

AGENDA

Join Zoom Meeting

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Meeting ID: 835 4317 4168 Passcode: 639970 Dial in: 1-646-558-8656

Item	Time†	Description
1	4:00 – 4:05	Call to Order & Attendance
2	4:05-4:10	Matters from the Public: limit of 3 minutes per speaker Public are welcome to provide comment on any transportation-related topic, including the items listed on this agenda, and/or comment <u>during items</u> marked with an *
3	4:10-4:15	General Administration * - Sandy Shackelford, CA-MPO - Review and Acceptance of the Agenda* - Approval of January 25, 2024 Meeting Minutes*
4	4:15-4:35	US 29 and Fontaine Avenue Interchange Improvements Project * – Sean Nelson, VDOT - Updates on Operations Analysis of Alternative Concepts - Discussion and selection of preferred project alternative
5	4:35-4:45	Approval of Safety Targets* – Sandy Shackelford, CA-MPO Safety Targets Memo
6	4:45-5:00	SMART SCALE Round 6 Project Selection Updates – Sandy Shackelford, CA-MPO - Project Pipeline Studies Updates – Chuck Proctor, VDOT - Application development
7	5:00-5:15	FY25 Proposed Unified Planning Work Program – Sandy Shackelford, CA-MPO - Draft Projects - Discussion
8	5:15-5:40	Moving Toward 2050 – Sandy Shackelford, CA-MPO - Priority Project Identification - Discussion
9	5:40-5:45	Staff Updates - Move Safely Blue Ridge – Curtis Scarpignato - Mobility Management – Lucinda Shannon
10	5:45-5:55	Roundtable Updates
11	5:55-6:00	Additional Matters from the Public Members of the Public are welcome to provide comment (limit of 3 minutes per speaker)
12	6:00pm	Adjourn

† Times are approximate * Requires a vote of the Board

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VOTING MEMBERS
Ann Mallek, Albemarle
Ned Gallaway, Albemarle
Brian Pinkston, Charlottesville
Natalie Oschrein, Charlottesville
Sean Nelson, VDOT
Stacy Londrey, VDOT (alternate)
NON-VOTING MEMBERS
Mike Murphy, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Daniel Wagner, DRPT
Steven Minor, FHWA
Daniel Koenig, FTA
Lee Kondor, CTAC
Christine Jacobs, TJPDC

MPO Policy Board Meeting

Minutes, January 24, 2024

DRAFT

Video of the meeting can be found here:

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

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
Natalie Oschrein, Charlottesville	x	Sara Pennington, Rideshare	
Sean Nelson, VDOT *	x	Curtis Scarpignato, TJPDC	x
Stacy Londrey, VDOT (alternate)		Ruth Emerick, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Jason Espie, Jaunt	x	Sean Tubbs *	x
Sandy Shackelford, TJPDC	x	Neil Williamson *	x
Julia Monteith, UVA	x	Paul Grady *	x
Garland Williams, CAT *	x	Daniel Koenig *	x
Paige DeBold, FHWA *	x	Ben Chambers, City of Charlottesville	X
Dan Koenig, FTA		Alberic Karina-Plun, Albemarle	X
Lee Kondor, CTAC *	x	Jessica Hersh-Ballering, Albemarle	X
Chuck Proctor, VDOT *	x	Peter Krebs, Piedmont Environmental Council	X
Tiffany Dubinsky, DRPT *	x	Kevin McDermott, Albemarle *	x
		Michael Barnes, Albemarle	x

* attended online via Zoom

1. CALL TO ORDER (0:00)

The MPO Policy Board Chair, Mr. Brian Pinkston, presided and called the meeting to order at 4:01 a.m. Sandy Shackelford called roll.

2. MATTERS FROM THE PUBLIC (MINUTE 1:30)

a. Comments by the Public:

Paul Grady, a citizen who lives just outside of Crozet, presented the board with an option for a revenue sharing project in November between Albemarle County, UVA, and VDOT that involved Leonard Sandridge Road. He said it is an important project and should not be “put on a shelf” like the other ideas he has brought to the board in the last 25 years. He continued by saying he has a second revenue sharing project between Kroger, the City, and VDOT that would build a portion of Hillsdale Drive between Hydraulic Road and Holiday Drive. He continued by elaborating on how that could be possible. He also noted that he thought the maximum amount of money that VDOT contributed to revenue sharing projects needs to be raised substantially. He said if localities are willing to pay half of the project, then VDOT should be allowed to pay the other half without restrictions.



Lee Kondor said he had offered an alternative design for 29 North ramp to I-64 that doesn't impact Fontaine Avenue and doesn't require traffic to cross the southbound US29 lane. He sent a copy to Sean Nelson and said he could mention it if he would like during the meeting.

Peter Krebs invited the Board to sign up for the Active Mobility Summit to be held on March 21. It is open to all who are interested in a more connected community. It is at the Wool Factory. There will be breakfast and lunch provided. There will be a special focus on the Blue Ridge safety action plan. There will be collaborative work sessions. Please sign up at www.PECVA.org/mobilitysummit. There will be a meeting next Tuesday at 4:00 pm at the Water Street Center if you want to get involved.

b. Comments provided via email, online, web site, etc.: None.

3. GENERAL ADMINISTRATION* (MINUTE 6:55)

Introduction of new members

Natalie Oschrein introduced herself. Jason Espie, with Jaunt, is a new member but was not present at that time.

Review and Acceptance of the Agenda

Motion/Action: Ann Mallek made a motion to approve the agenda as amended, Ned Gallaway seconded the motion and the motion passed unanimously.

Approval of the December 11 Meeting Minutes

Motion/Action: Ann Mallek made a motion to approve the minutes. Ned Gallaway seconded the motion and the motion passed unanimously with Ned Gallaway abstaining.

4. OFFICER ELECTIONS (MINUTE 9:30)

Ms. Shackelford noted that the nominating committee, Julia Monteith, Sean Nelson, and Ann Mallek, recommended that Ned Gallaway be nominated as the new Chair. They also recommended Brian Pinkston as Vice Chair. There were no other nominations from the floor.

Motion/Action: Ann Mallek made a motion to approve the nomination of Ned Gallaway as Chair. Brian Pinkston seconded, and the motion was carried unanimously.

Motion/Action: Ann Mallek made a motion to approve the nomination of Brian Pinkston as Vice Chair. Natalie Oschrein seconded, and the motion was carried unanimously.

5. MEETING SCHEDULE FOR 2024 (MINUTE 12:04)

Ms. Shackelford reviewed the altered meeting schedule for calendar year 2024. She also asked the Board to consider whether they would like to keep monthly meetings after the Long-Range Transportation Plan is approved or switch to meetings every other month. There was a discussion about dates that worked for all the committee meetings.

Mr. Gallaway suggested to leave the meeting schedule as every month and if the meeting needs to be cancelled for lack of action items or content, that decision can be made prior to the meeting for that month.

The consensus was reached to have the March meeting on the 26th at 4:00 p.m. It was also approved that December 3rd would be the meeting for both November and December due to conflicts with holidays. The December meeting will be revisited in the summer to make sure that the date still works for everyone.

Motion/Action: Brian Pinkston made a motion to approve the dates as proposed on the agenda with the

March meeting scheduled for the 26th and the December meeting tentatively scheduled for the 3rd. Ann Mallek seconded the motion and the motion was carried unanimously.

5. RESOLUTION OF SUPPORT FOR RIVANNA RIVER BICYCLE AND PEDESTRIAN BRIDGE RAISE GRANT APPLICATION (MINUTE 18:15)

Ms. Shackelford gave a background on the Rivanna River Bicycle and Pedestrian Bridge RAISE grant. She explained the application process and the proposed project scope.

Motion/Action: Ann Mallek made a motion to provide a resolution of support for the RAISE grant as presented. Brian Pinkston seconded the motion and the motion passed unanimously.

6. VDOT PROJECT PIPELINE UPDATES (MINUTE 25:50)

Chuck Proctor and Sean Nelson gave a brief update on the numerous pipeline projects. Mr. Nelson noted that VDOT hopes to get viable projects for the MPO or other localities for Smart Scale applications in the future.

7. SMART SCALE ROUND 6 PROJECT SELECTION (MINUTE 29:20)

Ms. Shackelford reviewed the potential eligible MPO projects, including the diverging diamond interchange (DDI) at I-64/5th Street (Exit 120), Hillsdale South Extension, Round 5 pipeline studies (Peter Jefferson Parkway/Rolkin Road improvements and Louisa Road/Milton Road improvements). She also reviewed the two VDOT pipeline projects as well but noted that the MPO would be limited to either submitting an entire package of projects as identified in the pipeline process or just submitting applications for eligible elements from those pipeline studies.

There was a discussion about which projects to have the MPO submit for Round 6. Mr. Proctor noted that five pre-applications are allowed to be submitted, and then when it is time for full applications to be submitted, you can drop the one that seems like it would score the lowest.

8. US29 AND FONTAINE AVENUE INTERCHANGE IMPROVEMENTS PROJECT DISCUSSION (MINUTE 49:40)

Ms. Shackelford gave background on the project before handing the discussion over to Sean Nelson.

Mr. Nelson presented the committee with the US29 and Fontaine Avenue Interchange Improvements Project. He shared the feedback from the community about the current design. There was a discussion about getting clarification about the design.

He continued by providing the alternatives development created by consulting firm Michael Baker and there was discussion about alternatives and clarifications given. Ms. Jacobs summarized by stating the options. The first is to leave it the way it is. The second is if there is a change to the project, it would be scored the way it was scored the first time it was submitted, not under the new scoring metrics just adopted by the CTB. The third option is to reject all the projects reviewed so far, not receive the funding, and go back to the “drawing board.” The project would be resubmitted under the new CTB rules for Smart Scale, knowing that some of the aspects that made it competitive in Round 4 may not make it competitive now.

Mr. Nelson said he will need to hear from the Policy Board about the direction in which to move by the end of February.

9. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND MODIFICATIONS (MINUTE 1:45:15)

Ms. Shackelford gave an explanation of the TIP. The first TIP amendment updates the financial allocation for FY24 for the replacement rolling stock amount that CAT has received. As they receive rolling stock funding allocations earlier than originally anticipated, they adjust what they will be spending in the future.

The second TIP amendment is a new TIP block being proposed by CAT for a capital improvement project, adding an operations annex to their current facility, and improvements to the administrative offices. There is funding allocated in 2024, none in 2025 and those projects would begin in 2026.

The third TIP amendment is the inclusion of the federal money for TJPDC's new Mobility Management Project.

The fourth through tenth TIP amendments remove boxes referencing Jaunt spending allocations since Jaunt is not a direct recipient of federal funding, therefore, they do not need to be programmed into the MPO's TIP.

Motion/Action: Ann Mallek made a motion to accept the amendments and modifications to the TIP. Brian Pinkston seconded, and the motion passed unanimously.

10. MOVING TOWARD 2050 (MINUTE 1:50:35)

Ms. Shackelford reviewed the needs prioritization outputs including evaluation metrics. She noted that these needs prioritization was based solely on data, but she said staff will be going back through public feedback they received to see if there are additional needs. They will also be looking at PSI locations and the Travel Demand Model separately to determine if there are additional needs.

She continued by explaining the different levels of the needs identified in the study.

She noted the next steps which include committee members providing feedback on the needs outputs presented, comparing the needs prioritization data outputs to public feedback, determining candidate projects that meet needs, creating a short list of candidate projects for consideration in the long-range plan, identifying gaps between needs/candidate projects developed, and scheduling stakeholder meetings to review initial findings.

11. STAFF UPDATES (1:58:02)

Section 5310 Mobility Management Grant Application

Lucinda Shannon reported that she is applying for funding for the Mobility Management Program that started on January 1. The toll-free number is in place. People are getting assistance through JABA's counselors. She said she is applying for funding for 2025 to add a staff person for the program.

Regional Safety Summit

Curtis Scarpignato briefly gave an update on the Regional Safety Summit and thanked both Councilor Pinkston and Jessica Hersh-Ballering for coming. He said staff will be going to all of the jurisdictions in the coming weeks to seek letters of commitment as part of the requirement of the grant.

12. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:59:42)

None.

The meeting was adjourned at 6:00 p.m.

The next meeting will be on February 28, 2024 at 4:00 p.m. at the Water Street Center.

Memorandum

To: MPO Committees
From: Sandy Shackelford, Director of Planning and Transportation
Date: February 22, 2024
Reference: Fontaine Interchange Improvement – SMART SCALE Round 4

Purpose:

In Round 4 of SMART SCALE, the Charlottesville-Albemarle MPO submitted an application for a displaced left turn at Fontaine Avenue that was awarded for funding. The original concept for this interchange was a Diverging Diamond Interchange (DDI). However, the DDI had been submitted in previous rounds of SMART SCALE and had not scored well enough to be funded. Therefore, VDOT worked with consultants to develop the displaced left turn as a less expensive alternative in an effort to secure funding for the project. While the MPO Policy Board and Albemarle County Board of Supervisors agreed to move forward with the application, the City, the County, and the Policy Board had reservations in the design as evidenced by documented comments from the Policy Board of preferences for the DDI and concerns for the displaced left turn concept expressed by both the University of Virginia (UVA) and the City of Charlottesville.

In an effort to assess some of the concerns and prior to beginning construction on the project, VDOT worked with a consultant team to explore other options that could potentially be implemented within the award amount funded.

Discussion:

Background

The primary objective of the project as documented in MPO meeting minutes was to address the westbound turning movement from 29 North to I-64. The overall concept of the funded project was to close the left turn movement from 29 North to I-64 westbound and redirect the traffic making that movement through the Fontaine Interchange. Vehicles wishing to access I-64 west bound from 29 North would take the Fontaine exit and have a protected left-turn movement to make a U-turn back onto 29 South in order to access I-64 west (see Figure 1).

All other vehicles would turn right onto Fontaine Avenue. For those vehicles wishing to travel west onto Fontaine Avenue or stay straight to get back onto 29 North, they would turn right off of the exit and make a U-turn at Ray C. Hunt Drive (see Figure 2). Any vehicle traveling along Fontaine Avenue from the west of the interchange wishing to access 29 northbound would also need to go through the interchange to make the U-turn at Ray C. Hunt Drive. To accommodate commercial vehicles, a bulb out was planned to ensure that large vehicles could facilitate that turn.

The proposed project included a shared use path to facilitate bicycle and pedestrian access across the interchange.

Both the City of Charlottesville and UVA expressed concerns related to this alternative design when it was proposed.

Primary concerns included:

- The City of Charlottesville was working to make Fontaine Avenue more pedestrian-friendly. The proposed changes would direct interstate traffic onto a local road, including high volumes of truck traffic.
- The Rivanna Trail has connections on both sides of Fontaine Avenue. Additional interstate traffic will make it less safe for trail users to cross Fontaine. Additional pedestrian accommodations such as pedestrian lighting, curb extensions/pedestrian refuges, green space/landscaping/buffering were requested to provide a more cohesive connection to the Fontaine Streetscape project that was initiated by the City.
- The growth scenarios used to evaluate the alternatives were not reflective of planned development by the University, and the proposed project therefore may not provide the benefits that were estimated during the alternatives analysis.

- Local traffic along Fontaine Avenue is expected to increase along with planned development and additional growth at the Fontaine Research Park, which would enter the research park at the Ray C. Hunt intersection leading to additional concerns with the additional traffic navigating through the Ray C. Hunt intersection.

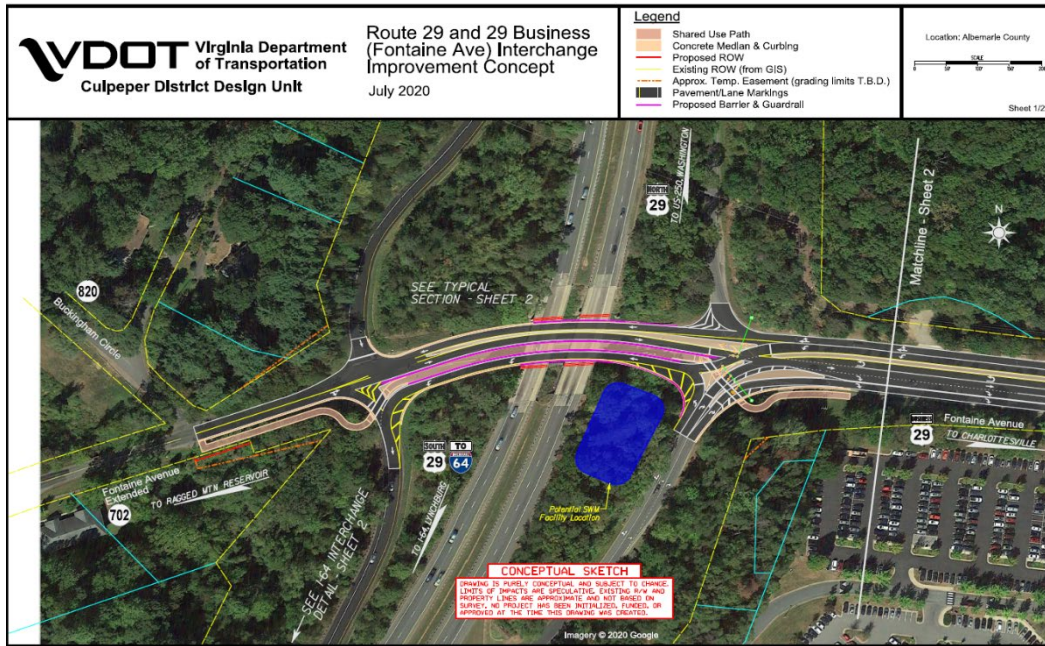


Figure 1

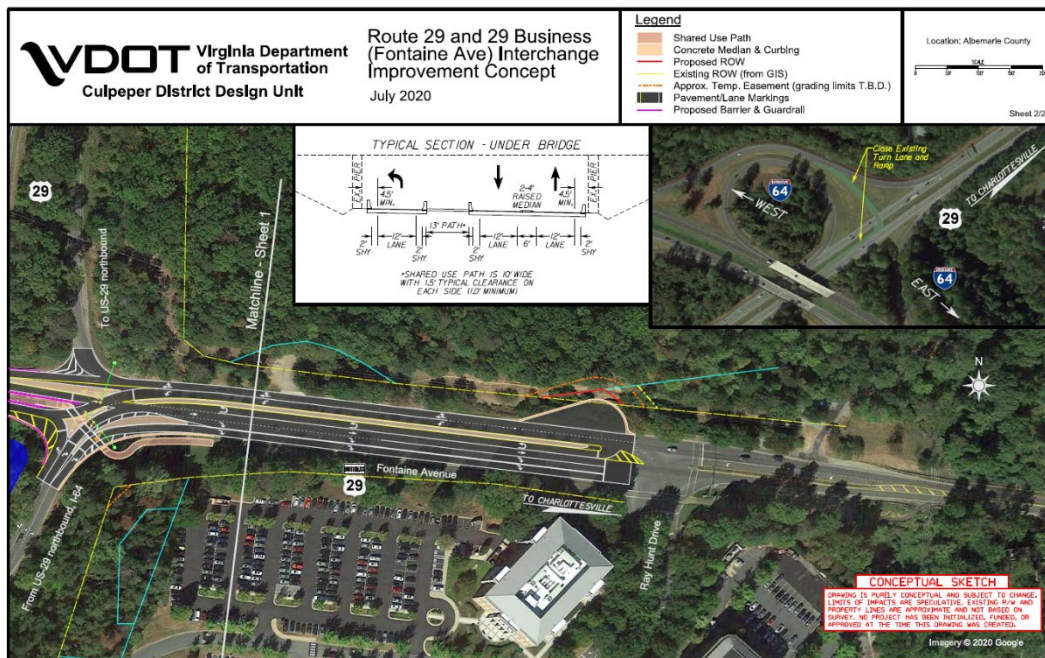


Figure 2

Prior to moving forward with the project as scoped, VDOT worked with a consultant team to evaluate some additional alternatives based on the following factors:

- The cost of any of the alternatives was to remain within the funding amount awarded through SMART SCALE Round 4.
- If the scope of a project awarded through SMART SCALE changes, the project must be re-scored based on the criteria it was originally scored with to ensure that it meets the benefit requirements to receive funding through its awarded round. The Fontaine Avenue project received most of its score from the land use benefits which is primarily due to the inclusion of the shared use path component. As long as the shared use path is included, the benefit score of the rescored project would be high enough for scope adjustments to be made.

Round 4 SMART SCALE Score:

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Factor Value	5.6	5.9	0.1	1.1	0	86.1
Weighted Factor Value	0.9	1.2	0.0	0.2	0.0	8.6
Project Benefit	10.9					
SMART SCALE COST	\$12,374,620					
SMART SCALE Score	8.8					

Alternatives

The following alternatives to the displaced left turn were reviewed, but ultimately ruled out from further consideration:

- Roundabouts – cost and operations
- Diverging Diamond Interchange – cost
- Continuous Green-T Intersection – cost and operations

The remaining alternatives for the interchange include:

- Displaced Left Turn (existing concept)
- Conventional Intersections

There are three conventional intersection designs that are currently under consideration by VDOT. Each of those include signaling the ramps between 29 and Fontaine Avenue with some additional lane reconfigurations. Those concepts are included as Attachment A and will be reviewed in more detail during the meetings. The primary benefits of these alternatives is to improve traffic operations along Fontaine Avenue itself. However, it is important to note that none of the new alternatives address the left turn movement from 29 northbound to I-64 westbound, which was a stated primary objective for pursuing this project.

Options

Several options remain for how to move the project forward, to include:

1. Move forward with the existing project as scoped.
2. Pull the project (and therefore decline awarded funding) and reapply for the full diverging diamond interchange improvement or another preferred alternative for the project.
3. Pursue one of the conventional intersection configurations proposed by VDOT and their consultant team. Preliminary results of the analysis of operations determining if the 29NB to 64 WB movements can be accommodated with any the conventional intersection configurations indicate that the interchange would function at an acceptable level of service at least through 2045. Additional information may be provided during the discussion at the MPO Policy Board meeting.

Factors for consideration

- There is no alternative to address the left turn movement from 29 northbound to I-64 westbound that do not involve redirecting those movements through the Fontaine Avenue interchange currently developed. VDOT is considering undertaking a STARS study to identify longer term solutions, but any information regarding potential designs or costs are unknown at this time.
- It is difficult to assess whether any solutions to address the left turn movement by itself would be competitive for funding through SMART SCALE. Based on the existing information available, it would not appear to garnish sufficient SMART SCALE benefit points.
- The primary SMART SCALE benefit for the project came from the land use scoring factor, which resulted from the shared use path along Fontaine Avenue. The Commonwealth Transportation Board's decision to eliminate the land use scoring factor from the SMART SCALE scoring criteria could have significant impacts for the competitiveness of this project if submitted in future funding rounds. It is possible that recently adopted changes to the Economic Development measurements could provide some additional project benefits through SMART SCALE, but it is difficult to assess whether this is likely until there is data on this scoring process through the first round using the new methodology. Pulling the project and reapplying runs the risk that the project will not receive any funding in future rounds.

Actions: Staff is seeking a recommendation on the preferred alternative for consideration by the MPO Policy Board. Action on the desired direction will be requested at the MPO Policy Board meeting in February.

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: February 21, 2024
Reference: Charlottesville-Albemarle MPO Safety Targets

Purpose:

The Moving Ahead for Progress in the 21st Century Act, MAP-21, signed into law in 2012, established requirements for states to develop performance measures that would align with nationally established performance goals and be used to direct resources in projects that support the achievement of the national goals, which are listed below.

Table 1. National Performance Goals

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

The U.S. Secretary of Transportation, in consultation with States, MPOs and other stakeholders, establishes performance measures in the following areas:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS

- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Within one year of the DOT final rule on the established performance measures, States must establish their performance targets in support of those measures. Within 180 days of the States' establishment of their targets, MPOs are required to also establish performance targets that support the State and National targets where applicable.

Background:

In establishing the MPO's performance targets, the MPO is committing to pursuing projects and objectives that support the adopted targets. Because VDOT maintains the majority of the transportation infrastructure and sets priorities for ongoing infrastructure maintenance and repair and establishes the prioritization process for approving new transportation infrastructure, the MPO has generally adopted the state's targets. The targets are developed using a data-driven process.

Safety Performance Targets

The safety targets are established annually. Based on the projected safety outcomes developed using the state's model-based approach, the targets that the state has set indicate that the number of fatalities will continue to increase and that the number of serious injuries will show a very minor decline, reflecting almost stagnant change from previous years.

In response to these anticipated outcomes, the Commonwealth Transportation Board has adopted aspirational performance goals reflecting the stated goals of the 2022-2026 Strategic Highway Safety Plan of reducing fatalities and serious injuries by two percent per year and directing the Office of Intermodal Planning & Investment, VDOT, and the Department of Motor Vehicles to evaluate and identify actionable strategies to improve safety performance and evaluate how such strategies will help to achieve the aspirational safety performance goals.

VDOT has provided a workbook to assist the MPOs in understanding the local trends in developing and establishing safety targets. Regardless of the safety target that is adopted for the Charlottesville-Albemarle MPO area, prioritizing projects that promote safe travel has been and will continue to be of the utmost importance. The MPO continues to pursue projects that will promote safe travel through our regional network, and is actively engaged in identifying local strategies to support a more comprehensive approach in improving safety outcomes through such efforts as the development of a multi-jurisdictional Safety Action Plan through the Safe Streets and Roads for All Grant, coordination

with the state's Highway Safety Improvement Program to better understand and respond to factors that contribute to unsafe outcomes, and consideration of SMART SCALE project applications that have significant safety benefits.

The workbook provided by VDOT provides regionally specific data to demonstrate what influences different potential targets. Using a long-term trendline over a thirteen year period yields a predicted positive change in the number of projected fatalities of 1.01%. However, looking at a more recent five-year trendline would demonstrate a lower number of projected fatalities based on the reduction in the number of fatalities observed in 2022, which would carry a greater weight in determining the trend over the shorter time span.

Table 2. Short-term and long-term trends for the Charlottesville-Albemarle MPO area.

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2022	2023	2024	Average Percent Change	2022	2023	2024	Average Percent Change
Notes: This table projects the five-year and thirteen-year average for future years based on the historical trendline.	Fatalities	13	14	10	-10.07%	10	10	10	1.01%
	Fatality Rate	1.118	1.211	0.839	-11.18%	0.837	0.838	0.839	0.13%
	Serious Injuries	143	159	173	8.78%	143	97	94	-3.00%
	Serious Injury Rate	12.524	14.019	15.228	8.63%	12.524	8.223	7.841	-4.65%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2022 to 2024

In addition to safety performance targets that reflect the state-adopted targets, as well as the targets that would be established using the recent and long-term trendlines, MPO staff has prepared a fourth option based on aspirational targets that are reflective of the safety commitments that are being prepared in support of the TJPDC's Safe Streets and Roads for All Comprehensive Safety Action Plan. The goals that have been approved by Albemarle County and are being prepared for consideration by the City of Charlottesville include a reduction of crash-related fatalities and serious injuries by 50% by the year 2045. This represents an annual reduction of approximately 2% to reach that goal. Table 3 summarizes the targets that would be established under each of those scenarios.

Table 3. Safety Performance Targets showing difference in expected outcomes between existing local trends and statewide trends.

Safety Performance Targets	CA-MPO 2024 Projections Based on Aspirational Targets	CA-MPO 2024 Projections Based on Long-term Trendline	CA-MPO 2024 Projections Based on Recent Trendline	CA-MPO 2024 Projections with State Targets
Percentage change fatalities	-2.00%	1.01%	-10.07%	4.01%
Number of fatalities	11	12	8	13
Fatality rate	0.962	1.054	0.744	1.151
Percentage change serious injuries	-2.00%	-3.00%	8.63%	-0.48%
Number of serious injuries	137	135	169	142
Serious injury rate	12.106	11.860	14.874	12.484
Percentage change non-motorized fatalities + serious injuries	-2.00%	-0.3%	7.3%	2.21%
Number of non-motorized fatalities + serious injuries	15	16	20	17
Numbers in orange indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect aspirational safety performance targets. Numbers in green indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized long-term trends. Numbers in blue indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized recent trends. Numbers in red indicate the actual targets that would be adopted based on the MPO adopting the state's established safety performance targets.				

Recommendation:

The MPO Technical Advisory Committee recommended adopting the aspirational targets as proposed in Table 3. Alternatively, the Policy Board may choose to adopt targets associated with one of the other three target scenarios presented in the table.

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

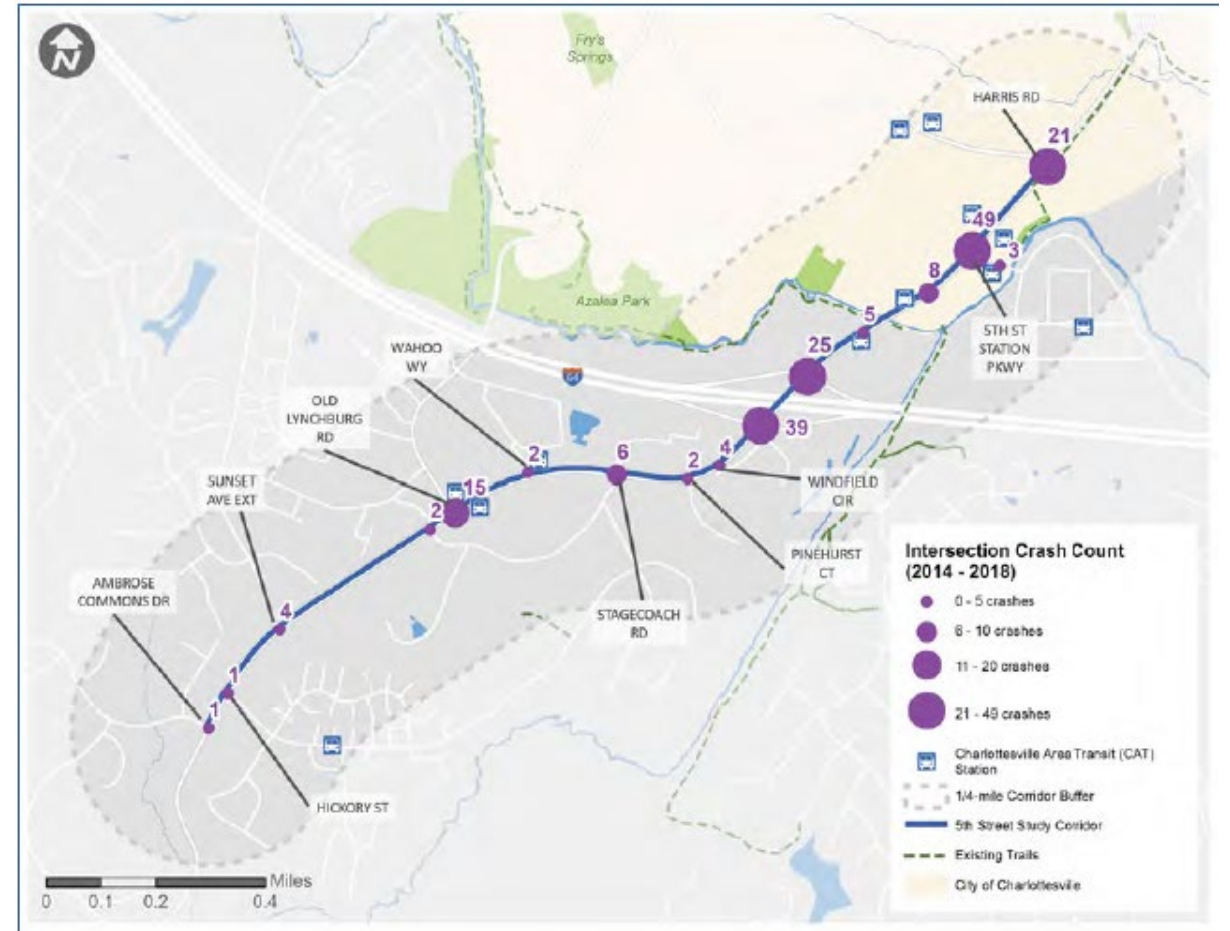
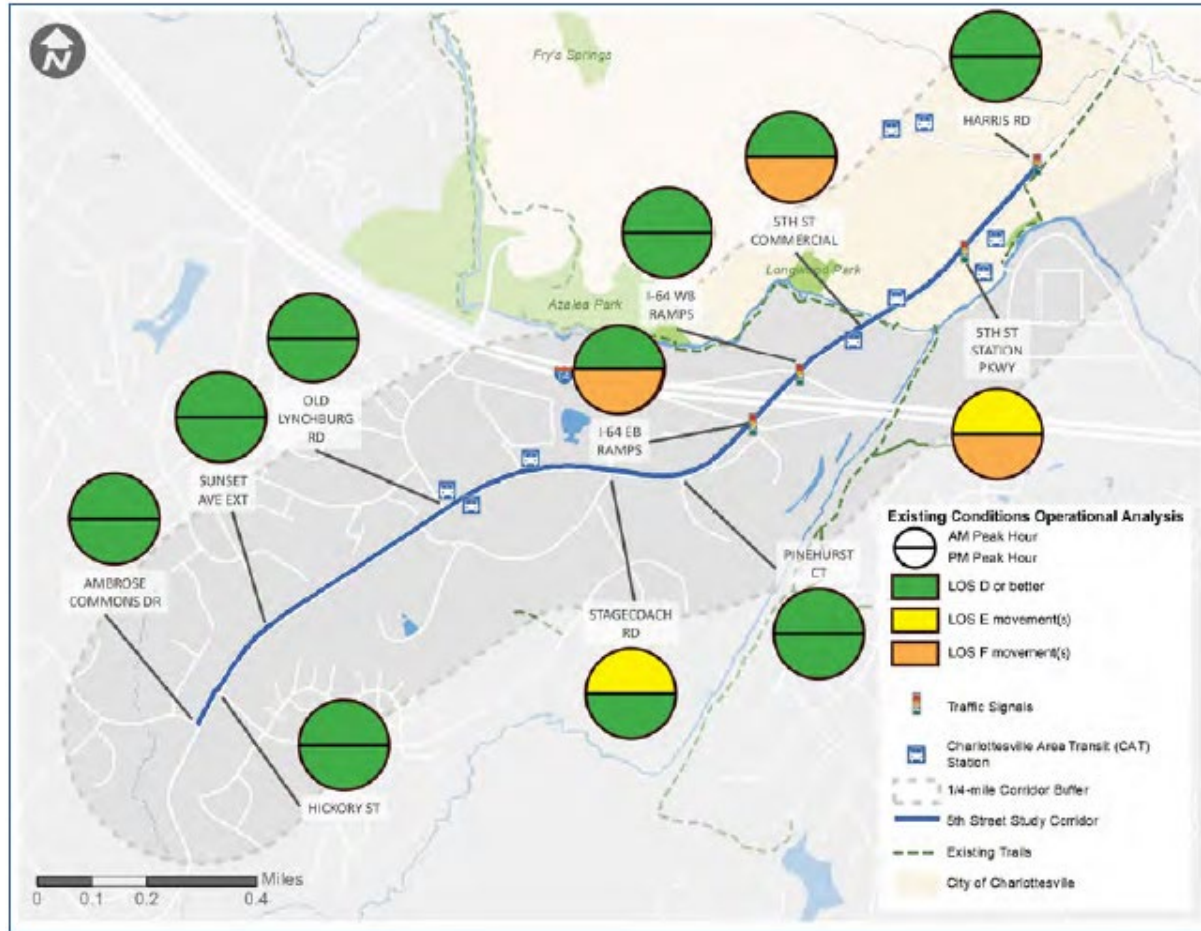
Round 6 – Recommended MPO Applications

- Projects currently identified:
 - DDI at I-64/5th Street (Exit 120) - Recommended
 - Peter Jefferson Parkway/Rolkin Road Improvements – Recommended
 - US 250 and Barracks Road – Current Project Pipeline Study - Recommended
- Projects screened out
 - Hillsdale South Extension – Cannot meet project readiness requirements for Round 6
 - Louisa Road/Milton Road Improvements – Most likely not competitive based on Round 5 scores
 - Ivy Road, including US 250 interchange – Study won't be completed in time for MPO to submit application

1-64/5th Street Interchange Improvement

- Need identified in the 5th Street Corridor Study, January 2021
- Top 100 PSI location in Culpeper District based on 2017-2021 data
- EB ramp performing at LOS F in PM based on 2021 corridor study
- No pedestrian accommodations at existing signals
- Only bike/ped access across the bridge is a narrow concrete walkway
- Corridor study recommendations included:
 - Sidewalks on both sides and Crossings at Signals
 - Conduct full project development and environment study to vet feasibility of a full interchange redesign
 - High level analysis completed during the study indicated that a Diverging Diamond Interchange may be a preferred alternative
- VDOT conducting full study to determine appropriate improvement

5th Street Existing Conditions



Peter Jefferson Parkway & Rolkin Road Pipeline Project Improvements

- Both projects were submitted separately in Round 5 of SMART SCALE
- Peter Jefferson Parkway project was recommended for funding before that project was exchanged for the District Avenue roundabout project in the final consensus scenario
- Must be submitted as a bundle for MPO to be eligible applicant
- The location of the park and ride would have to be re-evaluated
 - If park and ride is not included, project would not be eligible for MPO to submit

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Peter Jefferson Parkway	1.2	5.7	4.1	20.2	30.6	20.9
Cost Estimate	\$20.5 million					
Rolkin Road	0.6	2.3	0.7	0.5	4.2	23.0
Cost Estimate	\$11.9 million					

Peter Jefferson Parkway & Rolkin Road Project Descriptions

- **Peter Jefferson Parkway Intersection Improvements and Access Management:**
 - Add a 200-ft right-turn only for eastbound traffic on US 250 (turning right onto Peter Jefferson Parkway) to reduce rear-end crashes at this intersection; the existing eastbound shared right-turn/thru-lane should be converted to thru-only
 - Implement a “Thru-cut” at the US 250/Peter Jefferson Parkway intersection such that thru-movements on the minor approaches are eliminated to maximize signal efficiencies and reduce delay
 - Construct a new 50-space park and ride lot on the northwest corner of the US 250/Peter Jefferson Parkway intersection
 - Complete/close the existing median cut between Pantops Mountain Road and Peter Jefferson Parkway – this access management treatment is intended to improve safety and reduce delay
- **Rolkin Road Pedestrian Improvements:**
 - An at-grade pedestrian crossing for the northern, eastern, and southern legs of the US250/Rolkin Road intersection with a pedestrian island to be located in the northeastern quadrant of the intersection. These crosswalks require that signals masts will need to be relocated and pedestrian signals to be install for all of the crosswalks
 - Continuation of the 800-ft sidewalk on the southern side of US250 (that currently ends at Rolkin Road) to State Farm Boulevard. The sidewalk will be 5-feet wide, except where adjacent to retaining walls where it will be 6-feet wide



Virginia Department
of Transportation

Route 250 Improvements and Park n' Ride US 250 & Peter Jefferson Parkway

Project Location



Pantops, Virginia

North Arrow & Scale



SCALE
0 75' 150' 225' 300'

Legend

PARCEL LINES	VDOT STD. CG-6/CG-7
PROPOSED RIGHT OF WAY	VDOT STD. CG-2/CG-3
PROPOSED FULL DEPTH PAVEMENT	VDOT MODIFIED CG-3
PROPOSED MILL & OVERLAY	TEMPORARY CONSTRUCTION EASEMENT
PROPOSED CONCRETE MEDIAN	UTILITY EASEMENT
PROPOSED PERMEABLE PAVEMENT	PROPOSED GRASS/VEGETATION
PROPOSED BASIN	PROPOSED BUS PAD
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT MARKINGS

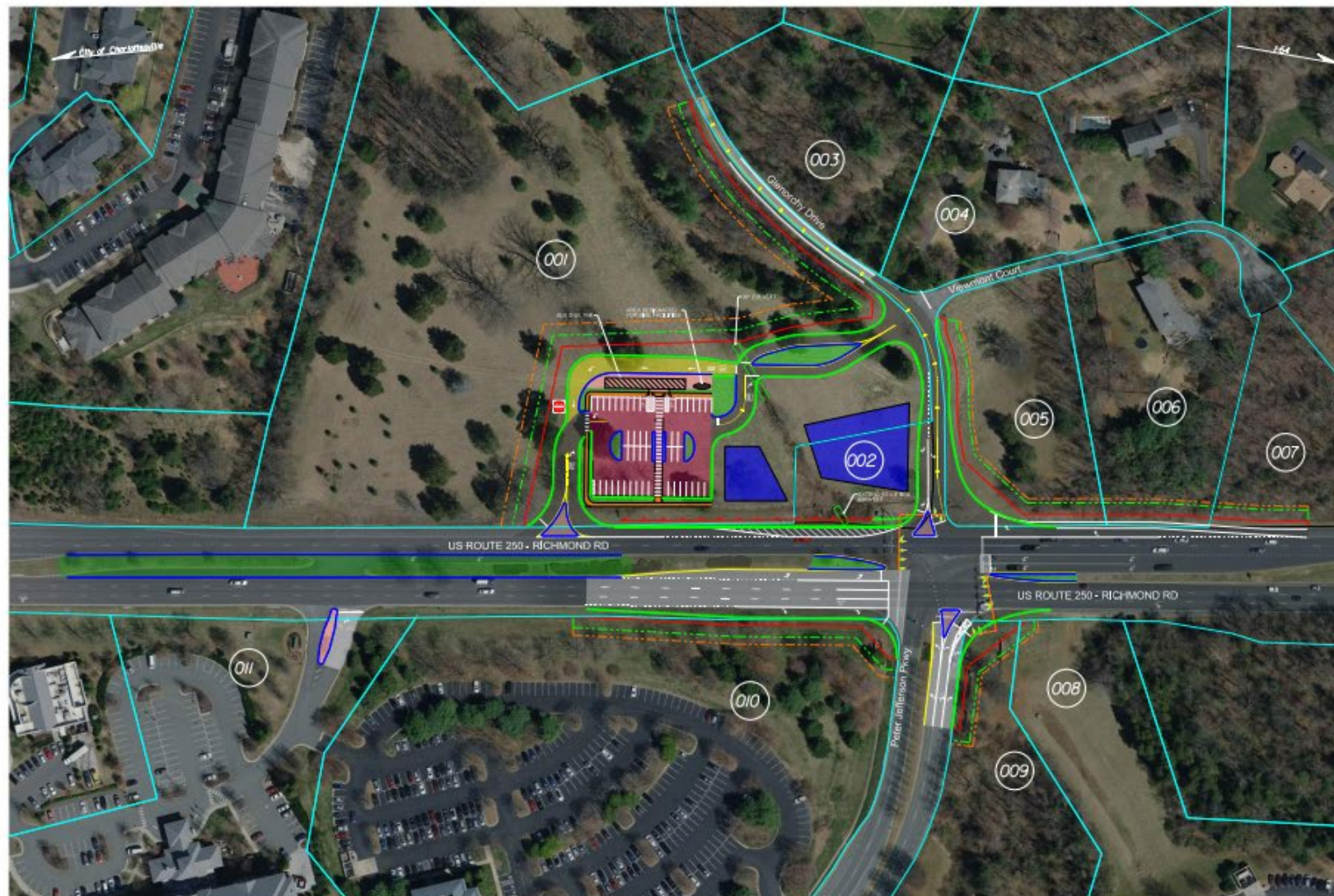
Date

09/16/2022

Michael Baker
INTERNATIONAL

These plans are unfinished and unapproved and are not to be used for any form of construction or the acquisition of right of way. Additional statements for utility information may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2017/2018.





Virginia Department
of Transportation

Rolkin Road and Richmond Road (Rte 250) Pedestrian Improvements

Project Location



ALBEMARLE COUNTY, VA

North Arrow & Scale



Legend

PROPOSED MILL/OVERLAY	PROPOSED SIDEWALK
PROPOSED PAVEMENT	PROPOSED CONCRETE MEDIAN
PROPOSED RETAINING WALL	PROPOSED GRASS MEDIAN
PROPOSED GRASS MEDIAN	PROPOSED GRADING/LANDSCAPING BEHIND RETAINING WALLS
PROPOSED PAVEMENT MARKINGS	

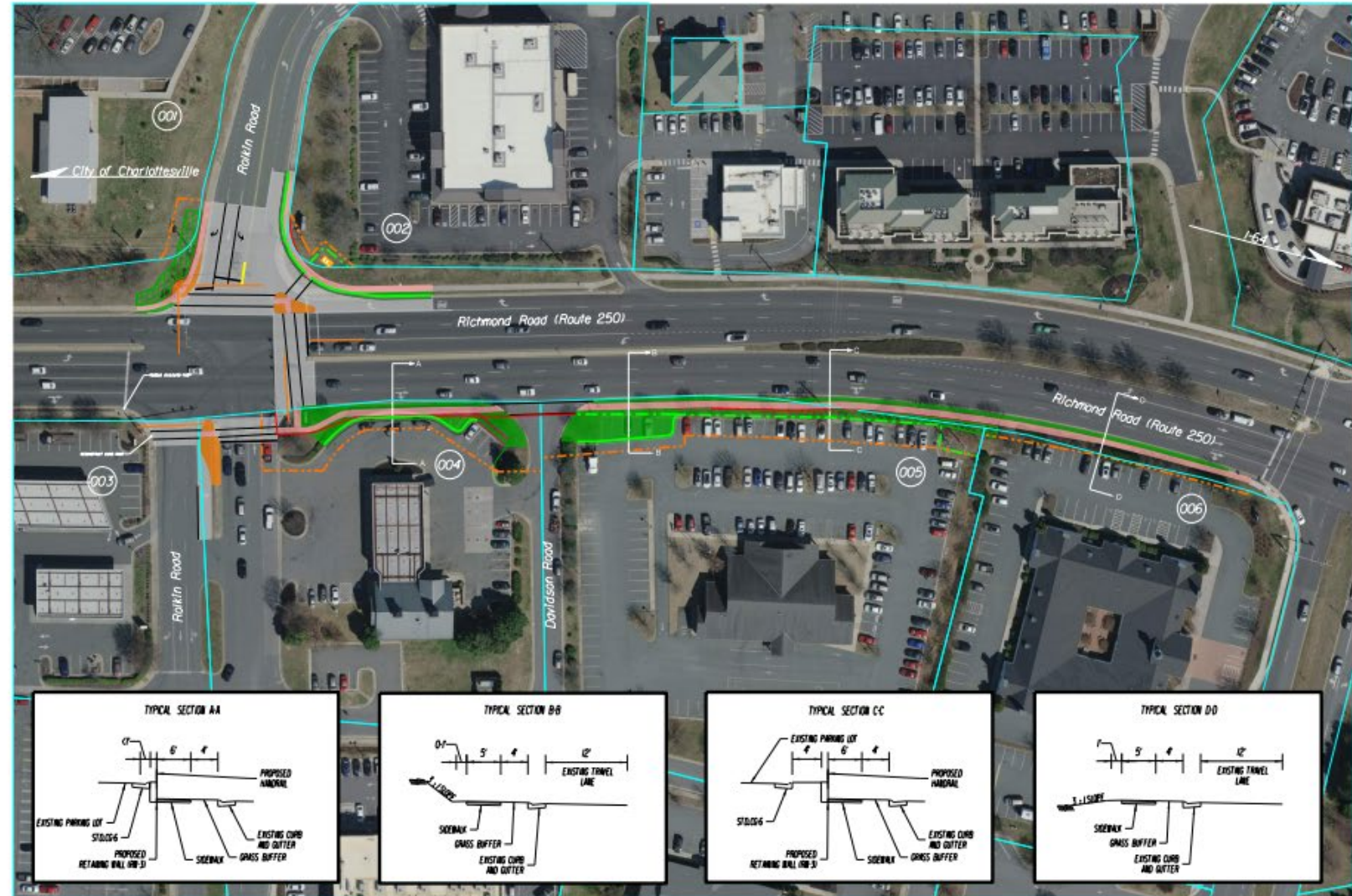
Date

7/1/2022

Michael Baker
INTERNATIONAL

These plans are unperfected and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional assessments for utility relocations may be required beyond the proposed right-of-way shown on these plans.

Imagery Courtesy of the Commonwealth of Virginia copyright 2017/2018.



US 250 & Barracks Road Pipeline Study – In Progress

- VTrans needs:
 - Safety
 - Bike/Ped Accessibility/Connectivity
 - Transit Accessibility/Connectivity



Hillsdale South Extension

- Improvement identified in the Hydraulic Small Area Plan, 2019
- Submitted in SMART SCALE Round 4 (normalized benefit scores in table)

Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
28.0	0.0	1.2	0.4	1.4	82.8
Estimated Cost: \$34.3 million					

- Primary benefit would be congestion mitigation/operational improvements and supporting bike/ped circulation around smaller area
- Project Description:
Extension of Hillsdale Drive south to connect directly to 250. Includes an intersection with Holiday Dr., relocation of the WB on/off ramps on 250, a connection into Kroger's, Sidewalk and a Shared Use path on Hillsdale, reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.

Hillsdale South Extension Project Description

- Extension of Hillsdale Drive south to connect directly to 250.
- Intersection with Holiday Dr.
- Relocation of the WB on/off ramps on 250
- Connection into Kroger's
- Sidewalk and a shared Use path on Hillsdale
- Reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.

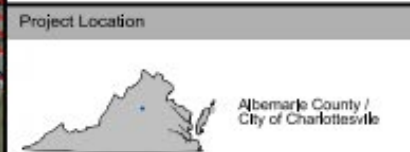


Project Title

Hillsdale Rd. Extension & US 250 WB Ramp Relocation

Project Description

This project idea would extend Hillsdale Dr. to Holiday Rd. The US 250 westbound off- and on-ramps would be relocated to connect to the extension of Hillsdale Dr. This intersection of US 29 & Holiday Rd. would be modified to provide a dedicated acceleration lane for right turning vehicles from Holiday Rd. to US 29 northbound. This project idea is subject to change based on the recommended Improvements at US 29 & Angus Rd.



- Legend**
- Proposed Sidewalk / Share-Use Path
 - Proposed Concrete Median
 - Proposed Grass Median
 - Proposed New Pavement
 - Proposed New Curb or Curb & Gutter
 - Approximate Parcel Limits from GIS
 - Pavement to be Removed
 - Proposed Bridge
 - Proposed Retaining Wall
 - Proposed Lane Use

Date

03/17/2020

US 250/Milton Road/Louisa Road Project Pipeline Improvements

- Must be submitted as a bundle for MPO to be eligible applicant
- Both projects submitted separately in Round 5 of SMART SCALE; neither scored well

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Milton Road	0.2	7.1	0.4	0.2	0.0	0.3
Cost Estimate	\$9.8 million					
Louisa Road	0.1	3.5	0.4	0.1	0.0	0.4
Cost Estimate	\$11 million					

US 250/Milton Road/Louisa Road Project

Descriptions

- US 250/Louisa Road
 - The project would result in a displaced left-turn for traffic traveling east on US 250 and turning north onto Rt22 (Louisa Road). Existing traffic signals will be modified.
- US 250/Milton Road
 - The project would construct a single lane (150-ft diameter) roundabout at this intersection.

Shadwell VA

	VDOT STD. CG-3		VDOT STD. CG-1
	IF PAVED SHOULDER		PARCEL LINES
	PROPOSED MILL & OVERLAY		PROPOSED STORMWATER RETENTION FACILITY
	PROPOSED FULL DEPTH PAVEMENT		PROPOSED ROW
	PROPOSED GRASS / VEGETATION		TEMPORARY CONSTRUCTION EASEMENT
	PROPOSED CONCRETE MEDIAN		PERMANENT UTILITY EASEMENT
	PROPOSED PAVEMENT MARKINGS		

8/31/2022

Michael Baker
INTERNATIONAL

These data are unadjusted and ungrouped and refer to the need for any type of abortion in the population of 15 to 44 years. Adjusted means are not shown, as they may be misleadingly implied to represent the right of any woman to obtain an abortion.





Virginia Department
of Transportation

Shadwell Roundabout

US 250 and N Milton Road Near Route 22

Project Location



SHADWELL, VA

North Arrow & Scale



Legend

- VDOT STD. CG-3
- VDOT STD. GR-MGS2
- VDOT MODIFIED CG-3
- VDOT STD. CG-7
- PARCEL LINE
- PROPOSED RIGHT OF WAY
- TEMP CONSTRUCTION EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED PAVEMENT MARKINGS
- PROPOSED TRUCK APRON / FLUSH TEXTURED CONCRETE
- GRASS MEDIAN

Date

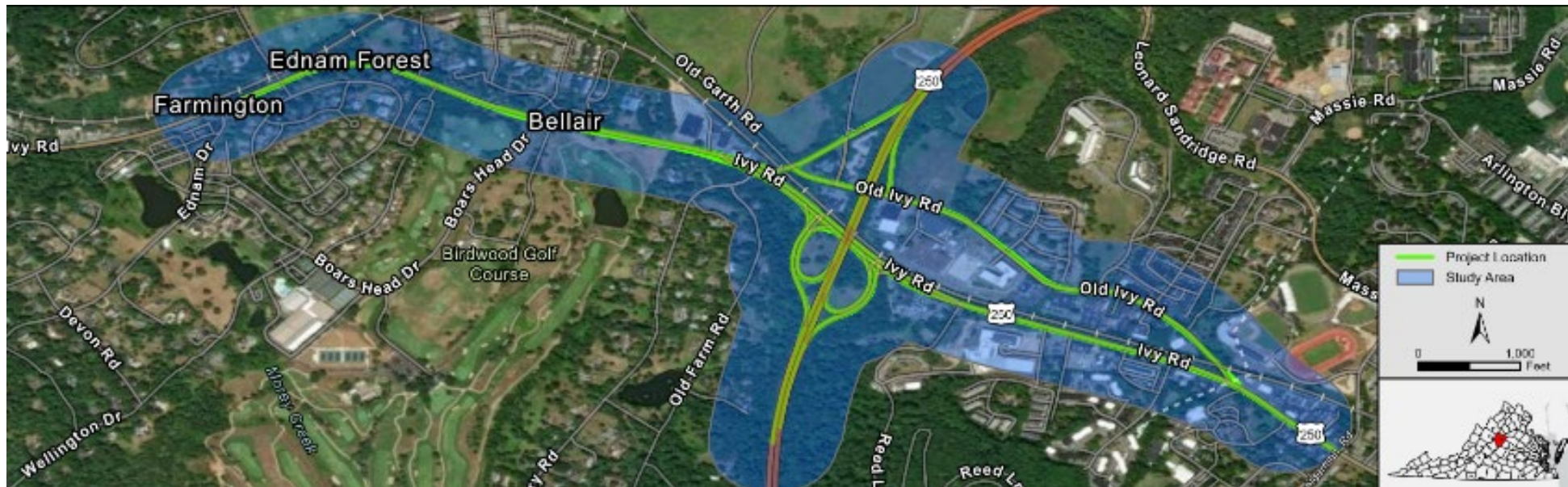
8/8/2022

Michael Baker
INTERNATIONAL



US 250 (Ivy Road) Pipeline Study – In Progress

- VTrans Needs:
 - Safety
 - Congestion Mitigation
 - Bike/Ped Accessibility/Connectivity
 - Access
 - Transit Accessibility/Connectivity
- Pipeline study not anticipated to be completed in time for MPO to submit as a bundle





Unified Planning Work Program (UPWP)

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

 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



 **VDOT**
Virginia Department of Transportation

 **DRPT**
Virginia Department of Rail and Public Transportation

 U.S. Department of Transportation
Federal Highway Administration



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).

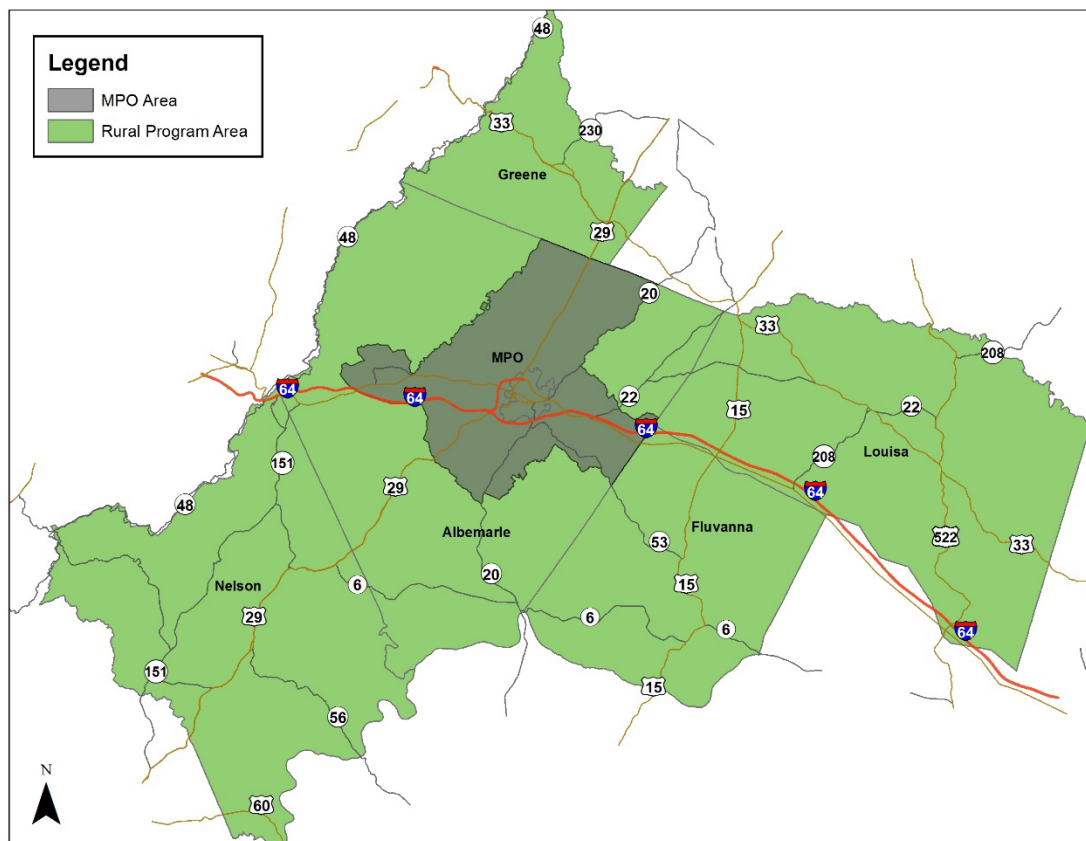
Purpose of the Metropolitan Planning Organization

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), the Thomas Jefferson Planning District Commission, and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPDC, which works in conjunction with partner and professional agencies, to collect, analyze, evaluate and prepare materials for the Policy Board and MPO Committees at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

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



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 and
- Improve the understanding of environmental impacts of transportation projects and identify opportunities for environmental mitigation.

Public Participation/Title VI and Environmental Justice

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

Funding

Two federal agencies fund the MPO's planning activity. This includes FHWA's funds, labeled as

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.

“PL,” and FTA, labeled as “FTA.” The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c process. The CA-MPO budget 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 FY25 Work Program Budget. These tables outline the FY25 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Administration (Task 1), Long Range Planning (Task 2), and Short-Range Planning (Task 3). More detailed budget information is included with the descriptions of the task activities.

FY25 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-25 PL Funding	\$229,369	\$28,671	\$28,671	\$286,711
FY-23 PL Passive Rollover	\$28,654	\$3,582	\$3,582	\$35,818
FY-24 PL Total	\$258,023	\$32,253	\$32,253	\$322,529
FY-24 FTA Funding	\$104,959	\$13,120	\$13,120	\$131,199
FY-24 FTA Total	\$104,959	\$13,120	\$13,120	\$131,199
PL+FTA Total	\$362,982	\$45,373	\$45,373	\$453,728
VDOT SPR*	\$136,000	\$34,000	\$0	\$170,000
Total FY25 Work Program	\$498,982	\$79,373	\$45,373	\$623,728
*VDOT SPR Funding Source is 80% Federal and 20% State.				

FY25 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	16.31%	60.57%	23.12%	100%
PL+FTA Total	\$74,000	\$274,828	\$104,900	\$453,728
FY-25 PL Funding	\$52,500	\$166,211	\$68,000	\$286,711
FY-23 PL Passive Rollover	\$0	\$35,818	\$0	\$35,818
PL Total	\$52,500	\$202,029	\$68,000	\$322,529
FY-25 FTA Funding	\$21,500	\$72,799	\$36,900	\$131,199
FTA Total	\$21,500	\$72,799	\$36,900	\$131,199
VDOT SPR	\$50,000	\$60,000	\$60,000	\$170,000
Total FY24 Work Program	\$124,000	\$334,828	\$164,900	\$623,728

Highlights of FY24 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 FY24, CA-MPO staff followed the comprehensive review of the SMART SCALE program and provided regular updates and presentations to MPO stakeholders regarding proposed changes. The CA-MPO selected projects and prepared pre-applications to be submitted as final applications in FY25.

2050 Long Range Transportation Plan

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

Comprehensive Safety Action Plan

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

Regional Transit Planning

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

Transportation Improvement Program (TIP)

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

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY24, the MPO

Policy Board voted to adopt safety targets based on regionally-specific trends.

Grant Applications

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

Title VI/Public Participation

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

FY25 UPWP Activities by Task

Task 1: Administration

Total Funding: \$74,000

PL Funding: \$52,500

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:

- FY24 Unified Planning Work Program Implementation;
- FY25 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: \$24,500

FTA Funding: \$5,500

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

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

End Products:

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

Task 2: Long Range Transportation Planning

Total Funding: \$274,828

PL Funding: \$202,029

FTA Funding: \$72,799

A) Comprehensive Safety Action Plan

PL Funding: \$30,000

FTA Funding: \$0

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

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

End Products:

- Analysis of regional crash data detailing the high injury networks and multi-modal system deficiencies to provide better understanding of factors that contribute to crashes developed in support with VDOT's Highway Safety Improvement Program;
- The establishment of a stakeholder group to provide feedback on planning process and considerations;
- Development of a public engagement strategy to conduct robust and comprehensive outreach throughout the region;
- Development of final project scope and procurement of consultants to support the analysis of data and feedback and develop recommended strategies;
- Prioritized strategies for each locality, as well as regional priorities; and
- Template for ongoing monitoring and reporting of regional safety data.

B) Travel Demand Management Study

PL Funding: \$50,000

FTA Funding: \$15,000

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

End Products:

- Synthesis of existing studies that have been previously completed in the region;
- Comprehensive data analysis providing understanding of trip origin and destination;
- Determination of primary traffic generators;
- Assessment of existing parking capacity within the City of Charlottesville;
- Review of regional transportation demand model to determine future growth impacts;
- Identification of general park and ride infrastructure needed to accommodate future traffic volumes; and

- Identification of needed transit service improvements and bicycle/pedestrian infrastructure to support travel within downtown area from parking facilities.

C) Affordable Housing Connectivity Study

PL Funding: \$50,000

FTA Funding: \$0

The goal of this study is to provide a better understanding of the coordination between the locations of existing and planned affordable housing throughout the region and transportation networks that support accessibility to essential jobs, goods and services throughout the region. This study could support the identification of priority multi-modal improvements.

End Products:

- Identification of existing and planned geographic locations of affordable housing;
- Identification of major employment centers and community destinations that should be accessible for the community at large;
- Evaluation of overall connectivity of affordable housing locations to key destinations considering:
 - Ease of access
 - Travel time
 - Transit hours of service
 - Public safety/comfort
- Identification of network/service gaps

D) Regional Transit Authority

PL Funding: \$0

FTA Funding: \$54,799

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

End Products:

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

E) Commuter Assistance Program Strategic Plan

PL Funding: \$10,000

FTA Funding: \$0

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

FY24 and continues into FY25. MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model.

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

F) Pedestrian Navigation of Innovative Intersections

PL Funding: \$20,000

FTA Funding: \$0

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

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

G) On-call Services/Contingencies

PL Funding: \$42,029

FTA Funding: \$3,000

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

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

- Transportation study or planning effort, as requested, that can be used as a basis for implementing short-term and long-term transportation solutions;
- Development and submission of grant applications;
- Development of desired services that an on-call consultant program can provide; and
- A contract or contracts with consultant(s) procured to provide on-call services to the MPO, TJPDC, and/or partner localities.

Task 3: Short Range Planning

Total Funding: \$104,900

PL Funding: \$68,000

FTA Funding: \$36,900

A) Transportation Improvement Program (TIP)

PL Funding: \$5,000

FTA Funding: \$2,000

There are a number of federal-aid highway programs (i.e. administered by FHWA) which, in order to be eligible for use by the implementing agency, must be programmed in the TIP. Similarly, there are funds available under federal-aid transit programs (i.e. administered by FTA) which, in order to be used, must also be programmed in the TIP. In fact, any federally-funded transportation 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.

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

End Products:

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

B) SMART SCALE & Other Grant Planning and Support

PL Funding: \$35,500

FTA Funding: \$10,400

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare those projects for Round 6 applications.

End Products:

- Provide regular updates to the MPO committees regarding the process of developing SMART SCALE applications for Round 6;
- Support application development through coordination with VDOT pipeline projects and evaluation of previously identified high-priority projects that remain unfunded;
- 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 Travel

Travel Demand Management/Transit/Bike/Ped Support

PL Funding: \$8,500

FTA Funding: \$8,500

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. The 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; and
- Integrate TDM into all MPO recommendations and projects.

D) Performance Targets

PL Funding: \$2,000

FTA Funding: \$1,000

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

End Products:

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

E) Regional Transit and Rail Planning

PL Funding: \$0

FTA Funding: \$5,000

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

End Products:

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

F) CTAC, Public Participation, and Title VI

PL Funding: \$17,000

FTA Funding: \$10,000

TJPDC staff will participate in and help develop community events and educational forums such as workshops, neighborhood meetings, local media, and the MPO web page. Staff will also participate in and act upon training efforts to improve outreach to underserved communities, such as low-income households, people with disabilities, minority groups, and limited English-speaking populations, including maintenance and implementation of the agency Title VI Plan. The TJPDC will continue to staff the Citizens Transportation Advisory Committee, which is an important conduit for receiving feedback and input on the efficacy of public outreach and engagement efforts.

End Products:

- Utilize a broad range of public engagement strategies to disseminate information on transportation planning efforts and processes;
- Develop programs to better inform the public about transportation planning and project development;
- Demonstrate responsiveness to public input received during transportation planning processes;
- Review Title VI/Environmental Justice Plan as needed;
- Review Public Participation Plan as needed;
- Implement processes in compliance with Title VI Plan, Environmental Justice Plan, and Public Participation Plan;
- Review information on website for accessibility and understandability;
- Continue to investigate methods to increase participation from historically underserved 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 Transit Governance Study for the CA-MPO and TJPDC region.
- Coordinate, manage, and implement the completion the U.S. Department of Transportation Safe Streets and Roads for All grant to develop a Comprehensive Safety Action Plan for each locality throughout the CA-MPO and TJPDC region.
- Coordinate, manage, and implement the U.S. Department of Transportation RAISE grant to complete the preliminary engineering phase of the Rivanna River Bicycle and Pedestrian Bridge if awarded.

B) Explore opportunities for contracted project and studies.

Topical areas may include:

- Coordination between affordable housing and connectivity needs.
- Improving coordination with locality staff and elected officials.
- Implementing recommendations from the regional transit planning studies.

Public Participation Process

Review and Approval of Tasks

MPO Policy Board:

- Initial Draft provided March 21st, 2023
- Final Approval May 24th, 2023

Online Posting

Posted as part of MPO meeting agenda for March 21st, 2023

Posted on TJPDC.org: May 1st, 2023 for 15 day public comment period

State Review

Draft submittal for VDOT review/comment: March 13th, 2023

Draft submittal for DRPT review/comment: March 13th, 2023

Review of Final FY25 UPWP

MPO Technical Committee: May 16th, 2023

Citizen Transportation Advisory Committee (CTAC): May 17th, 2023

MPO Policy Board: May 24^h, 2023

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

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INFRASTRUCTURE PRIORITIES		
5 th Street/I-64 Interchange	SMART SCALE Round 6	Albemarle County
Rio Road peanut, convert sidewalk to SUP within project area	SMART SCALE Round 6	Albemarle County
Airport Rd and 29 Intersection Improvements (considering everything up to grade-separated intersection, but most likely a bow-tie)		Albemarle County
Ivy Road (Pipeline)		Albemarle County
Corridor improvements on 250 between Crozet Ave and Old Trail (3 roundabouts and a SUP)	SMART SCALE Round 6 (Old Trail)	Albemarle County
Mill Creek/Avon intersection improvements (roundabout)		Albemarle County
Old Lynchburg SUP – Ambrose Commons to 5 th Street		Albemarle County
Berkmar SUP – Rio to Hilton Heights		Albemarle County
Old Ivy Road Improvements (bike/ped)		Albemarle County
Eastern Avenue extension (Westhall to 250)		Albemarle County
Barracks Road (Pipeline)	SMART SCALE Round 6	Albemarle County
Rio Road (Gasoline Alley) Huntington to Greenbriar Terrace		Albemarle County
Ridge/McIntire/W. Main/South/Water Street Intersection Improvement		Charlottesville
5th Street Multimodal Improvements - from Harris Road to City/County line including across Moore's Creek		Both
Preston from 10th Street to Ridge McIntire - Multimodal Improvements		Charlottesville
Hillsdale South Extension		Charlottesville
Peter Jefferson Parkway and Rolkin Road Project Pipeline Bundle (Pantops Improvements Package)	SMART SCALE Round 6	Albemarle County
Rivanna River Bicycle and Pedestrian Bridge (Between Woolen Mills and Pantops)		Both

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TRANSIT SERVICE PRIORITIES

Microtransit in Pantops	Demonstration Grant - Secure ongoing funding
Microtransit along northern 29 corridor	Demonstration Grant - Secure ongoing funding
Free Trolley Service Improvements	Increase weekday and weekend frequency, add Sunday service, and improve service span.
Route 7 Service Improvements	Extend service north on 29 to serve Walmart and North Fork Park, add Sunday service, and improve service span.
Route 8 Service Improvements	Modify route to end at Willoughby Shopping Center, add Sunday service, increase frequency, and improve service span.

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PLANNING PRIORITIES

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

COMMITTED/SCREENED OUT PROJECTS

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

STATE OF GOOD REPAIR

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

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UNADDRESSED NEEDS

Need Prioritization	2050 LOS	Safety	Transportation Need	Notes
High	D/E	PSAP - District 1%	5th Street and 5th Street Station	Round 5 SMART SCALE project not competitive
High	D	/5%	Emmet Street and Jefferson Park Avenue	
Medium	D at intersections with Grady and W. Main	PSAP - District 5%	14th Street NW from Grady to W. Main	
Medium	C/D	PSI Intersections	Rio Road West	
Medium	F	PSAP - District 1%	Emmett Street near John Paul Jones Arena	Potentially addressed by BRT - Analysis is planning priority
Medium	C	PSAP - District 5%	Intersection of Commonwealth Drive and Greenbrier Drive	
Medium	D/F	PSI	Earlsville Road	
High/Medium	D/F	PSAP - District 5%	West Main between 10th Street and Ridge/McIntire	Funded SMART SCALE project was cancelled; Not eligible for resubmission in near future
High	C/D	PSAP - District 1%	Emmet Street between Barracks Rd and 250 Bypass	

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

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: D/E

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: High/Medium

Prioritization Process Identified Needs:

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

2050 Level of Service: D/E

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: E/F

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: E

Additional Information:

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

PAI – Potential for Accessibility Improvement

Project Description:

Corridor improvements on 250 between Crozet Ave and Old Trail

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: E

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: E/F

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: A/B

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: C/D

Additional Information:

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

PAI – Potential for Accessibility Improvement

Project Description: Eastern Avenue Connection between Westhall and 250

Prioritization Process Overall Need: N/A

Prioritization Process Identified Needs:

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

2050 Level of Service: N/A

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Low

Prioritization Process Identified Needs:

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

2050 Level of Service: D/E/F

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Medium

Prioritization Process Identified Needs:

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

2050 Level of Service: E/F

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: High/Medium/Low

Prioritization Process Identified Needs:

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

2050 Level of Service: E

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: High/Medium

Prioritization Process Identified Needs:

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

2050 Level of Service: E/F

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: High

Prioritization Process Identified Needs:

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

2050 Level of Service: F

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Medium

Prioritization Process Identified Needs:

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

2050 Level of Service: D/E

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Medium

Prioritization Process Identified Needs:

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

2050 Level of Service: D/E/F

Additional Information:

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

PAI – Potential for Accessibility Improvement

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

Prioritization Process Overall Need: Medium (at Free Bridge)

Prioritization Process Identified Needs:

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

2050 Level of Service: F (at Free Bridge)

Additional Information:

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

PAI – Potential for Accessibility Improvement