

AGENDA

Join Zoom Meeting

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Meeting ID: 825 8611 1800

Passcode: 658484

Dial in: 1-646-558-8656

Item	Time†	Description
1	2:00 – 2:05	Call to Order: Read the notice of electronic meeting
2	2:05-2:25	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	2:25-2:30	General Administration * - Sandy Shackelford, CA-MPO - Staffing Update – Sandy Shackelford - Return to in-person meetings (TBD) - Review and Acceptance of the Agenda* - Approval of January 26, 2022 Meeting Minutes*
4	2:30-2:45	FY22 Unified Planning Work Program Amendments* - Sandy Shackelford, TJPDC - Staff report on the amendments to the FY22 UPWP - Amended FY22 UPWP - Resolution
5	2:45-3:05	Draft FY23 Unified Planning Work Program – Ryan Mickles, CA-MPO Draft FY23 Unified Planning Work Program
6	3:05-3:25	Rivanna River Bike/Ped Crossing SMART SCALE Application* – Sandy Shackelford, CA-MPO - Alternatives Analysis Report - Comparison Matrix <i>*The MPO Policy Board will need to vote on the alignment and bridge design to submit as a SMART SCALE project application.</i>
7	3:25-3:40	SMART SCALE Projects Update – Ryan Mickles, CA-MPO - Presentation of projects and public meeting - Discussion
8	3:40-3:45	Staff updates TIP Amendment – Lucinda Shannon, CA-MPO
9	3:45-3:50	Items Added to the Agenda
10	3:50 pm	Adjourn

† Times are approximate * Requires a vote of the Board

Upcoming Meeting Date: **May 25, 2022**

NOTICE OF ELECTRONIC MEETING

DUE TO COVID-19 STATE OF EMERGENCY

This meeting of the Charlottesville-Albemarle Metropolitan Planning Organizations is being held pursuant to *Code of Virginia* § [2.2-3708.2](#), which allows a public body to hold electronic meetings when the locality in which it is located has declared a local state of emergency, and the catastrophic nature of the emergency makes it impracticable or unsafe to assemble a quorum in a single location, and the purpose of the meeting is to provide for the discharge of its lawful purposes, duties, and responsibilities.

This meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public; 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.

VOTING MEMBERS
Ann Mallek, Albemarle
Ned Gallaway, Albemarle
Brian Pinkston, Charlottesville
Lloyd Snook, Charlottesville
Sean Nelson, VDOT
Stacy Londrey, VDOT (alternate)
NON-VOTING MEMBERS
Ted Rieck, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Wood Hudson, DRPT
Vacant, FHWA
Ryan Long, FTA
Tristan Fessell, CTAC
Sandy Shackelford, TJPDC

MPO Policy Board Meeting

Minutes, January 26, 2022

DRAFT

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=EGdWoXpOURQ>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Lucinda Shannon, TJPDC	x
Ned Gallaway, Albemarle	x	Gretchen Thomas, TJPDC	x
Brian Pinkston, Charlottesville	x	Christine Jacobs, TJPDC	x
Lloyd Snook, Charlottesville	x	Sara Pennington, Rideshare	x
Sean Nelson, VDOT		Chuck Proctor, VDOT	x
Stacy Londrey, VDOT (alternate)	x	Ryan Mickles, TJPDC	x
		Isabella O'Brien, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Ted Rieck, Jaunt	x	Jeanette Janiczek, City of Charlottesville	x
		Sean Tubbs	x
Julia Monteith, UVA	x	Neil Williamson	x
Garland Williams, CAT	x	Kevin McDermott, Albemarle	x
Wood Hudson, DRPT	x	Sean Nelson	
Richard Duran, FHWA		Michael Barnes	x
Ryan Long, FTA		Stuart Gardner	x
Tristan Fessell, CTAC			
Sandy Shackelford, TJPDC	x		

Note: The Governor has declared a state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting procedures and policies as outlined in Item 4.0-01 of the Virginia state budget (HB29), as effective September 23, 2020. A recording of the meeting was made available to the public on at <https://www.youtube.com/watch?v=EGdWoXpOURQ>.

1. CALL TO ORDER:

The MPO Policy Board Committee Chair, Anne Mallek, presided and called the meeting to order at 4:01 p.m. Ms. Shackelford read the Notice of Electronic Meeting and Commissioner and Public Protocol and took attendance to validate that a quorum was present.

2. MATTERS FROM THE PUBLIC (MINUTE)

a. Comments by the Public: None



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

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- b. **Comments provided via email, online, web site, etc.:** Ms. Shackelford shared an email from _____ expressing her concern about the lack of bike and pedestrian infrastructure in Charlottesville.

3. GENERAL ADMINISTRATION: (MINUTE)

Policy Board Membership

Sandy Shackelford introduced Councilor Brian Pinkston as a new member of the Policy Board representing the City of Charlottesville.

Staffing Update

Ms. Shackelford introduced both Isabella O'Brien as a new Planner I and Ryan Mickles as the new Planner III for the TJPDC.

Return to In-Person Meetings

Sandy Shackelford said the next meeting will be held electronically. The emergency order will be lifted from the City on March 18, 2022. Lloyd Snook council would have to make a decision about the order the first week in March. Until then, the meetings will be held electronically.

Review and Acceptance of the Agenda: (Minute)

Motion/Action: Mr. Snook made a motion to accept the agenda, Ned Gallaway seconded the motion and it passed unanimously.

Approval of the December 7, 2021 Meeting Minutes: (Minute)

Motion/Action: Mr. Snook made a motion to approve the minutes. Ms. Mallek seconded the motion and it passed with Ned Gallaway and Brian Pinkston abstaining.

4. OFFICER ELECTIONS (MINUTE)

Julia Monteith, member of the nominating committee, said they recommend Ned Gallaway as Chair and Lloyd Snook as Vice Chair.

Motion/Action: A vote was taken and there was unanimous adoption of the new officers. Ned Gallaway took chairmanship of the meeting.

5. MEETING SCHEDULE FOR 2022 (MINUTE)

Ms. Shackelford presented the committee with a draft calendar for 2022 meetings.

Motion/Action: Mr. Snook moved to approve the draft meeting dates, Ms. Mallek seconded and the motion passed unanimously. Mr. Gallaway asked for additional reminders in November.

6. RESOLUTION OF FUNDING SUPPORT FOR TRANSIT GOVERNANCE STUDY TECHNICAL ASSISTANCE GRANT (MINUTE)

Lucinda Shannon presented the committee with the Regional Transit Vision Plan's need for additional funding and collaboration to meet the communities' expectations for the future of transit. During that planning process, has been discovered that there is a need for greater regional coordination and transit expansion. A governance study was recommended, so the MPO would like to pursue a grant

from DRPT to complete the study and needs a resolution of support for this grant. She presented the committee with the study schedule should the grant be awarded. There was a discussion about funding requested from the entities involved.

Motion/Action: Ms. Mallek moved to support the resolution, Mr. Snook seconded the motion and the motion passed unanimously.

7. APPROVAL OF SAFETY TARGETS (MINUTE)

Lucinda Shannon explained how target measures are developed. The MPO is required to update its safety targets for the region and has decided to adopt the state targets.

Motion/Action: Ms. Mallek made a motion to accept the safety targets as presented. Mr. Snook seconded the motion and it passed unanimously.

8. UVA MASTER PLAN (MINUTE)

Julia Monteith presented the committee with the UVA Grounds Framework Plan (the campus master plan). The presentation can be seen in its entirety on the meeting recording.

9. STAFF UPDATES

VDOT Project Pipeline (Minute)

Ms. Shackelford shared that the MPO has received the OIPI Technical Assistance Grant for \$100K. She shared the timeline for the project

CA-MPO Round 5 Smart Scale Project Updates (Minute)

Ms. Shackelford said the Bike/Ped stakeholders have been meeting to regarding their thoughts and ideas on the Bike/Ped bridge project. She also reviewed the other three projects to be considered for submission. There will be a public meeting in early March. Pre-applications are due March 31 and final applications are due August 31.

Ms. Mallek said perhaps the committee ought to consider having another meeting prior to the next Policy Board meeting on March 23 to discuss the projects. Mr. Gallaway concurred.

VDOT Project Pipeline (Minute)

Chuck Proctor presented the committee (Listen)

Rideshare (Minute)

Sara Pennington said Rideshare (listen)

10. ROUNDTABLE DISCUSSION (MINUTE)

Garland Williams said CAT has been working with County staff and TJPDC and working with consultants for a micro-transit grant. As an operational component for CAT, he reported that they have been working to get APCs on their busses and will be submitting their ridership data sometime in February.

(LISTEN)

8. ITEMS ADDED TO THE AGENDA (MINUTE)

None

7. ADDITIONAL MATTERS FROM THE PUBLIC: (MINUTE)

None

ADJOURNMENT: Mr. Gallaway adjourned the meeting at 5: p.m.

**Committee materials and meeting recording may be found at
<https://campo.tjpd.org/committees/policy-board/>**

Memorandum

To: CA-MPO Policy Board
From: Sandy Shackelford, Director of Planning & Transportation
Date: March 8, 2022
Reference: Draft FY22 Unified Planning Work Program

Purpose:

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

Background:

Due to staff shortages that began near the end of FY21 and lasted well into FY22, staff was not able to undertake all of the work that had been identified in the approved FY22 Unified Planning Work Program. As such, the MPO is anticipating significant rollover funding and staff is recommending that it be actively deprogrammed from the FY22 work program in order to roll the funding into the FY23 work program to support the Regional Transit Governance Study and the development of the Long Range Transportation Plan.

Based on budget progress to date, staff is recommending an active rollover amount from the FTA funding sources of \$26,662, and an active rollover amount from the PL (FHWA) funding sources of \$70,000.

In order to actively rollover these funds, the MPO Policy Board needs to approve an amendment to the FY22 Unified Planning Work Program to show how these funds will be deprogrammed from the approved work program in order to support the rollover request. A table showing the revised amounts for each of the Tasks in the FY-22 UPWP is attached for your reference.

While some funding was pulled from each of the main task categories, the bulk of the FY22 funding reduction came from the On-call Services and MPO Strategic Plan tasks, since those were projects that were not able to be moved forward due to the staffing shortages. SMART SCALE support was reduced by about \$10,000 based on staff billing to-date and anticipated workload to complete project applications prior to the end of the year, the general budget for administration of the MPO was reduced by

\$18,000 based on limited additional staff capacity to attend meetings and contribute to overall program planning in FY22, and the CTAC and public outreach line item was reduced by more than \$12,000.

Instead, with the limited capacity, staff focused on public engagement around SMART SCALE project application development, and those efforts have been reflected in the staff billing to that task line item.

In order to actively program FY22 funds into the FY23 Unified Planning Work Program, deprogramming needs to occur by April 30th.

Recommendation:

Staff is requesting a recommendation to approve the amendments to the FY22 Unified Planning Work Program from the MPO Technical Advisory Committee, and is requested approval of the amendments to the FY22 Unified Planning Work Program from the MPO Policy Board in order to program those funds into the FY23 Unified Planning Work Program.

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

FY22 - Amended			
	PL	FTA	Total
Task 1: Administration	\$22,500	\$18,290	\$40,790
Reporting and Compliance with Regulations	\$7,250	\$6,385	\$13,635
Staffing Committees	\$7,250	\$6,395	\$13,645
Information Sharing	\$8,000	\$5,510	\$13,510
Task 2: Long Range Transportation Planning	\$67,684	\$30,770	\$98,454
Rt. 29 North Corridor Study	\$33,000	\$18,000	\$51,000
2050 LRTP Scope Development	\$7,000	\$3,000	\$10,000
MPO Strategic Plan	\$1,000	\$500	\$1,500
Climate Action Initiatives	\$20,000	\$9,270	\$29,270
On-call Services	\$6,684		\$6,684
Task 3: Short Range Transportation Planning	\$51,000	\$33,886	\$84,886
TIP	\$2,500	\$1,500	\$4,000
SMART SCALE	\$34,000	\$17,886	\$51,886
RTP, TDM, and Bike/Ped Support	\$4,000	\$3,500	\$7,500
Performance Targets	\$500	\$1,000	\$1,500
Regional Transit & Rail Planning		\$5,000	\$5,000
CTAC/Public Outreach	\$10,000	\$5,000	\$15,000
Sub-total	\$141,184	\$82,946	\$224,130
Active Rollover Amount	\$70,000	\$26,662	\$96,662
TOTAL	\$211,184	\$109,608	\$320,792



Unified Planning Work Program (UPWP)

Fiscal Year 2022
July 1, 2021 – June 30, 2022
Approved May 26, 2021
Amended March 23, 2022

 *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



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.

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INTRODUCTION

Purpose of the Unified Planning Work Program

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

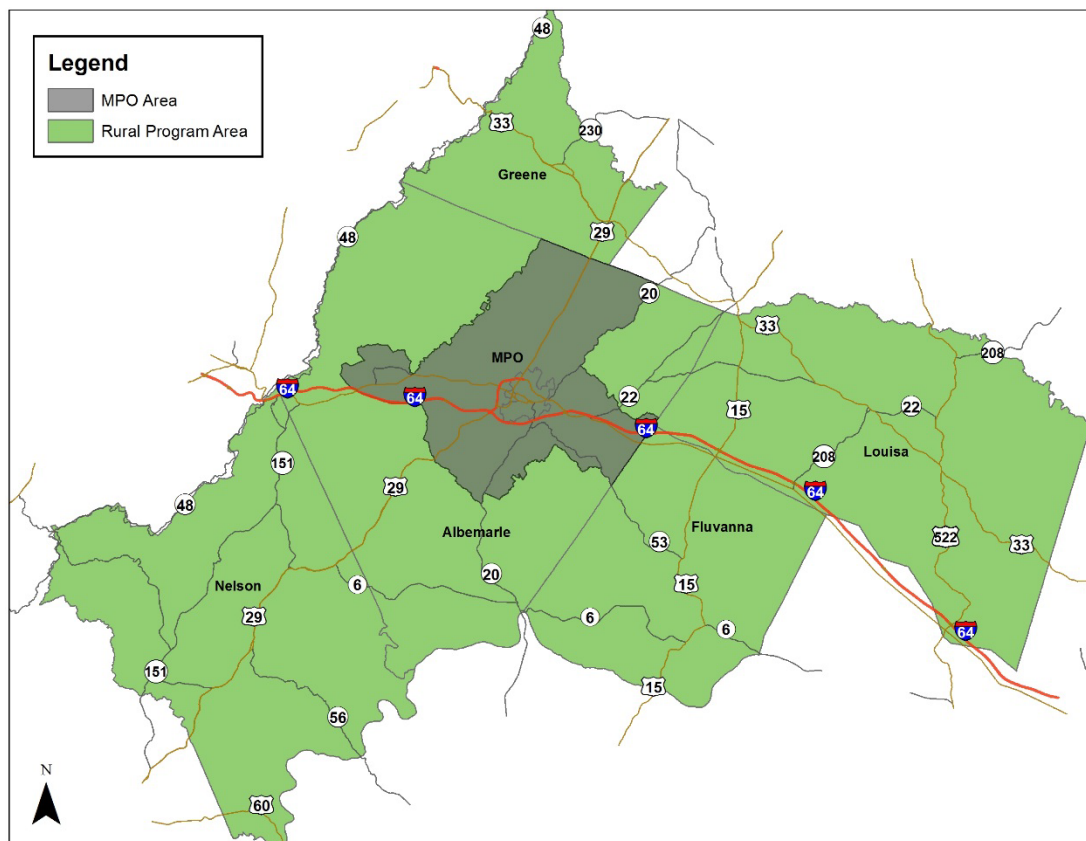
Purpose of the Metropolitan Planning Organization

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

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

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

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



Relationship of UPWP to Long Range Transportation Planning

The MPO develops its UPWP each spring. It outlines the transportation studies and planning efforts to be conducted during the upcoming fiscal year (July 1 – June 30). The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law requires the MPO to address eight basic planning factors in the metropolitan planning process. These eight planning factors are used in the development of any plan or other work of the MPO, including the Work Program, and are as follows:

- *Economic Vitality*: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety*: Increase the safety of the transportation system for motorized and non-motorized users;
- *Security*: Increase the security of the transportation system for motorized and non-motorized users;
- *Accessibility/Mobility*: Increase the accessibility and mobility of people and freight;
- *Environmental Quality*: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *Connectivity*: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- *Efficiency*: Promote efficient system management and operation; and,
- *Maintenance*: Emphasize the preservation of the existing transportation system.

MPO Transportation Infrastructure Issues and Priorities

In addition to the eight planning factors identified by FHWA and FTA, the issues listed below (in no particular order) have been identified by the MPO, its transportation planning partners, and the public throughout the metropolitan planning process. These issues are interconnected components of effective regional transportation planning, and collectively create the planning priorities facing the CA-MPO that will be addressed through the Work Program tasks and deliverables.

The following issues call for a need to:

- Expand and enhance transit, transportation demand management strategies including ridesharing services, and parking strategies to provide competitive choices for travel throughout the region;
- Improve mobility and safety for the movement of people and goods in the area transportation system;
- Improve strategies to make the community friendly to bicycles and pedestrians, particularly the mobility and safety of bicyclists and pedestrians, as well as access to transit, rail and transit/rail facilities;
- Take more visible steps to better integrate transportation planning with local government land use plans, with a goal of creating patterns of interconnected transportation networks and long-term multimodal possibilities such as non-vehicular commuter trails, intercity rail, and right-of-way corridors for bus ways;
- Ensure that new transportation networks are designed to minimize negative impacts on the community and its natural environment, and to save money;
- Encourage public involvement and participation, particularly addressing environmental justice and Title VI issues;¹
- Improve the understanding of environmental impacts of transportation projects and identify opportunities for environmental mitigation; and,
- Seriously consider budget shortfalls and its impediments to transportation projects and work to tap alternative sources of funding.

Public Participation/Title VI and Environmental Justice

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

¹ The 1994 Presidential Executive Order directs Federal agencies to identify and address the needs of minority and low-income populations in all programs, policies, and activities.

Funding

Two federal agencies fund the MPO's planning activity. This includes FHWA's funds, labeled as "PL," and FTA, labeled as "FTA." The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c's process. The CA-MPO budget consist of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials "SPR." The total budget for SPR items reflects 80% federal funds and 20% state funds. Attachment A shows the tasks to be performed by VDOT's District Staff, utilizing SPR funds. VDOT's Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance and support for the federally-mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. DRPT staff also participates actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the MPO process.

The following tables provide information about the FY22 Work Program Budget. These tables outline the FY22 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Administration (Task 1), Long Range Planning (Task 2), and Short-Range Planning (Task 3). More detailed budget information is included with the descriptions of the task activities.

FY22 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-22 PL Funding Programmed	\$112,947	\$14,118	\$14,118	\$141,184
FY-22 FTA Funding Programmed	\$66,357	\$8,295	\$8,295	\$82,946
PL+FTA Total	\$179,304	\$22,413	\$22,413	\$224,130
VDOT SPR	\$136,000	\$17,000	\$17,000	\$170,000
PL Active Rollover	\$56,000	\$7,000	\$7,000	\$70,000
FTA Active Rollover	\$21,330	\$2,666	\$2,666	\$26,662
Total FY22 Work Program	\$392,633	\$49,079	\$49,079	\$490,792

FY22 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Active Rollover	Total
	18.50%	32.29%	29.52%	19.70%	100%
PL+FTA Total	\$40,790	\$98,454	\$84,886	\$96,662	\$320,792
FY-22 PL Funding	\$22,500	\$67,684	\$51,000	\$70,000	\$211,184
FY-22 FTA Funding	\$18,290	\$30,770	\$33,886	\$26,662	\$109,608
VDOT SPR	\$50,000	\$60,000	\$60,000	0	\$170,000
Total FY22 Work Program	\$90,790	\$158,454	\$144,886	\$96,662	\$490,792

Highlights of FY21 UPWP

The CA-MPO conducted several projects and initiatives in FY21. Below are highlights from that year, helping to give context for the FY21 activities.

SMART SCALE

The SMART SCALE process scores and ranks transportation projects, based on an objective analysis that is applied statewide. The legislation is intended to improve the transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide the maximum benefits for tax dollars spent. In FY21, CA-MPO staff worked with County, City, and VDOT staff to prepare to submit project applications for Round Four of SMART SCALE funding. The CTB approved two of the three SMART SCALE applications submitted by CA-MPO.

Bicycle and Pedestrian Planning

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

Regional Transit Planning

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

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

Transportation Improvement Program (TIP)

MPO staff maintained the FY21-FY24 TIP in collaboration with VDOT, DRPT, and the various MPO committees, finalizing the updated plan that was completed by the CA-MPO in FY21.

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY21, the MPO

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

Regional Transportation Revenue Study

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

MPO 101 Primers

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

Electric Vehicle Charging Station Needs Study

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

FY22 UPWP Activities by Task

Task 1: Administration

Total Funding: \$40,790

PL Funding: \$22,500

FTA Funding: \$18,290

A) Reporting and Compliance with Regulations

PL Funding: \$7,250

FTA Funding: \$6,385

There are several reports and documents that the MPO is required to prepare or maintain, including:

- FY22 Unified Planning Work Program Implementation;
- FY23 Unified Planning Work Program Development;
- Monthly progress reports and invoices; and,
- Other funding agreements.

TJPD 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: \$7,250

FTA Funding: \$6,395

TJPD staff is responsible for staffing the MPO Policy Board and Committees. These efforts include preparation of agendas, minutes, and other materials for the committees listed below. The MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- MPO Policy Board;
- MPO Technical Committee;
- Regional Transit Partnership (RTP); and,
- Additional committees as directed by the MPO Policy Board.

End Products:

- Staff committees;
- Maintain memberships on committees;
- Issue public notices and mailings;
- Restructure Policy Board and Committee bylaws, based on the Strategic Plan; and,
- Maintain committee information on the TJPD/MPO Website.

C) Information Sharing

PL Funding: \$8,000

FTA Funding: \$5,510

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

End Products:

- Continue to review and update facts and figures;
- Transportation data for housing report;
- Provide technical data, maps and reports to planning partners;
- Attend local planning commission meetings as needed;
- Attend City Council and Board of Supervisors meetings as needed;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Analyze available data to identify whether MPO boundaries may expand into additional counties after the 2020 census;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects
- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Hold annual joint-MPO Policy Board meeting with the Staunton-Augusta-Waynesboro MPO and propose meetings with Lynchburg MPO.
- Maintain the TJPDC's social media; and,
- Maintain the MPO Website.

Task 2: Long Range Transportation Planning

Total Funding: \$98,454

PL Funding: \$67,684

FTA Funding: \$30,770

A) North 29 Corridor Study with Rural Component

PL Funding: \$33,000

FTA Funding: \$18,000

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

End Products:

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

B) 2050 Long Range Transportation Plan Scope Development

PL Funding: \$7,000

FTA Funding: \$3,000

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

End Products:

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

C) CA-MPO Strategic Plan

PL Funding: \$1,000

FTA Funding: \$500

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

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

End Products:

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

D) Climate Action Initiatives for Transportation Planning

PL Funding: \$20,000

FTA Funding: \$9,270

The City of Charlottesville and County of Albemarle have both identified climate action initiatives as priorities for their individual localities. An important factor in achieving the climate action goals involves incorporating these initiatives into transportation planning. This project will include reviewing planning documents and processes from other regional and MPO transportation plans to determine best practices for incorporating climate action goals into the MPO's transportation planning efforts. The focus of this work will be on incorporating climate action mitigation factors into the Long Range Transportation Plan, but through these efforts, MPO staff will also develop recommendations for additional data, studies, or plans that may be needed in order to support regional efforts.

End Products:

- A benchmarking report of best practices from other regional and MPO planning efforts to incorporate climate action initiatives into transportation planning processes including a summary of similarities and distinctions;
- A literature review of work that has been completed identifying the most effective strategies;
- Development of metrics that can be used to gauge progress in meeting goals;
- Recommendations for establishing and measuring goals and outcomes;
- Recommendations for incorporating climate action goals into project development and prioritization within the Long Range Transportation Plan; and
- Recommendations for additional data, studies, or planning efforts that may be needed to support the overall regional goals.

E) On-call Services

PL Funding: \$6,684

FTA Funding: \$0

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. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements.

End Products:

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

Task 3: Short Range Planning

Total Funding: \$84,886

PL Funding: \$51,000

FTA Funding: \$33,886

A) Transportation Improvement Program (TIP)

PL Funding: \$2,500

FTA Funding: \$1,500

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

Staff will be concentrating in FY 22 on transit operator short range planning financial needs to incorporate into the TIP. New leadership at the region's two transit providers have created an opportunity for revised procedures to short range financial planning.

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

End Products:

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

B) SMART SCALE Planning and Support

PL Funding: \$34,000

FTA Funding: \$17,886

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

End Products:

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

- Hold a regional meeting to coordinate SMART SCALE project submittals from the member localities and MPO;
- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs.

C) Travel Demand Management (TDM), Regional Transit Partnership (RTP), and Bike/Ped Support

PL Funding: \$4,000

FTA Funding: \$3,500

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. The RTP has been established to provide a venue for continued communication, coordination, and collaboration between transit providers, localities and citizens. These programs, along with continued support for bike and pedestrian travel, support regional TDM efforts. TDM has been, and will continue to be, included in the long-range transportation planning process.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in MPO;
- Staff Regional Transit Partnership meetings;
- Address immediate transit coordination needs;
- Formalize transit agreements;
- Improve communication between transit providers, localities and stakeholders;
- Explore shared facilities and operations for transit providers;
- Provide continued support to coordinating bike/ped planning activities between the City of Charlottesville and Albemarle County and with the rural localities;
- Continue to assess the need for a Regional Transit Authority; and
- Per the Strategic Plan, integrate TDM into all MPO recommendations and projects.

D) Performance Targets

PL Funding: \$500

FTA Funding: \$1,000

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

End Products:

- Prepare workbook and background materials for MPO committees and Policy Board to review;
- Facilitate discussion of performance targets with the MPO committees and Policy Board;
- Complete all documentation notifying the state of the adopted safety performance targets; and
- Update the TIP when the FY22 safety performance targets are adopted.

E) Regional Transit and Rail Planning

PL Funding: \$0

FTA Funding: \$5,000

MPO, VDOT, and local staff will be available to conduct transportation studies and planning efforts as requested by our planning partners, including projects focusing on transportation system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements.

End Products:

- Provide technical support and staffing to ensure the successful completion of two grants awarded by DRPT: Albemarle Feasibility Study and the Regional Transit Visioning Plan; and
- Prepare and submit a BUILD Planning grant application for the Charlottesville Amtrack Station.

F) CTAC – Community Outreach

PL Funding: \$10,000

FTA Funding: \$5,000

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. The TJPDC will continue to staff the Citizens Transportation Advisory Committee, which is an important conduit for receiving feedback and input on the efficacy of public outreach and engagement efforts.

End Products:

- Utilize a broad range of public engagement strategies to disseminate information on transportation planning efforts and processes;
- Develop programs to better inform the public about transportation planning and project development;
- Demonstrate responsiveness to public input received during transportation planning processes;
- Review Title VI/Environmental Justice Plan as needed;
- Review Public Participation Plan as needed;
- Review information on website for accessibility and understandability;
- Continue to investigate methods to increase participation from historically underserved communities;
- Provide proper and adequate notice of public participation activities; and
- Provide reasonable access to information about transportation issues and processes in paper and electronic media.

Task 4: Contracted Projects and Studies

A) Coordinate and support the following projects:

- Coordinate, manage, and implement the Regional Visioning Plan for the CAMPO and TJPDC region. A state grant in the amount of \$175,000 was awarded by DRPT, matched by local contributes from Albemarle County and the City of Charlottesville of \$175,000, with a contract signed on February 4, 2021. The work commenced in FY21 and will carry into FY22.
- Coordinate, manage, and implement the FY21 Feasibility and Business Plan for expanded transit service in Albemarle County. A state grant in the amount of \$53,108 was awarded by DRPT, matched by a local contribution from Albemarle County of \$53,107, with a contract signed on January 8, 2021. The work commenced in FY21 and will carry into FY22.

B) Explore opportunities for contracted project and studies.

Topical areas may include:

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

CA-MPO in FY22

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

Regional Transportation Revenue

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

Equity in Transportation Planning

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

SMART SCALE

- Explore ways to improve the success of funding for projects
- Strengthen applications submitted in Round 5 for final submission
- Monitor any changes and updates to the SMART SCALE process
- Integrate any changes in State process into MPO and local projects to strengthen funding applications

LRTP 2045

- Conduct annual review of Plan and performance targets as set forth in MAP-21
- Continue to coordinate procedures and efforts with neighboring MPOs

MPO Boundary Adjustment

- Follow outcomes from the 2020 Census and prepare for discussions regarding adjustments to the CA-MPO boundaries.

Other Studies

- Assess connections with other regions and MPOs
- Continue evaluation of the region's transit network and participate in creation of the transit strategic plan

Public Participation Process

Review and Approval of Tasks

MPO Policy Board:

- Initial Draft provided March 24th, 2021
- Final Approval May 26th, 2021

Online Posting

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

Posted on TJPDC.org: May 10th, 2021

State Review

Draft submittal for VDOT review/comment: March 25th, 2021

Draft submittal for DRPT review/comment: March 25th, 2021

Review of Final FY22 UPWP

MPO Technical Committee: May 18th, 2021

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

MPO Policy Board: May 26th, 2021

****PUBLIC HEARING: May 26th, 2021**

Note: Copy of public hearing notice in appendix D

Glossary of Acronyms

The following transportation-related acronyms are used in this document:

3-C Planning Process	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
AADT	Annual Average Daily Traffic
BRT	Bus Rapid Transit
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission

FY22 Unified Planning Work Program - Amended

TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
Work Program	Unified Planning Work Program (also referred to as UPWP)

Appendix

Attachment A: Tasks Performed by VDOT

Attachment B: Memorandum of Understanding (2019)

Attachment C: FTA Section 5303/PL Funding Breakdown

Attachment D: Public Notice and Resolution



Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water Street, Charlottesville, VA 22902 www.tjpd.org
(434) 979-7310 phone • info@tjpd.org email

Resolution of Approval for an Amendment to the CA-MPO's Fiscal Year 2022 Unified Planning Work Program (UPWP)

WHEREAS, The Unified Planning Work Program (UPWP) provides a mechanism for coordinating 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); and

WHEREAS, the CA-MPO provides a forum for conducting a continuing, comprehensive, and coordinated (3-C) transportation decision-making process among the City, County, UVA, Jaunt, CAT, DRPT and VDOT officials; and

WHEREAS, the UPWP identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2022; and

WHEREAS, the MPO Policy Board approved the original Fiscal Year 2022 UPWP on May 26, 2021; and

WHEREAS, the MPO lacked sufficient capacity to complete all of the tasks identified in the original Fiscal Year 2022 UPWP due to staff transitions and subsequent staffing shortages; and

WHEREAS, the MPO will be beginning an update to the Long Range Transportation Plan and tentatively undertaking a Regional Transit Governance Study in Fiscal Year 2023 that would benefit from the additional resources that will be unexpended in Fiscal Year 2022 in the amount of \$96,662; and

WHEREAS, the MPO Technical Committee reviewed the amendments to the Fiscal Year 2022 UPWP at their regular meeting, on March 15th, 2022; and

WHEREAS, staff from the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) reviewed the amendments to the Fiscal Year 2022 UPWP;

NOW, THEREFORE BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) approves the amendments to the Fiscal Year 2022 Unified Planning Work Program and associated budget to rollover \$96,662 into the Fiscal Year 2023 Unified Planning Work Program.

Adopted this 26th day of March, 2022 by the Policy Board of the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

Ned Gallaway, Chair
Charlottesville-Albemarle MPO Policy Board

Date



Unified Planning Work Program (UPWP)

Fiscal Year 2023
July 1, 2022 – June 30, 2023
DRAFT

 *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



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.

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INTRODUCTION

Purpose of the Unified Planning Work Program

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

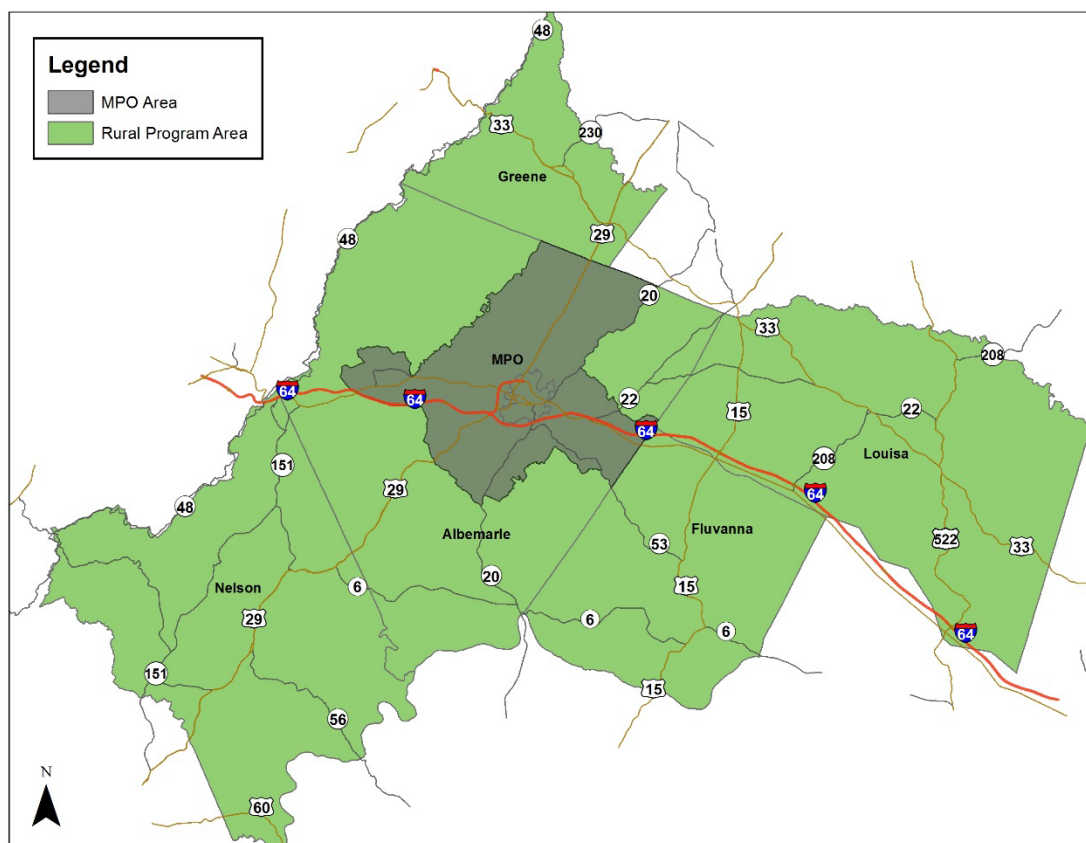
Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City 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 B).

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

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

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



Relationship of UPWP to Long Range Transportation Planning

The MPO develops its UPWP each spring. It outlines the transportation studies and planning efforts to be conducted during the upcoming fiscal year (July 1 – June 30). The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law requires the MPO to address eight basic planning factors in the metropolitan planning process. These eight planning factors are used in the development of any plan or other work of the MPO, including the Work Program, and are as follows:

- *Economic Vitality*: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety*: Increase the safety of the transportation system for motorized and non-motorized users;
- *Security*: Increase the security of the transportation system for motorized and non-motorized users;
- *Accessibility/Mobility*: Increase the accessibility and mobility of people and freight;
- *Environmental Quality*: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *Connectivity*: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- *Efficiency*: Promote efficient system management and operation; and,
- *Maintenance*: Emphasize the preservation of the existing transportation system.

MPO Transportation Infrastructure Issues and Priorities

In addition to the eight planning factors identified by FHWA and FTA, the issues listed below (in no particular order) have been identified by the MPO, its transportation planning partners, and the public throughout the metropolitan planning process. These issues are interconnected components of effective regional transportation planning, and collectively create the planning priorities facing the CA-MPO that will be addressed through the Work Program tasks and deliverables.

The following issues call for a need to:

- Expand and enhance transit, transportation demand management strategies including ridesharing services, and parking strategies to provide competitive choices for travel throughout the region;
- Improve mobility and safety for the movement of people and goods in the area transportation system;
- Improve strategies to make the community friendly to bicycles and pedestrians, particularly the mobility and safety of bicyclists and pedestrians, as well as access to transit, rail and transit/rail facilities;
- Take more visible steps to better integrate transportation planning with local government land use plans, with a goal of creating patterns of interconnected transportation networks and long-term multimodal possibilities such as non-vehicular commuter trails, intercity rail, and right-of-way corridors for bus ways;
- Ensure that new transportation networks are designed to minimize negative impacts on the community and its natural environment, and to save money;
- Encourage public involvement and participation, particularly addressing environmental justice and Title VI issues;¹
- Improve the understanding of environmental impacts of transportation projects and identify opportunities for environmental mitigation; and,
- Seriously consider budget shortfalls and its impediments to transportation projects and work to tap alternative sources of funding.

Public Participation/Title VI and Environmental Justice

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

¹ The 1994 Presidential Executive Order directs Federal agencies to identify and address the needs of minority and low-income populations in all programs, policies, and activities.

Funding

Two federal agencies fund the MPO's planning activity. This includes FHWA's funds, labeled as "PL," and FTA, labeled as "FTA." The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c's process. The CA-MPO budget consist of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials "SPR." The total budget for SPR items reflects 80% federal funds and 20% state funds. Attachment A shows the tasks to be performed by VDOT's District Staff, utilizing SPR funds. VDOT's Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance and support for the federally-mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. DRPT staff also participates actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the MPO process.

The following tables provide information about the FY22 Work Program Budget. These tables outline the FY22 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.

FY23 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-23 PL Funding	\$168,947	\$21,118	\$21,118	\$211,184
FY-21 PL Passive Rollover	\$28,370	\$3,546	\$3,546	\$35,462
FY-22 PL Active Rollover	\$56,000	\$7,000	\$7,000	\$70,000
FY-23 PL Total	\$253,317	\$31,664	\$31,664	\$316,646
FY-23 FTA Funding	\$87,686	\$10,961	\$10,961	\$109,608
FY-22 FTA Active Rollover	\$21,330	\$2,666	\$2,666	\$26,662
FY-23 FTA Total	\$109,016	\$13,627	\$13,627	\$136,270
PL+FTA Total	\$362,333	\$45,291	\$45,291	\$452,916
VDOT SPR	\$136,000	\$17,000	\$17,000	\$170,000
Total FY23 Work Program	\$498,333	\$62,291	\$62,291	\$622,916

FY23 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	<i>13.03%</i>	<i>67.99%</i>	<i>18.99%</i>	<i>100%</i>
PL+FTA Total	\$59,000	\$307,916	\$86,000	\$452,916
FY-23 PL Funding	\$37,500	\$119,684	\$54,000	\$211,184
FY-22 PL Active Rollover	\$0	\$35,462	\$0	\$35,462
FY-21 PL Passive Rollover	\$0	\$70,000	\$0	\$70,000
PL Total	\$37,500	\$225,146	\$54,000	\$316,646
FY-23 FTA Funding	\$17,292	\$66,578	\$25,738	\$109,608
FY-22 FTA Active Rollover	\$4,208	\$16,192	\$6,262	\$26,662
FTA Total	\$21,500	\$82,770	\$32,000	\$136,270
VDOT SPR	\$50,000	\$60,000	\$60,000	\$170,000
Total FY23 Work Program	\$109,000	\$367,916	\$146,000	\$622,916

Highlights of FY22 UPWP

The CA-MPO conducted several projects and initiatives in FY22. Below are highlights from that year, helping to give context for the FY21 activities.

SMART SCALE

The SMART SCALE process scores and ranks transportation projects, based on an objective analysis that is applied statewide. The legislation is intended to improve the transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide the maximum benefits for tax dollars spent. In FY22, CA-MPO staff implemented a new process to increase public engagement opportunities for SMART SCALE projects prior to preparing applications. CA-MPO staff worked with County, City, and VDOT staff to identify project applications early, and conducted an engagement process around one project that was identified as needing additional outreach. CA-MPO staff also coordinated with County, City, and VDOT staff to conduct an information session to share the planned project applications throughout the MPO area with the public and receive preliminary feedback. CA-MPO worked to prepare and submit pre-applications for projects that will be developed into full applications that will be completed in FY23.

North 29 Corridor Study

In FY22, MPO and PDC staff coordinated with VDOT to retain consultants to support an analysis of the northern portion of Route 29 in coordination with the Rural Transportation Work Program. Consultants examined the operation of key intersections throughout the corridor and recommended alternatives that could be implemented to improve operations based on their analysis.

Regional Transit Planning

MPO staff has continued their involvement in overseeing the Regional Transit Partnership. In FY22, staff continued their support of two DRPT grants to study transit service and operations within the MPO region. The feasibility study and implementation plan to expand transit service in Albemarle County was completed, and was successfully leveraged into an application for a demonstration grant to pilot micro-transit services in two areas of Albemarle County. The second study is to develop a Charlottesville Area Regional Transit Vision Plan and is still under development. This projects kicked off in FY21 and will continue into early FY23.

Transportation Improvement Program (TIP)

MPO staff maintained the FY21-FY24 TIP in collaboration with VDOT, DRPT, and the various MPO committees, finalizing the updated plan that was completed by the CA-MPO in FY22.

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 FY22, the MPO Policy Board voted to support the statewide safety targets, which are reviewed every year.

Long Range Transportation Plan Scoping

MPO Staff began developing the scope for the next update to the Long Range Transportation Plan which will be undertaken beginning in FY23. As part of this scoping process, staff was able to successfully apply and be awarded a Growth and Accessibility Planning Technical Assistance grant through the Office of Intermodal Planning and Investment to develop a project prioritization process to incorporate into the process of developing the plan.

Title VI/Public Participation

In FY22, MPO Staff updated the Title VI plan in conformance with feedback received from VDOT. In FY23, staff will work to implement to new policies and processes that were identified as being required in that plan.

FY23 UPWP Activities by Task

Task 1: Administration

Total Funding: \$59,000

PL Funding: \$37,500

FTA Funding: \$21,500

A) Reporting and Compliance with Regulations

PL Funding: \$14,000

FTA Funding: \$8,000

There are several reports and documents that the MPO is required to prepare or maintain, including:

- FY23 Unified Planning Work Program Implementation;
- FY24 Unified Planning Work Program Development;
- Monthly progress reports and invoices; and,
- Other funding agreements.

TJPD staff will also provide for the use of legal counsel, accounting and audit services for administering federal and state contracts.

End Products:

- Complete annual Unified Planning Work Program (UPWP) process;
- Administer Grants and other funding;
- Execute project agreements, along with related certifications and assurances; and,
- Complete invoicing, monthly billing, and progress reports.

B) Staffing Committees

PL Funding: \$14,000

FTA Funding: \$8,000

TJPD staff is responsible for staffing the MPO Policy Board and Committees. These efforts include preparation of agendas, minutes, and other materials for the committees listed below. The MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- MPO Policy Board;
- MPO Technical Committee;
- Regional Transit Partnership (RTP); and,
- Additional committees as directed by the MPO Policy Board.

End Products:

- Staff committees;
- Maintain memberships on committees;
- Issue public notices and mailings; and,
- Maintain committee information on the TJPD/MPO Website.

C) Information Sharing

PL Funding: \$9,500

FTA Funding: \$5,500

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

End Products:

- Continue to review and update facts and figures;
- Provide technical data, maps and reports to planning partners;
- Attend local planning commission meetings as needed;
- Attend City Council and Board of Supervisors meetings as needed;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Analyze available data to identify whether MPO boundaries may expand into additional counties after the 2020 census;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects
- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Hold annual joint-MPO Policy Board meeting with the Staunton-Augusta-Waynesboro MPO and propose meetings with Lynchburg MPO.
- Maintain the TJPDC's social media; and,
- Maintain the MPO Website.

Task 2: Long Range Transportation Planning

Total Funding: \$307,916

PL Funding: \$225,146

FTA Funding: \$82,770

A) 2050 Long Range Transportation Plan

PL Funding: \$172,462

FTA Funding: \$33,000

The CA-MPO will begin its development of the 2050 Long Range Transportation Plan (LRTP) in FY23. CA-MPO is planning to utilize rollover funding from FY21 and FY22 to procure a

consultant to support the development of the plan. In addition, CA-MPO staff was able to successfully apply for and receive a technical assistance grant through the Office of Intermodal Planning and Investment (OIP) to support the development of a project prioritization process to be incorporated into the plan methodology. The development of the LRTP is anticipated to take two years.

End Products:

- Complete the existing conditions analysis to update area demographic data, understand transportation network operations and deficiencies, and compile existing studies and plans that have been completed within the MPO region since the previous LRTP;
- Collaborate with MPO stakeholders to review existing transportation system goals/objectives/measures and revise as needed;
- Develop a public engagement strategy and process to be implemented during the plan update;
- Develop a Scope of Work for consultant support, and procure consultants;
- And continue to work with the OIP-procured technical consultants to develop a project prioritization process to be incorporated into the project prioritization process.

B) OneMap – Regional Bicycle and Pedestrian Infrastructure Map

PL Funding: \$25,000

FTA Funding: \$11,108

The OneMap project is an initiative that was identified during the development of the Jefferson Area Bicycle and Pedestrian Plan adopted in 2019. The purpose of OneMap is to develop a shared naming system for bicycle and pedestrian infrastructure, agreed upon definitions, and mapping format to develop a singular regional map showing all of the bicycle and pedestrian transportation infrastructure throughout the MPO region, including infrastructure in Albemarle County, the City of Charlottesville, and UVA. Developing OneMap has been taken up by both Charlottesville and Albemarle GIS and planning staff at different points since its original conception, but has lacked dedicated resources to complete.

End Products:

- An assessment of data to-date that has been compiled by localities and UVA;
- The compilation of all data into a uniformed format;
- Ongoing coordination meetings to determine purpose and goals for use of OneMap information;
- Processes to regularly update the information included in OneMap; and
- The development of a strategy for sharing the OneMap information either publicly or with stakeholders for ongoing use.

C) CA-MPO Boundary Analysis

PL Funding: \$8,000

FTA Funding: \$4,000

The 2020 Census data necessitates a need to review the MPO boundary and determine if any adjustments need to be made based on the most recent data and potential changes in rule-making for how MPO boundaries are determined. Staff will analyze the population data to determine if activity since the previous census merits adjustments to the MPO boundaries, meet with stakeholders to determine stakeholder preferences for adjustments if merited, and provide any

needed documentation to the Governor's office for consideration.

End Products:

- A map of the eligible boundary area based on 2020 Census data;
- A report summarizing a request to change the MPO boundaries, if merited by a review of data;
- Updates with the MPO Committees with findings;
- Coordination meetings with stakeholders if adjustments are merited;
- Formal request for action from the Governor's Office; and
- Any revisions to policies or by-laws needed based on outcomes from the boundary analysis.

D) Transit Governance Study

PL Funding: \$1,684

FTA Funding: \$31,662

The Thomas Jefferson Planning District Commission applied for a Technical Assistance grant from the Department of Rail and Public Transportation to conduct a governance study of the regional transit system. The governance study follows the completion of the Regional Transit Vision Plan, and is intended to provide recommendations on the appropriate governance structure needed to implement the recommendations identified during the visioning process. The MPO Policy Board voted to support a resolution providing \$25,000 in match for the technical assistance grant, if successful, and the additional amount allocated will support staff time needed to complete the project in addition to the grant amount.

End Products:

- A review of the existing transit agencies and operations that participate in the regional transit system in the Thomas Jefferson Planning District;
- A review of the existing Regional Transit Authority legislation and an analysis of its strengths and weaknesses;
- A review of funding opportunities and recommended funding scenarios to support the implementation of recommendations identified in the Regional Transit Vision Plan; and
- Alternative governance structures that could be developed to oversee the implementation of recommendations identified as part of the regional transit visioning process.

E) On-call Services

PL Funding: \$18,000

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. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements. MPO staff will also undertake the development of an on-call consultant program to provide efficient access to technical consultants as needed.

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

- 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: \$86,000

PL Funding: \$54,000

FTA Funding: \$32,000

A) Transportation Improvement Program (TIP)

PL Funding: \$18,000

FTA Funding: \$7,000

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

The TIP is updated every three years, and this fiscal year, MPO staff will need to prepare the FY24-FY27 TIP to be adopted by the Policy Board in FY23.

End Products:

- Process the Annual Obligation Report;
- Process TIP amendments and adjustments;
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations; and
- Prepare the FY24-FY27 TIP for adoption by the Policy Board.

B) SMART SCALE Planning and Support

PL Funding: \$20,000

FTA Funding: \$7,000

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. In FY22, MPO staff conducted robust stakeholder and public engagement on one SMART SCALE project that was identified by the MPO Policy Board and prepared pre-applications for projects to be submitted in SMART SCALE Round 5. In FY23, staff will develop final applications for the MPO and TJPDC projects within the MPO region.

End Products:

- Gather information needed for SMART SCALE final applications;
- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications;
- Submit final funding applications; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs.

C) Travel Demand Management (TDM), Regional Transit Partnership (RTP), and Bike/Ped Support

PL Funding: \$4,000

FTA Funding: \$8,500

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. The RTP has been established to provide a venue for continued communication, coordination, and collaboration between transit providers, localities and citizens. These programs, along with continued support for bike and pedestrian travel, support regional TDM efforts. TDM has been, and will continue to be, included in the long-range transportation planning process.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in MPO;
- Staff Regional Transit Partnership meetings;
- Address immediate transit coordination needs;
- Formalize transit agreements;
- 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;
- Continue to assess the need for a Regional Transit Authority; and
- Per the Strategic Plan, integrate TDM into all MPO recommendations and projects.

D) Performance Targets

PL Funding: \$2,000

FTA Funding: \$1,000

MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set targets for their regions based on the state targets and trend data provided by the state. The CA-MPO will need to set and document the regional safety 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;
- Complete all documentation notifying the state of the adopted safety and performance targets; and
- Update the TIP when the FY23 safety and performance targets are adopted.

E) Regional Transit and Rail Planning

PL Funding: \$0

FTA Funding: \$5,000

MPO, VDOT, and local staff will be available to conduct transportation studies and planning efforts as requested by our planning partners, including projects focusing on transportation

system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements.

End Products:

- Provide technical support and staffing to ensure the successful completion of two grants awarded by DRPT: the completion of the Regional Transit Visioning Plan and the Regional Transit Governance Study, if awarded; 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: \$10,000

FTA Funding: \$3,500

TJPD 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 TJPD will continue to staff the Citizens Transportation Advisory Committee, which is an important conduit for receiving feedback and input on the efficacy of public outreach and engagement efforts.

End Products:

- Utilize a broad range of public engagement strategies to disseminate information on transportation planning efforts and processes;
- Develop programs to better inform the public about transportation planning and project development;
- Demonstrate responsiveness to public input received during transportation planning processes;
- Review Title VI/Environmental Justice Plan as needed;
- Review Public Participation Plan as needed;
- Review information on website for accessibility and understandability;
- Continue to investigate methods to increase participation from historically underserved communities;
- Provide proper and adequate notice of public participation activities; and
- Provide reasonable access to information about transportation issues and processes in paper and electronic media.

Task 4: Contracted Projects and Studies

A) Coordinate and support the following projects:

- If awarded, coordinate, manage, and implement the Regional Transit Governance Study for the CAMPO and TJPD region.

- Coordinate, manage, and implement the completion of the Regional Transit Visioning Plan for the CAMPO and TJPDC region, which will be completed early in FY 23.

B) Explore opportunities for contracted project and studies.

Topical areas may include:

- Environmental impacts of the local transportation system and mitigation strategies.
- Improving coordination with locality staff and elected officials.
- Implementing recommendations from the Albemarle Service Expansion Feasibility Study.

CA-MPO in FY23

Along with ongoing, required MPO tasks, staff anticipates work on the following efforts, some of which will carry-over from FY22.

SMART SCALE

- Explore ways to improve the success of funding for projects
- Strengthen applications submitted in Round 5 for final submission
- Monitor any changes and updates to the SMART SCALE process
- Integrate any changes in State process into MPO and local projects to strengthen funding applications

LRTP 2045

- Conduct annual review of Plan and performance targets as set forth in MAP-21
- Continue to coordinate procedures and efforts with neighboring MPOs

MPO Boundary Adjustment

- Follow outcomes from the 2020 Census and prepare for discussions regarding adjustments to the CA-MPO boundaries.

Other Studies

- Assess connections with other regions and MPOs
- Continue evaluation of the region's transit network and participate in creation of the transit strategic plan

Public Participation Process

Review and Approval of Tasks

MPO Policy Board:

- Initial Draft provided March 24th, 2022
- Final Approval May 26th, 2021

Online Posting

Posted as part of MPO meeting agenda for March 24th, 2022

Posted on TJPDC.org: May 10th, 2021 for 15 day public comment period

State Review

Draft submittal for VDOT review/comment: March 7th, 2022

Draft submittal for DRPT review/comment: March 7th, 2022

Review of Final FY23 UPWP

MPO Technical Committee: May 17th, 2022

Citizen Transportation Advisory Committee (CTAC): May 18th, 2022

MPO Policy Board: May 25^h, 2022

Glossary of Acronyms

The following transportation-related acronyms are used in this document:

3-C Planning Process	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
AADT	Annual Average Daily Traffic
BRT	Bus Rapid Transit
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission

TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
Work Program	Unified Planning Work Program (also referred to as UPWP)

Appendix

Attachment A: Tasks Performed by VDOT

Attachment B: Memorandum of Understanding (2019)

Attachment C: FTA Section 5303/PL Funding Breakdown

Attachment D: Resolution

RIVANNA RIVER BIKE/PED CROSSING



BRIDGE ALIGNMENT SELECTION ANALYSIS



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Background

The desire for a bicycle and pedestrian bridge crossing the Rivanna River between Woolen Mills and Pantops dates back to the mid-2000's. This desire has continued to be reaffirmed as plans involving these areas are updated and amended. Most recently, references to a need for a crossing in this general location have appeared in the following plans:

- Urban Rivanna River Corridor Plan, prepared by TJPDC for Albemarle County and the City of Charlottesville, 2022
- Jefferson Area Bike and Pedestrian Plan, TJPDC and PEC, 2019
- Pantops Master Plan, Albemarle County, 2019
- Charlottesville Bike and Pedestrian Master Plan, 2015

In 2019, following the adoption of the Jefferson Area Bike and Pedestrian Plan, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) coordinated with the Virginia Department of Transportation (VDOT) to conduct a feasibility study to determine possible locations for a bicycle and pedestrian bridge. VHB consulting firm was retained to conduct the feasibility study and provide planning level analysis of potential bridge alignments.

Project Goals

The primary purpose of pursuing a bike/ped crossing in this general location is to support improved bicycle and pedestrian connectivity throughout the Charlottesville-Albemarle region. The nearest bike/ped crossing to the proposed location is at Free Bridge, located 1.5 miles away. It is a location that requires bicyclists and pedestrians to be in close proximity to a high-volume vehicular route and is not a comfortable route for bike/pedestrian travel.

Improved bicycle and pedestrian connectivity between Woolen Mills and Pantops serves multiple purposes:

- It creates a more cohesive trail loop for users that want to travel between the Old Mills Trail on the east side of the river and the Rivanna Trail on the west side of the river, utilizing Free Bridge as the second river crossing option.
- It provides a connection between two major employment centers (The Wool Factory and Pantops development areas).
- It facilitates greater access to goods/services for residents on both sides of the river that may not be able to (or prefer not to) access these services via single occupancy vehicles.

SMART SCALE

The best opportunity for funding is through the state's SMART SCALE grant application process, which is a competitive application process that prioritizes projects based on a cost-benefit scoring process. Projects receive a benefits score based on the following measures:

- **Safety** – how well the project addresses multimodal safety concerns through best practice crash reduction strategies
- **Congestion mitigation** – how well the project addresses the ability of the transportation system to move people and reduce travel delay
- **Accessibility** – how well the project addresses access to jobs and other opportunities, as well as multiple and connected modal choice
- **Environmental quality** – how well the project addresses the reduction of pollutant emissions and energy consumption, and minimizing the impact on natural and cultural resources
- **Economic development** – how well the project addresses regional and local economic development plans and new development activity
- **Land use coordination** – how well the project supports population and employment that on average has a reduced impact on the transportation network

The total benefit score is divided by the requested funding amount, and projects that receive the highest scores are funded.

Because of this competitive application process, one of the important factors considered as part of the feasibility study included options that will meet the transportation design requirements as economically as possible.

One important note is that because this is a transportation project, the project must provide a transportation system network connection. On the west side of the river, the bridge structure provides a connection to Chesapeake Street (a public road) or to E. Market Street (the private property has an established public use easement that meets the connection requirement). On the east side of the river, a shared use path will need to be constructed from the bridge landing to a public transportation system connection, which was determined to be the intersection of Peter Jefferson Parkway and State Farm Boulevard.

Feasibility Study

The Charlottesville-Albemarle MPO worked with VDOT to procure consultants to conduct a feasibility study to determine potential bridge alignments in 2019. VHB consultants were retained and charged with developing a conceptual plan and planning-level engineer's cost estimate for a crossing that could be used to plan for the next steps of a grant application.

Through conversations with technical staff, the consultants determined that the site of the western landing was flexible, but that the site for the eastern connection point was determined to be the intersection of Peter Jefferson Parkway and State Farm Boulevard. The area considered for the western landing site was determined to be within the half-mile stretch of river between the Riverview Park parking lot and the I-64 river crossing bridges, as shown by the smaller circle in Figure 1.

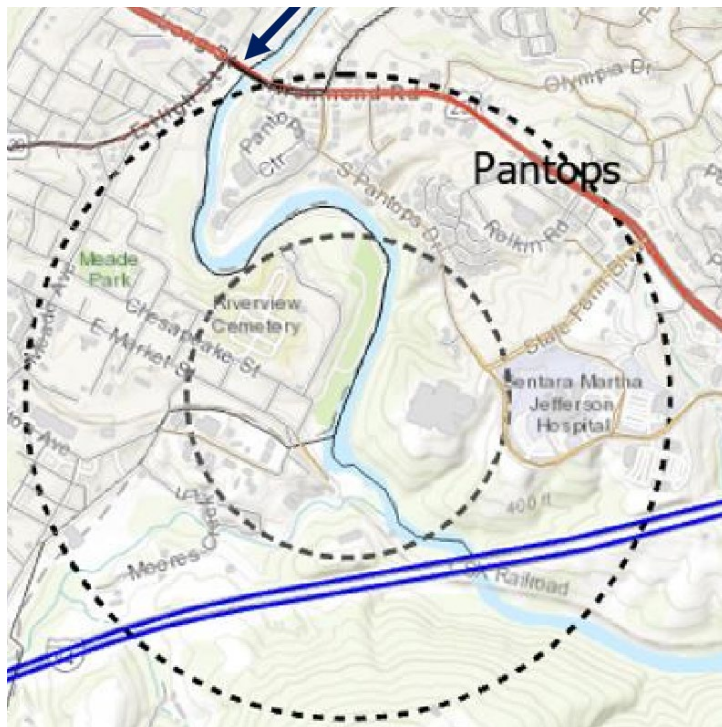


Figure 1. Study Area

The consultants initially identified six potential crossing options within the defined study area, as shown in Figure 2. Through meetings with a stakeholder group made up of technical staff from Albemarle County, the City of Charlottesville, CA-MPO, and VDOT, the alignments were narrowed to two, shown in the diagram below as numbers 1 and 4.

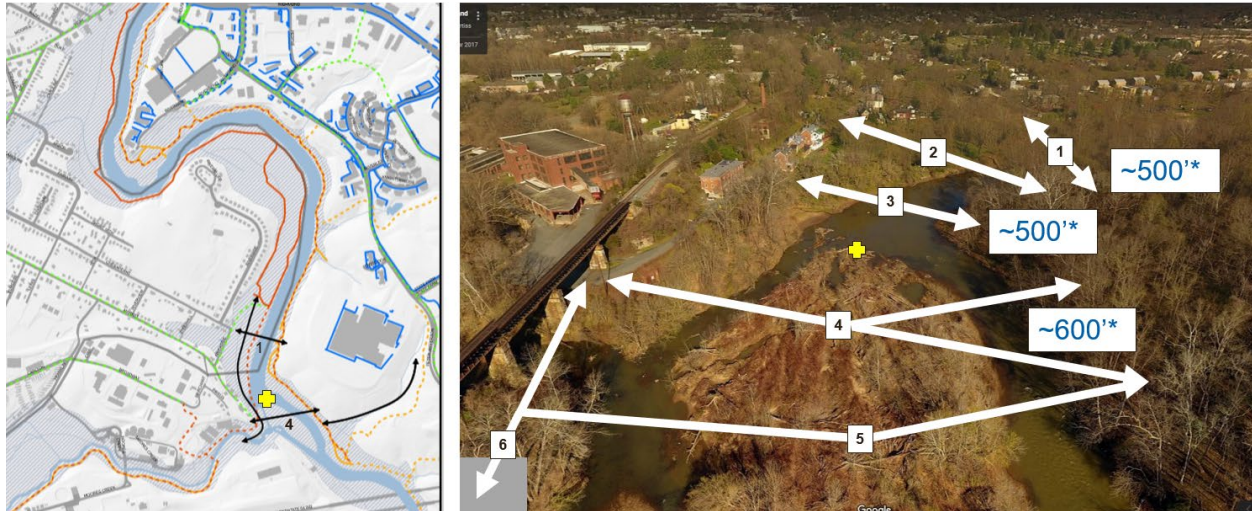


Figure 2. Initial alignments

Option 1 lands on the west side of the river at Chesapeake Street and consists of a 565' long structure. This option will be referred to as the Chesapeake Street Alignment throughout this document. Option 4 is a two-span bridge, with a combined length of just under 600'. This option is referred to as the E. Market Street alignment.

VHB identified two different bridge structures that would be feasible for the construction of the bridge. Knowing that the Rivanna River is designated as a Scenic River and has important historic significance to the area, the consultants included bridge designs that included aesthetic considerations to minimize negative impacts to the visual integrity of the area.

The consultants developed renderings of two potential bridge designs: a cable-stayed bridge and an arched truss bridge. The renderings show the cable-stayed bridge at the Chesapeake Street alignment and the arched truss bridge at the E. Market Street alignment, although either of these bridge designs could be implemented at either location, the cost for the two bridge designs will differ at the two locations due to site specific considerations related to construction and installation. A third bridge design identified by VDOT as feasible at both locations is a traditional truss bridge. This is a less expensive bridge design option, but also provides less aesthetic consideration. Site specific renderings were not developed for a traditional truss bridge, but an image is included for consideration and comparison purposes.

Alignment Concept 1 – Bridge Rendering



Figure 3. Cable-Stayed Bridge at Chesapeake Street Alignment. Rendering prepared by VHB.

Alignment Concept 2 – Bridge Rendering



Figure 4. Arched Truss Bridge at E. Market Street Alignment. Rendering prepared by VHB.



Figure 5. Traditional Truss Bridge. Image Source: Canam-Bridges, <https://www.canambridges.com/products/steel-bridges/steel-standard-truss-bridges/>.

Cost Estimates

As part of the feasibility study, the consultants developed planning level engineer's cost estimates for the two alignments. The cost estimates, developed using 2020 dollars, include all known costs associated with the engineering, right-of-way, and construction phases for the project at the two locations, along with contingencies for incidental expenses that may need to be incurred as part of the project development.

The cost estimate for the Chesapeake Street alignment was \$11.3 million, and the cost estimate for the E. Market Street alignment was \$15.4 million. The full feasibility study can be found on [the TJPDC website](#).

Stakeholder Engagement

To better assess the relative pros and cons of the two bridge alignments, CA-MPO staff worked with the MPO committees and Policy Board to appoint a Stakeholder Advisory Committee to inform discussions about the factors that should be considered as part of the selection of a bridge location and design, as shown in the table below.

Table 1. Stakeholder Advisory Committee Members.

Organization	Name
VDOT	Chuck Proctor
Charlottesville Public Works	Brennen Duncan
Albemarle Planning	Jessica Hersh-Ballering
Charlottesville Parks and Recreation	Chris Gensic
Albemarle Parks and Recreation	Tim Padalino
Pantops Citizen Advisory Committee	Dick Ruffin
Woolen Mills Citizen	Annie Stafford
Rivanna Conservation Alliance	Lisa Wittenborn
Regional Transit Partnership	Bea LaPisto-Kirtley
Charlottesville Planning Commission	Karim Habbab
Albemarle Planning Commission	Daniel Bailey
Rivanna Trails Foundation	Fran Lawrence
Citizens Transportation Advisory Committee (MPO)	Stuart Gardner

The Stakeholder Advisory Committee met four times for regular meetings between November and February and held one on-site visit in January to visit the two landing sites on the Woolen Mills side of the river. All of the regular meetings were open to the public with a general question and comment period at the end, were recorded, and had notes posted to the project webpage to facilitate information-sharing.

Factors for Consideration

MPO staff worked with the Stakeholder Advisory Committee to identify the factors that should be considered as part of the discussion of the two bridge options. An initial list was developed with the MPO's Citizens Transportation Advisory Committee (CTAC) and was then refined through discussions with the Stakeholder Advisory Committee, as shown below.

- ADA accessibility
- Trail connectivity
- Utility impacts
- Floodplain/Resiliency
- Public impacts
- Cost/project feasibility

- Placemaking considerations
- Environmental/water quality impacts
- Preservation of river access for recreational uses
- Transit access
- Parking
- Water safety impacts
- Overall network enhancement opportunities
- Economic Development

Network Connectivity

One of the early conversations staff had with the Stakeholder Advisory Committee was about how this bridge will contribute to overall network connectivity for bicycle and pedestrian movements. There is a need for overall bicycle and pedestrian network improvements in the areas providing access to the bridge. County, City, MPO, and VDOT staff are aware of these additional needs. But this one project application cannot solve all of these network connectivity needs. Instead, it will provide an important network connection across the river which serves as an existing barrier to bike/ped travel throughout this area, and future projects will have to be considered and pursued to continue to provide network improvements. Instead, discussions were focused on how this bridge crossing could facilitate the strongest overall network opportunities.

One point that was brought up early in the discussion is the proximity of the two landing sites to each other. As the crow flies, the western bridge landing sites are less than a quarter of a mile apart. Comments have been made throughout the process that for those wanting a bridge crossing, the most important aspect to have a bridge in the general area, and users would be able to navigate to their preferred travel route from either landing.

The image shown in Figure 6 was developed as a slide for the stakeholder and public engagement to show the most commonly referenced routes that users would take from the Woolen Mills area into downtown Charlottesville. The orange dots are the approximate locations of the two bridge landing sites. Each of the routes has its own pros and cons, but again, they are all in close proximity and users can easily travel from either bridge landing site to their preferred route.

None of the routes shown below have dedicated bicycle facilities. Chesapeake Street has continuous sidewalks along the northern side of the road, provides a connection to the Coal Tower Trail, and a direct path from Riverview Park to Meade Park on the way into the downtown area. Stakeholder Advisory Committee members noted that the road is hilly and narrow, which makes it less comfortable for bicyclists.

State maintenance of E. Market Street ends leading into the private Wool Factory development site. The section that goes into development is very narrow with houses built close to the road. The access into the site continues to be very narrow and includes multiple sharp turns. The existing portion of the road leading into the private development could not accommodate additional bicycle/pedestrian infrastructure due to the lack of sufficient setback between the houses and the road. However, the

traffic volume is also low along this section of the road. There is no pedestrian infrastructure from the bridge landing site to the broader transportation network, so users would need to walk along the road. Along E. Market Street more generally, the sidewalk infrastructure is inconsistent traveling from the bridge landing site into downtown, but E. Market Street also provides a connection to the Coal Tower Trail.

The third route that was discussed is Broadway Street. Stakeholder Advisory Committee members indicated that generally, Broadway Street is a comfortable travel route because of its width. It could be accessed from the E. Market Street bridge landing site through the public use easement at the Wool Factory development site, but this would require traveling through the main parking and access area at the development site with no designated bike/ped facilities, which could be uncomfortable for users. Portions of the access through the development site would be along that same narrow, windy public use easement mentioned for the E. Market Street connection. City of Charlottesville staff indicated some interest in considering adding bike lanes along Carlton and Broadway, and Albemarle County has discussed potential interest in improvements along Broadway, but there have been no commitments to move forward on any of those plans at this time.

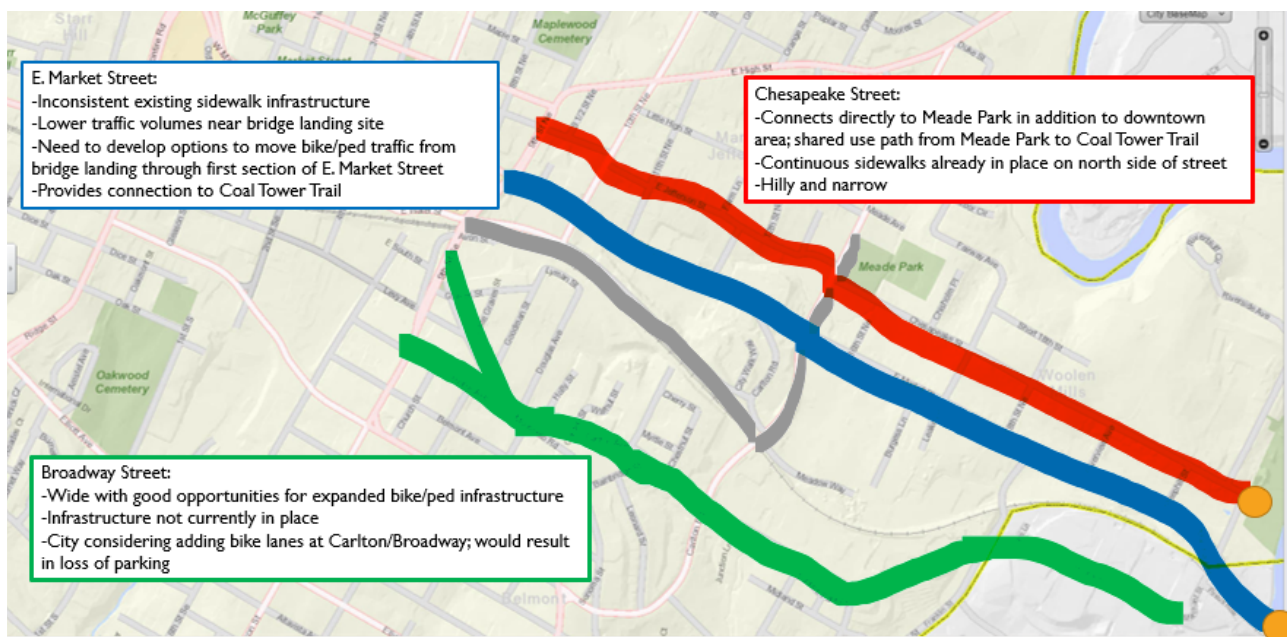


Figure 6. Bicycle/pedestrian network connection considerations.

Trail Connections

In addition to connections to the transportation network system, also under consideration is how the bridge will facilitate travel along the trail system. There are two trail systems on either side of the river currently – the Old Mills Trail along the east side of the river and the Rivanna Trail System along the west side. Both alignments will provide a similar connection point to the Old Mills Trail on the east side of the river. The Chesapeake Street alignment would provide direct access to the Rivanna Trail system at Riverview Park, and the E. Market street alignment would provide a more direct access point to the Rivanna trail system through the Wool Factory development site.

While either portion of the Rivanna Trail can be accessed from either of the bridge landing sites, travel between the sections at Riverview Park and the Wool Factory currently requires short distances to be traveled on-road.

The map below is the map of the Rivanna Trail System. The red dots show the approximate location of the two proposed bridge landing sites. The red lines on the west side of the river show the on-road travel needed to navigate the gap in the trail between Riverview Park and the Wool Factory. The dotted green line along the east side of the river is the Old Mills Trail.

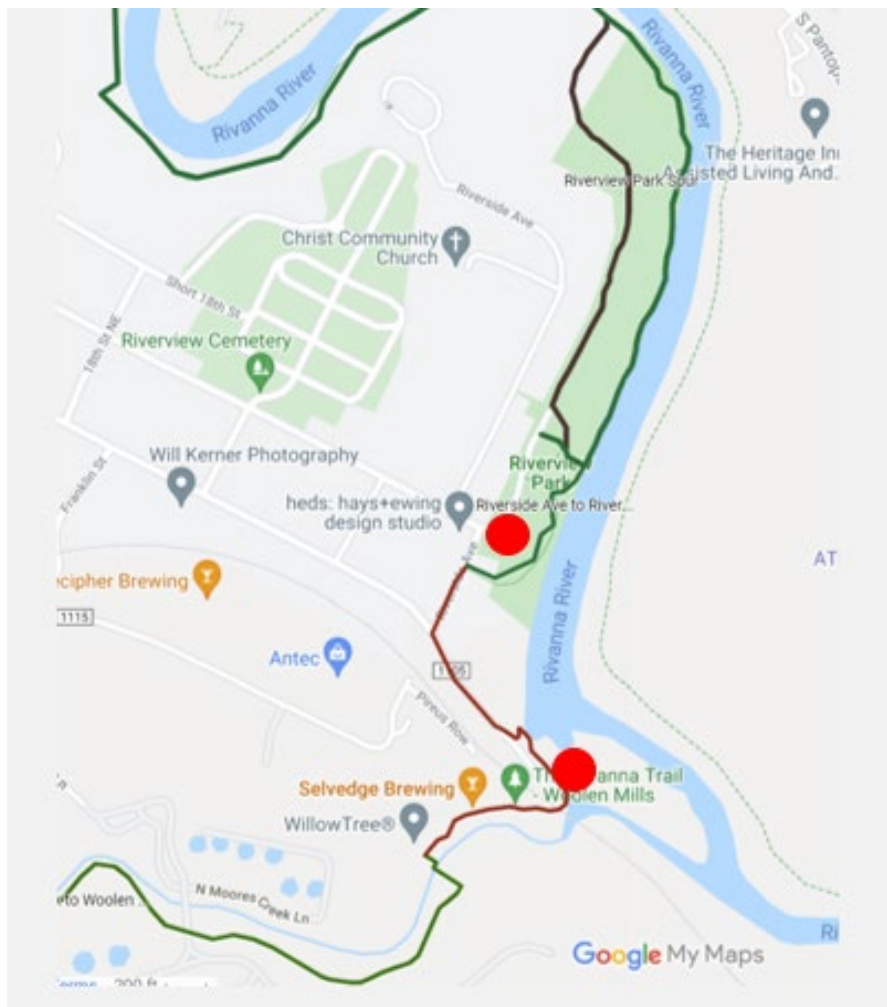


Figure 7. Map of Rivanna Trail System. Provided by Rivanna Trail Foundation.

Parking

Along with overall network connectivity, one of the earliest discussions held with the Stakeholder Advisory Committee involved existing concerns over parking challenges at Riverview Park and the impacts that the bridge may have on relieving or exacerbating existing parking frustrations.

The existing parking frustrations exist regardless of this project. There was much concern from area residents on the Stakeholder Advisory Committee over the additional parking demand that this bridge

may generate. There was also discussion in the Stakeholder Advisory Committee that providing multi-modal connection opportunities to Riverview Park, including better bike/ped access to the park, would decrease the demand for parking at the park itself. It is difficult to know what the actual impact of the bridge itself would be on parking demand since the demand is incremental and based on a number of factors. The parking shortages need to be addressed regardless of whether the bridge is placed at this location or at the E. Market Street location, but it is an issue that needs to be resolved outside of this project.

Bicycle and pedestrian commuter use of the bridge is unlikely to contribute to the demand for additional parking. The more significant concern is about parking demand from recreational users. As mentioned previously, there is a connection to the Rivanna Trail System through Riverview Park that attracts recreational users from outside the immediate area that want to access the trail systems, and the additional connection over the bridge allowing for a fully connected recreational loop could increase demand for those traveling from outside of the immediate area.

MPO staff spoke with locality staff to discuss potential options that could be explored to provide some parking relief to the area. Some of these options, as shown in Figure 8 include:

- Expanding parking at Riverview Park at the site of the former pumping station near the proposed landing of the Chesapeake Street bridge landing site. This area is not currently utilized for recreational purposes, but additional parking could be incorporated into other development plans for the park.
- As the state acquisition of the railroad property moves forward, there's a vacant property at the southern portion of Steephill Street that could be an option for overflow parking if the state is amenable. While it would be farther removed from the park, it would be a reasonable location for cyclists or pedestrians that are traveling to the area for trail use.
- Parking restrictions could be considered along the residential streets that are used as overflow parking by park visitors. While this doesn't increase overall parking capacity near the park, it could mitigate the negative impact for local area residents and encourage users to access the park through other transportation modes.
- Albemarle County is exploring options to increase parking locations on the eastern side of the river in Pantops. Combined with a bike/ped crossing in the near vicinity, this would reduce the demand for parking for visitors from the broader region to park at Riverview Park. Pantops is a more logical destination for those traveling from outside the area coming in for the purposes of accessing the trail system.



Figure 8. Potential parking mitigation options near Riverview Park.

One topic of discussion is the parking availability at the Wool Factory site. This property is privately owned, but the developers have dedicated ten parking spaces near the foot bridge across Moore's Creek for public access to the Rivanna Trail. The developer has confirmed that the public is welcome to use the parking area pending availability of spaces (namely on evenings and weekends outside of normal business hours), but that there is no opportunity for additional public parking to be designated. While this site does provide some additional parking capacity in the area, it needs to be noted that this is not publicly supplied parking and therefore cannot be relied upon to meet the parking needs of the area indefinitely.

There were also discussions among the members of the Stakeholder Advisory Committee that because the two landing sites were so close together, there was not a significant difference in parking capacity between the two locations since available parking near either site could meet the overall area need for parking for those that wish to park to access the bridge (or other local attractions).

Economic Development v. Equity

While not a specific topic that was identified as a factor for consideration in the list that was developed, the general discussion around how this bridge would integrate with commercial uses was a topic of conversation that came up throughout the conversations with the Stakeholder Advisory Committee. The two alignments provide very different types of connections at their landing sites. The Chesapeake

Street alignment lands at the park, providing a direct access to a public amenity. The E. Market Street alignment provides direct access to a commercial site with a large employment base and retail services that could be attractive for the public to access. The Stakeholder Advisory Committee members made different points about which of these was a more favorable consideration for where the bridge should land. One committee member made the comment that the Chesapeake Street alignment provided a larger equity benefit because the bridge was in a more publicly accessible location. Another committee member emphasized the value of connecting the State Farm economic activity center with the Wool Factory as an economic activity center. Both of these perspectives are valid, and whether one is preferable over another is a matter of overall priorities.

ADA Accessibility

ADA accessibility is a requirement for any transportation project. The requirement is that any new infrastructure intended for bike/ped use has a grade of 5% or less unless it is adjacent to an existing roadway that has a grade in excess of 5%. As presented in the feasibility study that was conducted, there is a section of the shared use path on the Pantops side that connects from the E. Market Street alignment that exceeds this 5% grade requirement. That section will have to be rerouted to reduce the grade.

Floodplain Impacts and Resiliency

The Stakeholder Advisory Committee reviewed potential floodplain impacts and resiliency related to the two alignment options. The feasibility study that was prepared noted that both alignments would require hydraulic modeling to determine impacts to the 100-year flood plains (shown as the hashed sections of the Figures 9 and 10 with the approximate bridge locations overlaid). However, the E. Market Street alignment is at a lower elevation and has a lower clearing over the water (25' above normal water levels, 1' above 100-year floodplain) than the Chesapeake Street alignment (40' above normal water levels, 15' above 100-year floodplain) and has a higher risk of impacting the floodplain as a result.

As far as longer-term resiliency considerations, there is again more risk with the alignment at E. Market Street due to the lower clearance over the floodplain should flooding activity increase in this area.

While the location of the bridge compared to the floodplain is an important consideration, it also needs to be considered that the networks the bridge is connecting to are also at very low elevations, and that a bridge over a body of water will necessarily have some level of floodplain impact that will need to be evaluated.

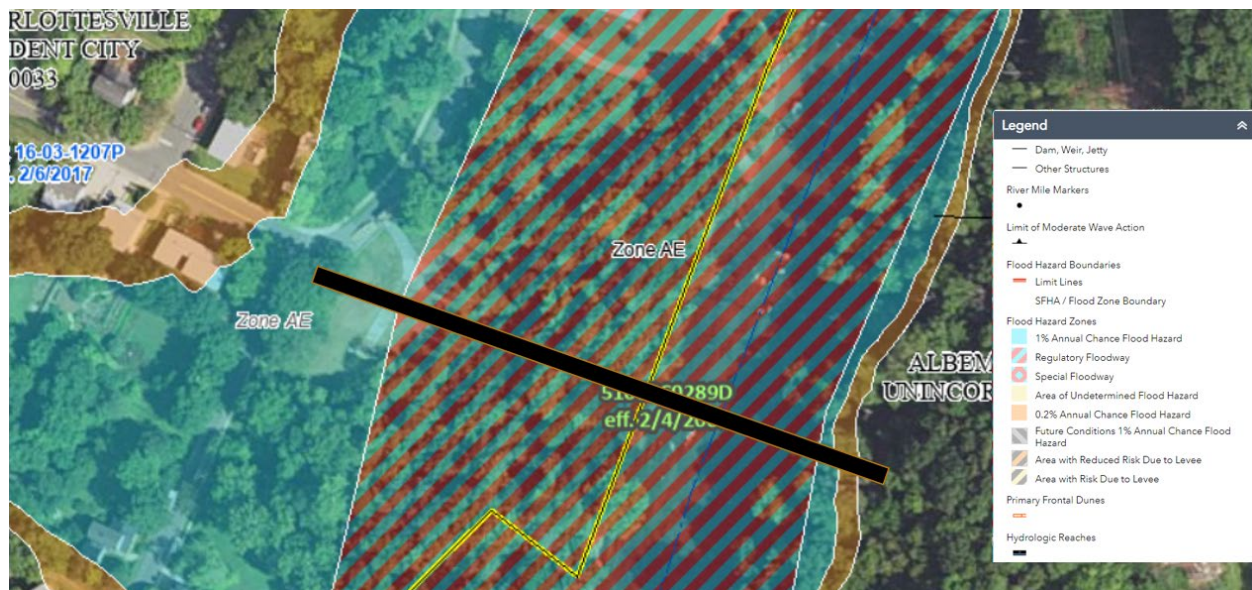


Figure 9. 100-Year Floodplain at the Chesapeake Street location



Figure 10. 100-Year Floodplain at the E. Market Street location.

Transit Connections

As part of considering overall improvements to increase multi-modal access throughout the area, the Stakeholder Advisory Committee discussed how the two bridge locations could connect with the existing and future transit networks.

On the Pantops side of the river, there is an existing transit stop at the intersection of State Farm Boulevard and Martha Jefferson Drive that provides service to the hospital. Charlottesville Area Transit recently applied for a demonstration grant in collaboration with Albemarle County to pilot micro-transit services throughout Pantops, which could also facilitate an easy transit connection to the termini of the shared use path at State Farm Boulevard and Peter Jefferson Parkway.

On the west side of the river, existing transit stops are located mid-block on Riverside Avenue (approximately 0.15 miles from the proposed Chesapeake Street landing site, and 0.35 miles from the proposed E. Market Street landing site) and on Chesapeake Street mid-block between Steephill Street and Riverview Street (approximately 0.2 miles from the proposed Chesapeake Street landing site, and 0.4 miles from the E. Market Street landing site).

While there could be some opportunities to consider routes that would provide access in closer proximity to the Chesapeake Street landing site, it is likely that transit access will not be able to be located in as close proximity to the E. Market Street landing site. E. Market Street going into the Wool Factory development is narrow and will not accommodate the movement of a transit vehicle. There could be some future opportunities to expand transit access along Broadway Street, as pointed out during the Stakeholder Advisory Committee discussions. However, it would still require a longer travel distance between the E. Market Street landing site than transit can currently provide to the Chesapeake Street site.

Water Safety/Recreational Use

The Stakeholder Advisory Committee discussed how each of the proposed bridge design options would potentially impact water safety and recreational use of the river. At both locations, the bridge designs developed as part of the feasibility study intentionally avoided the placement of piers within the waterway itself. This removes any obstacles that would have to be navigated around for those boating or floating the river. But river access would be disrupted during the construction of the bridge at either location.

Utility Impacts

MPO staff spoke with the Rivanna Wastewater and Sewer Authority to discuss potential complications related to the placement of bridges at both locations. There is a wastewater interceptor that runs through the project area that would impact where piers could be placed for the Chesapeake Street landing site. Engineers would need to ensure that the bridge abutments and piers avoid the easement area. But RWSA also indicated that additional parking could be accommodated at this site if access to the manhole was maintained and kept cleared, so increased parking at this location would continue to be a viable option if it is an initiative that the City chooses to pursue.

The E. Market Street site does not present the same challenges regarding utilities.

Environmental Impacts

While mitigating environmental impacts is an important factor in planning transportation projects, there do not appear to be significant differences in the environmental considerations between the two sites as far as habitat disruption or water quality considerations. The Rivanna Conservation Alliance has a streambank restoration project in Riverview Park near the Chesapeake Street landing site that they hope to undertake soon. The proposed bridge landing site would not interfere with the planned project.

The Stakeholder Advisory Committee discussed that there may be greater challenges maintaining the area around the pier located on the mid-river island at the E. Market Street landing site cleared of litter and debris. Because the site requires access from the river, there is a bigger challenge for regular maintenance at that location.

Visual Impacts

There are two sets of considerations related to the visual impact of the bridge in the river area. One is the type of bridge that could be constructed at the two locations, and the other is the impact based on the location. There have been three designs that have been determined as feasible at the two locations. Figure 11 shows a cable-stayed bridge, Figure 12 shows a standard truss bridge, and then Figure 13 shows an arched truss bridge. The consultants that completed the feasibility study sketched a cable-stayed bridge at the Chesapeake Street alignment and an arched truss bridge at the E. Market Street alignment in the renderings that were included earlier in this document.

In terms of cost, the standard truss bridge is the least expensive design, and the cable-stayed bridge is the most expensive of the designs considered. Because there is a really lovely view along this stretch of the river, there has been consideration for developing a bridge that has an aesthetically pleasing design that will not detract from the overall experience of being on the river corridor.



Figure 11. Example of a cable-stayed bridge

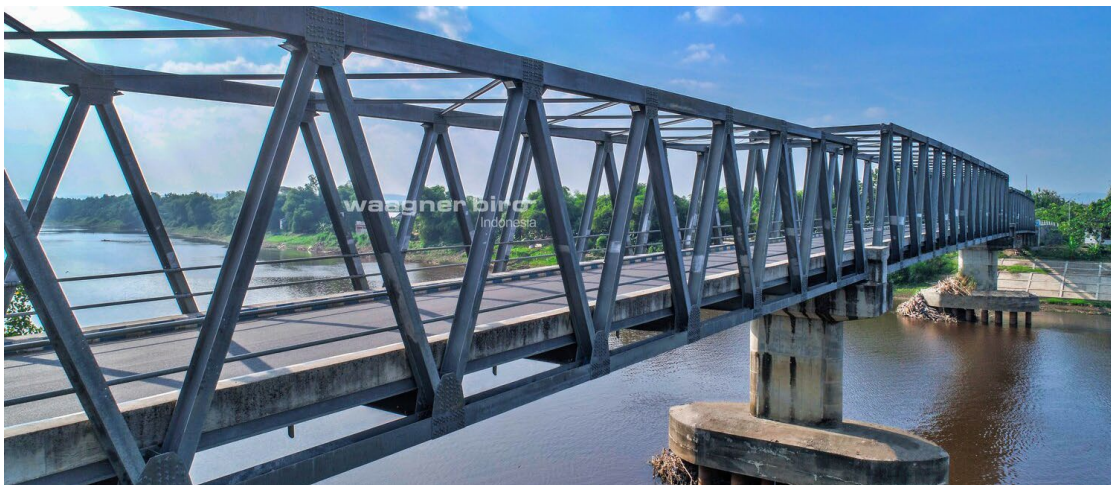


Figure 12. Example of a standard truss bridge



Figure 13. Example of an arched truss bridge

The Stakeholder Advisory Committee also discussed how the visual impact of the bridge would be different based on the alignment that is chosen. Piedmont Environmental Council has made some 360* drone images taken from the approximate locations of a bridge at both locations available to help understand the potential impacts. Each photo shown below includes a link to the 360* image.



Figure 14. Drone photo from approximate location of bridge at Chesapeake Street location. Courtesy of Piedmont Environmental Council.

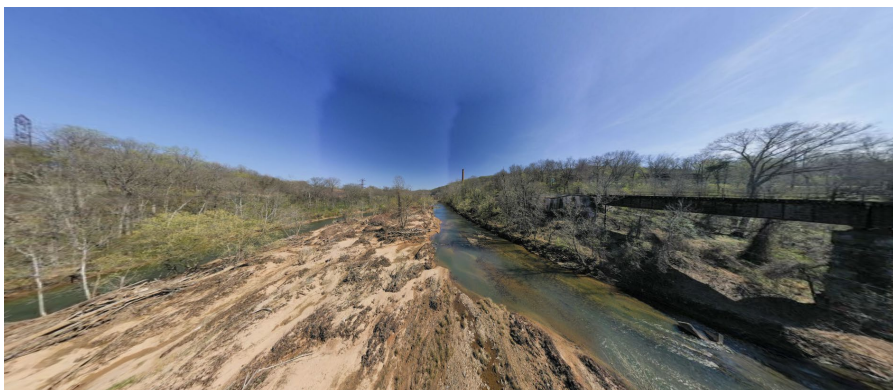


Figure 15. Drone photo from approximate location of bridge at E. Market Street location. Courtesy of Piedmont Environmental Council.

While there is a greater visual impact along an otherwise open stretch of the river at the Chesapeake Street alignment, the Stakeholder Advisory Committee discussed how this also provides an opportunity for a greater range of the public to experience this beautiful view that can currently only be experienced by those that are floating/boating on the river.

On the other hand, the bridge at the E. Market Street alignment would cross after a bend in the river, so it would not provide a significant disruption to the view from the river. It would provide a greater overlook opportunity to what has been referred to as the “sediment island” (which is actually a stable land mass in the middle of the river and can support the construction of a pier). The Stakeholder Advisory Committee discussed how even though the view of the river from the bridge isn’t quite as significant at this location, it does provide some overlook opportunities to make users aware of local historic resources throughout the river corridor and could be accompanied by informational markers along the bridge structure.

The Stakeholder Advisory Committee also discussed how the bridge location may impact the desired design of the bridge. While the alignment at Chesapeake Street will offer better views of the river, there was also desire expressed for the bridge at that location to have a “lighter” design to minimize the visual disruption of the viewshed. Whereas a more industrial design may not feel as out of place for the bridge alignment at E. Market Street given the nature of other industrial structures already present in the near vicinity of the proposed location.

Park and Neighborhood Impacts

The Stakeholder Advisory Committee spent a lot of time discussing the impacts of a bridge at either location on Riverview Park and the nearby residential areas. Whether a bridge near a residential area is desirable or not is largely a matter of individual perspectives and priorities. What one person sees as a positive impact, someone else may see as a negative impact. If the bridge provides a resident with more direct access to a location of interest, they might see it as having a greater benefit, whereas a neighbor may see the same bridge as attracting additional disruption due to increased activity and changes in the natural environment.

The concerns that were raised through the Stakeholder Advisory Committee discussions include the additional strain to the parking infrastructure available in the area, additional vehicular traffic through the residential areas, especially along the narrow part of E. Market Street going into the Wool Factory development site, a desire and expectation that Riverview Park will be maintained as a natural area which would be disrupted by the bridge landing site being located at Riverview Park, and then the visual impact of the bridge landing site in proximity to Riverview Park.

Some of the impacts that were brought up as topics of concern are already existing issues, like the parking capacity and vehicular traffic along the curvy, narrow section of E. Market Street that has increased due to the development of the Wool Factory site. It is outside the scope of this bridge project to address the impacts that are currently being experienced, but the incremental impact of the bridge on the existing concerns can be considered. To the extent that it is appropriate, some mitigation measures could be implemented to help reduce negative impacts. These mitigation measures could include opportunities for landscaping or buffering the bridge at the Riverview Park side to minimize the visual disruption of the bridge to the local area, pavement markings and wayfinding signage could be considered at the E. Market Street site to improve pedestrian safety and encourage vehicles to use

Broadway to access the site. Decisions around these types of mitigation measures could be discussed at a later phase if project funding is approved.

Project Feasibility

The primary consideration for project feasibility is how well it will score through the SMART SCALE evaluation process compared to other projects submitted during the same round. As mentioned earlier, projects are evaluated based on several different measures and given a benefits score. The benefits score is then divided by the SMART SCALE-funded cost of the project (in \$10 millions) to determine the SMART SCALE score. If there is additional funding available for the project outside of SMART SCALE such as local contributions, only the amount of funding being requested from the SMART SCALE program will be included in the project cost for scoring purposes. The full scoring and evaluation methodology can be found in the [SMART SCALE Technical Guide](#).

The measures that are evaluated to determine the benefits score are listed below, including how much each of the measures contributes to the overall project score for the CA-MPO's area type (Category B):

- Safety – 20%
- Congestion Mitigation – 15%
- Accessibility – 25%
- Environmental Quality – 10%
- Economic Development – 20%
- Land Use Coordination – 10%

Because these two bridge alignments are so close together, the benefits scores are going to be very similar between the two locations, which means that the project cost is the biggest factor in influencing how well this project will score compared to other projects.

A review of Round 4 SMART SCALE applications showed that there were two projects that included pedestrian bridges, neither of which scored well enough to receive funding. One was in Covington City with a project cost of \$6.9 million and the other was in Petersburg City with a project cost of \$13.8 million. These projects were located in different SMART SCALE area types (the area type determines how much weight is given to the different evaluation measures) which did not benefit from land use scores, so it's not a perfect comparison of how successful this project may be. But comparatively, the bridge that is being proposed is going to be expensive compared to the most recently submitted pedestrian bridge projects. While this project is likely to receive higher benefits scores based on the density of the area that will be served by the bridge on both sides of the river (contributing to the land use and accessibility scores) and eligible economic development activity within the buffer area of 0.5 miles compared to these projects, there still needs to be significant consideration of the overall project cost and how it will impact the SMART SCALE score.

Stakeholder Advisory Committee Preference

At the meeting in February, after all of the factors had been discussed throughout the process of meeting over the previous months, the Stakeholder Advisory Committee members were asked to share their preference on the bridge alignment that should be developed into an application. Nine of the committee members were present that chose to share a preference. Of those nine, five preferred the Chesapeake Street alignment, and four preferred the E. Market Street alignment.

Public Meeting

CA-MPO staff held a public webinar on this project on February 22nd to share the information that was discussed with the Stakeholder Advisory Committee with the public. Questions and comments raised during the webinar included concerns about the overall project cost, project feasibility, community involvement in design considerations, questions about lighting, and a desire to focus on bike/ped projects other than this bridge.

At the end of the public meeting, attendees were given the opportunity to take two polls. The first poll asked the attendees which of the alignments they preferred, and the second poll asked attendees which design they preferred at each of the two locations.

Of the attendees that responded to the poll, there was a clear preference for the alignment at Chesapeake Street. There was also a stronger preference for the bridge design at the Chesapeake Street location. Attendees showed a stronger preference for the cable-stayed design at Chesapeake Street compared to the more divided preference for the E. Market Street alignment. At the E. Market Street alignment, the highest number of attendees stated that they preferred a standard truss bridge design, but only slightly.

This indicates that the attendees at the public meeting largely agreed with the discussion held with the Stakeholder Advisory Committee members regarding the design considerations especially at the Chesapeake Street location. There was a stronger preference for that alignment, and attendees also seemed to agree that the less visually heavy bridge design would be preferable at that location.

While there was less preference for the E. Market Street bridge alignment, attendees also supported the discussion held with the Stakeholder Advisory Committee that the location was more appropriate for a more industrial style bridge, which would not have the same level of disruption for the view and would be in character with the other industrial elements near the site.

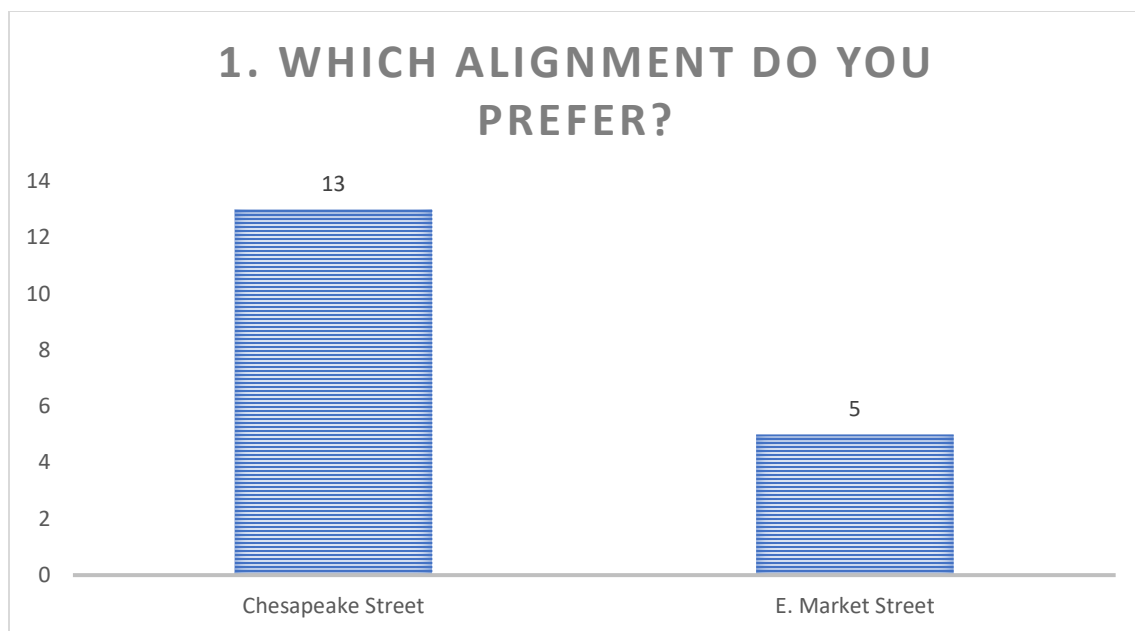


Figure 16. Alignment Preference Poll Results

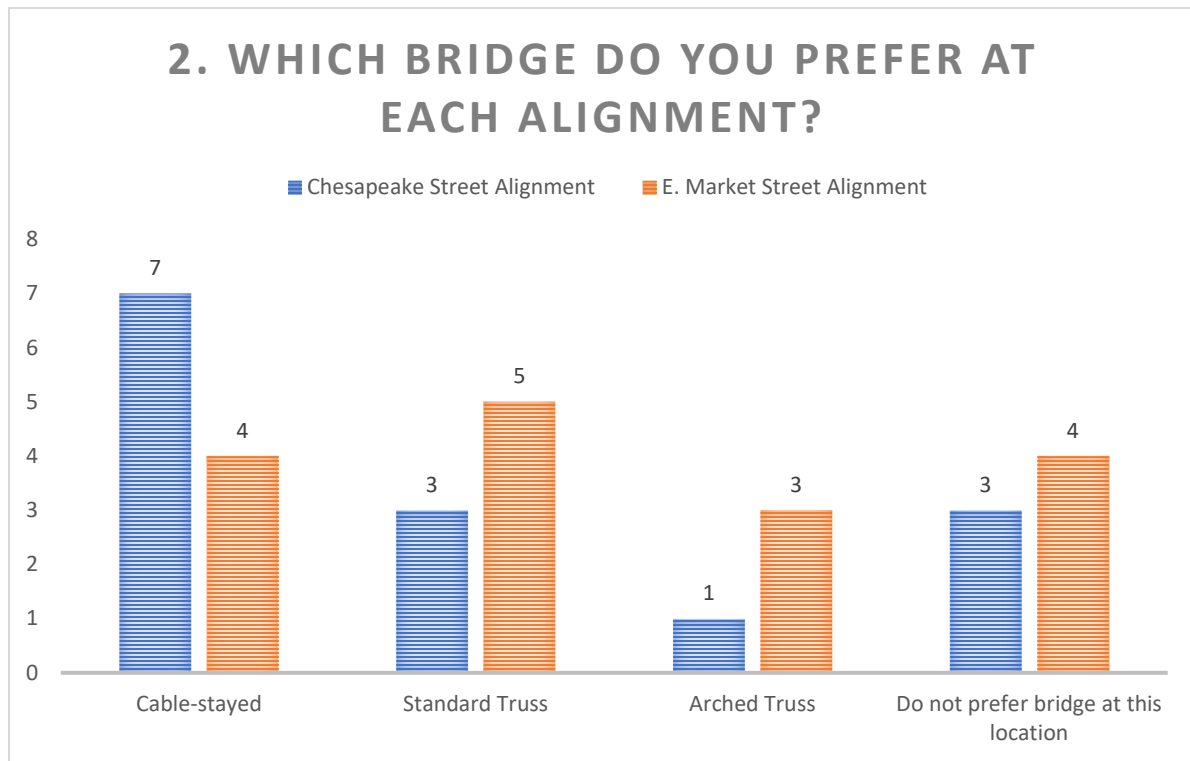


Figure 17. Bridge design preference poll

Survey Results

In addition to the Stakeholder Advisory Committee discussions and the public webinar, CA-MPO staff developed a survey using MetroQuest to determine the preferences and priorities from the more general public. The survey was disseminated through MPO and stakeholder committee contacts, on social media, through word of mouth, by local news media, and the MPO also sent out mailings to everyone within a half mile buffer of any of the landing sites. In total, the survey received 833 responses.

The survey was developed by CA-MPO staff in collaboration with state and local staff providing feedback and providing suggestions. The draft of the survey was sent to the Stakeholder Advisory Committee for additional review and feedback. To the extent possible, feedback was considered and incorporated into the development of the survey questions.

Priorities

The first question asked respondents to rank the importance of various factors in determining which alignment should be selected. Each factor included a short description to help respondents better understand what they were being asked to prioritize.

The screenshot displays a survey interface with a brown header and a vertical sidebar on the left labeled "PRIORITY RANKING". The main content area is titled "2 Share your priorities" and includes the instruction "Please rank 5 of the 11 items above the line in your preferred order." A horizontal dashed line separates the top 5 items from the rest of the list. Below the line, a prompt reads "↑ Order your top 5 items above this line ↑". The list of 11 items, each in a white rounded rectangle, is as follows:

- Project feasibility
- Pedestrian connectivity
- Minimizing flood impacts/resiliency
- Existing parking availability
- Increased recreational access
- Minimizing neighborhood impacts
- Transit service connections
- Aesthetics/Visual impact
- Residential neighborhood access
- Economic Development
- Maintain park as natural area

To the right of the list, a text box states: "Please drag 5 of the items above the line in your preferred order."

Figure 18. MetroQuest Survey: Priorities

The graph below shows the results from the question about priorities. Pedestrian connectivity was clearly identified by the public as the most important factor to consider based on the survey responses. Increased recreational access and maintaining the park as a natural area were the second and third highest priorities. Interestingly, economic development, described in the survey as making connections to job and service/retail centers, was the lowest priority identified by survey respondents.

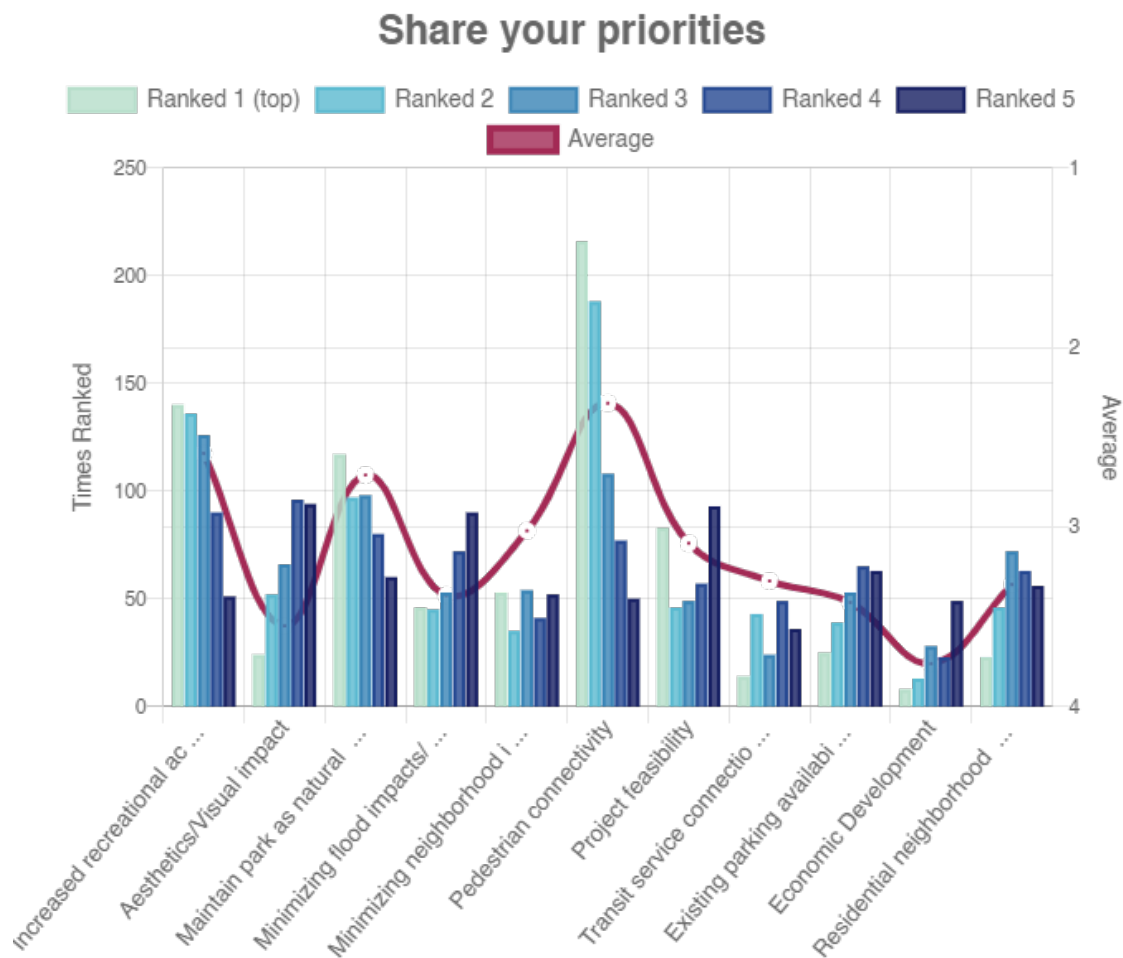


Figure 19. Community priorities

Here is a sample of comments that were included in the survey related to the priority rankings:

The park has sufficient traffic of walkers, runners, bikers, skateboarders, playgrounders with most arriving by car. Being the drop off for another destination will compound traffic and parking and increase demand to create more parking in currently green areas.

This has become more of a regional park, sometimes affecting its use as a neighborhood park. it is not a large enough park to add another activity and thus increase demand for parking and rest facilities.

I live on Chesapeake Street and deal with heavy traffic and limited parking everyday. I don't want to see either of those increased.

I live in the neighborhood (in Woolen Mills, just off Market Street) and feel strongly that we need MORE neighborhood impacts, not less. It's our duty as humans and citizens to allow more people to use and enjoy the spaces we love. Onward to the future.

I think a bridge at Riverview Park would revitalize that area in a big way. There are some nice houses right next to the park that will be nice regardless of what we build, but the houses further up on Riverside Avenue could really use some infrastructure made for their benefit. Let's spend the money where it's needed most.

We have a moral obligation to decrease the dependency on cars. I work in transportation research--the more infrastructure we build, the more likely it is that people will participate in non-traditional means of transport (i.e., walking or biking). So--build more!

Location Preference

The second survey question asked respondents to rate the two scenarios using a five star scale based on a map and a set of relative pros/cons that were provided. The Chesapeake Street alignment received an average of 3.98 stars, and the E. Market Street Alignment received an average of 3.40 stars, showing a clear public preference for the Chesapeake Street alignment.

The screenshot displays the survey interface for the Chesapeake Street Alignment. At the top, two tabs are visible: "Chesapeake Street Alignment" (selected) and "E. Market Street Alignment". Below the tabs, the Chesapeake Street Alignment is described: "This alignment would land on the west side of the Rivanna River at the end of Chesapeake Street near Riverview Park." To the right, a star rating system is shown with five stars and a comment icon. Below the description, a list of factors is presented with green arrows indicating positive impacts and red arrows indicating negative impacts. The factors are: Proximity to residences (green), Proximity to trails/parks (green), Proximity to employer (red), Proximity to retail sites (red), Existing sidewalk (green), Transit connections (green), Existing parking capacity (red), and Resiliency (red). A legend at the bottom indicates "Lower" (red) and "Higher" (green). To the right of the list, a map shows the proposed bridge and trail connection, with labels for Riverview Park, Chesapeake Street, E. Market Street, Wool Factory Development, Old Mills Trail, "State Farm Property", and Proposed Trail Connection.

Figure 20. MetroQuest Survey: Location Preference - Chesapeake Street

A sample of comments related to the Chesapeake Street connection are included below:

Would be very useful to connect the Rivanna Trail with the Old Mills Trail, creating a pedestrian loop. Has a good visual appeal as well, not too expensive, more direct, and larger streets.

This route will have a terrible impact on Riverview Park, which is already heavily used.

This will overrun one of the best parks in the city by overcrowding a single access point and reduce its appeal as a natural preserve.

In looking at the proposed location on the river, this seems like a more direct path across the Rivanna and thus maybe it would have less of an impact on the river. Either option, in my opinion, should rest as lightly as possible on the landscape and still provide needed connectivity and access.

I worry this access point will only increase the parking congestion at Riverview Park, but appreciate the connection to existing trails and parks.

I enjoy walking the Old Mills Trail and the trail from Riverview Park to Free Bridge, enjoying nature. This route would allow me to combine the two walks while avoiding residential and commercial areas.

My primary issue with this alignment is that it interferes with the existing view shed of the Rivanna from Riverview Park. I do think this alignment does a better job of lining up with existing parking and rec facilities.

IMO this offers the most logical place for the transit/bike/ped oriented location. This location will also allow folks from the city to take advantage of Darden Towe Park of which they share the cost with the county to maintain.



Figure 21. MetroQuest Survey: Location Preference - E. Market Street

Comments related to the E. Market Street alignment included:

This location serves the Wool Factory primarily and then it becomes an issue connecting to other points in the City or the trail network.

Much better option supporting access to economic development/employment/parking etc.

Not only is this trail way too expensive for its usefulness, it connects to a tiny drive that would have no way of supporting this bridge.

I am extremely against this proposal. That island is full of very interesting wildlife and is a unique place to look at birds and other similar things. I think that the bridge going over it would cause significant disruptions.

If a bridge at E. Market Street occurs, how well connected will it be with the River View Park. If there is also a dedicated trail connecting to River View Park then this option would be 5 stars.

This creates a holistically new river and trail access point, a major benefit when so much is concentrated today. It also is a cleaner bike / economic commuter path aligned to broader streets (Broadway) and commercial vectors (Wool Factory through Broadway to downtown)

I prefer the connectivity of this site over the Chesapeake Street alignment, but worry about its impact on the river. It is also very close to another pedestrian bridge that has already been constructed near the Wool Factory. What does this path offer that the existing path does not?

I like the connection between this site and historic use of this connection as a horse and pedestrian crossing!

I am not sure why it is important to be near retail nor existing parking locations. This bridge is not needed for a destination location. It is for residential connectivity and to help eliminate traffic. We don't need to bring more traffic to this area. No one is going to park and eat at a high dollar restaurant then to walk across the bridge to shop at Food Lion and the Dollar Tree.

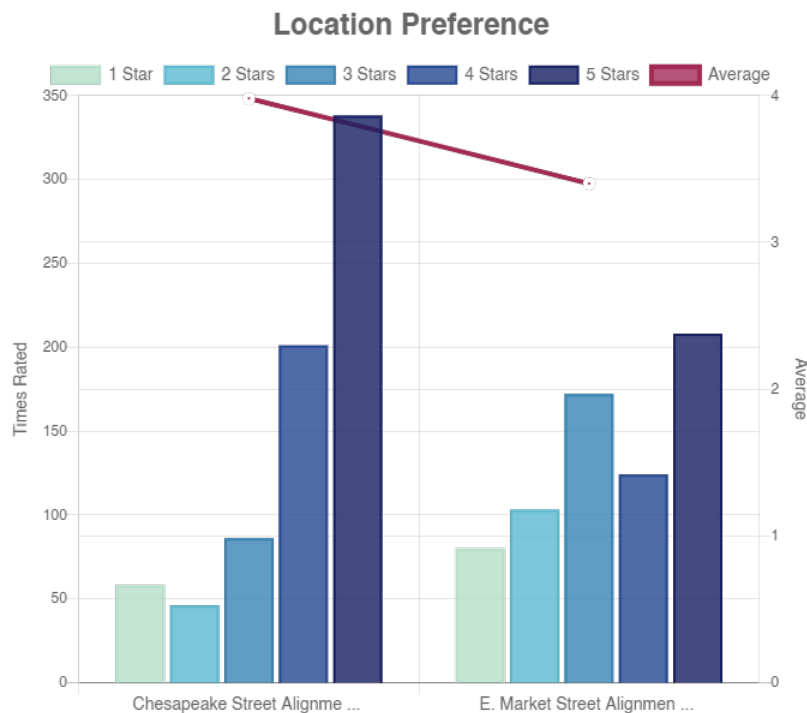


Figure 22. MetroQuest Survey: Location Preference Respondent Rankings

Design Preference

The next question asked respondents about their design preference for a bridge at each of the locations. For both alignments, there was a preference for the cable-stayed bridge design over the other two bridge designs.

Chesapeake Street Alignment

Chesapeake Street Alignment

Which of these bridge designs would you prefer to see crossing the Rivanna River at the Chesapeake Street location? Click on the information button beside "Chesapeake Street Alignment" for a reference map.

Click on the image you prefer.



Cable-Stayed Bridge



Arched Truss Bridge



Standard Truss Bridge

E. Market Street Alignment

Figure 23. MetroQuest Survey: Design Preference

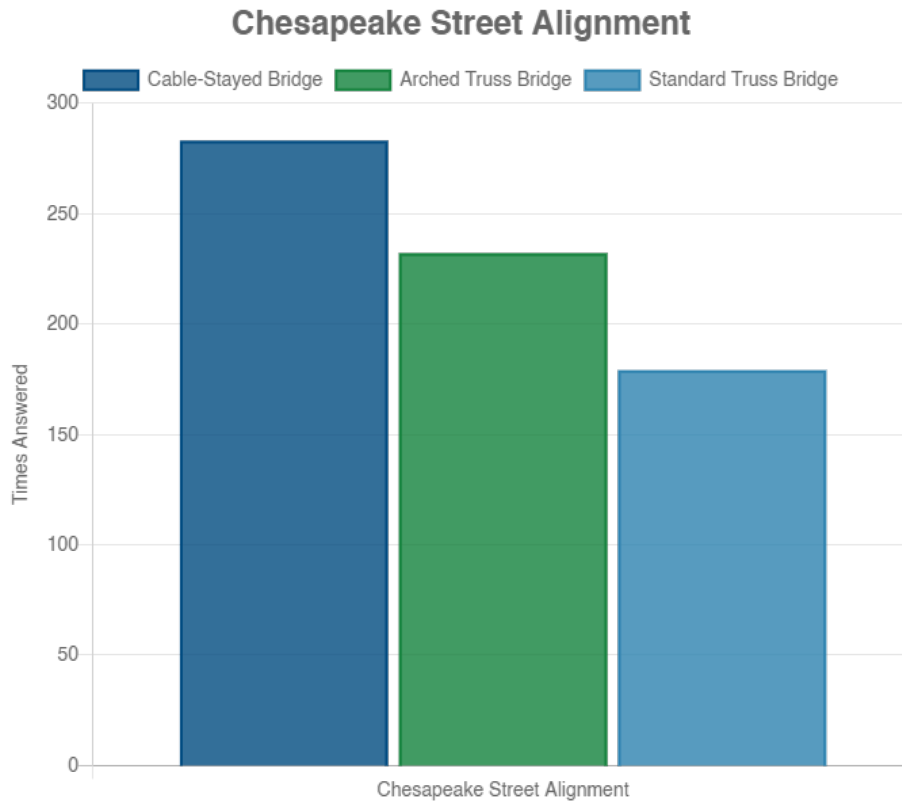


Figure 24. MetroQuest Survey: Design preference for Chesapeake Street

A sample of comments related to the design for the Chesapeake Street alignment are included below:

I love the look of the arched truss but I do feel like the cable stay bridge would be slightly less intrusive on the overall appearance of the area. I think long term maintenance requirements would be a more important factor.

A visually impactful bridge should be prioritized as this new element has a chance to become a new landmark and icon for the community.

Keep the design simple, low cost, and low profile.

I'm not sure that I care--whatever is cheapest in the long run. The cable bridge blends in with the background better, though (less chunky/view blocking).

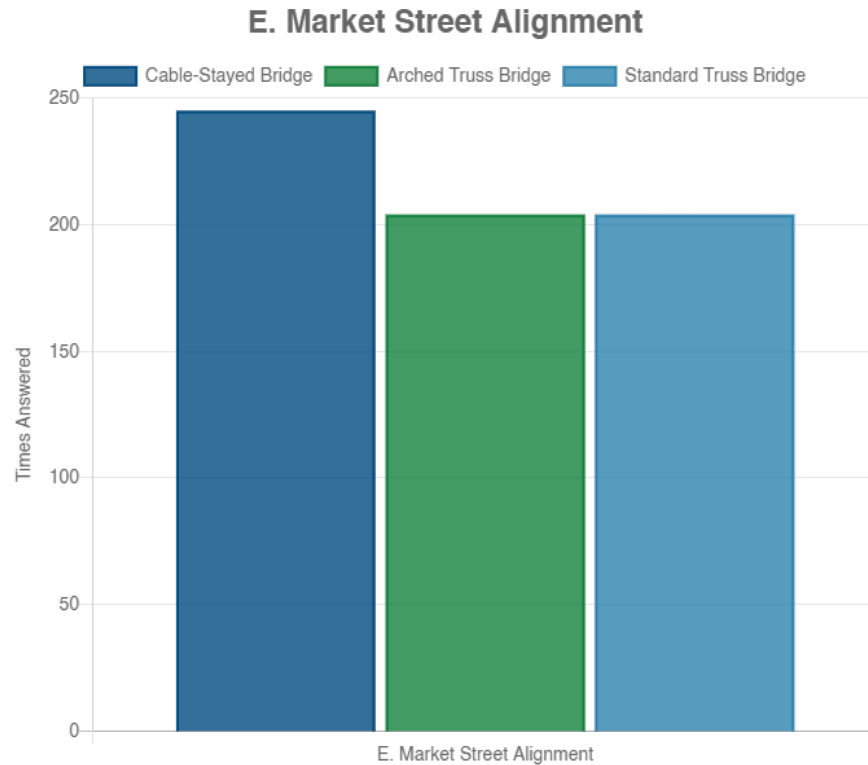


Figure 25. MetroQuest Survey: Design preference for E. Market Street

A sample of comments related to the design for the E. Market Street alignment are included below:

A standard truss bridge already exists at the E. Market Street site thus keeping with the same design create cohesiveness plus it is the least expensive option which should be a top priority for bridge design.

Keep the design simple, low cost, and low profile.

I am not as focused on the bridge design as the location.

I like this bridge type [standard truss] as it has a corollary in the proximate railroad trestle bridge near the Woolen Mill site. The cable stay bridge and the arched bridge seem too contrived.

While the cable-stayed bridge design was preferred at both locations, these responses and comments also seem to indicate some similar sentiments expressed by the Stakeholder Advisory Committee and at the public webinar that the design impacts are more significant at the Chesapeake Street location and there is stronger support for a more industrial style of bridge at the E. Market Street location.

Wrap Up Questions

The final set of questions was intended to better understand the users that were responding to the survey questions. In the wrap up questions, users were asked how they planned to use the bridge, from which side of the bridge their trip would originate, their race, and their household income level.

The first question shows the purposes that respondents planned to use the bridge. Respondents were able to select all uses that applied. 717 users indicated that they planned to use the bridge for recreation or exercise compared to 234 that planned to use it to access goods or services and 58 who stated they would use it to commute to or from work.

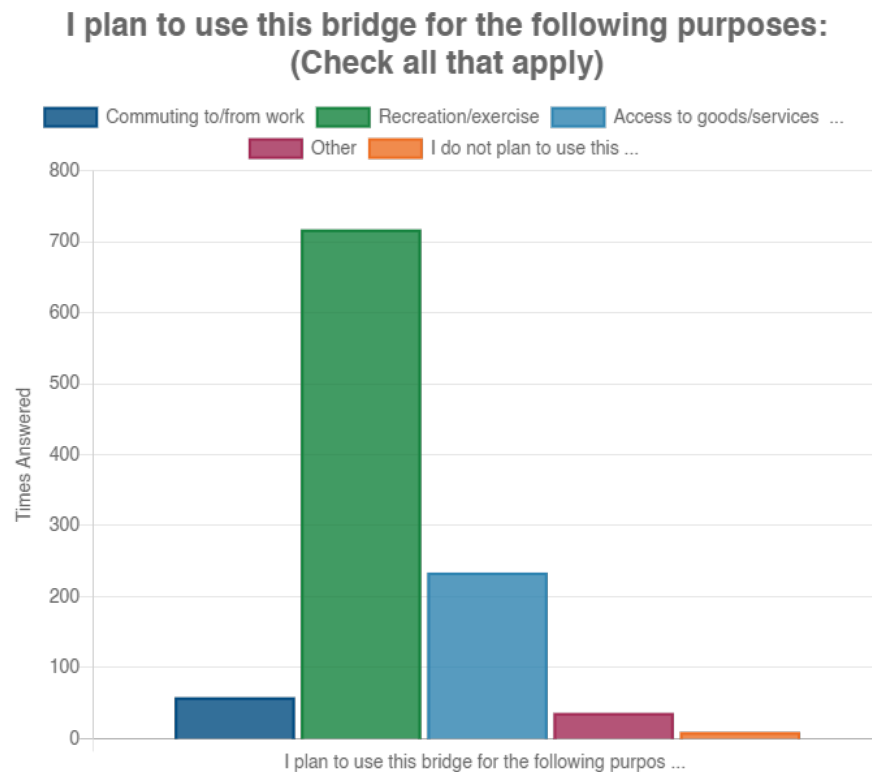


Figure 26. MetroQuest Survey: Purpose for using bridge

When asked about trip origin, 432 respondents indicated that they would be making a round trip starting from the Woolen Mills side of the bridge into Pantops compared to 144 making roundtrips in the opposite direction.

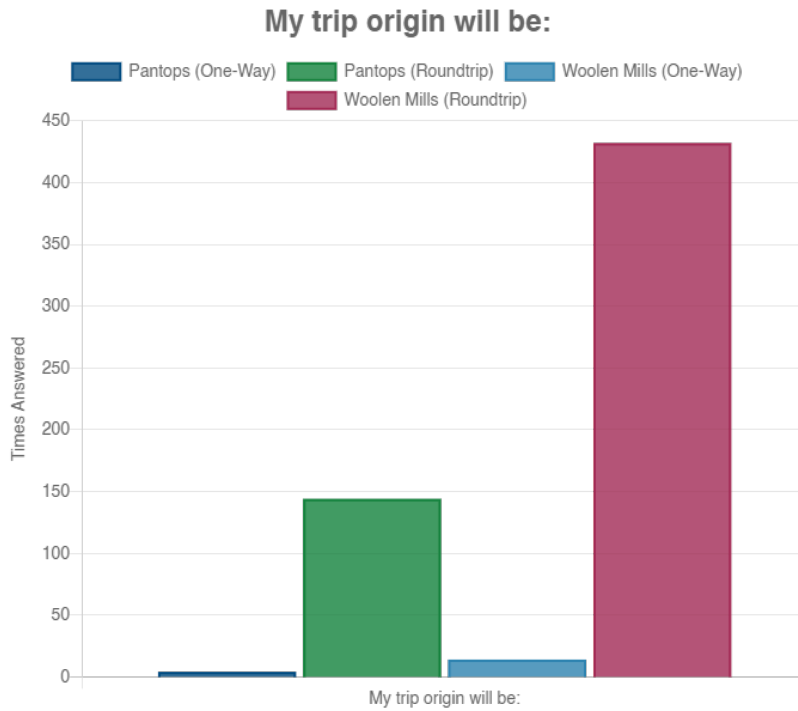


Figure 27. MetroQuest Survey: Trip origin

As seen in the graphs below, the respondent demographics were skewed towards white and higher income levels.

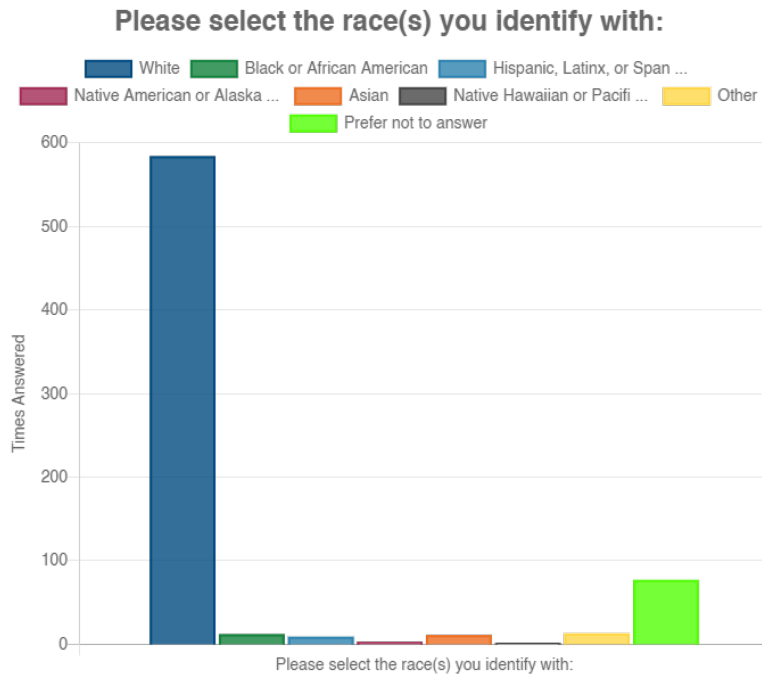


Figure 28. MetroQuest Survey: Race of respondent

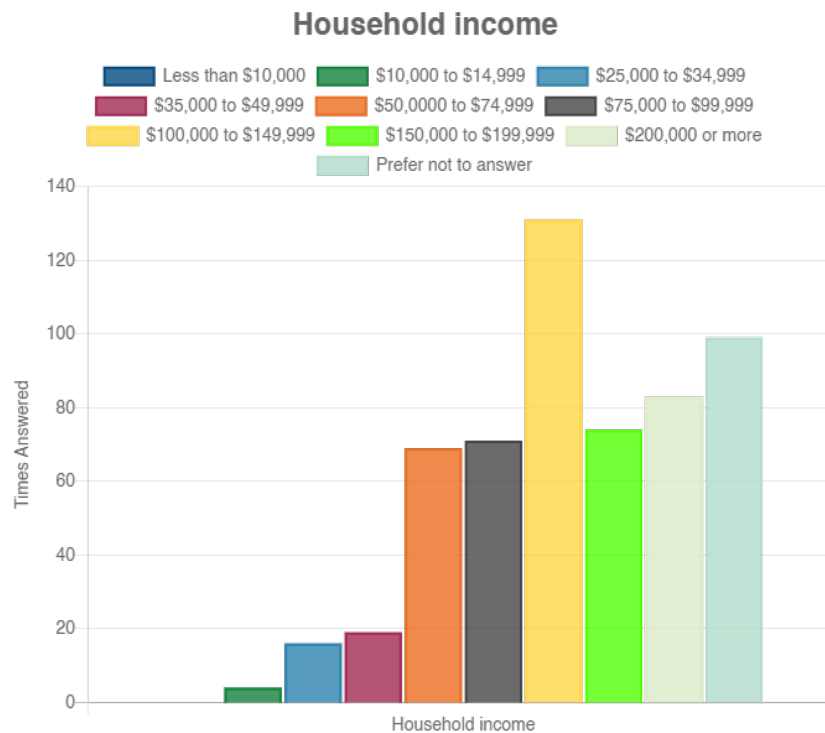


Figure 29. MetroQuest Survey: Respondent household income

Survey Findings

The survey data all supports the general public preference for the Chesapeake Street alignment. While casual discussions with individual members of the Stakeholder Advisory Committee included the advantage of the location at E. Market Street being the connection to entertainment, survey respondents indicated that was a lower priority for them than connections to other recreational amenities in the area and connecting to the existing pedestrian network. Survey respondents indicated that both of those priorities would be better supported by the Chesapeake Street alignment.

The third most important priority was maintaining Riverview Park as a natural area, so there is some tension between potentially placing a bridge at this location and the goal of maintaining the park as a naturalized area. The current location where this alignment would land is in an open, unused portion of the park. Opportunities to replant the area is limited due to underground RWSA infrastructure that cannot be removed and there are no set plans for this portion of the park at this time, although Charlottesville Parks and Recreation staff are having ongoing conversations about potential opportunities. Some of the impacts from the placement of a bridge at this location could be offset by thoughtful buffering and landscaping to be considered if funding for the bridge is secured.

	Chesapeake Street Alignment	E. Market Street Alignment
ADA Accessibility	No identified Issues with ADA Accessibility in feasibility study	Trail as identified in the feasibility study would not meet ADA requirements. Would need to be reconfigured which may add additional cost. Users would have to navigate from bridge landing at Wool Factory up a steep incline to access the larger transportation network through Broadway.
Trail Connectivity	Connect to Rivanna Trail at Riverview Park. Facilitates a trail loop across bridge to Old Mills Trail	Connects to Rivanna Trail at Wool Factory. Facilitates a trail loop across bridge to Old Mills Trail, but would require some additional on-road travel to travel from Riverview Park to Wool Factory
Utility Impacts	RWSA wastewater interceptor runs through this area. Project would have to be constructed to avoid existing infrastructure	RWSA infrastructure does not present an obstacle at this location.
Floodplain/Resiliency	Feasibility study estimates that this alignment would be 40' above normal water levels/15' above 100-year floodplain; full analysis would have to be conducted early in the engineering process to determine any potential impacts that would need to be mitigated.	Feasibility study estimates that this alignment would be 25' above normal water levels/1' above 100-year floodplain; full analysis would have to be conducted early in the engineering process to determine any potential impacts that would need to be mitigated; also states that this location is likely to have greater impact on floodway.
Neighborhood Impacts	Existing parking shortage at Riverview Park already adds stress to existing neighborhoods.	Existing concerns about vehicular traffic accessing the Wool Factory site down E. Market Street. Bridge location could compound existing issues; Mitigation measures could be implemented to reduce impacts, but would need to be considered beyond the scope of the bridge project itself.
Park Impacts	Existing parking shortage at Riverview Park could be further compounded; Desire for park to remain in a natural state and not be over-recreated; Would require the removal of some of the existing vegetation and "open" up the park more. Buffering and landscaping could be implemented as part of project to provide some mitigation of potential impacts.	Would not impact Riverview Park directly
Visual Impact	Would be located on a more open stretch of the river. Would have more significant impact on the visual experience of being on the River at this location. Could be a pro or a con.	Located near a bend in the river that would not be as visible along the river corridor. Less visual impact.
Environmental/Water Quality	Streambank restoration project planned near this location, but would not directly interfere. No identified sensitive ecological areas.	Litter maintenance may be more challenging due to a pier located on the "sediment" island that will be more challenging to access. No identified sensitive ecological areas.
Water Safety/Recreational Use of River	Both projects would disrupt recreational use of river during construction; no piers directly in water to present obstacles that would have to be navigated around for recreational water uses.	Both projects would disrupt recreational use of river during construction; no piers directly in water to present obstacles that would have to be navigated around for recreational water uses.
Transit Access	Existing access is already in closer proximity to this landing location; network is more conducive to facilitation transit access near this site in the future.	Existing access is slightly farther away from this existing landing site; narrow street indicates that there is less likelihood that transit could provide future access in close proximity to this landing site.
Parking availability	Parking capacity is an existing issue at this site already; additional parking on the Pantops side of the river could help alleviate parking demand at Riverview Park, as well as improving transit access at the site; mitigation needs to be considered regardless of the location of this project.	10 spaces designated for recreational users; abundant off-peak hour parking available at this site.
Economic development	Bridge does not connect directly to employment centers or retail/service establishments in Woolen Mills.	Bridge connects directly to employment centers and retail/service establishments at the Wool Factory development site.
Network Connectivity	Connects to Chesapeake Street, which has a continuous sidewalk on one side of the road into the downtown Charlottesville area; no designated bike infrastructure.	Would provide connectivity through a public use easement through the Wool Factory development site or up E. Market Street; no dedicated bike/ped infrastructure in the near vicinity.
Project Cost	~\$11.3 million	~\$15.3 million

Memorandum

To: CA-MPO-Committees
From: Lucinda Shannon, Senior Regional Planner
Date: March 14, 2021
Subject: Adjustments to the Transportation Improvement Program (TIP) FY21-24

Purpose: To inform CA-MPO Committees about adjustments made to the TIP.

Summary: The following adjustment was made to the TIP in March 2022.

Preventative Maintenance & System Preservation and the Preventative Maintenance for Bridge Groupings were updated in March 2022. \$250,000 was moved from the Preventative Maintenance for Bridge Grouping to the Preventative Maintenance & System Preservation Grouping. This transfer is to account for additional actual obligations this year for the State of Good Repair project for the Dairy Road over the 250 Bypass.

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