

AGENDA

Join Zoom Meeting

<https://us02web.zoom.us/j/84701091920?pwd=V3FhQ9wRVlZNTNvR08yQWl5OU53QT09>

Meeting ID: 847 0109 1920

Passcode: 975419

Dial in: 1 646 558 8656

Item	Time†	Description
1	4:00 – 4:05	Call to Order
2	4:05-4:10	Matters from the Public: limit of 3 minutes per speaker Public are welcome to provide comment on any transportation-related topic, including the items listed on this agenda, and/or comment <u>during items</u> marked with an *
3	4:10-4:15	Public Hearing for TIP Amendment * - TIP Amendment Memo (Lucinda Shannon, CA-MPO) - Public Hearing
4	4:20-4:30	General Administration * - Review and Acceptance of the Agenda * - Approval of December 1, 2020 Meeting Minutes * - MPO Policy Board Schedule CY 2021* - Election of Policy Board Officers *
5	4:30-4:40	Adoption of Performance Targets for the MPO* - Setting Performance Targets Memo (Lucinda Shannon, CA-MPO) - CA-MPO Performance Targets Overview
6	4:40-4:45	Smart Scale FY24 Applications Regional Rankings for FY22 Smart Scale (Charles Proctor, VDOT)
7	4:45-5:00	Discussion Unified Planning Work Program FY 2022 (Sandy Shackelford, CA-MPO)
8	5:00-5:10	Presentation Rivanna River Bicycle & Pedestrian Crossing Study (Jessica Ballering, CA-MPO)
9	5:10-5:30	Roundtable Discussion for voting and non-voting Policy Board Members
10	5:30-5:45	Staff updates - Rideshare Telework Program (Sara Pennington, CA-MPO) - US 29 North Corridor Study (Jessica Ballering, CA-MPO) - Regional Transit Partnership Regional Vision Transit Plan Award (Jessica Ballering, CA-MPO) - Thomas Jefferson Planning District Albemarle County Transit Plan Award (Jessica Ballering, CA-MPO) - Bike Count Update (Jessica Ballering, CA-MPO)
11	5:45-5:50	Items Added to the Agenda
12	5:50-6:00	Additional Matters from the Public Members of the Public are welcome to provide comment (limit of 3 minutes per speaker)
13	6:00pm	Adjourn

† Times are approximate

* Requires a vote of the Board

Upcoming Meeting Date: **March 24, 2021 4:00 p.m.**

NOTICE OF ELECTRONIC MEETING
DUE TO COVID-19 STATE OF EMERGENCY

This meeting of the Charlottesville-Albemarle Metropolitan Planning Organization is being held pursuant to Item 4.0-01 of the approved state budget (HB 29) that allows public bodies to hold electronic meetings in the current COVID-19 emergency, in that it is impracticable or unsafe to assemble in a single location and that the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body.

This meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public with close captioning and there will be an opportunity for public comment during that portion of the agenda.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda.

The meeting minutes will reflect the nature of the emergency, the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held. A recording of the meeting will be posted at www.tjpd.org within 10 days of the meeting.

Memorandum

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

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

NEW TIP BLOCK

UPC NO		75878	SCOPE		Bridge Replacement w/o Added Capacity		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		#SGR – RTE 20 – BRIDGE REPLACEMENT				ADMIN BY	Locally
DESCRIPTION		FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)					
PROGRAM NOTE							
ROUTE/STREET		9 TH ST NE (0020)			TOTAL COST	\$31,100,043	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal-STP/STBG	\$0	\$530,494	\$0	\$0	\$0	
RW	Federal-STP/STBG	\$0	(\$249,678)	\$0	\$0	\$0	
CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0	
	Federal – STP/STBG	\$101,576	\$406,305	\$0	\$0	\$0	
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0	
CN	TOTAL	\$6,294,696	\$6,696,072	\$0	\$0	\$0	
CN AC	Federal – AC OTHER	\$0	\$13,438,913	\$0	\$0	\$0	
MPO Notes		Amendment 1 approved by the Policy Board on January 27, 2021 Under design, going to construction soon.					

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

OLD TIP BLOCK

Before Amendment 1						
UPC NO		75878	SCOPE		Bridge Replacement w/o Added Capacity	
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT NFO
PROJECT		#SGR – RTE 20 – BRIDGE REPLACEMENT			ADMIN BY	Locally
DESCRIPTION		FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)				
PROGRAM NOTE						
ROUTE/STREET		9 TH ST NE (0020)			TOTAL COST	\$25,187,399
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0
	Federal – HIP	\$22	\$87	\$0	\$0	\$0
	Federal – STP/STBG	\$171,763	\$687,051	\$0	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,364,904	\$6,979,905	\$0	\$0	\$0
CN AC	Federal – AC	\$281,629	\$1,126,514	\$0	\$0	\$0
	Federal – AC OTHER	\$0	\$6,047,214	\$0	\$0	\$0
CN AC		\$281,629	\$7,173,728	\$0	\$0	\$0
MPO Notes		Under design, going to construction soon.				

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

IN WITNESS WHEREOF, the MPO Policy Board on January 27, 2021, approved the amendments proposed above.

Signature:

Executive Director
Thomas Jefferson Planning District Commission

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

MPO Policy Board
Minutes: December 1, 2020
DRAFT

Committee – Voting Members

Ann Mallek, *Albemarle County*
John Lynch, *VDOT – Culpeper District*
Michael Payne, *City of Charlottesville*
Lloyd Snook, *City of Charlottesville*
Ned Gallaway, *Albemarle County*

Staff

Sandy Shackelford, *TJPDC*
Gretchen Thomas, *TJPDC*
Jessica Hersh-Ballering, *TJPDC*
Chip Boyles, *TJPDC*
Lucinda Shannon, *TJPDC*
Sara Pennington, *Rideshare/TJPDC*

Non-Voting & Alternates

Brad Sheffield, *JAUNT (absent)*
Karen Davis, *JAUNT (absent)*
Julia Monteith, *UVA Office of the Architect*
Stacy Londrey, *VDOT – Culpeper District*
Hal Jones, *VDOT – Culpeper District (absent)*
Garland Williams, *CAT (absent)*
Juwhan Lee, *CAT (absent)*
Chuck Proctor, *VDOT-Culpeper District*
Dan Butch, *Albemarle County (absent)*
Wood Hudson, *DRPT*
Tony Cho, *FTA (absent)*
Travis Pietila, *CTAC (absent)*
Richard Duran, *FHWA*

Other

Sean Tubbs, *PEC*
Kevin McDeremott, *Albemarle County*
Jeanette Janiczek, *City of Charlottesville*
Stephen Read, *VDOT*
Chris Wichman, *OIPI*
Andrew Pike, *OIPI*

Call to Order:

Mr. Payne called the virtual meeting to order at 4:01 p.m.
The Notice of Virtual Meeting due to a Statewide Emergency was presented.

Ms. Shannon reminded the attendees that the meeting was being recorded.

Matters from the Public:

None.

Response to Matters from the Public:

None.

Public Hearing for Title VI and UPWP Updates

Mr. Payne opened the hearing to the public and there were no comments.

Ms. Shannon gave a presentation on Title VI. She reported that both the MPO Tech and CTAC committee have given their recommendation to approve the Title VI plan as amended. She noted that there will be a more robust engagement with the public in the future for the next update.

Mr. Lynch made a motion to approve the Title VI plan. Ms. Mallek seconded and the motion passed unanimously.

Ms. Shackelford made a brief presentation on the revised FY21 UPWP.

Ms. Mallek made a motion to approve the updated UPWP and noted that she looks forward to its continued improvement. Mr. Gallaway seconded the motion and the motion passed unanimously.

General Administration

Review and Acceptance of Agenda

Ms. Mallek made a motion to accept the agenda. Mr. Lynch seconded the agenda. The motion passed unanimously.

Approval of September 23 Meeting Minutes

Mr. Lynch made a motion to approve the September 23 meeting minutes. Mr. Gallaway seconded the motion. The motion passed with Ms. Mallek abstaining.

New Smart Scale Selection Procedures

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

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

Ms. Mallek noted that the ideas for Smart Scale should come from the LRTP process. She noted that the community should be involved in the process.

Mr. Boyles responded that the process used (for MPO Smart Scale projects only) for major projects will be like the 29 Solutions and Hydraulic Road. There will be advisory panels from the community with whom there is impact. The goal is to make the process transparent.

Ms. Mallek made a motion to accept the current plans for the MPO's Smart Scale process. Mr. Lynch seconded the motion and the motion passed unanimously.

VTrans Mid-Term Needs

Mr. Wichman, from Office of Intermodal Planning and Investment (OIPI), presented a demonstration on the online workshop page and mapping application. (The Draft Policy Guide

for the Prioritization can be found here: <https://campo.tjpc.org/wp-content/uploads/05-Draft-Policy-Guide.pdf>)

Mr. Wichman reported that there are recordings of previous workshops located at www.vtrans.org under the “Events tab.”

Safety Targets

Mr. Read, PE from VDOT, presented the committee with the TPM 2021 safety measures. (The presentation can be found here: <https://campo.tjpc.org/wp-content/uploads/04-Safety-Target-Presentation.pdf>)

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

Performance Measures

Mr. Pike, Transportation Planner with OIPI, provided a presentation to the board about the background on OIPI, definitions of performance-based planning and transportation performance management, and local impacts. He discussed pavement condition performance, bridge condition performance, and systems performance for the years 2017 through 2019. (The presentation is located here: <https://campo.tjpc.org/wp-content/uploads/03-OIPI-Presentation.pdf>)

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

Ms. Shannon noted that the Board will need to determine targets at the next meeting in January.

Staff Updates

Ms. Shannon reported that Title VI updates have been submitted for audit.

Items Added to the Agenda

None.

Additional Matters from the Public

None.

Mr. Payne adjourned the meeting at 5:50 p.m.

Memorandum

To: MPO-Policy Board
From: Lucinda Shannon, Transportation Planning Manager
Date: January 27, 2021
Subject: Policy Board Meeting Schedule for Calendar Year 2021

Summary: As we embark on a new year, 2021, the Policy Board will want to confirm the meeting dates for CY 2021. Traditionally the Policy Board meets the 4th Wednesday of alternating months at 4pm. The November meeting falls close to the Thanksgiving holiday and is typically re-scheduled or canceled. The FY 2021 meeting schedule is listed below.

- January 27
- March 24
- May 26
- July 28
- September 22
- November 24

Recommendation: MPO staff recommends that the Policy Board vote to move the November meeting to 4pm on Monday December 7th and approve the following CY 2021 meeting schedule.

- January 27
- March 24
- May 26
- July 28
- September 22
- December 7 (the first Monday in December at 4pm)

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

Memorandum

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

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

Background: MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set targets for their regions based on the state targets and trend data provided by the state. The targets are broken up into three categories.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

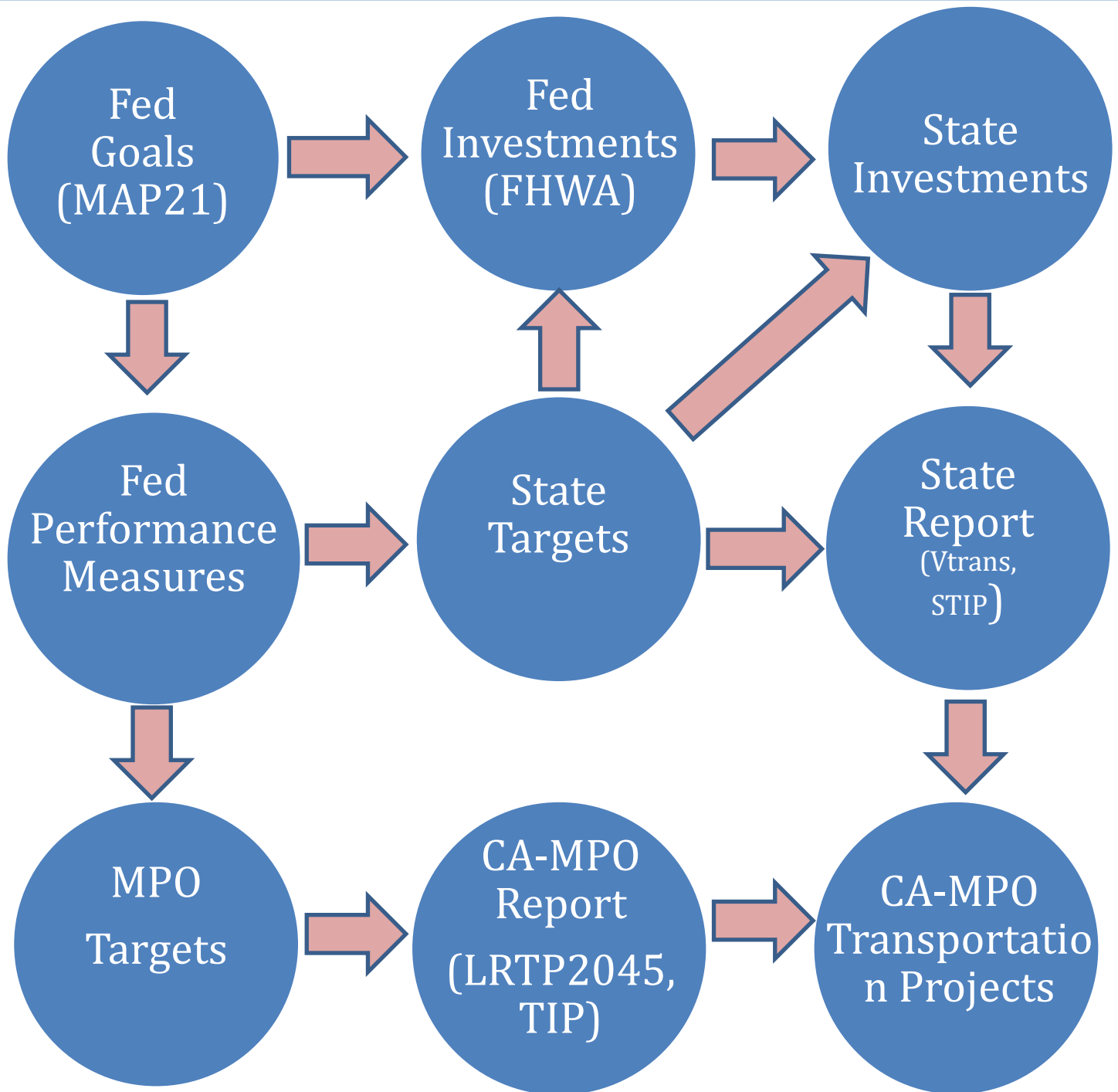
Table 4: Alternative Safety Performance Targets for CA-MPO

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

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

Transportation Performance Management Overview

For the Charlottesville Albemarle Metropolitan Planning Organization



Introduction

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

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

Background—Federal Legislation

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

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

Table 1: National Performance Goals

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

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

Virginia and CA-MPO Targets

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



Source: (Commonwealth of Virginia, 2020)

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

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

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

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

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

Asset and System Condition Targets

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

- 1) Percentage of deck area of bridges in good condition (NBI¹ on NHS²)**
- 2) Percentage of deck area of bridges in poor condition (NBI on NHS)**
- 3) Percent of pavement in good condition (Interstate)
- 4) Percent of pavement in poor condition (Interstate)
- 5) Percent of pavement in good condition (NHS)
- 6) Percent of pavement in poor condition (NHS)
- 7) Percentage of person-miles traveled that are reliable (Interstate)**
- 8) Percentage of person-miles traveled that are reliable (Non-Interstate NHS)**

¹ National Bridge Inventory (NBI)

² National Highway System (NHS)

9) System performance (Interstate)

10) Truck travel time reliability index (Interstate)

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

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

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

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

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

Table 2: Asset and System Condition Targets

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

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.

- OIPI adjusted the percent of deck area of bridges in good condition from 23% to 30.5% in the midterm review.

- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

Safety Performance Targets

The Highway Safety Performance Targets include the following measures.

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

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

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

Table 3: Safety Performance Targets

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

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

Public Transit Agency Safety Performance Targets

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

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

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

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

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

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

Reporting Requirements

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

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

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

TIP Reporting Requirements

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

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

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

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

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

L RTP Reporting Requirement

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

Wrap-up

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

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

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



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

SMART SCALE
Round 4

Nick Donohue
Deputy Secretary of Transportation
January 2021



Round 4 Summary

406 applications submitted

- **7 applications screened out**
 - \$199 million SMART SCALE request
 - \$205 million total cost
- **2 applications withdrawn**
 - \$14.6 million SMART SCALE request
 - \$14.6 million total cost
- **397 applications scored**
 - \$6.3 billion SMART SCALE request
 - \$7.8 billion total cost

Factor Areas

Goals that guided measure development



- **Safety** – reduce the number and rate of fatalities and severe injuries
- **Congestion** – reduce person hours of delay and increase person throughput
- **Accessibility** – increase access to jobs and travel options
- **Economic Development** – support economic development and improve goods movement
- **Environmental Quality** – improve air quality and avoid impacts to the natural environment
- **Land Use** – support and improve non-work accessibility

Scoring focused on outcomes, not the size of the problem

Dividing by Cost

- Law requires that benefits produced by a project be analyzed on a basis of relative costs
- Results are provided to CTB based on:
 - Benefits relative to \$ request
 - Benefits relative to total costs
- Official SMART SCALE Score is



➔
$$\frac{\text{Benefit Score}}{\text{Requested \$}}$$

SMART SCALE Funding Distribution for Round 4 (in millions)



District Grant Programs	District Grant	Supplemental District Grant (FY21-24)	Total
<i>Bristol</i>	\$28.3	\$44.6	\$72.9
<i>Culpeper</i>	\$26.9	\$87.4	\$114.3
<i>Fredericksburg</i>	\$36.7	\$33.0	\$69.7
<i>Hampton Roads</i>	\$106.8	\$13.3	\$120.1
<i>Lynchburg</i>	\$30.4	\$83.2	\$113.5
<i>NOVA</i>	\$111.1	\$0	\$111.1
<i>Richmond</i>	\$75.8	\$46.2	\$122.0
<i>Salem</i>	\$41.6	\$63.8	\$105.4
<i>Staunton</i>	\$33.4	\$21.3	\$54.7
District Grant Programs	\$490.9	\$392.8	\$883.7
High Priority Projects Program	-	-	\$490.7
Total	\$490.9	\$392.7	\$1,374.4

Staff Recommended Scenario

- **Step 1:** Fund District Grant projects first based on Benefit/SMART SCALE cost using District Grant funds

District	DG Only		
	Count	Allocated	Remaining
Bristol	14	\$62.2M	\$10.7M
Culpeper	12	\$108.8M	\$5.4
Fredericksburg	7	\$59.8M	\$9.9
Hampton Roads	15	\$118.7	\$1.3
Lynchburg	8	\$103.4	\$10.1
NOVA	8	\$106.9	\$4.1
Richmond	14	\$107.5	\$14.5
Salem	21	\$99.0	\$6.4
Staunton	12	\$53.2	\$1.5
CTB: Multi-District	0	\$0	\$0
Total	111	\$819.6	\$64.0

Staff Recommended Scenario

- **Step 2:** Fund projects that otherwise would have been funded based on rank, but did not receive funding because they were not eligible for the District Grant funds, using High Priority funds as long as their cost does not exceed the total amount of District Grant funds available

District	HP Only		
	Count	HP Allocated	HP Remaining
Bristol	1	\$16.8M	-
Culpeper	6	\$43.8M	-
Fredericksburg	3	\$30.4M	-
Hampton Roads	2	\$1.2M	-
Lynchburg	1	\$38.7M	-
NOVA	0	\$0	-
Richmond	3	\$47.3M	-
Salem	5	\$32.5M	-
Staunton	8	\$27.1M	-
CTB: Multi-District	0	\$0	-
Total	29	\$237.7M	\$253M

Staff Recommended Scenario

- **Step 3:** Resort unfunded HPP eligible projects statewide based on SMART SCALE score and fund using High Priority funds until funds are insufficient to fully fund the next unfunded project.

District	Count	HP Allocated	HP Remaining
Bristol	0	\$0	-
Culpeper	2	\$14.4M	-
Fredericksburg	1	\$9.8M	-
Hampton Roads	2	\$28.6M	-
Lynchburg	0	\$0	-
NOVA	3	\$113.9M	-
Richmond	1	\$15.4M	-
Salem	0	\$0	-
Staunton	0	\$0	-
CTB: Multi-District	1	\$50M	-
Total	10	\$232M	\$20.9M

Staff Recommended Scenario - Bristol

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Bristol	6886	4th Street at Holston Road Turn Lane Improvements	Wytheville Town	\$2,531,180	11.42
Bristol	6996	US58 East of Tacoma Mtn Median Barrier	Wise County	\$2,541,035	6.4
Bristol	6848	I-77 Northbound Truck Climbing Lane	Mount Rogers Planning District Commission	\$16,816,599	4.61
Bristol	6997	US23 Safety Improvements	Wise County	\$5,083,482	4.1
Bristol	6679	Hawthorne Drive to 11th Street Improvements	Norton City	\$1,075,591	3.7
Bristol	6923	US 460 at Leatherwood Lane Offset Left-Turn Lanes	Bluefield Town	\$4,594,934	3.4
Bristol	6888	W Monroe St at US 11 Realignment	Wytheville Town	\$4,211,758	2.33
Bristol	6959	221 - US460 Intersection Improvements	Richlands Town	\$1,571,631	1.65
Bristol	6926	US Route 11 / SR 660 Roundabout South	Smyth County	\$5,710,062	1.65
Bristol	6859	Widen US Route 11 Western Section	Bristol City	\$13,616,787	1.42
Bristol	6712	Thompson Drive and Stanley Street Roundabout	Abingdon Town	\$5,246,993	1.33
Bristol	6924	College Avenue Access Management & Sidewalks	Bluefield Town	\$2,572,670	1.11
Bristol	6875	Gilley Ave at Carter Street Turn Lanes	Big Stone Gap Town	\$2,166,125	1.07
Bristol	6900	US 52 at Apache Run Realignment	Wythe County	\$1,912,372	0.91
Bristol	6801	US460 at SR610 intersection Improvements	Tazewell County	\$9,358,603	0.75

Staff Recommended Scenario - Culpeper

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Culpeper	7088	Hydraulic Road and 29	Charlottesville-Albemarle Metropolitan Planning Organization	\$5,730,488	28.2
Culpeper	6895	Route 250 East Corridor Improvements	Albemarle County	\$3,939,563	25.83
Culpeper	6906	Old Lynchburg Rd/5th St Extended Intersection Improvements	Albemarle County	\$5,263,075	21.1
Culpeper	7017	Ridge Street Safety Improvement	Charlottesville City	\$8,738,020	16.45
Culpeper	7060	Rio Road E & John Warner Parkway Roundabout	Albemarle County	\$8,126,306	13.05
Culpeper	6894	Rt 20/Rt 53 Intersection Improvements	Albemarle County	\$8,536,258	11.49
Culpeper	6674	W Main Streetscape Ph 3 - 8th St NW to Roosevelt Brown Ave	Charlottesville City	\$10,874,697	11.48
Culpeper	6673	Preston Ave. & Grady Ave Intersection Improvements	Charlottesville City	\$7,743,498	10.27
Culpeper	7002	Exit 107 Park and Ride Lot	Thomas Jefferson Planning District Commission	\$3,380,941	10.24
Culpeper	7004	Route 29 Shared Use Path from Carrsbrook to Seminole Lane.	Thomas Jefferson Planning District Commission	\$3,524,115	10.19
Culpeper	7072	Fifth Street Hub and Trails	Thomas Jefferson Planning District Commission	\$9,841,290	9.51
Culpeper	6978	I66 WB, Exit 28 Ramps & Route 17 Intersection, Roundabout	Rappahannock - Rapidan Regional Commission	\$8,907,188	9.46
Culpeper	6671	Roundabout at Route 55 and Route 709	Fauquier County	\$10,335,189	9.18
Culpeper	6892	US 29 and Fontaine Avenue Interchange Improvements	Charlottesville-Albemarle Metropolitan Planning Organization	\$12,374,620	8.67
Culpeper	7019	Troy Road (631) and Route 250 Roundabout	Fluvanna County	\$9,232,964	8.22
Culpeper	7186	Route 231 / High Street (Gordonsville) Roundabout	Orange County	\$7,762,449	7.34
Culpeper	6942	I66 EB, Exit 28 Ramps & Route 17 Intersection, RCUT Redesign	Rappahannock - Rapidan Regional Commission	\$7,549,147	7.02
Culpeper	6984	Route 29 and Lees Mill Road Intersection R-CUT	Rappahannock - Rapidan Regional Commission	\$6,804,947	5.33
Culpeper	6780	Emmet Street Multimodal Phase 2	Charlottesville City	\$20,465,490	4.16
Culpeper	6921	Route 17 and Covington's Corner Road R-CUT	Fauquier County	\$7,815,164	4.07

Staff Recommended Scenario - Fredericksburg

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Fredericksburg	6867	Route 208 Operational and Multimodal Improvements	Fredericksburg Area Metropolitan Planning Organization	\$7,749,460	25.08
Fredericksburg	6874	U.S. Route 1 STARS - Augustine Avenue intersection	Fredericksburg City	\$2,692,587	13.48
Fredericksburg	7076	Town of Bowling Green US 301/Chase Street	Caroline County	\$11,800,768	11.65
Fredericksburg	6719	Lafayette Boulevard Multimodal Improvements	Fredericksburg Area Metropolitan Planning Organization	\$11,781,801	11.57
Fredericksburg	6872	I-95 Exit 126 STARS Study Improvements	Fredericksburg Area Metropolitan Planning Organization	\$10,834,592	9.28
Fredericksburg	6806	Rt 2 & 17 Widening from City Line to Shannon Airport Area	Spotsylvania County	\$19,948,505	9.05
Fredericksburg	6747	US-17 Business STARS Study Improvements	George Washington Regional Commission	\$9,762,553	8.44
Fredericksburg	6733	Idlewild Boulevard to VCR Trail Connector	Fredericksburg City	\$4,708,290	4.69
Fredericksburg	6890	Route 1 and Layhill Road Improvements	Stafford County	\$4,057,920	3.69
Fredericksburg	7169	Rte 1/208 Area Multimodal and Revitalization Improvements	Spotsylvania County	\$12,211,152	3.38
Fredericksburg	7164	VSH 3 - VSH 605 Intersection Improvement	Lancaster County	\$4,403,983	3.01

Staff Recommended Scenario – Hampton Roads

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Hampton Roads	6718	Suffolk Express Commuter Bus	Suffolk Transit	\$357,569	238.12
Hampton Roads	6678	Centralized Transit Signal Priority	Norfolk City	\$1,992,292	68.22
Hampton Roads	6773	Portsmouth Transit Station	Portsmouth City	\$4,072,858	36.82
Hampton Roads	6972	College Drive Bus Pullout	Suffolk Transit	\$871,930	35.65
Hampton Roads	6957	Battlefield Blvd and Johnston Road Intersection Improvements	Chesapeake City	\$2,197,706	18.62
Hampton Roads	7144	New Market Road Turn Lane Improvements	Southampton County	\$1,151,162	16.43
Hampton Roads	6665	N King St Corridor Improvements Segment 5	Hampton City	\$5,018,859	15.79
Hampton Roads	7005	Western Branch Rails-to-Trails Phase 2	Chesapeake City	\$2,575,728	11.67
Hampton Roads	6690	Holland Road Phase I	Virginia Beach City	\$16,800,000	11.21
Hampton Roads	7116	Railroad Crossing Message Signs	Norfolk City	\$5,828,059	11.06
Hampton Roads	6779	Greenwood Park & Ride Lot	Portsmouth City	\$6,407,605	10.83
Hampton Roads	6692	Independence Blvd/Edwin Drive Intersection Improvements	Virginia Beach City	\$9,800,000	10.82
Hampton Roads	6664	North Campus Pkwy Bicycle & Pedestrian Improvements	Hampton City	\$3,166,096	10.22
Hampton Roads	7102	Rt 644 (Turner Dr) at Rt 10 (Benns Church Blvd) Turn Lane	Isle of Wight County	\$972,244	8.04
Hampton Roads	6696	Northampton Blvd/Diamond Springs Intersection Improvements	Virginia Beach City	\$9,800,000	7.21
Hampton Roads	6705	I-64/Denbigh Boulevard Interchange	Newport News City	\$46,592,997	7.2
Hampton Roads	7178	Camp Parkway CGT	Southampton County	\$2,349,105	6.99
Hampton Roads	6711	Oyster Point Rd Improvements: Jefferson Ave to Operations Dr	Newport News City	\$15,985,681	5.51
Hampton Roads	7006	Airport Rd., Mooretown Rd. and Richmond Rd. Improvements	James City County	\$12,569,213	5.34

Staff Recommended Scenario - Lynchburg

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Lynchburg	6916	Berry Hill Connector Road Extension	Danville Metropolitan Planning Organization	\$38,659,408	5.36
Lynchburg	6827	Wards Ferry Rd. and CVCC Campus Drive Roundabout	Lynchburg City	\$11,301,008	3.11
Lynchburg	7171	Segment Improvement on US 60 between Wash. St. and Rt. 29	Amherst County	\$2,236,523	2.79
Lynchburg	7082	RTE 29 at Tightsqueeze Road	Pittsylvania County	\$11,423,966	2.56
Lynchburg	6951	Candlers Mountain Road Interchange Improvements	Lynchburg City	\$30,136,960	2.38
Lynchburg	7143	L.P. Bailey Mem. Hwy. (US501)-Bethel Rd. (VA360) Roundabout	Halifax County	\$9,921,330	1.92
Lynchburg	6805	Route 29 Safety Improvements- Northern Section	Campbell County	\$17,030,881	1.53
Lynchburg	7108	US 501 & Factory St. & Wall St. Roundabout	South Boston Town	\$12,818,439	1.49
Lynchburg	6807	Route 29 Safety Improvements - Middle Section	Campbell County	\$8,544,527	1.24

Staff Recommended Scenario – Northern Virginia

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Northern Virginia	6781	Route 1 at E. Glebe Road Intersection Improvements	Alexandria City	\$3,112,946	62.83
Northern Virginia	6851	Route 1 South Median Refuge Island	Alexandria City	\$4,280,499	48.12
Northern Virginia	7151	South Washington Bus Stop Expansion & Access to Transit	Falls Church City	\$6,399,369	19.95
Northern Virginia	6675	Country Club Commons Connector Trail	Fairfax City	\$5,142,624	19.01
Northern Virginia	6844	Landmark Mall Transit Center	Alexandria City	\$12,997,054	17.12
Northern Virginia	6662	Chain Bridge Road Sidewalk and Bus Stop Improvements	Fairfax City	\$9,253,665	10.13
Northern Virginia	6948	Mount Vernon Trail North Enhancements	Arlington County	\$28,980,424	10.07
Northern Virginia	6858	Upper King Street Multimodal Reconstruction	Alexandria City	\$36,780,822	8.38
Northern Virginia	6988	Arlington Blvd Safety Improvements - Glebe to Fillmore	Arlington County	\$29,181,270	8.17
Northern Virginia	6822	Route 1 (Fraley Boulevard) Widening	Dumfries Town	\$50,786,733	8
Northern Virginia	6791	Route 294 and Old Bridge Road Intersection Improvements	Prince William County	\$33,953,806	6.08

Staff Recommended Scenario – Richmond

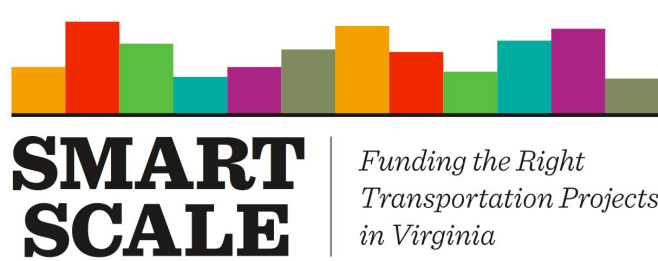
DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Richmond	6646	A Gillies Creek Greenway	Richmond City	\$3,758,546	31.41
Richmond	6823	Articulated Vehicles for Bus Rapid Transit Expansion	Greater Richmond Transit Company (GRTC)	\$3,355,697	31.07
Richmond	6652	G Commerce Road Streetscape	Richmond City	\$9,441,459	14.59
Richmond	6651	F Clay Street Streetscape Improvements	Richmond City	\$8,332,621	11.49
Richmond	6649	D US Route 1 Phase II Improvements	Richmond City	\$12,242,272	9.75
Richmond	7014	Nine Mile Rd Roadway Reconfiguration & Ped Safety Project	Henrico County	\$3,426,269	9.09
Richmond	6914	A Broad Street Streetscape w/ Pulse BRT Expansion Phase I	Richmond Regional Transportation Planning Organization	\$26,803,183	8.03
Richmond	6991	Alverser at Old Buckingham Roundabout	Chesterfield County	\$7,850,932	7.8
Richmond	7129	RT 60/Stonebridge Plaza/Boulders - Intersection Improvements	Chesterfield County	\$13,049,681	7.64
Richmond	6740	Powhite NB at Chippenham Capacity and Safety Improvements	Richmond Regional Transportation Planning Organization	\$17,168,958	6.1
Richmond	6915	Intersection Improvements - US 58 and Country Ln/Atlantic St	South Hill Town	\$5,181,850	5.86
Richmond	7055	Ashcake Road Pedestrian Improvements	Ashland Town	\$4,601,655	5.79
Richmond	7042	Williamsburg Road Pedestrian and Transit Improvements	Greater Richmond Transit Company (GRTC)	\$15,440,473	5.67
Richmond	6748	Intersection Improvements to US 58/626 and US 58/759	Mecklenburg County	\$3,726,168	5.51
Richmond	6647	B James River Branch - Rail to Trail Greenway	Richmond City	\$14,303,411	5.26
Richmond	7154	US 58 Improvements between Rt 46 and Brunswick Square	Brunswick County	\$3,198,053	4.97
Richmond	6899	Nine Mile Rd Multimodal Mobility & Safety Improvements	Henrico County	\$14,115,665	4.96
Richmond	7081	Intersection Improvements for US 58 and Robinson Ferry Rd	Brunswick County	\$4,260,602	4.91

Staff Recommended Scenario - Salem (1/2)

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Salem	6698	Downtown Salem - College Avenue Improvements	Salem City	\$2,469,332	11.69
Salem	7118	Route 460 Intersections from Carson Rd. to Huntridge Rd.	Roanoke Valley Transportation Planning Organization	\$2,339,028	10.97
Salem	6799	I-81/Route 8 (Exit 114) Park & Ride Lot	New River Valley Metropolitan Planning Organization	\$7,742,940	10.56
Salem	6700	DOWNTOWN SALEM - MARKET STREET INTERSECTION IMPROVEMENTS	Salem City	\$2,311,825	10.37
Salem	6687	Valley View Blvd / Aviation Drive Pedestrian Improvements	Roanoke City	\$5,928,491	9.82
Salem	6967	Starkey Road/Buck Mountain Road Intersection Improvements	Roanoke County	\$2,583,365	9.79
Salem	6866	Route 460 (Orange Ave) Improvements near Blue Hills Drive	Roanoke City	\$4,903,493	9.26
Salem	6826	Valleypointe Parkway Realignment	Roanoke County	\$7,337,072	9.03
Salem	6977	Route 460 (Orange Ave) Improvements at King Street	Roanoke City	\$4,455,444	7.88
Salem	7054	Newbern Road/Cougar Trail Intersection Improvements	New River Valley Regional Commission	\$13,137,150	7.3
Salem	6727	Walnut Avenue Corridor Improvements Phase 3 Project	Vinton Town	\$7,399,781	7.23
Salem	6776	Route 100 Safety Improvements	Giles County	\$459,987	6.02

Staff Recommended Scenario - Salem (2/2)

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Salem	7059	Improvement to US 58 Business and Dogwood Drive Intersection	West Piedmont Planning District Commission	\$2,494,016	5.58
Salem	7117	Route 460 at West Ruritan Road Intersection Improvements	Roanoke Valley Transportation Planning Organization	\$6,751,948	5.58
Salem	6699	APPERSON DRIVE (RT 11) AND ORCHARD INTERSECTION IMPROVEMENTS	Salem City	\$2,387,558	5.45
Salem	6956	Route 419 Streetscape Improvements, Phase 2	Roanoke County	\$14,122,332	5.41
Salem	7009	Route 460 (Orange Ave) Improvements Seibel Dr/ Hickory Woods	Roanoke City	\$436,731	5.35
Salem	6928	Intersection Improvements to Bonbrook Mill (Rte 635)/Rte 220	Franklin County	\$6,342,292	4.47
Salem	6742	N. Franklin Street - Depot Street Intersection Improvements	Christiansburg Town	\$5,086,968	3.8
Salem	7161	Signal Modification Route 58 Food City Intersection	Galax City	\$826,345	3.78
Salem	6697	ROANOKE RIVER GREENWAY GOLDEN SPIKE	Salem City	\$4,520,561	3.61
Salem	7085	Market and Moss Street Pedestrian Safety Project	Martinsville City	\$2,443,317	3.45
Salem	6979	Blackwater Road (668) at Route 460 Intersection Improvements	Bedford County	\$6,034,137	3.37
Salem	7109	Salem Hwy and Ashby Dr Intersection Safety Improvement	Patrick County	\$5,382,917	3.15
Salem	7092	Southbound Route 11 Safety Improvements at Warden Court	Pulaski County	\$5,926,123	2.81
Salem	7095	US460/Laymantown Road Intersection Improvement	Botetourt County	\$7,623,347	2.33



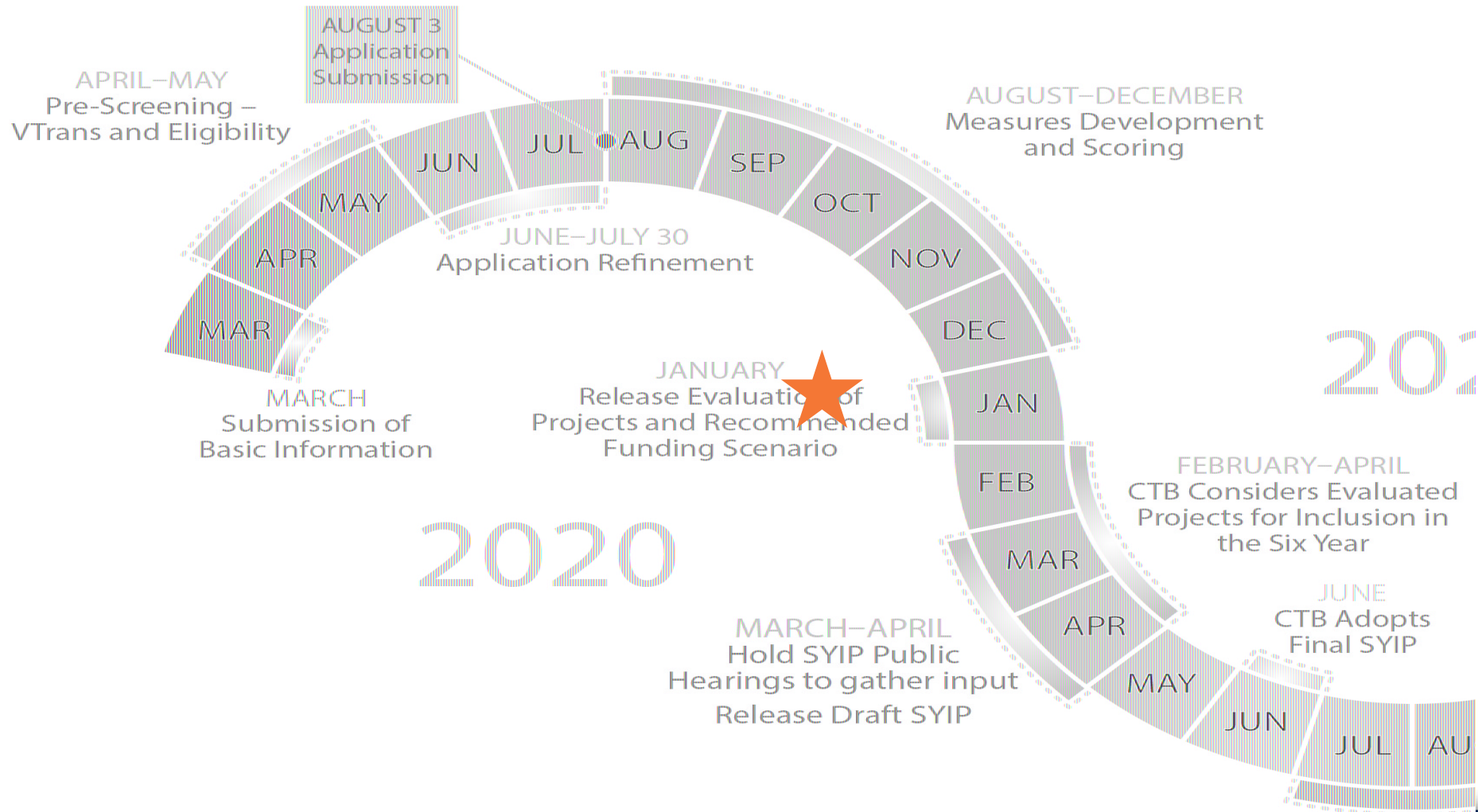
Staff Recommended Scenario – Staunton

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Staunton	6703	Mount Crawford Park and Ride Lot Improvements	Harrisonburg-Rockingham Metropolitan Planning Organization	\$3,047,898	18.98
Staunton	6815	BRITE Pedestrian Improvements	BRITE Transit	\$4,156,791	16.4
Staunton	6831	Port Republic Road Turn Lane and Sidewalk	Harrisonburg City	\$2,833,667	10.08
Staunton	6738	Weyers Cave Road (Rt. 256) Turn Lane Project	Augusta County	\$8,508,915	9.87
Staunton	7099	Port Republic Rd Corridor Improvements	Harrisonburg-Rockingham Metropolitan Planning Organization	\$3,979,043	9.7
Staunton	6736	Rosser Avenue (Route 340) Corridor Improvements	Staunton-Augusta-Waynesboro Metropolitan Planning Organization	\$1,559,272	9.37
Staunton	6939	US 11 South of Staunton STARS Study Recommendations	Augusta County	\$2,556,277	9.06
Staunton	7141	S. Main and I-81 Exit 243 Interchange Improvements	Harrisonburg City	\$5,031,025	7.34
Staunton	6852	Greenville Avenue (US 11) Road Diet	Central Shenandoah Planning District Commission	\$3,727,694	5.43
Staunton	6701	Commerce Road/Lewis Creek Greenway	Central Shenandoah Planning District Commission	\$4,256,402	5.22
Staunton	7098	N. Main Street Sidewalk	Central Shenandoah Planning District Commission	\$2,241,025	5.05
Staunton	6731	Richmond Road (US 250) and Crossing Way Shared Use Path	Staunton-Augusta-Waynesboro Metropolitan Planning Organization	\$4,124,210	4.33
Staunton	7139	S. Main Street Safety Improvements	Harrisonburg City	\$2,592,827	4.32
Staunton	7125	Smithland Road (Route 720) Widening	Rockingham County	\$3,556,131	3.75
Staunton	6935	Rte. 340/522 Corridor Safety Improvements	Warren County	\$1,699,074	3.67
Staunton	6901	Hermitage Rd (Rt. 254) Intersection Improvements	Augusta County	\$2,902,266	3.32
Staunton	7075	US 250 (West Main Street) Corridor Improvements	Waynesboro City	\$12,574,827	3.13
Staunton	6940	Route 42 - Ox Road Intersection Improvement	Woodstock Town	\$4,447,003	2.89
Staunton	6702	South Street	Front Royal Town	\$3,241,482	2.62
Staunton	6941	Route 42 Corridor - West	Woodstock Town	\$3,282,147	2.14

Staff Recommended Scenario - Multi-District

DISTRICT	APP ID	PROJECT	ORGANIZATION	SMART SCALE \$ Request	SMART SCALE Score
Multi-District	7198	Intercity Rail Service Expansion along US-29 & I-81 Corridor	CTB	\$50,000,000	13.72

Round 4 Timeline



Moving Forward

- **February to April** – Board to develop potential revisions to staff recommended funding scenario
- **April to May** – Public hearings on staff recommended scenario and any potential revisions
- **May** CTB meeting – Revised funding scenario developed
- **June** CTB meeting – Adoption of Six-Year Improvement Program

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: January 13, 2021
Reference: FY22 Unified Planning Work Program

Purpose:

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

Background:

The MPO Policy Board will need to approve the UPWP for FY22 no later than their meeting in May of 2021. Staff has identified the portions of the plan that will need to be included in the FY22 UPWP, to include the following tasks:

- Reporting and Compliance and Regulations
- Committee Management
- Information Sharing
- Ongoing management of the TIP and Performance Targets
- Smart Scale application selection and public participation
- Travel Demand Management Support
- Public Outreach

In addition, work on the Route 29 North Corridor Study will need to continue and the MPO needs to prepare to kick-off the next Long Range Transportation Plan update, which is planned to launch at the beginning of FY23.

TJPD staff is also recommending that the FY22 UPWP includes a review and update the MPO Strategic Plan to better define the committee structure and responsibilities, define key stakeholders in the MPO planning process, and prepare for a potential adjustment to the MPO boundary.

In consideration of the additional invoicing requirements that VDOT has initiated, one of the goals of this UPWP is to also simplify the number of projects that are included. Based on the work that is

projected in these tasks, TJPDC staff would be able to support one to two additional smaller scale projects.

Staff have brainstormed the following topics as potential topics that staff could pursue in the FY22 work program:

- Policy research
 - Case studies on successful Public Private Partnerships to fund transportation infrastructure
 - Best Practices for supporting Climate Action Plans
 - Changes in travel behavior due to rise in remote work
- Bike/ped
- Equity
- Safety
 - Understanding the relationship between safety outcomes and community socioeconomic demographics

Recommendation:

At this point, staff is looking for general preferences from the MPO committees on whether there is a priority among these, or other, potential topics that should be pursued in the FY22 UPWP. The discussions will be used to develop a draft UPWP for the MPO committees to review at their next meeting in March, and ultimately voted on in May.

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

Memo

To: CA-MPO Policy Board

From: Jessica Hersh-Ballering, Transportation Planner

Date: January 27, 2021

Re: Potential Bicycle and Pedestrian Crossing of the Rivanna River

Background: In early 2020, VDOT consultants conducted a feasibility study on two potential routes for a bicycle and pedestrian bridge across the Rivanna River in the vicinity of Riverview Park. TJPDC staff, VDOT, City of Charlottesville, and Albemarle County hosted a public workshop on the evening of November 12th to inform the public of the results of the feasibility study and gather feedback from the public. TJPDC staff also received over two dozen emails on the project between 11/8 and 12/1.

Questions and comments from both the workshop and emails were recorded and determined to fall into the following categories:

- Technical considerations
- Project cost
- Project accessibility and connectivity
- Environmental concerns
- Parking concerns
- Impacts (of increased use) on community character

Discussion around this project offered residents an opportunity to voice pre-existing concerns regarding the overuse of Riverview Park and related parking concerns, as well as traffic concerns related to new commercial uses in Woolen Mills.

In summary, while neither of the two route options garnered clear support, those who stated their feelings about the project generally spoke positively about a bicycle and pedestrian crossing of the Rivanna River. This is consistent with previous public engagement done to create earlier planning documents.

Recent work: TJPDC, Albemarle County, City of Charlottesville, and VDOT staff met following the online workshop to answer questions that were emailed and/or remained unanswered at the end of the online workshop. Staff paid special attention to a question repeatedly asked by the public regarding the additional route options presented to staff before the consultants investigated the two route options in their feasibility study. All of the following materials can be found on the TJPDC website at this time:

- The feasibility study from the consultants
- A recording of the Nov 12 workshop
- A summary of public feedback (workshop and emails)
- A Q&A sheet for questions that remained unanswered at the end of the workshop
- A PDF of the original 6 options that staff narrowed down to 2 (with a brief explanation as to why four options were disregarded)

Next steps: Albemarle County and City of Charlottesville will need to determine if they would like to pursue this project further and, if so, how they would like to proceed.

TJPDC staff will pass along any additional comments received on the project to the relevant contacts at Albemarle County and City of Charlottesville.

Charlottesville and Albemarle Regional Transit Vision Plan

Purpose:

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

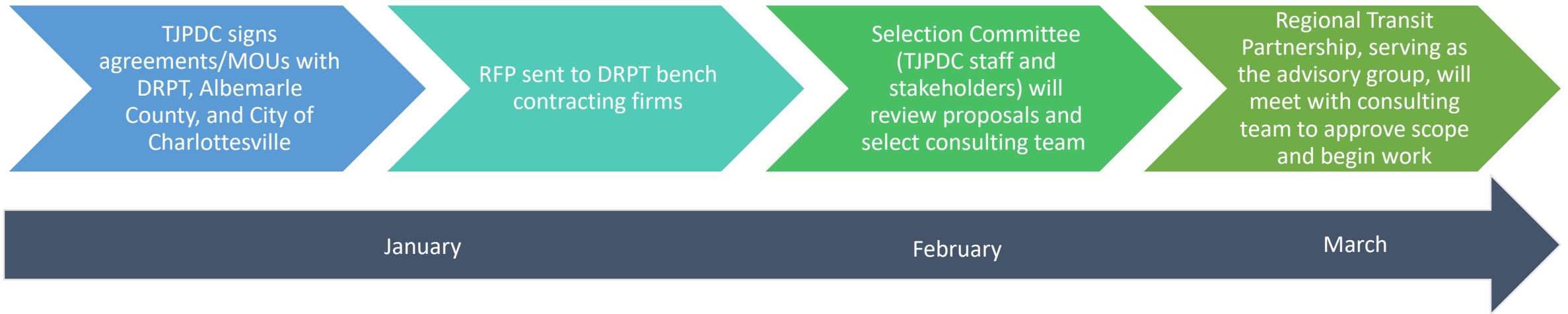
Budget: \$350,000

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

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

Charlottesville and Albemarle Regional Transit Vision Plan

Next steps:



Albemarle County Transit Expansion Feasibility Study and Implementation Plan

Purpose:

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

Budget: \$106,215

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

Timeline: ~12 months (from signed agreements – December 31st, 2021)

Albemarle County Transit Expansion Feasibility Study and Implementation Plan

Next Steps:

