

AGENDA

Join Zoom Meeting

<https://us02web.zoom.us/j/83543174168?pwd=aTBQVnpENTQ4Yi94TnJ5dE9RQkkwdz09>

(For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public)

Meeting ID: 835 4317 4168

Dial in: 1-646-558-8656

Item	Description	Time†
1	Call to Order & Attendance	4:00 – 4:05
2	Matters from the Public - Chair Gallaway Public are welcome to provide comment on any transportation-related topic, including the items listed on this agenda (<i>limit 3 minutes per speaker</i>)	4:05 – 4:10
3	*General Administration - Christine Jacobs, CA-MPO/TJPDC a. *Review and Acceptance of the Agenda b. *Approval of February 28, 2024, Meeting Minutes	4:10 – 4:10
4	*SMART SCALE Alternatives Selection – Chuck Proctor, VDOT a. *US250/Barracks Road Presentation and Staff Memo b. *I-64 & 5 th Street Interchange (Exit 120) c. *Peter Jefferson Parkway/Rolkin Road Improvements	4:10 – 4:30 4:30 – 4:50 4:50 – 4:50
5	VDOT Pipeline Study – Chuck Proctor, VDOT a. US250/Ivy Road Update and Discussion	4:50 – 5:10
6	Moving Toward 2050 – Will Cockrell and Alan Simpson, EPR a. Summary of Stakeholder and Public Feedback on Draft Project Priorities Presentation b. Update on Project Priorities and Project Descriptions c. Discussion	5:10 – 5:30
7	Staff Updates a. Draft Unified Planning Work Program (UPWP) / Presentation – Christine Jacobs b. Rivanna River Bicycle and Pedestrian Bridge RAISE Grant – Christine Jacobs c. Regional Transit Governance Study – Christine Jacobs	5:30 – 5:40
8	Roundtable Updates	5:40 – 5:55
9	Additional Matters from the Public Members of the Public are welcome to provide comment (limit of 3 minutes per speaker)	5:55 – 6:00
10	Adjourn	6:00 pm

† 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 (Alternate, <i>Stacy Londrey, VDOT</i>)
NON-VOTING MEMBERS
Mike Murphy, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Daniel Wagner, DRPT
Steven Minor, FHWA
Daniel Koenig, FTA
Lee Kondor, CTAC Liaison
Christine Jacobs, TJPDC

MPO Policy Board Meeting

Minutes, February 28, 2024

DRAFT

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=4Gre6PKafjs>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Lucinda Shannon, TJPDC	
Ned Gallaway, Albemarle	x	Gretchen Thomas, TJPDC	x
Brian Pinkston, Charlottesville	x	Christine Jacobs, TJPDC	x
Natalie Oschrin, Charlottesville *	x	Sara Pennington, Rideshare	
Sean Nelson, VDOT	x	Curtis Scarpignato, TJPDC	
Stacy Londrey, VDOT (alternate)	x	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	Ben Chambers, City of Charlottesville	x
Paige DeBold, FHWA		Jessica Hersh-Ballering, Albemarle	x
Dan Koenig, FTA		Peter Krebs, Piedmont Environmental Council	x
Lee Kondor, CTAC *	x	Kevin McDermott, Albemarle *	x
Chuck Proctor, VDOT *	x	Michael Barnes, Albemarle	x
Tiffany Dubinsky, DRPT			
Daniel Koenig, FTA			
Daniel Wagner, DRPT	x		
Mike Murphy, Jaunt	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 4:00 a.m. Sandy Shackelford called roll.

Motion/Action: Brian Pinkston made a motion to allow Natalie Oschrin to attend virtually. Ann Mallek seconded and the motion passed unanimously.

2. MATTERS FROM THE PUBLIC (MINUTE 2:11)

a. Comments by the Public:

Paul Grady, a citizen who lives just outside of Crozet, said in the last MPO Policy Board meeting there was discussion about the Fontaine interchange, and he thinks the concept is a horrible idea. He said at one point the concept of the diverging diamond option was discussed, but the cost was prohibitive so it was dismissed. He said that was not a good enough explanation for him. He thought the idea behind Smart



Scale was that the best projects should be brought for application and that cost was not going to be the deciding factor. He asked why the diverging diamond is not a viable option.

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

3. GENERAL ADMINISTRATION* (MINUTE 4:23)

Review and Acceptance of the Agenda

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

Approval of the January 25 Meeting Minutes

Motion/Action: Ann Mallek made a motion to approve the minutes. Brian Pinkston seconded the motion and the motion passed unanimously.

4. US29 AND FONTAINE AVENUE INTERCHANGE IMPROVEMENTS PROJECT (MINUTE 5:12)

Sean Nelson presented the current design of the Fontaine Interchange (displaced left turn lane) and noted the issues/challenges with it. He said VDOT came up with alternatives including conventional interchange improvements. He continued by detailing the project and what the decisions were based upon.

He continued with projected morning and afternoon maximum peak traffic queues. He presented the model that VDOT and Michael Baker's created with signaled intersections. He noted that the signals proposed by VDOT help to keep traffic moving and offers additional capacity and a shared-use path.

Mr. Nelson presented three options, and they 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, or 3) Pursue one of the conventional intersection configurations proposed by VDOT and their consultant team (as presented at this meeting). There was extensive discussion about the differences between the options.

It was noted that the diverging diamond was not considered because the footprint was too large for the area they have to work with, and he said they would have to build sound walls. He noted that if there is capacity added, like there would be with the diverging diamond, there needs to be sound mitigation added.

Mr. Nelson said there is no cost estimate or signage design yet.

Motion/Action: Ann Mallek made a motion to approve the alternative plan as presented by Sean Nelson. Brian Pinkston seconded, and the motion passed unanimously with Mr. Nelson abstaining.

Ms. Mallek noted that with Smart Scale, it is the goal to get the best projects they can, but it is still reliant on the dollars available. The decision to approve a project is determined by other "up the chain" of command at the CTB.

5. APPROVAL OF SAFETY TARGETS (MINUTE 30:10)

Ms. Shackelford reminded the Board that there needs to be approval of safety targets because it is a federal requirement. She noted that the CA-MPO has historically adopted the state targets.

She reviewed the statewide targets and the regional targets. She said the MPO Technical committee recommended the aspirational targets as presented by Ms. Shackelford.

There was discussion about whether to choose the state targets or aspirational targets as presented.

Motion/Action: Ann Mallek made a motion to approve the 2024's projections based on aspirational targets. Brian Pinkston seconded, and the motion passed with Natalie Oschrein abstaining.

5. SMART SCALE ROUND 6 PROJECT SELECTION UPDATES (MINUTE 51:50)

Ms. Shackelford previewed the recommended MPO applications for Round 6 of Smart Scale. The projects currently identified and recommended are the Diverging Diamond Interchange (DDI) at I-64/5th Street (exit 120), the Peter Jefferson Parkway/Rolkin Road improvements, and US 250 and Barracks Road project. She also reviewed the projects that have been screened out.

Chuck Proctor presented the Barracks Road pipeline study and noted that there is a roundabout proposed for Georgetown Road. He continued by describing the Barracks Road corridor and the options for that project. He also reviewed the 29/250 bypass interchange options. He noted that the MPO can submit the entire study or the interchange improvements. He said it will be important to hear from the public about their preferences on the options offered.

Mr. Proctor recommended the MPO submit the two roundabouts and a portion of the shared-use path.

It was the consensus of the Board to move forward with Mr. Proctor's recommendations.

6. FY25 PROPOSED UNIFIED PLANNING WORK PROGRAM (UPWP) (MINUTE 1:17:00)

Ms. Shackelford showed the tasks in the budget, including the new initiatives the MPO is considering for the future. The first initiative is a travel demand management (TDM) study, the second is an affordable housing connectivity study, and the third is a one-page resources for pedestrian navigation of innovative intersections. She noted that the TDM study is recommended most highly by staff.

Mr. Gallaway asked the members of the board to give their recommendations. It was the consensus that staff prioritize the TDM study, then the affordable housing connectivity study, and lastly, the pedestrian navigation resource.

7. MOVING TOWARD 2050 (MINUTE 1:30:00)

Ms. Shackelford summarized what the staff has been doing with the project identification process. She noted that there is a story map on the website to visualize the process. There is a list of the projects as they go through that process (included in the agenda packet). She reviewed the draft priorities in numerous categories. She said she is looking for feedback, including a public hearing and an online option for commenting. She said the plan needs to be adopted in the May meeting.

Ms. Jacobs noted that Ms. Shackelford's last day is March 8, so she will not be on staff to finish out the LRTP, but staff will have support from EPR, the consulting firm who has been working with CA-MPO throughout the process thus far.

8. STAFF UPDATES (MINUTE 1:39:30)

Move Safely Blue Ridge

Ms. Shackelford said CA-MPO staff have been meeting with localities to get commitment for the safety targets.

Mobility Management

Ms. Shackelford said Mobility Management has officially hired a staff member who will begin on March 1. Mr. Gallaway said the TJPDC Board meeting had an update presentation on Mobility Management at the February 8 meeting which was recorded. (Recording located here: <https://www.youtube.com/watch?v=WZ4s6Vs-MsU>)

Roundtable Update

CAT - Garland Williams said CAT is finishing up their alternative fuel study and they will have two pilot projects that use alternative fuels, one electric and the other using hydrogen cell technology. Mr. Gallaway said the members of his district are thrilled with Micro-CAT.

VDOT - Stacy Londrey is happy to welcome Sandy Shackelford to VDOT's planning staff.

VDOT - Sean Nelson reported that if something is not ready for Smart Scale, he strongly recommends not moving forward with it. He also said he has been working with the City and they now have a signed project development improvement program. It is the only one in the state.

City of Charlottesville – Ben Chambers said next week they will be determining safety action targets. They will be more aggressive with their targets. Later in the month, they will be putting out their draft sidewalk list for prioritization. They will also be looking at their parking permit policy. He said they have their monthly walk series on the second Sunday of the month at noon. March's walk will be in the Fry Spring neighborhood.

Albemarle County – Jessica Hersh-Ballering said staff is working on the comp plan update. She said the Council will get to see the goals and objectives soon. She also said they are getting ready to release their RFP for the Three Notch'd shared use path master plan. She said they are reviewing the updated process requirements for Smart Scale applications.

UVA – Julia Monteith did not have anything additional to report.

Jaunt – Jason Espie said Jaunt is undergoing three studies. He said he is working with Lucinda Shannon to see how they can help with Mobility Management.

CTAC – Lee Kondor said one of his projects (Louisa Road/Milton Road/250), which CTAC recommended it as an alternative design, but it was not accepted for prioritization this round, but noted that if the future, if the Board desired, they could resurrect it.

9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:48:55)

None.

The meeting was adjourned at 5:49 p.m.

The next meeting will be on March 26, 2024 at 4:00 p.m. at the Water Street Center. (NOTE: This is a change from the regular schedule due to conflicts with numerous Board members' schedules.)

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

March 26, 2024





BARRACKS ROAD SMART SCALE MEETING

Chuck Proctor – POC/Study Lead, Culpeper District





PLANNING FOR PERFORMANCE

1

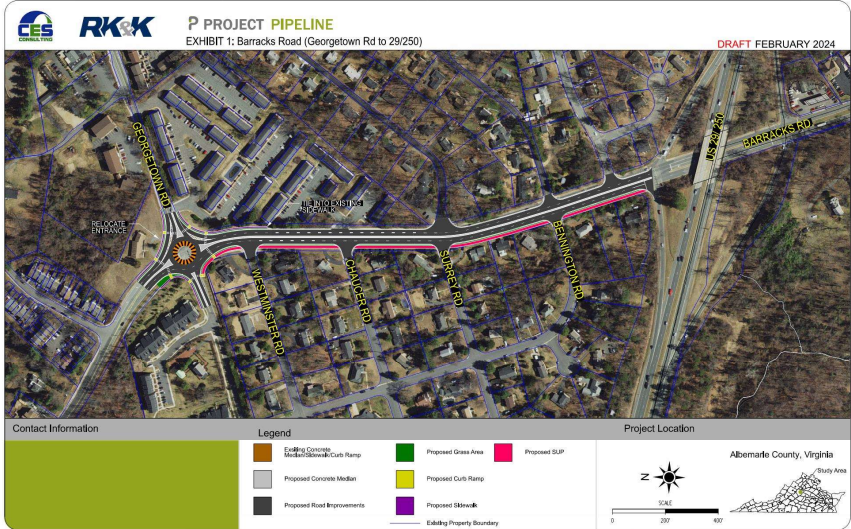
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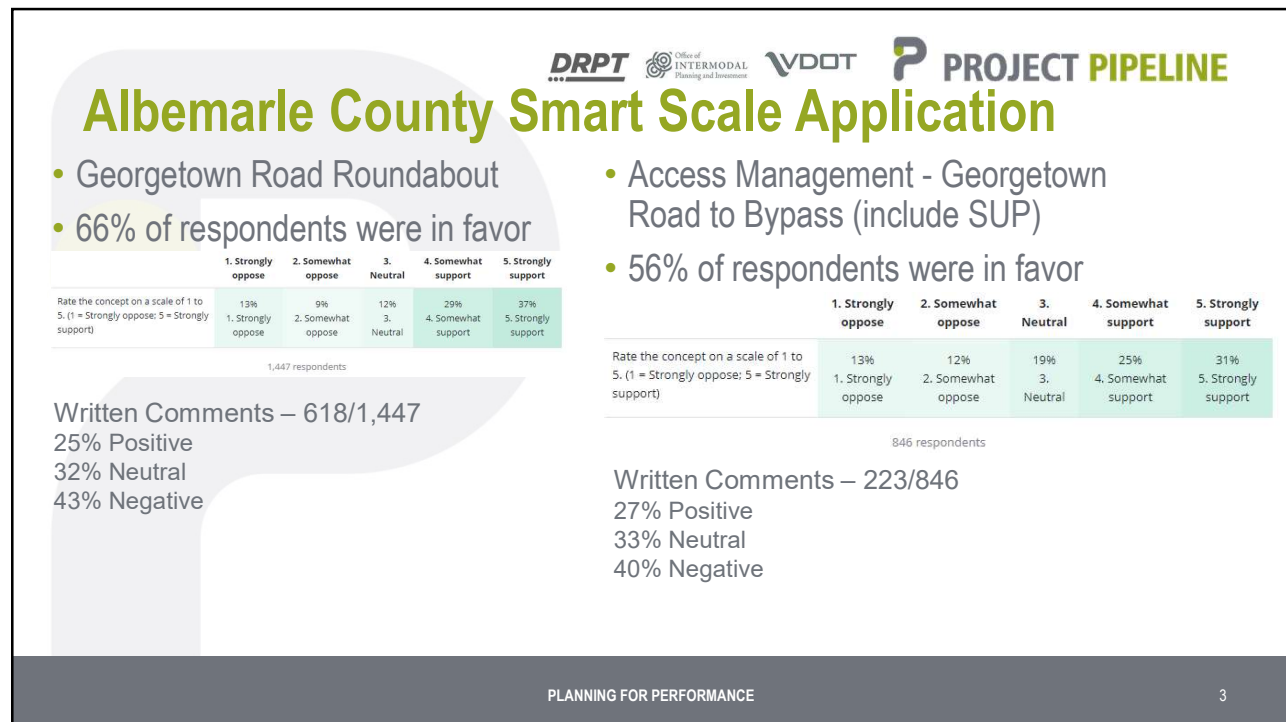


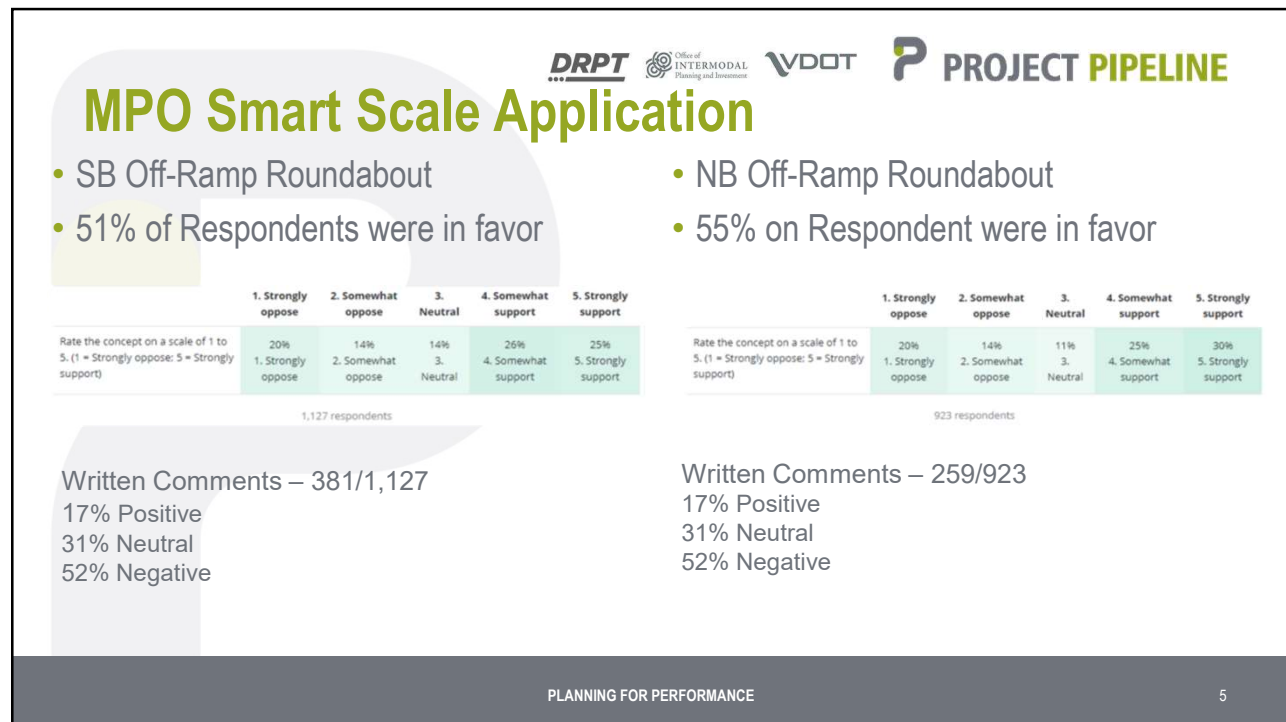

Albemarle County Smart Scale Application

- Georgetown Road Roundabout
- Access Management – raised median and shared use path on the south side of Barracks Road (EB lanes shifted towards median)

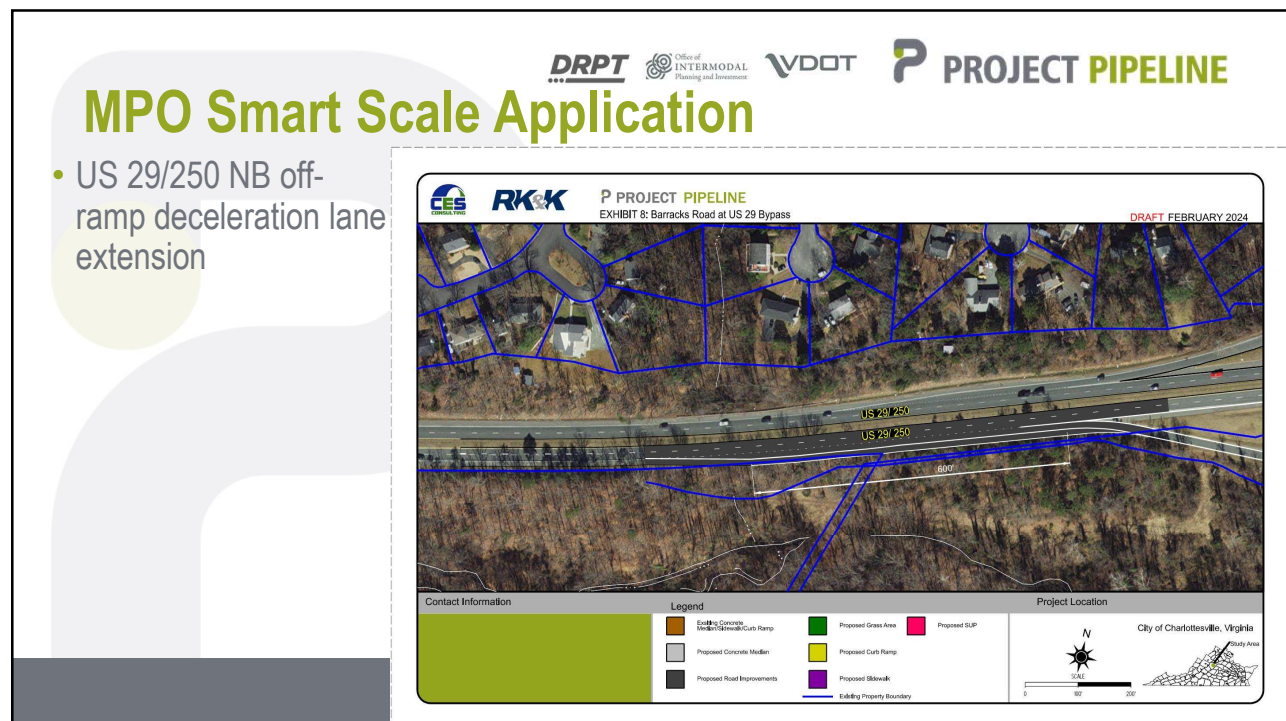


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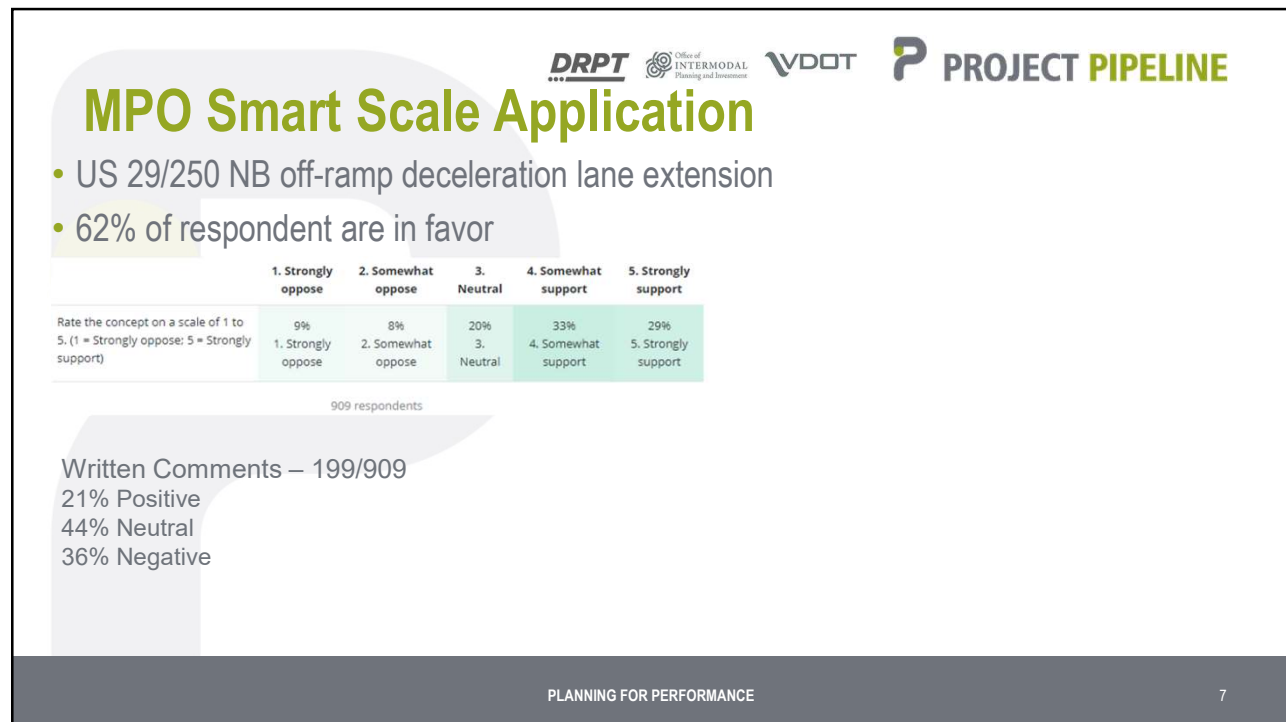




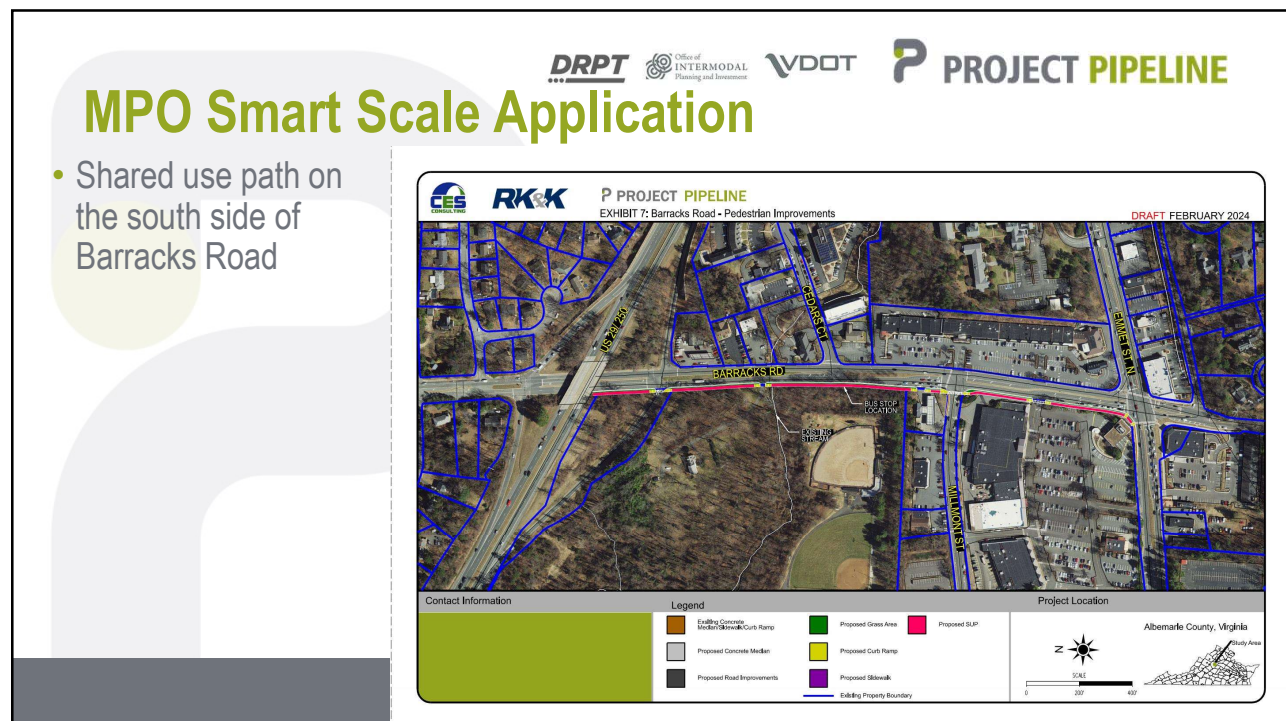
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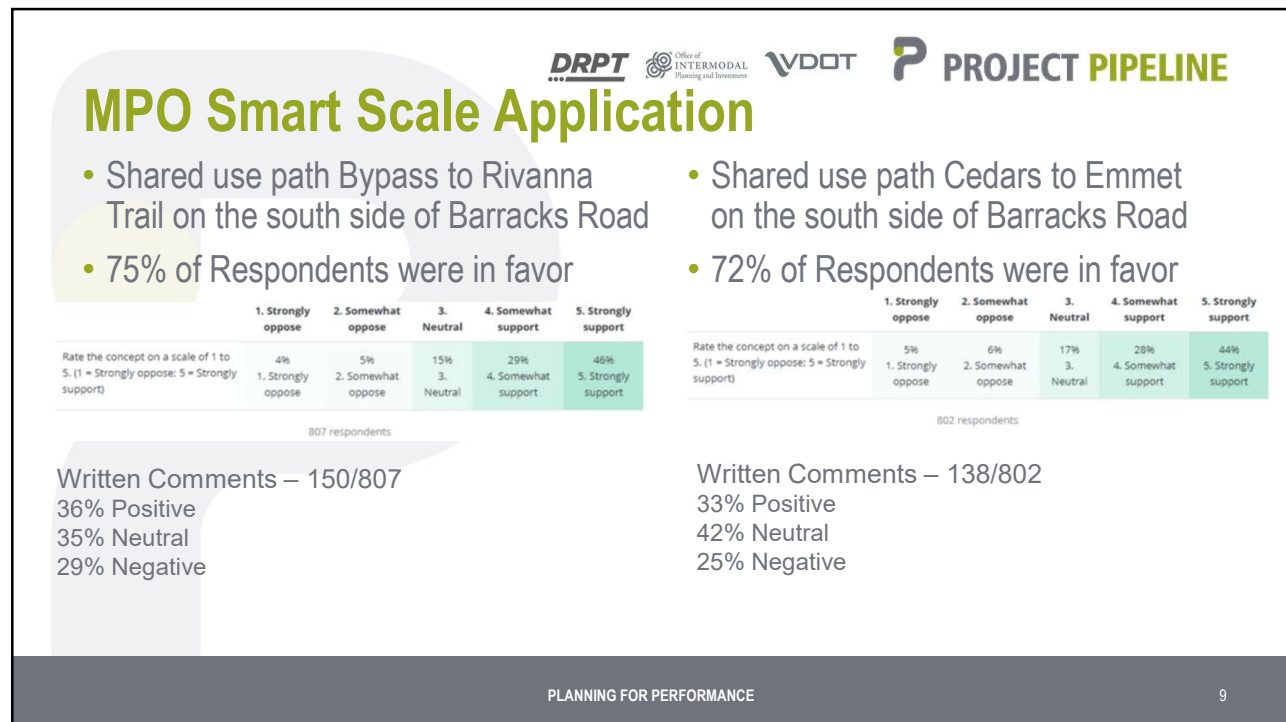
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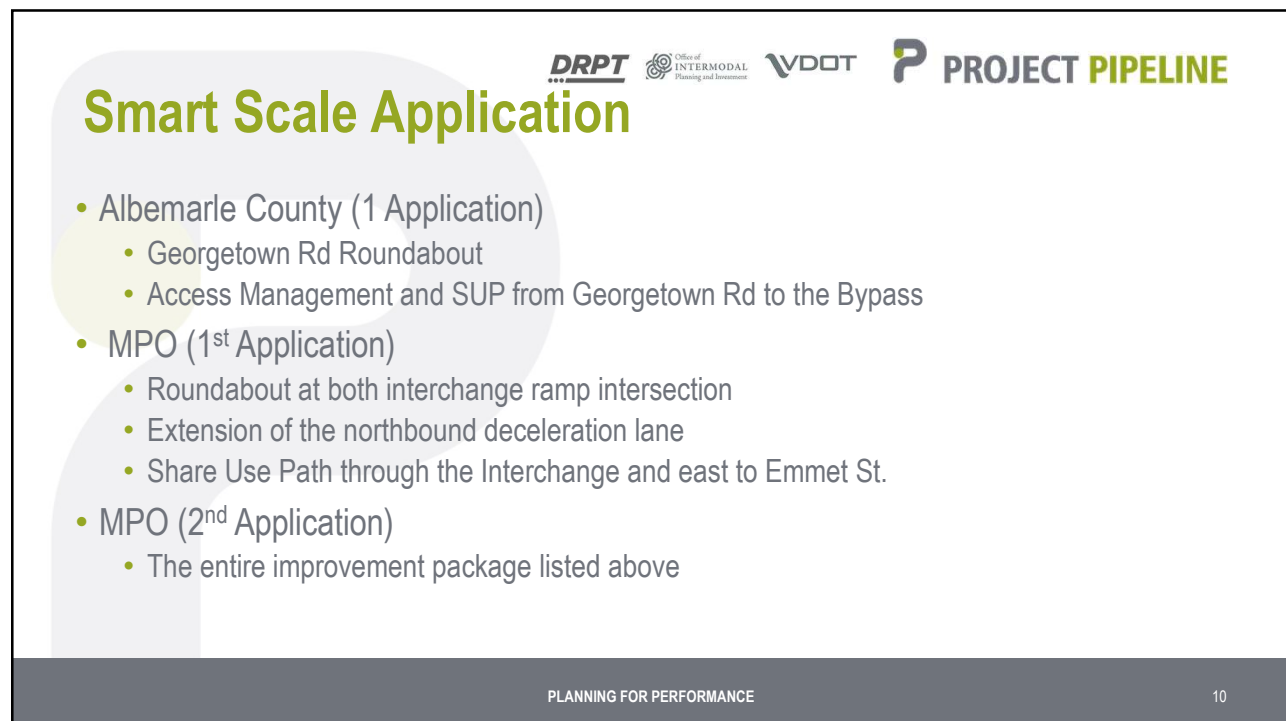
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Memorandum

To: MPO Policy Board
From: Christine Jacobs, Executive Director, TJPDC
Date: March 26, 2024
Reference: Barracks Road SMART SCALE Application – Alternatives Discussion

Purpose:

VDOT has been leading a Project Pipeline Study along the Barracks Road corridor between Georgetown Road and Emmet Street. The purpose of the VDOT Project Pipeline program is to identify cost-effective solutions to multimodal transportation needs and identify projects that can be considered for funding. Locations are selected for Pipeline Projects based on demonstrated needs as determined through the statewide transportation planning process.

Discussion:

The initial phase of the Project Pipeline process involved a review of the existing conditions based on the indicated state-determined (VTRANS) needs and a public survey. Using this initial data, consultants developed alternatives for improvements that could address the highest priority issues, and a second phase of public engagement was conducted to receive public feedback on the alternative designs.

The MPO Policy Board has indicated a desire to submit pre-applications for one or more projects identified through the Barracks Road Project Pipeline Study. Based on the recent changes to the project eligibility, the MPO could submit one or both of the project bundles listed below:

Bundle 1 (Includes all recommendations from the VDOT pipeline study from Georgetown Road to Emmet Street):

1. Roundabout at Georgetown Road and Barracks Road; including right turn slip lanes for the southbound and westbound approaches; sidewalk and crosswalks are included on each roadway approach.
2. Access Management: Narrows and raises the median and closes existing median crossings along Barracks Road between Georgetown Road and the US 29/250 interchange to accommodate a shared use path along the southside of the corridor.
3. Interchange improvements at both US 29/250 interchanges.
 - a. Preferred Alternative: Hybrid roundabouts at both interchanges. The hybrid roundabouts would allow for a reduction in the number of lanes needed in the eastbound direction to accommodate a shared use path to be constructed along the southside of Barracks Road through the interchange.
4. Continuous Shared Use Path along the south side of Barracks Road from intersection with Georgetown Road to Emmet Street.
5. US 29/250 northbound off-ramp deceleration lane extension.

Bundle 2 (Companion application to Albemarle County submitting for improvements west of the interchanges):

1. Interchange improvements at both US 29/250 interchanges.
 - a. Preferred Alternative: Hybrid roundabouts at both interchanges. The hybrid roundabouts would allow for a reduction in the number of lanes needed in the eastbound direction to accommodate a shared use path to be constructed along the southside of Barracks Road through the interchange.
2. Continuous Shared Use Path along the south side of Barracks Road through the interchange at US 29/250 to Emmet Street.
3. US 29/250 northbound off-ramp deceleration lane extension.

MPO Tech Recommendations:

On March 19, 2024, the MPO Technical Committee voted to recommend that the policy board approve the submission of pre-applications for both Barracks Road bundles with the preferred alternatives detailed above (7 yes votes, 2 no votes, and 1 abstention, with 5 absences). However, the committee wished to express the following concerns and/or considerations:

1. Remove the US 29/250 northbound off-ramp deceleration lane extension as it increases the cost of the project but does not add sufficient benefit. The operations of the preferred interchange improvement would not be affected by the removal of the lane extension; thus, the project may score more competitively with reduced costs.
2. Consider the inclusion of an additional crossing between Georgetown Road and Ricky Road marked as a high-visibility crosswalk to provide crossing access for bicyclists and pedestrians.
3. Consider adding pavement treatments for crosswalks at Georgetown Road.
4. Consider implementing the highest level of pedestrian safety improvements feasibility at the crossings on the on- and off-ramps.
5. Reduce lane widths to a minimum 11 feet, if feasible, to calm traffic and reduce speeds between the roundabout at Georgetown Road and the western most roundabout at the US 29/250 interchange.

VDOT staff will present a summary of the preferred alternatives at the March meeting, and review public feedback heard from the second phase of public engagement.

Recommended Action:

MPO Staff recommends a motion to approve the submission of a pre-application to Smart Scale for both Barracks Road Bundle 1 and Bundle 2 with the preferred alternatives.



1



SMART SCALE ROUND 6

MPO SMART Scale Application Update

 Charles Proctor

March 26, 2024

2

CAMPO – Current SMART Scale Project List

- 5th St.- I64 Interchange Improvements
 - Initial Study is complete (includes Framework document for the Interchange)
 - Initial Concepts have been developed
 - Public Survey is schedule to go live next week
- US 250 – Pantops Corridor Pipeline Study recommendations
 - Rolkin Road/US250 and Peter Jefferson Parkway/US250 and Park and Ride Lot
 - Crash summary update is under development
 - Final Concept and Cost Estimate are under development
- Barracks Rd Pipeline Study (Bypass Interchange and SUP to Emmet St.
 - Preferred alternatives for corridor are identified.
 - Framework document for the Interchange is being finalized.
 - Final Report, Concept and Cost Estimate are under development.
- Barracks Rd Pipeline Study (Entire Study Recommendation)
 - Same as above



3

5th St Interchange Study – DDI Scenario

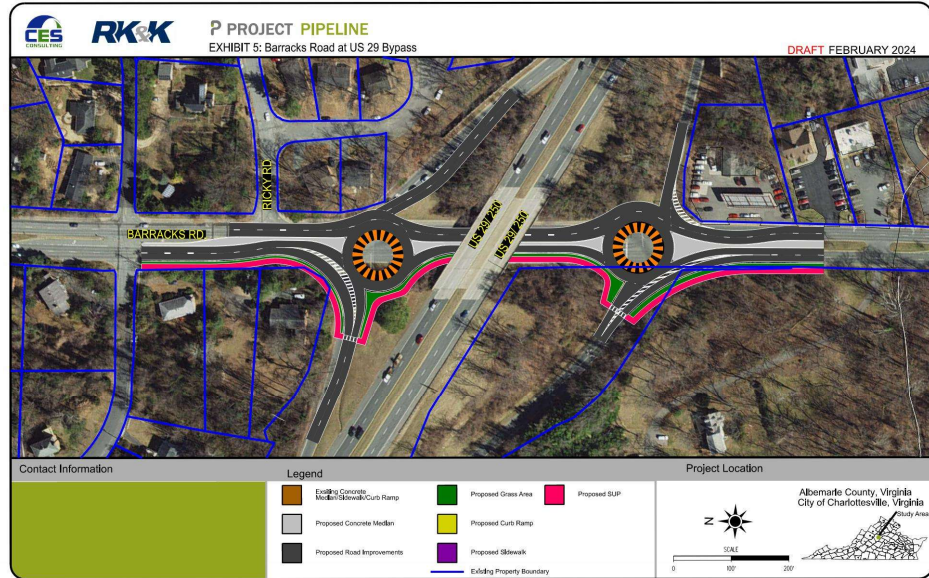
- Reduces the crashes through limiting and separation of the conflict points.
- Improves operations by reducing the number of signal phases at each intersection
- Provides Share Use Path in the center area between the lanes and crosswalks at the ramps.



4

Barracks Rd Albemarle/ Charlottesville (1 of 3)

Bypass Ramp
Intersection
conversion to
Roundabouts
with SUP
through
Interchange

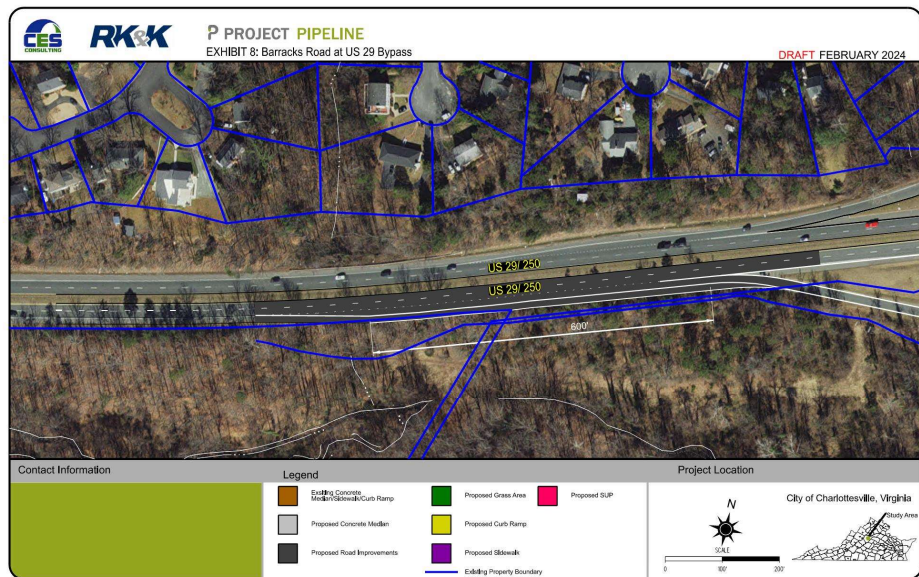


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Barracks Rd Albemarle/ Charlottesville (2 of 3)

Northbound
Ramp
Deceleration
Lane extension

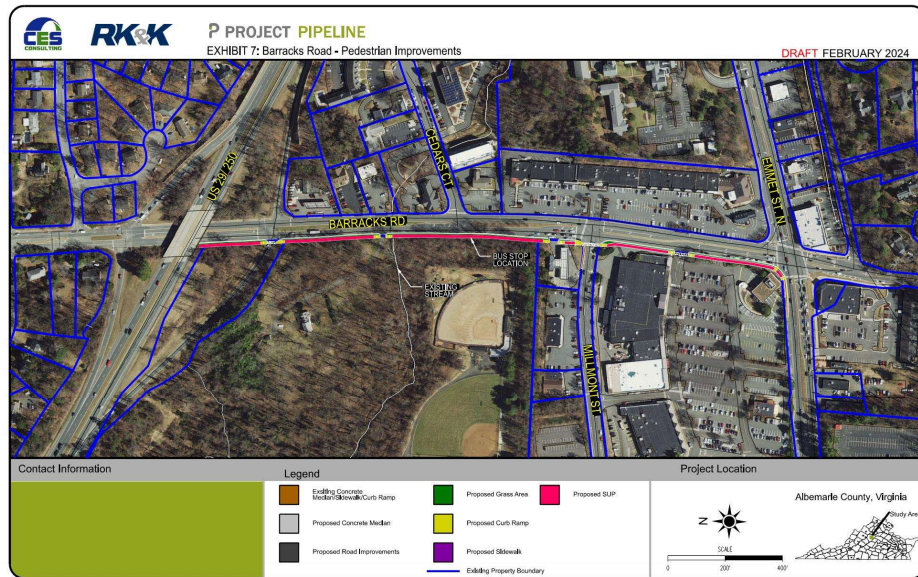


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Barracks Rd Albemarle/ Charlottesville (3 of 3)

Shared Use
Path to Emmet
St.



Virginia Department of Transportation

9

SMART Scale Schedule

- Pre – Application Deadline is April 1, 2024
- Screening and Initial Validation April 1 to June 1, 2024
- June 1 Full Application Open (Application Refinement)
- July 15 Deadline for Supporting Documentation Due for all Application
- August 1 Full Application Submission Deadline



10

Albemarle County SMART Scale Applications



11

Albemarle County – Current SMART Scale Project List

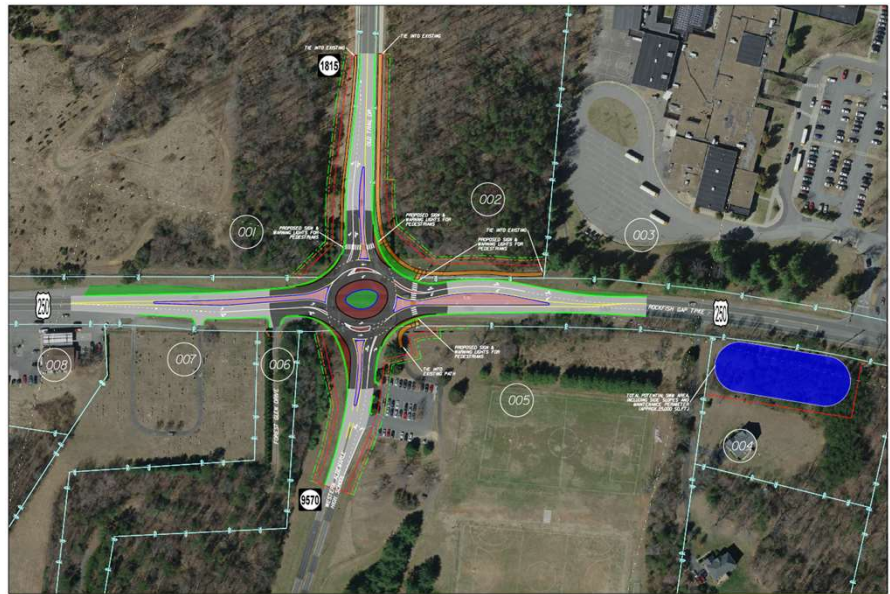
- Resubmitting US 250 – Old Trail Dr. / WAHS Intersection Improvements
 - Study and Crash updates are complete
 - Concept and cost estimate are being revised
- Rte. 631 (Rio Rd.) – Rte. 1427 (Hillsdale Dr.) & Rte. 631 (Rio Rd.) – Old Brook Rd. Intersection Improvement
 - Study is underway
 - Initial Concept is out for review
- Barracks Rd Pipeline Study (Georgetown Rd RDBT& Access Management and SUP on Barracks from Georgetown to the interchange)
 - Preferred alternatives for corridor are identified
 - Final Report, Concept and Cost Estimate are under development
- US 29 – Rte. 692 (Plank Rd.) Intersection Improvement
 - Final Concept and Cost Estimate is under development



12

US-250 – Old Trail Roundabout – Albemarle

Converts the signalized intersection to a Hybrid Roundabout and includes a Crosswalk of US 250 and Old Trail and Shared Use Path on US 250 and on Old Trail.

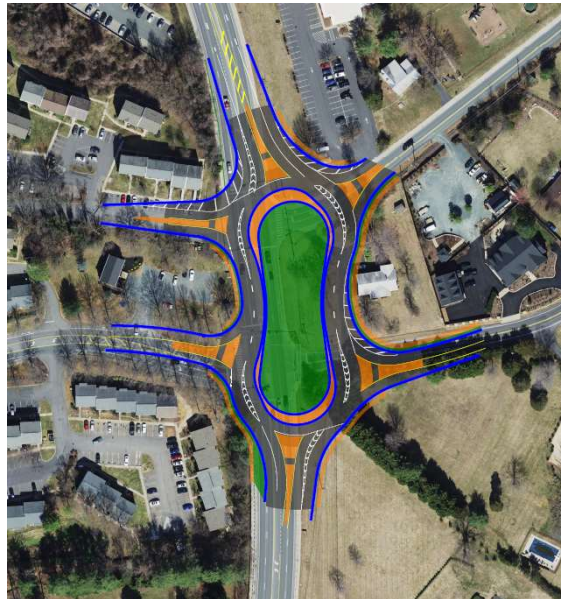


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13

Rte. 643 (Rio Rd) – Hillsdale/OldBrook Rd – Albemarle

Converts the two signalized intersection into a peanut shaped Roundabout. A sidewalk and Shared Use Path will be included



Virginia Department of Transportation

14



Moving Toward 2050

MPO Technical Committee Update

Tuesday, March 26, 2024



1

Agenda

- Stakeholder Meeting & Open House Details
- Update on Project Priorities
- Summary of Stakeholder and Public Feedback on Draft Project Priorities
- Questions & Discussion



2

Stakeholder Meeting & Open House Details

- **Friday, March 1st:** Business Stakeholder Meeting
 - *Four attendees, including representatives from Albemarle County, UVA, and CACVB*
- **Monday, March 4th:** Public Safety Stakeholder Meeting
 - *Four attendees, including representatives from Albemarle County Police & Fire, BRHD, and CAT*
- **Wednesday, March 6th:** Community Partners Stakeholder Meeting
 - *Four attendees, including representatives from SELC, TNT, PEC, and CAA*
- **Thursday, March 7th:** Open House
 - *Nine attendees, one comment card received*



3

Stakeholder Meeting & Open House Objectives

- **Validation:** We aimed to validate the proposed list of priority projects and gauge general agreement with the plan's recommendations.
- **Prioritization:** We asked stakeholders to give feedback on how they would prioritize the proposed projects to influence the constrained list.
- **Detailing:** Stakeholder & open house participant comments will help to guide project details, inform VDOT designs, and feed into funding applications.



4

Priority Project Identification Recap

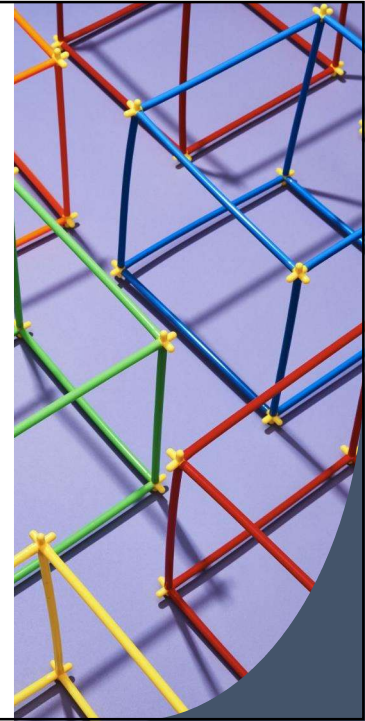
Candidate projects were compiled based on improvements identified through previous planning efforts or studies, including:

- *Small Area Plans*
- *Corridor Studies*
- *Transit Strategic Plans*
- *Regional Plans*
- *VDOT Project Pipeline & STARS Studies*

Priority projects were identified based on:

- *Locally identified priority improvements*
- *Candidate projects that addressed needs identified through the Moving Toward 2050 prioritization process*

Indicated needs not addressed by a committed/recently implemented project or a priority project were indicated as **planning priorities**, which will inform the efforts the region undertakes over the next several years to identify solutions to address these identified needs.



5

Priority Infrastructure Projects

I-64 and 5th Street Interchange Improvement	Rio Road Peanut-Shaped Roundabout and Shared Use Path	Airport Rd and 29 Intersection Improvements	Ivy Road Corridor Improvements, including Multi-modal Improvements on Old Ivy Road (Pipeline)	US 250 Corridor Improvements from Crozet Ave to Old Trail Drive
Avon Street Extended and Mill Creek Drive Intersection Improvement	Old Lynchburg Road Shared Use Path between Ambrose Commons and 5th Street	Berkmar Drive Shared Use Path between Rio Road and Hilton Heights Road	Eastern Avenue Connection between Westhall and US 250	Barracks Road Corridor Improvements between Georgetown Road and Emmet Street (Pipeline)
Ridge/McIntire/W. Main/South/Water Street Intersection Improvement	Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace	5th Street Multimodal Improvements from Harris Road to City/County Line, including Moores Creek Crossing	Preston Avenue Multi-Modal Improvements from 10th Street NW to Ridge/McIntire	Hillsdale South Extension, including 250 Interchange and Multi-Modal Improvements
Peter Jefferson Parkway & Rolkin Road Access Management/Pedestrian Improvements	Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills			

6

I-64 and 5th Street Interchange Improvement

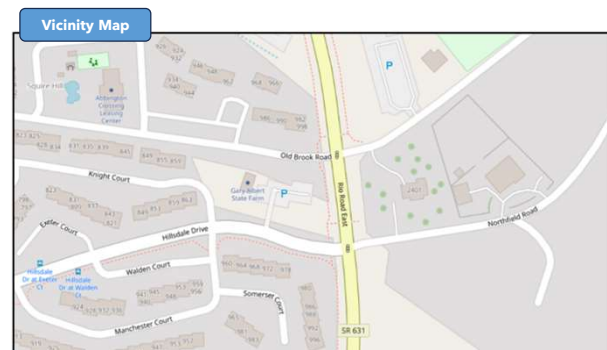
- Prioritization Process Overall Need: **Low**
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: **High**
- Community Partner Stakeholder Priority: **Low**
- General Comments:
 - Would improve pedestrian and bicyclist safety at this interchange and enhance access to outdoor recreation at Biscuit Run Park in the future.
 - A transportation hub is needed here.
 - One stakeholder was against implementing a diverging diamond design here.
 - The entire corridor needs to be addressed, not just this interchange.



7

Rio Road Peanut-Shaped Roundabout and Shared Use Path

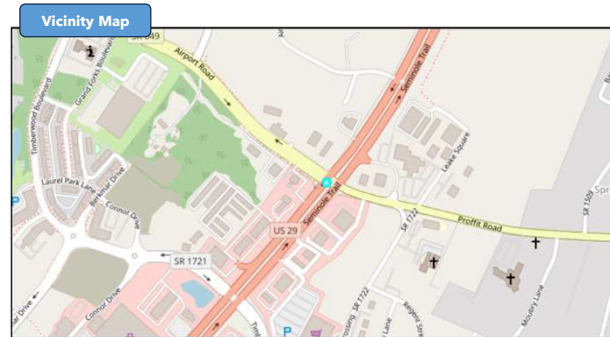
- Prioritization Process Overall Need: **High/Medium**
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: **Low**
- Community Partner Stakeholder Priority: **High**
- General Comments:
 - Business stakeholders felt that speed is a concern on this corridor and that there is a need for safety improvements.
 - Community Partner stakeholders cited safety concerns and deaths at this intersection, as well as issues with safely biking along this corridor.
 - Public Safety stakeholders didn't feel there were many issues here.



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Airport Rd and 29 Intersection Improvements

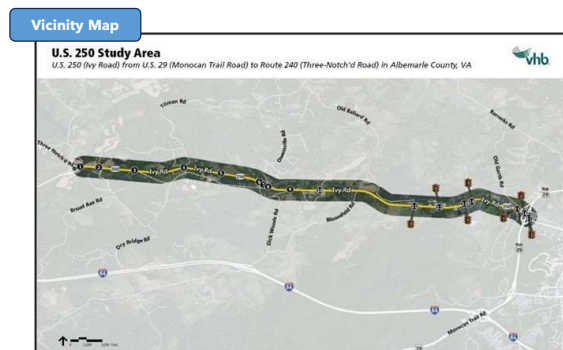
- Prioritization Process Overall Need: **Low**
- Business Stakeholder Priority: **High**
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - It's very difficult for pedestrians to cross 29 under current conditions. As density increases in nearby areas, pedestrian considerations will become even more important.
 - Public Safety stakeholders recommended improvements to stoplight timing, sidewalks, and crosswalks along 29 rather than big capital investments like roundabouts.



9

Ivy Road Corridor Improvements

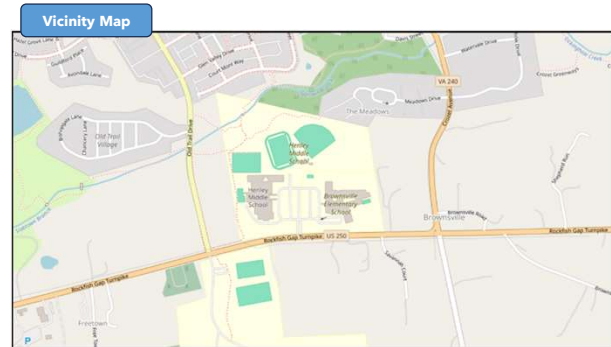
- Prioritization Process Overall Need: **Low**
- Business Stakeholder Priority: **High**
- Public Safety Stakeholder Priority: **High**
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Business stakeholders felt these improvements would be essential for tourism.
 - Public Safety stakeholders cited flooding and congestion issues.
 - Community Partner stakeholders cited walkability benefits of a shared use path along Old Ivy Rd.



10

US 250 Corridor Improvements (Crozet)

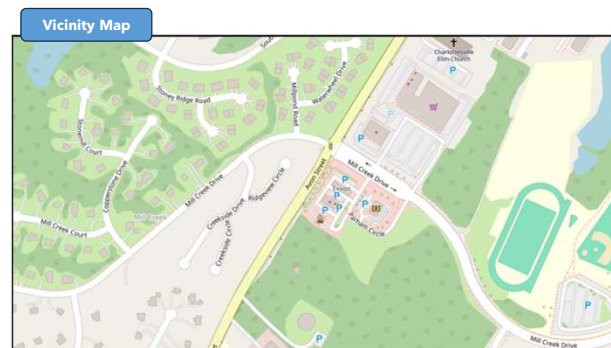
- Prioritization Process Overall Need: **Low**
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: **High**
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Pedestrian access for students at Brownsville Elementary and Henley Middle is a challenge. Sidewalk access on nearby roads is inconsistent.
 - Potential roundabout design could be confusing for buses.



11

Avon Street Extended & Mill Creek Drive Intersection Improvement

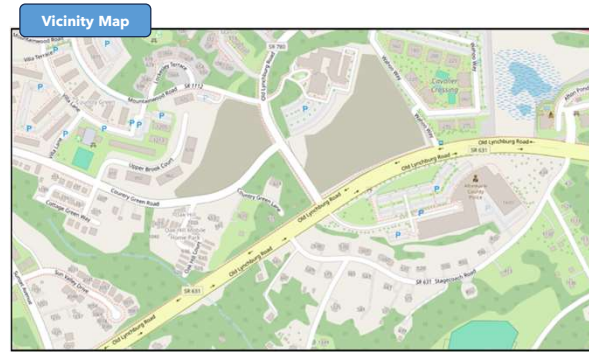
- Prioritization Process Overall Need: **Low**
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - This could be a good place for a roundabout.
 - Business stakeholders felt this could be a future thoroughfare for Biscuit Run Park.



12

Old Lynchburg Road Shared Use Path

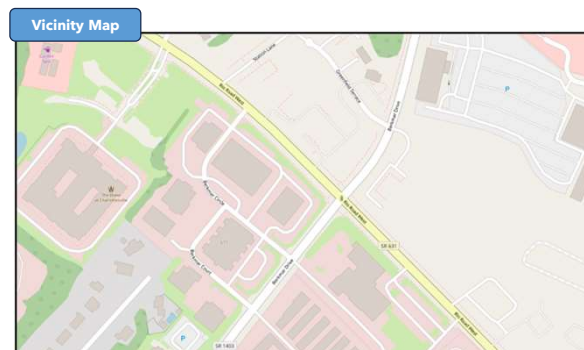
- Prioritization Process Overall Need: **Low**
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - CAT cited a need for a light or a roundabout at the intersection of 5th Street and Old Lynchburg Rd.



13

Berkmar Drive Shared Use Path

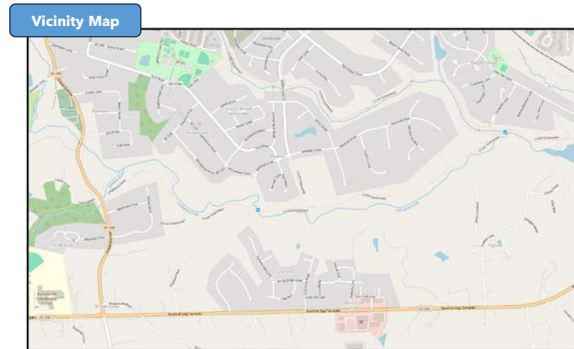
- Prioritization Process Overall Need: **Low**
- Business Stakeholder Priority: **Low**
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - No strong opinions.



14

Eastern Avenue Connection (Crozet)

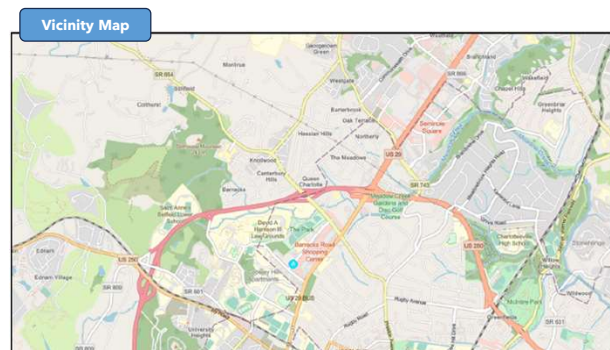
- Prioritization Process Overall Need: N/A
- Business Stakeholder Priority: *Low*
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Not a high priority, but necessary.



15

Barracks Road Corridor Improvements

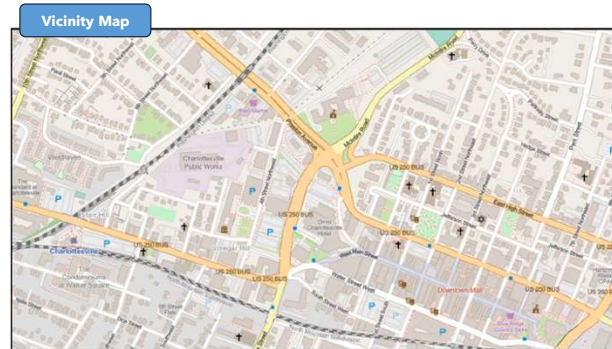
- Prioritization Process Overall Need: *Low*
- Business Stakeholder Priority: *High*
- Public Safety Stakeholder Priority: *Medium*
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - This is a high priority area for pedestrian and bicyclist safety, as well as traffic congestion.



16

Ridge/McIntire/W. Main/South/Water Street Intersection Improvement

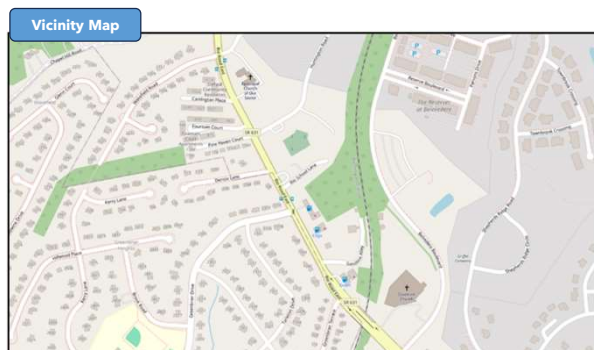
- Prioritization Process Overall Need: **Medium**
- Business Stakeholder Priority: **Medium**
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Unsafe and confusing for visitors and residents alike.
 - Equity needs to be considered - this area serves a lot of people living in low-income housing.
 - Need to implement the Ridge/McIntire streetscape plan.
 - One stakeholder suggested closing off South Street to vehicle traffic, but access to Midway Manor would be an issue.



17

Rio Road Corridor Improvements between Huntington Road and Greenbrier Terrace

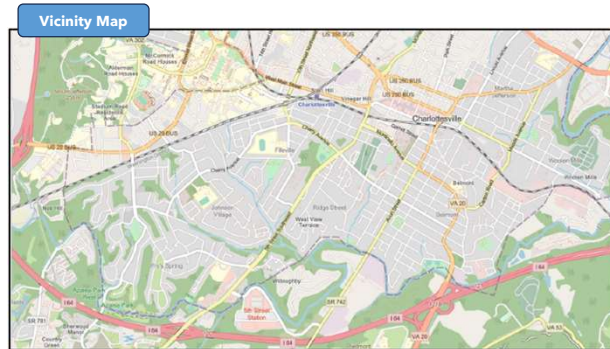
- Prioritization Process Overall Need: **Medium**
- Business Stakeholder Priority: **High**
- Public Safety Stakeholder Priority:
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - X



18

5th Street Multimodal Improvements

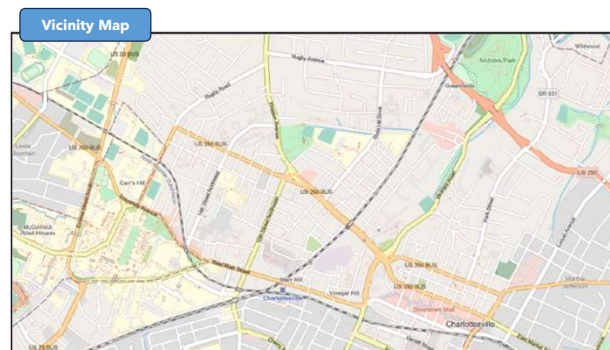
- Prioritization Process Overall Need: **High/Med/Low**
- Business Stakeholder Priority: **High**
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - Needs to happen in conjunction with improvements to the entire 5th Street corridor.
 - CAT would like to see a bus lane on this corridor, especially going south.



19

Preston Avenue Multi-Modal Improvements

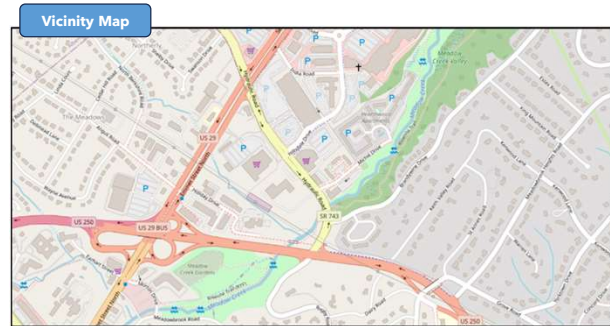
- Prioritization Process Overall Need: **High/Medium**
- Business Stakeholder Priority: **High**
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - The 10th St. intersection is confusing.



20

Hillsdale South Extension, incl 250 interchange & multimodal improvements

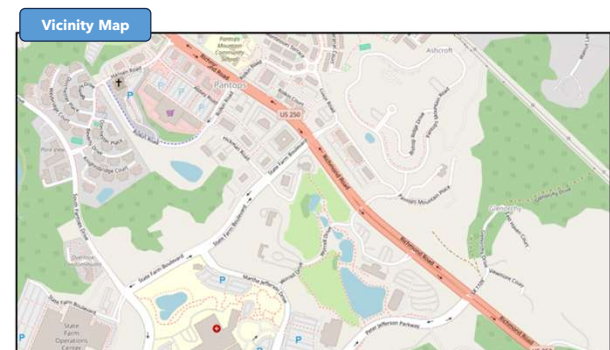
- Prioritization Process Overall Need: **High**
- Business Stakeholder Priority: **High**
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - None.



21

Peter Jefferson Parkway & Rolkin Road Access Management & Pedestrian Improvements

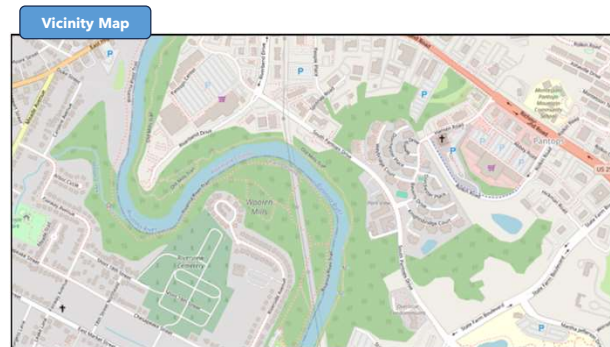
- Prioritization Process Overall Need: **Medium**
- Business Stakeholder Priority: **High**
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - None.



22

Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills

- Prioritization Process Overall Need: **Medium**
- Business Stakeholder Priority: N/A
- Public Safety Stakeholder Priority: N/A
- Community Partner Stakeholder Priority: N/A
- General Comments:
 - None.



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Other Feedback

Open House Comment Card

- The City's plans for W. Main St. are "interim", yet there's no long-term project identified in the long-range plan. I'd like to see vision projects that are more visionary. But I support what's presented.

Project Website Comment Form

- The Draft Priority Projects list lacks detail on the "Planning Priorities," a list that wasn't fully presented at the Open House. I am interested in knowing more about several of these, including "North side of JPA from W. Main to McCormick," "29 North/West Main/UVA Bus Rapid Transit Alternatives Analysis," and "E. High Street from 250 to Locust Avenue." If they are what I think they are, I'd like to see them studied very soon.
- The 2050 LOS seems to be one of the key ways of identifying needs. Is that automobile LOS, and if so, why is it used? It is not such a great way of representing conditions in urban areas. VDOT and OIPI are not using it much.
- I appreciate this public forum offering that involves needed education as well as the inclusion of interested community members' with our relevant input for safer healthier car-free transportation planning. This is especially important as we now must to take action to address our climate crisis.

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Next Steps

- Finalize priority project list using stakeholder & public feedback
- Develop implementation strategies
- Final plan review
- May 2024: Plan adoption



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Questions & Discussion



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

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

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

VISION PROJECTS

5th Street Station/5th Street Intersection Improvements

Louisa/Milton Road Pipeline Bundle

Route 20 Shared Use Path

Greenbrier/John Warner Parkway Multimodal Connection

Shared Use Path connection between 10th & Page neighborhood and Schenk's Greenway (Rail to Trail Project)

Three Notched Trail Section Improvements (as identified by the Albemarle County RAISE Grant)

CAT Existing Facility Expansion

Hydraulic Road from Earlysville to Georgetown (Include Lambs Lane Campus) - Multi-modal Improvement

Earlysville Road Corridor Improvements between Ivy Creek and Hydraulic

Emmet Street between Barracks Rd and 250 Bypass Multimodal Improvements

Biscuit Run Bike and Pedestrian Connections

14th Street NW from Grady to W. Main Multimodal Improvements

Greenbrier and Commonwealth Drive Intersection Improvements

Avon Corridor Multimodal Improvements

University of Virginia/Fifeville Bicycle Pedestrian Access

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

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

INFRASTRUCTURE PRIORITY PROJECTS

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

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

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

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

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

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

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

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

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

INFRASTRUCTURE PRIORITY PROJECTS

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

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

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

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

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

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

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

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



Unified Planning Work Program (UPWP)

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

 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



 **VDOT**
Virginia Department of Transportation

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

 U.S. Department of Transportation
Federal Highway Administration



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

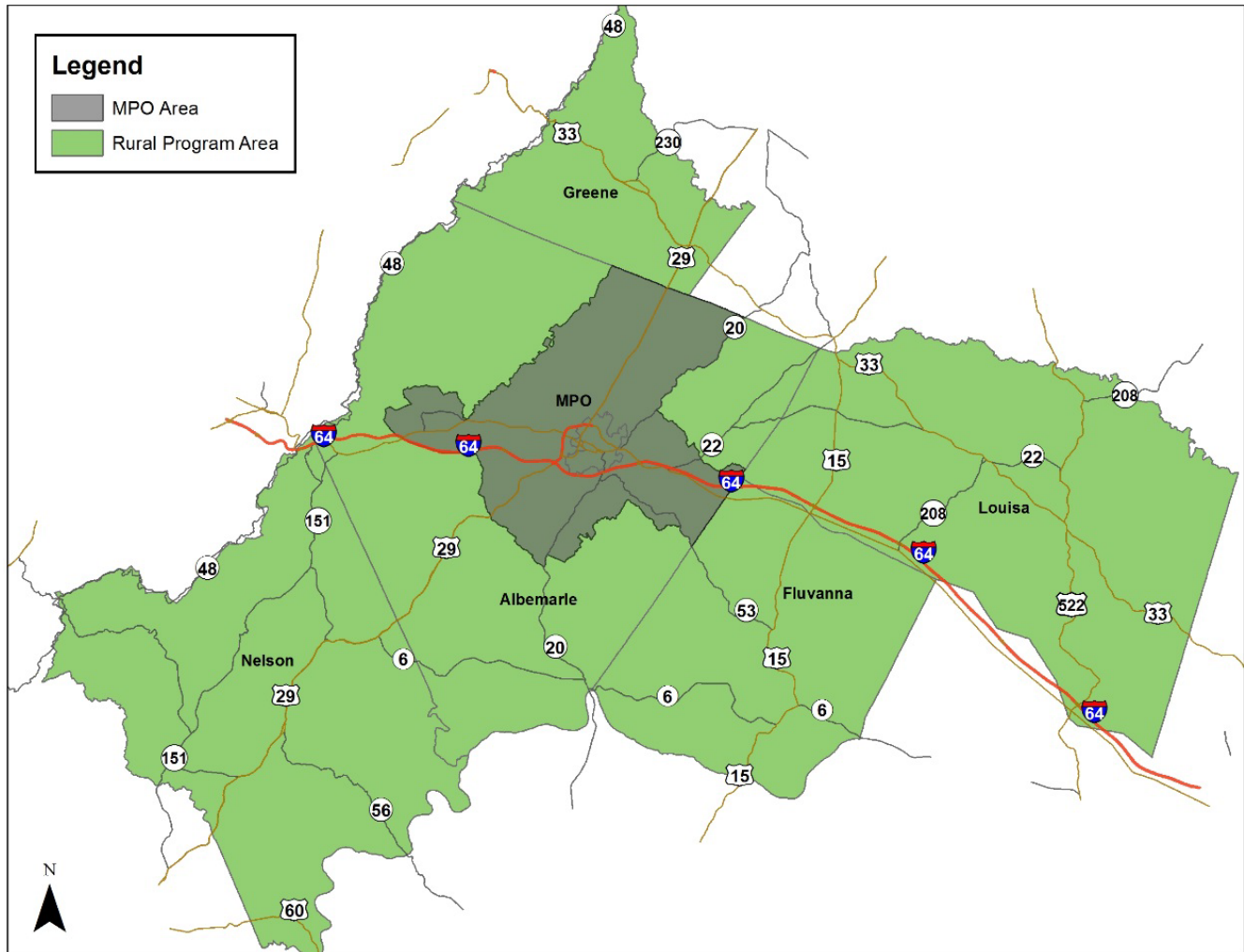
Purpose of the Metropolitan Planning Organization

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

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

The policy making body of the CA-MPO is its Board, consisting of two representatives from the City of Charlottesville and two representatives from Albemarle County. A fifth representative is from the VDOT Culpeper District. Non-voting members include DRPT, CAT, Jaunt, UVA, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), the Thomas Jefferson Planning District Commission, and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPD, 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.
- *Maintenance*: Emphasize the preservation of the existing transportation system.

MPO Transportation Infrastructure Issues and Priorities

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

The following issues call for a need to:

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

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

Public Participation/Title VI and Environmental Justice

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

Funding

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

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

The following tables provide information about the FY25 Work Program Budget. These tables outline the FY25 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Administration (Task 1), Long Range Planning (Task 2), and Short-Range Planning (Task 3). More detailed budget information is included with the descriptions of the task activities.

FY25 Work Program: Funding by Source

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

FY25 Work Program: Funding by Task

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

HIGHLIGHTS OF FY25 UPWP

The CA-MPO conducted several projects and initiatives in FY24. Below are highlights from that year, helping to give context for the FY25 activities.

SMART SCALE

The SMART SCALE process scores and ranks transportation projects, based on an objective analysis that is applied statewide. The legislation is intended to improve the transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide the maximum benefits for tax dollars spent. In FY24, CA-MPO staff followed the comprehensive review of the SMART SCALE program and provided regular updates and presentations to MPO stakeholders regarding proposed changes. The CA-MPO selected projects and prepared pre-applications to be submitted as final applications in FY25.

2050 Long Range Transportation Plan

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

Comprehensive Safety Action Plan

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

Regional Transit Planning

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

Transportation Improvement Program (TIP)

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

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia

Department of Rail and Public Transit (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY24, the MPO Policy Board voted to adopt safety targets based on regionally specific trends.

Grant Applications

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

Title VI/Public Participation

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

FY25 UPWP ACTIVITIES BY TASK

Task 1: Administration

Total Funding: \$84,000

PL Funding: \$62,500

FTA Funding: \$21,500

A) Reporting and Compliance with Regulations

PL Funding: \$14,000

FTA Funding: \$8,000

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

- FY25 Unified Planning Work Program Implementation;
- FY26 Unified Planning Work Program Development;
- Monthly progress reports and invoices; and,
- Other funding agreements.

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: \$24,000

FTA Funding: \$8,000

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

The CA-MPO staffs the following groups:

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

End Products:

- Staff committees;

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

C) Information Sharing

PL Funding: \$24,500

FTA Funding: \$5,500

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

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

End Products:

- Continue to review and update facts and figures;
- Provide technical data, maps and reports to planning partners;
- Attend local planning commission meetings as needed;
- Attend City Council and Board of Supervisors meetings as needed;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects
- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Participate in local Land Use and Environmental Planning Committee (LUEPC) meetings, when relevant to MPO topics/projects;
- Hold annual joint-MPO Policy Board meeting with the Staunton-Augusta-Waynesboro MPO and propose meetings with Lynchburg MPO.
- Maintain the TJPDC's social media; and,

- Maintain and update the MPO Website.

Task 2: Long Range Transportation Planning

Total Funding: \$264,828

PL Funding: \$192,029

FTA Funding: \$72,799

A) Comprehensive Safety Action Plan

PL Funding: \$50,000

FTA Funding: \$0

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

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

End Products:

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

B) Travel Demand Management Study

PL Funding: \$60,000

FTA Funding: \$15,000

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

End Products:

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

C) Regional Transit Authority

PL Funding: \$0

FTA Funding: \$54,799

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

End Products:

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

D) Travel Demand Model Update

PL Funding: \$10,000

FTA Funding: \$0

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

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

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

E) Pedestrian Navigation of Innovative Intersections

PL Funding: \$20,000

FTA Funding: \$0

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

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

End Product:

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

F) On-call Services/Contingencies

PL Funding: \$52,029

FTA Funding: \$3,000

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

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

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

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

Task 3: Short Range Planning

Total Funding: \$104,900

PL Funding: \$68,000

FTA Funding: \$36,900

A) Transportation Improvement Program (TIP)

PL Funding: \$5,000

FTA Funding: \$2,000

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

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

End Products:

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

B) SMART SCALE & Other Grant Planning and Support

PL Funding: \$35,500

FTA Funding: \$10,400

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

End Products:

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

- Review performance of applications submitted in Round 6 and review projects for consideration in Round 7; and
- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs.

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

PL Funding: \$8,500

FTA Funding: \$8,500

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

End Products:

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

D) Performance Targets

PL Funding: \$2,000

FTA Funding: \$1,000

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

End Products:

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

- 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

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

End Products:

- Utilize a broad range of public engagement strategies to disseminate information on transportation planning efforts and processes;
- Develop programs to better inform the public about transportation planning and project development;
- Demonstrate responsiveness to public input received during transportation planning processes;
- Review Title VI/Environmental Justice Plan, as needed;
- Review Public Participation Plan, as needed;
- 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.

PUBLIC PARTICIPATION PROCESS

Review and Approval of Tasks

MPO Policy Board:

- Initial Draft provided February 28, 2024
- Revised Draft provided March 26, 2024

MPO Technical Committee:

- Initial Draft provided March 19, 2024

CTAC Committee:

- Initial Draft provided March 20, 2024

Online Posting

Posted as part of MPO meeting agendas for:

February 28, 2024
March 19, 2024
March 20, 2024
March 26, 2024
April 16, 2024
April XX, 2024

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

State Review

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

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

Review of Final FY25 UPWP

MPO Technical Committee: April 16, 2024

Citizen Transportation Advisory Committee (CTAC): April XX, 2024

MPO Policy Board: April 24, 2024

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)
RAISE	USDOT Rebuilding American Infrastructure with Sustainability and Equity
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SS4A	Safe Streets and Roads for All (USDOT Discretionary Grant)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone

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: Memorandum of Understanding (2019)

Attachment B: Tasks Performed by VDOT

Attachment C: PL-FHWA/VDOT and FTA/DRPT Section 5303

Attachment D: Resolution

DRAFT

**MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING
AREA**

This agreement is made and entered into as of _____, 2018 by and between the Commonwealth of Virginia hereinafter referred to as the State, the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO; and the City of Charlottesville, the Charlottesville Area Transit Service, Albemarle County and JAUNT, Inc. hereinafter referred to as the Public Transportation Providers; and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at [23 CFR 450 Subpart C](#), and

WHEREAS, the regulations at [23 CFR 450.314](#) direct that the MPO, State, and Public Transportation Provider responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, State and Public Transportation Provider, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Charlottesville-Albemarle metropolitan area. It is also agreed that the following articles will guide the 3-C process. Amendments to this agreement may be made by written agreement among the parties of this agreement.

Article 1

Planning and Modeling Boundaries

The MPO is responsible as the lead for coordinating transportation planning and programming in the Charlottesville-Albemarle metropolitan transportation planning area (MPA) that includes the City of Charlottesville and a portion of Albemarle County. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the travel demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor. The MPA shall, at a minimum, cover the U.S. Bureau of the Census' designated urbanized area and the contiguous geographic area expected to become urbanized within the 20 year long range plan forecast period. The boundaries will be reviewed by the MPO and the State at least after

each Census decennial update, to adjust the MPA boundaries as necessary. Planning funds shall be provided to financially support the MPO's planning activities under 23 CFR 450 and 49 CFR 613, and the latest applicable metropolitan planning funding agreement with the State for the metropolitan planning area. All parties to this agreement shall comply with applicable state and federal requirements necessary to carry out the provisions of this agreement.

Article 2

MPO Structure & Committees

The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the MPO Technical Committee. The MPO shall establish and follow rules of order and record. The Policy Board and MPO Technical Committee each shall be responsible for electing a chairman with other officers elected as deemed appropriate. These committees and their roles are described below. Redesignation of an MPO is required when an existing MPO proposes to make substantial changes on membership voting, decisionmaking authority, responsibility, or the procedure of the MPO.

(A) The Policy Board serves as the MPO's policy board, and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP); and
- the performance based Constrained Long Range Transportation Plan (CLRP); and
- the performance-based Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source; and
- the adoption of performance measure targets in accord with federal law and regulations that are applicable to the MPO metropolitan planning area; and
- the reporting of targets and performance to be used in tracking progress toward attainment of critical outcomes for the MPO region [450.314]; and
- the Public Participation Plan

The Policy Board will consider, analyze as appropriate, and reflect in the planning and programming process the improvement needs and performance of the transportation system, as well as the federal metropolitan planning factors consistent with 23 CFR 450.306. The Policy Board and the MPO will comply and certify compliance with applicable federal requirements as required by [23 CFR 450.336](#), The Policy Board and the MPO also shall comply with applicable state requirements such as, but not limited to, the Freedom of Information Act requirements which affect public bodies under the Code of Virginia at [2.2-3700 et sequel](#).

Voting membership of the Policy Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- One representative participating on behalf of the State appointed by the Commonwealth of Virginia Secretary of Transportation, and
- Locally elected officials representing each County, independent City, Town or other appropriate representation within the metropolitan transportation planning area.

The individual voting representatives may be revised from time to time as designated by the respective government or agency. State elected officials may also serve on the MPO. Nonvoting members may be added or deleted by the Policy Board through a majority of all voting members. Voting and nonvoting designated membership of the Policy Board will be identified and updated on the MPO's website with contact information.

(B) The MPO Technical Committee provides technical review, supervision and assistance in transportation planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the Policy Board. This committee consists of the designated technical staff of the Policy Board members, plus other interests deemed necessary and approved by the Policy Board. The designated voting and nonvoting membership of the MPO Technical Committee will be updated by the Policy Board, and will be identified online with contact information.

(C) Regular Meetings – The Policy Board and MPO Technical Committee shall each be responsible for establishing and maintaining a regular meeting schedule for carrying out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The regular meeting schedule of each committee shall be posted on the MPO's website and all meetings shall be open to the public. Any meetings and records concerning the business of the MPO shall comply with State Freedom of Information Act requirements.

Article 3

Unified Planning Work Program (UPWP)

Transportation planning activities anticipated within the Charlottesville-Albemarle Metropolitan Planning Area during the next one or two year period shall be documented and prepared annually by the Staff and the MPO Technical Committee in accord with 23 CFR 450.308 and reviewed and endorsed by the Policy Board. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in

transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the Policy Board according to the same, full procedure as the initial UPWP.

Article 4

Participation Plan

The Policy Board shall adopt and maintain a formal, written Public Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45 day draft public review and comment period. The Participation Plan will be published and available on the MPO's website. The State may assist, upon request of the MPO and on a case by case basis, in the provision of documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies and Indian Tribal or federal public lands regarding other planning activities, thereby ensuring compliance with all sections of [23 CFR 450.316](#). The process(es) shall identify procedures for circulating or providing ready access to draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment as well as provide an opportunity for MPO consideration of such comments before formal adoption of a transportation plan or program.

Article 5

Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into the financially Constrained Long-Range Plan (CLRP)

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the State, and Public Transportation Provider(s). The CLRP shall be updated at least every five years, and address no less than a 20 year planning horizon. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders (including any intercity bus operators) with reasonable opportunities for involvement and comment as specified in 23 CFR 450.316 and in accordance with the procedures outlined in the Participation Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP.

Development of the Transportation Improvement Program (TIP)

The financially constrained TIP shall be developed by the MPO with assistance from the State and Public Transportation Provider(s). The TIP shall cover a minimum four year period and shall be updated at least every four years, or more frequently as determined by the State to coincide and be compatible with the Statewide Transportation Improvement development and approval process.

The State shall assist the MPO and Public Transportation Provider(s) in the development of the TIP by: 1) providing the project listing, planned funding and obligations, and 2) working collaboratively to ensure consistency for incorporation into the STIP. The TIP shall include any federally funded projects as well as any projects that are regionally significant regardless of type of funding. Projects shall be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The State and the Public Transportation Provider(s), assisted by the state, shall provide the MPO a list of project, program, or grouped obligations by year and phase for all the State and the public transportation projects to facilitate the development of the TIP document. The TIP shall include demonstration of fiscal constraint and may include additional detail or supporting information provided the minimum requirements are met. The MPO shall demonstrate explicit consideration and response to public input received during the development of the TIP.

Once the TIP is compiled and adopted by the Policy Board the MPO shall forward the approved TIP, MPO certification, and MPO TIP resolution to the State. After approval by the MPO and the Governor, the State shall incorporate the TIP, without change, into the STIP. The incorporation of the TIP into the STIP demonstrates the Governor's approval of the MPO TIP. Once complete, the STIP shall be forwarded by the State to FHWA and FTA for review and approval.

Article 6

Financial Planning and Programming, and Obligations

The State, the MPO and the Public Transportation Provider(s) are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.324) and program (23 CFR 450.326), as well as the development of the annual listing of obligated projects (23 CFR 450.334).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR 450.324 and 450.326 respectively with highway, public transportation and other transportation project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues

for the metropolitan planning area. The Public Transportation Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain system-level estimates of the costs and the revenue sources reasonably expected to be available to adequately operate and maintain the federal aid highways and public transportation. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report

Within 90 days after the close of the federal fiscal year the State and the Public Transportation Provider(s) shall provide the MPO with information for an Annual Obligation Report (AOR). This report shall contain a listing of projects for which federal highway and/or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the AOR in accordance with the MPO's public participation plan criteria for the TIP.

Article 7

Performance-Based Metropolitan Planning Process Responsibilities

The MPO

The MPO, in cooperation with the State and Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The MPO shall properly plan, administratively account for and document the MPO's performance based planning activities in the MPO UPWP.

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the State(s) and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant State(s) and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the state(s) and Public Transit Provider(s) of whether the MPO: 1) has selected “to contribute toward the accomplishment” of the statewide target selected by the state, or 2) has identified and committed to meet a specific quantitative target selected by the Public Transportation Provider(s) or the MPO for use in the MPO’s planning area of Virginia.

In the event that a Virginia MPO chooses to establish a MPO-specific federal highway or transit performance measure quantitative target, then the Virginia MPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the State for the MPO-specific highway and/or transit performance measure(s). Reports from the Virginia MPOs that choose their own MPO-specific highway or transit target(s) will be due to the State no later than 21 days from the date that the MPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated MPO-specific highway target shall be sent from the Virginia MPO to the VDOT Construction District Engineer. The special report(s) for each new or updated MPO-specific transit target shall be sent from the Virginia MPO to the Department of Rail and Public Transportation. The special report(s) shall include summary documentation on the performance analyses calculation methods, baseline conditions, quantitative target(s), and applicable outcome(s) regarding the latest performance period for the MPO-specific performance measure(s). For the Virginia MPOs which agree to plan and program projects “to contribute toward the accomplishment” of each of the statewide performance measure targets, the State will conduct the performance analyses for the MPO’s metropolitan planning area in Virginia and provide online summaries for each measure such that no special report to the State will be due from these MPOs.

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area’s performance to inform the development of appropriate performance targets. The MPO may use State performance measures information and targets to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO’s

transportation performance targets, recent performance history and status will be identified and considered by the MPO's Policy Board in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest State performance measure status information available and posted online by the State regarding the metropolitan planning area at the time of the MPO's Technical Committee recommendation of the draft MPO long range plan or draft TIP.

The State

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), the State is the lead party responsible for continuous highway travel data measurement and collection. The State shall measure, collect highway data and provide highway field data for use in federal highway related performance measure analyses to inform the development of appropriate federal performance targets and performance status reports. MPO information from MPO-specific data analyses and reports might not be incorporated, referenced or featured in computations in the Virginia statewide performance data analyses or reports. The State shall provide highway analyses for recommending targets and reporting on the latest performance history and status not only on a statewide basis but also on the Virginia portions of each of Virginia's MPO metropolitan planning areas, as applicable. The findings of the State's highway performance analyses will inform the development or update of statewide targets.

Information regarding proposed statewide targets for highway safety and non-safety federal performance measures will be presented to the Commonwealth Transportation Board (CTB) at the CTB's public meetings and related documents, including, but not limited to, presentations and resolutions, will be made publicly available on the CTB website. The MPO and Public Transportation Provider(s) shall ensure that they inform the State of any special data or factors that should be considered by the State in the recommendation and setting of the statewide performance targets.

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The MPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target

adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.

The Public Transportation Provider(s)

For the metropolitan areas, Public Transportation Providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the MPO, the State and Public Transportation Provider(s) to ensure consistency with the performance targets that Public Transportation Providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Information from the Public Transportation Provider(s) on new or updated public transit asset management and safety performance targets, and data-reports on the public transit performance history and status relative to the targets is necessary for use and reference by the affected State(s) and the MPO(s). The Public Transportation Provider(s) that receive federal funds shall annually update and submit their transit asset management targets and data-reports to the FTA's National Transit Database consistent with FTA's deadlines based upon the applicable Public Transportation Provider's fiscal year. The Public Transportation Provider(s) shall notify, and share their information on their targets and data-reports electronically with the affected State(s) and MPO(s) at the time that they share the annual information with FTA, and coordinate, as appropriate, to adequately inform and enable the MPO(s) to establish and/or update metropolitan planning area transit target(s) no later than 180 days thereafter, as required by performance-based planning process.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.

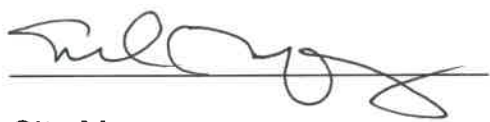


Chair
Charlottesville-Albemarle
Metropolitan Planning Organization

WITNESS BY 
DATE 7/25/18

Secretary of Transportation
Commonwealth of Virginia

WITNESS BY _____
DATE _____



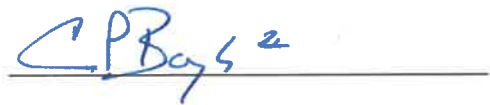
City Manager
City of Charlottesville for
Charlottesville Area Transit

WITNESS BY 
DATE 1/2/2019

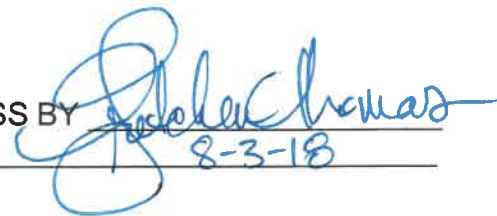


Executive Director
Jaunt, Inc.

WITNESS BY 
DATE 12/10/2018



Executive Director
Thomas Jefferson
Planning District Commission

WITNESS BY 
DATE 8-3-18



County Executive
Albemarle County

WITNESS BY Cheryl Skene
DATE 12/17/2018

ATTACHMENT – A
Charlottesville/Albemarle Urbanized Area
FY-2024 Unified Planning Work Program
VDOT Input

State Planning and Research (SPR) Funds Available \$ XXX,XXX

Task 1.0 Administration of the Continuing Urban Transportation Planning Process (3-C) with the Charlottesville-Albemarle MPO

Budgeted \$XX,XXX

- Preparation for and attend:
 - MPO Policy Board Committee Meeting;
 - MPO Technical Committee as the VDOT Representative;
 - MPO Citizen Transportation Advisory Committee (CTAC), and
 - Various other local and jurisdictional committee meetings as necessary.
- Preparation of PL funding agreements and addenda.
- Review and process billing invoices and progress reports.
- Process adjustments and amendments to the FY-2021-24 TIP and FY 2034-2027 TIP.
- Review Performance Measure and assist with target setting.
- Review road plans for conformance with current transportation plan.
- Conduct Federal-Aid/Functional Classification System reviews.
- Coordinate multi-modal activities and maintain/update inventory datasets.
- Assist with the updates of the Public Participation Plan, Title VI/Environmental Justice Plan, and other regional plans as needed.
- Monitor regional travel.
- Assist with studies and project development/review.
- Review local and regional transportation planning activities and attend public hearings.

Task 2.0 Long-Range Transportation Planning with the Charlottesville-Albemarle MPO

Budgeted \$XX,XXX

- Respond to inquiries concerning the Year 2045 Long-Range Transportation Plan.
- Assist the MPO with the updates of the Year 2050 Long-Range Transportation Plan.
- Assist the MPO with model scenario development, review and runs to forecast traffic demand and develop multi-modal transportation needs for long-range plans and corridor studies.
- Evaluate and review comments and respond to concerns relative to transportation planning process.
- Evaluate and review comments and respond to concerns relative to corridors, pedestrian, multi-modal, and access management studies.
- Evaluate planning study efforts as they relate to the NEPA process.

Task 3.0 Short-Range Transportation Planning with the
Charlottesville-Albemarle MPO

Budgeted \$XX,XXX

- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies, Rezoning's and Comprehensive Plan updates and changes
- Review environmental impact reports for impacts to existing and future transportation facilities
- Provide advice and support on freight issues and information compilation.

Task 4.0 Coordination with the
Northern Virginia Transportation Authority and Washington Area Council of
Government

Budgeted \$XX,XXX

- Attend various MPO Committee Meeting as necessary;
- Respond to inquiries concerning the Year 2045 Long-Range Transportation Plan
- Assist the MPO with the updates of the Year 2045 Long-Range Transportation Plan
- Assist the MPO with model scenario development, review and runs to forecast traffic demand and develop multi-modal transportation needs for long-range plans and corridor studies
- Assist with processing adjustments and amendments to the FY 2022-2027 Six Year Program
- Review Performance Measure and assist with target setting
- Review road plans for conformance with current transportation plan
- Conduct Federal-Aid/Functional Classification System reviews
- Monitor regional travel
- Review proposed enhancement projects as necessary
- Review local transportation planning activities and attend public hearings
- Evaluate and review comments and respond to concerns relative to transportation planning process
- Evaluate and review comments and respond to concerns relative to corridors, pedestrian, multi-modal, and access management studies
- Evaluate planning study efforts as they relate to the NEPA process.
- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies

- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies, Rezoning's and Comprehensive Plan updates and changes
- Review environmental impact reports for impacts to existing and future transportation facilities
- Provide advice and support on freight issues and information compilation.

Task 5.0 Non-Urbanized/Rural Transportation Planning Program

Budgeted \$XXX,XXX

- Assist in the administration of the Rural Transportation Programs for the Thomas Jefferson Planning District Commission and the Rappahannock-Rapidan Regional Commission.
- Preparation for and attendance at Rural Technical Committee and various other local and jurisdictional committee meetings as necessary
- Review and process billing invoices and progress reports
- Coordinate multi-modal activities and maintain necessary transportation inventory datasets
- Monitor regional travel
- Assist with the updates to the STIP to FY 2024-2027.
- Assist with studies and project development/review.
- Review local and regional transportation planning activities and attend public hearings for compliance with Chapter 729
- Assist the PDCs with the update of the Rural Long-Range Plan and small area plans
- Evaluate and review comments and respond to concerns relative to transportation planning process
- Evaluate and review comments and respond to concerns relative to corridor, pedestrian, multi-modal, and access management studies
- Evaluate planning study efforts as they relate to the NEPA process.
- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies
- Review environmental impact reports for impacts to existing and future transportation facilities

Provide advice and support on freight issues and information compilation. VDOT's Transportation and Mobility Planning Division (TMPD), located in the 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.

Attachment C: PL-FHWA/VDOT Section 5303 and FHWA/VDOT Funding Breakdown

FY25			
	FHWA/VDOT - PL	FTA/DRPT	Total
Task 1: Administration	\$ 62,500	\$ 21,500	\$ 84,000
Reporting and Compliance with Regulations	\$ 14,000	\$ 8,000	\$ 22,000
Staffing Committees	\$ 24,000	\$ 8,000	\$ 32,000
Information Sharing	\$ 24,500	\$ 5,500	\$ 30,000
Task 2: Long Range Transportation Planning	\$ 192,029	\$ 72,799	\$ 264,828
Comprehensive Safety Action Plan	\$ 50,000		\$ 50,000
Travel Demand Management Study	\$ 60,000	\$ 15,000	\$ 75,000
Regional Transit Authority		\$ 54,799	\$ 54,799
Travel Demand Model Update	\$ 10,000		\$ 10,000
Pedestrian Navigation of Innovative Intersections	\$ 20,000		\$ 20,000
On-call Services/Contingency	\$ 52,029	\$ 3,000	\$ 55,029
Task 3: Short Range Transportation Planning	\$ 68,000	\$ 36,900	\$ 104,900
TIP Maintenance	\$ 5,000	\$ 2,000	\$ 7,000
SMART SCALE & Grant Support	\$ 35,500	\$ 10,400	\$ 45,900
RTP, TDM, and Bike/Ped Support	\$ 8,500	\$ 8,500	\$ 17,000
Performance Targets	\$ 2,000	\$ 1,000	\$ 3,000
Regional Transit & Rail Planning	\$ -	\$ 5,000	\$ 5,000
CTAC/Public Outreach/Title VI	\$ 17,000	\$ 10,000	\$ 27,000
TOTAL	\$ 322,529	\$ 131,199	\$ 453,728



Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water Street, Charlottesville, VA 22902 www.tjpd.org

(434) 979-7310 phone • info@tjpd.org email

Resolution of Approval for the Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Fiscal Year 2025 Unified Planning Work Program (UPWP)

WHEREAS, The Unified Planning Work Program (UPWP) provides a mechanism for coordinating transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA); and

WHEREAS, the CA-MPO provides a forum for conducting a continuing, comprehensive, and coordinated (3-C) transportation decision-making process among the City of Charlottesville, County of Albemarle, University of Virginia, Jaunt, Charlottesville Area Transit, Department of Rail and Public Transportation, and Virginia Department of Transportation officials; and

WHEREAS, the UPWP identifies all activities to be undertaken in the CA-MPO area for fiscal year 2025; and

WHEREAS, the MPO Technical Committee reviewed the draft UPWP at their regular meetings, on March 19 and April 16, 2024; and

WHEREAS, the Citizen Transportation Advisory Committee (CTAC) reviewed the draft UPWP at their regular meetings, on March 20 and April 17, 2024; and

WHEREAS, the MPO Policy Board reviewed the draft UPWP at their regular meetings, on February 20 and March 16, 2024; and

WHEREAS, staff from the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) reviewed the draft UPWP; and

WHEREAS, the draft UPWP was posted on the CA-MPO website and the public was provided with an opportunity to comment on the plan consistent with the Public Engagement Plan adopted on July 28, 2021.

NOW, THEREFORE BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) approves the Fiscal Year 2025 Unified Planning Work Program and associated budget.

Adopted this 24th day of April, 2024 by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

Ned Gallaway
Chair, Charlottesville-Albemarle MPO

Christine Jacobs
Executive Director, TJPD, CA-MPO



Charlottesville-Albemarle Metropolitan Planning Organization
FY25 Draft Unified Planning Work Program (UPWP)

1

Purpose of UPWP

- Identifies all transportation planning activities to be undertaken in the CA-MPO area for fiscal year 2025 (July 1 – June 30)
- Federal law requires that the MPO address eight basic planning factors
 - Economic Vitality
 - Safety
 - Security
 - Accessibility/Mobility
 - Environmental Quality
 - Connectivity
 - Efficiency
 - Maintenance

2

Purpose of UPWP

The CA-MPO identified additional priorities:

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

3

Funding

- Two federal agencies fund the MPO's planning activities:
 - FHWA (PL) – Administered through VDOT
 - FTA – Administered through DRPT
- 80% Federal, 10% State, 10% Local
- Additionally, VDOT receives state planning funds from FHWA for State Planning and Research (SPR)

4

Funding

FY25 Work Program: Funding by Source

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

5

Funding

FY25 Work Program: Funding by Task

PL-FHWA/VDOT Section 5303 and FHWA/VDOT Funding Breakdown			
FY25			
	FHWA/VDOT - PL	FTA/DRPT	Total
Task 1: Administration	\$ 62,500	\$ 21,500	\$ 84,000
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Pedestrian Navigation of Innovative Intersections	\$ 20,000		\$ 20,000
On-call Services/Contingency	\$ 52,029	\$ 3,000	\$ 55,029
Task 3: Short Range Transportation Planning	\$ 68,000	\$ 36,900	\$ 104,900
TIP Maintenance	\$ 5,000	\$ 2,000	\$ 7,000
SMART SCALE & Grant Support	\$ 35,500	\$ 10,400	\$ 45,900
RTP, TDM, and Bike/Ped Support	\$ 8,500	\$ 8,500	\$ 17,000
Performance Targets	\$ 2,000	\$ 1,000	\$ 3,000
Regional Transit & Rail Planning	\$ -	\$ 5,000	\$ 5,000
CTAC/Public Outreach/Title VI	\$ 17,000	\$ 10,000	\$ 27,000
TOTAL	\$ 322,529	\$ 131,199	\$ 453,728

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Activities – Task 1 - Administration

190 - Administration			
Task 1a: Reporting and Compliance			
190	\$14,000	FY25/FY26 UPWP	
		Progress Reports/Invoices	
		Funding Agreements	
		Legal, accounting, audit for contracts	
Task 1b: Staffing Committees			
190	\$24,000.00	Staffing Committees	
		MPO Policy Board, Tech, RTP	
		Maintain membership	
		Public notice/meetings	
		Website updates	
Task 1c: Information Sharing			
190	\$24,500.00	Technical data, maps for planning partners	
		Local Planning Commissions	
		City Council/BOS mtgs	
		PDC/MPO Policy Board communication	
		Cville/Alb/UVA coordination/LUEPC	
		VAMPO, AMPO	
		Joint Policy Board w/ SAWMPO	
		Social Media/Website	
	\$62,500.00		

191 - Administration			
Task 1a: Reporting and Compliance			
191	\$8,000.00	FY25/FY26 UPWP	
		Progress Reports/Invoices	
		Funding Agreements	
		Legal, accounting, audit for contracts	
Task 1b: Staffing Committees			
191	\$8,000.00	Staffing Committees	
		MPO Policy Board, Tech, RTP	
		Maintain membership	
		Public notice/meetings	
		Website updates	
Task 1c: Information Sharing			
191	\$5,500.00	Technical data, maps for planning partners	
		Local Planning Commissions	
		City Council/BOS mtgs	
		PDC/MPO Policy Board communication	
		Cville/Alb/UVA coordination/LUEPC	
		VAMPO, AMPO	
		Joint Policy Board w/ SAWMPO	
		Social Media/Website	
	\$21,500.00		

*See Draft FY25 UPWP for description of all activities

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Activities – Task 2 – Long Range Planning

195 - Long-Range Planning			
Task 2a: Comprehensive Safety Action Plan			
195	\$50,000.00	Analysis of data	
		Coordination of Stakeholder Group	
		Public Engagement	
		Priorities Strategies	
		Support project/application development	
		Template for ongoing monitoring/reporting	
Task 2b: Travel Demand Management Study			
195	\$60,000.00	Synthesis of existing studies	
		Data analysis on trip origin/destination	
		Determination of primary traffic generators	
		Regional TDM for future growth	
		Park and Ride demand need	
		Needed transit improvement	
Task 2c: Regional Transit Authority			
195	\$-		
Task 2d: Travel Demand Model			
195	\$10,000.00	Coordinate meetings	
		Collection of Data	
		Feedback from local govts on growth projections	
Task 2e: Pedestrian Navigation of Innovative Intersections			
195	\$20,000.00	Resource Guid Development	
Task 2f: On-Call Services/Contingencies			
195	\$52,029.00	On Call Consultant Program	
		Contingencies	
	\$192,029.00		

196 - Long-Range Planning			
Task 2a: Comprehensive Safety Action Plan			
196	\$-	Analysis of data	
		Coordination of Stakeholder Group	
		Public Engagement	
		Priorities Strategies	
		Support project/application development	
		Template for ongoing monitoring/reporting	
Task 2b: Travel Demand Management Study			
196	\$15,000.00	Synthesis of existing studies	
		Data analysis on trip origin/destination	
		Determination of primary traffic generators	
		Regional TDM for future growth	
		Park and Ride demand need	
		Needed transit improvement	
Task 2c: Regional Transit Authority			
196	\$54,799.00		
Task 2d: Travel Demand Model			
196	\$-	Coordinate meetings	
		Collection of Data	
		Feedback from local govts on growth projections	
Task 2e: Pedestrian Navigation of Innovative Intersections			
196	\$-	Resource Guid Development	
Task 2f: On-Call Services/Contingencies			
196	\$3,000.00	On Call Consultant Program	
		Contingencies	
	\$72,799.00		

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Activities – Task 3 – Short Range Planning

198 - Short-Range Planning		
Task 3a: Transportation Improvement Program (TIP)		
198	\$	5,000.00
		Annual Obligation Report
		TIP Amendment/Adjustments
		Monitor TIP, Comply with Regulations
Task 3b: Smart Scale & Grant Planning and Support		
198	\$	35,500.00
		Smart Scale Updates
		Review performance of Round 6
		Communicate sharing of ED, and relevant info to localities
		Attend OPIP and MPO meetings
Task 2c: TDM, RTP, Travel Demand Management, Transit/Bike/Ped Support		
198	\$	8,500.00
		Carpooling, Alternative Modes
		Transit Coordination, improve communication between providers
		Bike/Ped Coordination - UVA/City/County
Task 2d: Performance Targets		
198	\$	2,000.00
		Prep Perf Targets for MPO committees
		Documentation to notify state of adoption
		Update TIP when Perf Targets are adopted
Task 2e: Regional Transit and Rail Planning		
198	\$	-
		Participate in statewide efforts to expand transit/rail
		Submit planning/implementation grant application for transit rail
Task 2f: CTAC, Public Participation, Title VI		
198	\$	17,000.00
		CTAC Committee
		Engage Public
		Review Title VI, Environmental Justice Plan, Public Participation Plan
		Review Website for accessibility
		Historically underserved
		Adequate public notice, media
		\$68,000.00

199 - Short-Range Planning		
Task 3a: Transportation Improvement Program (TIP)		
199	\$	2,000.00
		Annual Obligation Report
		TIP Amendment/Adjustments
		Monitor TIP, Comply with Regulations
Task 3b: Smart Scale & Grant Planning and Support		
199	\$	10,400.00
		Smart Scale Updates
		Review performance of Round 6
		Communicate sharing of ED, and relevant info to localities
		Attend OPIP and MPO meetings
Task 3c: TDM, RTP, Travel Demand Management, Transit/Bike/Ped Support		
199	\$	8,500.00
		Carpooling, Alternative Modes
		Transit Coordination, improve communication between providers
		Bike/Ped Coordination - UVA/City/County
Task 3d: Performance Targets		
199	\$	1,000.00
		Prep Perf Targets for MPO committees
		Documentation to notify state of adoption
		Update TIP when Perf Targets are adopted
Task 3e: Regional Transit and Rail Planning		
199	\$	5,000.00
		Participate in statewide efforts to expand transit/rail
		Submit planning/implementation grant application for transit rail
Task 3f: CTAC, Public Participation, Title VI		
199	\$	10,000.00
		CTAC Committee
		Engage Public
		Review Title VI, Environmental Justice Plan, Public Participation Plan
		Review Website for accessibility
		Historically underserved
		Adequate public notice, media
		\$36,900.00

*See Draft FY25 UPWP for description of all activities

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FY25 UPWP Next Steps

- Draft of UPWP activities was presented to MPO Policy Board in February 2024 Meeting to seek direction
- Draft of UPWP to be presented to MPO Tech, CTAC, and MPO Policy Board in March 2024 meetings
- Final Draft of UPWP to be delivered to MPO Tech and CTAC in April 2024 meetings seeking 'recommendation to Policy Board'
- Final Draft of UPWP delivered to MPO Policy Board in April 2024 meeting for consideration/approval

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