Charlottesville-Albemarle
Metropolitan Planning Organization (CA-MPO)
Citizens Transportation Advisory Committee (CTAC)
Wednesday, January 22, 2024, 7:00 p.m.
All-Virtual Meeting
407 East Water Street, Charlottesville 22902

AGENDA

Join Zoom Meeting
https://us02web.zoom.us/j/83277478800
(For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Member of Public)
Meeting ID: 832 7747 8800
Dial in +1 301 715 8592

Item	*Description*	*Time†*
1	**Call to Order & Attendance** —*Chair Lee Kondor*	7:00 – 7:05
2	**Matters from the Public**—*Chair Lee Kondor* 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	7:05 – 7:20
3	***General Administration**—*Chair Lee Kondor* a. *Review and Acceptance of the Agenda b. *Approval of Draft September 18, & November 20, 2024, Meeting Minutes c. *Election of Officers: Happens annually at the first regular meeting	7:20 – 7:30
4	**New Business** a. Performance Safety Targets — *Gorjan Gjorgjievski* i. CA-MPO Performance Safety Targets - Presentation ii. CA-MPO Performance Safety Targets - Submitted Response Letter b. RAISE Grant 2025 — Informational — *Christine Jacobs*	7:30— 7:45
5	**Staff Updates & Meeting Schedule** a. Safe Streets and Roads for All — *Gorjan Gjorgjievski* b. Next CTAC Meeting Schedule March 19, 2025: 7pm to 9pm—in person	7:45 — 8:00
6	**VDOT Updates on Projects** — *Chuck Proctor & Sandy Shackleford* a. MPO Smart Scale Projects *Materials will be distributed afterwards b. STARS and Pipeline Studies	8:00 —8:20
7	**Round Table Updates** — Chair Lee Kondor	8:20 – 8:40
8	**Additional Matters from the Committee and Public—***Chair Lee Kondor* *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*	8:40 - 9:00
10	**Adjourn** — Chair Lee Kondor	9:00pm

† Times are approximate ** Requires a vote/action of the Committee*

TJPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. TJPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, to request translation services or other accommodations, or to obtain a Discrimination Complaint Form, contact (434) 979-7310, lshannon@tjpdc.org, or www.tjpdc.org.

COMMITTEE MEMBERS
Lee Kondor, Albemarle County, Chair
Donna Chen, MPO – Vice-Chair
VOTING MEMBERS
Stuart Gardner, MPO
Jose Gomez, Albemarle County
Patrick Healy, Charlottesville
Ethan Heil, Charlottesville
Sarah Medley, Charlottesville
Marty Meth, Albemarle County
Nathan Moore, Albemarle County
Chapman Munn, MPO
Danny Yoder, Charlottesville
Peter Thompson, Albemarle County
Greg Weaver, Charlottesville
STAFF
Christine Jacobs, TJPDC
Lucinda Shannon, TJPDC
Ruth Emerick, TJPDC
Logan Ende, TJPDC
Isabella O'Brien, TJPDC
Gorjan Gjorgjievski, TJPDC
Gretchen Thomas, TJPDC
Sarah Simba, TJPDC
GUESTS / PUBLIC
Charles Proctor, VDOT
Sandy Shackleford, VDOT

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CA-MPO

Citizen Transportation Advisory Committee
Draft Summary Minutes
November 20, 2024

A recording of this meeting can be found at: https://youtu.be/c3SsNhHmxsw

OFFICERS		STAFF	
Lee Kondor, Albemarle County, Chair	x	Christine Jacobs, TJPDC	
Donna Chen, MPO – Vice-Chair	x	Gorjan Gjorgjievski, TJPDC	x
		Gretchen Thomas, TJPDC *	x
		Sarah Simba, TJPDC	x
VOTING MEMBERS		**GUESTS / PUBLIC**	
Stuart Gardner, MPO	x	Sandy Shackelford, VDOT	x
Jose Gomez, Albemarle County *	x	Chuck Proctor, VDOT *	x
Patrick Healy, Charlottesville	x	Mahek Rajpal *	x
Ethan Heil, Charlottesville	x		
Sarah Medley, Charlottesville			
Marty Meth, Albemarle County *	x		
Nathan Moore, Albemarle County			
Chapman Munn, MPO			
Danny Yoder, Charlottesville	x		
Peter Thompson, Albemarle County			
Greg Weaver, Charlottesville *	x		

**online participation*

Call to Order

Chair Lee Kondor called the meeting to order at 7:00 p.m.

1. **Attendance (Minute :019)**

Sarah Simba took attendance.

2. **Matters from the Public (Minute 1:52)**

None.

3. **General Administration (Minute 2:15)**

There was no quorum present, so there was no vote to approve the agenda or the minutes.

4. Safe Streets and Roads for All (SS4A) (Minute 2:45)

Gorjan Gjorgjievski presented the Move Safely Blue Ridge program. He noted that staff is collecting data on 13 areas of emphasis. Staff evaluated trends and contributing factors to fatal accidents and accidents with serious injuries.

He noted that numerous categories could count more than once in one accident, so the data may overlap.

He reviewed the comprehensive safety action plan components and the specific components and funding opportunities and shared locality contributions for regional components.

Mr. Gjorgjievski share the "4E's" that include engineering, education, enforcement, and emergency response.

He continued by explaining the process overview and the action steps that have been and will be taken in the future. The project is expected to be completed in Spring of 2025.

He noted that there have been over 300 responses thus far collected both online and on paper. He reported that survey respondents have concerns about driver behavior and responses indicate they want safe facilities for all road users. He noted the other responses and concerns are included in the packet.

He reported that Round II of public engagement is underway, and the survey is active November 7 through December 6. There will be pop-ups at events open to the public in each jurisdiction from November 11 through November 23.

Mr. Gjorgjievski explained the terms 2KA, 3KA, 2KAB, and 3KAB and continued by showing crash data for Albemarle and Charlottesville.

There was a question-and-answer session after the presentation.

5. VDOT Updates on Projects (Minute 33:25)

STARS Program

Chuck Proctor shared the STARS guidelines and the difference between it and the Project Pipeline program guidelines and phasing.

He continued by sharing the STARS locations, including Emmet Street/US29 between Barracks Rd and Hydraulic Rd, US29 between Hydraulic Rd and Woodbrook Rd, and W. Main/Ridge McIntire/W Water St/South Street intersection.

Mr. Proctor noted that congestion and safety data are reviewed to determine what locations might be best for a study.

Pipeline Study

Mr. Proctor continued with the proposed pipeline locations that include 5th Street with further analysis on 5th St/I-64 diverging diamond intersection (DDI), and re-examining the 5th St/5th St Station intersection, and also US29 at the I-64 Exit 118 interchange.

There was an extended discussion about the 5th St/ I-64 DDI proposed project.

He continued by presenting the Ivy Rd Corridor improvements preferred scenario, the potential long-term middle corridor scenario, the potential eastern and western corridor scenarios.

6. Staff Updates and Meeting Schedule (Minute 1:29:00)

Federal Functional Classification (FFC)

Sarah Simba reported that the Policy Board approved the changes to the FFC and it is now in the hands of the FHWA.

Ms. Simba said that the next meeting will be on January 22, 2025 will be an *all-virtual meeting.*

7. **Round Table Updates (Minute 1:30:28)**

Sandy Shackelford offered a follow-up to the presentation given earlier by Mr. Proctor with an online resource, to include:

Virginia's Statewide Highway Safety Action Plan, *Arrive Alive:* Page 24 of the report shows a crosstab table of the different safety emphasis areas.

Vulnerable Road User Safety Assessment: There is a summary of a root cause analysis of crashes involving vulnerable road users (including infrastructure conditions) starting on page 18.

VDOT Pedestrian and Bicycle Safety Action Plan (PBSAP) map: This is the map that shows bicycle and pedestrian-related crash locations. It also shows the priority bicycle/pedestrian improvement corridors that were identified in the statewide Pedestrian and Bicycle Safety Action Plan (see the tab on the top right on the PBSAP map link for the report).

The rest of the roundtable was tabled due to time constraints.

8. Additional matters from the public

None

The meeting was adjourned at 8:32 p.m.

CA-MPO

Citizen Transportation Advisory Committee
Draft Summary Minutes
September 18, 2024

COMMITTEE MEMBERS
Lee Kondor, Albemarle County, Chair
Donna Chen, MPO – Vice-Chair
VOTING MEMBERS
Stuart Gardner, MPO
Jose Gomez, Albemarle County
Patrick Healy, Charlottesville
Ethan Heil, Charlottesville
Sarah Medley, Charlottesville
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Gretchen Thomas, TJPDC
Sarah Simba, TJPDC
GUESTS / PUBLIC

Item	*Description*	*Time†*
1	**Call to Order**—*Chair Lee Kondor* **Attendance**—*Sarah Simba* **Staff Update:** Gorjan Gjorgjievski – *Christine Jacobs*	7:00 – 7:05
2	**Matters from the Public**—*Chair Lee Kondor* 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	7:05 – 7:10
3	**General Administration**—*Chair Lee Kondor* a. *Review and Acceptance of the Agenda b. *Draft April 17 & July 17, 2024, Meeting Minutes	7:10 – 7:15
4	**New Business –** *Christine Jacobs* **Remote Electronic Participation and All-Virtual Meeting Policy –** *Informational* a. Electronic Meetings Policy Staff Memo b. Remote Participation Virtual Meeting Policy red-lined version c. CLEAN Remote Participation Virtual Meeting Policy	7:15 – 7:25
5	**Highway Systems Functional Classification (FFC)—** *Sarah Simba* Federal Highway Functional Classification (FFC)— Informational a. Culpeper Functional Classification GIS Map (Proposed Changes, 2024) b. FFC Resolution of the MPO i. Saff Memo on Federal Functional Classification ii. FFC Resolution of Support	7:25—7: 30
6	**VDOT Update on Projects**—*Chuck Proctor, VDOT* Updated Cost Estimates for the MPO Smart Scale Projects – Informational	7:30 – 8:00
7	**Discussion - Staff Updates and Meeting Schedule**—*Christine Jacobs* a. CTAC Bylaws b. Next meeting: November 20, 2024	8:00—8:15
8	**Additional Matters from the Committee and Public—***Chair Lee Kondor* *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*	8:15 – 8:30
10	Adjourn—Chair Lee Kondor	8:30pm

0. Call to Order

Chair Lee Kondor called the meeting to order at 7:00 p.m.

1. Attendance

Laurie Jean Talun took attendance.

2. Matters from the Public

None present.

3. Approval of minutes

Due to the lack of a quorum, minutes were unable to be approved.

4. Ivy Corridor Pipeline Study

Charles Proctor from VDOT reviewed the Ivy Road Corridor Improvements. A study will identify the causes of crashes in this region.

Some improvements are suggested as mid- to long-term improvements, as there is not high demand at this time.

The focus group whittled down the recommendations to a smaller group of projects, specifically the mid term package.

Nathan Moore suggested that we look at the southbound 250 where cars attempt to move to 64, and how often cars rear-end due to high speeds and sudden stand-still traffic – is there the possibility of flashing signs when the traffic backs up so much?

For example, a sensor that warns drivers to slow down.

VDOT is aware of this, and will be focusing on it in the future.

Eastern Corridor is also not extremely high needs, so may be more mid- to long-term.

Next steps involve the MPO choosing to seek funding for the appropriate sections that would be eligible to submit for SMART SCALE.

A question was posed about why this section of road is a focus. Mr. Proctor clarified that many are being looked at. Currently waiting for those studies to be fleshed out. Will be going back to other corridors to identify the next high priority locations, coordinated with the MPO.

Pipeline studies have to meet VTRANS eligibility standards. The Office of Intermodal Planning and Investment determines these standards.

A question was posed about the increase in student housing that will be at that area, and the limited public transportation, and how much are these things being considered at this stage? They are looking at a shared use path along Old Ivy Road. Transit was identified as a need in this area, but no commitment from CAT or JAUNT yet.

5. SMART SCALE application for Barracks and Fifth Street and Pantops

Charles Proctor continued the presentation. —This item requires a correction suggested by Lee.

Regarding Barracks road, there was a question about pedestrian crossings and controls at the roundabout crossings. Mr. Proctor confirmed either rapid flashing beacons or hawk signals. They will have a study to determine what the actual controls will be.

Will that stop cars who are going around the roundabout? They will have to yield at those locations.

There are new rules for these situations, as of the past year, which increased requirements for such situations.

A preliminary recommendation plan for the intersection of Hillsdale and Old Brook Road with Rio Road was reviewed, recognizing this is in the earliest stages.

The deadline for submission is August 1st, in two weeks. Then they will be evaluated and scored over the course of 5 months, presented in January. In the spring, the CTB will talk to localities and constituents about which projects to fund. About a third are funded in the end, across the state.

How are sidewalks and shared use paths incorporated? VDOT works with the localities to determine the plan.

6. Additional matters from the committee (as no public were present)

NEVI is interesting to some members – a desire to hear about this in the future. TJPDC staff can pull in a speaker to discuss the money that might be available. Sandy suggested a meeting link that could be sent to the group from past trainings as well.

A member mentioned a desire to provide more advising to the MPO, not only receiving information. Seeking more influence.

Another member shared that this was sometimes the case – getting a lot of staff updates, wanting more of a chance to advise and give feedback.

Long Range Transportation Plan – opportunities to give feedback. Ultimately, data wins out.

VDOT has a stable of consulting and engineering firms they deal with, mostly from Newport News, Richmond, or Northern Virginia. The consultants come and draw up a plan, and that's usually the plan, although for a few projects, multiple options are presented.

Another member mentioned that there were some healthy debates and feedback about SMART SCALE projects, and those pieces of advice were given to the Policy Board, and even if the advice isn't taken, it is okay. If anything horrible was mentioned in the presentations, the Advisory Board could speak up and it would go back to the Policy Board. It is on the members to escalate influence if there is a specific need.

Staff mentioned that the CTAC is not required like the Tech committee is, but this region decided that it's important, and decided to have this recurring citizens committee to be able to have feedback and advice. The LRTP is where most of the advice happens. Then in the off cycles, when not just submitting an LRTP or SMART SCALE app, we are uncertain of the role. It's not always clear because there is no code dictating the work of the CTAC.

Our CTAC is unique in the level of technical expertise among the members.

One member said he appreciates being a bridge between CTAC and the Planning Commission.

When the representative from CTAC sits in the Policy board meetings, that's the time to share important feedback.

Performance Safety Targets Background

- Requirements to establish performance targets included in the Moving Ahead for Progress in the 21st Century Act (MAP-21)
- National targets established by the U.S. Secretary of Transportation
  - Pavement condition on the interstate system and on reminder of the National Highway System (NHS)
  - Performance of the interstate system and the reminder of the NHS
  - Bridge condition on the NHS
  - Fatalities and Serious Injuries – both number and rate per vehicle mile traveled – on all public roads
  - Traffic congestion (not applicable to CA-MPO)
  - Freight movement on the interstate system

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Performance Safety Targets Purpose

- States establish performance targets in support of national targets
- MPO's establish performance targets in support of state targets
- Establishment of targets = commitment to pursue projects/objectives that support the achievement of those targets
- Overall progress towards meeting performance targets evaluated at the state level
- MPO's have the option to adopt state targets or set their own targets
- CA-MPO has historically adopted state targets until February of 2023, where they adopted alternative targets
- In 2024, CA-MPO adopted aspirational targets that are in line with the comprehensive safety action plan

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2023	2024	2025	Average Percent Change	2023	2024	2025	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	**Fatalities**	14	15	16	8.20%	11	11	11	1.80%
	Fatality Rate	1.254	1.362	1.471	8.33%	0.934	0.858	0.957	1.69%
	Serious Injuries	149	163	174	6.87%	149	109	107	-1.30%
	Serious Injury Rate	12.730	14.158	15.046	6.27%	12.730	9.259	9.019	-2.59%

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2023	2024	2025	Average Percent Change	2023	2024	2025	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	**Non-Motorized Fatalities + Serious Injuries**	19	21	22	7.3%	15	15	15	0.5%

Safety Performance Targets	CA-MPO 2025 Projections Based on Aspirational Targets	CA-MPO 2025 Projections Based on Long-term Trendline	CA-MPO 2025 Projections Based on Recent Trendline	CA-MPO 2025 Projections with State Targets
Percentage change fatalities	-2.00%	1.80%	8.20%	0.00%
Number of fatalities	12	13	16	12
Fatality rate	0.935	1.048	1.258	0.993
Percentage change serious injuries	-2.00%	-1.30%	6.87%	0.00%
Number of serious injuries	143	145	170	149
Serious injury rate	11.463	11.627	13.631	11.935
Percentage change non-motorized fatalities + serious injuries	-2.00%	0.5%	7.3%	0.00%
Number of non-motorized fatalities + serious injuries	17	18	22	18

Safety Performance Targets	CA-MPO 2024 Projections Based on Aspirational Targets – Adopted in 2024	CA-MPO 2025 Projections Based on Aspirational Targets
Percentage change fatalities	-2.00%	-2.00%
Number of fatalities	11	12
Fatality rate	0.962	0.935
Percentage change serious injuries	-2.00%	-2.00%
Number of serious injuries	137	143
Serious injury rate	12.106	11.463
Percentage change non-motorized fatalities + serious injuries	-2.00%	-2.00%
Number of non-motorized fatalities + serious injuries	15	17

Differences in Aspirational Safety Targets between 2024 adopted aspirational targets and 2025 proposed aspirational targets

12/20/2024

Mr. Stephen Read, P.E.
State Highway Safety Engineer
Traffic Operations Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Read:

The Charlottesville – Albemarle MPO (CA-MPO) submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO's plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

☐The MPO plans to adopt the statewide annual goal percent changes

☒The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	0.00%	-2.00%
Serious Injuries	0.00%	-2.00%
Non-Motorized Fatalities and Serious Injuries	0.00%	-2.00%
Vehicle Miles Traveled (VMT)	+2.4%	+2.4%

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2023 to 2025

Additional Information on Methodology

The Charlottesville-Albemarle MPO adopted these targets based on goals established by Albemarle County and the City of Charlottesville through the development of a Comprehensive Safety Action Plan funded by the US Department of Transportation's Safe Streets and Roads for All discretionary program and in alignment with the safety goal established in the state's Strategic Highway Safety Plan to reduce

deaths and serious injuries by half by 2045, which indicates an average annual reduction in deaths and serious injuries of between 2% and 4%.

2025 Safety Performance Targets

The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

Target Description	Target Value
Fatalities	12
Fatality Rate	0.935
Serious Injuries	143
Serious Injury Rate	11.463
Non-Motorized Fatalities and Serious Injuries	17

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2025 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 28, 2025**.

For questions or comments, please contact me at gorjang@tjpdc.org and *434-422-4198*

Respectfully,

Gorjan Gjorgjievski

401 E. Water St.
Charlottesville, VA 22902


VDOT
Virginia Department of Transportation

SMART SCALE ROUND 6
STAFF RECOMMENDED SCENARIO

CTAC

Charles Proctor & Sandy Shackelford

January 22, 2025

Outline

- Funding Allocation Process
- District Grant Program Supplemental Funding
- Round 6 Funding Allocations
- Staff Recommended Scenario
- Initial Scoring Outcome Observations
- Consensus Scenario Process

Funding Allocation Process

§ 33.2-358. Allocation of funds to programs

1. Allocate funds for maintenance
2. Set aside funds for administrative and general expenses
3. Remaining funds allocated for construction:
   - 30% State of Good Repair
   - 20% High Priority Program
   - 20% District Grant Program
   - 20% Interstate Operations and Enhancement Program
   - 10% Virginia Highway Safety Improvement Program

Increased maintenance expenses directly impact amount available for construction

- In FY25, nearly $510 million transferred from construction to maintenance to cover deficits
  - FY26-31 Six-Year Financial Plan Estimated Allocations reflects $1.6 billion moved from Construction to Maintenance compared to FY25-30
- Additional severe weather events could further reduce construction funds available
- Pass-throughs to operating programs not impacted by maintenance cost increases

District Grant Program Supplemental Funding

- Wholesale fuels tax implemented in 2020
- Revenue generated applied to DGP
- Transportation funds programmed six years out
- Large initial infusion needed to be phased in over Rounds 4 and 5
  - Round 4: Four Fiscal Years (2021-2024) – Estimated $393 million
  - Round 5: Five Fiscal Years (2025-2029) – Estimated $666 million
  - Round 6: Two Fiscal Years (2030-2031) – Estimated $243 million
- Round 6 Supplemental DGP funding amount provides a more realistic baseline moving forward



Round 6 HPP & DGP Estimated Funding Allocations

District	DGP Available	Previous DGP Cost Increases	HPP Available
Bristol	$37.0		
Culpeper	$68.0	-$6.6*	
Fredericksburg	$76.2		
Hampton Roads	$121.6		
Lynchburg	$85.9		
Northern Virginia	$97.4		
Richmond	$104.9		
Salem	$64.3		
Staunton	$39.4	-$6.0	
Statewide HPP			$384.7
Total	**$694.6**		**$384.7**

*The amount of funding available for the Culpeper District Grant Program in Round 6 was reduced by $6.6 million to cover cost increases for projects funded in previous rounds.

Comparison of Funding Amounts Among Rounds

Funding Program Allocation	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6
District Grant Program	$54,872,548	$19,461,690	$24,574,905	$112,904,043	$115,814,917	$57,044,912
High Priority Program*	$25,559,585	$36,670,555	$7,007,394	$51,307,790	$35,859,314	$36,406,798
Total	$80,432,133	$56,132,245	$31,582,299	$164,211,833	$151,674,231	$93,451,710

*High Priority Program funding is competitive statewide and not guaranteed in any given round.

Round 6 Staff Recommended Scenario

Recommended for funding:

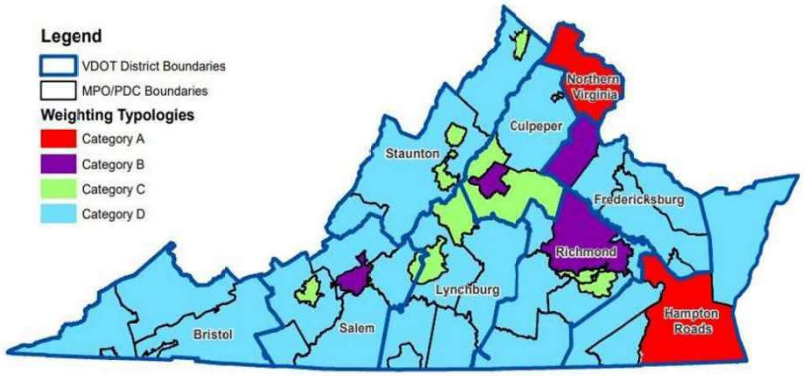
- US 250/Peter Jefferson Parkway and Rolkin Road Pipeline Bundle ($36.4M)

Not Recommended for funding:

- Barracks Road Pipeline Corridor Improvements ($130.6M)
- Barracks Road Pipeline US 29/250 Interchange and SUP ($93.9M)
- I-64/Fifth Street Interchange Improvements (Exit 120) ($79.0M)
- Rio Road Double Roundabout ($45.9M)
- Barracks Road and Georgetown Road Improvements ($37.7M)
- Old Trail Drive and US 250 West Intersection Improvements ($16.7M)
- US 29 and Plank Road Intersection Improvements ($22.5M)

Changes from Round 5

Figure 4.2 PDC and MPO Factor Weighting Typology Map



- More weight to Congestion Mitigation & Accessibility factors in Area Type B
- More weight to Safety & Congestion Mitigation factors in Area Type C
- Accessibility measure partially informed by Congestion Mitigation measure
  - Use 7-year future growth
- Land Use converted to a multiplier
- Economic Development methodology change
- Limited HPP project-type eligibility

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Area Type B – Round 5	20%	15%	20%	15%	20%	10%
Area Type B – Round 6	20%	25%	25%	Multiplier	20%	10%
Area Type C – Round 5	25%	15%	15%	10%	25%	10%
Area Type C – Round 6	30%	20%	15%	Multiplier	25%	10%

Initial Scoring Outcome Observations

- Changes in land use scoring contributed to lower scores for the projects in the urbanized areas, but still provided scoring benefits
- Economic development scores very low in urbanized areas as a result of scoring methodology changes
- Changes to the HPP Funding Step Process would not have impacted the outcomes for the Culpeper District in Round 6
- The highest cost HPP project to be recommended for funding statewide was ~$46M
- 53 total projects out of 270 submissions recommended for funding in Round 6 significantly lower than any previous round
  - 4 total projects out of 24 recommended in the Culpeper Construction District:
    - 3 DGP in Town of Warrenton, Town of Culpeper, and Culpeper County
    - 1 HPP in Albemarle County

Consensus Scenario Process

- Currently identified projects reflect staff recommendations based on project scores
- CTB has the opportunity to adjust the final list of funded projects
- Consensus scenario will be presented to CTB on May 20, 2025
- Public Hearings will be held throughout the state prior to final adoption

Questions?



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