

**AGENDA**  
**MPO Technical Committee**  
Tuesday, September 15<sup>th</sup>, 2020  
10:00 AM Virtual Meeting via Zoom

This meeting will be conducted using video/phone conferencing. Use the link below to access the meeting.  
<https://us02web.zoom.us/j/87989814300?pwd=N3B3QlJQOIRvT3ZscWdmaS9obFk2dz09>

Meeting ID: 879 8981 4300  
Passcode: 334069

Item	Time	Description
0	10:00-10:05	<b>Attendance</b>
1	10:05-10:08	<b>Matters from the Public: limit of 3 minutes per speaker</b> <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i>
2	10:08-10:10	<b>Approval of draft meeting minutes*</b> <ul style="list-style-type: none"> <li>See <a href="#">November 2020 MPO Tech Minutes DRAFT</a></li> </ul>
3	10:10-10:25	<b>Membership and Bylaws</b> <ul style="list-style-type: none"> <li>Review <a href="#">membership</a></li> <li>See <a href="#">Bylaws</a></li> </ul>
4	10:25-10:35	<b>TIP Amendment*– Lucinda Shannon (CAMPO)</b> <ul style="list-style-type: none"> <li>For more information, see <a href="#">TIP Adjustment Memo</a></li> </ul>
5	10:35-11:00	<b>Performance and Safety Targets* – Lucinda Shannon (CAMPO)</b> <ul style="list-style-type: none"> <li>For more information, see <a href="#">Setting Performance Targets Memo</a> and <a href="#">CA-MPO Performance Targets Overview</a></li> </ul>
6	11:00-11:30	<b>Unified Planning Work Program (UPWP) planning for FY2022 (begins July 1, 2021) – Sandy Shackelford (TJPDC/CAMPO)</b> <ul style="list-style-type: none"> <li>Additional materials may be emailed to members ahead of meeting</li> </ul>
7	11:30-11:45	<b>Staff Updates – Jessica Hersh-Ballering (CAMPO)</b> <ul style="list-style-type: none"> <li>Bicycle and Pedestrian count results – see <a href="#">Fall 2020 Count Results</a></li> <li>Transit grants awarded – see <a href="#">DRPT Technical Assistance Grant Awards Summary</a></li> <li>Smart Scale scoring updates</li> </ul>
8	11:45-11:57	<b>Roundtable Updates</b>
9	11:57-12:00	<b>Additional Matters from the Public: Limit of 3 minutes per speaker</b> <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i>

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

**Upcoming Meetings:**

MPO Policy Board (4<sup>th</sup> Wednesday): January 27<sup>th</sup> at 4pm  
MPO Tech Committee (3<sup>rd</sup> Tuesday): March 16<sup>th</sup> at 10am

**MPO Technical Committee**  
10:00 AM Tuesday January 19<sup>th</sup>, 2020

The Governor has declared a state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the CA-MPO Technical Committee to assemble in a single location. This meeting and the required public hearings will be held utilizing electronic virtual communication with the Zoom software application. In accordance with virtual meeting procedures and policies as outlined in Item 4.0-01 of the Virginia state budget (HB 29), as effective April 24, 2020. The meeting will be recorded and made available to the public at [www.tjpd.org](http://www.tjpd.org).

**MPO Technical Committee**  
**November 17<sup>th</sup> Meeting Minutes**

**Committee – Voting Members**

---

Julian Bivins, *Albemarle County PC*  
Kevin McDermott, *Albemarle County*  
Dan Butch, *Albemarle County*  
Rory Stolzenberg, *City of Charlottesville PC*  
Jeannette Janiczek, *City of Charlottesville*  
Chuck Proctor, *VDOT Culpeper District*  
Richard Duran, *FHWA (absent)*  
Wood Hudson, *DRPT*  
Bill Palmer, *UVA*  
Stephen Johnson, *JAUNT*  
Patrick Clark, *UVA*  
Juwhan Lee, *CAT*  
Sara Pennington, *Rideshare*

**TJPDC Staff**

---

Jessica Hersh-Ballering  
Chip Boyles  
Lucinda Shannon  
Gretchen Thomas  
Sandy Shackelford

**Guests**

---

Andrew Pike, *OIPI*  
Stephen Read, *VDOT*  
Chris Wichman, *OIPI*

**Other**

---

Andy Orban

**Call to Order**

Mr. Stolzenberg called the virtual meeting to order at 10:05 a.m.

**Matters from the Public**

No matters from the public.

**Approval of September 15, 2020 Minutes**

Mr. Lee said he was not listed on the attendance list and he was at the September meeting. Ms. Hersh-Ballering said she would make that edit. Mr. Bivins made a motion to approve the minutes as amended. Mr. Johnson seconded the motion and the motion passed unanimously.

**Transportation Performance Management and Performance-Based Planning and Programming Presentation**

Mr. Pike, Transportation Planner with the Office of Intermodal Planning and Investment (OIPI), provided a presentation to the board about the background on OIPI, definitions of performance-based planning and transportation performance management, and local impacts. He discussed pavement condition

performance, bridge condition performance, and systems performance for the years 2017 through 2019. (The presentation is located here: <https://campo.tjpd.org/wp-content/uploads/03-OIPI-Presentation.pdf>)

Mr. Bivins asked the process for local jurisdictions to establish their own targets for the region.

Mr. Pike responded that the MPO has until March 15, 2021 to change their targets.

Mr. Johnson asked for clarification “performance-based” in this presentation. Mr. Pike said it refers to asset conditions.

Mr. Johnson asked for additional info on the reliability measures. Mr. Pike said he would send info to Ms. Shannon who then could forward the info to Mr. Johnson.

Ms. Shannon said at the Policy Board meeting in January, the board members will be moving to adopt the targets recommended by the Technical Committee. She is looking for input from the committee on these numbers.

Mr. Bivins said he has concerns that the County has no control over the funds or the assets for the targets, but is being asked to meet those targets. He does not know why the MPO’s targets would be any different than the state’s because the state is going to drive the solution for the region. He said he is concerned that the committee is being asked to adopt performance measures that the region cannot control in any significant way.

Mr. Pike reiterated that changing the targets does not change the allocation of resources. The federal government requires that standards are set in order to have a target to measure against.

Ms. Shannon said the targets and measures bring awareness to the region’s conditions and trends.

Ms. Shannon presented the committee with the targets and requested their input. Mr. Stolzenberg asked that she send that table to the committee for review.

#### **Transportation Performance Management: 2021 Safety Measure Targets**

Mr. Read, PE from VDOT, presented the committee with the TPM 2021 safety measures.

(The presentation can be found here: <https://campo.tjpd.org/wp-content/uploads/04-Safety-Target-Presentation.pdf>)

#### **VTrans Mid-Term Needs**

Mr. Wichman presented a demonstration on the online workshop page and mapping application. (The Draft Policy Guide for the Prioritization can be found here: <https://campo.tjpd.org/wp-content/uploads/05-Draft-Policy-Guide.pdf>)

Mr. Wichman reported that there is an opportunity to attend a workshop on November 17 from 1 – 3 p.m. That workshop and recordings of previous workshops are located at [www.vtrans.org](http://www.vtrans.org) under the “Events tab.”

He noted that additional information on the VTrans mid-term planning can be found at [www.vtrans.org](http://www.vtrans.org), choose the Mid-term planning link, then choose the Mid-term Needs Prioritization link. That page provides the background and the methodology and process for prioritization. Links for the draft policy guide and the draft technical guide are also located on that page. He went on to review other highlights of the website.

Mr. Wichman ended with some noteworthy items: 1) a solution/improvement does not have to be co-located with a prioritized need; 2) identified mid-term needs or priorities do not limit or prescribe nature, type, or mode of improvements; 3) there is always going to be continuous improvement in implementing the prioritization and his team is open to feedback to continually improve; and 4) UDA Needs will have an upcoming webinar.

### **Smart Scale Process Changes**

Mr. Boyles noted that there are very few changes from the policy presented previously to the MPO committees. The key is to get started earlier in selecting the Smart Scale projects. The MPO will have an early identification of potential projects with input from various organizations and committees. The MPO Policy Board will choose up to two projects that will have extensive planning and community engagement well beyond the requirements.

He went on to explain that the key to this is that the Policy Board can change the prioritization of the project(s) if needs change.

Mr. Bivins made a motion to approve the changes to the MPO Smart Scale process. Mr. Johnson seconded the motion and the motion passed with Mr. Stolzelberg opposing.

### **Roundtable Updates**

Tabled due to time constraints.

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

There were no additional matters from the public.

### **Meeting Adjournment**

Mr. Stolzenberg adjourned the meeting at 12:05 PM.



## **Charlottesville-Albemarle Metropolitan Planning Organization**

POB 1505, 401 E. Water St, Charlottesville, VA 22902 [www.tjpcdc.org](http://www.tjpcdc.org)  
(434) 979-7310 phone • (434) 979-1597 fax • [info@tjpcdc.org](mailto:info@tjpcdc.org) email

---

### **By-Laws: Technical Committee**

*Adopted February 28, 1983. Amended June 27, 1983 to add Charlottesville Albemarle Airport Authority as a nonvoting representative. Amended 1997 to reflect creation of VDRPT separate from VDOT. Amended July 24, 2001 to reflect changes in voting and nonvoting membership as directed by MPO Policy Board.*

#### **Article I - Name and Authority**

Section 1. The name of this organization shall be known as the Charlottesville-Albemarle Metropolitan Planning Organization Technical Committee, hereinafter called the Technical Committee.

Section 2: The Technical Committee shall have such authority as prescribed in a Memorandum of Understanding for a Continuing, Cooperative, and Comprehensive Transportation Planning Process for the Charlottesville-Albemarle Urbanized Area between the Metropolitan Planning Organization, hereinafter referred to as the MPO; the Virginia Department of Transportation, hereinafter referred to as the DEPARTMENT; the City of Charlottesville, acting as a local unit of government and as one of the local transit operators, hereinafter referred to as the CITY; the County of Albemarle, acting as a local unit of government, hereinafter referred to as the COUNTY, the Thomas Jefferson Planning District Commission, acting as a regional clearinghouse responsible for carrying out the Federal Office of Management and Budget's Circular A-95, hereinafter referred to as the A-95 INTERGOVERNMENTAL REVIEW AGENCY; and JAUNT as one of the local transit operators, as approved September 1, 1982 and updated March 9, 1995.

#### **Article II - Purpose**

Section 1. The Technical Committee, composed of individuals with technical knowledge in transportation and land use matters, will provide technical review, comment, and recommendations on transportation plans, programs, studies and other appropriate documents, and on regional transportation issues. The Committee shall integrate land use and environmental considerations into all of its activities in order to forge a stronger link between transportation, land use and the environment. The Committee will, (1) determine the influence of current data upon the Transportation Plan in relation to previous data and projected trends; (2) cooperate in the development of the procedures for the collection of traffic data and reassignment of traffic; (3) work with the staffs of the TJPCDC and the Department to review, comment, recommend, and assist the Department, participating political jurisdictions, or the TJPCDC on any proposal, alternatives, and work performed on the location and design of facilities in the Transportation Plan; and serve in an advisory capacity to the Metropolitan Planning Organization.

#### **Article III - Membership**

*Section 1: The voting membership of the Technical Committee shall be composed of three (3) members each designated by and representing the CITY and the COUNTY, one (1) designated by and representing the DEPARTMENT, and one (1) designated by and representing the Virginia Department of Rail and Public Transportation. The Technical Committee will also include one (1) voting representative each, designated by and representing the UNIVERSITY OF VIRGINIA, JAUNT, the A-95 REVIEW AGENCY, Charlottesville Transit Service, and any appropriate agency as determined by the MPO.*

Section 2. The nonvoting membership of the Technical Committee shall be composed of one (1) representative each, designated by and representing the Long Range Plan Citizen Advisory Committee, the Federal Aviation

Administration (FAA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Charlottesville-Albemarle Airport Authority.

Section 3. The Technical Committee shall recommend additional voting or nonvoting membership to the Technical Committee as is deemed necessary to carry out its duties.

Section 4. Appointments to the Technical Committee shall be filled by persons trained and knowledgeable in transportation planning or who, by their positions have an interest and responsibility in transportation planning.

Section 5. In order to provide continuity in the Technical Committee's actions, it is recommended that each member serve for a two-year term and may be reappointed for successive terms.

Section 6. Any member of the Technical Committee who wishes to designate an alternate to serve in his or her absence may do so by submitting the name of that individual to the Chairman of the Technical Committee. An alternate may vote only in the absence of the regular member he or she represents.

Section 7. Whenever any voting member fails to attend three (3) consecutive meetings without good reason, the Chairman of the Technical Committee shall seek to determine the cause of the absence and whether the appointing authority wishes the delinquent member to be the representative on the Technical Committee.

#### **Article IV - Officers**

Section 1. The officers of the Technical Committee shall consist of a chairman and vice-chairman.

Section 2. The chairman and vice-chairman shall be elected by and from the membership of the Technical Committee, shall serve for one year or until their successors are elected, and shall be eligible for reelection.

Section 3. The election of officers shall be held at the Technical Committee's first meeting after July 1 of each year and those members elected to office shall assume their duties at the conclusion of the meeting during which the election is held. A majority vote shall be required for election to any office.

Section 4. The MPO staff shall prepare and maintain a permanent written record of all Technical Committee proceedings, and shall transmit a copy of the minutes of each Technical Committee and Metropolitan Planning Organization meeting to each member prior to the next regular meeting.

#### **Article V - Meetings**

Section 1. The Technical Committee shall establish a regular date and place for its meetings. The chairman may establish an alternate meeting date to substitute for conflicts caused by holidays and any emergency reasons. Members will be notified in advance of a rescheduled meeting. The chairman may also call a special meeting or cancel a regular meeting. Consecutive regular meetings cannot be canceled.

Section 2. A quorum shall consist of one-half of the voting representatives of the Technical Committee and shall include at least one representative from both CITY and COUNTY. Vacancies shall not be considered in the establishment of a quorum.

Section 3. The agenda for each Technical Committee shall be prepared jointly between the Chairman and the MPO staff. The agenda will be mailed one week prior to the next meeting.

Section 4. Parliamentary authority for Technical Committee proceedings not otherwise specified by these bylaws shall be Robert's Rules of Order, Revised.

**Article VI - Amendment**

Section 1. These bylaws may be amended by a two-thirds vote of those members present provided that a quorum is present. Proposed changes in the bylaws shall be transmitted to each voting member at least 10 days prior to the meeting when the voting will be conducted.

**Article VII - Effective Date**

Section 1. These bylaws shall become effective immediately upon ratification by a majority vote of the Technical Committee, subject to approval by the MPO Policy Committee.



## Memorandum

**To:** MPO-Policy Board  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 27, 2021  
**Subject:** Amendment to the Transportation Improvement Program (TIP) FY21-24

**Summary:** VDOT increased the cost estimate for the Route 20 Bridge replacement (Belmont Bridge) by \$5,912,644. This increased the estimated project cost from \$25,187,399 to \$31,100,043 in the Statewide Transportation Improvement Program (STIP). To align the CA-MPO's Transportation Improvement Program (TIP) with the STIP, the same adjustments will need to be made. The blocks below reflect these changes.

### NEW TIP BLOCK

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 <sup>TH</sup> ST NE (0020)			TOTAL COST	\$31,100,043	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal-STP/STBG	\$0	\$530,494	\$0	\$0	\$0
RW	Federal-STP/STBG	\$0	(\$249,678)	\$0	\$0	\$0
CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0
	Federal – STP/STBG	\$101,5763	\$406,305	\$0	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,294,696	\$6,696,072	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$13,438,913	\$0	\$0	\$0
MPO Notes	Amendment 1 approved by the Policy Board on January 27, 2021 Under design, going to construction soon.					

### OLD TIP BLOCK

<b>Before Amendment 1</b>						
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 <sup>TH</sup> ST NE (0020)			TOTAL COST	\$25,187,399	

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

	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0
	Federal – HIP	\$22	\$87	\$0	\$0	\$0
	Federal – STP/STBG	\$171,763	\$687,051	\$0	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,364,904	\$6,979,905	\$0	\$0	\$0
CN AC	Federal – AC	\$281,629	\$1,126,514	\$0	\$0	\$0
	Federal – AC OTHER	\$0	\$6,047,214	\$0	\$0	\$0
CN AC		\$281,629	\$7,173,728	\$0	\$0	\$0
MPO Notes		Under design, going to construction soon.				

**Recommendation:** MPO staff recommends that the Policy Board vote to approve this amendment to the TIP.

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

## Memorandum

**To:** MPO Committee Members  
**From:** Lucinda Shannon, Transportation Planning Manager  
**Date:** January 27, 2020  
**Topic:** Setting Performance Targets

**Purpose:** Select targets for Asset and System Conditions and Safety.

**Background:** 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 targets are broken up into three categories.

- 1) Asset and System Condition Performance Targets
  - a. Adjustments due by March 15, 2021
- 2) Safety Performance Targets
  - a. Update due February 27, 2021
- 3) Public Transit Agency Safety Performance Targets
  - a. Updates are current

OIPI and VDOT prepare worksheets for each MPO showing the data collected to measure progress towards each performance measure that has an identified target. These worksheets compare the data over the years starting with the baseline year 2017 to identify trends and track percent changes to help measure progress and adjust the targets. The Public Transit Agency Safety Performance Targets will be reviewed in 2021.

Additional information about the condition of our transportation system is available on VDOT's Dashboard webpages at <http://dashboard.virginiadot.org/Pages/Maintenance/Bridge.aspx>.

**Recommendation:** CA-MPO staff recommends that the MPO adopts the state performance targets for all three of the categories- Asset and System Conditions, Safety, and Public Transit Agency Safety.

Tables 1 and 2 on the next pages show the recommended targets and Tables 3 and 4 show alternative targets. The alternative targets are suggested if the Policy Board decides to adopt targets based on local trends instead of the state trends.

*Table 1: CA-MPO Recommended Asset and System Condition Targets for CA-MPO*

Asset and System Condition Targets	State Target (4 years 2018 to 2021)	CA-MPO Current Target	CA-MPO 2019 actual	CA-MPO Targets for 2020 and 2021
Percentage of deck area of bridges in good condition (NBI on NHS)	<b>30.5%</b>	<b>23%</b>	<b>10.9%</b>	<b>30.5%</b>
Percentage of deck area of bridges in poor condition (NBI on NHS)	<b>2%</b>	<b>3%</b>	<b>7.7%</b>	<b>2%</b>
Percent of pavement in good condition (Interstate)	45%	45%	69.7%	45%
Percent of pavement in poor condition (Interstate)	3%	3%	0%	3%
Percent of pavement in good condition (NHS)	25%	25%	26.3%	25%
Percent of pavement in poor condition (NHS)	5%	5%	0.9%	5%
Percentage of person-miles traveled that are reliable (Interstate)	<b>82%</b>	<b>99%</b>	<b>100%</b>	<b>82%</b>
Percentage of person-miles traveled that are reliable (Non-Interstate NHS)	<b>82.5%</b>	<b>80%</b>	<b>93.5%</b>	<b>82.5%</b>
Truck travel time reliability index (Interstate)	<b>1.56</b>	<b>1.2</b>	<b>1.15</b>	<b>1.56</b>

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.
- The State adjusted the Percent of deck area of bridges in good condition from 33% to 30.5% during the midterm review.
- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

*Table 2: CA-MPO Recommended Safety Performance Targets for CA-MO*

Safety Performance Targets	State 2021 Target	CA-MPO Projected Trend 2021	CA-MPO Targets for 2021
Percent change fatalities	<b>3.20%</b>	<b>-4.30%</b>	<b>3.20%</b>
Number of fatalities	<b>898</b>	<b>7</b>	<b>9</b>
Percent Change serious injuries	<b>-1.46%</b>	<b>-16.10%</b>	<b>-1.46%</b>
Number of serious injuries	<b>7,385</b>	<b>50</b>	<b>103</b>
Goal Percent Change non-motorized fatalities serious injuries	<b>-0.08%</b>	<b>-1.80%</b>	<b>-0.08%</b>
Number of non-motorized fatalities serious injuries	<b>750</b>	<b>13</b>	<b>13</b>

- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

If there are any questions or comments, please contact Lucinda Shannon at [lshannon@tjpd.org](mailto:lshannon@tjpd.org) or 413-219-1748.

*Table 3: Alternative Asset and System Condition Targets for CA-MPO*

Asset and System Condition Targets	State Target (4 years 2018 to 2021)	CA-MPO Current Target	CA-MPO 2019 actual	CA-MPO Targets for 2020 and 2021
Percentage of deck area of bridges in good condition (NBI on NHS)	<b>30.5%</b>	<b>23%</b>	<b>10.9%</b>	<b>23%</b>
Percentage of deck area of bridges in poor condition (NBI on NHS)	<b>2%</b>	<b>3%</b>	<b>7.7%</b>	<b>3%</b>
Percent of pavement in good condition (Interstate)	45%	45%	69.7%	45%
Percent of pavement in poor condition (Interstate)	3%	3%	0%	3%
Percent of pavement in good condition (NHS)	25%	25%	26.3%	25%
Percent of pavement in poor condition (NHS)	5%	5%	0.9%	5%
Percentage of person-miles traveled that are reliable (Interstate)	<b>82%</b>	<b>99%</b>	<b>100%</b>	<b>98%</b>
Percentage of person-miles traveled that are reliable (Non-Interstate NHS)	<b>82.5%</b>	<b>80%</b>	<b>93.5%</b>	<b>80%</b>
Truck travel time reliability index (Interstate)	<b>1.56</b>	<b>1.2</b>	<b>1.15</b>	<b>1.56</b>

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.
- The State adjusted the Percent of deck area of bridges in good condition from 33% to 30.5% during the midterm review.
- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

*Table 4: Alternative Safety Performance Targets for CA-MPO*

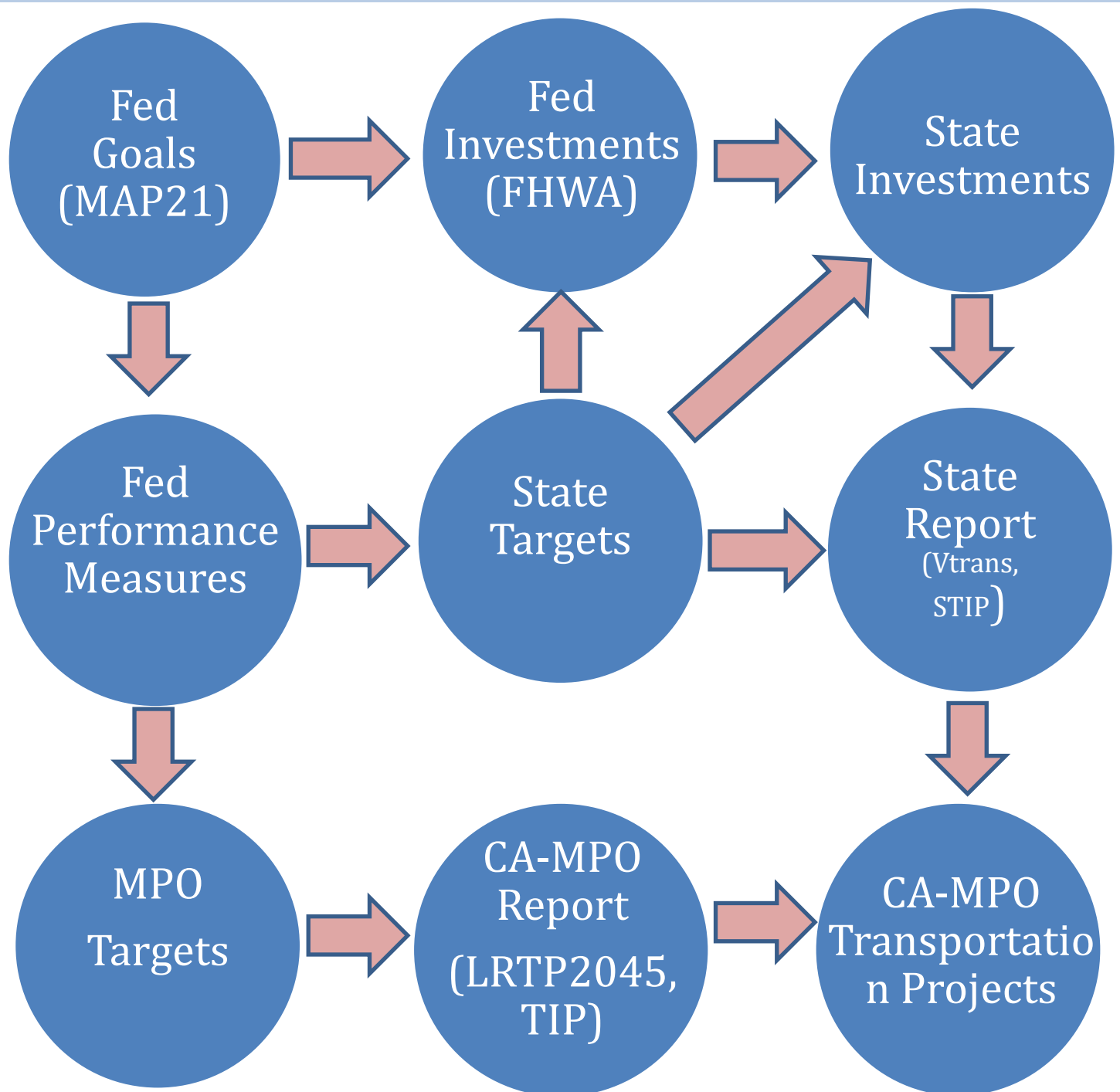
Safety Performance Targets	State 2021 Target	CA-MPO Projected Trend 2021	CA-MPO Targets for 2021
Percent change fatalities	<b>3.20%</b>	<b>-4.30%</b>	<b>-4.30%</b>
Number of fatalities	<b>898</b>	<b>7</b>	<b>7</b>
Percent Change serious injuries	<b>-1.46%</b>	<b>-16.10%</b>	<b>-16.10%</b>
Number of serious injuries	<b>7,385</b>	<b>50</b>	<b>50</b>
Goal Percent Change non-motorized fatalities serious injuries	<b>-0.08%</b>	<b>-1.80%</b>	<b>-1.80%</b>
Number of non-motorized fatalities serious injuries	<b>750</b>	<b>13</b>	<b>13</b>

- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

If there are any questions or comments, please contact Lucinda Shannon at [lshannon@tjpd.org](mailto:lshannon@tjpd.org) or 413-219-1748.

# Transportation Performance Management Overview

For the Charlottesville Albemarle Metropolitan Planning Organization



## Introduction

The new Transportation Performance Management (TPM) tools developed by Virginia's Office of Intermodal Planning and Investment (OIPI) are formed under the guidance of the US Department of Transportation. In addition to complying with federal requirements, these TPM tools will help the Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) and the Commonwealth plan for and fund transportation projects based on performance measures that are connected to the transportation goals outlined in VTRANS and MAP-21.

This document first provides a brief overview of the federal legislation requiring states and MPOs to develop goals, performance measures, and targets to help guide transportation investments. Then, this document share's the current state performance and safety targets and the MPO's obligation to set local targets with state guidance. The last section in this document outlines the reports that CA-MPO are required to produce under the performance measures system.

## Background—Federal Legislation

The 2012 Federal transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) required states to use outcome-based programing that aligns with federal-aid highway program performance goals, to guide their Federal Highway Administration (FHWA) investments. The Virginia Department of Transportation's (VDOT) [Fiscal Year 2020 Annual Budget](#) estimated that almost 17% of that year's transportation funds were from federal sources, the third largest source, following Virginia's Transportation Trust Fund (36%) and the state Highway Maintenance and Operating Fund (32%). (Virginia Department of Transportation, 2020)

The national performance goals for the Federal-aid highway program are listed in Table 1 below.

Table 1: National Performance Goals

National Performance Goals	
Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Source: (US Department of Transportation, Federal Highway Administration, 2020)

## Virginia and CA-MPO Targets

Just like the Charlottesville-Albemarle Metropolitan Planning Organization’s (CA-MPO) long range transportation plan established goals to support our community’s transportation vision, the state’s long range transportation plan, VTrans, developed the following goals for statewide transportation.



Source: (Commonwealth of Virginia, 2020)



Stemming from these goals, Virginia’s Office of Intermodal Planning and Investment (OIP), which leads the development of VTrans, utilizes a suite of multimodal performance measures to track progress and guide investments in reaching these goals. OIP detailed performance by measure in its 2019 Biennial Report, and the next VTrans Update (2045) will include identification of key performance indicators, which will be tracked in the future.

Included in this suite of measures are federally required performance measures, which both FHWA and FTA established because of MAP-21 and the FAST Act. The Commonwealth Transportation Board (CTB) approves statewide targets for federal performance measures. By setting targets for the performance measures, VDOT can report progress towards meeting the FHWA goals.

MPOs are required to participate in the performance measure process by setting targets for their regions based on the state targets and trend data provided by the state. The targets are broken up into three categories for the MPOs.

- 1) Asset and System Condition Performance Targets
- 2) Safety Performance Targets
- 3) Public Transit Agency Safety Performance Targets

OIP and VDOT prepare worksheets for each MPO showing the data collected to measure progress towards each performance measure that has an identified target. These worksheets compare the data over the years starting with the baseline year 2017 to identify trends and track percent changes to help measure progress and adjust the targets.

### Asset and System Condition Targets

The Asset Condition and System Targets include pavement and bridge condition, reliability, and freight reliability. These targets are updated every four years with mid-period updates. Targets that the MPO chooses to set differently from the state targets and targets that are updated by the state during the mid-period update need to be re-evaluated by the MPO in the 2 mid-period update. The targets included in the asset condition and system category are listed below. The targets in bold need to be re-evaluated during this mid-period update.

- 1) Percentage of deck area of bridges in good condition (NBI<sup>1</sup> on NHS<sup>2</sup>)**
- 2) Percentage of deck area of bridges in poor condition (NBI on NHS)**
- 3) Percent of pavement in good condition (Interstate)
- 4) Percent of pavement in poor condition (Interstate)
- 5) Percent of pavement in good condition (NHS)
- 6) Percent of pavement in poor condition (NHS)
- 7) Percentage of person-miles traveled that are reliable (Interstate)**
- 8) Percentage of person-miles traveled that are reliable (Non-Interstate NHS)**

---

<sup>1</sup> National Bridge Inventory (NBI)

<sup>2</sup> National Highway System (NHS)

**9) System performance (Interstate)**  
**10) Truck travel time reliability index (Interstate)**

The CA-MPO has until March 15, 2021 to report to the State DOT whether it will either:

- Agree to plan a program of projects so that they contribute to the adjusted state DOT target for that performance measure; or
- Commit to a new quantifiable target for that performance measure for its metropolitan planning area (23 CFR §490.105(f)(7)).

Table 2 below shows the current Asset and System Condition Targets, with CA-MPO’s current targets, the state’s targets and the 2019 actual for the CA-MPO area. At this time, CA-MPO can choose to adjust the targets that are in bold in Table 1, if desired. CA-MPO must choose one of the following options by the March 15, 2021 deadline.

- Continue to support its current regional targets
- Adjust its regional targets by establishing new targets
- Adopt the state targets

VDOT will continue to collect and share data on all the federal performance measures (safety, asset condition, and system performance) with MPOs, so MPOs do not have to collect that information.

*Table 2: Asset and System Condition Targets*

<b>Asset and System Condition Targets</b>	<b>State Target (4 years 2018 to 2021)</b>	<b>CA-MPO Current Target</b>	<b>CA-MPO 2019 actual</b>	<b>CA-MPO Targets for 2020 and 2021</b>
<b>Percentage of deck area of bridges in good condition (NBI on NHS)</b>	<b>30.5%</b>	<b>23%</b>	<b>10.9%</b>	<b>?</b>
<b>Percentage of deck area of bridges in poor condition (NBI on NHS)</b>	<b>2%</b>	<b>3%</b>	<b>7.7%</b>	<b>?</b>
Percent of pavement in good condition (Interstate)	45%	45%	69.7%	45%
Percent of pavement in poor condition (Interstate)	3%	3%	0%	3%
Percent of pavement in good condition (NHS)	25%	25%	26.3%	25%
Percent of pavement in poor condition (NHS)	5%	5%	0.9%	5%
<b>Percentage of person-miles traveled that are reliable (Interstate)</b>	<b>82%</b>	<b>99%</b>	<b>100%</b>	<b>?</b>
<b>Percentage of person-miles traveled that are reliable (Non-Interstate NHS)</b>	<b>82.5%</b>	<b>80%</b>	<b>93.5%</b>	<b>?</b>
<b>Truck travel time reliability index (Interstate)</b>	<b>1.56</b>	<b>1.2</b>	<b>1.15</b>	<b>?</b>

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.  
 - OIPI adjusted the percent of deck area of bridges in good condition from 23% to 30.5% in the midterm review.  
 - Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

## Safety Performance Targets

The Highway Safety Performance Targets include the following measures.

- 1) Number and percent change of fatalities
- 2) Number and percent change of serious injuries
- 3) Number of and percent change of non-motorized fatalities and non-motorized serious injuries

MPOs adopt highway safety targets every year. The next targets are due to be sent to the OIPI by February 27, 2021. Last year CA-MPO chose to keep the state targets.

Table 3 below shows the state targets and CA-MPO's predicted trend for the safety performance measures.

*Table 3: Safety Performance Targets*

Safety Performance Targets	State 2021 Target	CA-MPO Projected Trend 2021	CA-MPO Targets for 2021
Percent change fatalities	3.20%	-4.30%	?
Number of fatalities	898	7	
Percent Change serious injuries	-1.46%	-16.10%	?
Number of serious injuries	7,385	50	
Goal Percent Change non-motorized fatalities serious injuries	-0.08%	-1.80%	?
Number of non-motorized fatalities serious injuries	750	13	

*- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021*

## Public Transit Agency Safety Performance Targets

Charlottesville Area Transit and JAUNT are both Tier II agencies participating in the Department of Rail and Public Transit (DRPT) sponsored group statewide [Public Transportation Agency Safety Plan](#) (PTASP). Tier II agencies are defined as small transit agencies not operating rail fixed guideway and running 100 or fewer vehicles in total during peak revenue service. Under the PTASP rule, State Departments of Transportation are tasked with developing the PTASP for all eligible Tier II agencies unless the agency chooses to opt out.

The Statewide Tier II PTASP plan includes safety performance targets and describes safety management systems in place at the 15 agencies who participate in the Statewide Plan. DRPT

measure the following data in the PTASP to comply with MAP-21.

1. Fatalities (total number of reportable fatalities per year)
2. Fatalities (rate per total vehicle revenue miles by mode)
3. Injuries (total number of reportable injuries per year)
4. Injuries (rate per total vehicle revenue miles by mode)
5. Safety events (total number of safety events per year)
6. Safety events (rate per total vehicle revenue miles by mode)
7. Distance between Major Failures
8. Distance between Minor Failures

The Tier II statewide PTASP was completed in July, 2020. Transit agencies must review the plan annually by July 20th of each year. Agencies can choose to opt out of the PTASP and develop their own safety plan.

For more information: <http://www.drpt.virginia.gov/transit/planning/public-transportation-agency-safety-plan-ptasp/>.

## Reporting Requirements

A System Performance Report containing a record of CA-MPO's targets and data trends tracking progress needs to be reported in CA-MPO's Transportation Improvement Program (TIP) and included in the Long Range Transportation Plan (LRTP) when it is updated.

If CA-MPO chooses to select targets that are different from the state targets, the MPO will need to describe a methodology for setting the targets, and also track the progress of the MPO's trends vs the statewide trends in their System Performance Report. All this data will be provided by the state, as it currently is in the form of workbooks. System Performance Reports should also describe how project prioritization is used to meet performance targets and strategies planned to meet the targets in the future.

The System Performance Reports should be included in the TIP and LRTP when they are updated. More details about the performance targets reporting requirements for each of these MPO authored documents follows.

### TIP Reporting Requirements

MPOs should demonstrate how the program of projects in their TIPs contributes to the achievement of their targets. The TIP's reporting requirements follow the federal regulations quoted below.

*“The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets.”*

The TIP should have a narrative that specifically describes the linkages between the projects supported in the TIP and the plan to reach the performance measure targets. The narrative should answer the following questions.

- 1) Are the projects in the TIP directly linked to implementation of these other (performance based) plans?
- 2) How was the program of projects in the TIP determined?
- 3) Does the TIPs support achievement of the performance targets?
- 4) How does the TIP support achievement of the performance targets?
- 5) Is the TIP consistent with the other performance based planning documents (asset management plans, SHSP, HSIP, freight plan, CMAQ Performance Plan, CMP, etc.)?
- 6) How was this assessment conducted?
- 7) What does the assessment show?

If the MPO uses the state targets, then they will insert the state's narrative describing the linkages between the projects supported in the STIP and the state's plan to reach the performance measure targets.

### L RTP Reporting Requirement

The CA-MPO included the state System Performance Report as part of their 2045 LRTP, see Appendix E of the LRTP. This System Performance Report establishes baselines for the performance measures that have set targets and illustrates how the performance targets are incorporated into the state planning documents. The System Performance Report and subsequent updates will evaluate the condition and performance of the transportation system with respect to the applicable performance targets: Highway Safety, Pavement and Bridges, Highway System, Congestion Mitigation and Air Quality (CMAQ), and Transit Asset Management. MPOs are required to include updates to the System Performance Report in their LRTPs. The next CA-MPO update for the LRTP will be completed in the spring of 2024.

### Wrap-up

The federal TPM system outlined in this document was discussed with both the CA-MPO's Technical Committee and Policy Board in their November and December meetings. OIPI staff attended those meetings and discussed the TPM system with the committees. After careful consideration of the data and information provided by OIPI and researching other MPO's decisions around setting their TPM targets, staff recommends that the CA-MPO adopt the state targets for the primary reason that the MPO has little influence to affect the performance being measured by these standards.

The Virginia Department of Transportation (VDOT) builds and maintains most of the transportation infrastructure in the state, with the localities responsible for the remaining infrastructure. All transportation funding for projects that would affect change in the asset and system conditions, safety performance, or transit safety are selected and funded through state

and local governments. The opportunities for the MPO to influence the performance measures via submission of Smart Scale or other grant applications are minimal compared to the resources needed to significantly impact overall system performance.

# Charlottesville and Albemarle Regional Transit Vision Plan

## **Purpose:**

- For local leaders, transit agencies, and a wide variety of stakeholders to collaboratively develop a clear vision for the future of transit in our region
- Work will result in a Charlottesville Area Transit Vision Plan document that identifies goals, objectives, strategies, and time-specific recommendations
- Recommendations contained within the plan will be developed for short-term, long-term, and extended long-term timeframes with a horizon year of 2050

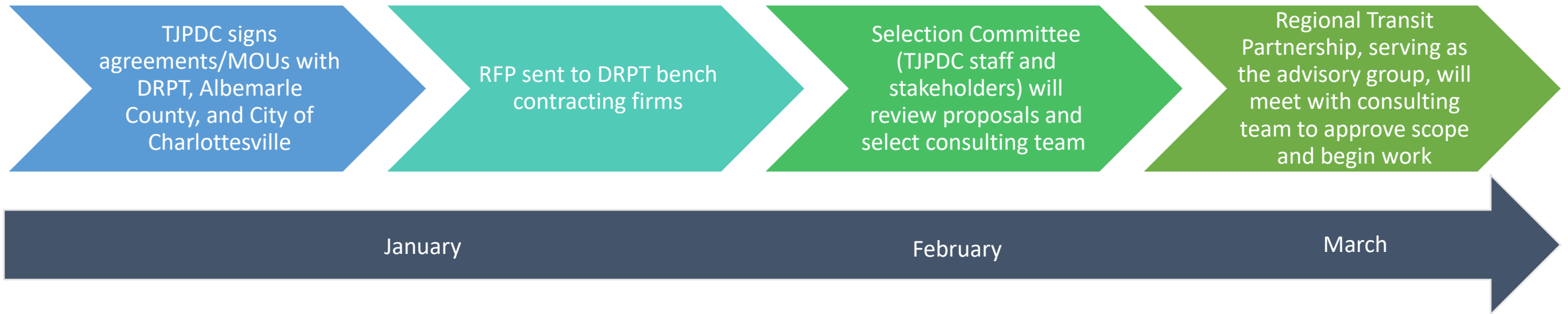
## **Budget: \$350,000**

- \$175,000 in grant funds
- \$87,500 from Albemarle County as local match
- \$87,500 from City of Charlottesville as local match

**Timeline:** ~18 months (as soon as the agreements are signed – June 30, 2022)

# Charlottesville and Albemarle Regional Transit Vision Plan

## Next steps:





# Albemarle County Transit Expansion Feasibility Study and Implementation Plan

## **Purpose:**

- a feasibility study and implementation plan for expanded transit service to population and employment centers within Albemarle County, particularly:
  - the Pantops area,
  - Thomas Jefferson's Monticello, and
  - along Route 29 North.
- Innovative transit options (to include on-demand service) that emphasize accessibility and responsiveness to customer needs should be investigated alongside traditional fixed-route options

## **Budget:** \$106,215

- \$53,108 in grant funds
- \$53,107 from Albemarle County as local match

## **Timeline:** ~12 months (from signed agreements – December 31<sup>st</sup>, 2021)

# Albemarle County Transit Expansion Feasibility Study and Implementation Plan

## Next Steps:

