Agenda:
MPO Citizens Transportation Advisory Committee (CTAC)
Wednesday, March 20, 2024, 7:00 p.m.
Water Street Center, 407 East Water Street, Charlottesville 22902

For Remote Participation in Compliance with
Adopted Remote Meeting Policy, Guest Speakers, and Members of Public
Zoom Meeting Link: https://us02web.zoom.us/j/83277478800
Meeting ID: 832 7747 8800

Item	Time	Description
1	7:00 – 7:05	Attendance
2	7:05 – 7:10	Introduction of New Members
3	7:10 – 7:15	Matters from the Public • *Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker*
4	7:15 – 7:20	Approval of Meeting Minutes • *Draft January 17, 2024 Meeting Minutes (attachment)*
5	7:20 – 7:30	SMART SCALE Alternatives Selection – **Chuck Proctor**, VDOT, virtual • *Barracks Road* • *I-64 & 5th Street Interchange* • *Feedback for CA-MPO*
6	7:30 – 7:55	Moving Toward 2050 – **Will Cockrell and Alan Simpson**, EPR, virtual • *Summary of Stakeholder and Public Feedback on Draft Project Priorities* • *Update on Project Priorities* • *Discussion*
7	7:55 – 8:05	Unified Planning Work Program – **Christine Jacobs**, TJPDC • *Review Draft CA-MPO Unified Planning Work Program and proposed budget. Seek feedback. Will come back before CTAC in their April meeting for a recommendation that the Policy Board adopt the plan.*
8	8:05 – 8:15	Additional Matters from the Committee and Public • *Members of the Committee and the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per non-Committee speaker*
9	8:15 – 8:20	Next meeting: April • *CTAC will meet to review the LRTP and make recommendations to the MPO before it is sent to FHWA in early May.* • *Option to then cancel the May CTAC meeting.*

Charlottesville-Albemarle Metropolitan Planning Organization
401 E. Water Street, Charlottesville, VA 22902
(434) 979-7310 phone ● www.tjpdc.org ● info@tjpdc.org email

Citizen Transportation Advisory Committee
Draft Meeting Minutes: January 17, 2024
Video of this meeting can be found at https://www.youtube.com/watch?v=QGhENAwU0lI

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

* attended virtually via Zoom

0. CALL TO ORDER

Committee Chair Mr. Lee Kondor called the meeting to order at 7:02 pm. Curtis Scarpignato called roll and affirmed that there was quorum.

1. ELECTION OF OFFICERS

Motion/Action: A motion was made by Marty Meth to nominate Lee Kondor as Chair. Patrick Healy seconded the motion and it passed unanimously.

Motion/Action: Donna Chen nominated Stuart Gardner to serve at Vice Chair. Marty Meth seconded the motion and it passed unanimously.

2. MATTERS FROM THE PUBLIC.

None

3. APPROVAL OF MEETING MINUTES

January 18, 2023 and March 15, 2023

Motion/Action: Patrick Healy made a motion to approve the minutes. Greg Weaver seconded, and the motion passed.

Sandy Shackelford asked members to introduce themselves to one another because there are several new members.

5. MOVING TOWARD 2050 NEEDS PRIORITIZATION

Ms. Shackelford gave a brief background on the long-range transportation plan (LRTP). She noted that the goal is to start with the transportation needs prioritization that helps to determine which projects need the most attention. She continued by explaining the evaluation metrics for the prioritization process and how she arrived at the aggregate data.

She reviewed the aggregate need score for numerous areas in the region, noting that the data analysis shows that there are no high priority needs, only "medium high" or lower on the scale. She noted the highest priority need (still only "medium high" on the scale) is a section on route 29 from Greenbriar Drive to route 250. She continued by presenting the "medium" and "medium low" priority needs that included numerous projects.

She said the process allows for a data-driven approach, required in the LRTP, to assess a large area. She noted that the data is not the only information considered in the process for determining what areas on which to focus. She said it is important to get input from the community as well. The data informs the discussion but does not provide solutions for the areas with issues.

Ms. Shackelford asked the committee members for feedback on needs outputs. She then reviewed the next steps in the process in the next few months.

6. SMART SCALE ROUND 6

Ms. Shackelford summarized the decisions from the December 4 Commonwealth Transportation Board (CTB) meeting, including calculations and measures and scoring details for Smart Scale Round 6.

She continued by expounding on the factor weighting modifications and the final high priority project definition and some of the reasoning behind it.

She reviewed the potential eligible MPO projects with these new decisions factored in. These include interchange improvements at I-64/5th Street (Exit 120), Hillsdale South Extension (additional review is needed and will not be able to complete that in time for application submission), and Round 5 pipeline studies (Peter Jefferson Parkway/Rolkin Road improvements; Louisa Road/Milton Road improvements – most likely not competitive based on Round 5 scores). She also reviewed the VDOT Pipeline projects, namely the US 250 and Barracks Road project and the Ivy Road, including US 250 interchange project, whose study likely won't be completed in time for MPO to submit an application).

She continued by reviewing the projects in greater depth.

She finished by reporting that the MPO staff recommends applications for the interchange improvement at I-64/5th Street (Exit 120), Peter Jefferson Parkway/Rolkin Road

improvements, US240 and Barracks Road if eligible project identified or entire study is complete in time, and Ivy Road, including US250 interchange if eligible project identified. It was noted that the entire study is likely not to be complete in time for the MPO to submit all corridor improvements.

There was clarifying discussion about the projects.

Curtis Scarpignato gave an update on the Safe Streets and Roads for All grant. He said MPO held a summit with elected officials and some staff from all of the jurisdictions in Region 10. He said staff would be going to the City and Council meetings in the coming months to request their support through a letter of commitment. He said there will be public engagement potentially starting in March.

Lee Kondor noted that he had presented an alternative design for consideration in Round 6. Patrick Healy moved to vote on voting to whether to recommend the alternative design to the Policy Board. Marty Meth seconded, and the motion passed unanimously.

Motion/Action: Lee Kondor made a motion to recommend that the Policy Board consider his alternative design. Patrick Healy seconded the motion and the motion passed unanimously.

7. ADDITIONAL MATTERS FROM THE PUBLIC

None

There being no further business, Mr. Kondor adjourned the meeting at 8:23 p.m.

INFRASTRUCTURE PRIORITY PROJECTS

A. Airport Road and 29 Intersection Improvements: Intersection improvements at the intersection of Airport Road and 29 to address operational and safety concerns. Several alternatives were identified in the US 29 Corridor Study completed in 2023 that would be further evaluated.

B. Berkmar Drive Shared Use Path between Rio Road and Hilton Heights Road: The intersection of Rio Road and Berkmar Drive is a PSI location. Public feedback indicated a desire for additional bicycle and pedestrian infrastructure along Berkmar, which would provide an alternative multi-modal connection to travel through the local area. The parallel segment of US 29 from Rio Road to Hilton Heights Road shows future LOS of D/E/F indicating significant future congestion concerns. This SUP would support multi-modal travel options increasing overall mobility through this segment of US 29.

C. Rio Road Peanut-Shaped Roundabout and Shared Use Path: This project would construct a peanut-shaped roundabout at the intersections between Rio Road and Northfield Road, Old Brook Road, and Hillsdale Drive. This project would improve safety at these intersections and provide more comfortable bicycle and pedestrian accommodations through this section of the Rio Road corridor.

D. Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace: There is a PSI need indicated along this segment and future LOS is indicated as D/E demonstrating both safety and operational concerns. Specific improvements are not currently identified for this segment, including at the intersection with Greenbrier Drive, but improving this segment is a priority for Albemarle County. There are a number of service stations located in close proximity along this segment, so improvements may include access management strategies.

E. Hillsdale South Extension, including 250 Interchange and Multi-Modal Improvements: The parallel segment of US 29 is indicated as a high need through the MPO's prioritization process and was a hot spot for public comment. The Travel Demand Model shows the interchange operating at LOS F in the future year scenario. This project would extend Hillsdale Drive south to provide a complete connection from Hydraulic Road to the 250 bypass. The interchanges between 29 and 250 would be removed, so travelers wishing to make those movements would be directed through the local road network. The project would also include multi-modal improvements.

F. Barracks Road Corridor Improvements between Georgetown Road and Emmet Street: There are operational concerns at the intersection between Barracks Road and Georgetown Road, as well as at the interchange between Barracks Road and 250. The interchange is also indicated as a PSI need. This corridor is currently being studied as a VDOT project pipeline study. The focus of the study is to improve roadway safety and enhance multi-modal accessibility and connectivity for pedestrians, bicyclists, and transit users. Project recommendations are anticipated to be identified by Spring 2024 in time to be submitted as application(s) for SMART SCALE Round 6.

G. Ivy Road Corridor Improvements, including Multi-modal Improvements on Old Ivy Road: This is a project pipeline study conducted by VDOT with project recommendations expected to be developed in spring of 2024. The purpose of the study is to identify project recommendations for the U.S. 250 (Ivy Road) corridor, including the interchange with U.S. 29. The study focuses on improving, safety, reducing traffic congestion, improving access, and enhancing multi-modal accessibility and connectivity for pedestrians, bicyclists, and transit users, including how these needs might be satisfied by facilities within the Old Ivy Road corridor.

H. Preston Avenue Multi-Modal Improvements from 10th Street NW to Ridge/McIntire: In addition to being a high/medium need indicated throughout the MPO's prioritization process, this segment was a hot spot for public feedback. Public feedback indicated a desire for additional transit access and improved bicycle and pedestrian access. Bicycle and pedestrian safety were specifically expressed concerns. Congestion is expected to worsen in the future horizon year, and improved multi-modal infrastructure can provide an alternative travel mode to reduce roadway demand. Specific improvements have not been identified.

I. Ridge/McIntire/W. Main/South/Water Street Intersection Improvement: Five roads intersect at this intersection. It is identified as a medium priority need in the MPO's need prioritization process and was a hot spot for public feedback. Public comments received primarily indicated a desire to improve the safety of multi-modal travel through the intersection. Specific improvements have not been identified.

INFRASTRUCTURE PRIORITY PROJECTS

J. Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills: This project would construct a bicycle and pedestrian bridge to aid multi-modal access across the Rivanna River and provide an alternative multi-modal crossing from Free Bridge. The TJPDC is submitting a RAISE application for the project to complete the preliminary engineering phase to better estimate right-of-way and construction costs. There was a large concentration of public feedback around Free Bridge, with respondents commenting on the desire for another bridge across the Rivanna River and frustration with congestion along US 250 coming into Charlottesville. The proposed bike/ped bridge would provide that alternative multi-modal connection and support stronger efforts to promote mode shift as a way of addressing increased congestion

K. Peter Jefferson Parkway & Rolkin Road Access Management/Pedestrian Improvements: This bundle of projects was identified through a project pipeline study in preparation for SMART SCALE Round 5. The project includes access management measures along US 250 between Peter Jefferson Parkway and Pantops Mountain Road, a park and ride lot that will accommodate 50 vehicles, and pedestrian improvements at the intersection of US 250 and Rolkin Road supporting pedestrian movement across US 250 and extending the sidewalk on the southern side of US 250 from the intersection with Rolkin Road to State Farm Boulevard.

L. 5th Street Multimodal Improvements from Harris Road to City/County Line, including Moores Creek Crossing: This project would provide a continuous multi-modal connection along 5th Street from the intersection of Harris Road south to 5th Street Landing, facilitating access across Moores Creek. Future operations along 5th Street show segments operating at LOS E. This project would improve the safety of multi-modal travel along the corridor and support multi-modal travel as an alternative in response to increased future congestion.

M. I-64 and 5th Street Interchange Improvement: This project is being developed for a Round 6 SMART SCALE application submission. It will include bike/ped accommodations through the interchange. The project will improve operational efficiency and address safety concerns at the interchange, as well as improve multi-modal connectivity at the existing bridge over I-64.

N. Old Lynchburg Road Shared Use Path between Ambrose Commons and 5th Street: The intersection between Old Lynchburg Road and 5th Street is a PSI location and a hot spot for public comment. Public feedback indicated concerns about safety at the intersection, as well as a desire for improved multi-modal accessibility along this segment of Old Lynchburg Road. Connectivity for desired multi-modal connections along 5th Street should be coordinated.

O. Avon Street Extended and Mill Creek Drive Intersection Improvement: Section improvements (including a potential roundabout) at Avon Street Extended and Mill Creek Drive would improve operations and safety and potentially provide some traffic calming measures, addressing concerns about traffic speeds along Avon Street received through the MPO's public engagement process.

P. Eastern Avenue Connection between Westhall and US 250: This project would extend Eastern Avenue to connect to 250, providing an alternative access into and out of Crozet on the eastern side of the development area. There was significant public support for this project expressed through the public engagement process. While Eastern Avenue itself wasn't indicated as a need through the MPO's prioritization process, Crozet Avenue was indicated as a low need with future LOS projected as F along the parallel segment of Crozet Avenue. This connection would reduce demand on Crozet Avenue and provide a direct access from the Westhall area to 250, which would also reduce through-traffic that is currently directed through local neighborhood streets and support improvements in pedestrian safety.

Q. US 250 Corridor Improvements from Crozet Ave to Old Trail Drive: PSI needs are indicated at the intersection between US 250 and Crozet Avenue / Miller School Road and along the segment of US 250 west of an up to Old Trail Drive. Public feedback also indicated concern for the intersection between Crozet Avenue and Old Trail Drive related school traffic. This project includes three roundabouts along US 250 at the intersection with Old Trail Drive, at the entrance into Henley Middle School, and at the intersection with Crozet Avenue/Miller School Road as well as a shared use path along this segment.

INFRASTRUCTURE PRIORITIES		
Project	**SMART SCALE Status**	**Jurisdiction**
I-64 and 5th Street Interchange Improvement	SMART SCALE Round 6	Albemarle County
Rio Road Peanut-Shaped Roundabout and Shared Use Path	SMART SCALE Round 6	Albemarle County
Airport Rd and 29 Intersection Improvements (considering everything up to grade-separated intersection, but most likely a bow-tie)		Albemarle County
Ivy Road Corridor Improvements, including Multi-modal Improvements on Old Ivy Road (Pipeline)		Albemarle County
US 250 Corridor Improvements from Crozet Ave to Old Trail Drive	SMART SCALE Round 6 (Old Trail)	Albemarle County
Avon Street Extended and Mill Creek Drive Intersection Improvement		Albemarle County
Old Lynchburg Road Shared Use Path between Ambrose Commons and 5th Street		Albemarle County
Berkmar Drive Shared Use Path between Rio Road and Hilton Heights Road		Albemarle County
Eastern Avenue Connection between Westhall and US 250		Albemarle County
Barracks Road Corridor Improvements between Georgetown Road and Emmet Street (Pipeline)	SMART SCALE Round 6	Albemarle County
Ridge/McIntire/W. Main/South/Water Street Intersection Improvement		Charlottesville
Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace		Albemarle County
5th Street Multimodal Improvements from Harris Road to City/County Line, including Moores Creek Crossing		Both
Preston Avenue Multi-Modal Improvements from 10th Street NW to Ridge/McIntire		Charlottesville
Hillsdale South Extension, including 250 Interchange and Multi-Modal Improvements		Charlottesville
Peter Jefferson Parkway & Rolkin Road Access Management/Pedestrian Improvements	SMART SCALE Round 6	Albemarle County
Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills		Both

TRANSIT SERVICE PRIORITIES	
Project	**Description**
Microtransit in Pantops	Demonstration Grant - Secure ongoing funding
Microtransit along northern 29 corridor	Demonstration Grant - Secure ongoing funding
Free Trolley Service Improvements	Increase weekday and weekend frequency, add Sunday service, and improve service span.
Route 7 Service Improvements	Extend service north on 29 to serve Walmart and North Fork Park, add Sunday service, and improve service span.
Route 8 Service Improvements	Modify route to end at Willoughby Shopping Center, add Sunday service, increase frequency, and improve service span.
Expanded Bus Stop Amenities	Increase bus shelters and amenities at stops throughout the region.

PLANNING PRIORITIES		
Project	**Source**	**Jurisdiction**
Three Notched Trail Shared Use Path	RAISE Grant	Albemarle
10th and Page Multimodal Improvements, including improvements along 10th Street between Preston and Cherry Avenue	10th and Page Small Area Plan	Charlottesville
Travel Demand Management Solutions	MPO Work Program	Both
US 29 between 250 and Hilton Heights (including Greenbrier Drive)	Reconnecting Communities Grant Application	Both
North side of JPA from W. Main to McCormick	Will require coordination with UVA - they own the road network	Charlottesville
29 North/West Main/UVA Bus Rapid Transit Alternatives Analysis	TBD	Both
Expanded Microtransit Service in Charlottesville and Albemarle Growth Areas	MicroTransit Expansion Study	Both
Implement improvements identified through the development of the Comprehensive Safety Action Plan	Safe Streets and Roads for All	Multi-Jurisdictional
Regional Multi-modal Connectivity Studies	MPO Work Program	Multi-Jurisdictional
US 29 between Exit 118 and Ivy	VDOT STARS Study	Both
E. High Street from 250 to Locust Avenue	TBD	Charlottesville
Local Activity Center Connectivity Studies (5th Street, Access to Riverside Medical Center along 29, Barracks Road Shopping Center as examples)	TBD	Both

VISION PROJECTS
5th Street Station/5th Street Intersection Improvements
Louisa/Milton Road Pipeline Bundle
Route 20 Shared Use Path
Greenbrier/John Warner Parkway Multimodal Connection
Shared Use Path connection between 10th & Page neighborhood and Schenk's Greenway (Rail to Trail Project)
Three Notched Trail Section Improvements (as identified by the Albemarle County RAISE Grant)
CAT Existing Facility Expansion
Hydraulic Road from Earlysville to Georgetown (Include Lambs Lane Campus) - Multi-modal Improvement
Earlysville Road Corridor Improvements between Ivy Creek and Hydraulic
Emmet Street between Barracks Rd and 250 Bypass Multimodal Improvements
Biscuit Run Bike and Pedestrian Connections
14th Street NW from Grady to W. Main Multimodal Improvements
Greenbrier and Commonwealth Drive Intersection Improvements

COMMITTED/SCREENED OUT PROJECTS		
Need Score	**Project**	**Status**
High	Hydraulic Road at Route 29	Committed
High	Angus Road at Route 29	Issue related to private business entrances
Medium	Emmett Street at Barracks Road	Committed
High	Ridge/5th Street from Oak Street to Berring Street	Committed
Medium	Commonwealth and Hydraulic	Significantly completed
Low	Route 20/53 Intersection Improvement	Committed
Low	Emmett Street Multi-Modal Improvements (Arrington to Barracks Road)	Committed
Low	US 29 and Fontaine Avenue Interchange Improvements	Committed
Low	Route 29 Shared Use Path (Carrbrook to Seminole Lane)	Committed
	Multi-Use Path along McIntire Road	Committed
Low	Route 250/240/680 Roundabout	Committed
Medium	Route 250 and Route 20 Intersection and Corridor Improvements	Committed
Low	Rio Road and Belvedere - Continuous Green T	Committed
Medium/Low	5th Street Hub and Trails	Committed
Low	Rio Road and John Warner Parkway Roundabout	Committed
Low	Old Lynchburg Road and 5th Street Extended Intersection Improvements	Committed
High	Hydraulic Road and District Avenue Roundabout	Committed
Low	Connector Road from Berkmar Drive Ext to Airport Road	Committed
Medium	Commonwealth Drive and Dominion Drive Sidewalks	Committed
Medium/High	Ridge Street Safety Improvements	Committed
Low	East High Streetscape Improvements (Locust Avenue to Downtown)	Committed
Low	Washington Park/Madison Avenue Connector Trail	Committed
Medium	Barracks Road at Emmet Street Intersection	Committed
Medium	10th and Grady Avenue Bike Ped	Committed
Medium	Pedestrian Improvements at Preston Avenue/Harris Street	Committed
Low	Avon Street Multimodal Improvements (Druid Avenue to Avon Court)	Committed
Medium	Emmet St. Streetscape and Intersection Improvements (Ivy Road to Arlington Blvd)	Committed
High/Medium	West Main between 10th Street and Ridge/McInter	Committed (Locally Managed)

STATE OF GOOD REPAIR	
Project	**Status**
Replace superstructure at Old Ivy Road and US 250	Committed
Frays Mill Road Structure over Marsh Run	Committed
Route 708 Red Hill Road Structure Over North Fork Hardware River	Committed
Dairy Road over Route 250 Bypass	Committed

Project Description: **I-64 and 5th Street Interchange Improvement**

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
  Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
  Walk Access - General
  Walk Access - Disadvantage Population

2050 Level of Service: D/E

Additional Information:
This project is being developed for a Round 6 SMART SCALE application submission. It will include bike/ped accommodations through the interchange. The project will improve operational efficiency and address safety concerns at the interchange, as well as improve multi-modal connectivity at the existing bridge over I-64.

Project Description: **Rio Road Peanut-shaped Roundabout and Shared Use Path**

Prioritization Process Overall Need: High/Medium

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: D/E

Additional Information:

This project would construct a peanut-shaped roundabout at the intersections between Rio Road and Northfield Road, Old Brook Road, and Hillsdale Drive. This project would improve safety at these intersections and provide more comfortable bicycle and pedestrian accommodations through this section of the Rio Road corridor.

Project Description: **Airport Road and 29 Intersection Improvements**

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
  Walk Access - Disadvantage Population

2050 Level of Service: E/F

Additional Information:
Intersection improvements at the intersection of Airport Road and 29 to address operational and safety concerns. Several alternatives were identified in the US 29 Corridor Study completed in 2023 that would be further evaluated.

Project Description: **Ivy Road Corridor Improvements, including multi-modal improvements on Old Ivy Road**

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
  Travel Time Index
  Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: E

Additional Information:
This is a project pipeline study conducted by VDOT with project recommendations expected to be developed in spring of 2024. The purpose of the study is to identify project recommendations for the U.S. 250 (Ivy Road) corridor, including the interchange with U.S. 29. The study focuses on improving safety, reducing traffic congestion, improving access, and enhancing multi-modal accessibility and and connectivity for pedestrians, bicyclists, and transit users, including how these needs might be satisfied by facilitiies within the Old Ivy Road corridor.

PAI – Potential for Accessibility Improvement

Project Description:

Corridor improvements on 250 between Crozet Ave and Old Trail

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: E

Additional Information:

PSI needs are indicated at the intersection between US 250 and Crozet Avenue/ Miller School Road and along the segment of US 250 west of and up to Old Trail Drive. Public feedback also indicated concern for the intersection between Crozet Avenue and Old Trail Drive related school traffic. This project includes three roundabouts along US 250 at the intersection with Old Trail Drive, at the entrance into Henley Middle School, and at the intersection with Crozet Avenue/Miller School Road as well as a shared use path along this segment.

PAI – Potential for Accessibility Improvement

Project Description: **Avon Street Extended and Mill Creek Road Intersection Improvement**

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: E/F

Additional Information:

Intersection improvements, potentially a roundabout, at Avon Street Extended and Mill Creek Road would improve operations and safety and potentially provide some traffic calming measures, addressing concerns about traffic speeds along Avon Street received through the MPO's public engagement process.

PAI – Potential for Accessibility Improvement

Project Description: **Old Lynchburg Road Shared Use Path between Ambrose Commons and 5th Street**

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: A/B

Additional Information:

The intersection between Old Lynchburg Road and 5th Street is a PSI location and a hot spot for public comment. Public feedback indicated concerns about safety at the intersection, as well as a desire for improved multi-modal accessibility along this segment of Old Lynchburg Road. Connectivity for desired multi-modal connections along 5th Street should be coordinated.

PAI – Potential for Accessibility Improvement

Project Description: **Berkmar Drive Shared Use Path between Rio Road and Hilton Heights Road**

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
  Transit PAI
  Vehicle PAI
- Disadvantage Population PAI
  Travel Time Index
  Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: C D/E/F

Additional Information:
The intersection of Rio Road and Bermark Drive is a PSI location. Public feedback indicated a desire for additional bicycle and pedestrian infrastructure along Berkmar, which would provide an alternative multi-modal connection to travel through the local area. The parallel segment of US 29 from Rio Road to Hilton Heights Road shows future LOS of D/E/F indicating significant future congestion concerns. This SUP would support multi-modal travel options increasing overall mobility through this segment of US 29.

PAI – Potential for Accessibility Improvement

Project Description: Eastern Avenue Connection between Westhall and 250

Prioritization Process Overall Need: N/A

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: N/A

Additional Information:

This project would extend Eastern Avenue to connect to 250, providing an alternative access into and out of Crozet on the eastern side of the development area. There was significant public support for this project expressed through the public engagement process. While Eastern Avenue itself wasn't indicated as a need through the MPO's prioritization process, Crozet Avenue was indicated as a low need with future LOS projected as F along the parallel segment of Crozet Avenue. This connection would reduce demand on Crozet Avenue, and provide a direct access from the Westhall area to 250, which would also reduce through-traffic that is currently directed through local neighborhood streets and support improvements in pedestrian safety.

PAI – Potential for Accessibility Improvement

Project Description: **Barracks Road Corridor Improvements between Georgetown Road and Emmett Street**

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: D/E/F

Additional Information:

There are operational concerns at the intersection between Barracks Road and Georgetown Road, as well as at the interchange between Barracks Road and 250. The interchange is also indicated as a PSI need. This corridor is currently being studied as a VDOT project pipeline study. The focus of the study is to improve roadway safety and enhance multi-modal accessibility and connectivity for pedestrians, bicyclists, and transit users. Project recommendations are anticipated to be identified by Spring 2024 in time to be submitted as application(s) for SMART SCALE Round 6.

PAI – Potential for Accessibility Improvement

Project Description: **Ridge/McIntire/W. Main/South/Water Street Intersection Improvement**

Prioritization Process Overall Need: Medium

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
  Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
  Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: E/F

Additional Information:
Five roads intersect at this intersection. It is identified as a medium priority need in the MPO's need prioritization process and was a hot spot for public feedback. Public comments received primarily indicated a desire to improve the safety of multi-modal travel through the intersection. Specific improvements have not been identified.

PAI – Potential for Accessibility Improvement

Project Description: **Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace (Access Management)**

Prioritization Process Overall Need: Medium

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: D/E

Additional Information:

There is a PSI need indicated along this segment and future LOS is indicated as D/E demonstrating both safety and operational concerns. Specific improvements are not currently identified for this segment, including at the intersection with Greenbrier Drive, but improving this segment is a priority for Albemarle County. There are a number of service stations located in close proximity along this segment, so improvements may include access management strategies.

PAI – Potential for Accessibility Improvement

Project Description: **5th Street Multimodal Improvements from Harris Road to City/County Line, including Moores Creek Crossing**

Prioritization Process Overall Need: High/Medium/Low

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: E

Additional Information:

This project would provide a continuous multi-modal connection along 5th Street from the intersection of Harris Road south to 5th Street Landing, facilitating access across Moores Creek. Future operations along 5th Street show segments operating at LOS E. This project would improve the safety of multi-modal travel along the corridor and support multi-modal travel as an alternative in response to increased future congestion.

PAI – Potential for Accessibility Improvement

Project Description: **Preston Avenue Multi-Modal Improvements from 10th Street NW to Ridge/McIntire**

Prioritization Process Overall Need: High/Medium

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
  Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
  Travel Time Index
  Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: E/F

Additional Information:
In addition to being a high/medium need indicated throught the MPO's prioritization process, this segment was a hot spot for public feedback. Public feedback indicated a desire for additional transit access and improved bicycle and pedestrian access. Bicycle and pedestrian safety was specifically an expressed concern. Congestion is expected to worsen in the future horizon year, and improved multi-modal infrastructure can provide an alternative travel mode to reduce roadway demand. Specific improvements have not been identified.

PAI – Potential for Accessibility Improvement

Project Description: **Hillsdale South Extension, including 250 Interchange and Multi-Modal Improvements**

Prioritization Process Overall Need: High

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
  Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
  Travel Time Index
  Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: F

Additional Information:
The parallel segment of US 29 is indicated as a high need through the MPO's prioritization process and was a hot spot for public comment. The Travel Demand Model shows the interchange operating at LOS F in the future year scenario. This project would extend Hillsdale Drive south to provide a complete connection from Hydraulic Road to the 250 bypass. The interchanges between 29 and 250 would be removed wishing to make those movements would be directed through the local road network. The project would also include multi-modal improvements.

PAI – Potential for Accessibility Improvement

Project Description: **Peter Jefferson Parkway and Rolkin Road Access Management/Pedestrian Improvements**

Prioritization Process Overall Need: Medium

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
- Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
- Travel Time Index
- Planning Time Index
- Walk Access - General
- Walk Access - Disadvantage Population

2050 Level of Service: D/E/F

Additional Information:

This bundle of projects was identified through a project pipeline study in preparation for SMART SCALE Round 5. The project includes access management measures along US 250 between Peter Jefferson Parkway and Pantops Mountain Road, a park and ride lot that will accommodate 50 vehicles, and pedestrian improvements at the intersection of US 250 and Rolkin Road supporting pedestrian movement across US 250 and extending the sidewalk on the southern side of US 250 from the intersection with Rolkin Road to State Farm Boulevard.

PAI – Potential for Accessibility Improvement

Project Description: **Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills**

Prioritization Process Overall Need: Medium (at Free Bridge)

Prioritization Process Identified Needs:

- Roadway Safety
- Bike/Ped Safety
- Bike/Ped PAI
  Transit PAI
- Vehicle PAI
- Disadvantage Population PAI
  Travel Time Index
- Planning Time Index
  Walk Access - General
  Walk Access - Disadvantage Population

2050 Level of Service: F (at Free Bridge)

Additional Information:

This project would construct a bicycle and pedestrian bridge to aid multi-modal access across the Rivanna River and provide an alternative multi-modal crossing from Free Bridge. The TJPDC is submitting a RAISE application for the project to complete the preliminary engineering phase to better estimate right-of-way and construction costs. There was a large concentration of public feedback in the area of Free Bridge, with respondents commenting on the desire for another bridge across the Rivanna River and frustration with congestion along US 250 coming into Charlottesville. The proposed bike/ped bridge would provide that alternative multi-modal connection and support stronger efforts to promote mode shift as a way of addressing increased congestion.

PAI – Potential for Accessibility Improvement







Unified Planning Work Program (UPWP)

Fiscal Year 2025
July 1, 2024 – June 30, 2025
Approved April XX, 2024

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

VDOT Virginia Department of Transportation

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Highway Administration

FTA Federal Transit Administration

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.

DRAFT

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 7
Funding 7

HIGHLIGHTS OF FY22 UPWP **9**

FY23 UPWP ACTIVITIES BY TASK **11**

Task 1: Administration 11
Task 2: Long Range Transportation Planning 13
Task 3: Short Range Planning 16
Task 4: Contracted Projects and Studies ..... **Error! Bookmark not defined.**

CA-MPO IN FY23 ..... **19**

PUBLIC PARTICIPATION PROCESS **20**

Review and Approval of Tasks 20
Online Posting 20
State Review 20
Review of Final FY23 UPWP 20

GLOSSARY OF ACRONYMS **20**

APPENDIX **223**

Attachment A: Tasks Performed by VDOT
Attachment B: Memorandum of Understanding
Attachment C: FTA Section 5303/PL Funding Breakdown
Attachment D: Resolution

DRAFT

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 2025. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Purpose of the Metropolitan Planning Organization

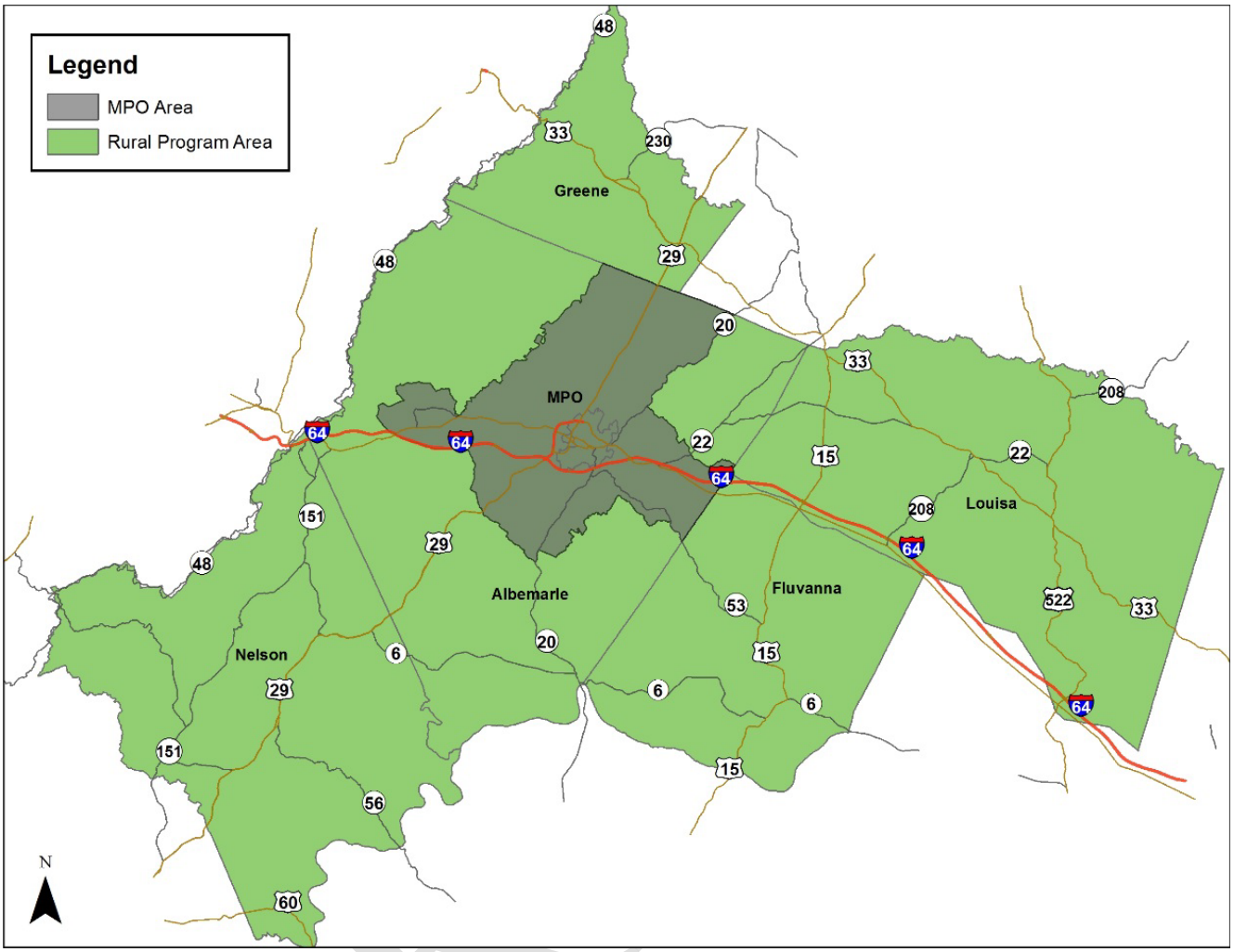
CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City of Charlottesville, County of Albemarle, University of Virginia (UVA), Jaunt, Charlottesville Area Transit (CAT), Department of Rail and Public Transportation (DRPT) and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

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

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

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

DRAFT



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.
- *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.

[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.

Public Participation/Title VI and Environmental Justice

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

Funding

Two federal agencies fund the MPO's planning activity. This includes FHWA's funds, labeled as "PL," and FTA, labeled as "FTA." The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c process. The CA-MPO budget consists 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 B*** 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 participate 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 FY25 Work Program Budget. These tables outline the FY25 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.

DRAFT

FY25 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	*10%*	*10%*	*100%*
FY-25 PL-FHWA/VDOT Funding	$ 229,369	$ 28,671	$ 28,671	$ 286,711
FY-23 PL-FHWA/VDOT Passive Rollover	$ 28,654	$ 3,582	$ 3,582	$ 35,818
FY-24 PL-FHWA/VDOT Active Rollover				
FY-24 PL-FHWA/VDOT Total	**$ 258,023**	**$ 32,253**	**$ 32,253**	**$ 322,529**
FY-25 FTA/DRPT Funding	$ 104,959	$ 13,120	$ 13,120	$ 131,199
FY-24 FTA/DRPT Active Rollover				
FY-25 FTA/DRPT Total	**$ 104,959**	**$ 13,120**	**$ 13,120**	**$ 131,199**
PL-FHWA/VDOT + FTA/DRPT Total	***$ 362,982***	***$ 45,373***	***$ 45,373***	***$ 453,728***
VDOT SPR	**$ 136,000**	**$ 34,000**	**$ -**	**$ 170,000**
Total FY25 Work Program	***$ 498,982***	***$ 79,373***	***$ 45,373***	***$ 623,728***

FY25 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	18.51%	*58.37%*	*23.12%*	*100%*
FY-25 PL-FHWA/VDOT Funding	$ 62,500	$ 166,211	$ 68,000	$ 296,711
FY-23 PL-FHWA/VDOT Passive Rollover	$ -	$ 35,818	$ -	$ 35,818
FY-24 PL-FHWA/VDOT Active Rollover	$ -	$ -	$ -	$ -
PL-FHWA/VDOT Total	**$ 62,500**	**$ 192,029**	**$ 68,000**	**$ 322,529**
FY-25 FTA/DRPT Funding	$ 21,500	$ 72,799	$ 36,900	$ 131,199
FY-24 FTA/DRPT Active Rollover	$ -	$ -	$ -	$ -
FTA/DRPT Total	**$ 21,500**	**$ 72,799**	**$ 36,900**	**$ 131,199**
PL-FHWA/VDOT + FTA/DRPT Total	***$ 84,000***	***$ 264,828***	***$ 104,900***	***$ 453,728***
VDOT SPR	**$ 50,000**	**$ 60,000**	**$ 60,000**	**$ 170,000**
Total FY25 Work Program	***$ 134,000***	***$ 324,828***	***$ 164,900***	***$ 623,728***

HIGHLIGHTS OF FY25 UPWP

The CA-MPO conducted several projects and initiatives in FY24. Below are highlights from that year, helping to give context for the FY25 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 FY24, CA-MPO staff followed the comprehensive review of the SMART SCALE program and provided regular updates and presentations to MPO stakeholders regarding proposed changes. The CA-MPO selected projects and prepared pre-applications to be submitted as final applications in FY25.

2050 Long Range Transportation Plan
MPO staff completed the five-year update of the Long-Range Transportation Plan (LRTP), utilizing the new needs identification process that was developed through the Office of Intermodal Planning and Investment's Growth and Accessibility Planning technical assistance grant.

Comprehensive Safety Action Plan
In FY24, MPO staff worked on the process of finalizing the FHWA contract and officially launching the multi-jurisdictional effort to complete a Comprehensive Safety Action Plan. The project is largely funded through a US DOT Safe Streets and Roads for All Discretionary Grant with additional support for MPO staff programmed into the UPWP and the Rural Transportation Work Programs. The project will be completed near the end of FY25.

Regional Transit Planning
MPO staff has continued their involvement in overseeing the Regional Transit Partnership. In FY24, staff completed a Regional Transit Governance Study through a DRPT Technical Assistance Grant. The Regional Transit Governance Study provides guidance on the appropriate governing and funding structure for a transit authority.

Transportation Improvement Program (TIP)
MPO continued to maintain the TIP in collaboration with VDOT, DRPT, Jaunt, and CAT, and corrected a long-standing inconsistency by removing Jaunt's funding allocations from inclusion in the TIP document.

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 FY24, the MPO Policy Board voted to adopt safety targets based on regionally specific trends.

Grant Applications

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

Title VI/Public Participation

In FY23 and FY24, MPO Staff continued improving implementation of the Title VI plan in conformance with feedback received from VDOT.

DRAFT

FY25 UPWP ACTIVITIES BY TASK

Task 1: Administration

Total Funding: $84,000
PL Funding: $62,500
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:

- FY25 Unified Planning Work Program Implementation;
- FY26 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: $24,000
FTA Funding: $8,000

TJPDC staff is responsible for staffing the MPO Policy Board and Committees. These efforts include preparation of agendas, public notice, 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;

DRAFT

- Maintain memberships on committees;
- Issue public notices and mailings;
- Issue notice of Public Hearings, when appropriate; and,
- Maintain committee information on the TJPDC/MPO Website.

C) Information Sharing
PL Funding: $24,500
FTA Funding: $5,500

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

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

End Products:
- Continue to review and update facts and figures;
- Provide technical data, maps and reports to planning partners;
- Attend local planning commission meetings as needed;
- Attend City Council and Board of Supervisors meetings as needed;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects
- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Participate in local Land Use and Environmental Planning Committee (LUEPC) meetings, when relevant to MPO topics/projects;
- 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,

DRAFT

- Maintain and update the MPO Website.

Task 2: Long Range Transportation Planning

Total Funding: $264,828
PL Funding: $192,029
FTA Funding: $72,799

A) Comprehensive Safety Action Plan

PL Funding: $50,000
FTA Funding: $0

In FY23, the TJPDC applied for and was awarded a Safe Streets and Roads for All (SS4A) discretionary grant to develop a Comprehensive Safety Action Plan for all jurisdictions within the TJPDC region. To best leverage the funding for the grant, the TJPDC staff are providing additional support for the development of this safety action plan through both the Unified Planning Work Program and the Rural Work Program. The Comprehensive Safety Action Plan will develop a better understanding of crash risk factors throughout the regional transportation system and identify strategies specific to improving safety outcomes taking a multi-faceted approach that includes infrastructure improvements, enforcement practices, information sharing, education.

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

End Products:

- Analysis of regional crash data detailing the high injury networks and multi-modal system deficiencies to provide better understanding of factors that contribute to crashes developed in support with VDOT's Highway Safety Improvement Program;
- The coordination of a stakeholder group to provide feedback on planning process and considerations;
- Implementation of a public engagement strategy to conduct robust and comprehensive outreach throughout the region;
- Prioritized strategies for each locality, as well as regional priorities;
- Support with project development and SS4A implementation applications for the City of Charlottesville and the County of Albemarle; and
- Template for ongoing monitoring and reporting of regional safety data.

B) Travel Demand Management Study

PL Funding: $60,000
FTA Funding: $15,000

DRAFT

Through the development of the 2050 Long Range Transportation Plan, the MPO identified the need to complete a comprehensive travel demand management study to identify long-term initiatives that would reduce the increase in vehicle miles traveled specifically within the Charlottesville City limits. This study will provide a high-level understanding of travel demand factors, and support the identification of longer-term infrastructure and transit service improvements needed to support mode-shift for those traveling into the downtown areas.

End Products:

- Synthesis of existing studies that have been previously completed in the region;
- Comprehensive data analysis providing understanding of trip origin and destination;
- Determination of primary traffic generators;
- Assessment of existing parking capacity within the City of Charlottesville;
- Review of regional transportation demand model to determine future growth impacts;
- Identification of general park and ride infrastructure needed to accommodate future traffic volumes; and
- Identification of needed transit service improvements and bicycle/pedestrian infrastructure to support travel within downtown area from parking facilities.

C) Regional Transit Authority

PL Funding: $0
FTA Funding: $54,799

The Thomas Jefferson Planning District Commission completed the Regional Transit Governance Study in FY24. There is an expressed desire to move forward with the next steps of activating the existing authority under the previously established legislation and to continue efforts to pursue legislative action by the General Assembly.

End Products:

- Administrative support for meetings and correspondence;
- Identify and apply for funding opportunities to support the initiative;
- Ongoing MPO staff support to draft organizational documents such as by-laws to support the activation of the Charlottesville-Albemarle Regional Transit Authority (CARTA);
- Engagement with local stakeholders to determine interest in participation in CARTA;
- Engagement with statewide and external points of contact to define goals and identify priority initiatives that should be pursued in support of the establishment of CARTA; and
- Preparing and supporting requests for legislative action by the General Assembly.

D) Travel Demand Model Update

PL Funding: $10,000
FTA Funding: $0

VDOT maintains and updates the regional travel demand model for the Charlottesville-Albemarle MPO area. Following the required schedule, CA-MPO's model update began in FY24

DRAFT

and continues into FY25. MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model.

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

E) Pedestrian Navigation of Innovative Intersections

PL Funding: $20,000
FTA Funding: $0

The implementation of innovative intersections such as roundabouts, R-cuts, and diverging diamond interchanges are increasingly used as cost-effective solutions to address roadway safety and operational needs. The outcome of this project will be a resource guide specifically for understanding the impacts of innovative intersections on bicycle and pedestrian travel.

- Identify innovation intersection used and planned in Virginia;
- Research existing resources on bicycle and pedestrian considerations in innovative intersections;
- Develop resource guide on impacts.

End Product:

- User-friendly resource guide on the impacts of innovative intersections on bicycle and pedestrian travel.

F) On-call Services/Contingencies

PL Funding: $52,029
FTA Funding: $3,000

MPO, VDOT, and local staff will be available to conduct transportation studies, data collection, and planning efforts as requested by our planning partners, including projects focusing on transportation system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. Costs may be incurred to identify and initiate contractual arrangements. MPO staff began exploring an on-call consultant program in FY24 to provide efficient access to technical consultants as needed. MPO staff will finalize development of the on-call consultant program in FY25 if support continues to exist.

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

- Transportation study or planning effort, as requested, that can be used as a basis for implementing short-term and long-term transportation solutions;
- Development and submission of grant applications;

DRAFT

- Development of desired services that an on-call consultant program can provide; and
- A contract or contracts with consultant(s) procured to provide on-call services to the MPO, TJPDC, and/or partner localities.

Task 3: Short Range Planning

Total Funding: $104,900
PL Funding: $68,000
FTA Funding: $36,900

A) Transportation Improvement Program (TIP)

PL Funding: $5,000
FTA Funding: $2,000

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

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

End Products:

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

B) SMART SCALE & Other Grant Planning and Support

PL Funding: $35,500
FTA Funding: $10,400

MPO staff will continue to work with VDOT, DRPT, and City and County staff to identify appropriate funding sources for regional priority projects. MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare those projects for Round 7 applications (2026).

End Products:

- Provide regular updates to the MPO committees regarding the process of developing SMART SCALE applications for Round 7;
- Support application development through coordination with VDOT pipeline projects and evaluation of previously identified high-priority projects that remain unfunded;

DRAFT

- Review performance of applications submitted in Round 6 and review projects for
- consideration in Round 7; and
- 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 Travel Travel Demand Management/Transit/Bike/Ped Support

PL Funding: $8,500
FTA Funding: $8,500

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. The Regional Transit Partnership was 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, as requested;
- Improve communication between transit providers, localities and stakeholders;
- Explore shared facilities and operations for transit providers;
- Provide continued support to coordinating bike/ped planning activities between the City of Charlottesville, Albemarle County, UVA, and with the rural localities; and
- Integrate TDM into all MPO recommendations and projects.

D) Performance Targets

PL Funding: $2,000
FTA Funding: $1,000

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

End Products:

- Prepare workbook and background materials for MPO committees and Policy Board to review;
- Facilitate discussion of performance targets with the MPO committees and Policy Board;

DRAFT

- Complete all documentation notifying the state of the adopted safety and performance targets; and
- Update the TIP when updated performance targets are adopted.

E) Regional Transit and Rail Planning
PL Funding: $0
FTA Funding: $5,000

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

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

F) CTAC, Public Participation, and Title VI
PL Funding: $17,000
FTA Funding: $10,000

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, including maintenance and implementation of the agency Title VI Plan. 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;
- Implement processes in compliance with Title VI Plan, Environmental Justice Plan, and Public Participation Plan;
- Review information on website for accessibility and understandability;
- Continue to investigate methods to increase participation from historically underserved

DRAFT

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.

PUBLIC PARTICIPATION PROCESS

Review and Approval of Tasks

MPO Policy Board:
- Initial Draft provided February 28, 2024
- Revised Draft provided March 26, 2024

MPO Technical Committee:
- Initial Draft provided March 19, 2024

CTAC Committee:
- Initial Draft provided March 20, 2024

Online Posting

Posted as part of MPO meeting agendas for:
February 28, 2024
March 19, 2024
March 20, 2024
March 26, 2024
April 16, 2024
April XX, 2024

Posted on TJPDC.org: April 3, 2024 for 15 day public comment period

State Review

Draft submittal for VDOT review/comment: April 16, 2024
Draft submittal for DRPT review/comment: Mapril 16, 2024

Review of Final FY25 UPWP

MPO Technical Committee: April 16, 2024
Citizen Transportation Advisory Committee (CTAC): April XX, 2024
MPO Policy Board: April 24, 2024

DRAFT

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
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RAISE	USDOT Rebuilding American Infrastructure with Sustainability and Equity
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)
SS4A	Safe Streets and Roads for All (USDOT Discretionary Grant)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone

DRAFT

TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission
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)

DRAFT

Appendix

Attachment A: Memorandum of Understanding (2019)
Attachment B: Tasks Performed by VDOT
Attachment C: PL-FHWA/VDOT and FTA/DRPT Section 5303
Attachment D: Resolution

DRAFT