Committee;
- Regional Transit Partnership (RTP); and,
- Additional committees as directed by the MPO Policy Board.

End Products:

- Staff committees;
- Maintain memberships on committees;
- Issue public notices and mailings; and,
- Maintain committee information on the TJPDC/MPO Website.

C) Information Sharing

PL Funding: \$24,500

FTA Funding: \$5,500

The MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. MPO staff will provide data and maps to State and Federal agencies, localities and the public as needed. Staff will also contribute articles to TJPDC's newsletters and Quarterly Report. The CA-MPO will continually monitor and report on changes to Federal and State requirements related to transportation planning and implementation policies. Staff will attend seminars, meetings, trainings, workshops, and conferences related to MPO activities as necessary. Staff will assist local, regional and State efforts with special studies, projects and programs. Staff will also conduct ongoing intergovernmental discussions; coordinate transportation projects; and attend/organize informational meetings and training sessions. MPO staff will attend additional meetings with local planning commissions and elected boards to maintain a constant stream of information with local officials to include transportation, transit and environmental topics.

Additional funding is provided in this task to complete a comprehensive overhaul of the CA-MPO website, consistent with the recent updates to the TJPDC website. This update will allow staff to manage the website content more directly, as well as provide continuity among the TJPDC's program areas.

End Products:

- Continue to review and update facts and figures;
- Provide technical data, maps and reports to planning partners;
- Attend local planning commission meetings as needed;
- Attend City Council and Board of Supervisors meetings as needed;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects
- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Hold annual joint-MPO Policy Board meeting with the Staunton-Augusta-Waynesboro MPO and propose meetings with Lynchburg MPO.
- Maintain the TJPDC's social media; and,
- Maintain and update the MPO Website.

Task 2: Long Range Transportation Planning

Total Funding: \$337,954

PL Funding: \$267,314

FTA Funding: \$70,640

A) 2050 Long Range Transportation Plan

PL Funding: \$142,643

FTA Funding: \$36,000

The CA-MPO will continue its development of the 2050 Long Range Transportation Plan

(LRTP) in FY24. In FY23, CA-MPO procured a consultant team to support the development of the plan and completed the process of developing a project prioritization process through a technical assistance grant awarded by the Office of Intermodal Planning and Investment. In FY23, CA-MPO developed the goals and objectives for the plan, completed the regional demographic analysis, and began public engagement initiatives. The development of the LRTP will be completed by May of 2024.

End Products:

- Continue public engagement of the plan goals and objectives to determine system needs and project priorities and receive feedback on project priorities;
- Develop a list of candidate projects for evaluation;
- Develop constrained budget and needs identification framework;
- Identify priority projects for implementation and future study;
- Prepare final plan for review, comment, and adoption.

B) Comprehensive Safety Action Plan

PL Funding: \$30,000

FTA Funding: \$0

In FY23, the TJPDC applied for and was awarded a Safe Streets and Roads for All discretionary grant to develop a Comprehensive Safety Action Plan for all jurisdictions within the TJPDC region. To best leverage the funding for the grant, the TJPDC staff will provide additional support for the development of this safety action plan through both the Unified Planning Work Program and the Rural Work Program. The Comprehensive Safety Action Plan will develop a better understanding of crash risk factors throughout the regional transportation system, and identify strategies specific to improving safety outcomes taking a multi-faceted approach that includes infrastructure improvements, enforcement practices, information sharing, education.

The Comprehensive Safety Action Plan will consider the safety needs for all modes of transportation and will include significant public outreach as part of the scope, allowing strong emphasis on equity considerations in developing recommended priorities. This activity demonstrates compliance with the required Complete Streets planning activities found in IJA/BIL § 11206. The completion of the Comprehensive Safety Action Plan is estimated to be completed FY25.

End Products:

- Analysis of regional crash data detailing the high injury networks and multi-modal system deficiencies to provide better understanding of factors that contribute to crashes developed in support with VDOT's Highway Safety Improvement Program;
- The establishment of a stakeholder group to provide feedback on planning process and considerations;
- Development of a public engagement strategy to conduct robust and comprehensive outreach throughout the region;
- Development of final project scope and procurement of consultants to support the analysis of data and feedback and develop recommended strategies;
- Prioritized strategies for each locality, as well as regional priorities; and
- Template for ongoing monitoring and reporting of regional safety data.

C) CA-MPO Boundary Analysis

PL Funding: \$8,000

FTA Funding: \$4,000

The 2020 Census data necessitates a need to review the MPO boundary and determine if any adjustments need to be made based on the most recent data and potential changes in rule-making for how MPO boundaries are determined. Changes to the eligible urbanized areas were indicated in late FY23. A review of those adjustments and an assessment of impacts to the MPO boundaries will be completed in FY24.

End Products:

- A map of the eligible boundary area based on 2020 Census data;
- A report summarizing a request to change the MPO boundaries, if merited by a review of data;
- Updates with the MPO Committees with findings;
- Coordination meetings with stakeholders if adjustments are merited;
- Formal request for action from the Governor’s Office; and
- Any revisions to policies or by-laws needed based on outcomes from the boundary analysis.

D) Transit Governance

PL Funding: \$0

FTA Funding: \$27,640

The Thomas Jefferson Planning District Commission was awarded a Technical Assistance grant from the Department of Rail and Public Transportation in FY23 to conduct a governance study of the regional transit system. The governance study follows the completion of the Regional Transit Vision Plan and is intended to provide recommendations on the appropriate governance structure needed to implement the recommendations identified during the visioning process. This task will support the completion of the Regional Transit Governance Study as well as support any needed next steps towards the implementation of a recommended governance structure.

End Products:

- A review of the existing transit agencies and operations that participate in the regional transit system in the Thomas Jefferson Planning District;
- A review of the existing Regional Transit Authority legislation and an analysis of its strengths and weaknesses;
- A review of funding opportunities and recommended funding scenarios to support the implementation of recommendations identified in the Regional Transit Vision Plan;
- Alternative governance structures that could be developed to oversee the implementation of recommendations identified as part of the regional transit visioning process; and
- Coordination needed for the implementation of recommended next steps.

E) Commuter Assistance Program Strategic Plan

PL Funding: \$11,000

FTA Funding: \$0

The TJPDC's commuter assistance program, RideShare, is required to complete a Strategic Plan in FY24. The goal of the RideShare program is to promote the use of non-single occupancy vehicle forms of transportation. The TJPDC has applied for a technical assistance grant to retain a consultant, and the TJPDC will provide staffing support to develop elements of the Strategic Plan through both the Rural Work Program and the Unified Planning Work Program.

End Products:

- Selection and management of a technical consultant;
- An analysis of existing RideShare program operations;
- Stakeholder outreach to include meetings with stakeholder groups and/or surveys;
- Commuter data and markets analysis; and
- Development of a final Strategic Plan meeting DRPT requirements.

F) Travel Demand Model Update

PL Funding: \$20,000

FTA Funding: \$0

VDOT maintains and update the regional travel demand model for the Charlottesville-Albemarle MPO area. Following the required schedule, CA-MPO's model will be updated beginning in FY24. MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model.

- Coordinate meetings between local and state stakeholders related to model assumptions and data needs;
- Support the collection and gathering of regional data, as needed;
- Coordinate with local government staff to provide feedback on growth projections and land use decisions; and
- Review drafts of the travel demand model and provide feedback on any requested changes.

G) On-call Services/Contingencies

PL Funding: \$55,671

FTA Funding: \$3,000

MPO, VDOT, and local staff will be available to conduct transportation studies, data collection, and planning efforts as requested by our planning partners, including projects focusing on transportation system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements. MPO staff began exploring an on-call consultant program in FY23 to provide efficient access to technical consultants as needed, realizing that legal support would be needed to successfully implement an on-call program that could be extended to local governments.

This task will also be used to support the development of grant applications that may present themselves outside of the normal application cycles.

- Transportation study or planning effort, as requested, that can be used as a basis for

- implementing short-term and long-term transportation solutions;
- Development and submission of grant applications;
- Development of desired services that an on-call consultant program can provide; and
- A contract or contracts with consultant(s) procured to provide on-call services to the MPO, TJPDC, and/or partner localities.

Task 3: Short Range Planning

Total Funding: \$104,900

PL Funding: \$68,000

FTA Funding: \$36,900

A) Transportation Improvement Program (TIP)

PL Funding: \$5,000

FTA Funding: \$2,000

There are a number of federal-aid highway programs (i.e. administered by FHWA) which, in order to be eligible for use by the implementing agency, must be programmed in the TIP. Similarly, there are funds available under federal-aid transit programs (i.e. administered by FTA) which, in order to be used, must also be programmed in the TIP. In fact, any federally-funded transportation projects within the MPO must be included in the TIP, including transit agency projects. Project descriptions include: implementing agency; location/service area; cost estimates; funding sources; funding amounts actual or scheduled for allocation; type of improvement, and; other information, including a required overall financial plan.

MPO staff prepared the FY24-FY27 TIP adopted by the Policy Board in FY23. This task will support the ongoing maintenance and update of the developed TIP.

End Products:

- Process the Annual Obligation Report;
- Process TIP amendments and adjustments; and
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations.

B) SMART SCALE & Other Grant Planning and Support

PL Funding: \$35,500

FTA Funding: \$10,400

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare those projects for Round 6 applications.

End Products:

- Provide regular updates to the MPO committees regarding the process of developing SMART SCALE applications for Round 6;
- Support application development through coordination with VDOT pipeline projects and evaluation of previously identified high-priority projects that remain unfunded;
- Hold a regional meeting to coordinate SMART SCALE project submittals from the member localities and MPO;

- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs.

C) Travel Demand Management (TDM), Regional Transit Partnership (RTP), and Bike/Ped Support

PL Funding: \$8,500

FTA Funding: \$8,500

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. The RTP has been established to provide a venue for continued communication, coordination, and collaboration between transit providers, localities and citizens. These programs, along with continued support for bike and pedestrian travel, support regional TDM efforts. TDM has been, and will continue to be, included in the long-range transportation planning process.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in MPO;
- Staff Regional Transit Partnership meetings;
- Address immediate transit coordination needs;
- Formalize transit agreements;
- Improve communication between transit providers, localities and stakeholders;
- Explore shared facilities and operations for transit providers;
- Provide continued support to coordinating bike/ped planning activities between the City of Charlottesville, Albemarle County, UVA and with the rural localities;
- Continue to assess the need for a Regional Transit Authority; and
- Per the Strategic Plan, integrate TDM into all MPO recommendations and projects.

D) Performance Targets

PL Funding: \$2,000

FTA Funding: \$1,000

MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set targets for their regions based on the state targets and trend data provided by the state. The CA-MPO will need to set and document the regional safety and performance targets adopted.

End Products:

- Prepare workbook and background materials for MPO committees and Policy Board to review;
- Facilitate discussion of performance targets with the MPO committees and Policy Board;
- Complete all documentation notifying the state of the adopted safety and performance targets; and
- Update the TIP when updated performance targets are adopted.

E) Regional Transit and Rail Planning

PL Funding: \$0

FTA Funding: \$5,000

There is high regional interest in improving transit and passenger rail for the Charlottesville-Albemarle urbanized areas. This task supports the engagement of the CA-MPO with the state and intra-regional stakeholders in transit and rail planning.

End Products:

- Participate in statewide initiatives to expand and improve transit and rail service to the Charlottesville region; and
- Prepare and submit planning and implementation grant applications for transit and rail projects as opportunities are identified.

H) CTAC, Public Participation, and Title VI

PL Funding: \$17,000

FTA Funding: \$10,000

TJPD staff will participate in and help develop community events and educational forums such as workshops, neighborhood meetings, local media, and the MPO web page. Staff will also participate in and act upon training efforts to improve outreach to underserved communities, such as low-income households, people with disabilities, minority groups, and limited English-speaking populations, including maintenance and implementation of the agency Title VI Plan. The TJPD will continue to staff the Citizens Transportation Advisory Committee, which is an important conduit for receiving feedback and input on the efficacy of public outreach and engagement efforts.

End Products:

- Utilize a broad range of public engagement strategies to disseminate information on transportation planning efforts and processes;
- Develop programs to better inform the public about transportation planning and project development;
- Demonstrate responsiveness to public input received during transportation planning processes;
- Review Title VI/Environmental Justice Plan as needed;
- Review Public Participation Plan as needed;
- Implement processes in compliance with Title VI Plan, Environmental Justice Plan, and Public Participation Plan;
- Review information on website for accessibility and understandability;
- Continue to investigate methods to increase participation from historically underserved communities;
- Provide proper and adequate notice of public participation activities; and
- Provide reasonable access to information about transportation issues and processes in paper and electronic media.

Task 4: Contracted Projects and Studies

A) Coordinate and support the following projects:

- Coordinate, manage, and implement the Regional Transit Governance Study for the CA-MPO and TJPDC region.
- Coordinate, manage, and implement the completion the U.S. Department of Transportation Safe Streets and Roads for All grant to develop a Comprehensive Safety Action Plan for each locality throughout the CA-MPO and TJPDC region.
- Coordinate, manage, and implement the U.S. Department of Transportation RAISE grant to complete the preliminary engineering phase of the Rivanna River Bicycle and Pedestrian Bridge if awarded.

B) Explore opportunities for contracted project and studies.

Topical areas may include:

- Coordination between affordable housing and connectivity needs.
- Improving coordination with locality staff and elected officials.
- Implementing recommendations from the regional transit planning studies.

Public Participation Process

Review and Approval of Tasks

MPO Policy Board:

- Initial Draft provided March 21st, 2023
 - Final Approval May 24th, 2023
-

Online Posting

Posted as part of MPO meeting agenda for March 21st, 2023

Posted on TJPDC.org: May 2nd, 2022 for 15 day public comment period

State Review

Draft submittal for VDOT review/comment: March 13th, 2023

Draft submittal for DRPT review/comment: March 13th, 2023

Review of Final FY24 UPWP

MPO Technical Committee: May 17th, 2022

Citizen Transportation Advisory Committee (CTAC): May 18th, 2022

MPO Policy Board: May 25^h, 2022

Glossary of Acronyms

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

3-C Planning Process	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
AADT	Annual Average Daily Traffic
BRT	Bus Rapid Transit
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
EV	Electric Vehicle
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
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission

FY24 Unified Planning Work Program - Draft

TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
Work Program	Unified Planning Work Program (also referred to as UPWP)

Appendix

Attachment A: Tasks Performed by VDOT

Attachment B: Memorandum of Understanding (2019)

Attachment C: FTA Section 5303/PL Funding Breakdown

Attachment D: Resolution



March 21, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Re: Virginia Department of Rail and Public Transportation Application for the Federal Railroad Administration's Corridor Identification and Development Program Commonwealth Corridor

Dear Secretary Buttigieg:

This letter is to express the support of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) for the Virginia Department of Rail and Public Transportation's (DRPT) submission of an application for the Federal Railroad Administration (FRA) Corridor Identification and Development (CID) Program for the Commonwealth Corridor, an east-west passenger rail corridor in Virginia that connecting the Hampton Roads region, including Norfolk and Newport News, with the Richmond region, Charlottesville, and Southwest Virginia. The Commonwealth Corridor will encompass existing state-sponsored passenger rail service connecting Hampton Roads to the Richmond/Petersburg area, with future plans to fill the gap in passenger rail service between Richmond and Charlottesville along the freight route operated by Buckingham Branch Railroad. The intent is to eventually provide east-west service across Virginia in a single seat.

A passenger rail connection between Charlottesville and Richmond will increase the convenience of rail as an affordable mode of transportation and improve access to goods, services, and economic opportunities in Richmond and Hampton Roads for residents of Charlottesville and the surrounding region. Increased passenger rail travel efficiency will benefit those traveling to Charlottesville from outside of the region to access destinations such as the University of Virginia, top-ranking medical specialty services, and historical resources such as Thomas Jefferson's Monticello.

Improved comfort and convenience of passenger rail into and out of the Charlottesville region will encourage its use as an alternative to reliance on single occupancy vehicles to travel into or out of the region, supporting climate action goals adopted by both the City of Charlottesville and Albemarle County. Furthermore, supporting the state's passenger rail initiatives to improve travel to or through Charlottesville is explicitly stated in the Charlottesville Comprehensive Plan adopted in 2021.

Please accept this letter of recommendation as an indication of support from CA-MPO for DRPT's application for the FRA CID Program for the Commonwealth Corridor. We thank you for your consideration and support of multimodal transportation options.

Sincerely,

Brian Pinkston
Chair, CA-MPO Policy Board

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: March 8, 2023
Reference: Smart Scale Round 6 Preparation Update

Purpose:

In 2020, the MPO implemented a new process to develop SMART SCALE project applications which included early identification of up to two MPO projects that may need additional engagement prior to submission. This process was implemented for the first time in preparation for SMART SCALE Round 5 applications. The Rivanna River Bicycle and Pedestrian Crossing was identified as needing additional engagement, and MPO staff were able to facilitate an extensive public engagement effort that was used to inform the development of the final project application.

Project Background:

The MPO has worked through funding applications for all MPO-indicated projects included on the Constrained List of the 2045 Long Range Transportation Plan. A summary of previously submitted, but unfunded projects is included at the end of this memo for review. Of the projects that remain a high priority, the roundabout at District Avenue, the 5th Street project, and the Rivanna River Bicycle/Pedestrian Bridge could be evaluated for opportunities to submit in additional rounds.

Based on the Round 5 project scores, the roundabout at District Avenue stands the best chance of being funded in future SMART SCALE rounds (of the projects on the constrained list, not funded in previous rounds). This project remains a high priority for Albemarle County and should be considered for application by either the MPO or Albemarle County.

The MPO's 5th Street project application did not score particularly well due to a low benefit score, however improvements along the 5th Street corridor remain an important safety priority for Albemarle County and the City of Charlottesville. If the MPO wanted to consider reapplying for this project in Round 6, the scope of the project could be evaluated to determine adjustments that may yield a more competitive application.

Finally, the Rivanna River Bicycle and Pedestrian Crossing remains a regional priority and it scored well in Round 5 with a high benefit score. However, additional work needs to be completed outside of the SMART SCALE application process in order for the project to be competitive for state funding. The TJPDC submitted a US Department of Transportation RAISE grant for funding to complete the Preliminary Engineering phase of the project. RAISE grant awards will be announced by the end of June, 2023. RAISE

is a highly competitive national program, so even if the project is unsuccessful in the first attempt, it may be beneficial to re-apply in subsequent application cycles.

In addition to the work of the MPO and the local governments to develop SMART SCALE project applications, VDOT is also initiating new pipeline projects to evaluate potential improvements along two different segments of Route 250 in Albemarle County. The first will be looking at the interchange of Route 250 and Barracks Road, and the second will be looking at a section of Ivy Road that includes the Route 250 interchange. These pipeline projects will be managed by VDOT for the purposes of identifying recommendations that could be submitted by the MPO, TJPDC, and/or Albemarle County as SMART SCALE applications in the upcoming application cycle.

The MPO has worked through submitting the high priority projects identified in the 2045 Long Range Transportation Plan. The projects referred to in this memo have either already been through a public planning process or will be undergoing a VDOT-driven public planning process as part of the pipeline studies. Therefore, the MPO staff capacity for SMART SCALE may be best directed towards supporting VDOT's pipeline studies and working to further develop previous project applications into more competitive projects rather than undertaking intensive engagement on an additional project. This would allow the MPO staff to have some flexibility to coordinate with the localities on specific project applications once the recommendations from the pipeline studies are developed.

Recommendation:

No formal action is requested at this time, however, staff is looking for feedback and general consensus from the policy board on this approach.

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

Unfunded Projects from SMART SCALE Round 5					
ORGANIZATION	DESCRIPTION	TOTAL COST	BENEFIT SCORE	SMART SCALE SCORE	Notes
CA-MPO	District Avenue Roundabout (at Hydraulic Road)	\$20,051,997	9.22	4.6	Scored well; Barely missed being funded; Could be resubmitted
CA-MPO	Rivanna River Bicycle and Pedestrian Bridge Crossing	\$42,115,788	13.35	3.17	High benefit score, but also high cost; Could be resubmitted if there are no other projects; Will know about RAISE Grant at end of June.
CA-MPO	Fifth Street Extended Multimodal Improvements	\$22,788,588	3.83	1.68	Low benefit score, but high community interest in improving 5th Street; Would need to adjust scope.
TJPDC	US250/Rolkin Road Pedestrian Improvements	\$11,927,213	4.66	3.91	
TJPDC	US250/Milton Road Intersection Improvements	\$9,757,582	1.6	1.64	Low benefit score
TJPDC	US250/Louisa Road (Route 22) Intersection Improvements	\$10,986,125	0.85	0.78	Low benefit score

Unfunded Projects from SMART SCALE Round 4					
ORGANIZATION	DESCRIPTION	TOTAL COST	BENEFIT SCORE	SMART SCALE SCORE	Notes
CA-MPO	Hillsdale South Extension	\$34,314,082	12.95	3.78	Part of 29 Solutions recommendations. On the Constrained Roadway List, but high cost. May be desirable to re-evaluate the broader area once other Hydraulic projects are implemented.
TJPDC	US29/ Frays Mill/ Burnley Station Intersection Improvements	\$11,076,070	1.13	1.02	Low benefit score

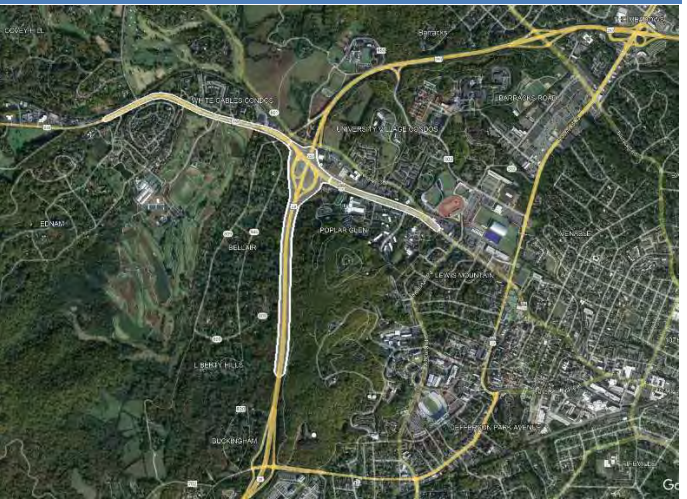
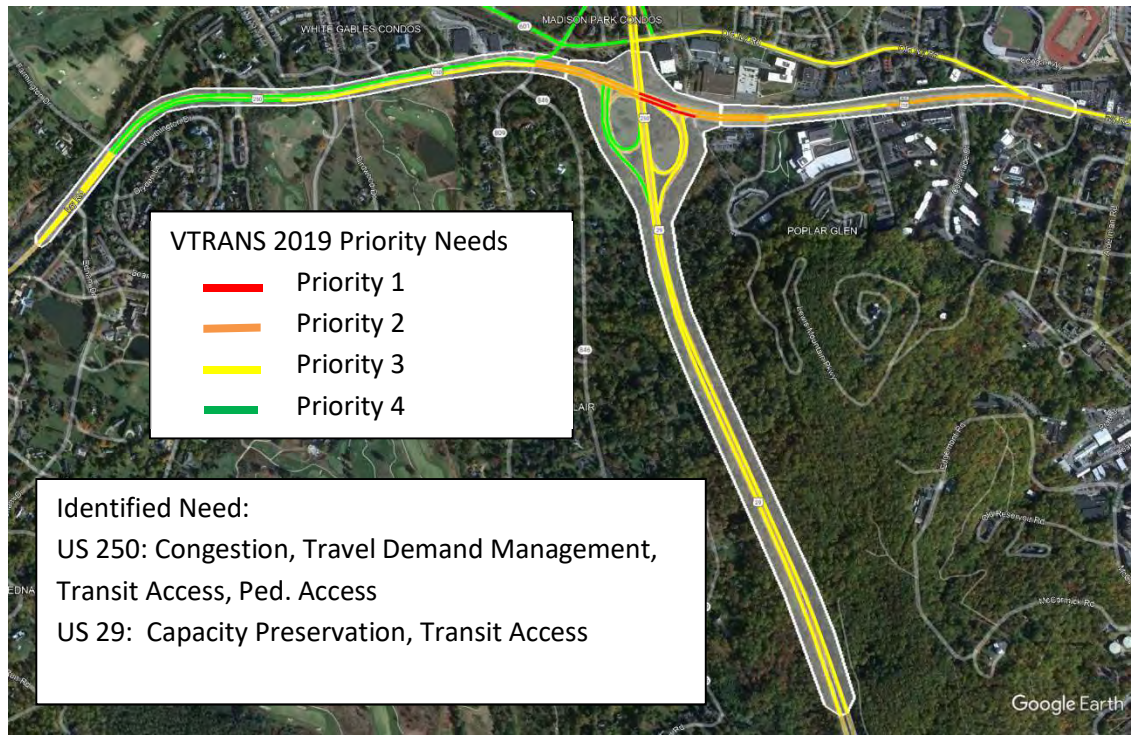
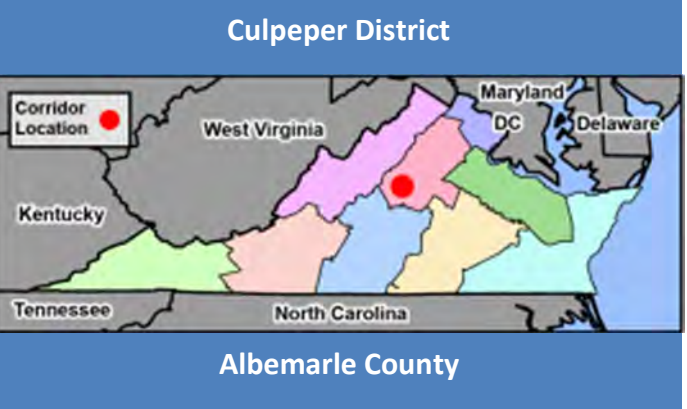
VDOT Culpeper District

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



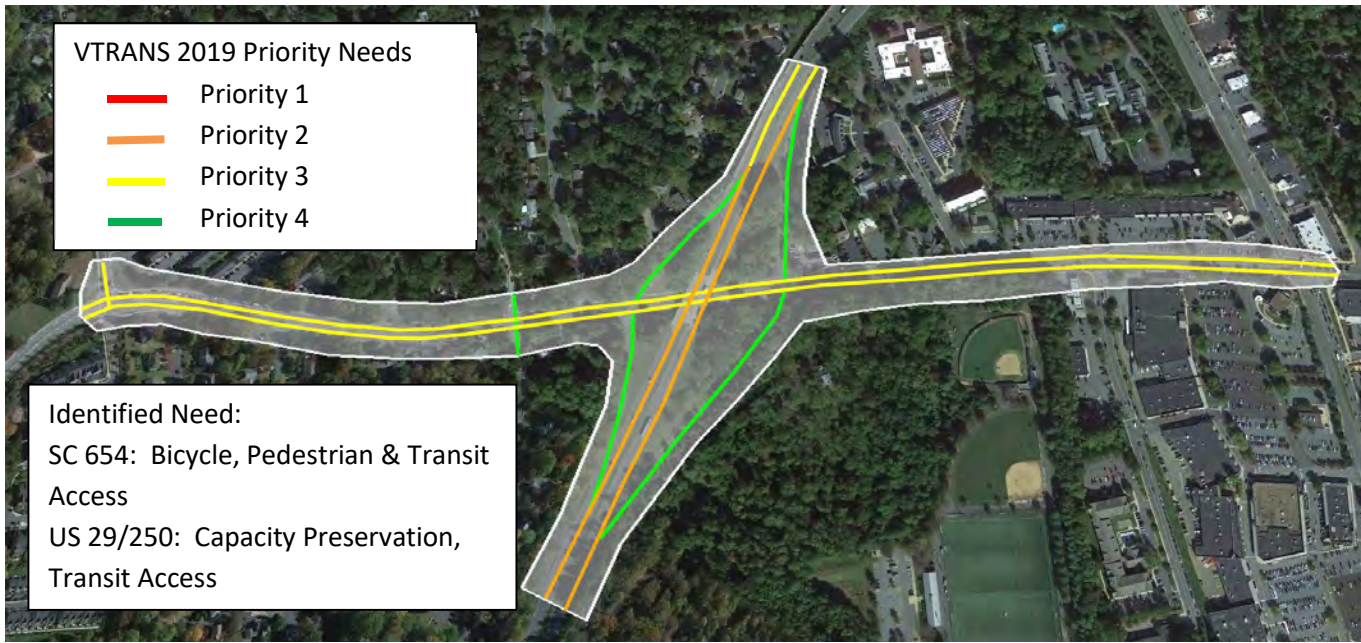
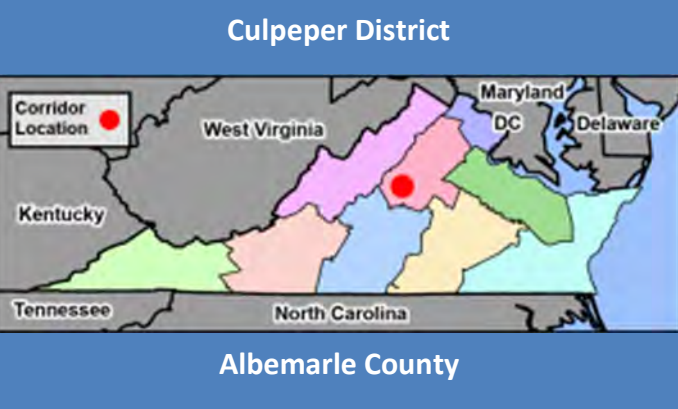
Google Earth

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



Memorandum

To: MPO Policy Board
From: Sandy Shackelford, Director of Planning & Transportation
Date: March 13, 2023
Reference: Update on the Toward 2050 Stakeholder Outreach and 2050 Goals/Objectives

Purpose:

In February 2023, TJPDC staff (with their consultant team of EPR and Kimley-Horn) initiated the first substantive engagement step associated with the Toward 2050 process. This initial task involved discussions with over twenty stakeholders to evaluate the 2050 goals and objectives. Staff recorded results from three group meetings in the attached report, which the CTAC will review during their March meeting.

Project Background:

Moving Toward 2050 is the federally required long range transportation plan (LRTP) for the City of Charlottesville and urbanized portions of Albemarle County, which is the area served by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO). This plan, to be reviewed and adopted by the CA-MPO Policy Board, identifies long range transportation needs, considers possible infrastructure improvements, and establishes priorities to implement projects based on anticipated funding.

This planning process involves robust community and stakeholder engagement that serves to:

- Guide 2050 goals and objectives (a goals-driven phase),
- Identify regional transportation concerns (an issues-driven phase),
- Respond to solution alternatives (opportunities-driven phase), and
- Offer feedback to draft materials.

Issues:

In the opening phase of the 2050 process, TJPDC staff drafted five goal statements and associated objectives that will guide decision-making on the regional transportation network. Planning best practices dictate that small group discussions are the best engagement tactic for vetting goal statements. As a result, TJPDC staff worked with their consultants to identify stakeholder groups that would offer valuable feedback on the 2050 vision statements. The project team determined that businesses, public safety professionals, and other community partners were best suited to help vet the draft goals. The attached report details the three stakeholder meetings, comments received, and how this feedback guides revisions to the goals and objectives.

Actions:

The MPO Committees will discuss the proposed revisions to the goals and objectives. General feedback will determine if there is a need for additional discussion before finalizing the language for the next phase of public engagement. If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpd.org.



Moving Toward 2050

Summary of Stakeholder Feedback on Goal Statements

Moving Toward 2050 is the federally required long range transportation plan (LRTP) for the City of Charlottesville and urbanized portions of Albemarle County, which is the area served by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO). This plan, to be reviewed and adopted by the CA-MPO Policy Board, identifies long range transportation needs, considers possible infrastructure improvements, and establishes priorities to implement projects based on anticipated funding.

This planning process involves robust community and stakeholder engagement that serves to:

- Guide 2050 goals and objectives (a goals-driven phase),
- Identify regional transportation concerns (an issues-driven phase),
- Respond to solution alternatives (opportunities-driven phase), and
- Offer feedback to draft materials.

In February 2023, TJPDC staff (with their consultant team of EPR and Kimley-Horn) initiated the first step in evaluating the 2050 goals and objectives. In this first phase, stakeholder groups of individuals representing different organizations identified by staff and MPO committee members were assembled for three group discussions. The following summarizes the results from those meetings.

Approach

Stakeholder discussions were the first substantive step in the Moving Toward 2050 engagement process. TJPDC staff drafted a public engagement plan that called for small group discussions with area stakeholders representing various groups. The main objective of these discussions was to establish a framework describing the Charlottesville-Albemarle region's values related to transportation system operations. Specifically, attendees would offer reactions to the MPO's initial 2050 transportation goals and objectives. Attendees would also:

- Provide feedback on other draft materials from the lens of the community/organization that they represent,
- Guide MPO staff on best ways to engage the communities they represent, and
- Support awareness of the Moving Toward 2050 planning process among the community and their organizations.

Initial Draft Goals and Objectives

In the opening phase of the 2050 process, TJPDC staff drafted five goal statements and associated objectives that will guide decision-making on the regional transportation network. Precisely, these vision statements will drive the performance measures that evaluate, score, and prioritize the transportation projects that make up a Long Range Transportation Plan. The goals and objectives also help to define transportation needs and guide the MPO's planning initiatives, which are identified and approved in the annual Unified Planning Work Program (UPWP).



TJPDC staff drafted goal statements using various resources as a starting point. First, staff referred to the MPO's 2045 LRTP. Next, staff completed a benchmarking assessment reviewing the goals and objectives developed by peer agencies. The final input came from the TJPDC's 2022 project prioritization process that the Office of Intermodal Planning and Investment (OIPI) supported through their Growth and Accessibility Planning (GAP) Technical Assistance program. The final GAP report, completed in January 2023, offers guidance on the performance-based planning process for the 2050 Plan and includes system evaluation options based on the draft goal statements.

The initial goals and objectives presented at the stakeholder meetings were:

- **Safety:** Improve the safety of the transportation system for all users.
 - Objective: Reduce frequency and severity of crashes.
 - Objective: Improve comfort and safety for users of alternative modes of transportation.
- **Environment:** Reduce the negative environmental impacts of the transportation system.
 - Objective: Minimize impacts of the transportation system on natural and built environment.
 - Objective: Increase use of alternative modes of transportation.
 - Objective: Integrate sustainable infrastructure practices into project design.
 - Objective: Reduce vehicle emissions.
- **Equity & Accessibility:** Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.
 - Objective: Increase mode choice for all users.
 - Objective: Increase access to jobs and opportunities for historically underserved populations.
- **Land Use & Economic Development:** Integrate transportation system improvements with land use planning.
 - Objective: Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
 - Objective: Fill connectivity gaps in multi-modal network.
 - Objective: Improve access to community resources for historically underserved populations.
- **Efficiency:** Increase travel efficiency and system reliability for all modes.
 - Objective: Improve roadway system reliability through operational improvements (intersection reconfiguration, traffic light coordination, etc.)
 - Objective: Increase system capacity at identified bottlenecks.
 - Objective: Maintain the existing system in a state of good repair.

Stakeholder Outreach

Planning best practices dictate that small group discussions are the best engagement tactic for vetting goal statements. As a result, TJPDC staff worked with their consultants to identify stakeholder groups that would offer valuable feedback on the 2050 vision statements. The project team determined that businesses, public safety professionals, and other community partners were best suited to help vet the draft goals. Their organizations and social networks would be most helpful for distributing information about the plan throughout the 2050 process. The following are individuals who attended the stakeholder meetings for each identified group.



Business Stakeholders

The project team hoped to learn how the transportation system influences local businesses and organizations. Because employers have access to large distribution lists, including their employees, this group will be an essential partner for future engagement efforts.

- **Courtney Cacatian**, Charlottesville Albemarle Convention and Visitors Bureau
- **Ashley Davies**, Charlottesville Albemarle Regional Chamber of Commerce/CADRe
- **Deborah van Eersel**, UVA Foundation
- **Denise Herndon**, UVA Economic Development
- **Sarah Morton**, Piedmont Workforce Development Board/CVPED
- **Dave Stebbins**, UVA Health
- **Juandiego Wade**, Albemarle County Career Center
- **Diana Webb**, Sentara
- **William Weigold**, Sentara
- **Neil Williamson**, Free Enterprise Forum

Public Safety Stakeholders

The TJPDC's consultants found that public safety professionals have an intimate knowledge of the transportation system and can offer detailed information on safety-related issues. This group can also advise on ways to serve vulnerable populations, including the elderly and those with medical needs.

- **Captain Michael Blakey**, UVA Police
- **Kevin Cox**, Crossing Guard
- **Sgt. Dean Dotts**, Albemarle Police
- **Jennifer Fleisher**, Blue Ridge Health District
- **Sgt. Lee Gibson**, Charlottesville Police
- **Kyle Rodland**, Safe Routes to School
- **Evelyn Trice**, CAT Safety Director

Community Partners

The final group was broader and represented various organizations. They offered a service-provider perspective, provided considerations from vulnerable populations, brought an environmental perspective, and represented different age groups.

- **Mandy Burbage**, Piedmont Housing Alliance
- **Morgan Butler**, Southern Environmental Law Center – He was unable to attend in person but provided feedback through email.
- **Allie Hill**, Rivanna Trails Foundation
- **Tamara Jones**, JABA
- **Peter Krebs**, Mobility Alliance/Piedmont Environmental Council
- **Holly Sims**, UVA Student (Student Government Association)
- **Peter Thompson**, Charlottesville Area Alliance

Discussion Format

TJPDC staff hosted three 90-minute meetings at the Water Street Center in February 2023. In total, more than twenty stakeholders participated in these discussions. Staff and their consultants started each session with a PowerPoint presentation that included an overview of Moving Toward 2050, what the plan does, a description of the planning process, how staff will use feedback, and a summary of the draft goals. The TJPDC's consultant team facilitated these group discussions and scribed feedback on each goal and objective. Meeting notes also included general comments that did not necessarily apply to the vision statements. The following section records those discussions and the main takeaways.



Figure 1: Stakeholder Group Discussions at the Water Street Center

The three stakeholder meetings included:

- **Meeting #1:** Business Stakeholders (February 3, 2023)
- **Meeting #2:** Public Safety Stakeholders (February 16, 2023)
- **Meeting #3:** Community Partners (February 16, 2023)

Summary of Feedback

The following are summary descriptions of what TJPDC staff and their consultants heard during the three meetings. Each group may have emphasized different points during the stakeholder discussions, but most comments were consistent.

Safety Goal and Objectives

Stakeholders commented on the safety goal language and responded with the following questions and feedback. As would be expected, public safety stakeholders spent the most time on this topic.

Safety Goal Language:

- **All Modes:** All stakeholder groups emphasized that the safety goal should apply to all users and modes. There was a discussion on how to make that clearer in the goal language.

Safety Objectives Language:

- **Alternative Modes:** Several stakeholders questioned using "alternative" to describe modes. First, they asked whether the region should refer to non-automotive modes in this way, as it implies that they are inferior. Second, the groups questioned whether this description included automotive travel.



- **Close Calls:** One group asked if the objectives could include near misses or locations with *potential* safety issues. Currently, the goal emphasizes crashes.

Other Safety Comments:

- **Predictability:** Some participants emphasized the importance of transportation being predictable. For cyclists, this means consistent accommodations that avoid unexpected features. For pedestrians, predictability means addressing gaps in the sidewalk network. With transit, this concept applies to consistent headways. Predictability also applies to motorists.
- **Retrofitting Existing Roadways:** Most new projects address predictability and safety effectively. However, there are more issues with existing roadways that the region should address.
- **All Modes:** The groups continued to emphasize all modes, including micro-transit. Other modes should not be secondary, in terms of safety, to automobile travel.
- **Education and Enforcement:** While not necessarily applicable to the Long Range Transportation Plan, participants discussed the importance of education and enforcement with safety.
- **Consistency with Local Plans:** Stakeholders asked the TJPDC to ensure consistency with Albemarle County and the City of Charlottesville goals and initiatives.
- **Comfort:** Stakeholders discussed the perception of safety and comfort. People will avoid any travel mode that feels unsafe. In this way, comfort and safety could undermine or support multi-modal objectives.

Environment Goal and Objectives

The environment goal also attracted much discussion. There were no comments on the goal language, but stakeholders had tweaks to the objectives. Most of the discussions involved other comments that could feed into new objectives, performance measures, or goal narratives.

Environment Objectives Language:

- **Alternative Modes:** Again, stakeholders discussed whether this was the appropriate terminology.
- **Connectivity:** For the second objective, participants suggested that the language include connecting users to multi-modal options.
- **De-Carbonize Travel:** For the fourth objective, one group suggested that the language be more specific, to “reduce the *total amount of* vehicle emissions.” The 2050 goal should be de-carbonize transportation. The City, County, and State’s goal is to be carbon neutral by 2050.
- **Energy Efficiency:** Another group suggested that objective four focus on improving energy efficiency.

Other Environment Comments:

- **Preservation:** Several stakeholders added that the objectives should serve to protect and maintain green space. This comment includes sensitive environmental areas and other natural resources.
- **Wildlife:** One group thought that the objectives needed to mention protecting wildlife.
- **Prioritize Transit:** During the discussions, participants focused on improved transit service.



- **Education and Incentives:** While not necessarily applicable to the Long Range Transportation Plan, people suggested education and incentives to encourage people to use other modes, aside from single-occupancy vehicles. This comment included “bike to work day” or open street events.
- **Land Use:** For local decision-makers, the groups discussed how land use is the best way to consider the environment. Greater density would make transit more efficient and decrease vehicle miles traveled.
- **Charging Stations:** People suggested that charging stations be included in projects and MPO efforts. One group also discussed the infrastructure for e-bikes.
- **Solar:** One group discussed the possibility of adding solar to transportation infrastructure, with solar panels installed with the transportation system.

Equity and Accessibility Goal and Objectives

The groups have overlapping comments about the equity and accessibility goal language. There appeared to be consensus in many areas.

Equity and Accessibility Goal Language:

- **Rewording Jobs and Opportunities:** The stakeholder groups reacted negatively towards the “jobs and opportunities” language in this goal. They thought this wording neglected other travel needs. One group suggested “community resources” as an alternative. Another group suggested “destinations” and discussed the need to access food and health services.

Equity and Accessibility Objectives Language:

- **Diversity Mode Choice:** For objective one, a group suggested rewording to “diversity of mode choice for all users.”
- **Questions about All Users:** For objective one, a group asked if “all users” included single-occupancy vehicles.
- **Clarity on Objective One:** A group asked for more clarity on objective one. They asked what that statement meant.
- **Marginalized:** For objective two, a group asked to replace “underserved populations” with “marginalized populations.”
- **Connect over Access:** For objective two, a group changed “increase access” to “connect.”
- **Jobs and Opportunities:** The questions about rewording “jobs and opportunities” arose with objective two language.

Other Equity and Accessibility Comments:

- **Engaging Marginalized People:** Stakeholders asked TJPDC staff to engage marginalized people during the Toward 2050 process.
- **Quality Transportation:** One group emphasized that equity should mean everyone has access to quality, safe, and reliable transportation options.
- **Navigation:** While not necessarily covered by the LRTP, one stakeholder mentioned the need to help people navigate their travel options, especially with transit. She asked for improved navigation of transportation options and digital literacy. This comment also included language barriers.
- **Make it Easier:** A group focused on maximizing the ease of use for other modes.



- **Equity with Automobile:** A group discussed how automobiles could be more equitable, using car sharing or cooperatives.
- **School Connections:** A group asked to prioritize walk routes to schools. Also, include children and student populations in the planning process.

Land Use and Economic Development Goal and Objectives

Overall, there was less discussion about the land use goal and objectives.

Land Use Goal Language:

- **Exclude Economic Development:** Stakeholders felt that economic development was an awkward fit for this goal.

Land Use Objectives Language:

- **Marginalized:** Again, a group asked to replace “underserved populations” with “marginalized populations” under objective three.
- **Community Resources:** A group asked for more clarity on the “community resources” language in Objective three.
- **Consistent Language on Multi-Modal:** One group mentioned that there should be more consistency in how the goals and objectives refer to multi-modal. For example, some statements use “alternative” or “other modes.”

Other Land Use Comments:

- **Rural Needs:** One stakeholder discussed rural needs, as there are many areas of the MPO boundaries that have rural characteristics. Regarding land use, these areas are different from the growth areas. This comment also included connections between urban and rural portions of the region.
- **Supportive Service:** Another stakeholder said to think of transportation as a support service to the community.
- **Helping People Live their Best Lives:** One stakeholder said that a better goal would be land use to help people live their best lives. Current land use planning language focuses on economic development, but connecting people to the resources they need is critical. There are more difficult trips than commuting to work.
- **Connections to Essential Destinations:** One group discussed how few options exist to access the community college. It is not connected to the rest of the urban area and difficult for students to access. Also, UVA students need more connections to community resources.

Efficiency Goal and Objectives

There were no comments on the efficiency goal and objectives. However, participants offered other general comments.

Efficiency Comments:

- **Induced Travel:** Some participants asked if efforts to reduce congestion would result in induced travel and more traffic.



- **Technology:** Discussions included a desire to use technology to improve efficiency in various modes. These comments include building systems and infrastructure around data. Others asked for maps that tracked bus locations.
- **Communication on Delays:** Discussions included communication to travelers during delays caused by construction or service changes. One participant brought up events at Carter's Mountain and backups on Route 53.
- **Trails:** One stakeholder stated a desire to view the trail network as a transportation asset, not just a recreational asset. Part of this issue is a shortage of parking at trailheads.
- **Transit Capacity:** The number of buses came up during one discussion. A stakeholder asked for more transit capacity. They also thought that improved transit coordination would add to capacity. The bus driver shortage also came up in the discussion.

Other Comments

During the introductions period, stakeholders provided their names and what they would like to see from the region's transportation system. Staff recorded these responses, below.

- **Electric Vehicles:** There were hopes for electric buses and an emphasis on electric vehicle infrastructure.
- **Transit Dependability:** Stakeholders hoped to see more dependable transit services. One participant focused on regular and dependable transit service to Boar's Head and the Research Park.
- **Transit-Ready Land Use:** One participant wanted to see transit-ready land use, where new developments incorporate transit access.
- **Improved Connection:** Several people wanted improved connections to essential destinations, including the research parks, employment areas, food, health services, and other locations.
- **Connections for Visitors:** One participant asked for improved access to outdoor recreation and tourism assets.
- **Healthcare Access:** Several stakeholders expressed a need for improved connections to health services. They also discussed a need to improve how providers get to work and patients.
- **Options for Commuter:** Stakeholders expressed a desire to provide safe, quality, and reliable transportation options for commuters.
- **Effectiveness and Efficiency:** One participant hoped for a transportation system that worked well, and managed peak-hour travel.

Proposed Revisions

Based on this feedback, TJPDC staff developed a list of recommended adjustments to the original goals and objectives that were reviewed by the stakeholder discussion groups. In addition to adjustments to the goals and objectives statements, there were two overarching themes that were integrated into the development of the goal and objectives statements that needed to be called out to emphasize their importance: the importance of climate action goals and the importance of considering marginalized populations. In addition to the recommended adjustments to the goals and objectives language, TJPDC staff is also recommending that the MPO uses a **climate action** and **equity** lens approach to the established framework of prioritizing transportation system needs and identifying project priorities.

Because of the recommendation to incorporate this lens approach, the draft language has been edited to remove these as standalone goals/objectives, and staff will work to develop language that



captures the importance of integrating these considerations throughout the development of the goals and objectives framework.

- **Safety:** Improve the safety of the transportation system for all users.
 - Objective: Reduce frequency ~~and severity~~ of ~~serious injury and fatal~~ crashes.
 - Objective: 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.
 - Objective: Minimize impacts of the transportation system on natural and built environment.
 - ~~Objective: Increase use of alternative modes of transportation.~~
 - Objective: Integrate sustainable infrastructure practices into project design.
 - ~~Objective: Reduce vehicle emissions.~~
- **Equity & Accessibility:** Improve ~~equitable~~ access ~~to jobs and opportunities~~ through greater availability of mode choices that are affordable and efficient.
 - Objective: Increase mode choice for all users.
 - ~~Objective: Increase access to jobs and opportunities for historically underserved populations.~~
- **Land Use & Economic Development:** ~~Integrate~~ ~~Align~~ transportation system improvements with ~~land use planning~~ local land use goals.
 - Objective: Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
 - ~~Objective: Fill connectivity gaps in multi-modal network.~~
 - ~~Objective: Improve access to community resources for historically underserved populations.~~
- **Efficiency:** Increase travel efficiency and system reliability for all modes.
 - Objective: Improve roadway system reliability through operational improvements ~~(intersection reconfiguration, traffic light coordination, etc.)~~
 - Objective: Increase system capacity at identified bottlenecks.
 - Objective: Fill bicycle and pedestrian connectivity gaps.
 - Objective: Maintain the existing system in a state of good repair.

Next Steps

With these comments, TJPDC staff has developed the proposed revisions to the 2050 goals and objectives for review and comment by the MPO Committees. Once the final language is agreed upon, the goals and objectives will be used to:

- Guide updates to the performance measures used in project prioritization,
- Identify and catalog regional transportation needs,
- Shape and define transportation projects and designs, and
- Guide the MPO's annual UPWP.

RIVANNA RIVER BIKE/PED CROSSING: PRELIMINARY ENGINEERING PHASE



**RAISE GRANT APPLICATION:
PROJECT DESCRIPTION**



Project Description

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), staffed by the Thomas Jefferson Planning District Commission, has been working towards the construction of a bicycle and pedestrian bridge across the Rivanna River since 2019. CA-MPO has completed multiple planning phases of the project in coordination with staff and elected officials from two local jurisdictions, the Virginia Department of Transportation (VDOT), and community and public stakeholders. Through these efforts the project has evolved from a general idea to the selection of a bridge location and the development of a conceptualized design.

The proposed bridge is located in Albemarle County within the Charlottesville-Albemarle urbanized area (population 104,191 based on the 2020 census). On the west side of the river, the bridge landing would be located on privately developed property with an existing public use easement (Albemarle County Census Tract 104.02). This western landing site would facilitate a direct connection between the bridge landing and downtown Charlottesville via two local roads: East Market Street or Broadway Street. The western landing site, while physically located in Albemarle County, is less than two-tenths of a mile from the City of Charlottesville boundary.

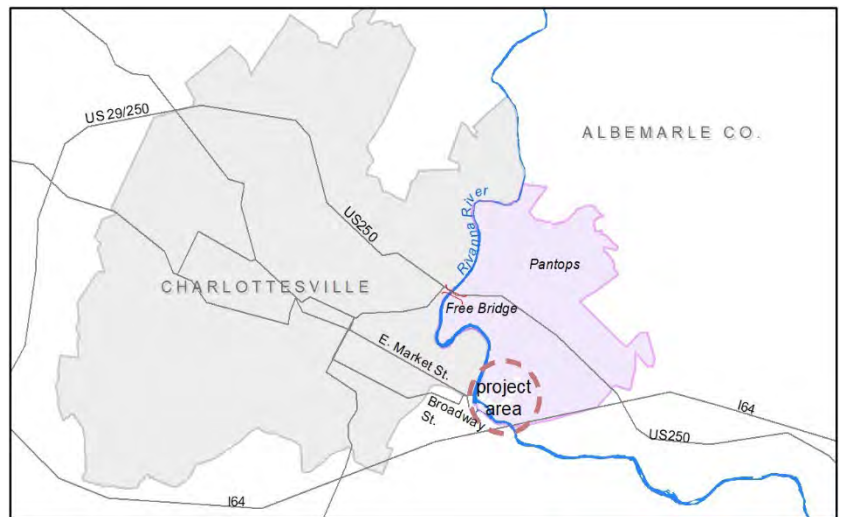


Figure 1. Location map showing proposed bicycle and pedestrian bridge.

On the east side of the river, the bridge landing would be located on public property owned by Albemarle County within the established Pantops growth area (Albemarle County Census Tract 105.02). To provide a connection to the transportation network on the east side of the river, the project includes the construction of a shared use path from the eastern landing site through privately owned property, ending at the intersection of State Farm Boulevard and Peter Jefferson Parkway. From there, travelers could use existing pedestrian pathways, access planned microtransit services within the Pantops growth area, or continue their trip along the existing Pantops road network.

Neither the bridge nor the shared use path are located in an Area of Persistent Poverty or in a Historically Disadvantaged Community. However, the City of Charlottesville is considered an Area of Persistent Poverty¹, and the bridge would provide an essential multi-modal network connection that will improve access to jobs, services, and goods for Charlottesville residents.

¹ [Grant Project Location Verification](#), Persistent Poverty County: Charlottesville.

Transportation Challenges the Project Addresses

A bridge that is safe and comfortable for multi-modal system users is essential to support a number of transportation-related goals, both locally and regionally. This bridge will address several identified transportation challenges:

Improved Access to Jobs, Goods, and Services

The Rivanna River is a physical barrier that limits access to essential jobs, goods, and services on either side. The Pantops growth area is especially segmented, restricted not only by the river on its west side, but by Interstate 64 to the south and bisected by US 250, a principal arterial with a posted speed limit of 45 mph² and an average annual daily traffic count of 53,000 vehicles³. Free Bridge, located along the US 250 Corridor is the only multi-modal access across the river along the shared boundary between the City of Charlottesville and Albemarle County. The next closest crossing opportunity for bicyclists and pedestrians is located south of Interstate 64, almost 10 roadway miles from Free Bridge.

Pantops is both a rapidly growing residential area and a major employment center within Albemarle County. Sentara Martha Jefferson Hospital, a number of medical specialists, two commercial grocery stores, and a high density of other commercial development are all located throughout Pantops. Improving access from the City of Charlottesville to these jobs and services has a significant equity benefit. Coming from the east side of the river, residents of Pantops will have safe and direct access to the amenities offered throughout the City of Charlottesville, including a direct path of travel to the downtown area where there is a high density of jobs, professional services, retail, and entertainment. Albemarle County is specifically interested in linking Pantops with its emerging development areas in Woolen Mills and along Broadway Street (both on the west side of the river).

Safety

Free Bridge is a busy corridor and a stressful place for multi-modal travel. The bridge contains sidewalks, but does not include bike lanes, and there are no physical barriers separating bicyclists and pedestrians from the vehicular traffic. The bridge conditions are not only uninviting to multi-modal travelers, but are associated with identified safety risks. There were two recorded pedestrian-involved crashes that occurred directly on the bridge in 2020⁴, and the US 250 corridor more generally is within the top 1% of corridors needing pedestrian safety improvements statewide⁵. An alternative crossing option that separates multi-modal travelers from vehicles will reduce the risks that bicyclists and pedestrians face as they travel throughout the region.

² <https://www.virginiaroads.org/maps/VDOT::vdot-speed-limits-map/explore?location=38.034018%2C-78.457895%2C18.61>

³ [Daily Traffic Volume Estimates Including Vehicle Classification Estimates - Jurisdiction Report 02](#), Virginia Department of Transportation, 2019.

⁴ [Pedestrian Safety Action Plan Map Viewer 3.0](#), Virginia Department of Transportation.

⁵ [Pedestrian Safety Action Plan Map Viewer 3.0](#), Virginia Department of Transportation.

Environmental Sustainability

Both Albemarle County⁶ and the City of Charlottesville⁷ have identified climate action initiatives as priorities and have adopted plans to proactively pursue initiatives that will reduce climate change impacts. The transportation sector is a significant contributor to current greenhouse gas and carbon emissions as indicated in both plans. There is a high level of commuting across the river between Pantops and City of Charlottesville that could be converted to bicycle or pedestrian trips if the infrastructure can provide an appealing alternative. This project supports recommendations developed in both localities' climate action plans by improving the multi-modal network and encouraging active transportation options connecting two currently segmented high-density areas. This would reduce reliance on single occupancy vehicles.

Project Context

Significant planning level work has been completed to-date, including the completion of a feasibility study funded by VDOT to determine potential bridge alignments⁸, targeted public engagement conducted by the CA-MPO to receive stakeholder and public feedback on potential locations for the bridge⁹, and the submission of a funding application to design and construct the bridge through Virginia's SMART SCALE transportation infrastructure funding program.

SMART SCALE is a competitive, data-driven application program that is the primary source of funding for transportation infrastructure improvements throughout the state. Project applications are scored based on their assessed benefits in several defined categories relative to overall project funding requested from the state. Individual project phases (preliminary engineering and design, right of way, and construction) are not funded independently; projects funded through SMART SCALE are intended to be fully constructed with the requested funding.

Because funding is requested upfront for the entirety of the project construction without the completion of the preliminary engineering project phase, contingencies are added to the overall estimated project base costs based on the amount of risk associated with the project construction. In this case, the bicycle and pedestrian bridge will require in-river construction, including the potential placement of piers mid-stream and on a mid-river "sediment" island. Without the geotechnical analysis completed, there are a number of outstanding questions about the actual project construction costs. Additional risks regarding potential impacts to the floodplain and historic features culminated in a total contingency amount of \$8.4 million being added to the base construction phase cost estimate of \$14.8 million. The total project cost, with an estimated base cost of \$18.8 million was escalated to more than \$42 million once contingencies and inflation were added across all project phases.

The evaluation of the project through the SMART SCALE application process confirmed that the potential benefits of the project to the region are significant. Out of 394 project applications

⁶ [Albemarle County Climate Action Plan](#), Winter 2020.

⁷ [Charlottesville Climate Action Plan](#), November 2022.

⁸ [Rivanna River Pedestrian Path Concept](#), Technical Memo, VHB, 2020.

⁹ [Rivanna River Bike/Ped Crossing: Bridge Alignment Selection Analysis](#), Charlottesville-Albemarle Metropolitan Planning Organization, 2022.

submitted statewide in 2022, the proposed bridge ranked #26 in terms of overall benefits¹⁰. The project scored especially high in terms of providing access (including improving access to multi-modal choices and improving access to jobs for disadvantaged populations) and air quality improvements. However, the high contingency escalation resulted in a project cost estimate that was too high to be competitive for funding.

Completing the preliminary engineering phase of the project will provide the region with the best opportunity to identify viable options for constructing this bridge by addressing three key concerns:

1. The completion of the geotechnical, hydraulic, and environmental reviews will determine the actual mitigation measures that need to be considered in developing engineering plans for the project, resulting in a more accurate construction cost estimate and reducing the amount of contingencies that need to be applied to the project base cost in future funding applications.
2. Detailed survey will enable the design of the bridge and the shared use path as well as other additional engineering services that would enable this project to move forward to a right of way and construction phase if subsequently funded.
3. It will allow the project construction plans to go through a value engineering review process to identify additional cost saving design options prior to any future funding applications.

All of these factors will significantly lower the overall project cost, and when paired with the already-high project benefit score, will yield an extremely appealing project.

Scope of Work

The Thomas Jefferson Planning District Commission and the Virginia Department of Transportation will work collaboratively to complete the preliminary engineering to develop functional design plans. The below tasks will be undertaken upon award of this grant:

Task 1: Project Management

The TJPDC will serve as the project sponsor and fiscal agent. This task includes grant administration, invoicing, and compliance oversight with the terms of the grant. TJPDC staff will coordinate with the Virginia Department of Transportation and regional stakeholders. Upon notice to proceed, the TJPDC will enter into an agreement with VDOT to oversee the completion of the engineering tasks. This task will include ongoing project coordination meetings between VDOT and TJPDC staff for the duration of the project.

Task 2. Stakeholder and Public Engagement

TJPDC staff will engage stakeholders and the public at identified milestones throughout the process, building on the substantial engagement that has already occurred throughout the various planning stages that have been completed. This task will include scheduling presentations to

¹⁰ [FY 2024 \(Round 5\) Project Scores](#), SMART SCALE Funding Program, Office of Intermodal Planning and Investment, Department of Rail and Public Transportation, and Virginia Department of Transportation, 2023.

Charlottesville City Council and the Albemarle County Board of Supervisors, meeting with locality department staff, establishing a webpage to host updates on project progress, and coordinating public meetings to receive public feedback prior to required location and design public hearings. TJPDC staff will coordinate with VDOT on meeting content, schedule, and format.

Task 3. Bridge Development and Design Plans

VDOT will oversee the technical analyses, environmental reviews, and development of construction designs. The Conceptual PE Estimate Tool included in the detailed budget document details the scope of preliminary engineering service to be provided by VDOT or one of its consultants. The scope of services is summarized as follows:

Task 3a: Bicycle/Pedestrian Path Design – Bicycle and pedestrian facility design development in accordance with the Road Design Manual, Appendix A(1) and with the AASHTO Guide for the Development of Bicycle Facilities.

Task 3b: Hydraulics Design – Complete the hydraulic design, erosion and sediment control design, conduct a detailed hydraulic and hydrologic analysis, and complete river mechanics analysis.

Task 3c: Traffic Control Device Design – Develop a plan for safely maintaining traffic in and around the work zone as well as a lighting plan for the facility.

Task 3d: Survey – Complete topographic and utility survey.

Task 3e: Environmental – Conduct environmental reviews to determine potential impacts to endangered species, impact to a recreational river, and additional environmental permitting needed to construct the bridge. This will also include an analysis of historic resources and any mitigation of those resources.

Task 3f: Structural Design – The bridge will feature wing walls and intermediate piers, including piers on the mid-river sediment island. Three design options with differing numbers of piers will be assessed with an ultimate design selected for design consideration.

Task 3g: Materials/Geotechnical Design – Complete the geotechnical analysis and determine the appropriate materials needed based on borings.

Task 3h: Landscape Design – Develop landscaping plan based on stakeholder and public feedback.

Task 3i: Traffic Studies – Minimal traffic study will be required to assure safe integration into the surrounding road networks.

Task 3j: Plan Review/Coordination – Coordinate plan design elements across all disciplines within VDOT as well as external stakeholders and agencies.

RIVANNA RIVER BIKE/PED CROSSING: PRELIMINARY ENGINEERING PHASE



**RAISE GRANT APPLICATION:
MERIT CRITERIA**



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Project Reference Map

The map shown in Figure 1 is intended to demonstrate how many of the elements referred to throughout the response to the Merit Criteria fit together. A red dot will also be used on various maps throughout the response to the Merit Criteria to illustrate the approximate locations of the project termini.

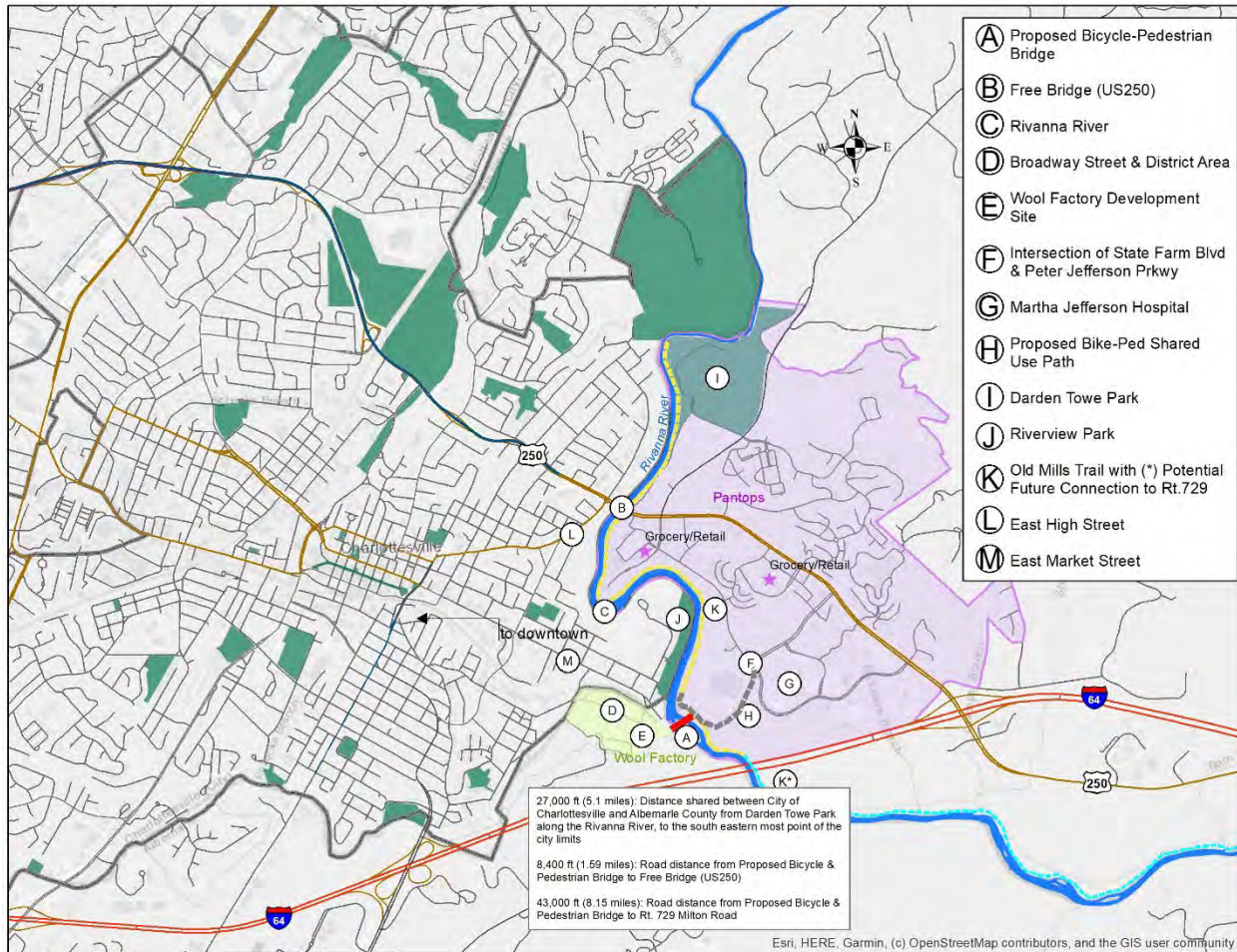


Figure 1. Project area reference map.

Safety

Protect non-motorized travelers and community from safety risks

Free Bridge, the only existing river crossing accessible by bicyclists and pedestrians along the shared boundary between the City of Charlottesville and Albemarle County, is located along the US 250 Corridor. US 250 is classified as a principal arterial, has a posted speed limit of 45 miles per hour at Free Bridge, and had an average annual daily traffic volume of 53,000 vehicles along

this same segment based on 2019 traffic data reported by the Virginia Department of Transportation (VDOT)¹.



Figure 2. Google map street view of Free Bridge.

There are currently sidewalks located on both sides of Free Bridge, but there is no bicycle infrastructure. There is also a lack of physical barriers protecting bicyclists or pedestrians from the high volume of vehicular traffic traveling across the bridge as seen in Figure 2. There were two recorded pedestrian-related crashes on Free Bridge in 2020 according to data² maintained by VDOT (Figure 3); one pedestrian was killed and another was seriously injured. To provide context, there were 13 total crashes involving pedestrians in 2020 reported by VDOT³ within the Charlottesville-Albemarle urbanized area, and two of those occurred directly on Free Bridge.

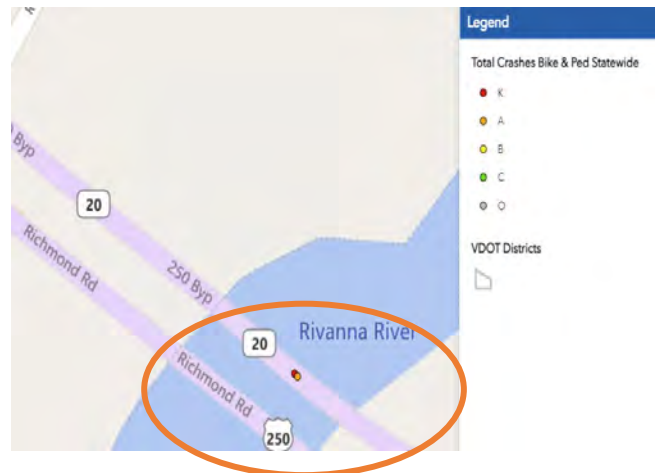


Figure 3. Total Crashes Bike & Ped Statewide, [Pedestrian Safety Action Plan \(PSAP\) Map Viewer 3.0](#), Virginia Department of Transportation.

¹ [Daily Traffic Volume Estimates Including Vehicle Classification Estimates - Jurisdiction Report 02](#), Virginia Department of Transportation, 2019.

² [Pedestrian Safety Action Plan Map Viewer 3.0](#), Virginia Department of Transportation.

³ [Crash Analysis Tool](#), Virginia Department of Transportation.

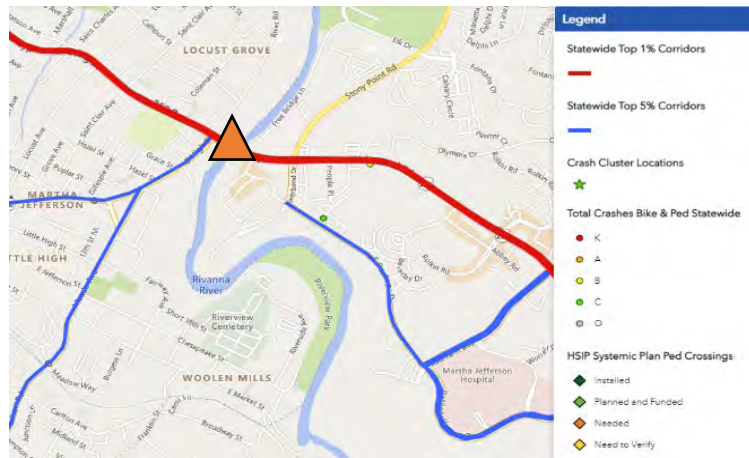


Figure 4. Statewide pedestrian priority corridors, [Pedestrian Safety Action Plan \(PSAP\) Map Viewer 3.0](#), Virginia Department of Transportation.

Furthermore, VDOT’s Pedestrian Safety Action Plan (PSAP)⁴ identifies the US 250 corridor, including Free Bridge, in the top 1% of statewide corridors needing pedestrian safety improvements as shown in Figure 4 (the orange triangle indicates the location of Free Bridge).

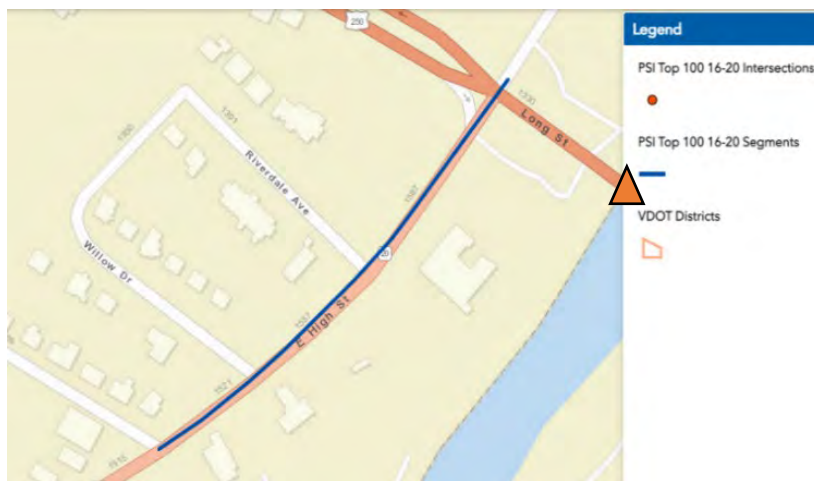


Figure 5. [2016-2020 Top Potential Safety Improvement Segments and Intersections](#), PSI Map, Virginia Department of Transportation.

The roads feeding onto Free Bridge are also hazardous to bicyclists and pedestrians. As Figure 4 also illustrates, the local road networks that provide access to Free Bridge are within the top 5% of state corridors that need pedestrian safety improvements. The northernmost segment of E. High Street, which provides the southwestern connection to Free Bridge from the City of Charlottesville, is additionally identified as a top Potential for Safety Improvement (PSI) segment within the VDOT Culpeper Construction District based on data collected between 2016 and 2020⁵ (Figure 5).

While there were no recorded pedestrian-involved crashes along the segment of E. High Street shown in Figure 5 between 2016-2020, it is known throughout the community as a high-risk corridor for bicyclists and pedestrians. Community concerns about safe multi-modal travel on E. High Street were re-energized when a vehicle ran a cyclist off the road in late 2022⁶. That incident occurred near the southern end of the segment of E. High Street highlighted in blue in Figure 5. This demonstrates the risks that non-motorists must take to cross the Rivanna River currently.

⁴ [Pedestrian Safety Action Plan](#), Virginia Department of Transportation, May 2018.

⁵ [2016-2020 Top Potential Safety Improvement Segments and Intersections](#), Virginia Department of Transportation.

⁶ [Cyclist hit by car on East High Street](#), CBS 19 News, Felicity Taylor, October 20th 2022.

There is ample opportunity for vehicular trips between Pantops and the City of Charlottesville to be converted to bicycle or pedestrian trips, but that cannot occur without establishing safe and comfortable bicycle and pedestrian infrastructure to encourage those trips. Given the high traffic volume crossing Free Bridge, as well as safety risks identified along the local road network feeding into it, identifying another location for bicyclists and pedestrians to move across the river would reduce safety- and comfort-related barriers for those that would like to use alternative modes of transportation. The location of the proposed bicycle and pedestrian bridge would provide a separate access for multi-modal travel across the river. Access to the west end of this bridge would be directed along smaller, narrower roads with lower traffic volumes and lower speed limits. In contrast to the high traffic volumes and speed limits along the US 250 Corridor, Broadway Street has an average annual daily traffic volume of 590 vehicles, and East Market Street has an average annual daily traffic volume of 140 vehicles according to 2021 VDOT data⁷ and both have a 25 mph speed limit⁸. The lower traffic volumes and lower speed limits create a much safer environment to minimize the risks to pedestrians and bicyclists as they move along the road networks to travel across the river as demonstrated in Figure 6.



Figure 6. Demonstration of safety outcomes for pedestrians involved in crashes at different vehicle speeds. Taken from the [Institute of Transportation Engineers](#).

On the east side of the river, the proposed bridge and shared use path would connect to the intersection of Peter Jefferson Parkway and State Farm Boulevard. Sentara Martha Jefferson Hospital, along with other healthcare service providers located in close proximity, maintains a network of sidewalks that provides access throughout its campus (shown highlighted in Figure 7). This sidewalk network begins at the intersection of Peter Jefferson Parkway and State Farm Boulevard, providing a safe, continuous multi-modal travel option from the west side of the river to the area of highest employment density in Pantops as demonstrated in the response to the Quality of Life Merit Criteria.

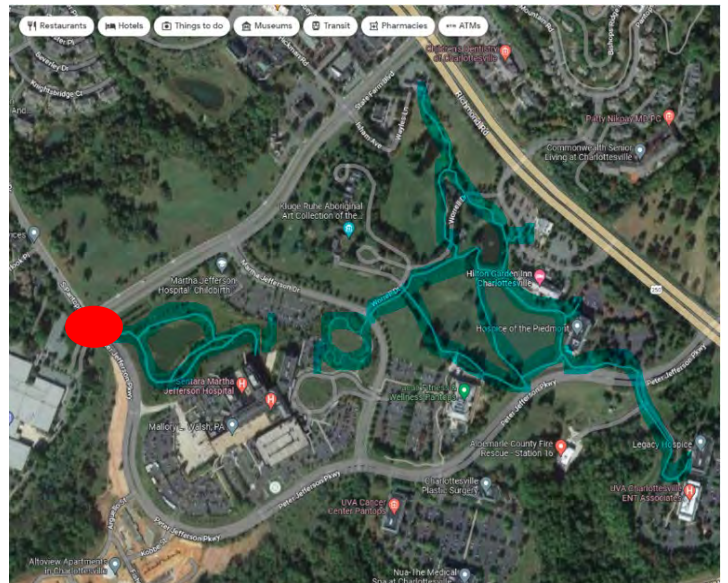


Figure 7. Google map of the lower Pantops area showing the pedestrian pathways developed to serve the Sentara Martha Jefferson Hospital campus.

⁷ [2021 Traffic Data - Albemarle County](#), Virginia Department of Transportation.

⁸ [VDOT Speed Limits Map](#), Virginia Roads, Virginia Department of Transportation, 2022.

Environmental Sustainability

Align with the applicant's State, regional, county, or city decarbonization plan

Environmental sustainability and taking corrective action to address climate change has been identified as a priority for both Albemarle County and the City of Charlottesville. Albemarle County adopted its Climate Action Plan in 2020 and Charlottesville adopted its Climate Action Plan in 2022. Based on 2008 data, Albemarle County determined that the transportation sector is responsible for 48.0% of both the County's carbon dioxide and greenhouse gas emissions⁹. Based on 2019 data, the City of Charlottesville determined that the transportation sector is responsible for 29% of the City's greenhouse gas emissions¹⁰. Both localities have established goals to reduce carbon emissions 45% by 2030, and achieve carbon neutrality by 2050.

The relationship between greater adoption of alternative modes of transportation and locally adopted Climate Action goals is explained in Charlottesville's Climate Action Plan as follows [emphasis added]:

*When seeking to reduce GHG emissions within the transportation sector, approaches fall into three categories: **shifting travel to alternative modes such as walking, biking, and transit**; switching vehicles that use lower and no-fossil fuel sources; and adjusting behaviors to reduce the amount of travel needed.*

*Increasing travel modes of walking, biking, and transit requires networks and access routes that connect destinations in safe and reliable manners so that people can have confidence that they do not need a personal vehicle for every trip. Increasing **safety for individuals using bicycle and pedestrian infrastructure** is a key component, as well as making sure those routes are **comfortable and well-connected**.*

Building off of this connection, the City of Charlottesville has included the following Strategies and Key Actions in its approved Climate Action Plan:

Strategy: *Increase Travel by Walking, Biking, and Transit.*

Key Action: *Continue planning and investment in a well-connected network of trails, shared use paths, sidewalks, and bike lanes.*

Similarly, Albemarle County's Climate Action Plan includes the following recommended strategies and actions [emphasis added]:

Strategy: *Increase opportunities for **bicycling, walking, and other alternative forms of personal transportation** for daily travel.*

Action: *Improve the **quality of bicycle and pedestrian infrastructure** in the development areas to make it safer and more comfortable for users.*

The proposed bicycle and pedestrian bridge across the Rivanna River will support the stated recommendations from both localities' Climate Action Plans by providing infrastructure across a significant gap in the existing multi-modal network (across the Rivanna River) through the

⁹ [Albemarle County Climate Action Plan](#), Winter 2020.

¹⁰ [Charlottesville Climate Action Plan](#), November 2022.

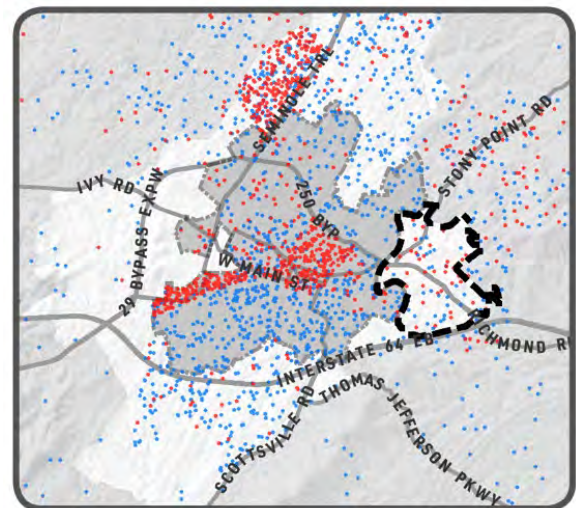
establishment of a safe and comfortable bicycle and pedestrian facility. The connection of two high-density, but physically segmented, parts of the region increases the opportunities for the proposed bridge to contribute to the achievement of the established climate action goals.

Reduce vehicle miles traveled specifically through modal shift to active transportation

The City of Charlottesville contains just over 10 square miles that is all within the defined urbanized area. Charlottesville maintains an extensive network of bicycle and pedestrian facilities that provide access throughout the City. Beginning in 2011, it has been named as a Silver Bicycle Friendly Community¹¹ by the League of American Bicyclists and a Gold Walk Friendly Community¹² by the UNC Highway Safety Research Center. However, commuting data reported in the 2021 Charlottesville Comprehensive Plan indicates that only 14% of residents walk and 3% of residents bike to work¹³. The lack of an infrastructure connection across the Rivanna River to Pantops, where there is a substantial employer base for Charlottesville City residents, is one contributing factor.

As part of the development of the Pantops Master Plan¹⁴ completed by Albemarle County in 2019, an analysis was done of commuter travel in and out of the Pantops area. Figure 8 illustrates the number of commuters that are both traveling from the Pantops growth area into the downtown area of Charlottesville (centered on the map in Figure 8 as the darker gray area), as well as commuters traveling from Charlottesville into Pantops. These cross-river commute patterns indicate that there is significant potential for commuter use of alternative transportation adoption if safe, convenient, and comfortable infrastructure is in place.

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) conducted a public survey of preferences for a bicycle and pedestrian bridge in the general proposed location in early 2022. The survey received 833 responses in total. Those surveyed were asked about their planned use for a proposed bridge. Of those surveyed, 58 respondents (6.9%) indicated that they would use the bridge to commute to or from work, and another 234 respondents (28.1%) indicated that they would use the bridge to access goods and services. These responses¹⁵



Red dots show the general employment locations of commuters from Pantops. Blue dots show general residence locations of commuters to Pantops.

Figure 8. Employment and Commuting Patterns of Pantops based on 2015 data from the Census Bureau's Longitudinal Employer-Household Dynamics program.

¹¹ [Bicycle Friendly Communities](#), The League of American Bicyclists.

¹² [Walk Friendly Communities](#), UNC Highway Safety Research Center.

¹³ [Charlottesville Comprehensive Plan](#), City of Charlottesville, 2021.

¹⁴ [Pantops Master Plan](#), Albemarle County, 2019.

¹⁵ [Rivanna River Bike/Ped Crossing: Bridge Alignment Selection Analysis](#), Charlottesville-Albemarle Metropolitan Planning Organization, 2022.

indicate that there is public interest in using this bridge as an alternative to single occupancy vehicle use, contributing to a reduction in vehicle miles traveled.

Quality of Life

Increase affordable transportation choices by improving and expanding active transportation usage or significantly reducing vehicle dependence

In addition to the high level of cross-river commuting demonstrated in the Environmental Sustainability response, the bridge would provide greater access to jobs, goods, and services for underserved communities. While the City of Charlottesville as a whole is considered an area of persistent poverty¹⁶, the Comprehensive Plan adopted by the City in 2021¹⁷ specifically identified “sensitive community areas.” As defined in the Plan, these are areas where there is a relatively high percentage of non-white residents and where household income is less than \$30,000 based on 2018 ACS data. As shown in Figure 9, the proposed bridge would be within close proximity to one of these sensitive community areas, and would also provide the most direct connection from the larger cluster of other sensitive community areas to the area of Pantops with the highest job density, facilitating safe, comfortable, and efficient pedestrian and bicycle access for these residents.

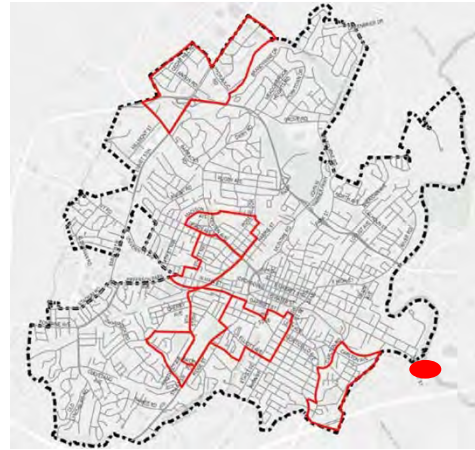


Figure 9. Map of Sensitive Community Areas identified in the City of Charlottesville's Comprehensive Plan.

Improve access to daily destinations like jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks through transit and active transportation

The top employment sector within the Pantops area is Health Care & Social Assistance according to the Pantops Master Plan¹⁸. This indicates there are many healthcare services that could more easily be accessed from the west side of the river if the proposed bridge is constructed. Sentara Martha Jefferson Hospital is located less than half a mile from the proposed bridge eastern landing site, and connects directly to the intersection of Peter Jefferson Parkway and State Farm Boulevard with a sidewalk network providing access through the hospital and medical center grounds. Additional medical providers located along Peter Jefferson Parkway within one mile of the proposed eastern bridge landing include several medical specialists, such as cardiologists, obstetrics and gynecologists, ENTs, and physical therapy services¹⁹. The proposed bridge would support greater access to healthcare services for patients, as well as provide alternative transportation options for employees commuting to these essential jobs. Sentara Martha Jefferson Hospital has provided a letter expressing their support of the project, citing the improvements in public access to the walking paths throughout its grounds,

¹⁶ [Grant Project Location Verification](#), 2023.

¹⁷ [Cville Plans Together: Comprehensive Plan](#), City of Charlottesville, Virginia, 2021.

¹⁸ [Pantops Master Plan](#), Albemarle County, 2019.

¹⁹ See Appendix.

transportation options for employees, and access to healthcare services for Charlottesville City residents that this bridge could facilitate.

Additionally, there are no full-service grocery stores in the eastern portion of Charlottesville but there are two in Pantops, including a supermarket about half a mile from the project's eastern terminus. In its 2022 *Getting Around Charlottesville* report, the Move2Health Equity Coalition found that food and healthcare facilities were the destinations most difficult for Charlottesville residents to reach. Out of 428 respondents, 58 spoke about grocery stores without prompting in their free responses²⁰.

The greatest job density on the east side of the river is in the southernmost portion of the Pantops growth area as shown in Figure 10. The location of the proposed bridge along with the planned shared use path will provide access directly to the concentrated area of job opportunities in Pantops.

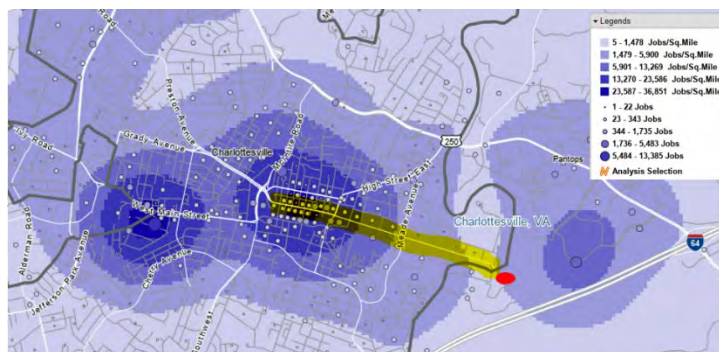


Figure 10. Census On the Map, Area Profile of All Jobs All Workers in Charlottesville Metropolitan Area, U.S. Census Bureau, 2019.

On the west side of the river, the bridge landing is physically located on property that has recently been redeveloped and now hosts WillowTree, the 16th largest employer in Albemarle County²¹. It would also connect bicyclists and pedestrians to the local transportation networks providing access to the City of Charlottesville. East Market Street, highlighted in Figure 10, provides straight and direct access to downtown Charlottesville, where there is another high concentration of jobs as demonstrated.

One of the criteria that is evaluated through the State of Virginia's SMART SCALE application process is the average change in access to employment opportunities and multi-modal options that would result from project implementation²². There are three measures that are considered as part of this criteria: Access to Jobs for the Total Population, Access to Jobs for Disadvantaged Populations, and Access to Multi-Modal Choices. Out of 394 projects that were submitted and scored in the most recent round of SMART SCALE funding applications, this bridge application received the 9th highest score in the state in its ability to improve multi-modal transportation options, and received the 6th highest scores in the state in both its ability to provide access to jobs generally as well as provide access to jobs for disadvantaged populations²³.

This bridge will additionally expand access to active recreation and entertainment opportunities for users on both sides of the river. The bridge would provide bicycle and pedestrian access from the Pantops area to Riverview Park, which is located approximately a third of a mile from

²⁰ Move2Health Equity Coalition and the Piedmont Environmental Council, [Getting Around Charlottesville Results from the 2021 Move2HealthEquity Community Mobility Survey](#), 2022.

²¹ Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages, 1st Quarter (January, February, March), 2022.

²² [SMART SCALE Technical Guide](#), prepared for the Commonwealth Transportation Board, February 2021.

²³ [FY 2024 \(Round 5\) Project Scores](#), SMART SCALE Funding Program, Office of Intermodal Planning and Investment, Department of Rail and Public Transportation, and Virginia Department of Transportation, 2023.

the proposed western landing. The proposed bridge would also connect two trail systems on either side of the river. The Rivanna Trail runs along the west side of the river and is part of a larger trail network that loops around the City of Charlottesville. On the east side of the river, the bridge would provide a connection to the Old Mills Trail. The existing trail is approximately 2.5 miles long, and the Albemarle County Parks and Recreation Department is working to develop a southern extension that will add four more miles²⁴. The proposed bridge would provide a connection between these two local trail systems at the site of the historic Wool Factory, which was redeveloped as a commercial mixed-use site in 2020 and will be discussed further in the Economic Competitiveness and Opportunity section.

Improve Mobility and Community Connectivity

Implement plans, based on community participation and data, that identifies and addresses gaps in the existing network

Multiple plans that have been developed through substantive public engagement have consistently identified the need for a bridge in the generally proposed location.

Albemarle County:

The Pantops Master Plan²⁵ completed by Albemarle County in 2019 emphasizes the current lack of connectivity between Pantops and the rest of the region and expresses a desire to improve overall transportation network connectivity and mode choice. The plan states that the Rivanna River is a significant environmental asset to the community, but also presents a physical barrier and emphasizes the importance of facilitating additional access across it to better connect Pantops with the City of Charlottesville. The Pantops Master Plan included a recommendation to “Design and construct new pedestrian and cyclist crossings along the Rivanna River Corridor and across Route 250 to facilitate better access to the City of Charlottesville and connectivity within the Pantops Development Area.”

Public engagement for the development of the Pantops Master Plan included seven public meetings/work sessions, and an additional four meetings/work sessions with the Pantops Community Advisory Committee, a committee designated by Albemarle County to advise County staff and the Board of Supervisors related to the development and implementation of the Pantops Master Plan²⁶.

City of Charlottesville:

The desire to improve overall regional connectivity is reflected in Charlottesville’s Comprehensive Plan²⁷, which was adopted in November 2021. One of the strategies included in that plan is to “Actively work with partners to plan for and improve regional connectivity for bicycle, pedestrian, and transit travel.” The City’s comprehensive plan goes on to list the

²⁴ [Charlottesville Community Engagement](#), June 30, 2021: Route 250 reopens to traffic ; Planning to extent Old Mills Trail along the Rivanna, Sean Tubbs. Image prepared by the Albemarle County Parks and Recreation Department.

²⁵ [Pantops Master Plan](#), Albemarle County, 2019.

²⁶ [Pantops Community Advisory Committee Website](#), Albemarle County.

²⁷ [Cville Plans Together: Comprehensive Plan](#), City of Charlottesville, VA, 2021.

Rivanna River Bike & Pedestrian Crossing as a priority project in the Master Transportation Plan included as an appendix.

Public engagement for the development of the Charlottesville Comprehensive Plan entailed three phases that each included widely distributed surveys in addition to other opportunities for the public to provide feedback.

Charlottesville-Albemarle Metropolitan Planning Organization:

In 2019, CA-MPO staff worked with VDOT to conduct a feasibility study²⁸ to determine potential bridge alignments across the Rivanna River between the Riverview Park/Woolen Mills area on the west and Pantops on the east. The feasibility study, completed in 2020, identified two potential alignments in the defined project area. To determine the preferred alignment in preparation to develop the SMART SCALE funding application, the CA-MPO conducted public engagement specifically on bridge design and location preferences between November of 2021 and February of 2022.

The engagement included four meetings with a stakeholder advisory group made up of community members, non-profit organizations, locality Planning Commission representatives, and state and local transportation staff plus an additional on-site meeting that was more broadly attended by the general public. Additional engagement during this planning phase included a public webinar attended by 23 members of the public and a public survey that received 833 responses. Of the survey responses received, only nine respondents indicated that they did not plan to use the bridge for any purpose²⁹, reinforcing the recommendations in the higher-level small area and comprehensive plans that a bridge specifically in this location has strong public support.

Improve system-wide connectivity with access to transit and mobility on-demand

In 2022, the TJPDC, in partnership with Albemarle County, completed the Albemarle County Transit Expansion Study³⁰ which recommended the addition of microtransit service in the Pantops area as shown in purple in Figure 11. Following the completion of this study, Charlottesville Area Transit (CAT), the public

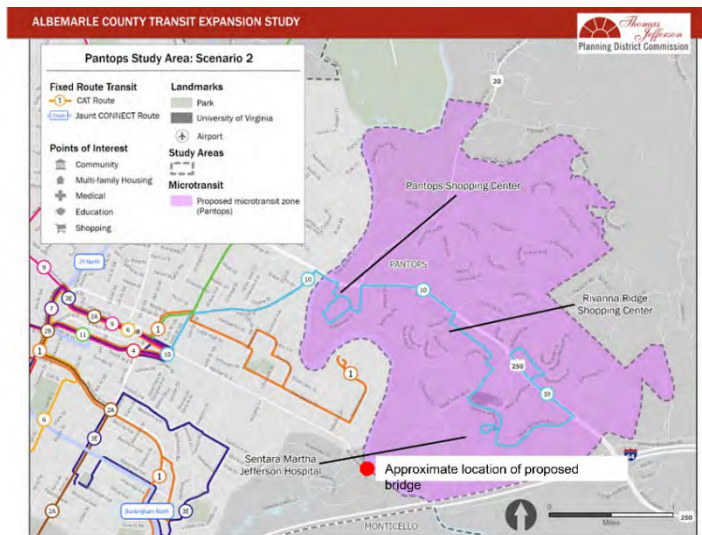


Figure 11. Map of the boundaries for the microtransit service expansion demonstration project.

²⁸ [Rivanna River Pedestrian Path Concept Memorandum](#), VHB, 2020.

²⁹ [Rivanna River Bike/Ped Crossing: Bridge Alignment Selection Analysis](#), Charlottesville-Albemarle Metropolitan Planning Organization, 2022.

³⁰ [Albemarle County Transit Expansion Study Final Report](#), Thomas Jefferson Planning District Commission, Albemarle County, and the Department of Rail and Public Transportation, February 2022.

transportation operator serving the urbanized area, was successfully awarded a demonstration grant to pilot this microtransit service. Microtransit is described in the study as “an app-based demand response service that offers a similar user experience to Uber and Lyft but utilizes transit-specific vehicles that allow for more shared rides and greater potential productivity. Microtransit also differs from Uber and Lyft in that fares are set by a public agency, making them both more predictable and affordable than typical ride-hailing fares.” Upon crossing the bridge into Pantops, travelers would have the option to utilize the on-demand transit services to comfortably, efficiently, and affordably travel throughout the larger Pantops growth area. The establishment of the new microtransit service in Pantops would dovetail with the proposed bridge to further expand access to goods and services for those traveling from the west side of the river into Pantops.

Economic Competitiveness and Opportunity

One of the reasons the proposed alignment was chosen for this bridge was due to its integration with active economic development initiatives. The proposed bridge is uniquely positioned to support both regional tourism by physically connecting multiple potential tourist destinations and locally identified revitalization efforts along Broadway Street.

Promote long-term economic growth and other broader economic and fiscal benefits

The proposed bridge supports the established goals of Albemarle County’s current revitalization efforts along the easternmost portion of Broadway Street. The Broadway Blueprint Study³¹ was initiated as part of a state and local incentive package³² for the development of the historic Wool Factory site. It identified several reasons to focus economic development efforts in this area, including the following [directly taken from the interim report]:

- *Broadway Street’s 45 contiguous acres of light industrially-zoned property adjacent to the City of Charlottesville and in proximity to the Rivanna River and other attractive recreational and entertainment assets provide a unique site development/redevelopment opportunity.*
- *The combination of public and private sector investment is resulting in increased visibility and desirability of the area as an attractive location for primary businesses with job creation potential.*
- *The area provides a chance to create the type of integrated work/play district (employment, entertainment, dining/drinking, outdoor recreation, etc.) that is proving extremely successful in other peer communities in one of the very few close-in urban areas of the County.*

The interim report goes on to identify three focus areas that need to be considered in the ongoing development of the Broadway revitalization efforts: Economic Vitality, Connectivity, and Placemaking. Specific factors listed under the Connectivity and Placemaking focus areas include maximizing the potential for multi-modal transportation to provide connections to Pantops (among other destinations), enhancing the safety and comfort of pedestrians, and providing compelling destinations for people and businesses.

³¹ [Broadway Blueprint Economic Revitalization Plan – Interim Report](#), Albemarle County Economic Development, 2019.

³² [Albemarle County Economic Development Activity Report](#), 2019.

There is a stated goal to establish this area, known as Woolen Mills, as an attractive destination, both for business and entertainment purposes. The proposed bridge addresses several of the identified needs to support desired revitalization efforts along Broadway Street by increasing multi-modal access to the area and improving regional connectivity, thus improving the accessibility of the area to potential patrons throughout the region, as well as providing an additional attraction that would further draw visitors from outside the region.

The bridge landing on the west side of the river would be located directly on the development site of the historic Wool Factory, originally established in 1795, and rebuilt in 1868 after it was burned down when the Union Army captured Charlottesville³³. The Wool Factory was redeveloped and opened to the public in July 2020. The redeveloped building serves as the headquarters for WillowTree, the 16th largest employer in Albemarle County, and hosts a craft brewery, a boutique wine and coffee shop, a high-end restaurant, and an event space, serving 500 patrons daily. The owner and developer of the site, Brian Roy, writes in a letter of support included with this application that the property now pays more than \$300,000 in direct taxes to Albemarle County compared to \$5,000 that were paid prior to the site's redevelopment. He attributes the success of the business to its proximity to the 20 miles of walking and biking trails through Charlottesville, as well as its integration with the residential neighborhood.

Facilitate tourism opportunities

In 2022, Albemarle County applied for and was awarded a RAISE Grant to develop a Master Plan for the Three Notched Trail spanning from Afton through Albemarle County to the western boundary of the City of Charlottesville, shown as the segment labeled "1" in Figure 12. The Three Notched Trail Planning Group³⁴, a working group of the local non-profit Rivanna Trails Foundation, has envisioned the Three Notched Trail's expansion both westward towards Staunton (segment labeled 2), in the heart of the Blue Ridge Mountains, and eastward towards Richmond, connecting to the Virginia Capital Trail (segment labeled 3), creating a complete trail that spans from the Blue Ridge Mountains to the Chesapeake Bay.

Developing safe, comfortable access across the Rivanna River is an essential component needed to realize that complete vision, meaning that the proposed bridge not only has the opportunity to connect two local trail systems as described in the Quality of Life section, but could provide an essential linkage in establishing an intra-regional/cross-state trail system. At this time, there is no suitable way for the Three Notched Trail to cross the Rivanna. Not only would this bridge accomplish that, it would do so in a place where traces of the historic (Colonial-era) Three Notched Road are plainly visible.

This proposed bridge has the potential to serve as a multiplier for the benefits that each trail system individually brings by increasing the reach of comfortable travel through existing and planned trail systems, creating an extended trail system that users can comfortably navigate. These long-distance trail systems have proven to be an effective economic vehicle for communities. A fiscal analysis of the Virginia Capital Trail found that the trail stimulated \$8.9

³³ [The Wool Factory](#), Property History, 2019.

³⁴ [Connectivity of Virginia's Three Notched Trail](#), Three Notched Trail website.

million in economic activity, with visitors to the trail spending \$22 on average per visit³⁵. The continued expansion of the local, regional, and potentially intra-regional trail system will ensure the ongoing success of businesses like the Wool Factory, support the revitalization efforts along Broadway Street, and attract additional private investment from businesses that see the value of locating to the area.

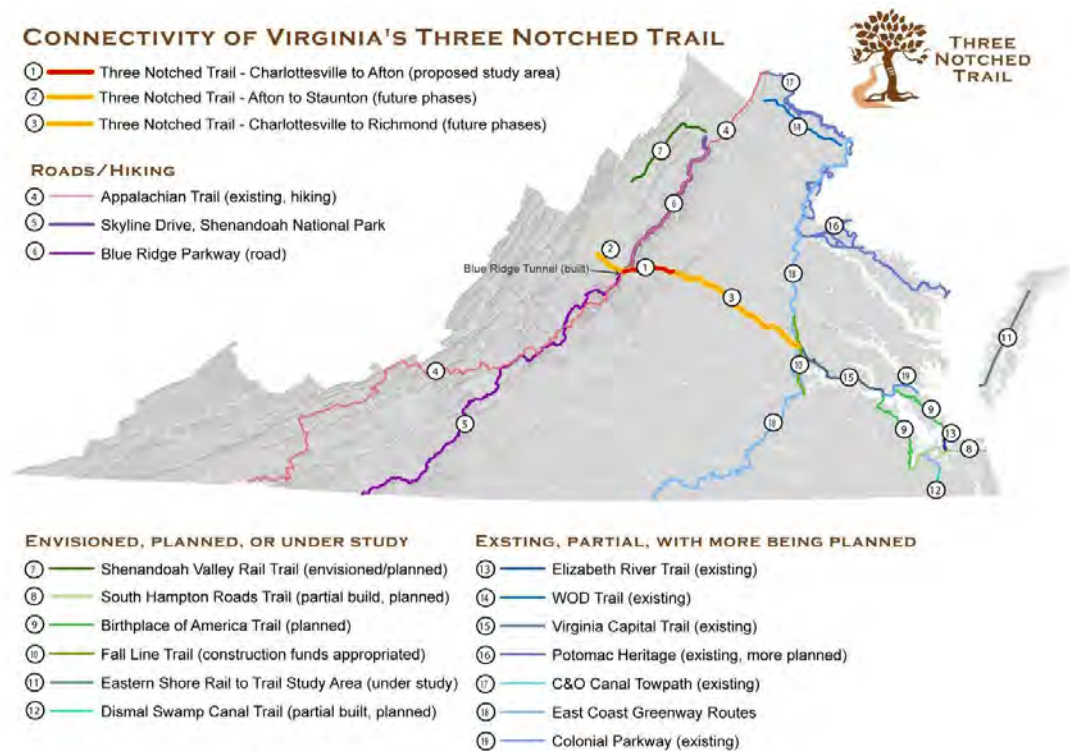


Figure 12. Map showing potential connections to existing and planned bicycle and pedestrian facilities across Virginia. Map prepared by the Three Notched Trail Planning Group.

State of Good Repair

If constructed, this bridge would provide an alternative travel option to move between Pantops and the greater urbanized area, reducing the number of vehicles that travel across Free Bridge each day. The University of Montana’s website states that even a heavy bike weighing 30 pounds is less than 1% of the weight of a Toyota Prius³⁶, resulting in significantly less wear on the system infrastructure. This implies that the maintenance needs of a bicycle and pedestrian bridge will be less intensive compared to a bridge that supports vehicular traffic. Additionally, shifting a higher share of trips from single occupancy vehicle trips to active transportation would support the preservation of both this segment of the US 250 corridor as well as Free Bridge in a state of good repair.

The ongoing inspection and maintenance of the bridge has been considered in the development of the conceptual design. While bridge designs with more architectural interest and aesthetic

³⁵ Institute for Service Research. (2019). *The Economic and Fiscal Impacts of the Virginia Capital Trail: Fiscal Year 2018-19*. The Virginia Capital Trail.

³⁶ [Benefits of Biking](#), University of Montana, 2023.

value were considered and generally preferred by the public, these bridges would be considered super-structures which complicated considerations for the ongoing maintenance and inspection. Therefore, a more standard bridge design is being pursued to ensure the completed project, once constructed, would remain in a state of good repair. The completion of the preliminary engineering project phase will provide the information needed to determine the ongoing maintenance needs for the bridge, informing the establishment of a process and responsible party to oversee the bridge maintenance ensuring that it remains in a state of good repair.

Partnership and Collaboration

As demonstrated throughout the response to the merit criteria, there has been a substantial amount of collaboration invested into this project. As the regional body charged with administering a continuing, cooperative, and comprehensive transportation planning process, CA-MPO staff has worked closely with a variety of stakeholders to incrementally move this project forward. This collaboration has culminated in the identification of a bridge location that provides many overall community benefits. The project has demonstrated support from the general public, as well as the localities, private businesses that will be impacted by the project, and VDOT, who is partnering with the TJPDC to administer the project if awarded.

Moving from the feasibility study to the selection of a preferred alignment for the proposed bridge, the CA-MPO assembled a stakeholder advisory group to guide community engagement and provide feedback on the important factors that should be considered as part of the project evaluation. This stakeholder advisory group consisted of technical staff members from the state and localities, as well as representatives from the community with vested interests in the decision. Community-based representatives included a resident of the Woolen Mills neighborhood, representatives from non-profit organizations, and citizen planners engaged through the Pantops Citizen Advisory Committee, the CA-MPO's Citizens Transportation Advisory Committee, and both localities' Planning Commissions. CA-MPO used a variety of public outreach strategies to reach the public more broadly, including mailing out notifications of the virtual webinar and information about the public survey to all addresses within a half mile of the proposed landing locations, posting information on social media, and asking the stakeholder advisory committee members and MPO committee members to distribute information to ensure that those most likely to be impacted by the decision were notified about the opportunity to share their feedback. The stakeholder advisory group provided feedback on the survey content prior to its distribution. These strategies are in alignment with best practices identified by the U.S. Department of Transportation³⁷.

Coordinate with other types of projects

The proposed bridge would connect directly to the site of the recently redeveloped historic Wool Factory and provide access to Broadway Street, where Albemarle County is actively pursuing revitalization efforts. As expressed in the Broadway Blueprint Study, the success of the revitalization efforts is dependent on improving overall multi-modal connectivity along the

³⁷ [Promising Practices for Meaningful Public Involvement in Transportation Decision-Making](#), U.S. Department of Transportation, 2022.

corridor and improving the pedestrian experience along Broadway Street³⁸. The proposed bridge would provide the desired multi-modal network connectivity directly from the eastern (Pantops) side of the bridge to the Broadway Blueprint focus area, which includes the Wool Factory development site, and incentivize additional investment into multi-modal network improvements along Broadway Street.

The bridge itself would serve as an area attraction, further supporting the goal identified in the Broadway Blueprint Revitalization Plan Interim Report to provide a compelling destination³⁹. There are limited opportunities for visitors to experience the beauty of the river from its midstream perspective. That opportunity is currently only available for those floating along the river. This bridge would provide the only midstream overlook opportunity for pedestrians in the urbanized area. The opportunity to experience the river, walk along the trails, and frequent the venues at the Wool Factory will further attract additional business investment and patrons to the area.

The opportunity for this bridge to further enhance access to goods and services through its coordination with the planned implementation of microtransit service in the Pantops area was also described in the Mobility and Community Connectivity section. The proposed bridge dovetails with other initiatives that are currently underway, enhancing the individual benefits anticipated from each of these initiatives.

Innovation

The construction of the bridge would ultimately be administered by VDOT, who has also agreed to oversee the completion of the preliminary engineering phase if the grant is awarded as indicated in the VDOT Letter of Support included with this application. Typically, transportation projects in the state are either completely administered by the state once the project is fully funded (meaning funding is awarded upfront to complete the preliminary engineering, right of way, and construction phases) or locally administered by individual localities. The coordination between VDOT and a local applicant to complete the preliminary engineering phase would be the first time this approach has been taken in the state. VDOT's administration of the preliminary engineering project phase will ensure that all tasks are completed in alignment with their policies and practices, giving surety that the state will have the information it needs to continue with future project implementation phases as funding is identified.

The Scope of Work includes the development of construction plans that will consider opportunities to incorporate low-carbon materials and other environmentally sustainable features into final project design, as well as allow for a value engineering review to identify opportunities to reduce project costs.

³⁸ [Broadway Blueprint Economic Revitalization Plan – Interim Report](#), Albemarle County Economic Development, 2019.

³⁹ [Broadway Blueprint Economic Revitalization Plan – Interim Report](#), Albemarle County Economic Development, 2019.