

AGENDA
MPO Technical Committee
Tuesday, March 16th, 2021
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=N3B3QlJQQlRvT3ZscWdmaS9obFk2dz09>

Meeting ID: 879 8981 4300
Passcode: 334069

Item	Time	Description
0	10:00-10:05	Attendance and Emergency Statement
1	10:05-10:10	Matters from the Public: limit of 3 minutes per speaker <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	10:10-10:15	Approval of draft meeting minutes* • See January 2021 MPO Tech Minutes DRAFT
3	10:15-10:20	CA-MPO Leadership Transition (Christine Jacobs, Interim Executive Director)
4	10:20-10:35	Albemarle County Functional Classification Changes* - Kevin McDermott (AC) • See Albemarle Functional Classification Memo
5	10:35-10:50	Unified Planning Work Program (UPWP) FY22*– Sandy Shackelford (CAMPO) • See UPWP FY22 Memo • See UPWP FY22-DRAFT
6	10:50-11:20	Smart Scale – Sandy Shackelford (CAMPO) • See Smart Scale Round 5 Memo
7	11:20-11:35	North 29 Corridor Study – Lucinda Shannon (CAMPO) • Additional materials may be emailed to members ahead of meeting
8	11:35-11:55	Roundtable Updates
9	11:55-12:00	Additional Matters form the Public: Limit of 3 minutes per speaker <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 (4th Wednesday): March 24th at 4pm
MPO Tech Committee (3rd Tuesday): May 18th at 10am

MPO Technical Committee
10:00 AM Tuesday March 16th, 2021

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 and 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.

MPO Technical Committee
January 19th Meeting Minutes

Committee – Voting Members

TJPDC Staff

Tim Keller, *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*

Jessica Hersh-Ballering
Christine Jacobs
Lucinda Shannon
Gretchen Thomas
Sandy Shackelford

Attendance

No attendance was taken

Call to Order

Mr. Stolzenberg called the virtual meeting to order at 10:00 a.m.

Matters from the Public

No matters from the public.

Approval of November 18, 2020 Minutes

Mr. Stolzenberg said his name was spelled once in the document. Mr. McDermott made a motion to approve with the change of spelling. Mr. Johnson seconded the motion and the motion was approved with Tim Keller abstaining.

Staff Changes

Ms. Hersh-Ballering reported that Mr. Boyles has taken a position as the City Manager for the City of Charlottesville. Ms. Shackelford asked for patience from the committee as staff adjust to new positions and to offer any suggestions and feedback.

Membership and Bylaws

Review membership

Ms. Hersh-Ballering reviewed the members listed on the webpage and asked those who are on the committee to review their name and spelling.

Bylaws

Ms. Hersh-Ballering reviewed the bylaws re: membership. She asked the committee to think about whether there are any agencies who are not represented on the MPO Tech. Mr. Stolzenberg suggested that Charlottesville Area Transit's old name be removed and replaced with the new one. Mr. Hudson suggested that staff review the 3C agreement and to be sure all agencies are represented there as well.

Mr. Stolzenberg suggested that someone reach out to FTA, FAA and the Airport Authority. Mr. Hudson said the FTA gets the packet information, but rarely attend meetings. Mr. Johnson said since Jaunt is moving their services into Greene County, he would be interested in having someone from the Airport Authority on the non-voting membership.

Mr. Johnson said Article II includes very specific information about data and thought maybe it would limit what the Technical committee can do. Mr. McDermott agreed that the paragraph could be more generalized.

Ms. Shackelford said that perhaps that verbiage could perhaps be changed to "resources." She also said she could strike through that line and revisit at another time.

Mr. Hudson suggested keeping the bylaws as general as possible to give the committee flexibility.

Mr. Keller suggested using the first, second and eliminate the last sentence as a revision to this article. Mr. McDermott concurred.

Mr. Stolzenberg added that the TJPDC should have a voting member.

TIP Amendment

Ms. Shannon shared the TIP amendment re: the Belmont Bridge replacement included in the agenda. She needs a recommendation from the committee to be sent to the Policy Board.

Ms. Janiczek moved to approve the amendment. Mr. McDermott seconded the motion and the motion was approved unanimously.

Performance and Safety Targets

Ms. Shannon reviewed the memo included in with the agenda packet. She reported that staff is recommending the CAMPO adopt the state-approved performance and safety targets.

After some discussion, Mr. Johnson requested that the Tech committee have an expert cover Vision Zero and what it means for the locality and for the LRTP in a future meeting.

The committee also recommended adopting the state targets with the idea that they will revisit the targets in the future for the long-range transportation plan.

Mr. McDermott made a motion that the committee recommend to the Policy Board that the MPO adopt the state-performance targets. Mr. Keller seconded the motion and the motion passed with Mr. Hudson abstaining.

Unified Planning Work Program (UPWP) planning for FY22

Ms. Shackelford reviewed the budget for the committee and explained that the staff will be doing fewer projects to save on money and to ensure that the projects that are produced remain high quality.

She explained that the budget is based on the same number as last year, which may change. Much of the work budgeted is work that is required. Additional work includes the North 29 Corridor study, ramping up for the next Long-Range Transportation Plan update, and undertaking an MPO strategic plan.

There is approximately \$24K available to do additional work. Ms. Shackelford asked the committee what their priorities are to get done with that money.

Mr. Johnson said he would like to do an audit of existing plan and an assessment on whether they are being used or not, and if not, why.

Mr. McDermott said he would like to talk with others about what their priorities are, too, and will get back to the committee after those conversations.

Mr. Keller said he would like to see something that works for both the City and the County.

Ms. Shackelford asked the committee to continue to think about programs the MPO can work on and bring the ideas to the March meeting.

Staff Updates

Bicycle and Pedestrian Count Results

Ms. Hersh-Ballering shared the Fall 2020 Count results with the committee. They are included in the meeting packet.

Transit Grants Awarded

Ms. Hersh-Ballering shared a summary of the DRPT Technical Assistance Grants awarded to the CAMPO. This summary is included in the meeting packet.

Smart Scale Scoring Updates

Mr. Proctor said the CTB staff is recommending 20 projects for funding which include basically all of the Charlottesville and Albemarle projects, and three projects in the TJPDC area.

Rideshare Update (Added agenda item)

Ms. Pennington reported that Rideshare has been offering telework resources with DRPT and Telework VA. She reported there will be a webinar on January 26, which will focus on how organizations can use telework as they move into the future and what resources are available.

Roundtable Updates

Mr. McDermott had nothing new to report. He thanked the MPO and Mr. Proctor for all of their help.

Mr. Hudson reminded the MPO that the public transportation safety plan related measures are due to be adopted by February 7. DRPT's six-year improvement plan will be published on their website on February 9. DRPT's current grant cycle is open with a deadline of February 1st. There is a federal Covid relief funding grant, similar to the CARES Act. More details to come.

Mr. Palmer said UVA will begin classes again in February. He does not know the transit schedule but does know it is highly modified. Ridership is down because so many students are not attending classes on grounds, just online. The focus for UTS has also been on getting employees to their destination safely.

Mr. Proctor did not have anything more to report.

Mr. Lee said CAT put out an RFP for Automatic Passenger Counters with the award coming in a couple of months. There is focus on optimizing routes. Trolley ridership has fallen drastically because the students are not on grounds. Passenger counts are low, but that is in line with the nation.

Ms. Janiczek said the City awarded the four state of good repair bridges, so look for work to begin on the four bridges. Movement on that is allowed to be scheduled for over a year. Belmont has just been announced.

Ms. Shackelford said there is a regional effort surrounding the Three Notch'd Trail, but the TJPDC is only acting in a support role only.

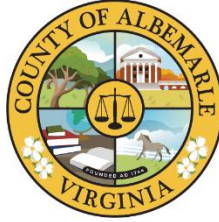
Mr. Johnson had nothing new to report.

Additional Matters from the Public

There were no additional matters from the public.

Meeting Adjournment

Mr. Stolzenberg adjourned the meeting at 12:02 PM.



COUNTY OF ALBEMARLE
Department of Community Development
401 McIntire Road, North Wing
Charlottesville, Virginia 22902-4596

TO: Charlottesville-Albemarle MPO (CA-MPO)
FROM: Kevin McDermott; Planning Manager
DATE: March 8, 2021
SUBJECT: Request for CA-MPO to consider Albemarle County Functional Classification Changes

The functional classification of a road is assigned by the Virginia Department of Transportation (VDOT) within the Commonwealth of Virginia. Functional classification is a designation of roadways and highways with criteria and guidance provided by Federal Highway Administration (FHWA). Classifications are based on a road's function and are categorized and ranked as: Interstate, Freeway/Expressway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Locals. The federal guidance considers type of trips, current and expected volume, and the network the road serves/connects in a road's designation. VDOT will typically perform a statewide functional classification review following the decennial census. However, a road may change overtime and not accurately reflect that road's function or will change because of planned improvements. VDOT permits local governments to submit functional classification changes for those reasons.

Albemarle County Board of Supervisors voted at their February 3, 2021 meeting in support of submitting a request for changes to the functional classification system on five highway segments in the County. The application request must be approved by the CA-MPO because the roads to be submitted are within the Urbanized Area of the MPO.

The requests are to change the functional classification from Major Collector to Minor Arterial for the following road segments:

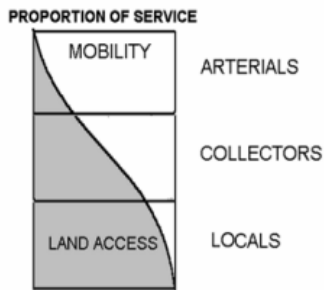
- Avon Street Extended (Route 742) - Entire segment (City limits to Route 20)
- Barracks Road (Route 654) - City limits to Georgetown Road
- Thomas Jefferson Parkway (Route 53) - Entire segment (Rt. 20 to Fluvanna County line; an alternative is Rt. 20 to Rt. 795)
- Richmond Road (Route 250 East) - Route 22 to Fluvanna County line
- Old Lynchburg Road (Route 631) - Sunset Ave (Route 781) to Hickory Street

All roads submitted excluding Route 53 are extensions of existing Arterials. County Staff has assessed these roads in consultation with VDOT and it appears they all generally meet the requirements for Arterial status.

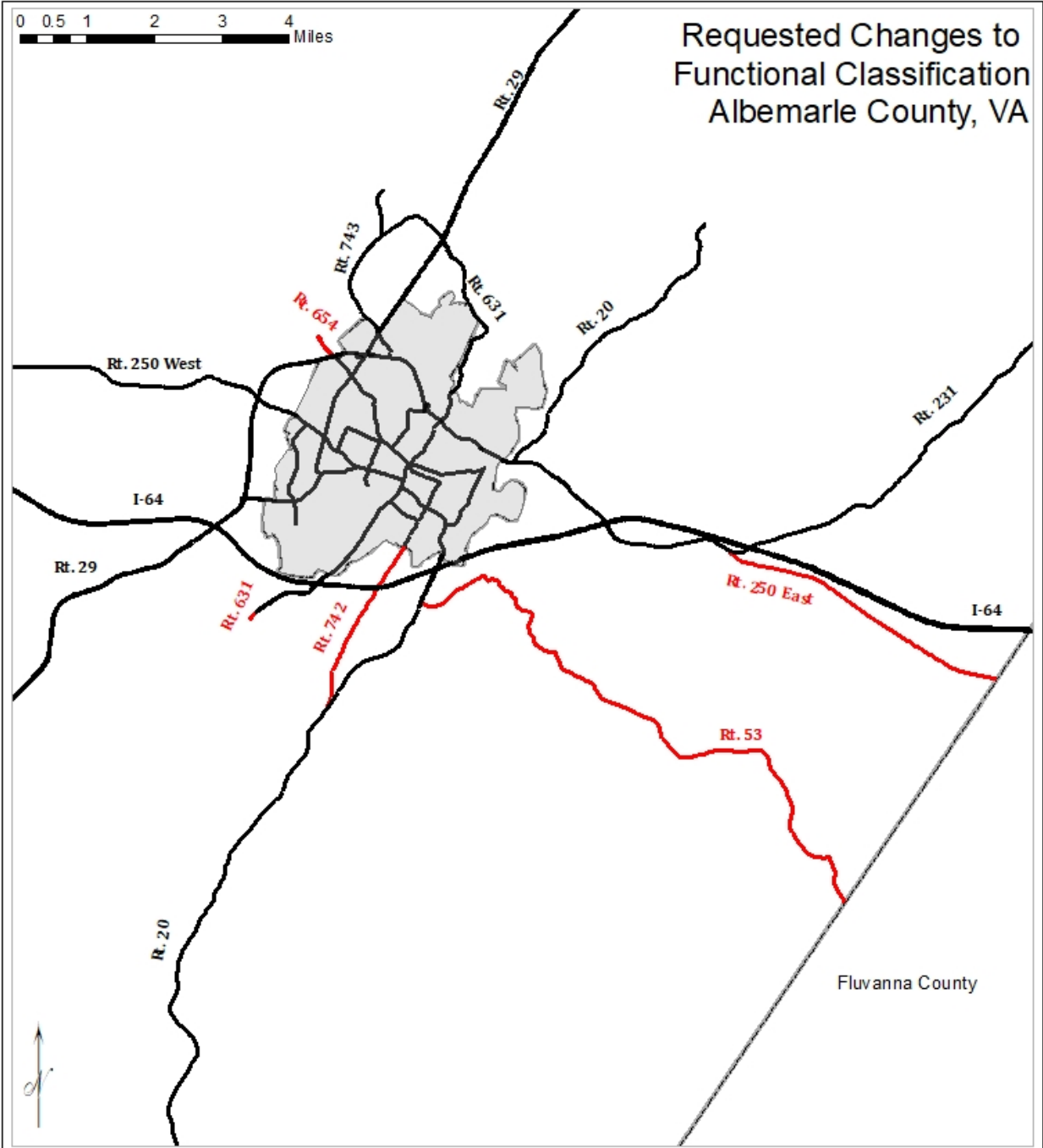
If the submitted Albemarle County roads were to be reclassified from Major Collector to Minor Arterial, this could potentially impact several factors such as: VDOT's federal transportation funds for road improvements and maintenance, road design standards and access management, and design or regulatory alterations.

Albemarle County is submitting this request to better represent the function of roads that are currently classified as Collectors in the FHWA Functional Classification System.

Figure 1: Proportion of Service



Source: VDOT's Functional Classification Comprehensive Guide



Requested Changes to Functional Classification Albemarle County, VA

- Requested Changes to Arterial
- Arterial
- Albemarle County Boundary
- City of Charlottesville

Requested Arterial Additions:

- Richmond Road (Route 250 East) - From Rt 22 to Fluvanna County line
- Barracks Road (Route 654) - City limits to Georgetown Road
- Thomas Jefferson Parkway (Route 53) - Entire segment (Route 20 to Fluvanna County line)
- Old Lynchburg Road (Route 631) - Sunset Avenue Extended to Hickory Street

The map is by Esri and is Copyright © 2009 Esri. All rights reserved. This map is for display purposes only. Do not use this map for any other purpose. Esri, the Esri logo, ArcView, and the ArcView logo are registered trademarks or trademarks of Esri Inc. in the United States and other countries. Other brands and product names are trademarks of their respective owners.

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: March 5, 2021
Reference: Draft FY22 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 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).

Background:

MPO staff completed an initial outline of FY22 UPWP tasks and projects and facilitated a discussion amongst the MPO committees for initial feedback and to determine projects of interest to the MPO stakeholders. Based on the feedback that was received, staff has prepared the draft UPWP (attached) for initial review.

As discussed with the MPO committees in January, there is capacity for MPO staff to complete one to two additional projects within the FY22 UPWP. After holding discussions with all of the committees to determine areas of largest interest, staff has prepared two project options, as described below. The first option would be a single in-depth analysis of crashes involving bicycles and pedestrians. The second option would be two research studies focused on identifying best practices on issues that have been expressed as being either priorities of the MPO in the 2017-2019 Strategic Plan or have been identified as local priorities by both Charlottesville and Albemarle.

Option 1:

Focus on Equity, Safety, Bike/Ped

This study would involve researching and assessing historic bicycle and pedestrian crash data over the past five to ten years to map locations and assess risk factors. This would involve documenting the road classification, whether or not there were bike and pedestrian facilities at the site, cyclist or pedestrian physical location compared to drivers, time of day the crash occurred, demographic information of pedestrians or cyclists that were involved if known,

proximity to major attraction centers, and other information that may be determined pertinent to understanding how safety is impacted.

This information would inform the MPO regional transportation priorities related to bicycle and pedestrian priority transportation system improvements, as well as provide guidance on any outreach efforts that may be beneficial to users to improve safety.

Budget: \$50,684

Staff time: \$42,684

Technical Consultant: \$8,000

Example: <https://www.martinmpo.com/wp-content/uploads/2016/05/TM-1-Bicycle-and-Pedestrian-Crash-Analysis-Final.pdf>

Option 2:

Focus on Environment, Transportation Funding

- A. The Charlottesville-Albemarle MPO region is not in a non-attainment area for air quality. However, Albemarle County and the City of Charlottesville have each prioritized addressing climate change as local priorities. This project would involve researching best practices for how transportation planning can be used to support local climate action plans.

Budget: \$30,000

Staffing: \$30,000

- B. The shortfall in funding for transportation infrastructure maintenance and construction is well-documented. This study would involve identifying between three and six different examples of successful projects where additional funding was leveraged to support transportation infrastructure, and conduct thorough case studies to determine what made them successful. Examples of projects that could be studied in further detail:
- a. A partnership with the City of Lynchburg, Liberty University and VDOT to construct a pedestrian bridge across Route 29 business to provide a safe crossing for Liberty University students and staff from the main campus to major shopping centers. The bridge itself was mostly, if not exclusively, funded by the University, which was then able to serve as a catalyst for the City of Lynchburg to invest in additional pedestrian improvements in the immediate area.
 - b. A Tax Increment Financing (TIF) District was established by the City of Chesapeake to fund street light installations, provide vehicle and pedestrian safety improvements, and

- acquire easements for additional construction of transportation infrastructure in a central district.
- c. The Richmond area established the Central Virginia Transportation Authority in 2020 to direct new funding sources towards high priority regional transportation projects. Funding for the CVTA is generated through new regional sales and use taxes, as well as the wholesale gas tax that was enacted statewide beginning July 2020.
 - d. Amtrak launched their Revenue Growth Initiative in 2013 to pursue public-private partnerships that could be invested into the redevelopment of major stations. In addition to private investment working to decrease operational costs for Amtrak, the goals of this initiative are to support the establishment of transit-oriented, mixed use neighborhoods in the nearby vicinity, create new amenities and transit connections, and use new revenue to reinvest in other infrastructure.

Budget: \$20,684

Staffing: \$20,684

Recommendation:

Staff will need to prepare a final draft of the UPWP to be reviewed by the MPO Committees at their meetings in May. Staff is requesting that the committees vote on the projects they would like to include in the UPWP so they can prepare the final draft and post for public review.

A public hearing on the UPWP will be scheduled for the May 26, 2021 Policy Board meeting.

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



Unified Planning Work Program (UPWP)

Fiscal Year 2022
July 1, 2021 – June 30, 2022

 *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 (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.

Table of Contents

PREFACE	2
TABLE OF CONTENTS.....	3
INTRODUCTION	4
PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM	4
PURPOSE OF THE METROPOLITAN PLANNING ORGANIZATION.....	4
RELATIONSHIP OF UPWP TO LONG RANGE TRANSPORTATION PLANNING.....	5
MPO TRANSPORTATION INFRASTRUCTURE ISSUES AND PRIORITIES	6
PUBLIC PARTICIPATION/TITLE VI AND ENVIRONMENTAL JUSTICE	6
FUNDING	7
HIGHLIGHTS OF FY20 UPWP.....	8
FY21 UPWP ACTIVITIES BY TASK	8
TASK 1: ADMINISTRATION	10
TASK 2: LONG RANGE TRANSPORTATION PLANNING.....	11
TASK 3: SHORT RANGE PLANNING	13
TASK 4: CONTRACTED PROJECTS AND STUDIES.....	16
CA-MPO IN FY21	18
PUBLIC PARTICIPATION PROCESS.....	18
REVIEW AND APPROVAL OF TASKS.....	18
ONLINE POSTING	18
STATE REVIEW	18
REVIEW OF FINAL FY21 UPWP	18
GLOSSARY OF ACRONYMS	19
APPENDIX	21
ATTACHMENT A: TASKS PERFORMED BY VDOT	
ATTACHMENT B: MEMORANDUM OF UNDERSTANDING	
ATTACHMENT C: FTA SECTION 5303/PL FUNDING BREAKDOWN	
ATTACHMENT D: PUBLIC NOTICE AND RESOLUTION	

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).

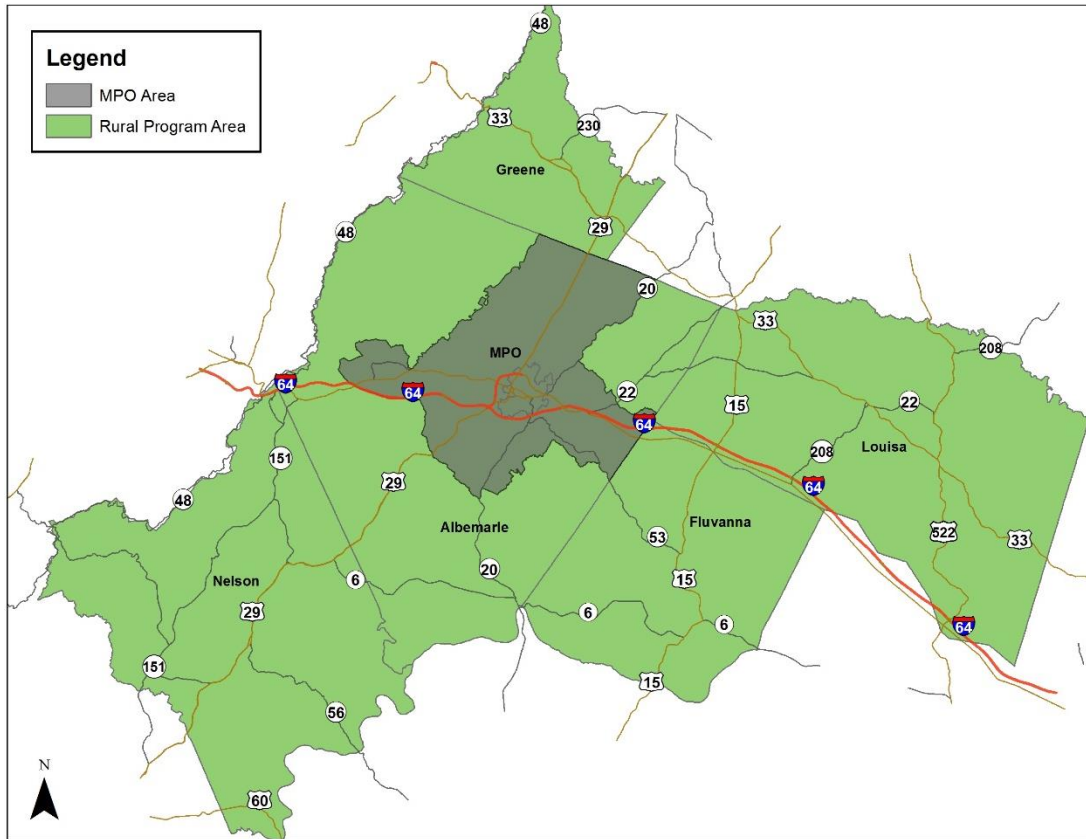
Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City, County, UVA, JAUNT, CAT, DRPT and 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, FHWA, the Federal Aviation Administration (FAA), 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 FY21 Work Program Budget. These tables outline the FY21 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.

FY22 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-22 PL Funding	\$168,947	\$21,118	\$21,118	\$211,184
FY-22 FTA Funding	\$87,686	\$10,961	\$10,961	\$109,608
PL+FTA Total	\$256,633	\$32,079	\$32,079	\$320,792
VDOT SPR	\$136,000	\$17,000	\$17,000	\$170,000
Total FY22 Work Program	\$393,999	\$49,250	\$49,250	\$492,500

FY22 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	18.39%	45.29%	36.32%	100%
PL+FTA Total	\$59,000	\$145,284	\$116,508	\$320,792
FY-22 PL Funding	\$37,500	\$102,684	\$71,000	\$211,184
FY-22 FTA Funding	\$21,500	\$42,600	\$45,508	\$109,608
VDOT SPR	\$50,000	\$60,000	\$60,000	\$170,000
Total FY22 Work Program	\$120,000	\$236,500	\$136,000	\$492,500

Highlights of FY21 UPWP

The CA-MPO conducted several projects and initiatives in FY21. 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 FY21, CA-MPO staff worked with County, City, and VDOT staff to prepare to submit project applications for Round Four of SMART SCALE funding. The CTB approved two of the three SMART SCALE applications submitted by CA-MPO.

Bicycle and Pedestrian Planning

In FY21, MPO and PDC staff worked to continue moving bicycle and pedestrian facility planning forward. Staff efforts focused on coordinating two bike and pedestrian feasibility studies to determine construction opportunities for important regional bike and pedestrian connections throughout the MPO, conducting bike and pedestrian counts at intersections of interest to local City and County staff, and continue coordination of bicycle and pedestrian working group. Staff continues to work with the City, County, and UVA planning staff to develop OneMap, which is an integrated map of all of the bike and pedestrian facilities throughout the MPO region.

Regional Transit Planning

MPO staff has continued their involvement in overseeing the Regional Transit Partnership. In FY21, two DRPT grants to study transit service and operations within the MPO region were awarded. One to conduct a feasibility study and implementation plan to expand transit service in Albemarle County. The second is to develop a Charlottesville Area Regional Transit Vision Plan. These projects kicked off in FY21 and will continue into FY22.

MPO staff applied for a BUILD planning grant to evaluate opportunities to make improvements to the Charlottesville AMTRACK station to support anticipated service expansion.

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 FY21.

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 FY21, the MPO

FY22 Unified Planning Work Program

Policy Board voted to support the statewide performance targets, which are reviewed every two years, and the statewide safety targets, which are reviewed every year.

Regional Transportation Revenue Study

Work on the Regional Transportation Revenue study was completed in FY21 despite the disruption COVID caused. This study documents potential revenue streams that could be considered should the local region determine that more resources were needed to maintain and improve the local transportation infrastructure.

MPO 101 Primers

The CA-MPO hosted an intern over the summer of FY21 that supported the development of a series of primers explaining MPO purpose, process, and planning requirements. These primers have been formatted and placed on the MPO website for reference, and will be used for educational and informational purposes as MPO staff seeks public engagement in its planning processes.

Electric Vehicle Charging Station Needs Study

In FY21, CA-MPO staff completed a high level assessment of demand and availability of electric vehicle charging station needs.

FY22 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:

- FY22 Unified Planning Work Program Implementation;
- FY23 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;
- Restructure Policy Board and Committee bylaws, based on the Strategic Plan; 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;
- Transportation data for housing report;
- 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: \$145,284

PL Funding: \$102,684

FTA Funding: \$42,600

A) Route 29 North Corridor Study with Rural Component

PL Funding: \$33,000

FTA Funding: \$18,000

Roadway improvements are complete or scheduled for construction along US Highway 29 North in Albemarle County and in Greene County. Traffic concerns continue in areas that are both urban and rural north of Airport Road in Albemarle County to the Cedar Grove Road area of Greene County. The MPO began working with the TJPDC Rural Transportation Program to initiate a study for safety & congestion along the unimproved areas of US 29. This project began in FY21 and continues into FY22.

End Products:

- Develop a vision for desired transportation performance through this portion of the US Highway 29 Corridor based on existing land use plans and projected system demand;
- Work with VDOT contracted consultants to identify corridor segments and intersections experiencing performance deficiencies;
- Conduct public engagement to determine community priorities for transportation improvements;
- Work with VDOT contracted consultants to develop alternative solutions to remedy identified transportation performance deficiencies;
- And develop recommended solutions based on robust community engagement for projects that could be submitted as SMART SCALE or other grant applications.

B) 2050 Long Range Transportation Plan Scope Development

PL Funding: \$7,000

FTA Funding: \$3,000

The CA-MPO will begin its five-year update of the 20-year Long Range Transportation Plan in FY23. CA-MPO will need to consider a number of factors before that plan update can begin, including whether the boundaries of the MPO will be adjusted, the extent that additional technical support from a consultant may be needed, and whether there is interest or value in approaching the long-range transportation plan jointly with the more rural portions of the region.

End Products:

- A project schedule for the update of the long-range transportation plan, which must be completed by May 2024;
- A summary of needs for additional technical assistance that may be needed to complete the update;
- Clarification of methodologies used to prioritize projects within the long-range transportation plan;
- Recommended public engagement schedule; and
- RFP's to retain any consulting services that may be determined as necessary.

C) CA-MPO Strategic Plan

PL Funding: \$17,000

FTA Funding: \$11,600

There was a Strategic Plan prepared for the CA-MPO to provide a framework for the work that the MPO would undertake during the time period of 2017 to 2019. Many of the elements of that strategic plan have been implemented, but there has been significant change in the operations of

the MPO, as well as staffing, since that strategic plan was developed, and an updated plan is necessary to continue to provide clear direction and effectiveness in carrying out the priorities of the MPO stakeholders.

End Products:

- An assessment of organizational strengths, weaknesses, opportunities, and threats;
- A clearly defined understanding of stakeholders;
- An agreed upon framework for selecting projects to include in the Unified Planning Work Program; and
- Opportunities to provide better collaboration with other planning efforts and partners.

D) Project To Be Determined

PL Funding: \$40,684

FTA Funding: \$10,000

E) On-call Services

PL Funding: \$5,000

FTA Funding: \$0

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:

- Transportation study or planning effort, as requested, that can be used as a basis for implementing short-term and long-term transportation solutions.

Task 3: Short Range Planning

Total Funding: \$116,508

PL Funding: \$71,000

FTA Funding: \$45,508

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.

Staff will be concentrating in FY 21 on transit operator short range planning financial needs to

FY22 Unified Planning Work Program

incorporate into the TIP. New leadership at the region's two transit providers have created an opportunity for revised procedures to short range financial planning.

The current TIP for FY21-FY24 was adopted by the Policy Board in FY20. MPO staff will continue to maintain and update the TIP as necessary.

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 Planning and Support

PL Funding: \$43,000

FTA Funding: \$18,400

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. In FY22, the MPO Policy Board will identify up to two opportunities to conduct robust public engagement in order to develop SMART SCALE project applications.

End Products:

- Implement a selection process to identify potential SMART SCALE project applications early;
- Facilitate stakeholder meetings to develop project submission applications that incorporate robust public engagement and input opportunities;
- 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: \$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;

FY22 Unified Planning Work Program

- 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 and Albemarle County 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 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 performance targets; and
- Update the TIP when the FY22 safety 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: Albemarle Feasibility Study and the Regional Transit Visioning Plan; and
- Prepare and submit a BUILD Planning grant application for the Charlottesville Amtrak Station.

F) CTAC – Community Outreach

PL Funding: \$17,000

FTA Funding: \$10,608

TJPDC 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. The TJPDC 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;
- 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) Explore opportunities for contracted project and studies.

Topical areas may include:

- Environmental impacts of the local transportation system and mitigation strategies.
- Creating an employee outreach program for Rideshare and other TDM programs.
- Implementing recommendations from the Albemarle Service Expansion Feasibility Study.

CA-MPO in FY22

Along with ongoing, required MPO tasks, staff anticipates work on the following efforts, some of which will carry-over from FY21.

Regional Transportation Revenue

- Assess the impacts of the COVID-19 pandemic on the transportation network and revenue generation
- Maintain awareness of opportunities to increase funding for regional transportation system improvements

Equity in Transportation Planning

- Continue to pursue opportunities to better integrate considerations for equity into the transportation planning processes and project selection

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, 2021
 - Final Approval May 26th, 2021
-

Online Posting

Posted as part of MPO meeting agenda for March 24th, 2021

Posted on TJPDC.org: May 12th, 2020

State Review

Draft submittal for VDOT review/comment: April 7th, 2020

Draft submittal for DRPT review/comment: April 7th, 2020

Review of Final FY22 UPWP

MPO Technical Committee: May 18th, 2021

Citizen Transportation Advisory Committee (CTAC): May 19th, 2021

MPO Policy Board: May 26th, 2021

**PUBLIC HEARING: May 26th, 2021

Note: Copy of public hearing notice in appendix D

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

FY22 Unified Planning Work Program

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: Public Notice and Resolution

Memorandum

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

Purpose:

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

Background:

Smart Scale is Virginia’s process to select transportation projects for funding. Eligible entities are able to submit applications every two years. For a project to be eligible for Smart Scale funding, it must meet a need identified in VTrans, Virginia’s statewide mid- and long-range transportation plan. MPOs are eligible to submit projects that meet an identified need along the Corridors of Statewide Significance (US 29, I-64) or for the Regional Network, as established in VTrans. CA-MPO will have the opportunity to submit a total of four Smart Scale applications in the upcoming round.

Pre-applications for Round 5 of Smart Scale will need to be submitted in May of 2022. To be able to complete the public engagement prior to the pre-application submittal deadline, CA-MPO staff is proposing the following schedule to identify prioritized projects:

March 2021	Initial discussions about potential projects with MPO Committees.
April 2021 – May 2021	Receive requests for projects to be considered as Smart Scale applications from localities, CTAC, MPO Tech, and Regional Transit Partnership.
May 2021	Finalized list of projects requested for consideration from MPO committees and local governments will be presented to the MPO committees for initial review.
July 2021	CTAC and MPO Tech will make recommendations for up to two projects that should be selected for additional public engagement; the MPO Policy Board will select up to two projects that will move forward with additional public engagement.
September 2021	The Policy Board will appoint an advisory committee for each project that is selected as needing additional public engagement.

October 2021 – April 2022	MPO staff will facilitate public engagement process for selected projects.
February/March 2022	MPO staff will facilitate public workshops for all potential Smart Scale projects within the MPO region, coordinating with Charlottesville and Albemarle County.
April 2022	MPO staff will finalize project details with advisory committees based on additional public feedback received through the public workshops.
May 2022	Pre-application deadline.
June – July 2022	MPO staff will work with Charlottesville and Albemarle staff to coordinate requests for resolutions of support, economic development data, and any other supporting documentation needed for application submittals. MPO staff will coordinate with VDOT for any technical documentation that is needed for application submissions.
August 2022	Full application deadline.

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

MPO staff is coordinating with Charlottesville and Albemarle staff to present the potential project options to the governing bodies to either determine priorities within the presented list or to add other projects for consideration by the MPO committees and Policy Board. A full list of requested eligible projects will be prepared prior to the MPO meetings in May where staff will facilitate a more detailed discussion of project options.

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

Recommendation:

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

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

Potential Project	Completed Study	Plans	Notes:
Hillsdale Extension/250 Ramp Relocation	Yes	LRTP (Constrained)	Was #21 out of the 20 projects that got funded in Round 4 of Smart Scale. Engineering work completed, application already on file. On the constrained Roadway Project List in the LRTP. This project is too costly for the District Grant Program and the benefit score may not be sufficient to compete for High Priority funding. Localities may want to be considered participating in this project to reduce the cost.
Rivanna River Bike and Pedestrian Crossing	Yes	LRTP, Jefferson Area Bike and Pedestrian Plan	VDOT Feasibility Study completed. Significant public engagement has already occurred.
District Avenue Roundabout	Yes	LRTP (Constrained)	Construct a roundabout at the intersection of Hydraulic Road and District Avenue. On the constrained Roadway Project List in the LRTP. Was part of the Hydraulic 29 application package in Smart Scale Round 3. This Intersection is not an identified "Potential for Safety Intersection" (PSI), however it is part of a corridor that is a PSI segment and is ranked # 8 in the District. In addition, it will complement the improvements at the Rte. 29 - Hydraulic Rd intersection.
Avon Street Multi-Modal Improvements	Yes	LRTP (Vision), Jefferson Area Bike and Pedestrian Plan, Charlottesville Bike and Pedestrian Master Plan	Study completed by Line + Grade for Albemarle County in March of 2020. Has been identified in VTrans as a low priority Transportation Demand Management need and a medium transit access need.
5th Street Multi-Modal Improvements	Yes	LRTP (Vision), Charlottesville Bicycle and Pedestrian Master Plan, Jefferson Area Bike and Pedestrian Plan	VDOT completed the 5th Street Corridor Study in January of 2021, recommending a number of multi-modal improvements. The section from Harris Rd. down to I-64 is identified as a safety need (Ranked #16 and 171) and a VTRANS Tier 2 need.
Sunset/Fontaine Connector	Yes, but outdated	LRTP (Vision)	While this is an important regional connection that has been discussed for many years, there is not a proposal that could easily become a project and there is not likely to be planning and research funding available through VDOT to provide the technical analysis needed to develop this project into a full Smart Scale application.