

AGENDA

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public
Join Zoom Meeting
<https://us02web.zoom.us/j/82871359491>
Meeting ID: 828 7135 9491

Item	Description	Time
1	Call to Order a. Call to Order, Roll Call – <i>Vice Chair, Alberic Karina-Plun & Gorjan Gjorgjievski</i> b. *Remote participation of voting members.	10:00 – 10:05
2	Matters from the Public – <i>Vice Chair, Alberic Karina-Plun</i> Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – <i>(limit three minutes per speaker)</i>	10:05 – 10:10
3	*General Administration – <i>Vice Chair, Alberic Karina-Plun</i> a. *Review and Acceptance of Agenda b. *Approval of April 7, 2026, Meeting Minutes c. **CA-MPO Bylaws and Public Engagement Plan Revisions – Staff Memo and Redlined/Clean Documents d. Slate of Officers	10:10 – 10:15
4	**New Business – <i>Vice Chair, Alberic Karina-Plun</i> a. SMART SCALE Round 7 CA-MPO and Rural Projects – <i>Taylor Lowery</i> i. Presentation b. STARS and Project Pipeline Study Process – <i>Sandy Shackelford</i> i. Presentation c. **STARS and Project Pipeline Study Locations i. City of Charlottesville Presentation – <i>Kellie Brown</i> ii. Albemarle County Presentation – <i>Jessica Dimmick</i> iii. Staff memo d. US29 STARS Study Update – <i>Sandy Shackelford</i> i. Presentation e. FY24-FY27 TIP Adjustments – <i>Gorjan Gjorgjievski</i> i. Staff Memo	10:15 – 10:25 10:25 – 10:40 10:40 – 11:15 11:15 – 11:25 11:25 – 11:30
5	Staff Updates – <i>Vice Chair, Alberic Karina-Plun</i> a. Staff Updates – <i>Taylor Lowery</i> i. Staff Report b. FY27 Meeting Schedule – <i>Gorjan Gjorgjievski</i> i. August 4, 2026 ii. October 6, 2026 iii. December 1, 2026 iv. February 2, 2027 v. April 6, 2027 vi. June 1, 2027	11:30 – 11:35 11:35 – 11:40
6	Other Business a. Roundtable Updates b. Next Regular Meeting: August 4, 2026, at 10am	11:40 – 11:55

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7	Additional Matters from the Public Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – <i>(limit of three minutes per speaker)</i>	11:55 – 12:00
8	Adjourn	12:00 pm

(*) A vote is required for this item (**) A recommendation to the MPO Policy Board is expected for this item

VOTING MEMBERS (13) & ALTERNATES (4)	STAFF (6)
Ben Chambers, City of Charlottesville (Chair)	Christine Jacobs, TJPDC
Tommy Safranek, City of Charlottesville	Taylor Lowery, TJPDC
Kellie Brown, City of Charlottesville (Alternate)	Lucinda Shannon, TJPDC
Danny Yoder, City of Charlottesville Planning Commission	Gretchen Thomas, TJPDC
Alberic Karina-Plun, Albemarle (Vice Chair)	Gorjan Gjorgjievski, TJPDC
Jessica Dimmick, Albemarle County	Logan Ende, TJPDC
Tonya Swartzendruber, Albemarle (Alternate)	
Lonnie Murray, Albemarle Planning Commission	
Charles Proctor, VDOT	
Sandy Shackelford, VDOT (Alternate)	
	NON-VOTING MEMBERS (2)
Christine Jacobs, TJPDC	Daniel Koenig, FTA
Taylor Lowery, TJPDC (Alternate)	Ivan Rucker, FHWA
Jason Espie, Jaunt	
Bill Palmer, UVA, Office of the Architect	
Mitch Huber, DRPT	
Wood Hudson, DRPT (Alternate)	
Sara Pennington, Rideshare	
	GUESTS/PUBLIC
Barry Herring, Charlottesville Area Transit	
Garland Williams, Charlottesville Area Transit (Alternate)	

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CA-MPO Technical Committee Meeting

Draft Minutes, April 7, 2026

A recording of this meeting can be found here:

<https://www.youtube.com/watch?v=IIDtjEsjBPk&t=27s>

VOTING MEMBERS & ALTERNATES		STAFF	
Ben Chambers, Charlottesville	x	Gretchen Thomas, TJPDC	x
Danny Yoder, Charlottesville PC	x	Gorjan Gjorgjievski, TJPDC	x
Tonya Swartzendruber, Albemarle (alternate)	x	Lucinda Shannon, TJPDC *	x
Alberic Karina-Plun, Albemarle		Taylor Jenkins, TJPDC	x
Lonnie Murray, Albemarle PC			
Charles Proctor, VDOT *	x	NON-VOTING MEMBERS	
Christine Jacobs, TJPDC *	x	Daniel Keoning, FTA	
Jason Espie, Jaunt	x	Ivan Rucker, FHWA	
Bill Palmer, UVA Ofc of Architect			
Mitch Huber, DRPT	x	GUESTS/PUBLIC	
Sara Pennington, Rideshare *	x	Peter Krebs, Piedmont Environmental Council	x
Tommy Safranek, Charlottesville *	x	Michael Barnes, Albemarle County	x
Garland Williams, CAT		Kevin McDermott, Albemarle County *	x
Sandy Shackelford, VDOT	x	Russ Martin, Cabridge Systematics *	x
Barry Herring, CAT (alternate)	x		
Jessica Dimmick, Albemarle	x		
Zoë Macomber, Charlottesville (alternate)	x		
Wood Hudson, DRPT (alternate)			

* Attended remotely

1. CALL TO ORDER:

Ben Chambers called the meeting to order at 10:01 a.m. Mr. Gorjan Gjorgjievski called roll.

Christine Jacobs stated that she is out of the country and could not make it in person to the meeting. Sara Pennington stated that she is travelling and could not make it to the meeting in person.

Motion/Action: Ben Chambers made a motion to allow the online members to participate remotely. The motion passed unanimously.

2. MATTERS FROM THE PUBLIC (MINUTE 2:55)



a. **Comments by the Public:** Peter Krebs, Piedmont Environmental Council, said he attended the last MPO Policy Board meeting and said it was good to take a step back from Smart Scale and think about it. He said Smart Scale is a funding stream and it is tempting as planners to get into the mindset to look at the funding source and its needs. He said that makes the funding source the client and not the community. He feels we are at a dead end with Smart Scale in some ways. He has heard frustration from one of the Board of Supervisors that every two years the area may get a portion of the projects that need to be done but it never solves the bigger problem. He said the community needs to start thinking about other ways to solve transportation needs besides Smart Scale, TAP and revenue sharing. He said it is time to think about solving the transportation issues by what the community needs rather than what the funding needs are. Mr. Krebs noted there is a neighborhood-level transportation problem and a region-level transportation problem and Mr. Krebs noted that both need attention. He asked to find a bridge between the block-level needs and the regional-level needs.

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

3. GENERAL ADMINISTRATION (MINUTE 6:08)

Approval of Agenda and the February 3, 2026, Minutes

Motion/Action: Ben Chambers made a motion to approve the February 3, 2026, minutes and the agenda. There was no second. The motion passed unanimously.

4. NEW BUSINESS (MINUTE 6:43)

FY24-27 TIP Amendment #14 and Adjustment #27

Gorjan Gjorgjievski presented amendment #14 to the TIP. He also briefly presented the adjustment to #27, additional funding added to the management program. He said there is a staff memo about the details in the agenda packet.

Motion/Action: Jason Espie made a motion to accept amendment #14 of the TIP. Danny Yoder seconded and the motion passed unanimously.

FY27-30 Transportation Improvement Program (TIP)

Mr. Gjorgjievski presented the new draft TIP. He gave a background on the document and its process. He said the public hearing will happen at the MPO Policy Board meeting on April 27, 2026. He gave some key updates in the document including updated maps, language and funding sources. There are updated project costs and schedules for all projects. There is combination of new and existing transit projects by project category. There is a removal of completed, canceled or formally closed projects. He reviewed the numerous funding sources.

Mr. Gjorgjievski presented the transit projects currently in the TIP, including transit projects and VDOT projects.

He said the next step is to get a recommendation from the MPO Tech committee to the Policy Board to approve the TIP.

Ms. Shackelford noted that there were two numbers that were switched and she communicated that to Mr. Gjorgjievski. Mr. Gjorgjievski said there may be changes if there is feedback from the public.

Motion/Action: Jessica Dimmick made a motion to recommend the adoption of the FY27-30 TIP to the Policy Board as presented and amended by Ms. Shackelford. Danny Yoder seconded, and the motion passed unanimously.

FY27 UPWP

Taylor Jenkins gave updates since the first draft of the UPWP. There were changes in Task 1 and Task 2, which she briefly detailed. She presented the updated budget table which includes the allocations received on Friday. This presentation is different than the one in the agenda packet.

She continued by presenting ongoing and upcoming activities. She also covered the numerous tasks covered by the UPWP. She said the FY27 UPWP has been opened up for public comment and review, a public notice was posted to the Daily Progress, and the draft UPWP has been shared with FHWA and FTA representatives for review and comment.

Jessica Dimmick said she liked how Ms. Jenkins has included benchmarking and best practices and feels that researching how to tie the regional funding priorities into those will be important for the future.

Motion/Action: Tonya Swartzendruber made a motion to recommend to the Policy Board that they adopt the UPWP as presented. Tommy Safranek seconded, and the motion passed unanimously.

Smart Scale Update (Minute 25:27)

Taylor Jenkins said the Policy Board had a special meeting to cover the projects being considered for the MPO's applications for Smart Scale. She gave background on project eligibility. She presented information about HPP eligibility and project evaluation.

She said the cost estimates shown today are the most up-to-date but are subject to change.

She continued sharing the projects under consideration. The first is the I-64/5th Street Diverging Diamond Intersection (DDI), shared-use-path connection, and sidewalk connection.

Sandy Shackelford said the average High Priority Project (HPP) is about \$25 million, but this project would have been competitive in the past in the low \$40 millions. This project is now estimated at \$44.7 million, which is more in line with potential funding.

Ms. Dimmick said that Albemarle County is looking to put a shared-use path at this intersection on the south side. She said the County is working to get other shared-use paths built from the roundabout at Old Lynchburg and 5th Street with a couple of development projects contributing as well. Ms. Shackelford said once that is built, VDOT might be more open to creating a shared-use path run through the whole project area.

Ms. Dimmick said the County is hoping to put a shared use path parallel to the interstate going west but north of the interstate. She detailed their plans and asked if VDOT would consider putting that into consideration in their design/modeling for the future. There was a continued discussion about the overall project.

The next project Ms. Jenkins reviewed was the US29/US250 eastbound on-ramp extension at Ivy Road. The project would increase the length of the on-ramp and add an additional on-ramp lane from Old Ivy Road. It would connect the Ivy Road on-ramp with the Leonard Sandridge off-ramp by an auxiliary lane. The preliminary cost is \$13.86 million. Mr. Safranek said he would prefer that this project have more bike/ped infrastructure.

The next project Ms. Jenkins reviewed was the US29/US250 westbound on-ramp extension at Ivy Road. The project increases the length of the off-ramp by approximately 600'. The preliminary cost is \$10.66 million. There were no comments on this project.

The next project Ms. Jenkins reviewed was the US29 NB/US250 EB off-ramp and pedestrian improvements at Barrack Road. The preliminary cost is \$21.3 million. There was an extended discussion about the details of this project. It was noted that the sketch presented needs to be refined before the application deadline.

Ms. Jenkins presented the goals for the Moving Toward 2025 long-range transportation plan (LRTP).

She noted the next steps include resolutions of support, OIPI/VDOT/DRPT review pre-applications and provide feedback and August 1 is the full application deadline.

Motion/Action: Tonya Swartzendruber made a motion to recommend the resolution for the locality projects as provided. Tommy Safranek seconded, and the motion passed unanimously.

Motion/Action: Jessica Dimmick made a motion to recommend the Policy Board pass the resolution for the Barrack and 5th St projects as provided. Danny Yoder seconded, and the motion passed unanimously.

Ben Chambers presented his objections to the Old Ivy Ramp pipeline projects. See Appendix A for his full comments.

Motion/Action: Ben Chambers made a motion to not recommend the Old Ivy Road projects to the Policy Board as provided. Danny Yoder seconded. Ben Chambers, Tommy Safranek, and Danny Yoder voted yes. Jessica Dimmick, Tonya Swartzendruber, Charles Proctor, Christine Jacobs, Sara Pennington voting no. Jason Espie, Mitch Huber, Barry Herring abstaining. The motion did not pass.

Jessica Dimmick said their staff has been discussing these projects and noted that this funding only comes every two years and we need to seek a better funding strategy, but the question is do we take the projects off the table and miss out on the opportunity with nothing to back fill them with. She recommends these projects noting that she hears Mr. Chambers' concerns with the process and the study. VDOT recommended these projects because they would be competitive and she has reviewed the studies. She said there are concerns about safety in this area at this time. She noted that the intersection at Canterbury Road is one of their priorities and is one of Albemarle's Smart Scale's applications. She fears that it will not be funded. If the Canterbury project is funded, they may not need the Old Ivy ramp projects, but there is no guarantee of that or even a likely outcome. So, the backups are the Old Ivy Road ramp projects. She said she would like to find a way to come together to advocate for a regional project in the future.

Mr. Chambers concurred with the desire to work together for a mutually agreed upon project in the future.

The video recording was interrupted at 1:29:00.

Ms. Shackelford said these projects were created because they were the ones eligible to submit. There are other projects that the jurisdictions would have liked to apply for, but the eligibility criteria were not met with those projects for Smart Scale funding. She said VDOT's Culpeper District is interested in developing those projects further, but in this context, they would not be eligible for funding consideration.

It was noted that in the future that innovative intersections would be eligible for HPP funding in the future may change the strategy for moving projects up in priority.

Motion/Action: Jessica Dimmick made a motion to recommend the NB on-ramp project to the Policy Board. Tonya Swartzendruber seconded. Ben Chambers, Tommy Safranek, and Danny Yoder voted no. Jessica Dimmick, Tonya Swartzendruber, Charles Proctor, Christine Jacobs, and Sara Pennington voted yes. Jason Espie, Mitch Huber and Barry Herring abstained. The motion passed.

Motion/Action: Jessica Dimmick made a motion to defer any action on the off-ramp project until the June MPO Tech meeting. Tonya Swartzendruber seconded, and the motion passed unanimously.

CA-MPO Bylaws & Public Engagement Plan Revisions (Minute 1:28:55)

Taylor Jenkins said there are some changes and updates to the bylaws that are outlined in the documents in the agenda packet.

5. VDOT PROJECT UPDATES (MINUTE 1:40:20)

STARS and Pipeline Studies

Chuck Proctor said they are getting ready for the SWG meeting for the US29 North STARS study. This study has taken more time than originally thought, but it is moving forward. He said they are getting ready to schedule the SW&E meetings to discuss advance alternatives on both applications. He said VDOT is wrapping up the final report for the City projects and it should be done in the next month. The Pipeline study at Exit 118 has been converted to a data collection study to preface for a larger regional study to make sure that the study is addressing the overall needs at the interchange as well as the connecting roads. He said the DDI project is finished. He said what was considered part of the previous 5th Street study, there are improvements that are recommended at 5th Street Station, and they will revalidate those improvements to make sure they still work.

6. STAFF UPDATES (MINUTE 1:43:03)

Mr. Gjorgjievski said there are items in the staff memo (in the agenda packet) that cover the CTB and the Safe Streets and Roads for All (SS4A). Regarding the SS4A, the FY27 Notice of Funding Opportunity (NOFO) dropped and reminded everyone that there is \$1 billion available across the US and 30% of that is allocated for safety action plan development and the other 70% is allocated for implementation funding. There are spot-specific locations for the Safety Action Plan and there are also systemic improvements that can be applied across the entire high injury network outlined in the plan. The due date for the SS4A projects is May 26. Ms. Jacobs noted that those projects must go before the TJPDC board, so the deadline is tight given that their next meeting is May 7.

7. ROUNDTABLE UPDATES (MINUTE 1:45:13)

Ben Chambers reported that the City is working with VDOT on the West Main and Ridge Street project to do additional public engagement on April 27. He said that event will be “focus group” style that will include folks from the downtown business community and residents from the downtown area. Mr. Chambers continued saying there is a repaving project on Rose Hill Drive (to be completed next year) and there will be a public engagement, open house opportunity for that on April 13. He said Tommy Safranek is gearing up for Bike Month in May and encouraged people to check out BikeCville.com for upcoming events.

Mr. Safranek thanked Tonya Swartzendruber for joining the most recent neighborhood walk. He noted that this Sunday is the next neighborhood walk through UVA North Grounds. They will be meeting at JPJ parking garage at 10:00 a.m.

Jessica Dimmick said Albemarle is in the beginning of their multi-modal transportation plan. They will be presenting that as one of five work projects for implementation of AC44. They are going to the Board on April 15 seeking board approval to take that on as a project. Following that vote, they will begin on scoping. She noted that the Board asked staff to revisit their project prioritization. She said they are looking at their 170 projects and will present the results on that on June 3 to the Board.

Ms. Dimmick said they are kicking off a traffic calming project in Crozet following VDOT's process for their study. She said they will wrap up with a survey of community stakeholders. She said she is continuing to work with Tommy Safranek and other regional partners to plan for Bike Month. Lastly, she reported that there will be eBike demos at Lakeside Middle School and the other at the County Office building. There is a volunteer opportunity for anyone who would like to help with those.

Sara Pennington shared that Rideshare is gearing up for Bike Month as well. She said they will be running their Bike Month Business Challenge through the Agile Mile app. They will be offering the Bike Month competition to both individuals and teams, there will be drawings for \$25 gift cards every week. She said the state is offering \$500 and \$250 gift cards. She said the business challenge winners will get bragging rights and there will be prizes to the winning team. She said to look for marketing soon.

Sandy Shackelford said they have had 22 pre-applications, and they are working through the screening process. She noted that most of the applications will be conditionally screened out, but that just means it is missing something, usually cost estimates, and does not mean the project is not eligible, but that it still needs something to make it complete.

Mitch Huber, DRPT, said their CHSM plan is online. He said the state rail plan underway and Virginia Breeze's 5th line kicks off on April 20.

Mr. Herring said CAT is waiting for their budget approval process to be completed.

Jason Espie said Jaunt had a demo grant to do mobility on demand pilot for Greene County. He said they have a Jaunt app for micro-transit and they are using the VIA software to do scheduling and dispatch. He said there is still circulator service in Greene County, but there is a core zone for which the micro-transit is available. He announced that on September 30 they will be having an event celebrating their 50th anniversary. He noted that their hope is to move to mobility on demand for all the jurisdictions in their region.

No report from UVA.

7. ADDITIONAL MATTERS FROM THE PUBLIC: None

Next meeting June 2, 2026.

ADJOURNMENT: Mr. Chambers adjourned the meeting at 12:02 p.m.

Addendum A to the April 7, 2026, CA-MPO Technical Committee Meeting Draft Minutes

Comments on the Old Ivy Rd SMART SCALE Pre-Applications – Ben Chambers

Before we vote on these two projects, I'm going to do something a little odd, and use my prerogative as the chair to share my thoughts directly with you on these projects. I want to acknowledge that I wouldn't have thought that I could do this sort of thing without watching a hero of transportation in this region, Diantha McKeel, use her time as a chair effectively to share her views and clarify how we were sharing the responsibility for achieving our regional transportation goals. Former supervisor McKeel chaired the MPO policy board, the regional transit partnership, and was the founding chair of the regional transit authority and she was unafraid to give clear direction on where she thought we could work together. We would not have made the progress we have achieved so far without that direction.

This will be one of the more unusual votes we take together as a group. It is very rare that we, this technical committee, have a difference of opinion that is so strong that it registers as opposing votes, rather than compromise. It is even rarer for the opposing votes to come from the chair, and so I feel an obligation to explain my decision to you. I do not think any of what I will say will sound new to many of you, but I hope through this final attempt at clarifying my position on these projects, it will be clear where our opportunities lie as a region and as partners with the state to address shared priorities.

Defining our shared priorities as a region and delivering a strategy for addressing them is the job of the MPO and particularly for us, as the technical experts. We have done great work in creating a long-range plan that de-emphasized congestion mitigation as a priority and raised up safety and operational enhancements for all users as the focus of the investments we would make in the region. In the constrained project list of Moving Toward 2050, the Ivy Road Corridor project is ranked low in terms of overall prioritization and its project description mentions both the improvements at the interchange and the multimodal improvements along Old Ivy Road that would come out of the VDOT Pipeline study in 2024. The Pipeline study is where these two Old Ivy ramp improvements were identified. The final report for that study does not identify any VTrans need for safety in this area. The VTrans needs shown in the study are for Congestion Mitigation, which is listed as High priority, and Transit Access, Transit Access for Equity Emphasis Areas, and Transportation Demand Management, all of which are listed as Very High needs identified by the state. Indeed, when VDOT was reviewing the existing conditions in 2024 with myself, staff from UVA's Office of the Architect, and from the county, we identified the Old Ivy Road underpass as the bottleneck impacting all users and the key priority for the Pipeline study to solve. The recommendations of the Pipeline study did not end up doing that.

The Pipeline study final report does not stress the need for projects on the Old Ivy ramps. It states that the ramps "experience moderate traffic congestion" due to high volume. In its assessment of the extension of the southbound off ramp, the study states: "The overall deceleration lane is satisfactory; the Build conditions improve on the No Build scenario which has LOS B and C during the AM and PM peak periods". These are not the failing conditions that we are now being told we must prioritize and fix. No safety need is even identified with these ramps.

Most surprisingly is that the study never concluded with any preferred alternative. Only the work of the first two phases of the study is shared in the final report. No preferred alternative was ever costed or evaluated by this study. There never was a final alternative from that study that was brought to the MPO or

the City. I understand County staff shared a presentation on a draft set of recommendations with their Board, but none of those recommendations were shared with the MPO or the City. Feedback from City staff, most loudly me, has been consistent that the recommendations that were under development in the Pipeline study, which are now whittled down to these Old Ivy ramp projects, do not address our needs as a City or as a region, in this corridor. This project is strictly between the County and VDOT. The City and its association with the MPO should not be playing a part in it with its SMART SCALE application allotment. Instead, we are being asked as technical experts for the City to allow these projects to proceed because of the dire need for roadway safety. There is an implication that the City does not care about safety and will not advance obvious solutions to address serious safety concerns. To those of you harboring that opinion, I must challenge you to look at the record of the City in our region's planning efforts. The City and my team in particular has been advocating for the strongest safety goals we can possibly set and want our infrastructure priorities to align with meeting those goals. We have pushed annually to set the highest aspirations for our regional safety targets. We were an active partner in the development of our regional safety action plan, Move Safely Blue Ridge, and set the most aggressive targets of any partner in the region, aiming to eliminate roadway fatalities in the City by 2050.

Looking at the Move Safely Blue Ridge plan, these projects aren't in there. This area wasn't identified as a location where we, as a region, have agreed there is a safety need. There are several other needs that do show up in the plan that are part of VDOT studies that are underway. But for each of these needs we were all agree, we have no projects to advance.

In the 5th Street project, the study was supposed to include recommendations for the intersection at 5th Street Station. This is one of the most dangerous intersections in the City and a barrier to extending bicycle facilities into the County. A person died in that intersection just last month. Where is the urgency from our regional and state partners to address this safety issue? Why isn't there a project application that addresses it?

We had a fatality on US 29 North in the Meadows area of the City last October. This corridor is an area of persistent concern and a place of agreement between the City, County, and the state as a priority for addressing safety, access, and operational needs. The County submitted multiple Reconnecting Communities grant applications with the City's support to get federal assistance in studying and recommending improvements to connect users along the corridor. When those federal grant opportunities didn't pan out, VDOT stepped in with a pair of STARS studies covering the same study area. However, there hasn't been an update on potential design options since last Fall. We have no clue why this pair of projects stalled out, but we lost a valuable opportunity to advance a SMART SCALE application to address some of our biggest shared priorities. Now with the notice of funding available under the federal Safer Streets program, we are again at risk of losing an opportunity to address the issues in the US 29 corridor because we have no solutions in hand.

And yet, design and engineering resources have continued to flow into these Old Ivy projects instead. Where we have obvious needs, VDOT has not provided any answers. And where there is no obvious need, VDOT is asking us as local technical experts to disregard our local and regional priorities in order to align with uncertain state funding opportunities and invest our time and resources in projects we do not have confidence in. This does not seem like a process we can rely on in the future to achieve what we envisioned in Moving Toward 2050.

Some of you may vote for these projects because your agency or department expects you to, not because it is based on your technical assessment of whether these projects are a good idea. You are expected to vote for them to maintain the existing relationships. I have heard concern that the opposing vote that I will take, likely along with my colleagues representing the City, will change the nature of the relationship between the City, the County, and VDOT. I will tell you this: I am not concerned, because I am welcoming that change. I expect this difficult process to highlight a need for us to return together as a community to focusing on our priorities, instead of chasing dollars for the least necessary improvements.

Some of you may vote for these projects because you are committed to delivering projects for your jurisdiction. And I understand that. I want the 1 project in my jurisdiction to perform well in the competitive process and be delivered successfully too. But I don't want it to be competing in the high-priority pool with a similarly priced highway project that doesn't do anything to help the City or the region. Especially when I know the scoring process is weighted in favor of highway improvements and against mode shift opportunities. It would be technically foolish for me to recommend so.

And so, we'll vote on these projects and I'll oppose them. But it didn't have to come to this. I've asked for multimodal improvements to be considered along every step of the process, since the earliest days of the Pipeline study. I've expressed how unfavorable I viewed these kinds of improvements and how low of priority they were for us as a City and region at every chance. I have offered compromises and trades and offers of support for other County projects. Instead, VDOT has returned over and over to limit our application choices to adding more highway pavement and to tell us we don't have a regional strategy.

I will tell you the strategy we have been sticking to the whole time: pair roadway improvements that will get us good SMART SCALE scores with multimodal investments we need state assistance to afford to make more mode options available to anyone. That's it. And neither of these projects fits that strategy. There is nothing that indicates they will get a good score and no multimodal improvements have been offered. They will only have a negative impact on our region achieving its shared priorities and goals, as these projects would induce additional demand for vehicles and create additional congestion and safety issues in the future.

Following the MPO policy board's vote to endorse the MPO's project applications, I will be taking the City's single application, along with the MPO applications to Council on July 20th to obtain their support head of the August deadline. If these Old Ivy Road projects are included, I would not be offering the staff recommendation that they pass the resolutions to support these two applications. I cannot anticipate how they might vote, but I cannot imagine that City Council will find it easy to support applications that did not have the support of its staff and may not have the support of its policy board appointees.

I do not see a path forward for the Old Ivy ramp projects. We can avoid continuing to drive these projects into a dead end today. I will be voting to oppose them if there is a motion to recommend them to the MPO policy board as our region's project applications. Before I open it to the floor for that motion, I would offer my own motion: to table these projects from consideration during this round of SMART SCALE. I will take a second to this motion, if anyone wishes to hold a vote affirming that strategy, rather than advancing the proposed resolution.

MEMORANDUM

To: Charlottesville-Albemarle MPO Technical Committee and Policy Board
From: Taylor Jenkins, Director of Transportation
Date: June 2, 2026
Subject: CA-MPO Bylaws and Public Engagement Plan Amendments

Purpose:

The purpose of this memorandum is to present proposed amendments to the CA-MPO Technical Committee Bylaws, Policy Board Bylaws, and Public Engagement Plan to remove references to the Citizens Transportation Advisory Committee (CTAC), following formal action by the Policy Board to sunset the Committee.

Discussion:

At its meeting on February 25, 2026, the CA-MPO Policy Board voted to sunset the CTAC. CTAC is identified in the Policy Board bylaws as an advisory committee of the CA-MPO, and as a non-voting member to the Policy Board and Technical Committee. CTAC is also referred to in the Public Engagement Plan as a Committee of the CA-MPO. With its dissolution, amendments are being brought forth to ensure the Bylaws and Public Engagement Plan accurately reflect the MPO's current committee structure and governance.

Staff have prepared revisions to each document reflecting the removal of CTAC and associated language. These revisions are administrative in nature and do not introduce new committees or alter existing roles of the Technical Committee or Policy Board.

Process for Updates:

CA-MPO Engagement Plan

Amendments to the CA-MPO Engagement Plan must be posted for a comment period of 45 days prior to approval.

Technical Committee Bylaws:

Article VI - Amendment

Section 1. These bylaws may be amended by a two-thirds vote of those members present provided that a quorum is present. Proposed changes in the bylaws shall be transmitted to each voting member at least 10 days prior to the meeting when the voting will be conducted.

Article VII - Effective Date

Section 1. These bylaws shall become effective immediately upon ratification by a majority vote of the Technical Committee, subject to approval by the MPO Policy Committee.

Policy Board Bylaws:

Article XI - Amendments

Any proposed amendment to these bylaws shall be presented in writing to the members of the MPO and read at a regular MPO meeting. The members of the MPO shall have at least twenty-five (25) days to review the proposed amendments. At a regular meeting of the MPO thereafter a majority vote of the full voting membership of the MPO shall be required to adopt any proposed amendment to the bylaws.

Article XII - Effective Date

These bylaws, and any amendments thereto, shall become effective immediately upon adoption by a majority of the full voting membership of the MPO.



Charlottesville-Albemarle Metropolitan Planning Organization

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By-Laws: Technical Committee

Adopted February 28, 1983. Amended June 27, 1983 to add Charlottesville Albemarle Airport Authority as a nonvoting representative. Amended 1997 to reflect creation of VDRPT separate from VDOT. Amended July 24, 2001 to reflect changes in voting and nonvoting membership as directed by MPO Policy Board. Amended June 24, 2026, to reflect sunseting of the Citizens Transportation Advisory Committee (CTAC).

Article I - Name and Authority

Section 1. The name of this organization shall be known as the Charlottesville-Albemarle Metropolitan Planning Organization Technical Committee, hereinafter called the Technical Committee.

Section 2: The Technical Committee shall have such authority as prescribed in a Memorandum of Understanding for a Continuing, Cooperative, and Comprehensive Transportation Planning Process for the Charlottesville-Albemarle Urbanized Area between the Metropolitan Planning Organization, hereinafter referred to as the MPO; the Virginia Department of Transportation, hereinafter referred to as the DEPARTMENT; the City of Charlottesville, acting as a local unit of government and as one of the local transit operators, hereinafter referred to as the CITY; the County of Albemarle, acting as a local unit of government, hereinafter referred to as the COUNTY, the Thomas Jefferson Planning District Commission, acting as a regional clearinghouse responsible for carrying out the Federal Office of Management and Budget's Circular A-95, hereinafter referred to as the A-95 INTERGOVERNMENTAL REVIEW AGENCY; and JAUNT as one of the local transit operators, as approved September 1, 1982 and updated March 9, 1995.

Article II - Purpose

Section 1. The Technical Committee, composed of individuals with technical knowledge in transportation and land use matters, will provide technical review, comment, and recommendations on transportation plans, programs, studies and other appropriate documents, and on regional transportation issues. The Committee shall integrate land use and environmental considerations into all of its activities in order to forge a stronger link between transportation, land use and the environment. The Committee will, (1) determine the influence of current data upon the Transportation Plan in relation to previous data and projected trends; (2) cooperate in the development of the procedures for the collection of traffic data and reassignment of traffic; (3) work with the staffs of the TJPD and the Department to review, comment, recommend, and assist the Department, participating political jurisdictions, or the TJPD on any proposal, alternatives, and work performed on the location and design of facilities in the Transportation Plan; and serve in an advisory capacity to the Metropolitan Planning Organization.

Article III - Membership

Section 1: The voting membership of the Technical Committee shall be composed of three (3) members each designated by and representing the CITY and the COUNTY, one (1) designated by and representing the DEPARTMENT, and one (1) designated by and representing the Virginia Department of Rail and Public Transportation. The Technical Committee will also include one (1) voting representative each, designated by and representing the UNIVERSITY OF VIRGINIA, JAUNT, the A-95 REVIEW AGENCY, Charlottesville Transit Service, and any appropriate agency as determined by the MPO.

Section 2. The nonvoting membership of the Technical Committee shall be composed of one (1) representative

each, designated by and representing the Long Range Plan Citizen Advisory Committee, the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Charlottesville-Albemarle Airport Authority.

Section 3. The Technical Committee shall recommend additional voting or nonvoting membership to the Technical Committee as is deemed necessary to carry out its duties.

Section 4. Appointments to the Technical Committee shall be filled by persons trained and knowledgeable in transportation planning or who, by their positions have an interest and responsibility in transportation planning.

Section 5. In order to provide continuity in the Technical Committee's actions, it is recommended that each member serve for a two-year term and may be reappointed for successive terms.

Section 6. Any member of the Technical Committee who wishes to designate an alternate to serve in his or her absence may do so by submitting the name of that individual to the Chairman of the Technical Committee. An alternate may vote only in the absence of the regular member he or she represents.

Section 7. Whenever any voting member fails to attend three (3) consecutive meetings without good reason, the Chairman of the Technical Committee shall seek to determine the cause of the absence and whether the appointing authority wishes the delinquent member to be the representative on the Technical Committee.

Article IV - Officers

Section 1. The officers of the Technical Committee shall consist of a chairman and vice-chairman.

Section 2. The chairman and vice-chairman shall be elected by and from the membership of the Technical Committee, shall serve for one year or until their successors are elected, and shall be eligible for reelection.

Section 3. The election of officers shall be held at the Technical Committee's first meeting after July 1 of each year and those members elected to office shall assume their duties at the conclusion of the meeting during which the election is held. A majority vote shall be required for election to any office.

Section 4. The MPO staff shall prepare and maintain a permanent written record of all Technical Committee proceedings, and shall transmit a copy of the minutes of each Technical Committee and Metropolitan Planning Organization meeting to each member prior to the next regular meeting.

Article V - Meetings

Section 1. The Technical Committee shall establish a regular date and place for its meetings. The chairman may establish an alternate meeting date to substitute for conflicts caused by holidays and any emergency reasons. Members will be notified in advance of a rescheduled meeting. The chairman may also call a special meeting or cancel a regular meeting. Consecutive regular meetings cannot be canceled.

Section 2. A quorum shall consist of one-half of the voting representatives of the Technical Committee and shall include at least one representative from both CITY and COUNTY. Vacancies shall not be considered in the establishment of a quorum.

Section 3. The agenda for each Technical Committee shall be prepared jointly between the Chairman and the MPO staff. The agenda will be mailed one week prior to the next meeting.

Section 4. Parliamentary authority for Technical Committee proceedings not otherwise specified by these

bylaws shall be Robert's Rules of Order, Revised.

Article VI - Amendment

Section 1. These bylaws may be amended by a two-thirds vote of those members present provided that a quorum is present. Proposed changes in the bylaws shall be transmitted to each voting member at least 10 days prior to the meeting when the voting will be conducted.

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Section 1. These bylaws shall become effective immediately upon ratification by a majority vote of the Technical Committee, subject to approval by the MPO Policy Committee.



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Section 1: The voting membership of the Technical Committee shall be composed of three (3) members each designated by and representing the CITY and the COUNTY, one (1) designated by and representing the DEPARTMENT, and one (1) designated by and representing the Virginia Department of Rail and Public Transportation. The Technical Committee will also include one (1) voting representative each, designated by and representing the UNIVERSITY OF VIRGINIA, JAUNT, the A-95 REVIEW AGENCY, Charlottesville Transit Service, and any appropriate agency as determined by the MPO.

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Section 7. Whenever any voting member fails to attend three (3) consecutive meetings without good reason, the Chairman of the Technical Committee shall seek to determine the cause of the absence and whether the appointing authority wishes the delinquent member to be the representative on the Technical Committee.

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Section 2. The chairman and vice-chairman shall be elected by and from the membership of the Technical Committee, shall serve for one year or until their successors are elected, and shall be eligible for reelection.

Section 3. The election of officers shall be held at the Technical Committee's first meeting after July 1 of each year and those members elected to office shall assume their duties at the conclusion of the meeting during which the election is held. A majority vote shall be required for election to any office.

Section 4. The MPO staff shall prepare and maintain a permanent written record of all Technical Committee proceedings, and shall transmit a copy of the minutes of each Technical Committee and Metropolitan Planning Organization meeting to each member prior to the next regular meeting.

Article V - Meetings

Section 1. The Technical Committee shall establish a regular date and place for its meetings. The chairman may establish an alternate meeting date to substitute for conflicts caused by holidays and any emergency reasons. Members will be notified in advance of a rescheduled meeting. The chairman may also call a special meeting or cancel a regular meeting. Consecutive regular meetings cannot be canceled.

Section 2. A quorum shall consist of one-half of the voting representatives of the Technical Committee and shall include at least one representative from both CITY and COUNTY. Vacancies shall not be considered in the establishment of a quorum.

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Article VI - Amendment

Section 1. These bylaws may be amended by a two-thirds vote of those members present provided that a quorum is present. Proposed changes in the bylaws shall be transmitted to each voting member at least 10 days prior to the meeting when the voting will be conducted.

Article VII - Effective Date

Section 1. These bylaws shall become effective immediately upon ratification by a majority vote of the Technical Committee, subject to approval by the MPO Policy Committee.



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MPO Policy Board Bylaws

Adopted September 1, 1982, Amended November 23, 2009, Amended September 25, 2013, Amended June 24, 2026.

(Replaces previous amendments of 6/27/83, 8/12/01, 8/11/03, 11/23/09, and 9/25/13)

Article I - Name and Authority

The name of this organization shall be known as the Charlottesville-Albemarle Metropolitan Planning Organization and shall have such authority as prescribed in a Memorandum of Understanding for a Continuing, Cooperative, and Comprehensive Transportation Planning Process for the Charlottesville-Albemarle Urbanized Area between the Metropolitan Planning Organization, hereinafter referred to as the MPO; the Virginia Department of Transportation, hereinafter referred to as the DEPARTMENT; the City of Charlottesville, acting as a local unit of government and as one of the local transit operators, hereinafter referred to as the CITY; the County of Albemarle, acting as a local unit of government, hereinafter referred to as the COUNTY, the Thomas Jefferson Planning District Commission, acting as a regional clearinghouse responsible for carrying out Executive Order 12372, Intergovernmental Review of Federal Programs, hereinafter referred to as the INTERGOVERNMENTAL REVIEW AGENCY; and JAUNT as one of the local transit operators, as approved September 1, 1982 and updated March 9, 1995.

Article II - Purpose and Powers

The MPO shall be the policy decision-making body for the purpose of carrying out the continuing, cooperative and comprehensive ("3-C") transportation planning and programming process as defined in United States Code Title 23, Section 134 and Title 49 Section 1607; and in accordance with the constitution and statutes of the Commonwealth of Virginia.

In carrying out its responsibility the MPO shall:

- a) Establish policy for the continuing, comprehensive and cooperative transportation planning process;
- b) Develop the long range transportation plan (LRTP) for the urban study area known as the Charlottesville-Albemarle MPO Planning Area Boundaries ;
- c) Review the LRTP for the study area on an annual basis;
- d) Update the LRTP no less frequently than every five years or as required by the DEPARTMENT;
- e) Recommend action by other appropriate agencies;
- f) Coordinate and conduct transportation planning and conceptual design studies with local governments and the DEPARTMENT;
- g) Revise the MPO Planning Area Boundaries, defined by the "cordon boundary", as required, and in conjunction with the DEPARTMENT;
- h) Develop, in coordination with local governments and the DEPARTMENT, socio-economic data for the regional traffic model;
- i) Develop and approve the annual transportation improvement programming and planning documents as required by the U.S. Department of Transportation Regulations, as amended; and
- j) Perform other reviews and evaluations that may be required to expedite the process.

Article III - Membership

Section 1 - Voting Membership - The voting membership of the MPO shall be composed of two (2) voting members designated by each local government within the Charlottesville-Albemarle Urbanized Area who will be vested with the authority to speak for and act in behalf of the appointing local government on matters concerning area wide transportation planning activities and who carry out the purpose and responsibilities of the MPO as set forth in Articles I and IX of the bylaws. The MPO will also include one (1) voting member designated by and representing the DEPARTMENT.

Section 2 - Nonvoting Membership - The nonvoting membership of the MPO shall be composed of one (1) representative each designated by and representing the INTERGOVERNMENTAL REVIEW AGENCY, the Federal Highway Administration, the Federal Aviation Administration, the Federal Transit Administration, the Virginia Department of Rail and Public Transportation, the University of Virginia, JAUNT, ~~the Long Range Plan Citizen Advisory Committee~~ and Charlottesville Area Transit. Other appropriate nonvoting members may be added as agreed upon by all voting representatives to the MPO.

Section 3 - Alternate Members - The CITY, the COUNTY, and the DEPARTMENT may designate one or more alternate members to serve in the absence of their regular representative(s) by submitting the alternate(s) name(s) to the chair of the MPO. An alternate may vote only in the absence of the regular member he or she represents.

Section 4 - Attendance - Whenever any voting member fails to attend or send an alternate to three (3) consecutive meetings, the Chair of the MPO shall seek to determine the cause of the absence and whether the appointing authority wishes the delinquent member to be the representative on the MPO.

Article IV - Terms of Office and Voting

Section 1 - Terms of Office - The terms of office of MPO members shall be as follows:

- a. MPO members who are appointed by local governing bodies and are also elected officials of the local governing body shall serve coincident with their elected terms of office or such shorter terms as their governing bodies shall determine.
- b. MPO members who are appointed by the local governing bodies and who are not elected officials of local governing bodies will serve for three years from date of appointment or such shorter terms as their governing bodies shall determine.
- c. The MPO member appointed by the INTERGOVERNMENTAL REVIEW AGENCY, the DEPARTMENT, the Federal Highway Administration, the Federal Transit Administration, the Virginia Department of Rail and Public Transportation, the Federal Aviation Administration, the University of Virginia, ~~and JAUNT and the Long Range Plan Citizen Advisory Committee~~ shall serve continuously at the pleasure of the appointing body.

Section 2 - Voting Rights - Each MPO member with voting rights shall have one (1) equal vote in all matters before the MPO.

Section 3 - Recorded Vote - The vote of each MPO member, both negative and affirmative, shall be recorded in the official minute book of the MPO.

Section 4 - Proxy Votes - Voting by proxy shall not be permitted.

Article V - Officers

Section 1 - Type of Officers - Officers of the MPO shall consist of a chair and a vice-chair.

Section 2 - Terms of Office - The chair and vice-chair shall serve for one year or until their Successors are elected, and shall be eligible for reelection.

Section 3 - Election of Officers - The election of officers shall be held at the MPO's first meeting after January 1st of each year and those members elected to office shall assume their duties at the conclusion of the meeting during which the election is held. A majority vote of the entire voting membership of the MPO shall be required for election to any office. Officers must be voting members.

Section 4 - Vacancies - If for any reason any office becomes vacant during the year, an election to fill the office shall be held at the next regular meeting of the MPO, and the new officer so elected shall complete the unexpired term of the succeeded officer.

Section 5 - Powers and Duties of the Officers - The powers and duties of the officers of the MPO shall be as follows:

- a. The chair shall have the recognized and inherent duties and powers of the office of the chair including the following: The chair shall
 - i. preside over all meetings of the MPO
 - ii. be eligible to vote on all issues regardless of a tie vote;
 - iii. appoint all committees necessary to the MPO, with confirmation by the MPO;
 - iv. have the authority to delegate any routine function to a member of the MPO staff; and
 - v. perform such other duties as may from time to time be assigned by the MPO.
- b. The vice-chair shall, in the absence or inability of the chair, perform all the duties and exercise all the powers of the chair and such other duties assigned by the MPO.

Section 6 - Line of Succession - At any given meeting when the chair and the vice-chair are absent, the first order of business at the meeting shall be the election of a temporary chair for that meeting.

Article VI - Staff Support and Financial Responsibilities

Section 1 - General Staff Support - The staff of the MPO shall be the planning staff of the TJPDC, and may include the planning staffs of the CITY and/or COUNTY and/or any other agency so designated by the MPO, with the assistance of the staff of the DEPARTMENT.

Section 2 - Allocation of Funds - The MPO shall prepare the annual Unified Transportation Planning Work Program which allocates Section 112 (FHWA PL) and Section 5303 (FTA) transportation planning funds to the appropriate transportation planning agencies located within the study area.

Section 3 - Financial Records - The financial records of the MPO shall be maintained by the staff at the direction of the MPO.

Section 4 - Fiscal Year - The fiscal year of the MPO shall be July 1 - June 30.

Section 5 - MPO Member Liability - Individual MPO members, acting as members of the MPO, shall not be personally liable for any loss of funds as a result of acts performed in good faith while conducting the usual business of the MPO.

Article VII - Committees

Section 1 - Transportation Technical Committee - The MPO shall create a Transportation Technical Committee composed of individuals with technical knowledge in transportation and land use matters to provide technical review, comment, and recommendations on transportation plans, programs, studies and other appropriate documents, and on regional transportation issues. The Committee shall integrate land use and environmental considerations into all of its activities in order to forge a stronger link between transportation, land use and the environment. The voting membership of the Technical Committee shall be composed of three (3) members each designated by and representing the CITY and the COUNTY, one (1) designated by and representing the DEPARTMENT, and one (1) designated by and representing the Virginia Department of Rail and Public Transportation. The Technical Committee will also include one (1) voting representative each, designated by and representing the UNIVERSITY OF VIRGINIA, JAUNT, the INTERGOVERNMENTAL REVIEW AGENCY, Charlottesville Area Transit, and any appropriate agency as determined by the MPO. The nonvoting membership of the Technical Committee shall be composed of one (1) representative each, designated by and representing ~~the Long Range Plan Citizen Advisory Committee~~, the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Charlottesville-Albemarle Airport Authority.

~~Section 2 – Citizen Transportation Advisory Committee – The MPO shall appoint a citizen committee, with representatives appointed by the City of Charlottesville, the County of Albemarle, and the MPO Policy Board. These representatives will represent themselves, their areas of interests, and/or groups in the MPO area, and should try to represent a diverse range of interests. The committee shall review, comment, and recommend ideas on transportation plans, programs, studies and other appropriate documents, and on regional transportation issues. All members of the Citizen Transportation Advisory Committee shall be voting members, except the representative from the DEPARTMENT, who will serve as an ex-officio member.~~

Section ~~23~~ - Special Committees - The chair may from time to time establish such special committees as deemed desirable for the effective promulgation of MPO affairs and shall appoint the members thereto with concurrence of the MPO.

Section ~~34~~ - Nominating Committee - The chair shall appoint a nominating committee of three voting and/or nonvoting members of the MPO no later than twenty-five (25) days prior to the regular MPO meeting at which time the election of MPO officers is held.

Article VIII - Meetings

Section 1 – Regular Meetings – The MPO shall establish a regular date and place for its meetings. The chair may establish an alternate meeting date to substitute for conflicts caused by holidays and any emergency reasons. Members will be notified in advance of a rescheduled meeting.

Section 2 – Special Meetings – Special meetings may be called by the chair or must be called by the chair on petition of one-third of the MPO members.

Section 3 – Public Hearings – The MPO shall conduct all public hearings required by law or if such hearing will be in the public interest.

Section 4 - Meetings Open to the Public - Meetings of the MPO shall be open to the public. At least one period of time will be set aside during each meeting for general comments from the public. Public hearings will be held and other public involvement efforts will be made prior to major decisions in accordance with the MPO Public Involvement Policy. At the discretion of the Chair, the floor may be opened during a meeting for additional public comments; for example, the Chair may ask for public comments prior to calling for a vote on a significant issue. The MPO, however, may hold executive sessions in accordance with the Virginia Freedom of Information Act.

Section 5 - Quorum - A majority of the voting members of the MPO shall be required in order to constitute a quorum. At least one voting representative from Charlottesville and Albemarle must be present in order to establish a quorum. Vacancies shall not be considered in the establishment of a quorum.

Section 6 - MPO Minutes - The staff of the MPO shall assist the chair and vice-chair in preparing an agenda, conducting the meeting and preparing the minutes of each meeting. The minutes shall be presented at the next MPO meeting for approval. After the minutes have been duly approved, said minutes shall be distributed to all members of any transportation-related and other appropriate organization, agencies or individuals, and shall be recorded in an official minutebook of the MPO.

Article IX - Coordination Responsibilities

Section 1 - Coordination - The MPO shall be responsible for the coordination of all transportation planning activities of the various transportation-related agencies that have both a direct and indirect impact on the Long Range Plan. This can include the coordination, conduction, and participation by MPO staff in any related transportation planning and conceptual design studies.

Section 2 - Regional Review Agent - The MPO shall act as the agent for those agencies applying for federal and state funds through the Unified Transportation Planning Work Program and Transportation Improvement Program, except when a funding agency otherwise directs, and shall submit the notice of intent application to the area wide clearinghouse.

Article X - Parliamentary Procedure

Except as herein provided, all matters of procedure shall be governed by Roberts Rules of Order, latest revised edition.

Article XI - Amendments

Any proposed amendment to these bylaws shall be presented in writing to the members of the MPO and read at a regular MPO meeting. The members of the MPO shall have at least twenty-five (25) days to review the proposed amendments. At a regular meeting of the MPO thereafter a majority vote of the full voting membership of the MPO shall be required to adopt any proposed amendment to the bylaws.

Article XII - Effective Date

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the full voting membership of the MPO.



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- e) Recommend action by other appropriate agencies;
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- g) Revise the MPO Planning Area Boundaries, defined by the "cordon boundary", as required, and in conjunction with the DEPARTMENT;
- h) Develop, in coordination with local governments and the DEPARTMENT, socio-economic data for the regional traffic model;
- i) Develop and approve the annual transportation improvement programming and planning documents as required by the U.S. Department of Transportation Regulations, as amended; and

- j) Perform other reviews and evaluations that may be required to expedite the process.

Article III - Membership

Section 1 - Voting Membership - The voting membership of the MPO shall be composed of two (2) voting members designated by each local government within the Charlottesville-Albemarle Urbanized Area who will be vested with the authority to speak for and act in behalf of the appointing local government on matters concerning area wide transportation planning activities and who carry out the purpose and responsibilities of the MPO as set forth in Articles I and IX of the bylaws. The MPO will also include one (1) voting member designated by and representing the DEPARTMENT.

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Section 1 - Terms of Office - The terms of office of MPO members shall be as follows:

- a. MPO members who are appointed by local governing bodies and are also elected officials of the local governing body shall serve coincident with their elected terms of office or such shorter terms as their governing bodies shall determine.
- b. MPO members who are appointed by the local governing bodies and who are not elected officials of local governing bodies will serve for three years from date of appointment or such shorter terms as their governing bodies shall determine.
- c. The MPO member appointed by the INTERGOVERNMENTAL REVIEW AGENCY, the DEPARTMENT, the Federal Highway Administration, the Federal Transit Administration, the Virginia Department of Rail and Public Transportation, the Federal Aviation Administration, the University of Virginia, and JAUNT shall serve continuously at the pleasure of the appointing body.

Section 2 - Voting Rights - Each MPO member with voting rights shall have one (1) equal vote in all matters before the MPO.

Section 3 - Recorded Vote - The vote of each MPO member, both negative and affirmative, shall be recorded in the official minute book of the MPO.

Section 4 - Proxy Votes - Voting by proxy shall not be permitted.

Article V - Officers

Section 1 - Type of Officers - Officers of the MPO shall consist of a chair and a vice-chair.

Section 2 - Terms of Office - The chair and vice-chair shall serve for one year or until their Successors are elected, and shall be eligible for reelection.

Section 3 - Election of Officers - The election of officers shall be held at the MPO's first meeting after January 1st of each year and those members elected to office shall assume their duties at the conclusion of the meeting during which the election is held. A majority vote of the entire voting membership of the MPO shall be required for election to any office. Officers must be voting members.

Section 4 - Vacancies - If for any reason any office becomes vacant during the year, an election to fill the office shall be held at the next regular meeting of the MPO, and the new officer so elected shall complete the unexpired term of the succeeded officer.

Section 5 - Powers and Duties of the Officers - The powers and duties of the officers of the MPO shall be as follows:

- a. The chair shall have the recognized and inherent duties and powers of the office of the chair including the following: The chair shall
 - i. preside over all meetings of the MPO
 - ii. be eligible to vote on all issues regardless of a tie vote;
 - iii. appoint all committees necessary to the MPO, with confirmation by the MPO;
 - iv. have the authority to delegate any routine function to a member of the MPO staff; and
 - v. perform such other duties as may from time to time be assigned by the MPO.
- b. The vice-chair shall, in the absence or inability of the chair, perform all the duties and exercise all the powers of the chair and such other duties assigned by the MPO.

Section 6 - Line of Succession - At any given meeting when the chair and the vice-chair are absent, the first order of business at the meeting shall be the election of a temporary chair for that meeting.

Article VI - Staff Support and Financial Responsibilities

Section 1 - General Staff Support - The staff of the MPO shall be the planning staff of the TJPDC, and may include the planning staffs of the CITY and/or COUNTY and/or any other agency so designated by the MPO, with the assistance of the staff of the DEPARTMENT.

Section 2 - Allocation of Funds - The MPO shall prepare the annual Unified Transportation Planning Work Program which allocates Section 112 (FHWA PL) and Section 5303 (FTA) transportation planning funds to the appropriate transportation planning agencies located within the study area.

Section 3 - Financial Records - The financial records of the MPO shall be maintained by the staff at the direction of the MPO.

Section 4 - Fiscal Year - The fiscal year of the MPO shall be July 1 - June 30.

Section 5 - MPO Member Liability - Individual MPO members, acting as members of the MPO, shall not be personally liable for any loss of funds as a result of acts performed in good faith while conducting the usual business of the MPO.

Article VII - Committees

Section 1 - Transportation Technical Committee - The MPO shall create a Transportation Technical Committee composed of individuals with technical knowledge in transportation and land use matters to provide technical review, comment, and recommendations on transportation plans, programs, studies and other appropriate documents, and on regional transportation issues. The Committee shall integrate land use and environmental considerations into all of its activities in order to forge a stronger link between transportation, land use and the environment. The voting membership of the Technical Committee shall be composed of three (3) members each designated by and representing the CITY and the COUNTY, one (1) designated by and representing the DEPARTMENT, and one (1) designated by and representing the Virginia Department of Rail and Public Transportation. The Technical Committee will also include one (1) voting representative each, designated by and representing the UNIVERSITY OF VIRGINIA, JAUNT, the INTERGOVERNMENTAL REVIEW AGENCY, Charlottesville Area Transit, and any appropriate agency as determined by the MPO. The nonvoting membership of the Technical Committee shall be composed of one (1) representative each, designated by and representing the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Charlottesville-Albemarle Airport Authority.

Section 2 – Special Committees - The chair may from time to time establish such special committees as deemed desirable for the effective promulgation of MPO affairs and shall appoint the members thereto with concurrence of the MPO.

Section 3 – Nominating Committee - The chair shall appoint a nominating committee of three voting and/or nonvoting members of the MPO no later than twenty-five (25) days prior to the regular MPO meeting at which time the election of MPO officers is held.

Article VIII - Meetings

Section 1 – Regular Meetings – The MPO shall establish a regular date and place for its meetings. The chair may establish an alternate meeting date to substitute for conflicts caused by holidays and any emergency reasons. Members will be notified in advance of a rescheduled meeting.

Section 2 – Special Meetings – Special meetings may be called by the chair or must be called by the chair on petition of one-third of the MPO members.

Section 3 – Public Hearings – The MPO shall conduct all public hearings required by law or if such hearing will be in the public interest.

Section 4 - Meetings Open to the Public - Meetings of the MPO shall be open to the public. At least one period of time will be set aside during each meeting for general comments from the public. Public hearings will be

held and other public involvement efforts will be made prior to major decisions in accordance with the MPO Public Involvement Policy. At the discretion of the Chair, the floor may be opened during a meeting for additional public comments; for example, the Chair may ask for public comments prior to calling for a vote on a significant issue. The MPO, however, may hold executive sessions in accordance with the Virginia Freedom of Information Act.

Section 5 - Quorum - A majority of the voting members of the MPO shall be required in order to constitute a quorum. At least one voting representative from Charlottesville and Albemarle must be present in order to establish a quorum. Vacancies shall not be considered in the establishment of a quorum.

Section 6 - MPO Minutes - The staff of the MPO shall assist the chair and vice-chair in preparing an agenda, conducting the meeting and preparing the minutes of each meeting. The minutes shall be presented at the next MPO meeting for approval. After the minutes have been duly approved, said minutes shall be distributed to all members of any transportation-related and other appropriate organization, agencies or individuals, and shall be recorded in an official minutebook of the MPO.

Article IX - Coordination Responsibilities

Section 1 - Coordination - The MPO shall be responsible for the coordination of all transportation planning activities of the various transportation-related agencies that have both a direct and indirect impact on the Long Range Plan. This can include the coordination, conduction, and participation by MPO staff in any related transportation planning and conceptual design studies.

Section 2 - Regional Review Agent - The MPO shall act as the agent for those agencies applying for federal and state funds through the Unified Transportation Planning Work Program and Transportation Improvement Program, except when a funding agency otherwise directs, and shall submit the notice of intent application to the area wide clearinghouse.

Article X - Parliamentary Procedure

Except as herein provided, all matters of procedure shall be governed by Roberts Rules of Order, latest revised edition.

Article XI - Amendments

Any proposed amendment to these bylaws shall be presented in writing to the members of the MPO and read at a regular MPO meeting. The members of the MPO shall have at least twenty-five (25) days to review the proposed amendments. At a regular meeting of the MPO thereafter a majority vote of the full voting membership of the MPO shall be required to adopt any proposed amendment to the bylaws.

Article XII - Effective Date

These bylaws, and any amendments thereto, shall become effective immediately upon adoption by a majority of the full voting membership of the MPO.



CA-MPO Engagement Plan
Charlottesville Albemarle Metropolitan Planning
Organization

Abstract

The engagement plan outlines the process and activities the Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) uses to create opportunities for effective participation, communication, and consultation with all parties interested in the development, adoption, and amendment of its transportation plans and projects.

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First Adopted:

- August 12, 2002

Revised:

- February 14, 2005
- June 20, 2007
- April 22, 2009
- January 23, 2013
- September 28, 2016
- September 23, 2020
- July 28, 2021
- June 24, 2026

Federal "Title VI/Nondiscrimination" Protections

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within the CA-MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the CA-MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

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Introduction

The engagement plan is the process by which an organization involves interested or affected individuals, organizations, and government entities during the planning process.

The engagement plan documents the process and activities the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) uses to create opportunities for effective participation, communication, and consultation with all parties interested in the development, adoption, and amendment of its transportation plans and projects including the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning and Work Program (UPWP) and other CA-MPO transportation studies.

Additionally, this plan specifies the following:

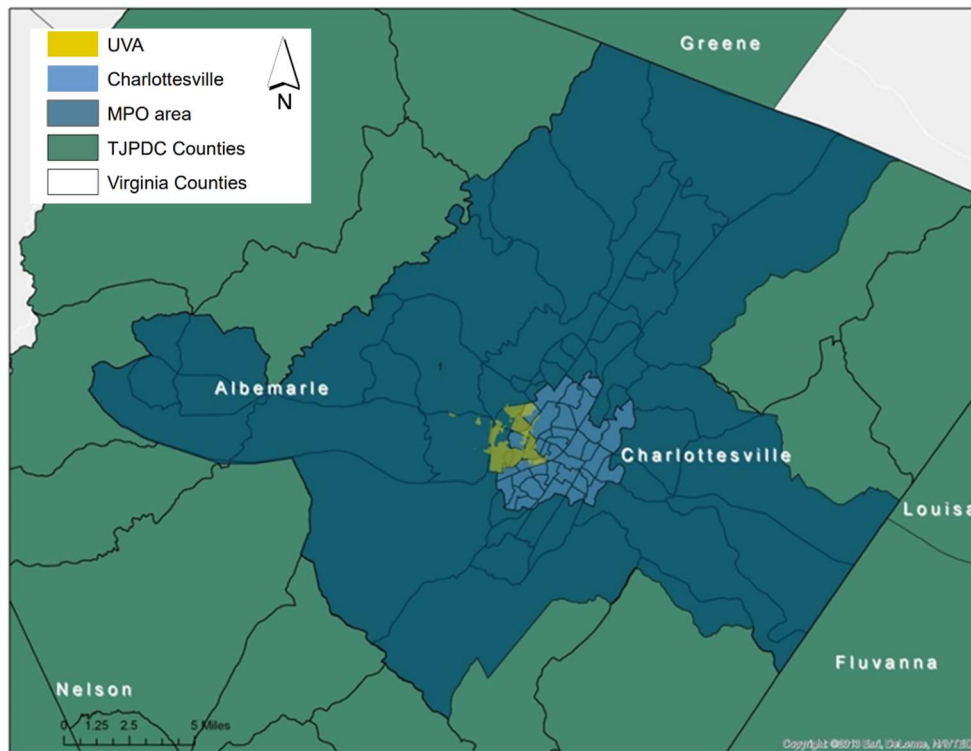
- CA-MPO plans and projects will include an engagement component;
- Legal requirements for public involvement will be met or exceeded;
- Official meetings of the CA-MPO will be open to the public and include opportunities for public comment at the beginning and end of the meeting;
- A public comment period of 45 calendar days will be provided prior to the adoption of this engagement plan and/or any significant amendment to the process; and
- The engagement plan will be reviewed and revised or amended as needed, in consultation with the interested or affected individuals, organizations, and government entities, and with the review of the CA-MPO committees.

What is the CA-MPO

An MPO, or Metropolitan Planning Organization, is an organization comprised of representatives and policymakers from an urbanized area's local governments dedicated to the coordination of transportation planning and policy development within its geographical boundaries.

Federal regulations require that MPOs be designated for urbanized areas with populations of more than 50,000 to provide comprehensive, cooperative, and continuing transportation planning. The boundary of an MPO is based upon U.S Census populations and is determined by an agreement between the MPO and the Governor. The current boundaries of the Charlottesville-Albemarle MPO contain all the city of Charlottesville and the urbanized portions of Albemarle County. The Map in Figure 1 shows the area included in the CA-MPO.

Figure 1: Map of the CA-MPO Service Area



The governing body of the CA-MPO is the Policy Board, which has decision-making authority. The CA-MPO also has ~~one two~~ standing committees: ~~(1)~~, the Technical Committee, made up of technically qualified staff from the local governments, state agencies, area transit providers, the University of Virginia, and Planning Commissioners; ~~and (2) the Citizens Transportation Advisory Committee made up of citizen representatives from within the MPO boundaries with appointments made by each of the member localities as well as the Policy Board.~~

What Does the CA-MPO Do?

The primary purpose of an MPO is to ensure that the region is compliant with federal transportation and planning statutes, as well as facilitate a coordinated and collaborative process for decision-making concerning the present and future transportation goals of a region.

The core functions of an MPO are to:

- Create and maintain a Long Range Transportation Plan (LRTP), which is a federally-mandated plan that outlines a region's transportation goals over the next 20 years
- Create and maintain a Transportation Improvement Program (TIP), which outlines scheduled spending of transportation funds within the region over a period of 4 years
- Coordinate transportation planning efforts and prioritize transportation improvement needs throughout the region considering financial, political, and environmental constraints

The CA-MPO and Thomas Jefferson Planning District Commission (TJPDC) can also work on special transportation projects like road improvements, transit operations, corridor plans, and bike and pedestrian planning.

For example, the TJPDC, which also staffs the CA-MPO, produced the **Jefferson Area Bike and Pedestrian Plan** to identify and prioritize bike and pedestrian infrastructure needs in the TJPDC region. The plan is the culmination of more than two years of work and an extensive community engagement process made possible by a grant from the Charlottesville Area Community Foundation and assistance from the Piedmont Environmental Council. The plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance regional connectivity and provide routes connecting the region's important residential and economic centers. The urban areas in the City of Charlottesville and Albemarle County are emphasized. Recommendations are also provided for towns, development areas, and rural areas in Albemarle, Greene, Louisa, Nelson and Fluvanna Counties. The City of Charlottesville also hosts a voluntary advisory Bicycle & Pedestrian Advisory Committee dedicated to improving bicycle and pedestrian facility design and safety for all road users.

Some MPOs are more involved in transit planning, freight, and rail and even aviation planning. The CA-MPO could expand to those areas if a need arises in the future.

CA-MPO's Role in Transportation Planning

The ability to travel throughout the region affects the safety and quality of life for everyone in the community. The CA-MPO provides an independent cooperative forum for regional planning in collaboration with state, local government, transit agency, and university planning partners on select transportation plans and projects. Transportation planning is the first step of a multi-year process to design, fund, purchase land for, and ultimately construct transportation projects. The CA-MPO is one of many agencies involved in the development and maintenance of transportation infrastructure.

The CA-MPO's main responsibilities are maintaining a list of funded transportation projects called the Transportation Improvement Program (TIP) and generating a Long Range Transportation Plan (LRTP). The LRTP, updated every 5 years, outlines the region's priority transportation improvements over the next 20 years. Regional transportation projects must be included in the LRTP to qualify for federal funding. The LRTP exists to provide guidance on current transportation conditions and prioritizes future transportation improvement projects based on estimated funding sources. The state and localities choose which of these projects will be funded and how they will be implemented.

Partnerships

The CA-MPO collaborates with the City of Charlottesville and Albemarle County to coordinate transportation planning and prioritize projects throughout the CA-MPO region.

The **Virginia Department of Transportation and the Department of Rail and Public Transportation** both support the efforts of the MPO by providing programming oversight, ensuring that the MPO meets all of the state and federal requirements, and providing technical support as needed.

The majority of the funding for MPO operations comes from the **Federal Highway Administration and Federal Transit Administration**. Both agencies have non-voting members represented on the MPO Policy Board.

Public transportation for the MPO area is provided by Charlottesville Area Transit (CAT), run by the City of Charlottesville. JAUNT, contracts with the city and county to provide specialized public transportation services to the City of Charlottesville, Albemarle County, Buckingham County, Fluvanna County, Louisa County, and Nelson County. JAUNT works to coordinate transit services with human services agencies, ensuring access to transportation services. Both transit agencies have Transit Development Plans available for public review and comment. ~~The CA-MPO staffs the Regional Transportation Partnership (RTP) to facilitate regional transit coordination in the Thomas Jefferson Planning District region.~~

The **University of Virginia** operates the University Transit Service (UTS) which provides fare-free transit service to UVA students, faculty, and staff between UVA facilities and around the main campus. UVA is represented on the CA-MPO Technical Committee and as a non-voting member of the CA-MPO Policy Board.

The **Regional Transit Partnership (RTP)** is a ~~an~~ former official advisory board, created by the City of Charlottesville, Albemarle County, and JAUNT, in Partnership with the Virginia Department of Rail and Public Transportation to provide recommendations to decision-makers on transit-related matters. While being part of the RTP from its inception, UVA was added as a voting member in 2019. The RTP is not a formal committee of the CA-MPO, but the RTP's Memorandum of Understanding ~~states-stated~~ that funding for the RTP will be a regular item in the CA-MPO's Unified Planning Work Program. Following the sunset of the RTP in 2025, the Charlottesville-Albemarle Regional Transit Authority (CARTA) is now the regional transit forum for the City of Charlottesville and the County of Albemarle.

CA-MPO's Engagement Goals and Strategies

It is the policy of the CA-MPO to facilitate engagement through open access to the transportation planning process for all stakeholders. To the extent possible by law and budget constraints, planning processes will be inclusive of and accessible to interested or affected individuals, organizations, and government entities well as to other regional stakeholders.

The CA-MPO is committed to developing an engagement process based on the following principles:

- Transparency
- Coordination
- Responsiveness

- Inclusiveness

The CA-MPO recognizes that not all citizens and groups have been represented in past planning processes. It aspires to actively engage and represent historically underserved populations in the planning process through effective engagement activities, making information accessible and understandable to a broad range of stakeholders considering those who may experience barriers to participation.

CA-MPO will use the following steps/goals to approach engagement. For engagement to be effective, effort must be taken to provide interested parties with contextual educational materials and listen to the resulting feedback. CA-MPO strives to make its engagement process accessible and satisfactory for all parties.

CA-MPO's Public Engagement Goals

- 1) Create thoughtful opportunities to engage all affected parties in MPO planning projects
- 2) Provide information and education about the MPO's transportation planning activities
- 3) Listen and respond to public feedback on MPO activities

Each goal is defined in this following section with associated strategies to engage interested or affected individuals, organizations, and government entities.

ONE: Create thoughtful opportunities to engage all affected parties in MPO planning projects

The CA-MPO will provide robust, appropriate opportunities for all members of the community to participate in its planning processes. This will include outreach to affected parties who are not easily engaged because of their race, location, age, ability, and/or limited resources.

The CA-MPO will strive to utilize a variety of strategies to promote engagement including the following as appropriate for the project/plan:

- 1) CA-MPO Committees
 - Utilize ~~CTAC and~~ the CA-MPO Technical committees to facilitate public and partner engagement
- 2) Public Meetings
 - Involve the public earlier in the planning process
 - Host public meetings at accessible times and locations
 - Use a variety of formats to present technical information to include tables, charts, graphs, maps, and other visual elements in addition to verbal and written explanations
 - Utilize and maintain an email list of interested parties to share information about public meetings and CA-MPO projects
- 3) Engage Historically Underserved Populations
 - Offer interpretive services at public meetings and events (with advanced notice)
 - Host events in locations welcoming to historically underserved communities
 - Partner with organizations that serve historically underserved communities

- 4) Utilize technology in a strategic manner to reach affected parties
 - Employ digital surveys, interactive maps, and other tools to make engagement convenient
 - Use social media to solicit feedback on planning activities
 - Host streamed and/or recorded public meetings on the CA-MPO website
 - Solicit comments using email and partner electronic news sources
- 5) Public Comments
 - Allow for public comments at the beginning and end of all MPO public meetings
 - Offer periods for review and comment before adopting planning and process documents
 - Provide staff point-of-contact information for the public to submit feedback or ask questions in a variety of ways including in person, through email, through paper mail, and on the phone

TWO: Provide information and education about the MPO's transportation planning activities

Understanding the transportation planning process is key to making effective contributions to transportation projects and plans. The CA-MPO will seek new and effective ways to educate interested or affected parties on transportation planning, regulations, and best practices. Some of the strategies the CA-MPO may use to inform and educate interested parties about the transportation planning process include the following.

- 1) Media engagement
 - Publish notices and press releases with a variety of regional media outlets
 - Utilize local radio and podcasts to promote engagement activities
 - Partner with other agencies to disseminate information
 - Share engagement opportunities and project information on social media platforms
- 2) Notice of meetings and events
 - Utilize a stakeholder email distribution list to provide notice of meetings and materials
 - Post agenda and materials on the CA-MPO website when sent to committee members
 - Share meeting notices with partner agencies for dissemination to their audiences, including neighborhood associations and local organizations
 - Use email, website, and social media to advertise public meetings
- 3) Website and visual designs
 - Utilize the MPO website to share information about MPO projects and process documents
 - Post public meeting times, locations, and agenda packets on the website
 - Provide educational information and MPO Process documents for viewing or download on the website

THREE: Listen and respond to feedback on MPO activities

Effective engagement requires empowering interested or affected individuals, organizations, and government entities with easily understandable information and listening and responding to comments and feedback. This is especially important for plans and processes that may have impacts for historically underserved communities or populations. When developing transportation plans for areas where historically underserved populations are likely to be impacted, the MPO will communicate with interested parties and leaders in the community to hear what they want in their neighborhood. Some strategies that the MPO will employ to engage, consider, and respond to feedback include the following.

- 1) Be accessible
 - a. Staff will be available to meet with stakeholders, partners, and historically underserved communities in settings and times that are convenient to the stakeholders, partners, and historically underserved communities
 - b. Staff will be available during normal business hours to respond to questions and comments
 - c. Public comments will be collected in appropriate and accessible formats—via, mail, email, phone, in person, and during meetings
- 2) Be responsive
 - a. Public feedback on plans will be made available to the public, stakeholders, and decision makers
- 3) Be considerate
 - a. The MPO values its partnerships and will continue to prioritize collaboration among regional stakeholders
 - b. Demonstrate explicit consideration and response to public input received during planning and development processes

Opportunities for Engagement

This section first outlines the planning document that the CA-MPO produces and updates and how interested or affected individuals, organizations, and government entities can engage during the planning process. Then, next this section describes tools the CA-MPO uses to engage interested parties.

CA-MPO Plans and Document

All residents of the CA-MPO area are entitled to engage with the transportation planning process. The MPO's main activities include developing the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Both documents provide clear avenues for public engagement during the development process. The table below lists the CA-MPO process documents and how the public can find information and engage with the development of these transportation planning documents. Following the table, are descriptions of each document and how they interact with the CA-MPO community.

MPO Planning Documents and Engagement Process			
<i>Document</i>	<i>How often updated</i>	<i>Comment Period for Approval/Amendment</i>	<i>How to engage</i>
Long Range Transportation Plan (LRTP)	Every 5 years	Approval 30 days Amendment 15 days	Public events, submit comments, public hearing, MPO committee meetings, email notices
Transportation Improvement Program (TIP)	Every 4 years	Approval 30 days Amendment 15 days	Public hearing, submit comments, MPO committee meetings, email notices
Unified Planning Work Program (UPWP)	Annually	Approval 15 days	MPO committee meetings, submit comments, email notices
CA-MPO Engagement Plan	Periodic review	Approval 45 days Amendment 45 days	MPO committee meetings, submit comments, email notices
Title VI Plan	Every 3 years	Approval 15 days	MPO committee meetings, submit comments, email notices
Other studies and plans, Bicycle and Pedestrian Plan, corridor studies, and area plans	As needed	Approval 15 days	MPO committee meetings, submit comments, email notices

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP) is a federally-mandated plan that outlines the region's priority transportation improvements over the next 20 years and beyond. Regional transportation projects must be included in a Metropolitan Planning Organization (MPO)'s LRTP to qualify for federal funding. The LRTP provides guidance on current transportation conditions and attempts to project what projects and monies will be needed in the future.

The LRTP provides for extensive public engagement. The CA-MPO engages the public and stakeholders in developing goals and objectives for area transportation systems and creating performance criteria used to select projects to submit for funding. The CA-MPO works closely with VDOT to identify transportation deficiencies, develop a project list, evaluate the projects, and develop a constrained project list based on available funding.

During the LRTP planning process project proposals are submitted to the CA-MPO and judged upon the criteria created for the LRTP that highlights priorities for the future. The LRTP is adopted by the CA-MPO Policy Board after public hearings and presentation of the final plan. Public hearings, along with technical committees of the MPO and other stakeholder input, help shape the direction of the plan.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) reflects the goals and values of the LRTP. The TIP is, in essence, the realization of the LRTP, because it establishes the projects that have funds allocated and creates a schedule for completion.

The TIP is connected to the Statewide Transportation Improvement Program (STIP), Virginia's federally required four-year program that identifies the transportation projects (highway, passenger rail, freight, public transit, bicycle and pedestrian) that will utilize federal transportation funding or require approval from either the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). Virginia provides many opportunities for the public to provide input on transportation projects and priorities as part of the continuing transportation planning process for the development of the STIP and the state required Six-Year Improvement Program.

The TIP informs the CA-MPO partners and the public of the state's planned spending of federal transportation funds in the MPO, in coordination with significant state and local funds for four consecutive fiscal years. The goal of the TIP is to provide a clear picture of upcoming transportation improvements in an MPO's area, how much they will cost, and an estimate of how long they will take to complete.

The TIP is updated every 4 years, the MPO Technical Committee will reviewing the plan and the MPO Policy Board must hold a public hearing to adopt the plan. The MPO Technical Committee holds a discussion of the TIP and makes a recommendation on action to the MPO Policy Board. The public can attend and comment at the MPO Technical Committee meeting and also during the MPO Policy Board's public hearing.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is a formal presentation of the transportation planning projects that will be undertaken by an MPO for a designated fiscal year. The UPWP serves as a mechanism for the MPO to plan the money that it receives from federal and state sources—it can go towards project research, committee management, or other responsibilities of the MPO.

Federal law dictates that work programs identified in the UPWP must incorporate one or more of eight basic planning factors in order to be included. These factors include safety, security, and connectivity, and generally represent most or all of an MPO's planning goals. The MPO, after considering these factors, will then formulate its own set of planning priorities after input from staff, transportation stakeholders, local governments, and the general public, and use these priorities to guide and formulate projects. Long term transportation planning efforts, like the Long Range Transportation Plan developed by an MPO, will also guide and prioritize projects.

The UPWP reflects the priorities of an MPO in terms of its desired transportation planning, but also provides a detailed list of projects, their associated costs and timelines for completion, as well as end products and deliverables. In addition to its critical function, accounting for the expenditure of federal funds which make up the majority of the MPO's budget, it serves as a way to communicate the MPO's priorities to associated localities and residents and ensure that the work that will be completed throughout the year is in line with the goals and vision of the region.

The UPWP is prepared by the CA-MPO to support transportation and planning priorities that have been determined by the CA-MPO Policy Board with opportunities for input from its member localities, other state agencies, and the public. These priorities are reflected in the long range transportation planning process and broader transportation goals and vision.

CA-MPO Engagement Plan

The Charlottesville Albemarle Metropolitan Planning Organization Engagement Plan is a federally required document demonstrating how the CA-MPO will engage interested or affected individuals, organizations, and government entities during the planning process. This plan outlines the CA-MPO's engagement goals and illustrates opportunities for engagement. The CA-MPO is committed to actively seeking out and engaging historically underserved communities, as demonstrated in the goals previously outlined in this document.

The engagement plan is periodically reviewed and updated as needed. In addition to opportunities to participate in the engagement plan update during MPO committee meetings, by submitting comments or contacting staff, there will be a 45-day public review period where the CA-MPO will actively seek out comments and engagement.

Title VI Plan

The CA-MPO's Title VI/Environmental Justice Plan outlines how the CA-MPO mitigates against and avoids inadvertently excluding low-income, minority, limited-English-speaking, disabled, and elderly populations in the planning process and in the development of planning documents. This plan will also include a procedure that allows members of these populations to submit grievances regarding perceived discriminatory actions.

The Title VI Plan is updated by the MPO every three years using population data from the US Census. It identifies populations that may be disproportionately disadvantaged from participating in transportation planning activities and plans to mitigate the disadvantages. In addition to opportunities to participate in the Title VI update during MPO committee meetings, by submitting comments or contacting staff, there will be a 15-day public review period where the CA-MPO will actively seek out comments and engage with organizations and community leaders representing any disproportionately disadvantaged populations identified.

Other Studies and Plans

In addition to the federally required planning documents outlined above, the CA-MPO offers additional opportunities for engagement with the Charlottesville-Albemarle community. The MPO works closely with state and local planning staff on additional transportation plans and studies. As each CA-MPO project is different, the approaches to engagement are tailored to

match the needs of the project. For example, in response to needs identified by the public and CA-MPO partners, the CA-MPO developed a more robust engagement process for selecting Smart Scale applications to submit for funding.

The most common funding sources that localities can apply for are Smart Scale, Revenue Sharing, and Transportation Alternatives. Localities, Metropolitan Planning Organizations, and Planning Commissions are the primary applicants for these transportation funding sources.

Smart Scale is a bi-annual state funding process that allocates funds to projects to help satisfy the state's long-range transportation plan, VTrans. There are many different types of projects that can be submitted for Smart Scale funding, including improvements to significant state transportation corridors, urban areas, and regional transportation networks. Localities, MPOs, and public transit agencies can submit requests for funding, and the state uses a criteria system that measures a project's effect on transportation system performance factors including congestion, economic development, and public safety to select projects for funding.

The CA-MPO can submit four applications to the Smart Scale process for funding. Typically, these project applications are submitted in coordination with the state on behalf of the localities the MPO represents. Smart Scale projects being considered for application through the MPO with high public interest will be selected for enhanced public participation, as funding allows. This will include public workshops and the collection and dissemination of comments. Public participation is encouraged throughout the Smart Scale project selection process for all the MPO applications. Committee meetings will review all the projects selected for application and the Policy Board also allows comments during their selection process.

CA-MPO Engagement Tools

The CA-MPO uses a variety of engagement tools based on the planning project or document and interested parties. Most of the CA-MPO's projects include collaboration with the state, local governments, and the public. Some planning documents, like the Long Range Transportation Plan, require extensive public engagement and the CA-MPO will employ multiple engagement strategies. The CA-MPO is always looking for new and creative ways to engage interested parties below are *some* of the tools that the CA-MPO uses.

CA-MPO Committees

Committees are the forums where issues are discussed and formal decisions are made. There ~~are~~ two-is one standing ~~Technical committees~~Committee, and the Policy Board. All committee meetings are open to the public and meeting schedules and records of past meetings are posted on the CA-MPO website and will be made available in alternative formats upon request.

Policy Board: Decision-making authority rests with the Policy Board, whose voting membership is made up of two members each from the Albemarle Board of Supervisors and Charlottesville City Council, and the District Engineer for the VDOT Culpeper District.

Technical Committee: The voting membership of the Technical Committee consists of individuals with technical knowledge in transportation and land use planning, and the voting

membership consists of representatives from local government staff and Planning Commissions, area transit providers, the University of Virginia, and state agencies.

~~**Citizens Transportation Advisory Committee:** Comprised of members of the Charlottesville-Albemarle community, the committee provides feedback, recommendations, and community input on transportation proposals to the Policy Board. The Citizens Transportation Advisory Committee is specifically convened to enhance public engagement and incorporate a broad range of community interests into the decision-making process. Each of the local government governing bodies and the Policy Board have a designated number of members to appoint to this committee.~~

Meeting agendas, materials, and notes for all these committees are available on the CA-MPO website and the public can request to be added to the stakeholder email list and have the meeting notices and materials emailed directly to them. Time is set aside during all the public meetings for public comments.

Website

The CA-MPO maintains a website where interested parties can access transportation planning documents, like the TIP and LRTP. Committee meeting dates, agendas, recordings, and notes are also available on the website.

Stakeholder Emails

Interested or affected individuals, organizations, and government entities can request to be added to a stakeholder email list for topics they are interested in. The website lists committees and other events that people might want to sign up to receive more information on.

Informational Presentations

The CA-MPO staff are available to visit agencies, neighborhoods, organizations, and government entities to share information and present on CA-MPO transportation planning projects that interest them, as funds allow. If the CA-MPO is conducting a transportation planning project in an area that affects a community, they will make efforts to connect with community leaders to share information and gather public comments, as funds allow.

Other Engagement Tools

The CA-MPO uses a variety of methods to engage interested or affected individuals, organizations, and government entities in their planning projects. Some of the tools the CA-MPO uses include:

- Surveys
- Video Recordings
- Information Booths/Kiosks
- Social Media
- Public hearings
- Public workshops and other events
- Attendance at community events with engagement materials

The CA-MPO uses surveys as a tool to gather public comments as appropriate. Many of the CA-MPO meetings are recorded and available to interested or affected individuals, organizations, and government entities on the CA-MPO website. To further engage with a diverse audience, the TJPDC maintains a Facebook page to periodically update page followers on topics of interest related to the TJPDC and the MPO. This format allows for information to easily be disseminated. CA-MPO staff is enthusiastic about including affected parties in planning projects and uses the most effective engagement innovations and strategies according to the needs of each project.

Outreach to Underserved Populations

The CA-MPO maintains a Title VI/Environmental Justice Plan to mitigate against and avoid inadvertently excluding low-income, minority, limited-English-speaking, disabled, and elderly populations in the transportation planning process and in the development of planning documents. That plan also includes contact information and procedures to allow members of these populations to submit grievances regarding perceived discriminatory actions. This plan is reviewed and updated periodically by the CA-MPO and VDOT.

The CA-MPO strives to ensure that its planning efforts are holistic and inclusive of all populations that are part of the regional community. Arrangements will be made for interpreters for hearing impaired individuals, and every effort will be made to ensure provision of interpreters for non-English speaking persons, provided a request is submitted at least one week before the meeting. For meetings conducted electronically, interpretation services may be provided through closed captioning options.

Every effort is made for public hearings, workshops, and forums to be scheduled at times and locations that are accessible and convenient. The CA-MPO works to include stakeholders in both the development and approval of planning documents like the TIP and LRTP. These efforts can vary depending on the type of plan. In the development of new plans MPO staff makes every effort to not only ensure that these plans consider the needs of minority and low-income populations, but also strives to include these populations in the development of these plans.

Appendices

Appendix A: Glossary of Terms

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

ACCT	Alliance for Community Choice in Transportation
BRT	Bus Rapid Transit
CA-MPO	Charlottesville Albemarle Metropolitan Planning Organization
CAT	Charlottesville Area Transit
CTAC	Citizen's Transportation Advisory Committee
DRPT	Virginia Department of Rail and Public Transportation
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 (mapping)
IS	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Greene, and Buckingham Counties
L RTP	Long Range Transportation Plan. Refers to the 20-year transportation plan.
LRT	Light Rail Transit
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
PL	FHWA Planning Funding (used by MPO)
PPP	Public Participation Plan
RideShare	Free Carpool matching service for Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties
RTP	Regional Transit Partnership
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation governing the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
TDP	Transit Development Plan (for CTS and JAUNT)
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission
TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning and Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation

Appendix B: Comments and Responses Collected for this Engagement Plan

Engagement Plan Public Comment Report

Charlottesville Albemarle Metropolitan Planning Organization
Spring 2021

Citizens Transportation Advisory Committee

3/17/21

Initial opportunity for the CTAC committee to review **CA-MPO's Engagement Goals and Strategies** section of the plan and provide feedback. The committee made some language changes and agreed that with those changes the document was ready to move forward.

Posted on the TJPDC and MPO websites

4/17/2021

Comment on the CA-MPO Engagement Plan Now

The Charlottesville Albemarle MPO uses the CA-MPO Engagement Plan to communicate the strategies it uses to satisfy federal regulations that ensure that the MPO has an adequate process to involve interested or affected individuals, organizations, and government entities when developing and adopting MPO planning documents. This plan is intended to provide as much flexibility as possible in meeting the requirements established in the federal regulations. The TJPDC as an organization, which includes the CA-MPO operations, is committed to exceeding the minimum requirements and developing meaningful engagement opportunities, considering the diversity of needs and preferences throughout the MPO area.

During the 2020 update there were some substantial changes requested by MPO committees and the public. The draft of the 2021 [CA-MPO Public Engagement Plan](#) reflects the recommended changes. This is an opportunity for the public to review the plan and provide feedback. The federal regulations require that there be a 45-day public comment period prior to any significant changes to the plan being made. CA-MPO staff started the formal comment period April 19, 2021.

Please submit your questions or comments, to Lucinda Shannon at lshannon@tjpd.org.

No comments from the public.

Posted on the TJPDC Facebook page

4/19/2021

Same as content above.

No comments from the public.

Partner Notice

4/20/21

Shared with Albemarle (Emily Kilroy) and Charlottesville (Brian Wheeler) for their public notices.
Same as above

No comments from the public.

Public Hearing

7/28/21

The CA-MPO's Policy Board hosted a Public Hearing for the Engagement Plan. The hearing was advertised on social media, in the Richmond Times and Daily Progress. The hearing was held on July 28, 2021. No comments from the public.

Appendix C: Title VI and Non-Discrimination

The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. The CA-MPO operates without regard to race, color, national origin, income, gender, age, and disability. Any person who believes him/herself or any specific class of persons, to be subjected to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the CA-MPO Title VI Coordinator. A complaint must be filed no later than 180 days after the date of the alleged discrimination. Please contact the Title VI Coordinator via phone at 434-979-7310 for more information. The CA-MPO meetings are conducted in accessible locations and materials can be provided in accessible formats and in languages other than English. If you would like accessibility or language accommodation, please contact the Title VI Coordinator at 434-979-7310. If you wish to attend a CA-MPO function and require special accommodations, please give CA-MPO one week's notice in advance.



CA-MPO Engagement Plan
Charlottesville Albemarle Metropolitan Planning
Organization

Abstract

The engagement plan outlines the process and activities the Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) uses to create opportunities for effective participation, communication, and consultation with all parties interested in the development, adoption, and amendment of its transportation plans and projects.

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First Adopted:

- August 12, 2002

Revised:

- February 14, 2005
- June 20, 2007
- April 22, 2009
- January 23, 2013
- September 28, 2016
- September 23, 2020
- July 28, 2021
- June 24, 2026

Federal "Title VI/Nondiscrimination" Protections

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated within the CA-MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the CA-MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

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Introduction

The engagement plan is the process by which an organization involves interested or affected individuals, organizations, and government entities during the planning process.

The engagement plan documents the process and activities the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) uses to create opportunities for effective participation, communication, and consultation with all parties interested in the development, adoption, and amendment of its transportation plans and projects including the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning and Work Program (UPWP) and other CA-MPO transportation studies.

Additionally, this plan specifies the following:

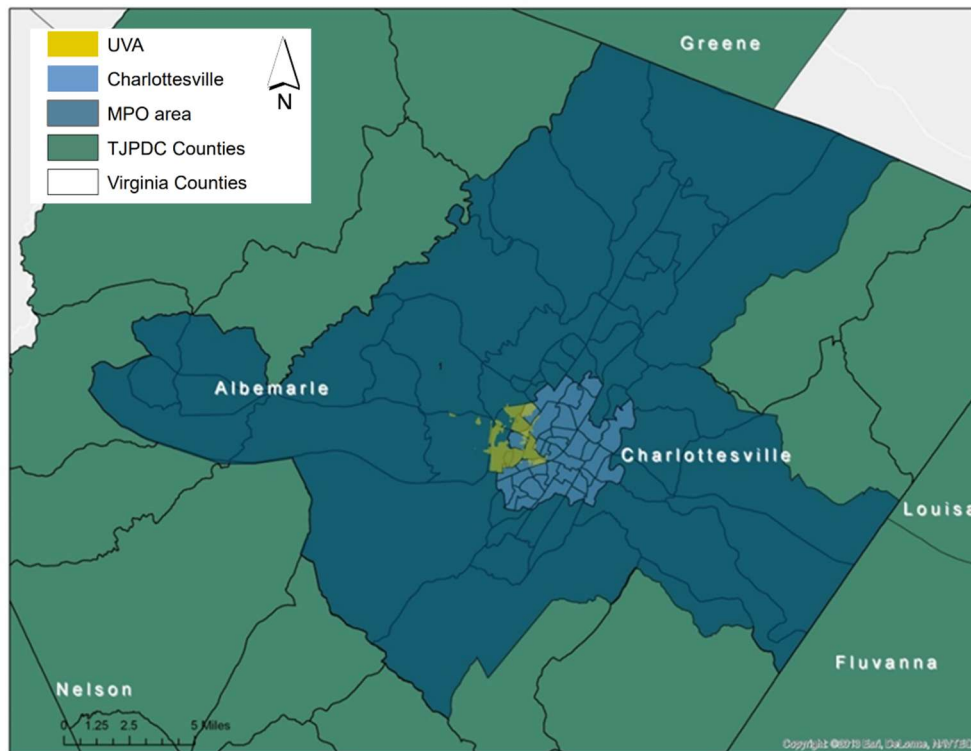
- CA-MPO plans and projects will include an engagement component;
- Legal requirements for public involvement will be met or exceeded;
- Official meetings of the CA-MPO will be open to the public and include opportunities for public comment at the beginning and end of the meeting;
- A public comment period of 45 calendar days will be provided prior to the adoption of this engagement plan and/or any significant amendment to the process; and
- The engagement plan will be reviewed and revised or amended as needed, in consultation with the interested or affected individuals, organizations, and government entities, and with the review of the CA-MPO committees.

What is the CA-MPO

An MPO, or Metropolitan Planning Organization, is an organization comprised of representatives and policymakers from an urbanized area’s local governments dedicated to the coordination of transportation planning and policy development within its geographical boundaries.

Federal regulations require that MPOs be designated for urbanized areas with populations of more than 50,000 to provide comprehensive, cooperative, and continuing transportation planning. The boundary of an MPO is based upon U.S Census populations and is determined by an agreement between the MPO and the Governor. The current boundaries of the Charlottesville-Albemarle MPO contain all the city of Charlottesville and the urbanized portions of Albemarle County. The Map in Figure 1 shows the area included in the CA-MPO.

Figure 1: Map of the CA-MPO Service Area



The governing body of the CA-MPO is the Policy Board, which has decision-making authority. The CA-MPO also has one standing committee, the Technical Committee, made up of technically qualified staff from the local governments, state agencies, area transit providers, the University of Virginia, and Planning Commissioners.

What Does the CA-MPO Do?

The primary purpose of an MPO is to ensure that the region is compliant with federal transportation and planning statutes, as well as facilitate a coordinated and collaborative process for decision-making concerning the present and future transportation goals of a region.

The core functions of an MPO are to:

- Create and maintain a Long Range Transportation Plan (LRTP), which is a federally-mandated plan that outlines a region's transportation goals over the next 20 years
- Create and maintain a Transportation Improvement Program (TIP), which outlines scheduled spending of transportation funds within the region over a period of 4 years
- Coordinate transportation planning efforts and prioritize transportation improvement needs throughout the region considering financial, political, and environmental constraints

The CA-MPO and Thomas Jefferson Planning District Commission (TJPDC) can also work on special transportation projects like road improvements, transit operations, corridor plans, and bike and pedestrian planning.

For example, the TJPDC, which also staffs the CA-MPO, produced the **Jefferson Area Bike and Pedestrian Plan** to identify and prioritize bike and pedestrian infrastructure needs in the TJPDC region. The plan is the culmination of more than two years of work and an extensive community engagement process made possible by a grant from the Charlottesville Area Community Foundation and assistance from the Piedmont Environmental Council. The plan seeks to encourage implementation by providing a focused list of regionally-significant bicycle and pedestrian projects that enhance regional connectivity and provide routes connecting the region's important residential and economic centers. The urban areas in the City of Charlottesville and Albemarle County are emphasized. Recommendations are also provided for towns, development areas, and rural areas in Albemarle, Greene, Louisa, Nelson and Fluvanna Counties. The City of Charlottesville also hosts a voluntary advisory Bicycle & Pedestrian Advisory Committee dedicated to improving bicycle and pedestrian facility design and safety for all road users.

Some MPOs are more involved in transit planning, freight, and rail and even aviation planning. The CA-MPO could expand to those areas if a need arises in the future.

CA-MPO's Role in Transportation Planning

The ability to travel throughout the region affects the safety and quality of life for everyone in the community. The CA-MPO provides an independent cooperative forum for regional planning in collaboration with state, local government, transit agency, and university planning partners on select transportation plans and projects. Transportation planning is the first step of a multi-year process to design, fund, purchase land for, and ultimately construct transportation projects. The CA-MPO is one of many agencies involved in the development and maintenance of transportation infrastructure.

The CA-MPO's main responsibilities are maintaining a list of funded transportation projects called the Transportation Improvement Program (TIP) and generating a Long Range Transportation Plan (LRTP). The LRTP, updated every 5 years, outlines the region's priority transportation improvements over the next 20 years. Regional transportation projects must be included in the LRTP to qualify for federal funding. The LRTP exists to provide guidance on current transportation conditions and prioritizes future transportation improvement projects based on estimated funding sources. The state and localities choose which of these projects will be funded and how they will be implemented.

Partnerships

The CA-MPO collaborates with the City of Charlottesville and Albemarle County to coordinate transportation planning and prioritize projects throughout the CA-MPO region.

The **Virginia Department of Transportation and the Department of Rail and Public Transportation** both support the efforts of the MPO by providing programming oversight, ensuring that the MPO meets all of the state and federal requirements, and providing technical support as needed.

The majority of the funding for MPO operations comes from the **Federal Highway Administration and Federal Transit Administration**. Both agencies have non-voting members represented on the MPO Policy Board.

Public transportation for the MPO area is provided by Charlottesville Area Transit (CAT), run by the City of Charlottesville. JAUNT, contracts with the city and county to provide specialized public transportation services to the City of Charlottesville, Albemarle County, Buckingham County, Fluvanna County, Louisa County, and Nelson County. JAUNT works to coordinate transit services with human services agencies, ensuring access to transportation services. Both transit agencies have Transit Development Plans available for public review and comment.

The **University of Virginia** operates the University Transit Service (UTS) which provides fare-free transit service to UVA students, faculty, and staff between UVA facilities and around the main campus. UVA is represented on the CA-MPO Technical Committee and as a non-voting member of the CA-MPO Policy Board.

The **Regional Transit Partnership (RTP)** is a former advisory board, created by the City of Charlottesville, Albemarle County, and JAUNT, in Partnership with the Virginia Department of Rail and Public Transportation to provide recommendations to decision-makers on transit-related matters. While being part of the RTP from its inception, UVA was added as a voting member in 2019. The RTP was not a formal committee of the CA-MPO, but the RTP's Memorandum of Understanding stated that funding for the RTP will be a regular item in the CA-MPO's Unified Planning Work Program. Following the sunset of the RTP in 2025, the Charlottesville-Albemarle Regional Transit Authority (CARTA) is now the regional transit forum for the City of Charlottesville and the County of Albemarle.

CA-MPO's Engagement Goals and Strategies

It is the policy of the CA-MPO to facilitate engagement through open access to the transportation planning process for all stakeholders. To the extent possible by law and budget constraints, planning processes will be inclusive of and accessible to interested or affected individuals, organizations, and government entities well as to other regional stakeholders.

The CA-MPO is committed to developing an engagement process based on the following principles:

- Transparency
- Coordination
- Responsiveness
- Inclusiveness

The CA-MPO recognizes that not all citizens and groups have been represented in past planning processes. It aspires to actively engage and represent historically underserved populations in the planning process through effective engagement activities, making information accessible and understandable to a broad range of stakeholders considering those who may experience barriers to participation.

CA-MPO will use the following steps/goals to approach engagement. For engagement to be effective, effort must be taken to provide interested parties with contextual educational materials and listen to the resulting feedback. CA-MPO strives to make its engagement process accessible and satisfactory for all parties.

CA-MPO's Public Engagement Goals

- 1) Create thoughtful opportunities to engage all affected parties in MPO planning projects
- 2) Provide information and education about the MPO's transportation planning activities
- 3) Listen and respond to public feedback on MPO activities

Each goal is defined in this following section with associated strategies to engage interested or affected individuals, organizations, and government entities.

ONE: Create thoughtful opportunities to engage all affected parties in MPO planning projects

The CA-MPO will provide robust, appropriate opportunities for all members of the community to participate in its planning processes. This will include outreach to affected parties who are not easily engaged because of their race, location, age, ability, and/or limited resources.

The CA-MPO will strive to utilize a variety of strategies to promote engagement including the following as appropriate for the project/plan:

- 1) CA-MPO Committees
 - Utilize the MPO Technical committee to facilitate public and partner engagement
- 2) Public Meetings
 - Involve the public earlier in the planning process
 - Host public meetings at accessible times and locations
 - Use a variety of formats to present technical information to include tables, charts, graphs, maps, and other visual elements in addition to verbal and written explanations
 - Utilize and maintain an email list of interested parties to share information about public meetings and CA-MPO projects
- 3) Engage Historically Underserved Populations
 - Offer interpretive services at public meetings and events (with advanced notice)
 - Host events in locations welcoming to historically underserved communities
 - Partner with organizations that serve historically underserved communities
- 4) Utilize technology in a strategic manner to reach affected parties
 - Employ digital surveys, interactive maps, and other tools to make engagement convenient

- Use social media to solicit feedback on planning activities
 - Host streamed and/or recorded public meetings on the CA-MPO website
 - Solicit comments using email and partner electronic news sources
- 5) Public Comments
- Allow for public comments at the beginning and end of all MPO public meetings
 - Offer periods for review and comment before adopting planning and process documents
 - Provide staff point-of-contact information for the public to submit feedback or ask questions in a variety of ways including in person, through email, through paper mail, and on the phone

TWO: Provide information and education about the MPO’s transportation planning activities

Understanding the transportation planning process is key to making effective contributions to transportation projects and plans. The CA-MPO will seek new and effective ways to educate interested or affected parties on transportation planning, regulations, and best practices. Some of the strategies the CA-MPO may use to inform and educate interested parties about the transportation planning process include the following.

- 1) Media engagement
 - Publish notices and press releases with a variety of regional media outlets
 - Utilize local radio and podcasts to promote engagement activities
 - Partner with other agencies to disseminate information
 - Share engagement opportunities and project information on social media platforms
- 2) Notice of meetings and events
 - Utilize a stakeholder email distribution list to provide notice of meetings and materials
 - Post agenda and materials on the CA-MPO website when sent to committee members
 - Share meeting notices with partner agencies for dissemination to their audiences, including neighborhood associations and local organizations
 - Use email, website, and social media to advertise public meetings
- 3) Website and visual designs
 - Utilize the MPO website to share information about MPO projects and process documents
 - Post public meeting times, locations, and agenda packets on the website
 - Provide educational information and MPO Process documents for viewing or download on the website

THREE: Listen and respond to feedback on MPO activities

Effective engagement requires empowering interested or affected individuals, organizations, and government entities with easily understandable information and listening and responding to

comments and feedback. This is especially important for plans and processes that may have impacts for historically underserved communities or populations. When developing transportation plans for areas where historically underserved populations are likely to be impacted, the MPO will communicate with interested parties and leaders in the community to hear what they want in their neighborhood. Some strategies that the MPO will employ to engage, consider, and respond to feedback include the following.

- 1) Be accessible
 - a. Staff will be available to meet with stakeholders, partners, and historically underserved communities in settings and times that are convenient to the stakeholders, partners, and historically underserved communities
 - b. Staff will be available during normal business hours to respond to questions and comments
 - c. Public comments will be collected in appropriate and accessible formats—via, mail, email, phone, in person, and during meetings
- 2) Be responsive
 - a. Public feedback on plans will be made available to the public, stakeholders, and decision makers
- 3) Be considerate
 - a. The MPO values its partnerships and will continue to prioritize collaboration among regional stakeholders
 - b. Demonstrate explicit consideration and response to public input received during planning and development processes

Opportunities for Engagement

This section first outlines the planning document that the CA-MPO produces and updates and how interested or affected individuals, organizations, and government entities can engage during the planning process. Then, next this section describes tools the CA-MPO uses to engage interested parties.

CA-MPO Plans and Document

All residents of the CA-MPO area are entitled to engage with the transportation planning process. The MPO’s main activities include developing the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Both documents provide clear avenues for public engagement during the development process. The table below lists the CA-MPO process documents and how the public can find information and engage with the development of these transportation planning documents. Following the table, are descriptions of each document and how they interact with the CA-MPO community.

MPO Planning Documents and Engagement Process			
<i>Document</i>	<i>How often updated</i>	<i>Comment Period for Approval/Amendment</i>	<i>How to engage</i>

Long Range Transportation Plan (LRTP)	Every 5 years	Approval 30 days Amendment 15 days	Public events, submit comments, public hearing, MPO committee meetings, email notices
Transportation Improvement Program (TIP)	Every 4 years	Approval 30 days Amendment 15 days	Public hearing, submit comments, MPO committee meetings, email notices
Unified Planning Work Program (UPWP)	Annually	Approval 15 days	MPO committee meetings, submit comments, email notices
CA-MPO Engagement Plan	Periodic review	Approval 45 days Amendment 45 days	MPO committee meetings, submit comments, email notices
Title VI Plan	Every 3 years	Approval 15 days	MPO committee meetings, submit comments, email notices
Other studies and plans, Bicycle and Pedestrian Plan, corridor studies, and area plans	As needed	Approval 15 days	MPO committee meetings, submit comments, email notices

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP) is a federally-mandated plan that outlines the region’s priority transportation improvements over the next 20 years and beyond. Regional transportation projects must be included in a Metropolitan Planning Organization (MPO)’s LRTP to qualify for federal funding. The LRTP provides guidance on current transportation conditions and attempts to project what projects and monies will be needed in the future.

The LRTP provides for extensive public engagement. The CA-MPO engages the public and stakeholders in developing goals and objectives for area transportation systems and creating performance criteria used to select projects to submit for funding. The CA-MPO works closely with VDOT to identify transportation deficiencies, develop a project list, evaluate the projects, and develop a constrained project list based on available funding.

During the LRTP planning process project proposals are submitted to the CA-MPO and judged upon the criteria created for the LRTP that highlights priorities for the future. The LRTP is adopted by the CA-MPO Policy Board after public hearings and presentation of the final plan. Public hearings, along with technical committees of the MPO and other stakeholder input, help shape the direction of the plan.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) reflects the goals and values of the LRTP. The TIP is, in essence, the realization of the LRTP, because it establishes the projects that have funds allocated and creates a schedule for completion.

The TIP is connected to the Statewide Transportation Improvement Program (STIP), Virginia's federally required four-year program that identifies the transportation projects (highway, passenger rail, freight, public transit, bicycle and pedestrian) that will utilize federal transportation funding or require approval from either the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). Virginia provides many opportunities for the public to provide input on transportation projects and priorities as part of the continuing transportation planning process for the development of the STIP and the state required Six-Year Improvement Program.

The TIP informs the CA-MPO partners and the public of the state's planned spending of federal transportation funds in the MPO, in coordination with significant state and local funds for four consecutive fiscal years. The goal of the TIP is to provide a clear picture of upcoming transportation improvements in an MPO's area, how much they will cost, and an estimate of how long they will take to complete.

The TIP is updated every 4 years, the MPO Technical Committee will reviewing the plan and the MPO Policy Board must hold a public hearing to adopt the plan. The MPO Technical Committee holds a discussion of the TIP and makes a recommendation on action to the MPO Policy Board. The public can attend and comment at the MPO Technical Committee meeting and also during the MPO Policy Board's public hearing.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is a formal presentation of the transportation planning projects that will be undertaken by an MPO for a designated fiscal year. The UPWP serves as a mechanism for the MPO to plan the money that it receives from federal and state sources—it can go towards project research, committee management, or other responsibilities of the MPO.

Federal law dictates that work programs identified in the UPWP must incorporate one or more of eight basic planning factors in order to be included. These factors include safety, security, and connectivity, and generally represent most or all of an MPO's planning goals. The MPO, after considering these factors, will then formulate its own set of planning priorities after input from staff, transportation stakeholders, local governments, and the general public, and use these priorities to guide and formulate projects. Long term transportation planning efforts, like the Long Range Transportation Plan developed by an MPO, will also guide and prioritize projects.

The UPWP reflects the priorities of an MPO in terms of its desired transportation planning, but also provides a detailed list of projects, their associated costs and timelines for completion, as well as end products and deliverables. In addition to its critical function, accounting for the expenditure of federal funds which make up the majority of the MPO's budget, it serves as a way

to communicate the MPO's priorities to associated localities and residents and ensure that the work that will be completed throughout the year is in line with the goals and vision of the region.

The UPWP is prepared by the CA-MPO to support transportation and planning priorities that have been determined by the CA-MPO Policy Board with opportunities for input from its member localities, other state agencies, and the public. These priorities are reflected in the long range transportation planning process and broader transportation goals and vision.

CA-MPO Engagement Plan

The Charlottesville Albemarle Metropolitan Planning Organization Engagement Plan is a federally required document demonstrating how the CA-MPO will engage interested or affected individuals, organizations, and government entities during the planning process. This plan outlines the CA-MPO's engagement goals and illustrates opportunities for engagement. The CA-MPO is committed to actively seeking out and engaging historically underserved communities, as demonstrated in the goals previously outlined in this document.

The engagement plan is periodically reviewed and updated as needed. In addition to opportunities to participate in the engagement plan update during MPO committee meetings, by submitting comments or contacting staff, there will be a 45-day public review period where the CA-MPO will actively seek out comments and engagement.

Title VI Plan

The CA-MPO's Title VI/Environmental Justice Plan outlines how the CA-MPO mitigates against and avoids inadvertently excluding low-income, minority, limited-English-speaking, disabled, and elderly populations in the planning process and in the development of planning documents. This plan will also include a procedure that allows members of these populations to submit grievances regarding perceived discriminatory actions.

The Title VI Plan is updated by the MPO every three years using population data from the US Census. It identifies populations that may be disproportionately disadvantaged from participating in transportation planning activities and plans to mitigate the disadvantages. In addition to opportunities to participate in the Title VI update during MPO committee meetings, by submitting comments or contacting staff, there will be a 15-day public review period where the CA-MPO will actively seek out comments and engage with organizations and community leaders representing any disproportionately disadvantaged populations identified.

Other Studies and Plans

In addition to the federally required planning documents outlined above, the CA-MPO offers additional opportunities for engagement with the Charlottesville-Albemarle community. The MPO works closely with state and local planning staff on additional transportation plans and studies. As each CA-MPO project is different, the approaches to engagement are tailored to match the needs of the project. For example, in response to needs identified by the public and CA-MPO partners, the CA-MPO developed a more robust engagement process for selecting Smart Scale applications to submit for funding.

The most common funding sources that localities can apply for are Smart Scale, Revenue Sharing, and Transportation Alternatives. Localities, Metropolitan Planning Organizations, and Planning Commissions are the primary applicants for these transportation funding sources.

Smart Scale is a bi-annual state funding process that allocates funds to projects to help satisfy the state's long-range transportation plan, VTrans. There are many different types of projects that can be submitted for Smart Scale funding, including improvements to significant state transportation corridors, urban areas, and regional transportation networks. Localities, MPOs, and public transit agencies can submit requests for funding, and the state uses a criteria system that measures a project's effect on transportation system performance factors including congestion, economic development, and public safety to select projects for funding.

The CA-MPO can submit four applications to the Smart Scale process for funding. Typically, these project applications are submitted in coordination with the state on behalf of the localities the MPO represents. Smart Scale projects being considered for application through the MPO with high public interest will be selected for enhanced public participation, as funding allows. This will include public workshops and the collection and dissemination of comments. Public participation is encouraged throughout the Smart Scale project selection process for all the MPO applications. Committee meetings will review all the projects selected for application and the Policy Board also allows comments during their selection process.

CA-MPO Engagement Tools

The CA-MPO uses a variety of engagement tools based on the planning project or document and interested parties. Most of the CA-MPO's projects include collaboration with the state, local governments, and the public. Some planning documents, like the Long Range Transportation Plan, require extensive public engagement and the CA-MPO will employ multiple engagement strategies. The CA-MPO is always looking for new and creative ways to engage interested parties below are *some* of the tools that the CA-MPO uses.

CA-MPO Committees

Committees are the forums where issues are discussed and formal decisions are made. There is one standing Technical Committee and the Policy Board. All committee meetings are open to the public and meeting schedules and records of past meetings are posted on the CA-MPO website and will be made available in alternative formats upon request.

Policy Board: Decision-making authority rests with the Policy Board, whose voting membership is made up of two members each from the Albemarle Board of Supervisors and Charlottesville City Council, and the District Engineer for the VDOT Culpeper District.

Technical Committee: The voting membership of the Technical Committee consists of individuals with technical knowledge in transportation and land use planning, and the voting membership consists of representatives from local government staff and Planning Commissions, area transit providers, the University of Virginia, and state agencies.

Meeting agendas, materials, and notes for these committees are available on the CA-MPO website and the public can request to be added to the stakeholder email list and have the meeting

notices and materials emailed directly to them. Time is set aside during all the public meetings for public comments.

Website

The CA-MPO maintains a website where interested parties can access transportation planning documents, like the TIP and LRTP. Committee meeting dates, agendas, recordings, and notes are also available on the website.

Stakeholder Emails

Interested or affected individuals, organizations, and government entities can request to be added to a stakeholder email list for topics they are interested in. The website lists committees and other events that people might want to sign up to receive more information on.

Informational Presentations

The CA-MPO staff are available to visit agencies, neighborhoods, organizations, and government entities to share information and present on CA-MPO transportation planning projects that interest them, as funds allow. If the CA-MPO is conducting a transportation planning project in an area that affects a community, they will make efforts to connect with community leaders to share information and gather public comments, as funds allow.

Other Engagement Tools

The CA-MPO uses a variety of methods to engage interested or affected individuals, organizations, and government entities in their planning projects. Some of the tools the CA-MPO uses include:

- Surveys
- Video Recordings
- Information Booths/Kiosks
- Social Media
- Public hearings
- Public workshops and other events
- Attendance at community events with engagement materials

The CA-MPO uses surveys as a tool to gather public comments as appropriate. Many of the CA-MPO meetings are recorded and available to interested or affected individuals, organizations, and government entities on the CA-MPO website. To further engage with a diverse audience, the TJPDC maintains a Facebook page to periodically update page followers on topics of interest related to the TJPDC and the MPO. This format allows for information to easily be disseminated. CA-MPO staff is enthusiastic about including affected parties in planning projects and uses the most effective engagement innovations and strategies according to the needs of each project.

Outreach to Underserved Populations

The CA-MPO maintains a Title VI/Environmental Justice Plan to mitigate against and avoid inadvertently excluding low-income, minority, limited-English-speaking, disabled, and elderly populations in the transportation planning process and in the development of planning documents. That plan also includes contact information and procedures to allow members of these populations to submit grievances regarding perceived discriminatory actions. This plan is reviewed and updated periodically by the CA-MPO and VDOT.

The CA-MPO strives to ensure that its planning efforts are holistic and inclusive of all populations that are part of the regional community. Arrangements will be made for interpreters for hearing impaired individuals, and every effort will be made to ensure provision of interpreters for non-English speaking persons, provided a request is submitted at least one week before the meeting. For meetings conducted electronically, interpretation services may be provided through closed captioning options.

Every effort is made for public hearings, workshops, and forums to be scheduled at times and locations that are accessible and convenient. The CA-MPO works to include stakeholders in both the development and approval of planning documents like the TIP and LRTP. These efforts can vary depending on the type of plan. In the development of new plans MPO staff makes every effort to not only ensure that these plans consider the needs of minority and low-income populations, but also strives to include these populations in the development of these plans.

Appendices

Appendix A: Glossary of Terms

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

ACCT	Alliance for Community Choice in Transportation
BRT	Bus Rapid Transit
CA-MPO	Charlottesville Albemarle Metropolitan Planning Organization
CAT	Charlottesville Area Transit
DRPT	Virginia Department of Rail and Public Transportation
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 (mapping)
IS	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Greene, and Buckingham Counties
L RTP	Long Range Transportation Plan. Refers to the 20-year transportation plan.
LRT	Light Rail Transit
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
PL	FHWA Planning Funding (used by MPO)
PPP	Public Participation Plan
RideShare	Free Carpool matching service for Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties
RTP	Regional Transit Partnership
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation governing the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
TDP	Transit Development Plan (for CTS and JAUNT)
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission
TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning and Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation

Appendix B: Comments and Responses Collected for this Engagement Plan

Engagement Plan Public Comment Report

Charlottesville Albemarle Metropolitan Planning Organization
Spring 2021

Citizens Transportation Advisory Committee

3/17/21

Initial opportunity for the CTAC committee to review **CA-MPO's Engagement Goals and Strategies** section of the plan and provide feedback. The committee made some language changes and agreed that with those changes the document was ready to move forward.

Posted on the TJPDC and MPO websites

4/17/2021

Comment on the CA-MPO Engagement Plan Now

The Charlottesville Albemarle MPO uses the CA-MPO Engagement Plan to communicate the strategies it uses to satisfy federal regulations that ensure that the MPO has an adequate process to involve interested or affected individuals, organizations, and government entities when developing and adopting MPO planning documents. This plan is intended to provide as much flexibility as possible in meeting the requirements established in the federal regulations. The TJPDC as an organization, which includes the CA-MPO operations, is committed to exceeding the minimum requirements and developing meaningful engagement opportunities, considering the diversity of needs and preferences throughout the MPO area.

During the 2020 update there were some substantial changes requested by MPO committees and the public. The draft of the 2021 [CA-MPO Public Engagement Plan](#) reflects the recommended changes. This is an opportunity for the public to review the plan and provide feedback. The federal regulations require that there be a 45-day public comment period prior to any significant changes to the plan being made. CA-MPO staff started the formal comment period April 19, 2021.

Please submit your questions or comments, to Lucinda Shannon at lshannon@tjpd.org.

No comments from the public.

Posted on the TJPDC Facebook page

4/19/2021

Same as content above.

No comments from the public.

Partner Notice

4/20/21

Shared with Albemarle (Emily Kilroy) and Charlottesville (Brian Wheeler) for their public notices.
Same as above

No comments from the public.

Public Hearing

7/28/21

The CA-MPO's Policy Board hosted a Public Hearing for the Engagement Plan. The hearing was advertised on social media, in the Richmond Times and Daily Progress. The hearing was held on July 28, 2021. No comments from the public.

Appendix C: Title VI and Non-Discrimination

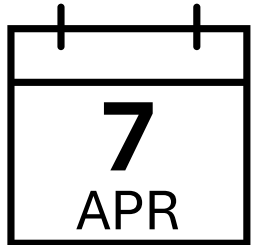
The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. The CA-MPO operates without regard to race, color, national origin, income, gender, age, and disability. Any person who believes him/herself or any specific class of persons, to be subjected to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the CA-MPO Title VI Coordinator. A complaint must be filed no later than 180 days after the date of the alleged discrimination. Please contact the Title VI Coordinator via phone at 434-979-7310 for more information. The CA-MPO meetings are conducted in accessible locations and materials can be provided in accessible formats and in languages other than English. If you would like accessibility or language accommodation, please contact the Title VI Coordinator at 434-979-7310. If you wish to attend a CA-MPO function and require special accommodations, please give CA-MPO one week's notice in advance.

SMART SCALE Round 7 Update CA-MPO and Rural Projects

**CA-MPO Technical Committee Meeting
June 2, 2026**



Recap – April Tech Committee Meeting



- Committee **recommended adoption** of the resolution endorsing the submission of SMART SCALE applications for projects submitted by Albemarle and Charlottesville
- Committee **recommended adoption** of resolutions of support for
 1. US29 NB/US250 EB Off-Ramp and Pedestrian Improvements at Barracks Road
 2. I-64/5th Street DDI
 3. Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane Ramp
- Committee **deferred taking action** on making a recommendation to the Policy Board for US 29/250 SB Off-Ramp Extension to Old Ivy Rd until the June Technical Committee meeting

Subsequent Meetings and Updates

Commonwealth Transportation Board (CTB) Meeting

- CTB **approved** an update to SMART SCALE policy allowing innovative intersections as an eligible project type in the High Priority Projects (HPP) program (*Refer to Staff Report for OIPI Round 7 Update presentation*)

CA-MPO Policy Board Meeting



- Policy Board **approved** the resolution endorsing the submission of SMART SCALE applications for projects submitted by Albemarle and Charlottesville
- Policy Board **approved** resolutions of support for all CA-MPO applications
 1. US29 NB/US250 EB Off-Ramp and Pedestrian Improvements at Barracks Road
 2. I-64/5th Street DDI
 3. Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane Ramp
 4. US 29/250 SB Off-Ramp Extension to Old Ivy Rd until the June Technical Committee meeting

Next Steps for SMART SCALE

- **May:** OIPI/VDOT/DRPT review pre-applications to provide feedback and screening decisions
- **June 1:** Round 7 Full Applications Open
- **June 15:** Charlottesville City Council Resolution of Support
- **June 17:** Albemarle County Board of Supervisors Resolutions of Support
- **July 15:** Supporting documentation for all applications due
- **August 3:** Final application deadline
- **January 2027:** Staff-Recommended Funding Scenario presented
- **June 2027:** Projects selected for funding by the Commonwealth Transportation Board and Adopted into the SYIP

Where are we in the process?

We Are Here



Rural Jurisdiction SMART SCALE Round 7 Projects

Rural Jurisdiction Round 7 Projects

Albemarle County

No applications outside of the urbanized area

Fluvanna County

No applications

Greene County

1. Rt. 29-616 RCUT Project
2. US 33-743 (Advance Mills) and 1050 (Greencroft) Intersections

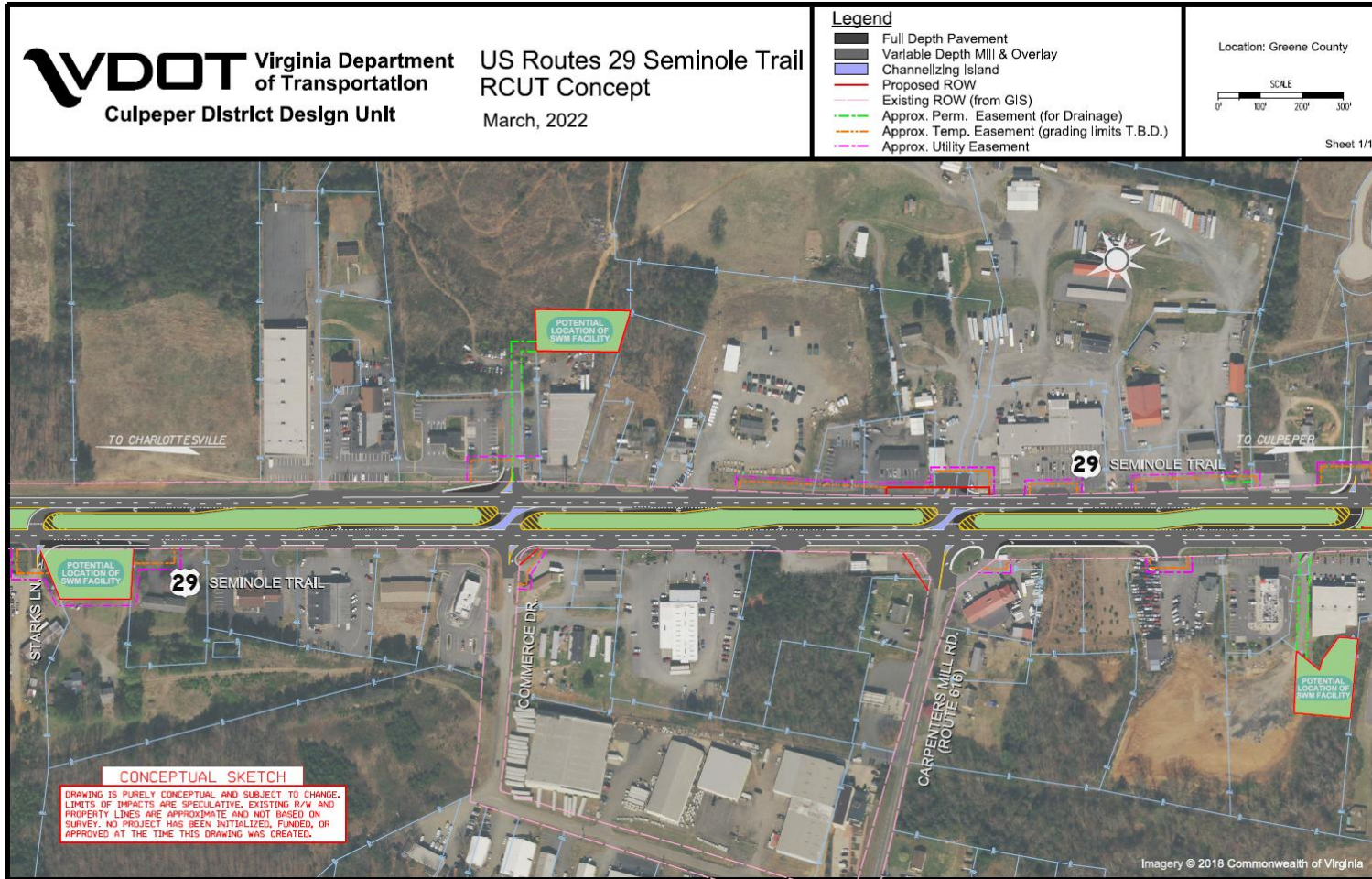
Louisa County

No applications

Nelson County

1. Rockfish School Lane and Route 151 Turn Lanes
2. US 29 Corridor Improvements – Route 655 to VA 56

Greene County: Rt. 29-616 RCUT Project



VTrans Priority 2-3 Needs

- Capacity Preservation
- Safety Improvements
- Transportation Demand Management
- Transit Access

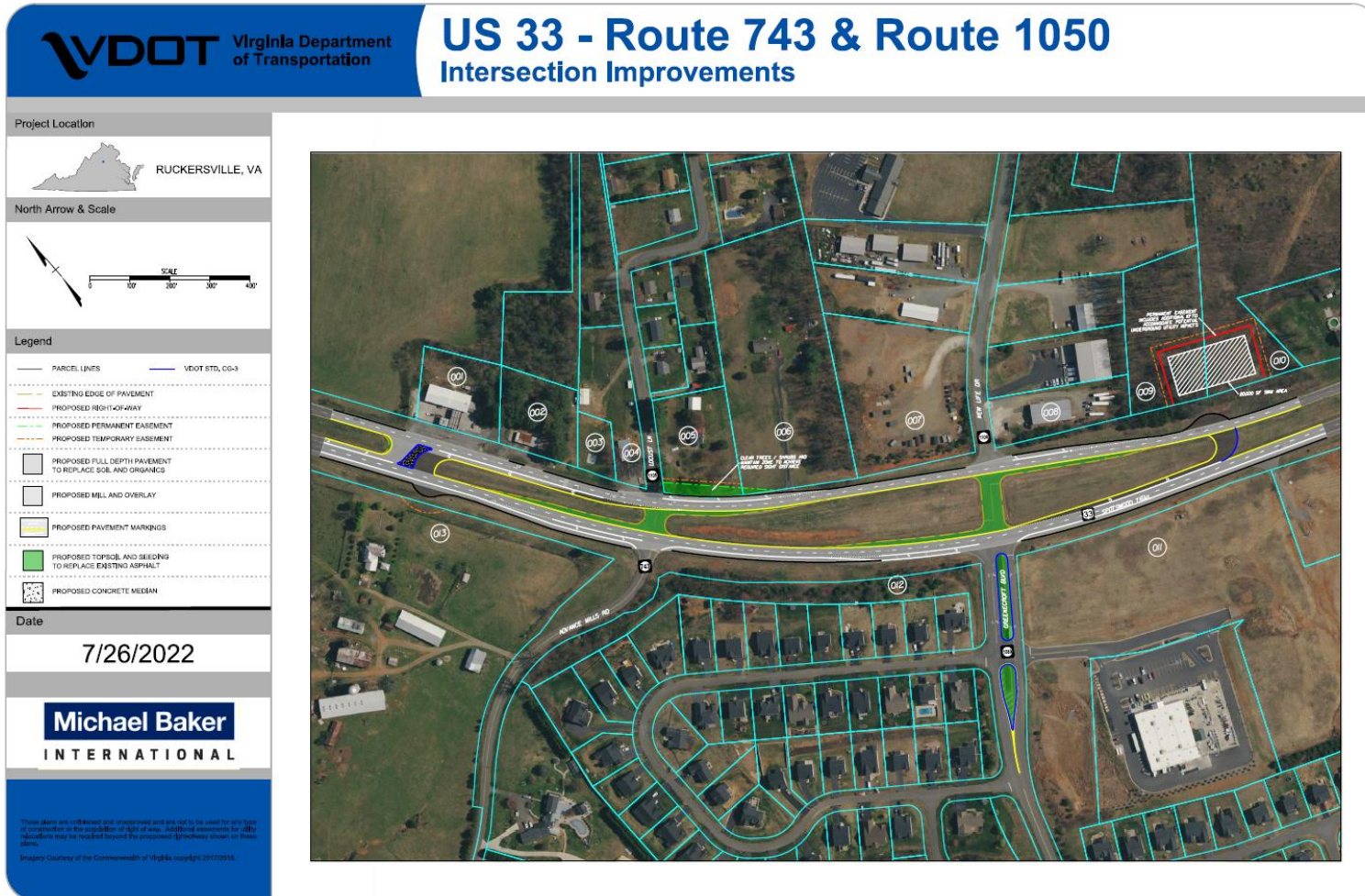
Project area includes a Potential for Safety Improvement (PSI) intersection and segment

Project Components:

1. Install a restricted crossing U-Turn (RCUT) at US 29 and Commerce Drive
2. Install an RCUT at US 29 and Route 616 (Carpenters Mill Rd)
3. Extend the SB U-Turn turn lane at US 29/Starks Lane
4. Construct 1 NB channelized U-Turn lane south of US 29/US 33
5. Close the crossover at US 29/El Agave south of US29/US 33
6. Improve safety by reducing the number of conflict points; reduce operational delays

Preliminary Cost: \$23,624,772

Greene County: US 33-743 (Advance Mills) and 1050 (Greencroft) Intersections



VTrans Priority 4 Needs

- Safety Improvements
- Transit Access

Project area includes a Potential for Safety Improvement (PSI) segment

Project Components:

1. Implement median U-Turns by closing median crossings at US 33/Advance Mills Rd and US 33/Greencroft Blvd
2. Construct U-Turn lane on WB US 33 west of Advance Mills Rd
3. Extend existing EB right turn lane at US 33/Advance Mills Rd
4. Construct turning loons on both U-Turn lanes
5. Install median island on US 33 median crossing on Greencroft Blvd from Ridgemont Rd to US 33 to remove existing through movement
6. Improve safety by reducing the number of conflict points

Preliminary Cost: \$13,980,960

Nelson County: Rockfish School Lane and Route 151 Turn Lanes



Custom VTrans Need¹

- Safety Improvements

Project Components:

1. Install dedicated right turn lanes in the southbound and eastbound legs of the Rockfish School Lane and Rockfish Valley Highway intersection
2. Improve safety by providing space to separate turning vehicles from through traffic

Preliminary Cost: \$2,556,642

¹ Per the SMART SCALE Technical Guide p.16-17: "... applicants can propose safety improvements to address a safety issue not identified as a 2023 or 2025 VTrans Mid-term Need based on a safety analysis/study that includes [study components]... The project location must have had at least three Fatal or Injury crashes at the intersection or segment over the last five years for it to be consistent with the CTB's VTrans Mid-term Needs Identification Policy."

Nelson County: US 29 Corridor Improvements – Route 655 to VA 56



VTrans Priority 1-4 Needs

- Capacity Preservation
- Transportation Demand Management
- Safety Improvements

Project area includes a Potential for Safety Improvement (PSI) segment and two PSI intersections

Project Components:

1. Convert the intersections of US 29 and Route 655 (Arrington Rd and Colleen Rd) and VA 56 (Tye Brook Hwy) into Reduced Conflict Intersections (RCIs)

Preliminary Cost: \$19,802,452



STARS AND PROJECT PIPELINE STUDIES

MPO Tech

| Sandy Shackelford

June 2, 2026

VDOT Studies: Location Selection

- **Two study programs**
 - Project Pipeline (Office of Intermodal Planning and Investment)
 - STARS (Transportation and Mobility Planning Division)
- **Managed centrally**
 - OIPI and TMPD coordinate study location selection with VDOT districts
 - Study locations have to be approved by OIPI/CTB or TMPD
- **Locations identified throughout the entire Planning District**
- **Support future funding applications**
 - Studies will develop recommendations on improvements that can be submitted for future SMART SCALE, Revenue Sharing, or other funding program applications

	STARS Program Guidelines	Project Pipeline Program Guidelines
Administration	Transportation & Mobility Planning Division (TMPD)	Office of Intermodal Planning & Investment (OIPI)
Purpose	Provide a continuous stream of transportation improvement recommendations eligible for programming/funding	Performance-based planning program to identify cost-effective solutions to multimodal transportation needs
Project Goals	Identify multi-modal solutions that improve safety and reduce congestion	Identify multi-modal solutions that address CTB-adopted VTrans needs
Suggested Study Work Group Members	<ul style="list-style-type: none"> • VDOT District & CO Planning • Local/Regional Stakeholders • Location & Design Engineers • Residency Engineers • Transit Operators • Traffic Operations • Environmental 	<ul style="list-style-type: none"> • Local/Regional Stakeholders • Design Engineers • District Subject Matter Experts • Residency Engineers • Transit Operators • Communications Staff • Local Law Enforcement/EMS Personnel
Program Cycle	Ongoing, but initiated every two years	Biennial
Study Process/ Phasing	<ol style="list-style-type: none"> 1. Framework Phase <ul style="list-style-type: none"> • Kickoff and Diagnosis 2. Study Phase <ul style="list-style-type: none"> • Data Collection & Public Feedback • Alternatives Evaluation • Preferred Alternatives Selection 	<ol style="list-style-type: none"> 1. Kickoff, Diagnosis, and Preliminary Alternatives 2. Alternatives Evaluation, Public Feedback, and Preferred Alternative Selection 3. Preferred Alternative Development, Risk Assessment, and Investment Strategy + Application

	STARS Program Guidelines	Project Pipeline Program Guidelines
Administration	Transportation & Mobility Planning (TMPD)	Regional Planning & Investment (OIRI)
Purpose	Provide a continuous stream of transportation improvement programming/funding	Performance-based planning program to identify regional transportation needs
Project Goals	Identify multi-modal solutions that address safety and reduce congestion	Identify projects that address CTB-
Suggested Study Work Group Members	<ul style="list-style-type: none"> VDOT District & CO Planning Local/Regional Stakeholders Location & Design Engineers Residency Engineers Transit Operators Traffic Operations Environmental 	<ul style="list-style-type: none"> Local/Regional Stakeholders Design Engineers Letter Experts ers staff Local Law Enforcement/EMS Personnel
Program Cycle	Ongoing, but initiated every two years	Biennial
Study Process/ Phasing	<ol style="list-style-type: none"> Framework Phase <ul style="list-style-type: none"> Kickoff Study Phase <ul style="list-style-type: none"> Data Alternatives Preferred Alternatives Selection 	<ol style="list-style-type: none"> Kickoff, Diagnosis, and Preliminary Alternatives <ul style="list-style-type: none"> Feedback, and ent, Risk ategy +

Administered statewide

Identify implementable multi-modal improvements

Address identified statewide priorities

Requires collaboration among stakeholder organizations and disciplines

Follows standard transportation study processes that incorporate data analysis and public engagement to support decision-making

Framework Phase

- **Identify Study Working Group (SWG) members**
- **Clarify the project goals**
- **Agree on the technical analysis to be conducted**
- **Determine public engagement needs**

Study Phase

- **Technical Analyses**
 - Crash review
 - Operational review
 - Forecasting
 - Alternatives development
 - Alternatives selection
- **Public Engagement**
 - **Minimum:**
 - Identification of needs
 - Advanced alternatives preferences
 - **Additional engagement can be included in scope if needed**

Roles and Responsibilities

- **TMPD VDOT/OIPI Staff**

- Provide general program oversight
- Administer contracts with consultants
- Approve study scopes
- Attend SWG meetings as able

- **VDOT District Staff**

- Serve as project manager
- Coordinate stakeholder working group meetings with consultants
- Review and approve study documentation (calibration memos, growth rate memos, final reports, etc)
- Review and approve public information materials
- Review and approve concepts provided by consultants
- Attend check-in meetings with consultants
- Provide materials to support study analyses (Traffic Impact Analyses, signal timing plans, etc.)

SWG Roles and Responsibilities

- **Non-VDOT Members:**
 - **Be involved and participate in the study work group meetings**
 - Typically 4-6 meetings over the course of a study
 - Usually a mixture of in-person and virtual
 - **Review study materials and provide comments**
 - **Assist in sharing of public meeting notifications and dissemination of public information materials**
 - **Review concepts provided by consultants**
 - **Provide any approved plans, including TIA's, previous studies not on applicable websites, or other proposed or planned ideas that may impact the development of recommendations**
 - **Share information and report decisions from local governing groups and elected officials**
 - **Submit grant applications**

Next Steps

- **Finalize study location preferences**
- **Submit requests to TMPD/OIPI**
- **Receive Notice to Proceed with Framework Phase**
- **Studies kick-off in fall**

Charlottesville



STARS Study Recommendations City of Charlottesville

June 2026

Proposed Project

Preston/Ridge-McIntire Intersection



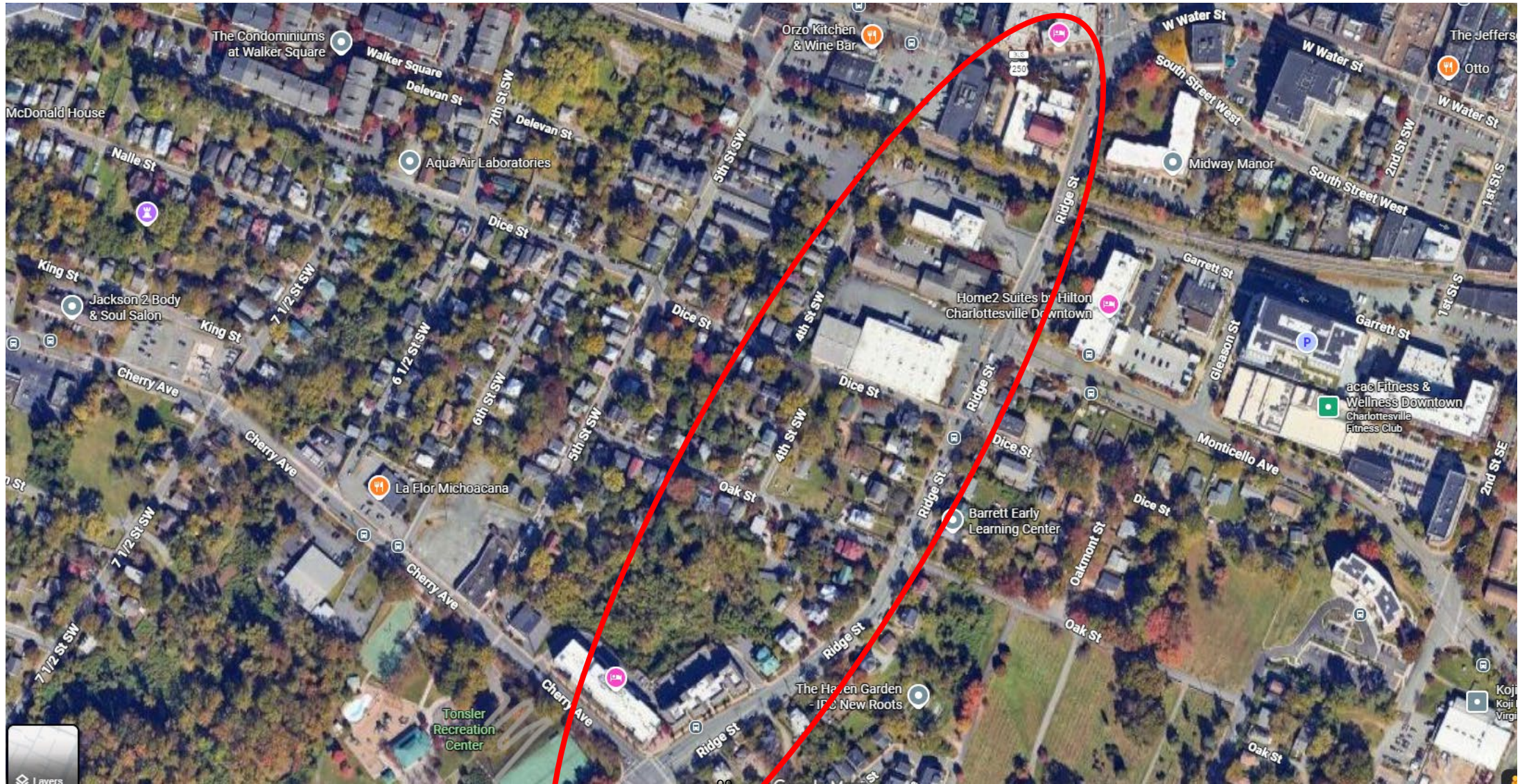
Proposed Project

Preston/Ridge-McIntire Intersection

- Identified VTRANS needs for bicycle, pedestrian, safety, and operations.
 - Identified in Streets that Work as #3 priority corridor from W. Main to Preston and #4 priority corridor from Harris St. to McIntire Rd.
 - 89 crashes at this intersection over the previous 9 years.
 - Anticipate a better score and realistic project coming out of study
-
- Project Lead: City of Charlottesville

Proposed Project

Ridge Corridor from W Main Street to Cherry Avenue



Proposed Project

Ridge Corridor from W Main Street to Cherry Avenue

- Ties into the study work that has already been completed in the previous round of STARS and extend south to the 5th Street road diet that is being proposed
- Identified VTRANS needs for bicycle, pedestrian, safety, and operations
- Identified in Streets that Work as the #9 priority corridor, includes the 5th/Cherry intersection which is the #2 priority intersection, and includes the Ridge/Monticello intersection which is the #3 priority intersection
- 90 crashes on the whole roadway segment between West Main and Cherry Avenue over the previous 9 years
- Project Lead: City of Charlottesville

Other Options Considered

Corridor	Streets That Work Priority Location
E High Street from 10 th Street NE to 250 Bypass	#7
Preston Avenue from McIntire to 10 th Street NW	#4 and #5
Elliott Avenue	#1

Stakeholder and resident engagement needs required tailored engagement plans beyond the scope of a VDOT-managed study

Charlottesville





STARS and Project Pipeline Study Locations

Albemarle County Presentation to
the MPO Technical Committee

Jessica Dimmick, Principal Transportation Planner



Agenda

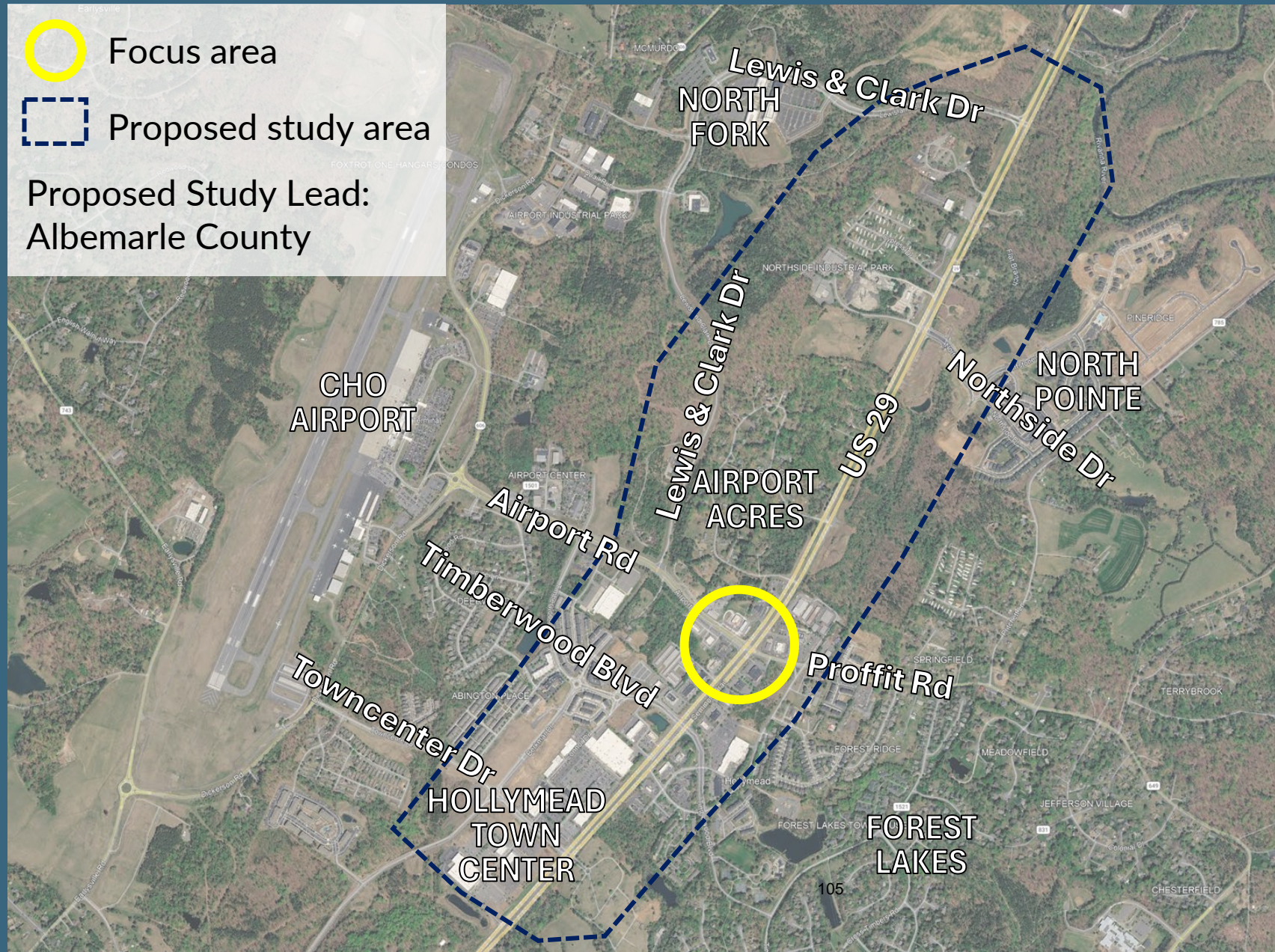
- Desired Study Locations
 - US 29 at Airport Road
 - US 250 at Free Bridge
 - I-64 Exit 118 at US 29
- Other priority locations

Issues to address in the study:

- Safety, especially at PSI locations
- Congestion, especially at US 29 & Airport Rd/Proffit Rd intersection
- Pedestrian and bicycle facilities

Priority Factors:

- Regional Center in AC44 Comp Plan
- Lack of pedestrian and bicycle facilities
- Desired future transit
- Forthcoming developments
- VTrans Priority Needs
- Airport Expansion



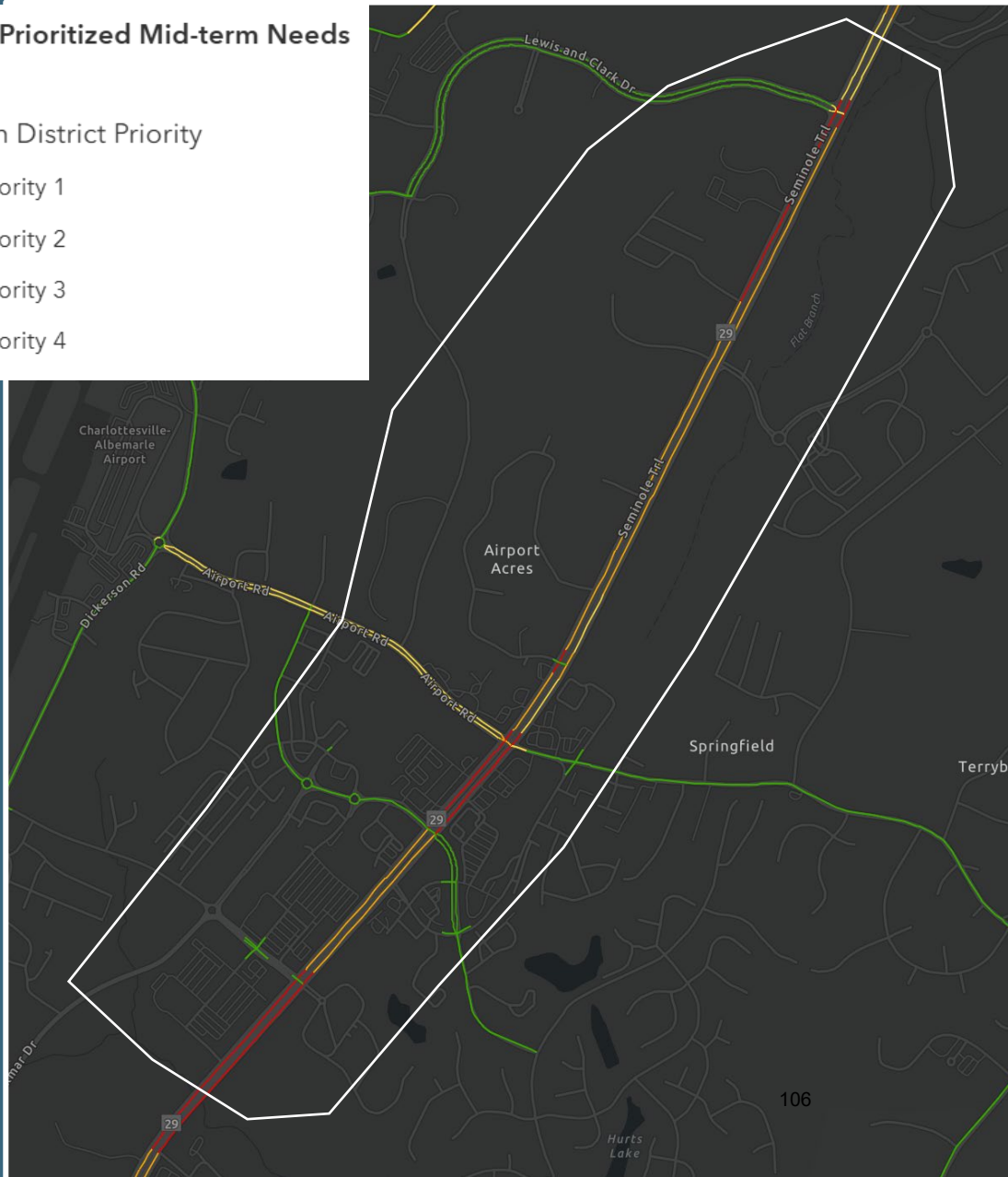
US 29 at Airport Road

2025 VTrans Prioritized Mid-term Needs (Draft)

Construction District Priority

- Priority 1
- Priority 2
- Priority 3
- Priority 4

Proposed Study Area



PSI Segments	PSI Intersections
1-25	1-25
26-50	26-50
51-75	51-75
76-100	76-100
>100	>100



Issues to address in the study:

- Congestion limiting ability to achieve desired activity centers in Pantops, especially at High St/ River Rd intersection
- Pedestrian and bicycle connections across the river

Priority Factors:

- Multiple activity centers designated in AC44 Comp Plan in Pantops area
- Opportunity for regional coordination



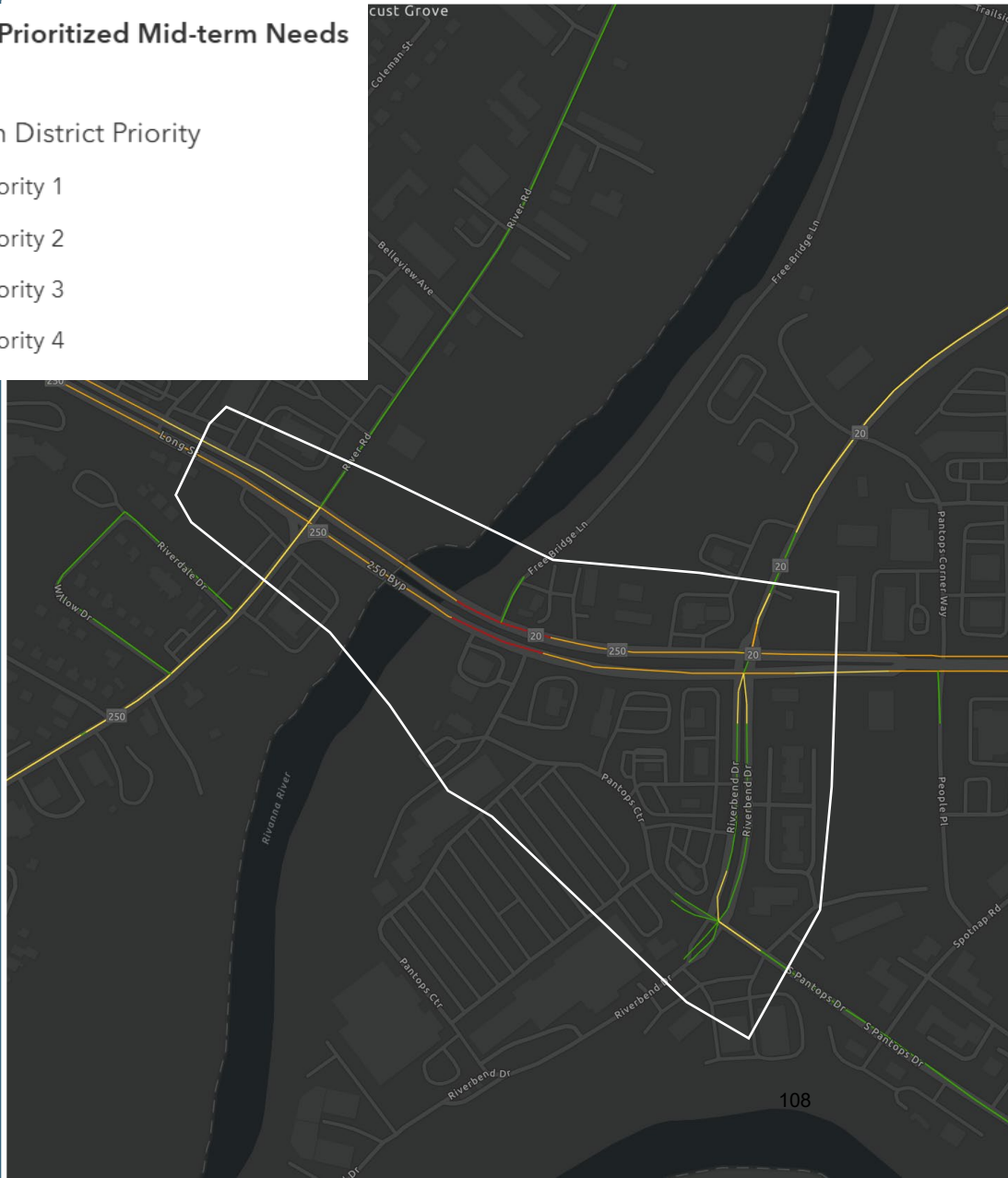
US 250 at Free Bridge

2025 VTrans Prioritized Mid-term Needs (Draft)

Construction District Priority

- Priority 1
- Priority 2
- Priority 3
- Priority 4

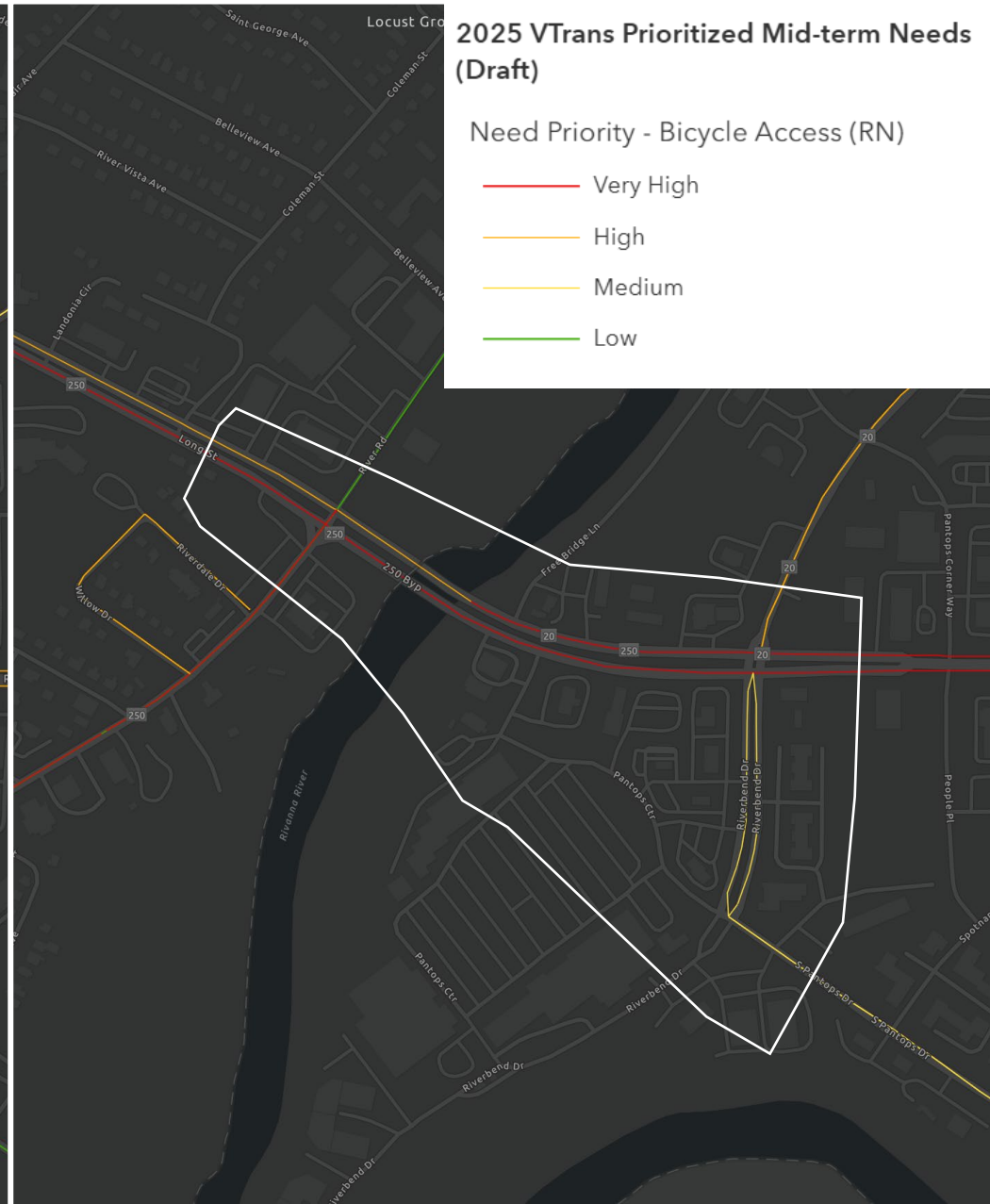
Proposed Study Area

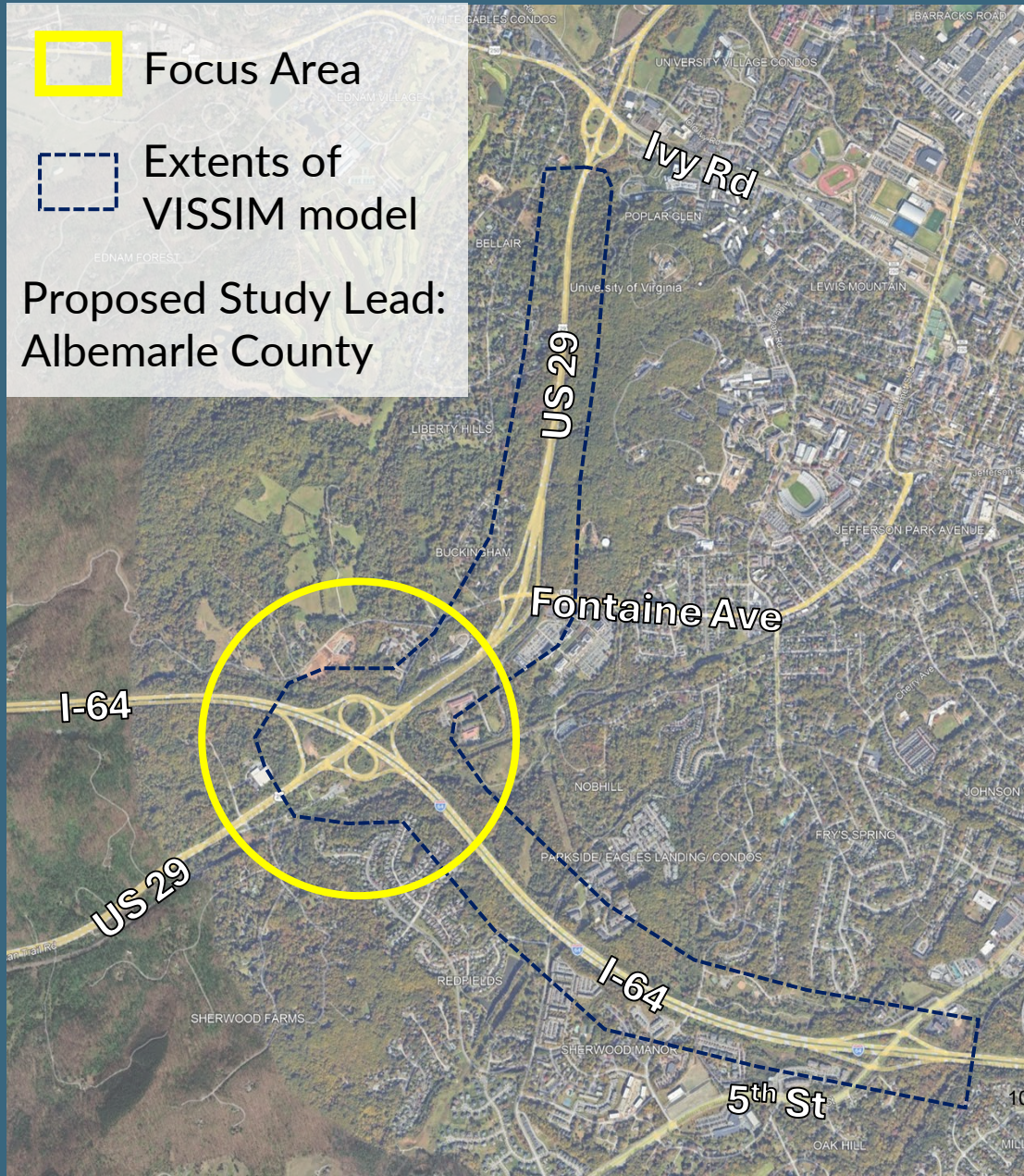


2025 VTrans Prioritized Mid-term Needs (Draft)

Need Priority - Bicycle Access (RN)

- Very High
- High
- Medium
- Low





Issues to address in the study:

- Interchange capacity
- Safety deficiencies
- Regional network demand and travel patterns
- Off-alignment pedestrian and bike connections
- Park-and-ride enhancement options

Priority Factors:

- Prior Project Pipeline Study as scoped could not address the full extent of issues
- VDOT developed a VISSIM model to study traffic operations including adjacent interchanges
- Seig development presents opportunities

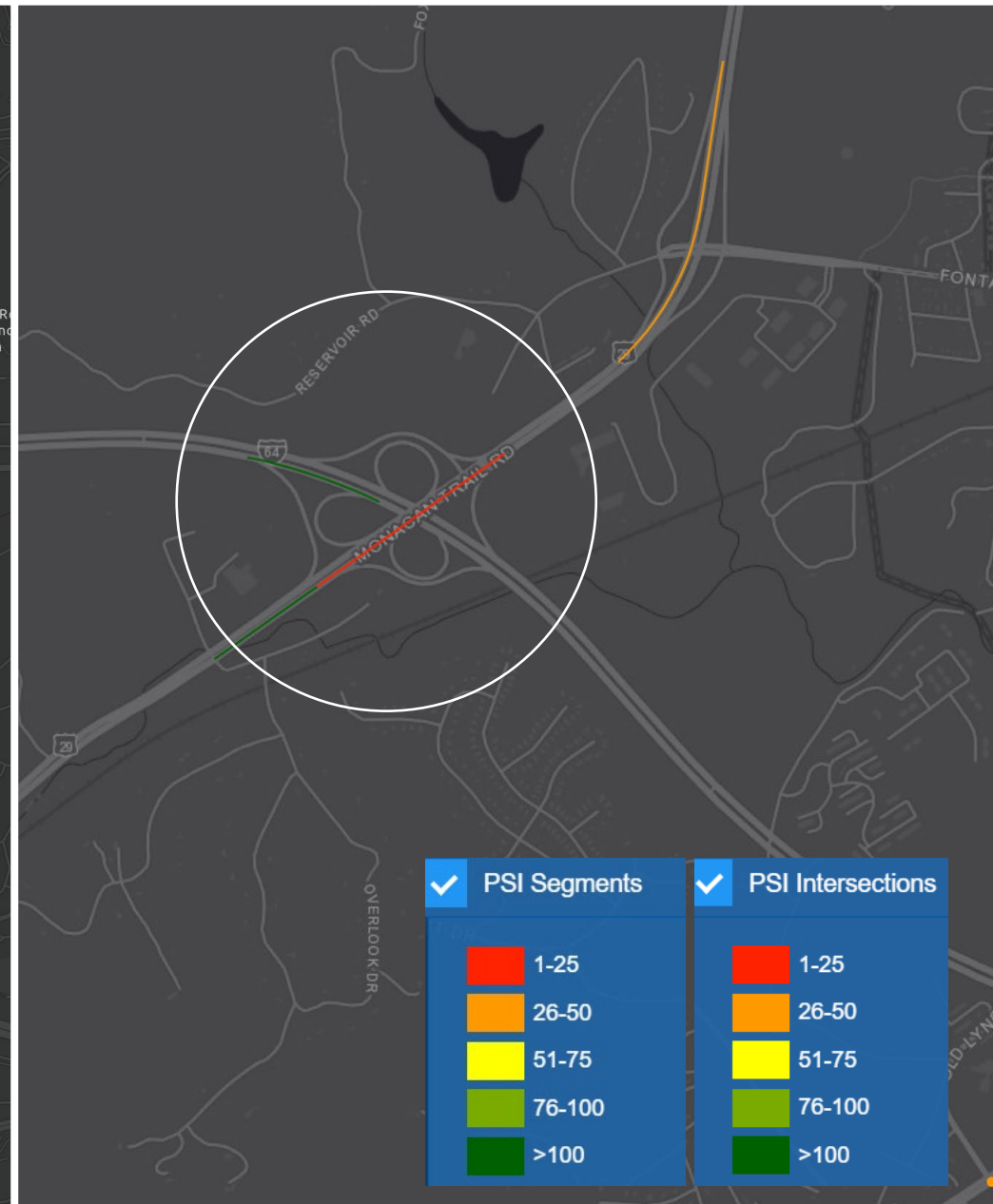
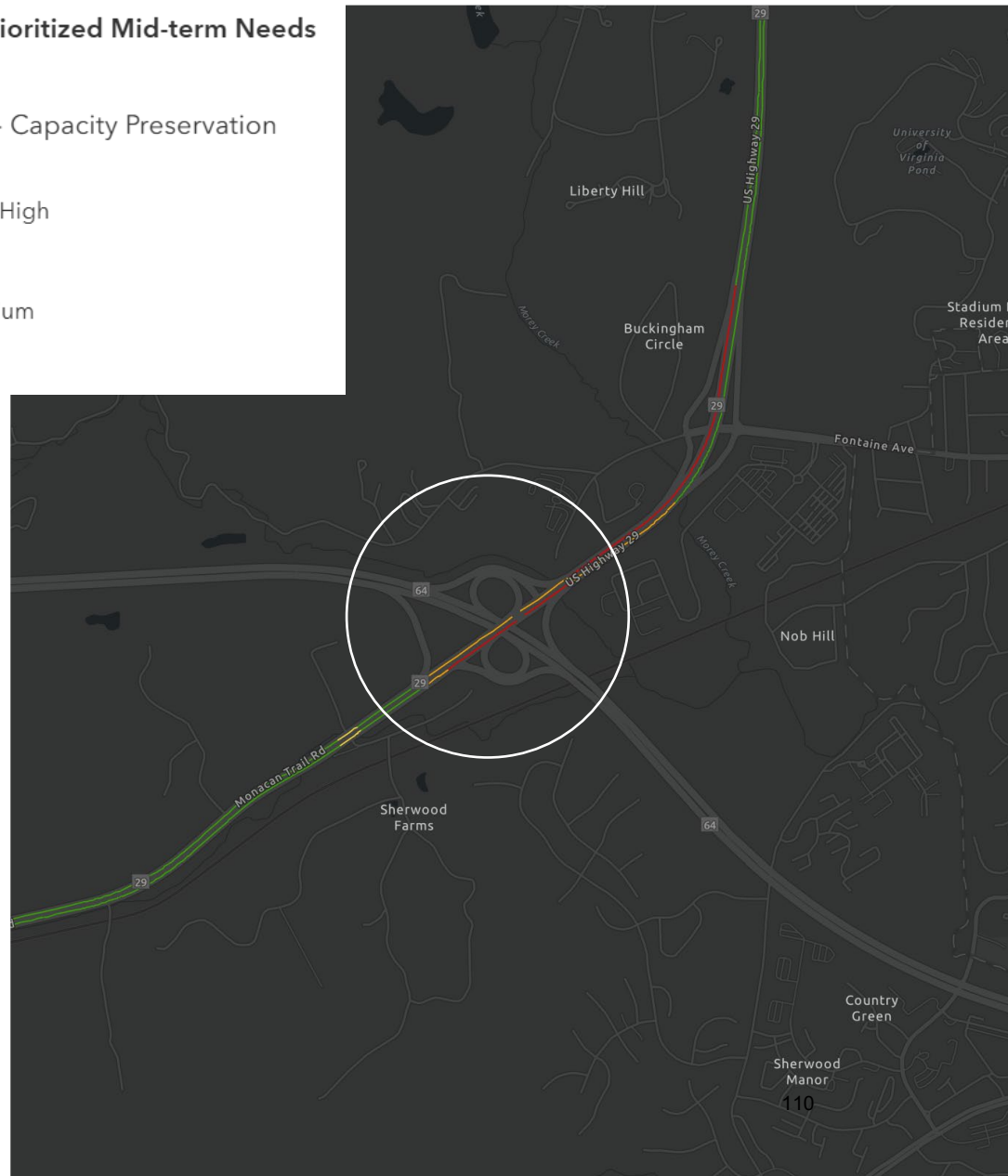
I-64 Exit 118 at US 29

2025 VTrans Prioritized Mid-term Needs (Draft)

Need Priority - Capacity Preservation (CoSS)

- Very High
- High
- Medium
- Low

 Focus Area





Other Priority Locations

The following locations were considered, but are not ideal candidates for the next round of STARS and Pipeline Study processes. These locations may be advanced through other future study processes.

- US 29 from South Fork of Rivanna River to Greene County
- Highway 53
- Rio Road from John Warner Parkway to City line
- South Pantops Drive
- Hillsdale Drive at Rio Road
- Greenbrier Drive

MEMORANDUM

To: Charlottesville-Albemarle MPO Technical Committee and Policy Board
From: Taylor Lowery, Director of Transportation
Date: June 2, 2026
Subject: STARS and Project Pipeline Study Locations

Purpose:

Discuss candidate study locations recommended by the City of Charlottesville and Albemarle County for upcoming STARS and Project Pipeline study cycle.

Background:

Every two years, the Virginia Department of Transportation (VDOT) initiates study selection for two planning programs: STARS and Project Pipeline. The STARS program is led by VDOT’s Transportation and Mobility Planning Division (TMPD), and Project Pipeline is led by the Office of Intermodal Planning and Investment (OIPi).

Candidate Study Locations:

To identify potential study locations, local and MPO staff referenced identified [VTrans Needs](#), local priorities, and the adopted Long Range Transportation Plan. Because study recommendations will eventually advance into funding applications for programs such as SMART SCALE and Revenue Sharing, identifying a “lead” early in the planning process is intended to help anticipate coordination needs during both planning and future funding application processes. As these are state-funded studies, VDOT would remain the Project Manager for each.

Table 1. Candidate Study Locations

Study Location	Jurisdiction	Proposed Study Lead
US 29 at Airport Road	Albemarle County	Albemarle County
US 250 at Free Bridge	Both	CA-MPO
I-64 Exit 118 at US 29	Albemarle County	Albemarle County
Preston/Ridge-McIntire Intersection	City of Charlottesville	City of Charlottesville
Ridge Corridor from W Main St to Cherry Ave	City of Charlottesville	City of Charlottesville

Next Steps:

Following Technical Committee discussion and recommendation, study locations will be presented to the CA-MPO Policy Board for consideration. Once approved by the Policy Board, final candidate submissions must be approved by the appropriate statewide administrators (VDOT TMPD for STARS study locations, or the Commonwealth Transportation Board for Project Pipeline study locations).

If there are any questions, please contact Taylor Lowery at tjenkins@tjpd.org.

STARS

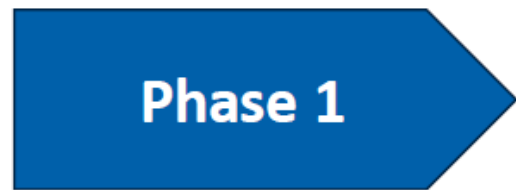
STRATEGICALLY TARGETED AND
AFFORDABLE ROADWAY SOLUTIONS

MPO Technical Meeting

1. US 29 Corridor: Hydraulic Rd to Woodbrook Rd
2. US 29/250 Bypass Interchange with Emmet St

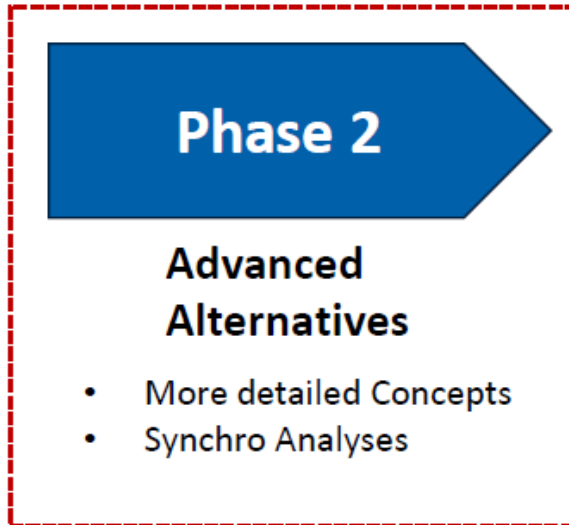
June 2, 2026

STARS ALTERNATIVE DEVELOPMENT OVERVIEW



Preliminary Alternatives

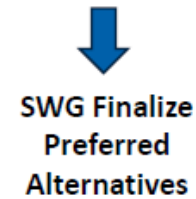
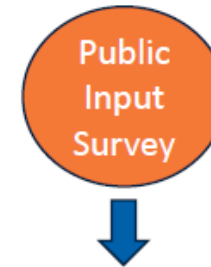
- High Level Concepts
- Vjust Screening



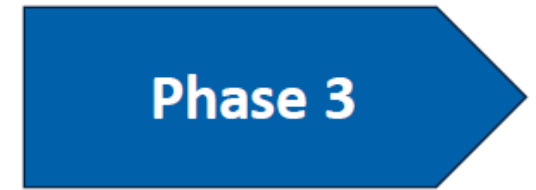
Advanced Alternatives

- More detailed Concepts
- Synchro Analyses

We are here



SWG Finalize Preferred Alternatives



Preferred Alternatives

- SMART SCALE level Concepts
- VISSIM Analyses

STUDY #1

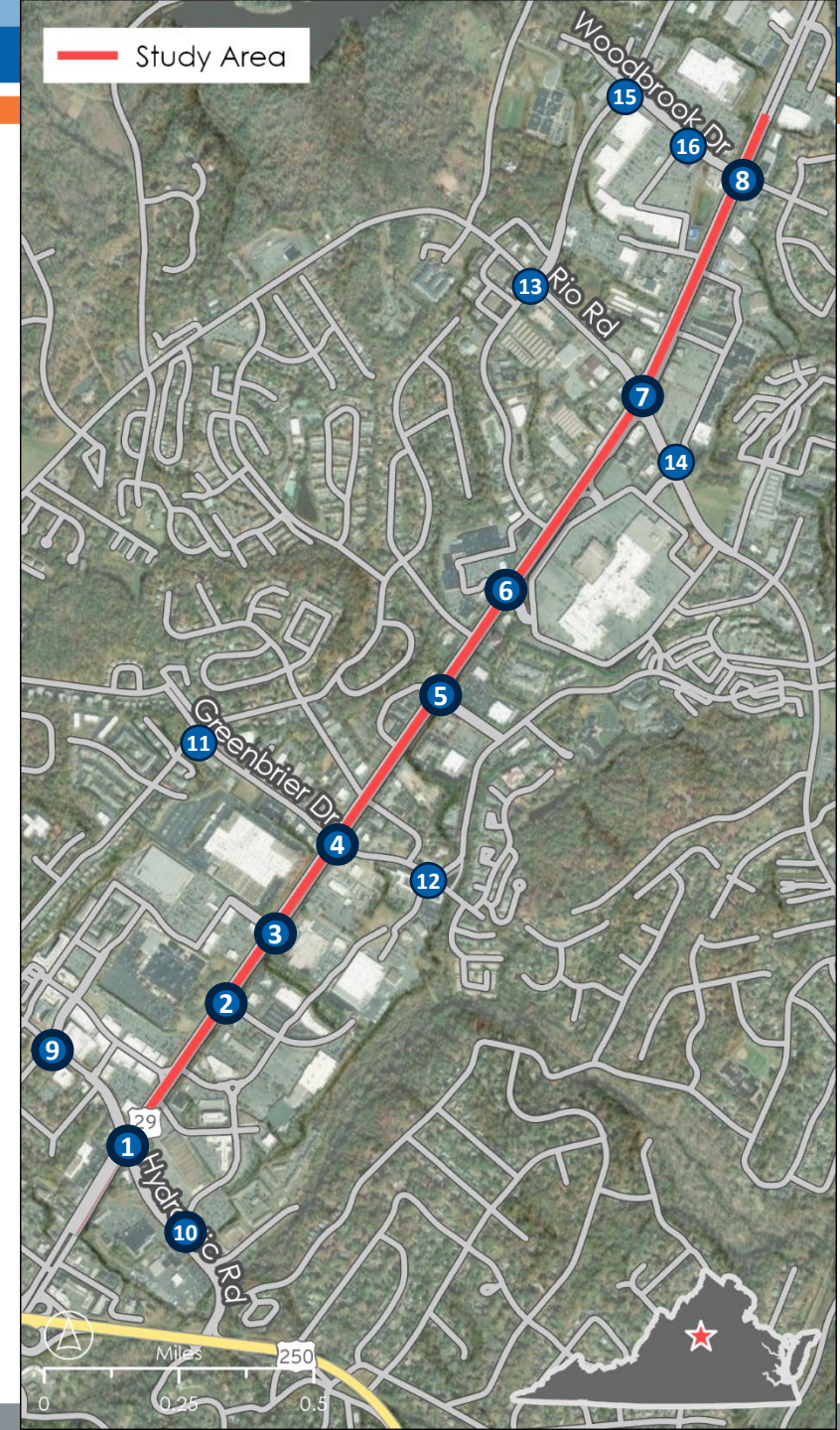
US 29 CORRIDOR: HYDRAULIC RD TO WOODBROOK RD

1 Data Collection (TMCs) on US 29:

1. Hydraulic Road
2. Seminole Court
3. Lenox Avenue
4. Greenbrier Drive
5. Branchlands Boulevard
6. Fashion Square Drive
7. Rio Road
8. Woodbrook Drive
9. Hydraulic Rd and District Ave/Cedar Hill Rd
10. Hydraulic Rd and Hillsdale Dr

11 Supporting Data Collection (TMCs) :

11. Greenbrier Dr and Commonwealth Dr
12. Greenbrier Dr and Hillsdale Dr
13. Rio Rd and Berkmar Dr
14. Rio Rd and Fashion Sqare Dr
15. Woodbrook Rd and Berkmar Dr
16. Woodbrook Rd and Rio Hill Center



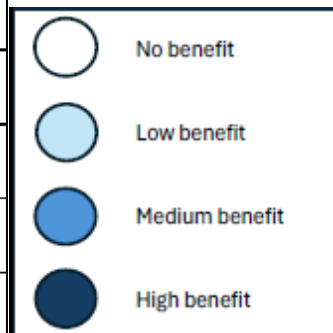
STUDY GOALS – US 29 CORRIDOR

- Incorporate County goals to create placemaking corridor with safe efficient crossings on US 29
- Incorporate VDOT goals to improve safety, reduce congestion, and maintain throughput
- Connect activity centers along US 29
- Alternatives will not preclude or depend on a future Hillsdale Drive relocation
- Alternatives will not preclude future development
- Enhance existing transit within study area

Increase level of
comfort for pedestrian
access across US 29

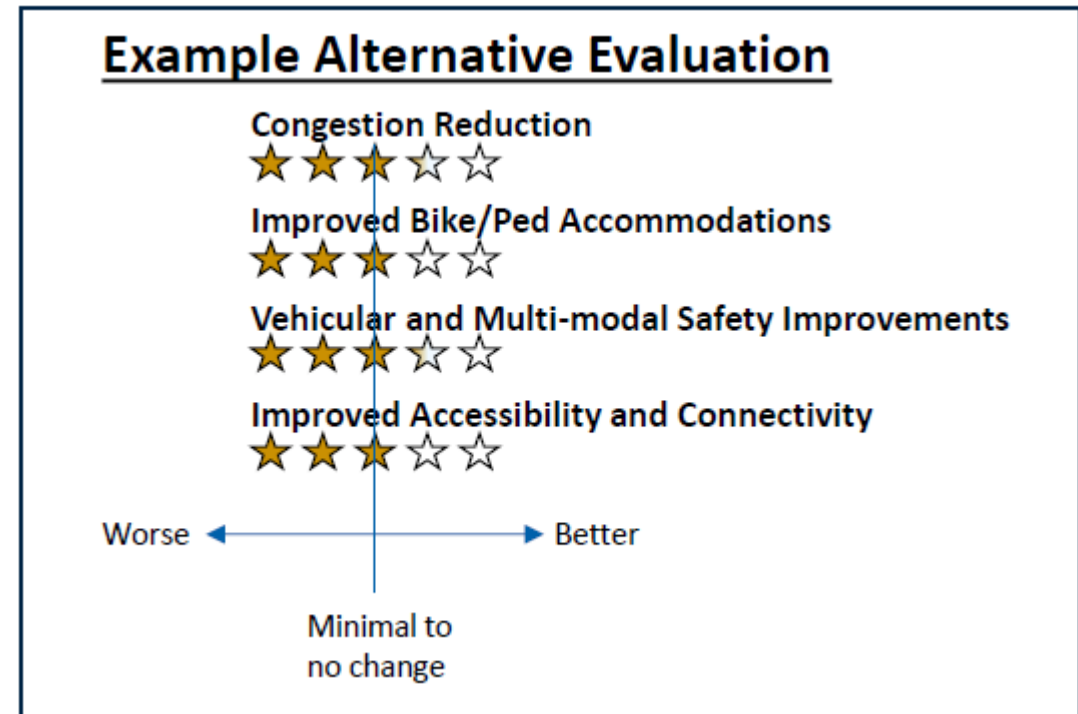
PRELIMINARY ALTERNATIVES

Alternative	Bike/Ped Needs		Transit Needs			Vehicular Needs	
	Bike/Ped Safety Improvement	Bike/Ped Connectivity	Increased Transit Access	Transit Travel Time on Existing Routes	Potential for Existing Transit Stop Improvements	Capacity Preservation / Congestion Mitigation	Vehicular Safety Improvement
Hillsdale Drive Shared-Use Path	High benefit	High benefit	Low benefit	No benefit	High benefit	No benefit	No benefit
Hillsdale Drive Parallel Route	No benefit	No benefit	No benefit	No benefit	Low benefit	Medium benefit	Low benefit
Seminole Ct Movement Restrictions	Low benefit	No benefit	Low benefit	Low benefit	No benefit	Low benefit	Low benefit
Lenox Avenue SB Right-Turn Lane	No benefit	No benefit	No benefit	Low benefit	No benefit	Low benefit	Low benefit
Greenbrier Drive Single Loop (Relocate NB lefts)	Low benefit	No benefit	No benefit	Low benefit	Low benefit	Medium benefit	Low benefit
Greenbrier Drive Single Loop (Relocate EB lefts)	Low benefit	No benefit	No benefit	Low benefit	Low benefit	Medium benefit	Low benefit
Greenbrier Drive Single Loop (Relocate SB lefts)	Low benefit	No benefit	No benefit	Low benefit	Low benefit	Medium benefit	Low benefit
Greenbrier Combination	Medium benefit	No benefit	No benefit	Medium benefit	Low benefit	Medium benefit	Medium benefit
Branchlands Blvd RIRO	Low benefit	High benefit	High benefit	Low benefit	Medium benefit	Low benefit	Low benefit
Branchlands Blvd Close Median	Low benefit	No benefit	No benefit	Low benefit	No benefit	Medium benefit	Medium benefit
Greenbrier/Branchlands Combo	Medium benefit	Low benefit	Low benefit	Medium benefit	Low benefit	High benefit	High benefit
Branchlands Blvd RCUT	Medium benefit	High benefit	High benefit	Low benefit	Medium benefit	Low benefit	Medium benefit
Series of RCUTS: Seminole Ct to Branchlands Blvd	Medium benefit	High benefit	High benefit	No benefit	Medium benefit	Medium benefit	Medium benefit
Woodbrook Drive Bowtie	Low benefit	Low benefit	No benefit	No benefit	No benefit	Low benefit	Medium benefit
Woodbrook Drive Northbound Improvements	No benefit	No benefit	No benefit	No benefit	No benefit	Low benefit	Medium benefit



ADVANCED ALTERNATIVES FOR PUBLIC REVIEW

- **US 29/Fashion Square Drive Intersection**
 - Pedestrian Crossing Improvements (Thru-cut)
 - Pedestrian Crossing Improvements (RCUT)
- **US 29/Branchlands Boulevard Intersection**
 - Pedestrian Crossing Improvements (RCUT)
 - Construct Sidewalk from US 29 to Hillsdale Drive
- **US 29/Greenbrier Drive Intersection**
 - Pedestrian Crossing Improvements (Relocate NB left-turns)
- **US 29/Seminole Court Intersection**
 - Convert Northrup Grumman Approach to Ingress Only and Restripe Seminole Court Approach to include two left-turn lanes
- **Woodbrook Drive NB Improvements**
 - Install barrier to eliminate weave from Rio Road overpass to Woodbrook left turn
 - Added per feedback at the 5/26 SWG meeting



FASHION SQUARE DRIVE INTERSECTION

Pedestrian Crossing Improvements (Thru-Cut)



Congestion Reduction



Improved Bike/Ped Accommodations



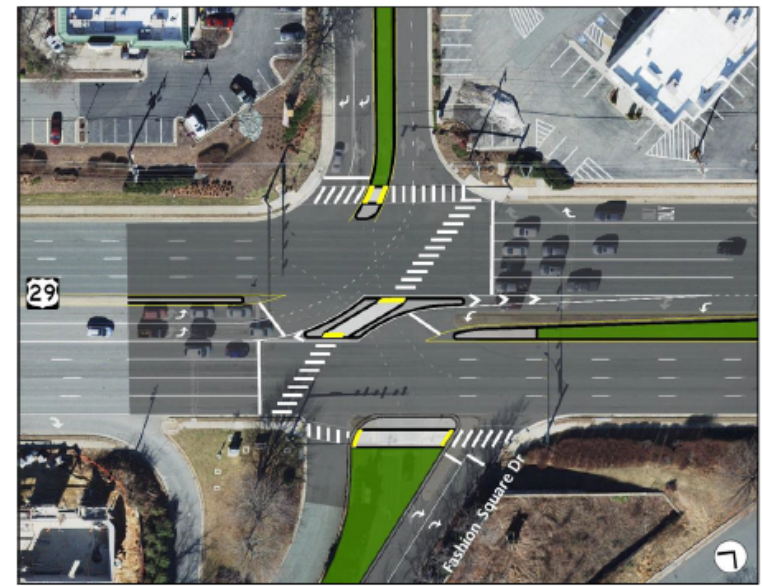
Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



Pedestrian Crossing Improvements (RCUT)



Congestion Reduction



Improved Bike/Ped Accommodations



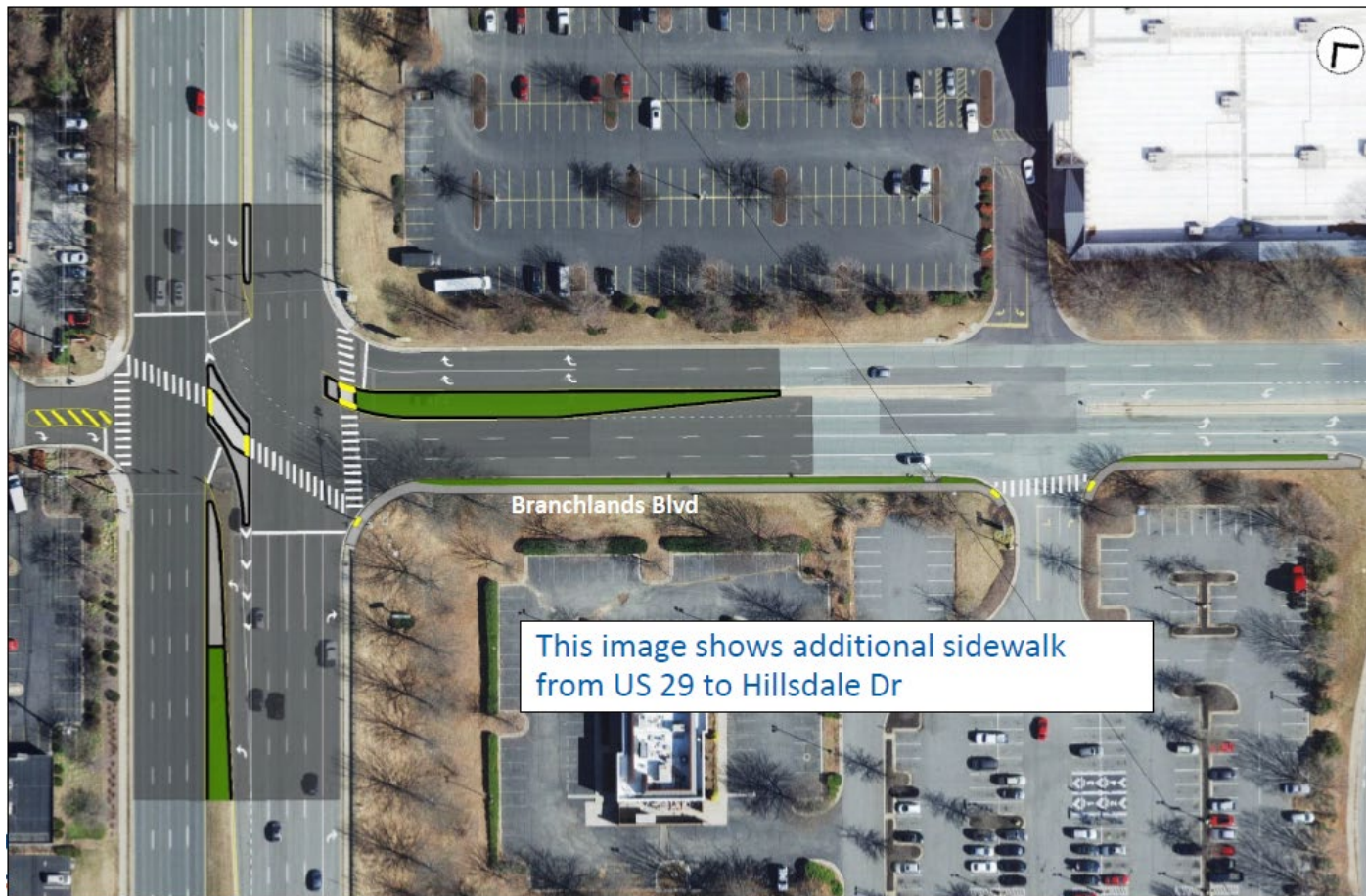
Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



BRANCHLANDS BOULEVARD INTERSECTION – RCUT AND SIDEWALK



Congestion Reduction



Improved Bike/Ped Accommodations




Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



-  Significant impacts to bike/ped red flag assessment
- Improve Flag 1: Motor Vehicle Right-Turn Conflicts
- **Improve Flag 7: Multilane Crossings**
- **Improve Flag 9: Undefined Crossings at Intersections**
- **Improve Flag 10: Motor Vehicle Left-Turn Conflicts**
- Introduce Flag 3: Nonintuitive Motor Vehicle Movement
- Introduce Flag 8: Long Red (wait) Times

GREENBRIER DR INTERSECTION – PEDESTRIAN CROSSING IMPROVEMENTS (RELOCATE NB LEFT-TURNS)




Congestion Reduction
★★★★☆

Improved Bike/Ped Accommodations
★★★★☆

Vehicular and Multi-modal Safety Improvements
★★★★☆

Improved Accessibility and Connectivity
★★☆☆☆

 Significant impacts to bike/ped red flag assessment

- Improve Flag 1: Motor Vehicle Right-Turn Conflicts
- Improve Flag 7: Multilane Crossings
- Improve Flag 10: Motor Vehicle Left-Turn Conflicts



SEMINOLE COURT INTERSECTION – OPERATIONS AND SAFETY IMPROVEMENT



Congestion Reduction



Improved Bike/Ped Accommodations




Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



-  Impacts to bike/ped red flag assessment
- Improve Flag 1: Motor Vehicle Right-Turns
- Improve Flag 4: Crossing Yield/Uncontrolled Vehicle Path
- Improve Flag 11: Driveways/Side Streets Intersect Path

WOODBROOK DRIVE NB IMPROVEMENTS



Provide barrier preventing overpass vehicles from weaving into left turn lane

Vehicles from underpass can turn left or proceed thru at Woodbrook

Vehicles from overpass must continue thru/right at Woodbrook

ADDITIONAL SHORT-/LONG-TERM RECOMMENDATIONS (NOT TO BE INCLUDED IN PUBLIC SURVEY)

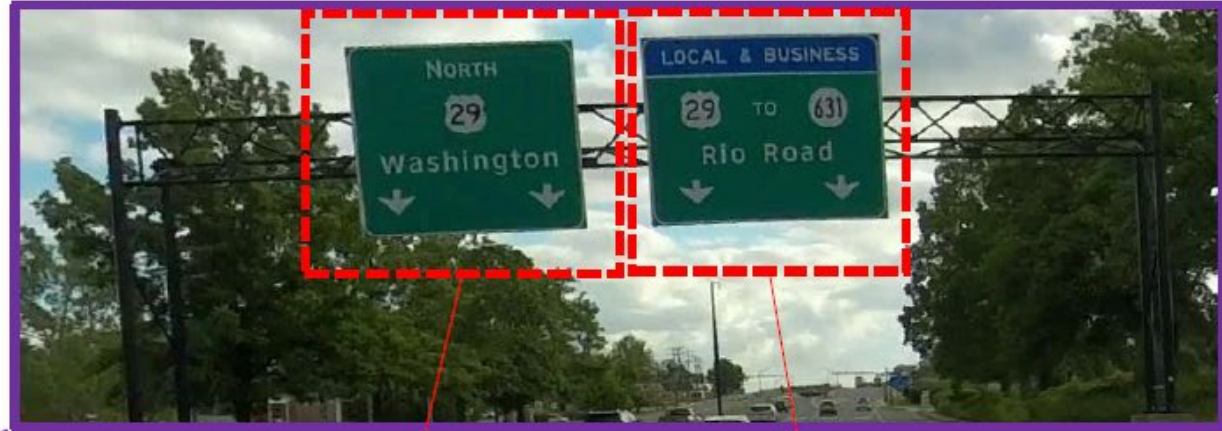
These items will be referenced as short-term or long-term solutions in the report

- Update NB and SB guide signs on US 29 prior to Rio Road grade separation (short-term)
- Install flex-posts or delineators for Fashion Sq Dr Right-in/Right-out access point (short-term)
- Median Fence to restrict pedestrian crossings at unmarked locations (short-term)
- Phase 2 of Greenbrier intersection – relocate all left-turns (long-term)

UPDATE NB AND SB GUIDE SIGNS PRIOR TO RIO ROAD GRADE SEPARATION



Weave area causes lane departure and rear-end crashes

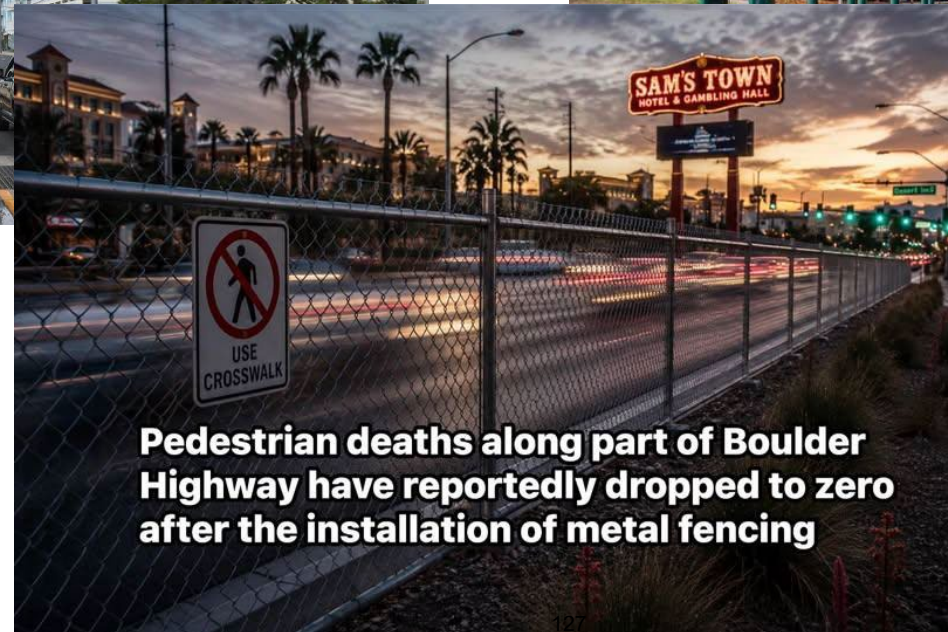


Better signing for weave area north of Rio Road will decrease lane departure crashes and rear-end crashes

INSTALL FLEX-POSTS OR DELINEATORS TO PREVENT RIGHT-OUTS FROM ENTERING UNDERPASS LANES

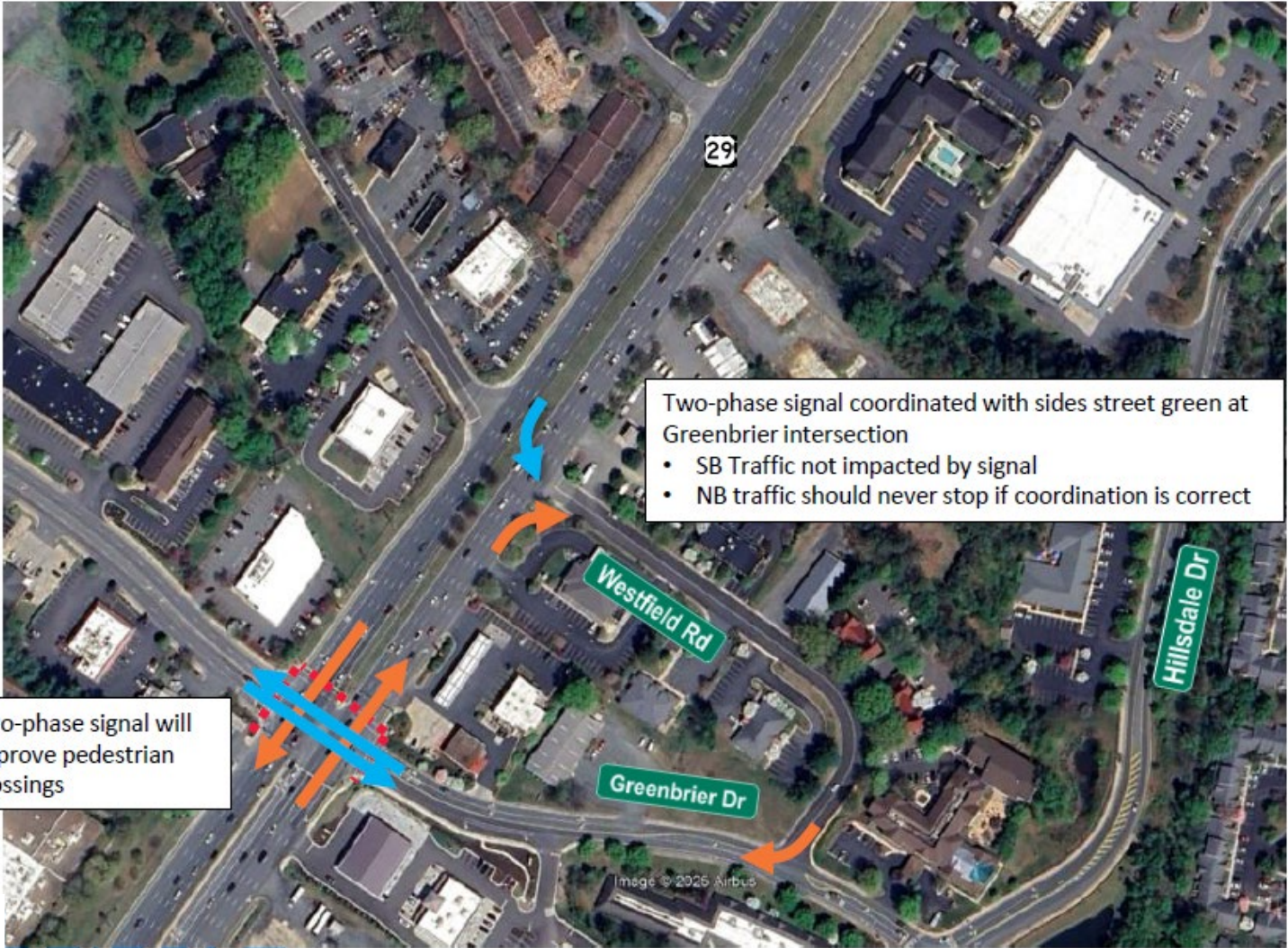


MEDIAN FENCE TO RESTRICT PEDESTRIAN CROSSINGS AT UNMARKED LOCATIONS



Pedestrian deaths along part of Boulder Highway have reportedly dropped to zero after the installation of metal fencing

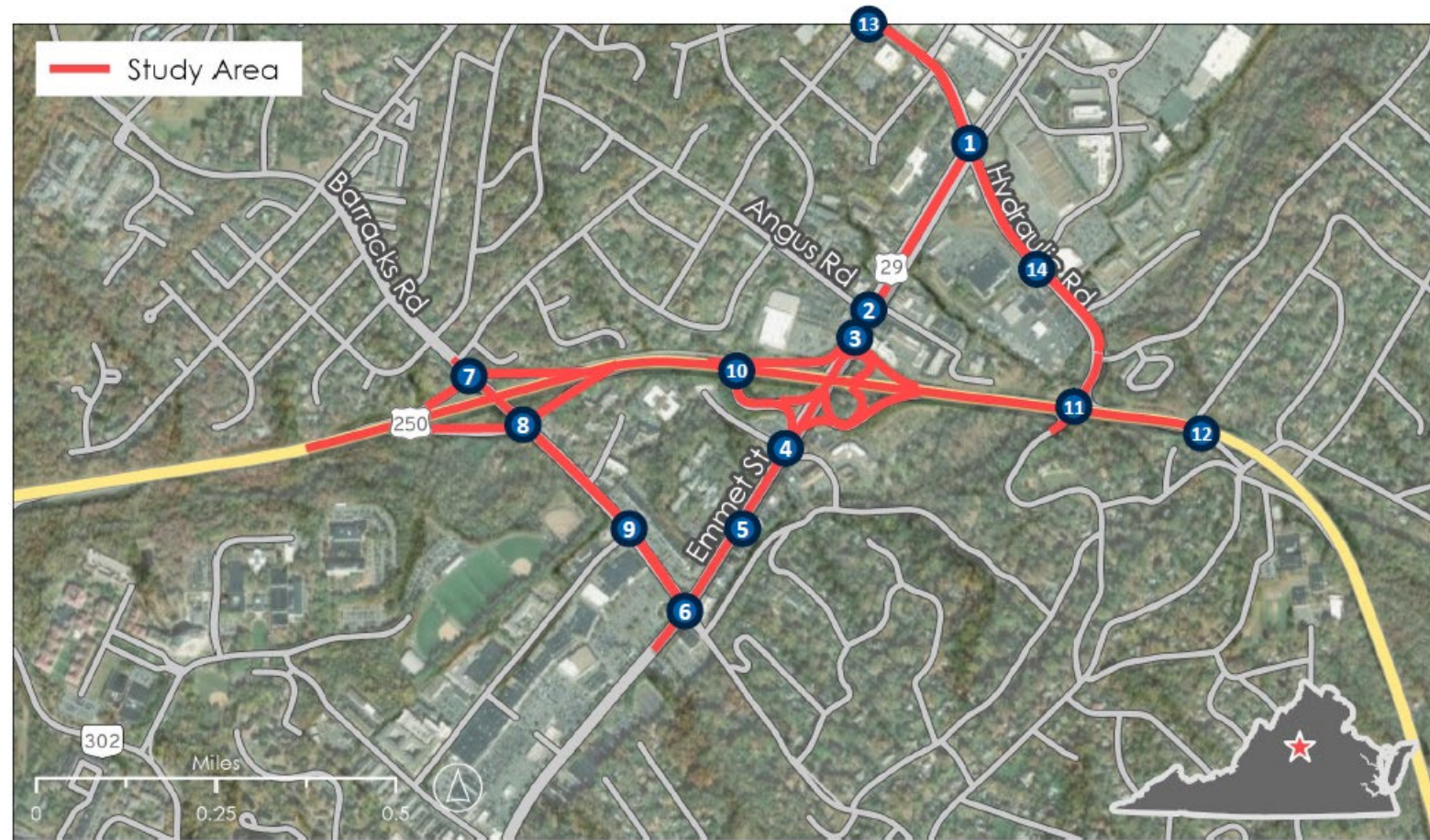
GREENBRIER DR INTERSECTION PHASE 2 IMPROVEMENTS – RELOCATE ALL LEFT-TURNS



US 29/250 BYPASS INTERCHANGE WITH EMMETT STREET

■ Study Intersections:

1. US 29 and Hydraulic Road
2. US 29 and Angus Road
3. US 29 and US29/250 Bypass WB ramps
4. Emmet St and Earhart St/Morton Dr
5. Emmet St and Entrance to Fed Exec Institute
6. Emmet St and Barracks Rd
7. Barracks Rd and US29/250 Bypass WB ramps
8. Barracks Rd and US29/250 Bypass EB ramps
9. Barracks Rd and Millmont St
10. US29/250 Bypass and Ramp to SB Emmet St
11. Hydraulic Road and US29/250 Bypass
12. US29/250 Bypass and Ramp to Dairy Rd
13. Hydraulic Road and District Ave
14. Hydraulic Road and Hillsdale Dr



STUDY GOALS — BYPASS/INTERCHANGE

- **Reduce Congestion**
- **Increase safety**
- **Improve Bike/Ped Accommodations**
- **Improved Accessibility and Connectivity**
- **Do not preclude future Enhanced Transit on US 29**

ADVANCED ALTERNATIVES REVIEWED

- **Angus Road Intersection**
 - Right-out only
- **US 250 Interchange with Emmet Street**
 - Eliminate/Relocate low volume ramps
 - DDI
 - Hillsdale Drive Extension
- **Hydraulic Road/US 250 Intersection**
 - Rugby RI/RO
 - Triple Lefts
 - Jughandle
 - Westbound Overpass
 - Partial DLT

ADVANCED ALTERNATIVES FOR PUBLIC REVIEW

- **Angus Road Right-out**
 - Convert side streets to right-out only
 - Maintain two-stage ped crossing
- **Eliminate low-volume ramps at US 250 interchange with Emmet Street**
 - Eliminate the NB to WB loop ramp and the EB to SB left turn
 - Redirect those vehicle movements to the Barracks Road interchange
- **Hillsdale Drive Extension**
 - Extend Hillsdale Drive south from the intersection with Hydraulic to connect directly to the bypass
 - Eliminate the WB on- and off-ramps
 - Provide multi-modal improvements along the Hillsdale extension
- **Rugby Road Right-in/Right-out**
- **Hydraulic Rd SB Triple Lefts and EB left-turn lane extension**
- **Hydraulic Rd Jughandle**

ANGUS ROAD INTERSECTION – RIGHT-OUT



- 🚩 Significant impacts to bike/ped red flag assessment
 - Improve Flag 3: Nonintuitive Motor Movements
 - Improve Flag 5: Indirect Ped Paths
 - Improve Flag 8: Long Red Times
 - Improve Flag 10: Vehicle Left-Turn Conflicts

Congestion Reduction



Improved Bike/Ped Accommodations



Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



ELIMINATE/RELOCATE LOW VOLUME RAMPS

Relocate WB to SB ramp volumes to Barracks Road Interchange



- Improves Safety by eliminating left-turn from freeway
- Slight degradation in operations at Barracks Rd intersection

Congestion Reduction



Improved Bike/Ped Accommodations



Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



Relocate NB to WB ramp volumes to Barracks Road Interchange



- Improves Congestion/Safety by eliminating weave on NB US 29
- Slight degradation in operations at Barracks Rd intersection

Congestion Reduction



Improved Bike/Ped Accommodations



Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



HILLSDALE DRIVE EXTENSION

Hillsdale Road Extension



- Replaces the current WB to NB ramp and NB to WB loop
- Expected to draw WB right-turning traffic from US 250 to Hydraulic
- Provides sidewalk and SUP, also connects to existing sidewalk along US 250
- ROW impacts to multiple buildings/parcels
- Improved safety and operations on NB US 29 and WB US 250

Congestion Reduction



Improved Bike/Ped Accommodations




Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



 Minimal impacts to bike/ped red flag assessment

US 250/HYDRAULIC ROAD – LOW-COST ALTERNATIVES

SB Triple Left-Turns and Extended EB Left-Turn Lane



- Minimal impacts to ROW
- Potential to include pedestrian signal equipment
- Can redistribute green time for improved operations
- Extended left-turn lane reduces possibility of queuing into mainline

Congestion Reduction



Improved Bike/Ped Accommodations



Vehicular and Multi-modal Safety Improvements



Improved Accessibility and Connectivity



Convert Rugby Road to Right-in/Right-out



- Does not remove full signal phase but does provide more mainline green time
- Rugby Road thru and left-turns would be redirected to Dairy Road interchange
- Potential to include pedestrian signal equipment
- Can combine with SB triple left-turns and extended EB left-turn lane

Congestion Reduction



Improved Bike/Ped Accommodations



Vehicular and Multi-modal Safety Improvements




Improved Accessibility and Connectivity



HYDRAULIC ROAD JUGHANDLE WITH TRIPLE LEFT-TURNS

Jughandle with Triple Left-turns



- Significant operational improvements
- Requires reconstructing Hydraulic Road/recent improvements
- Eliminating left-turns increases safety
- Significant impacts to Rugby Road
- Potential to include pedestrian signal equipment

Congestion Reduction
★ ★ ★ ★ ☆

Improved Bike/Ped Accommodations
★ ★ ☆ ☆ ☆

Vehicular and Multi-modal Safety Improvements
★ ★ ★ ★ ☆

Improved Accessibility and Connectivity
★ ★ ☆ ☆ ☆

Minimal impacts to bike/ped red flag assessment

NEXT STEPS

- **Conduct additional analysis on advanced alternatives**
- **Advanced alternatives survey later this summer**
 - Separate surveys for two study areas will run concurrently
- **SWG will review public feedback and identify preferred improvements**

MEMORANDUM

To: Charlottesville-Albemarle MPO Technical Committee and Policy Board
From: Gorjan Gjorgjievski, Regional Planner II, CA-MPO/TJPDC
Date: June 2, 2026
Subject: Modifications to the CA-MPO FY24-27 Transportation Improvement Program

Purpose:

This memorandum provides information for three adjustments to the CA-MPO FY24 to FY27 Transportation Improvement Program (TIP).

Summary of the Belmont Bridge Replacement Adjustment (Informational):

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) received a TIP adjustment request from the Virginia Department of Transportation (VDOT). The adjustment pertains to the Belmont Bridge Replacement Project and includes the reallocation and redistribution of funding across multiple fiscal years and project phases. This does not reflect an increase in funds, just shifting of planned obligations to match project funding.

- **FFY26-07 SYIP ID 75878: Adjustment #28 – Belmont Bridge Replacement Project:**
 - **Preliminary Engineering (PE) Phase:**
 - Release \$178,006 in FFY24 STP/STBG funds
 - Add \$80,299 in FFY26 Bridge (BR) funds
 - Add back release of \$249,678 in FFY24 STP/STBG funds
 - **Right-of-Way (RW) Phase:**
 - Release \$304,727 in FFY26 STP/STBG funds
 - **Construction (CN) Phase:**
 - Add \$2,697,398 in DEMO funds
 - Add \$400,000 in NHPP funds
 - Add \$1,191,657 in STP/STBG funds
 - Release \$13,745,208 in FFY24 AC-Other funds
 - Release \$2,656,780 in FFY25 STP/STBG funds
 - Add \$304,727 in FFY26 STP/STBG funds
 - Release \$574,144 in FFY26 Revenue Sharing (REVSH) funds

New Table

UPC NO	75878	SCOPE	Bridge Replacement w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	#SGR – RTE 20 – BRIDGE REPLACEMENT			ADMIN BY	Locally	
DESCRIPTION	FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)					
PROGRAM NOTE	FFY26-07 STIP ADJ - release \$178,006 (STP/STBG) FFY24, add \$80,299 (BR) FFY26 PE phase; add back release of \$249,678 (STP/STBG) FFY24, release \$304,727 (STP/STBG) FFY26 RW phase; add \$2,697,398 (DEMO), \$400,000 (NHPP), \$1,191,657 (STP/STBG), release \$13,745,208 (AC-Other) FFY24, release \$2,656,780 (STP/STBG) FFY25, add \$304,727 (STP/STBG), release \$574,144 (REVSH) FFY26 CN phase					
ROUTE/STREET	9 TH ST NE (0020)			TOTAL COST	\$38,078,180	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - BR	\$20,075	\$0	\$0	\$80,299	\$0
RW	Federal-STP/STBG	\$0	\$0	\$0	(\$304,727)	\$0
CN	Federal - DEMO	\$0	\$2,697,398	\$0	\$0	\$0
	Federal – NHS/NHPP	\$0	\$4,680,739	\$0	\$0	\$0
	Federal – STP/STBG	\$297,914	\$1,191,657	\$0	\$304,727	\$0
	Other	\$5,586,760	\$6,160,904	\$0	(\$574,144)	\$0
CN TOTAL		\$5,884,674	\$14,730,698	\$0	(\$269,417)	\$0
MPO Notes						

Old Table

UPC NO	75878	SCOPE	Bridge Replacement w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	#SGR – RTE 20 – BRIDGE REPLACEMENT			ADMIN BY	Locally	
DESCRIPTION	FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)					
PROGRAM NOTE						
ROUTE/STREET	9 TH ST NE (0020)			TOTAL COST	\$38,078,180	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal-STP/STBP	\$44,502	\$178,006	\$0	\$0	\$0
RW	Federal-STP/STBG	\$0	(\$249,678)	\$0	\$0	\$0
CN	Federal – NHS/NHPP	\$0	\$4,280,739	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$0	\$2,656,780	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN TOTAL		\$6,160,904	\$10,441,643	\$2,656,780	\$0	\$0
CN	Federal – AC	\$0	\$13,745,208	\$0	\$0	\$0
AC	Other					
MPO Notes						

Summary of the PATH Mobility Management Program Adjustment (Informational):

This adjustment stems from revised funding allocations provided by the Virginia Department of Rail and Public Transportation (DRPT). CA-MPO staff worked closely with DRPT to complete the adjustments.

The following adjustment was completed for the Mobility Management Program:

- **STIP ID: TJPDC02 Mobility Management – Adjustment #29:** For FFY26, add \$11,000 in FTA 5310, \$2,000 in State, and \$1,000 in local funds.

New Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC02	Title: Mobility Management					
FTA 5310	-	267	258	320	178	FTA 5310	1,023
State	-	53	52	64	36	State	205
Local	-	14	13	16	9	Local	52
Year Total	-	334	323	400	223	Total	1,280
Description:	Adjustment #29: For FFY26, add \$11,000 in FTA 5310, \$2,000 in State, and \$1,000 in local funds.						

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC02	Title: Mobility Management					
FTA 5310	-	267	258	309	178	FTA 5310	1012
State	-	53	52	62	36	State	203
Local	-	14	13	15	9	Local	51
Year Total	-	334	323	386	223	Total	1,266
Description:	Adjustment #27: For FFY26, add \$140,000 in FTA 5310, \$28,000 in State, and \$7,000 in local funds.						

Summary of the PATH Operating Assistance Adjustment (Informational):

This adjustment stems from revised funding allocations provided by the Virginia Department of Rail and Public Transportation (DRPT). CA-MPO staff worked closely with DRPT to complete the adjustments.

The following adjustment was completed for the PATH Operating Assistance project:

- **STIP ID: TJPDC03 Operating Assistance – Adjustment #30:** For FFY26, add \$3,000 in FTA 5310, \$2,000 in State, and \$1,000 in local funds.

New Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC03	Title: Operating Assistance					
FTA 5310	-	-	3	9	-	FTA 5310	12
State	-	-	3	7	-	State	10
Local	-	-	1	2	-	Local	3
Year Total	-	-	7	18	-	Total	25
Description:	Adjustment #30: For FFY26, add \$3,000 in FTA 5310, \$2,000 in State, and \$1,000 in local funds.						

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
TIP ID:	TJPD03	Title: Operating Assistance						
FTA 5310	-	-	3	6	-	FTA 5310	9	
State	-	-	3	5	-	State	8	
Local	-	-	1	1	-	Local	2	
Year Total	-	-	7	12	-	Total	19	
Description:	For FFY26, add \$6,000 in FTA 5310, \$5,000 in State, and \$1,000 in local funds.							

If there are any questions, please contact Gorjan Gjorgjievski at gorjang@tjpd.org (434) 979-7310 Ext.123.

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Technical Committee
From: Taylor Lowery, Director of Transportation
Date: June 2, 2026
Subject: CA-MPO Agenda Overview and Staff Updates

Purpose: To review current agenda items under consideration and inform Policy Board members of CA-MPO programs and activities.

1. Call to Order

- a. Call to Order, Roll Call – *Vice Chair, Alberic Karina-Plun & Gorjan Gjorgjievski*
- b. *Remote Participation of Voting Members

2. Matters from the Public – *Vice Chair, Alberic Karina-Plun*

- a. Comments by the public are limited to three minutes per speaker.

3. *General Administration – *Vice Chair, Alberic Karina-Plun*

- a. *Review and Acceptance of Agenda
- b. *Approval of April 7, 2026, Meeting Minutes
- c. ** CA-MPO Bylaws and Public Engagement Plan Revisions
- d. Slate of Officers

4. New Business – *Vice Chair, Alberic Karina-Plun*

- a. SMART SCALE Round 7 CA-MPO and Rural Projects – *Taylor Lowery*
CA-MPO staff will provide an update on Round 7 SMART SCALE projects for the CA-MPO, and provide an overview of pre-applications submitted by rural jurisdictions in the Thomas Jefferson Planning District.
- b. STARS and Project Pipeline Study Process – *Sandy Shackelford*
VDOT staff will present an overview of the STARS and Project Pipeline study process. The presentation will focus on location selection, differences between the STARS and Project Pipeline studies, study phases, and roles and responsibilities associated with each program.
- c. **STARS and Pipeline Study Locations
Staff from the City of Charlottesville and Albemarle County will present the proposed study locations for their respective jurisdictions, consistent with each jurisdiction's priorities and planning objectives.
- d. US29 STARS Study Update – *Sandy Shackelford*
VDOT staff will provide a presentation on the US 29 Corridor and US 29/250 Bypass Interchange STARS studies. Key elements of the presentation will include the study goals and objectives, preliminary/advanced alternatives evaluated, and alternatives for the public surveys.
- e. FY24-27 TIP Adjustments – *Gorjan Gorjievski*
CA-MPO staff will present adjustment requests received from the Virginia Department of Rail and Public Transportation (DRPT) and the Virginia Department of Transportation (VDOT) for the PATH Mobility Management program and an urban bridge replacement project. The TIP adjustments are presented as informational only.

5. Staff Updates

a. Staff Report – *Taylor Lowery*

• **Safe Streets and Roads for All (SS4A)**

TJPDC/CA-MPO staff collaborated with two jurisdictions to submit applications for the FY26 round of SS4A. TJPDC applied in partnership with Greene County, VA, and the Stanardsville Volunteer Fire Department to purchase critical fire and rescue equipment. Staff also collaborated with Albemarle County on the development of application materials for a County-submitted project for the Hydraulic Road Corridor including the following improvements:

- Construction of a continuous Green-T intersection configuration near Georgetown Green;
- Improvements to the existing substandard shared-use path;
- Pedestrian safety and accessibility upgrades;
- Access management improvements along Hydraulic Road;
- ADA-related improvements and corridor safety enhancements.

• **TJPDC Rural Transportation Advisory Committee**

The Rural Transportation Advisory Committee (RTAC) held its final meeting of the fiscal year on May 5, 2026. RTAC members received a presentation from the VDOT Office of Land Use on Access Management Principles, Regulations, Standards, and Innovative Intersections.

• **Charlottesville-Albemarle Regional Transit Authority**

The Charlottesville-Albemarle Regional Transit Authority (CARTA) will host a special meeting on Friday, June 5th. The CARTA Board will welcome Virginia Department of Rail and Public Transportation (DRPT) Director Mariia Zimmerman and have presentations on the following topics:

- Charlottesville-Albemarle Regional Transit Authority Overview (TJPDC)
- Statewide Transit Funding Overview (Grant Sparks, DRPT)
- Central Virginia Transportation Authority (CVTA) Overview (Chet Parsons, CVTA)
- Roundtable Transit Updates

Once posted, meeting materials can be accessed at <https://ca-mpo.org/carta/>.

• **CA-MPO Regional Travel Demand Model**

CA-MPO staff received the first draft of the regional travel demand model and participated in a one-day training on Thursday, May 21st. The travel demand model has entered the “testing” phase and will tentatively be approved by VDOT for use by the end of June.

• **Partnership for Accessible Transportation Help (PATH)**

Operated by TJPDC, PATH is a mobility management program dedicated to improving access to transportation for seniors and individuals with disabilities in Virginia’s Region 10. In May, the PATH program launched outreach to Volunteer Driver Programs (VDPs) operated nationwide with a goal of developing guidance for establishing VDPs in the TJPDC region. VDP operators will complete a short survey about their programs, and selected operators will participate in follow-up discussions with PATH staff.

• **Commonwealth Transportation Board – April Meeting**

At the April 22, 2026, Action Meeting of the Commonwealth Transportation Board (CTB), the Board voted to approve a change in SMART SCALE project eligibility to allow innovative intersections as an eligible feature type for the High Priority Projects (HPP) Program.

• **Office of Intermodal Planning and Investment (OIPI) Quarterly MPO Meeting**

CA-MPO staff attended an OIPI Quarterly MPO coordination meeting on April 23, 2026. At the meeting, OIPI staff provided a presentation on SMART SCALE Round 7 changes following action taken by the CTB at its April meeting.

- **VDOT Statewide Multiuse Trails Plan**

In May, the VDOT State Trails Office released the Statewide Multiuse Trails Plan. The plan assesses the state of the multiuse trail network in Virginia, which includes more than 1,500 miles of existing multiuse trails and more than 2,900 miles of planned multiuse trails. The plan establishes a foundation for the development of a system of connected multiuse trail networks across Virginia. Access the ArcGIS StoryMap and PDF versions of the plan [here](#).

- **TJPDC Office Improvements**

TJPDC office renovations began on January 5, 2026. Staff have returned to an in-office schedule, with the week of May 4, 2026, marking the first full week of office reopening.

b. **FY27 Meeting Schedule – Gorjan Gjorgjievski**

- i. August 4, 2026
- ii. October 6, 2026
- iii. December 1, 2026
- iv. February 2, 2027
- v. April 6, 2027
- vi. June 1, 2027

6. Other Business – Vice Chair, Alberic Karina-Plun

- a. Roundtable
- b. Next Regular Meeting: August 4, 2026, at 10am

7. Additional Matters from the public – Vice Chair, Alberic Karina-Plun

Comments by the public are limited to three minutes per speaker.

8. Adjournment – Vice Chair, Alberic Karina-Plun



ACCESS MANAGEMENT PRINCIPLES, REGULATIONS, STANDARDS, INNOVATIVE INTERSECTIONS

Thomas Jefferson Rural Transportation Meeting

May 5, 2026

Robert Hofrichter
| Director, Office of Land Use

Access Management – What Is It and Why Do We Need It?

Access Management – The location, spacing, and design of entrances, street intersections, median openings, and traffic signals

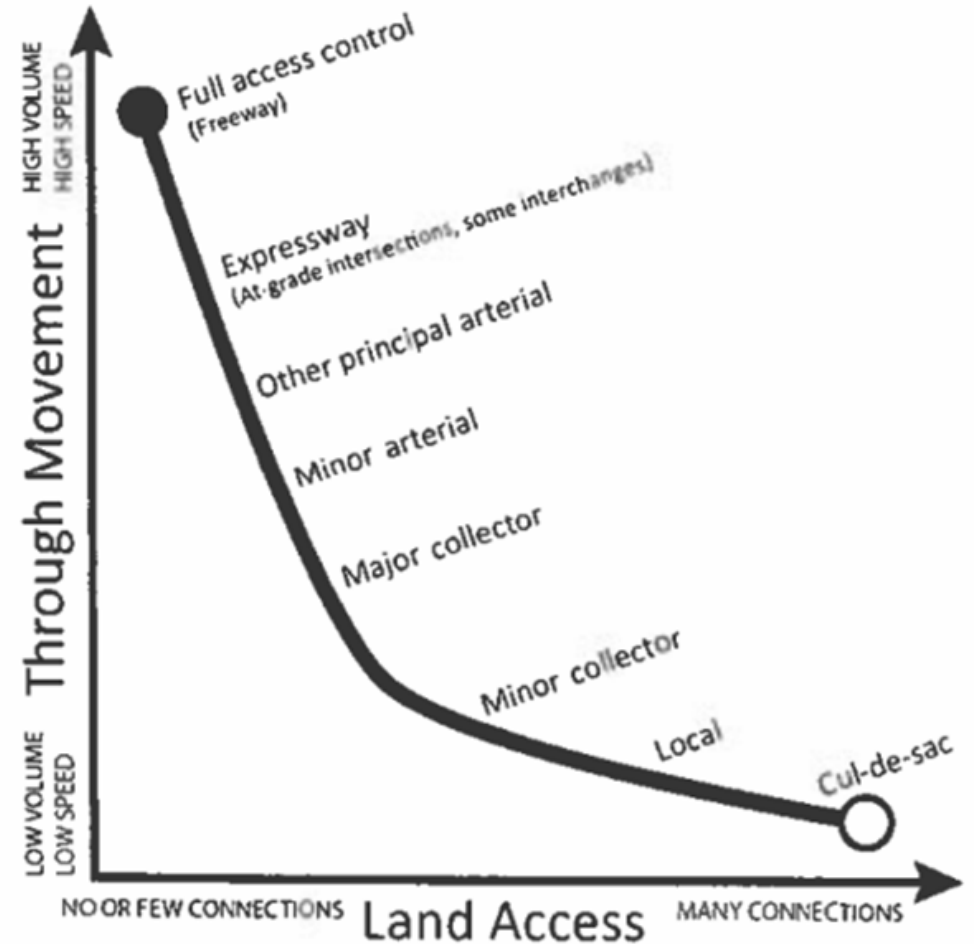
Why Do We Need It?

Most crashes occur at intersections and entrances

Access Management Principles: Mobility versus Access

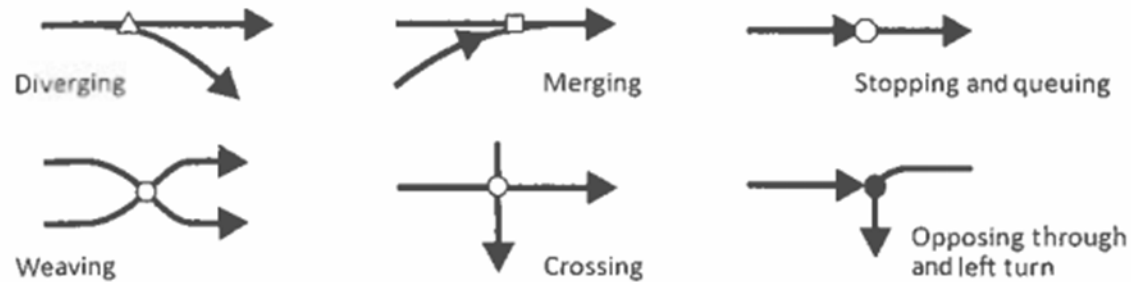
Highway Functional Classification

- Arterials
 - ❑ Function: Efficient movement of high traffic volumes
- Collectors
 - ❑ Function: Both traffic circulation in an area and access to property
- Local Streets
 - ❑ Function: Provide access to property

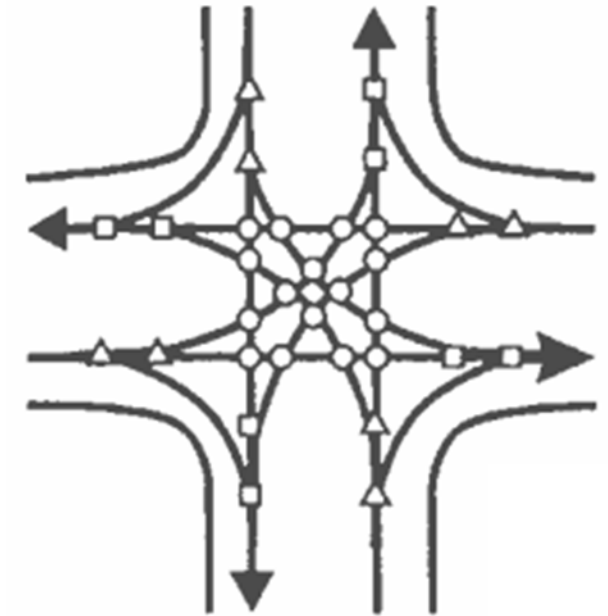


Access Management Principles: Conflict Points

- Reduce Conflict Points
 - Where traffic movements cross, merge, diverge
- Separate Conflict Points
 - Give drivers one problem at a time



Types of Conflict Points

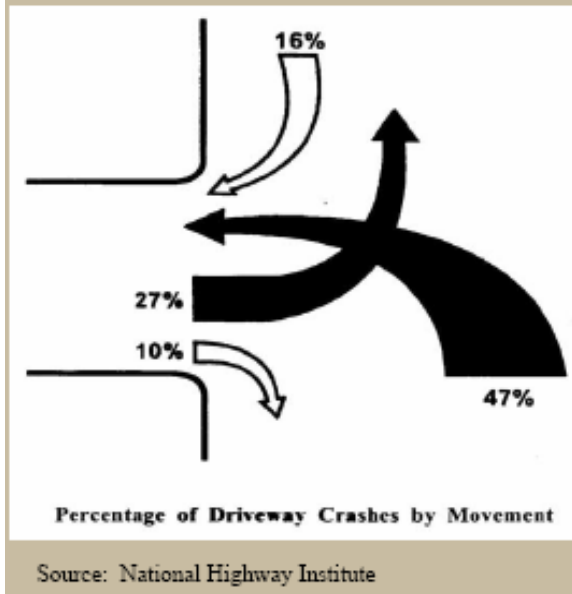


Typical 2-Lane 4-Leg Intersection
(32 conflict points)

Traffic conflicts occur where vehicle paths intersect. Each conflict point is the location of a potential collision

Access Management Principles: Right-In/Right-Out Entrance Design

74% of entrance crashes involve left turns



Median to Prevent Left Turns

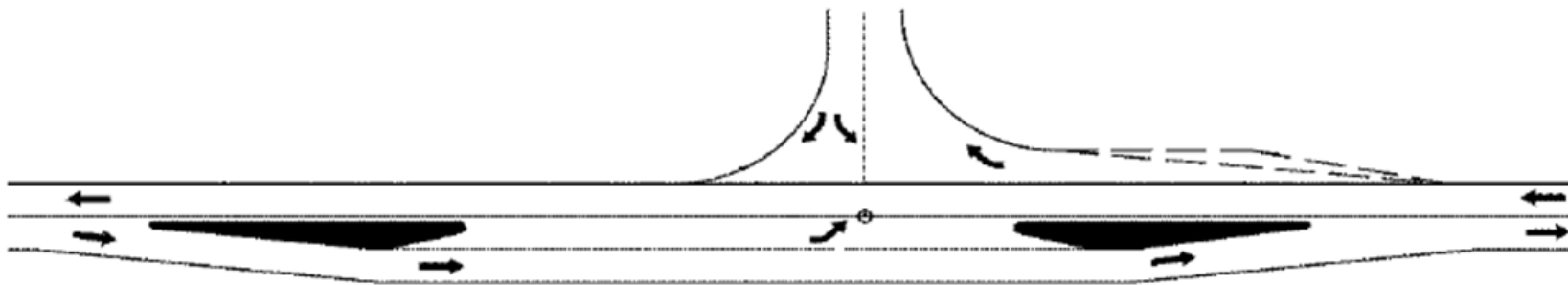
Entrance Island to Prevent Left Turns



Access Management Principles: Reduce Speed Differential

Reducing differential in speed reduces risk of crash and reduces severity if a crash occurs

- Merging, diverging, weaving better than crossing
- Auxiliary lanes (turn lanes, acceleration lanes) reduce difference in speed at conflict points



Access Management Regulations

§ 33.2-245 of the Code requires VDOT to implement access management regulations and standards

Regulations: 24VAC30-73

Standards: Road Design Manual, Appendix F

- For state-maintained highways; regulations **do not apply** to roads maintained by cities, towns over 3,500 pop and county roads in Arlington and Henrico (unless those localities adopt the VDOT standards)

Access Management Regulations: Basics

VDOT will permit reasonably convenient access to the highway:

- Fewest number of entrances to reduce conflict points
- Focus on side streets
- Use of right-in/right-out entrance design and cross-parcel access
- Demonstrate safety of proposed entrance & its impact
- Mitigate impacts on highway operation and safety.



Alternates:

- Entrance standards established by localities that are stricter than those of VDOT shall govern
- VDOT-approved access management corridor plans shall govern

Access Management Regulations: Entrance Types

- Private Entrances
 - For up to 2 residences, field entrance, utility infrastructure (with 10 trips per day or less)
 - Best possible sight distance (SD)
 - Spacing standards do not apply
- Low Volume Commercial Entrances
 - For up to 5 residences or land uses that generate less than 50 trips per day
 - Same requirements as private entrances, but must meet either stopping or intersection SD
- Commercial Entrances
 - For uses that generate more than 50 trips per day
 - Intersection sight distance
 - All design standards apply
 - VDOT may require study showing impact to fronting roadway traffic

Access Management Regulations: Existing Entrances

- VDOT may review or require reconstruction or new permit of an entrance if a site is
 - Found to be unsafe
 - Generating more traffic such that a change is required
 - Site is redeveloping and rezoning or special use permit is being requested
 - Site is subject to a new site plan or subdivision plat review
 - Change in commercial use by owner or tenant
 - Vehicle /pedestrian circulation with adjoining property becomes available
- Cannot require off-site improvements
 - Unless those are required to accommodate entrance improvements
 - Example: road widening to accommodate left turn lane may extend well beyond property lines of property being accessed.

Access Management Regulations: Spacing Exceptions

- Do Access Management spacing requirements apply?
 - Department versus locality maintained
 - Functional classification (local roads mostly exempt)
 - Area covered by approved corridor plan
- Address at earliest stage possible
 - Zoning stage or early in site plan review process
- Engage stakeholders
 - Developer, engineer, locality
 - Consider “big picture”—future development, corridor growth
 - Study to identify safety and operational impacts (including bicyclists and pedestrians)

Access Management Design: Entrance Types

<u>Type of Entrance</u>	<u>Design</u>	<u>Sight Distance</u>	<u>Access Management*</u>	<u>Permit</u>
Commercial	Figures 4-1B, Figure 4-8 to 4-14	Intersection	Yes	Commercial
Commercial Moderate Volume	Figure 4-1B & 4-15	Intersection	Yes	Commercial
Low Volume Commercial	Figure 4-1 & Figure 4-1B	Stopping	No	Commercial
Private	Figure 4-1 & Figure 4-1B	Best Possible	No	Private

TABLE 4-1 ENTRANCE TYPES AND RULES

NOTE: See [Section 120, Access Management Regulations](#)

Access Management Design: Spacing Requirements

- Entrance spacing required to meet RDM App F or get exception

Highway Functional Classification	Legal Speed Limit (mph) ^①	Minimum Centerline to Centerline Spacing (Distance) in Feet			
		Spacing from Signalized Intersections to Other Signalized Intersections ^②	Spacing from Unsignalized Intersections & Full Median Crossovers to Signalized or Unsignalized Intersections & Full Median Crossovers ^③	Spacing from Full Access Entrances & Directional Median to Other Full Access Entrances and Any Intersection or Median Crossover ^④	Spacing from Partial Access One or Two Way Entrances to Any Type of Entrance, Intersection or Median Crossover ^⑤
Principal Arterial	≤ 30 mph	1,050	880	440	250
	35 to 45 mph	1,320	1,050	565	305
	≥ 50 mph	2,640	1,320	750	495
Minor Arterial	≤ 30 mph	880	660	355	200
	35 to 45 mph	1,050	660	470	250
	≥ 50 mph	1,320	1,050	555	425
Collector	≤ 30 mph	660	440	225	200
	35 to 45 mph	660	440	335	250
	≥ 50 mph	1,050	660	445	360
Local Street ^⑥	Commercial entrance spacing: See Figure 4-11.				

Fraction of a mile

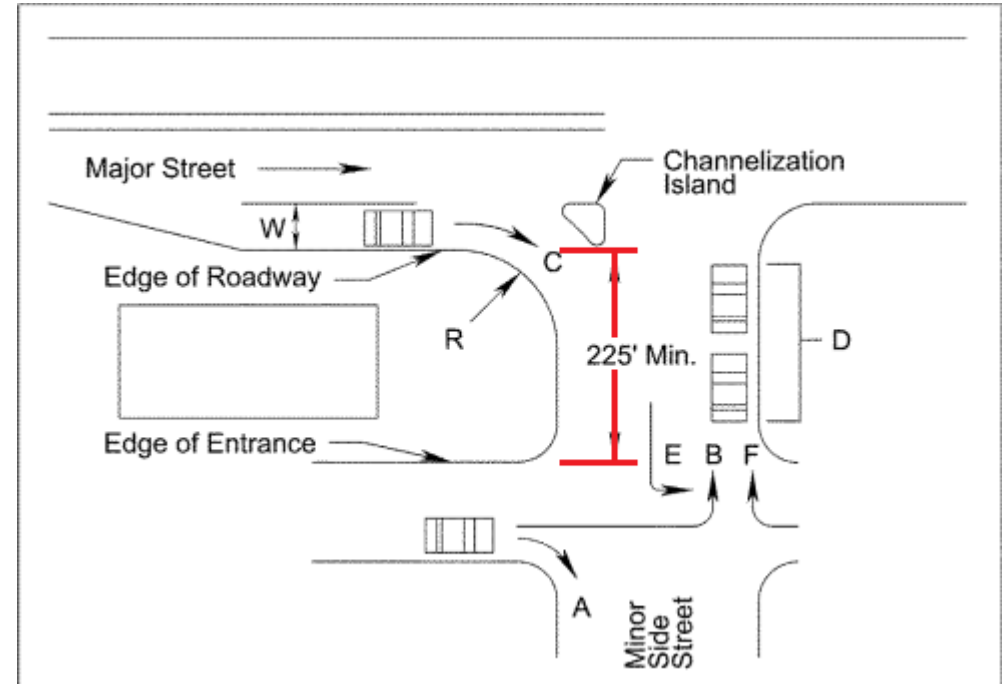
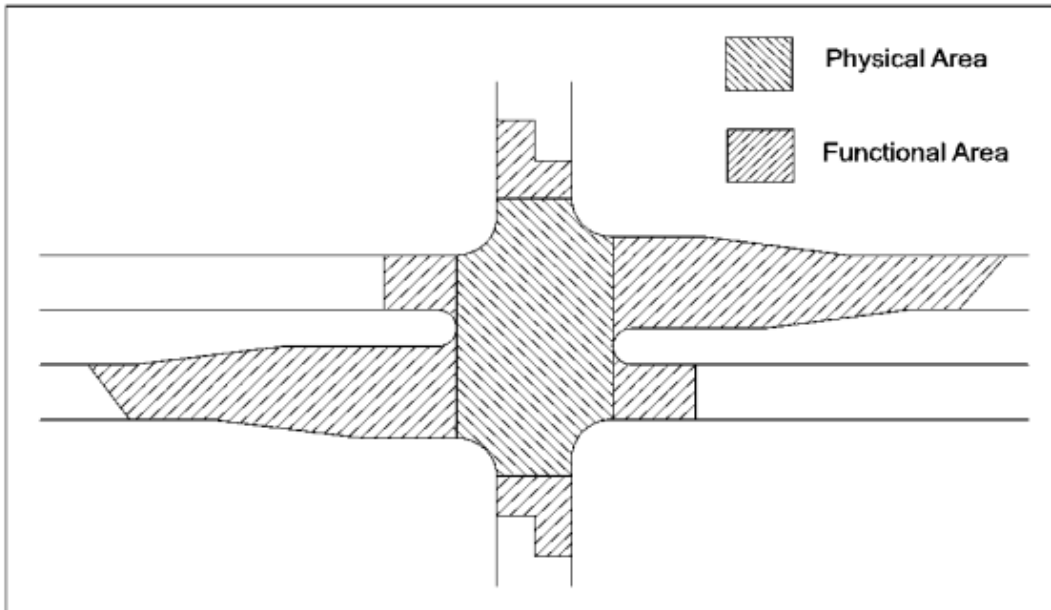
Intersection sight distance

Stopping sight distance

Access Management Design: Spacing Requirements (cont'd)

- Other kinds of spacing requirements
 - Not in functional area of intersection
 - Corner clearance

(Only apply on private side if issue could impact traffic on state highway—but throat length does apply in all cases)



Source: FHWA, *National Highway Institute Course No. 15255*

Access Management Design: Spacing Requirements (cont'd)

1. Local Street Spacing – No commercial entrance shall be allowed within the functional area of an intersection without prior approval from the Engineer at the Residency or District. For commercial entrances on local streets (not individual private entrance driveways to homes), a spacing distance of 50 feet between entrance radii is specified to assure a minimum separation between such entrances (illustrated in [Figure 4-11](#)).

No commercial entrance shall be within 115 feet minimum measured from the outer edge of the inscribed circle of a Roundabout, without prior approval from the Engineer at the Residency or District. If an entrance is approved within the 115 feet of the outer edge of the inscribed circle it shall be “Right-In, Right-Out” Only (115’ feet minimum is based on the stopping sight distance for 20 mph).

Access Management Design: Throat Distance

Both sides of the entrance throat need to be protected. The length of the entrance-side throat equals the exiting throat. When entering vehicles stop to turn left there must be sufficient queuing length to prevent other entering vehicles from backing up on to the highway. Minimum connection throats are provided in the table below.

Summary of Entrance Throats	
Number of Egress Lanes (left, thru and right)	Minimum Throat Length
	Feet
1	35 *
2	75
3	200
4	300

TABLE 4-2 SUMMARY OF ENTRANCE THROATS

Source: *Transportation & Land Development 2nd Edition 2003*, Koepke and Stover

* Inadequate entrance length can also produce hazards to entering traffic on site. Particularly where the on-site parking can back out of and block the entrance and prevent a vehicle from entering. To avoid this problem, a distance of at least 50 feet is used on entrance length where back out parking may interfere with entry movement.

Access Management Design: Turn Lanes

Rural Roads:

- Minimum Storage¹ Length:
 - 200 feet for Design Speeds 50 MPH or higher
 - 100 feet for Design Speeds 45 MPH or less
- Minimum Taper² Length:
 - 200 feet for Design Speeds 35 MPH or higher
 - 100 feet for Design Speeds 30 MPH or less
 - A dual turn lane on a rural road shall have a minimum taper length of 200 feet

Urban Roads:

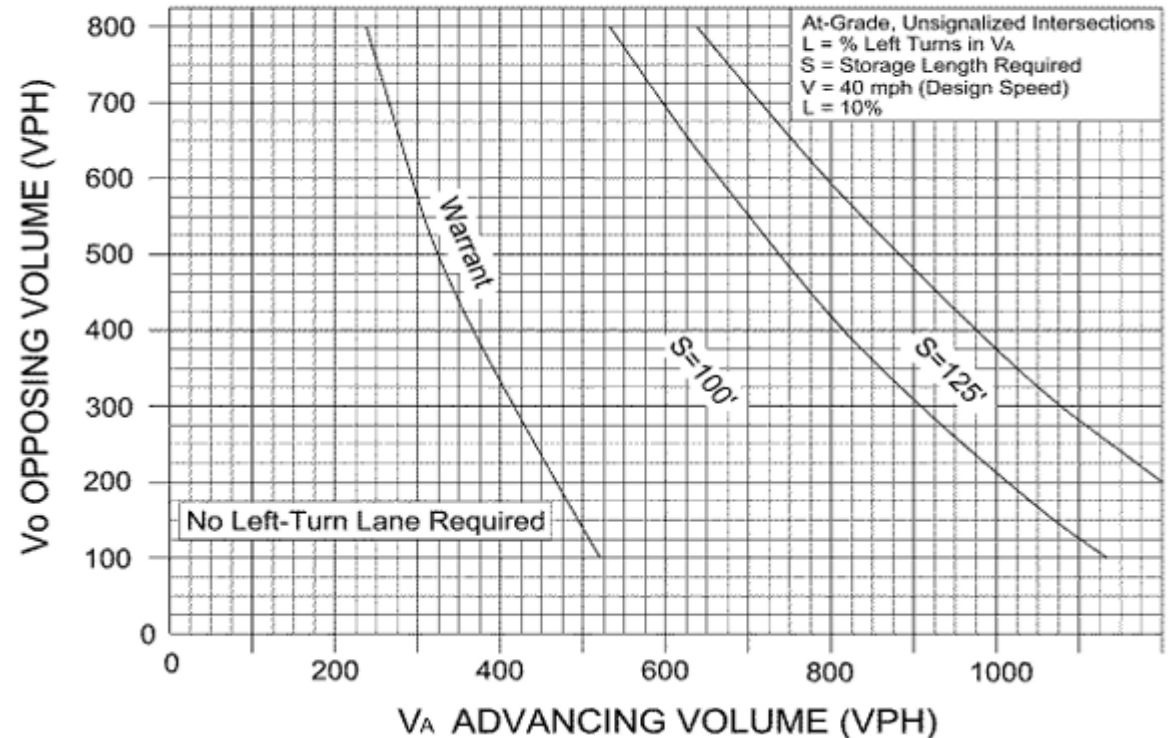
- Minimum Storage¹ Length:
 - Minimum storage length for all turn lanes shall be 100 feet
- Minimum Taper² Length:
 - 200 feet for Design Speeds 50 MPH or higher
 - 100 feet for Design Speeds 45 MPH or less
 - A dual turn lane on a urban road shall have a minimum length of 150 feet

Notes:

1. Minimum storage length shall be adjusted upward as determined by a capacity analysis for Left and Right Turn Turning movements in accordance with the Traffic Operations and Safety Analysis Manual (TOSAM)
2. All tapers are to be straight-line unless local policy requires reverse curves. In congested areas the taper length may be reduced to increase the storage length; however, a design waiver shall be required.

For instructions on selection of design speed, see [Appendix A1](#).

FIGURE 3-4 WARRANT FOR LEFT TURN STORAGE LANES ON TWO LANE HIGHWAY

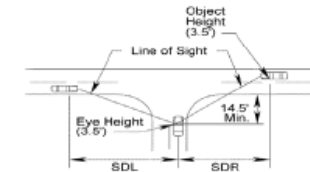


Access Management Design: Sight Distance Exceptions

- Sight distance waiver versus exception
 - None require for private entrance (just need “best possible”)
 - Waiver not required for stopping SD on low volume commercial
 - For commercial to use stopping sight distance, waiver
 - To use less than stopping sight distance, exception
- Covered by 24VAC30-73-50 (B)
 - Must include study by professional engineer
 - Copy of request must be submitted to locality
 - Made in accordance with IIM-LD-227
 - Decision required within 60 days of request

Intersection Sight Distance

The following table shows intersection sight distance requirements for various speeds along major roads:



SDR = Sight Distance Right (For a vehicle making a left turn)
 SDL = Sight Distance Left (For a vehicle making a right or left turn)

Design Speed (mph)**	Height of Object 3.5'										
	20	25	30	35	40	45	50	55	60	65	70
SDL=SDR: 2 Lane Major Road	225	280	335	390	445	500	555	610	665	720	775
SDR: 4 Lane Major Road (Undivided) or 3 Lane	250	315	375	440	500	565	625	690	750	815	875
SDL: 4 Lane Major Road (Undivided) or 3 Lane	240	295	355	415	475	530	590	650	710	765	825
SDR: 4 Lane Major Road (Divided – 18' Median)	275	340	410	480	545	615	680	750	820	885	955
SDL: 4 Lane Major Road (Divided – 18' Median)	240	295	355	415	475	530	590	650	710	765	825
SDR: 5 Lane Major Road (continuous two-way turn-lane)	265	335	400	465	530	600	665	730	800	860	930
SDL: 5 Lane Major Road (continuous two-way turn-lane)	250	315	375	440	500	565	625	690	750	815	875
SDR: 6 Lane Major Road (Divided – 18' Median)	290	360	430	505	575	645	720	790	860	935	1005
SDL: 6 Lane Major Road (Divided – 18' Median)	250	315	375	440	500	565	625	690	750	815	875
SDL: (Where left turns are physically restricted)	210	260	310	365	415	465	515	566	620	670	725

TABLE 2-5 INTERSECTION SIGHT DISTANCE

Source: AASHTO Green Book, Chapter 9, Section 9.5.3, page 9-37 thru 9-52, * Table 9-5 thru 9-14

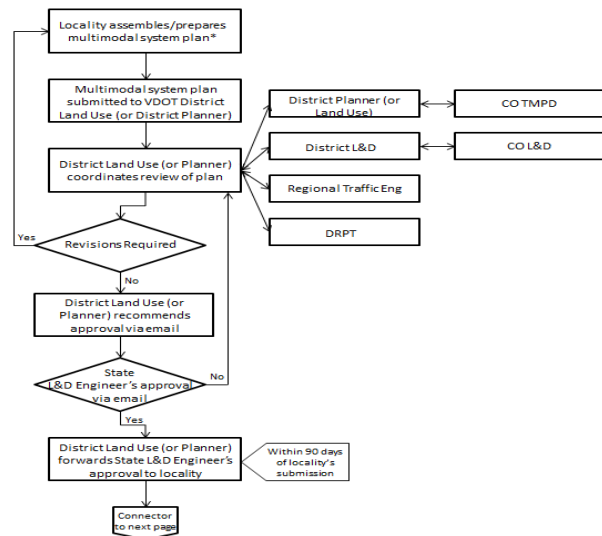
**For all tables, use design speed if available, if not use legal speed.

Access Management Design: Multimodal Activity Centers

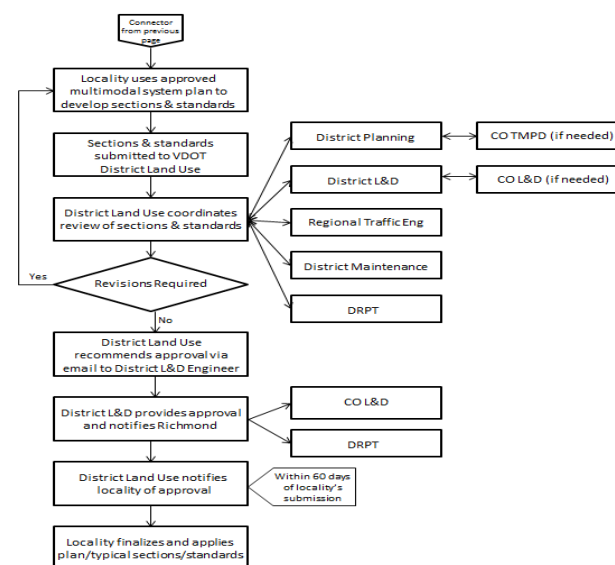
Special Standards for Multimodal Activity Centers

- Applicable in areas planned in accordance with DRPT's Multimodal System Design Guidelines
- Reduced spacing standards in Appendix B.2 of RDM
- VDOT approval required (State L&D Engineer)
- Currently being worked on by Fairfax County





















Process for Adoption of Multimodal Design Approach to Development Areas within a Locality (Multimodal System Plan Activity Centers, Corridors, And Modal Emphasis)



Process for Adoption of Multimodal Design Approach to Development Areas within a Locality (Typical Sections and Design Standards)



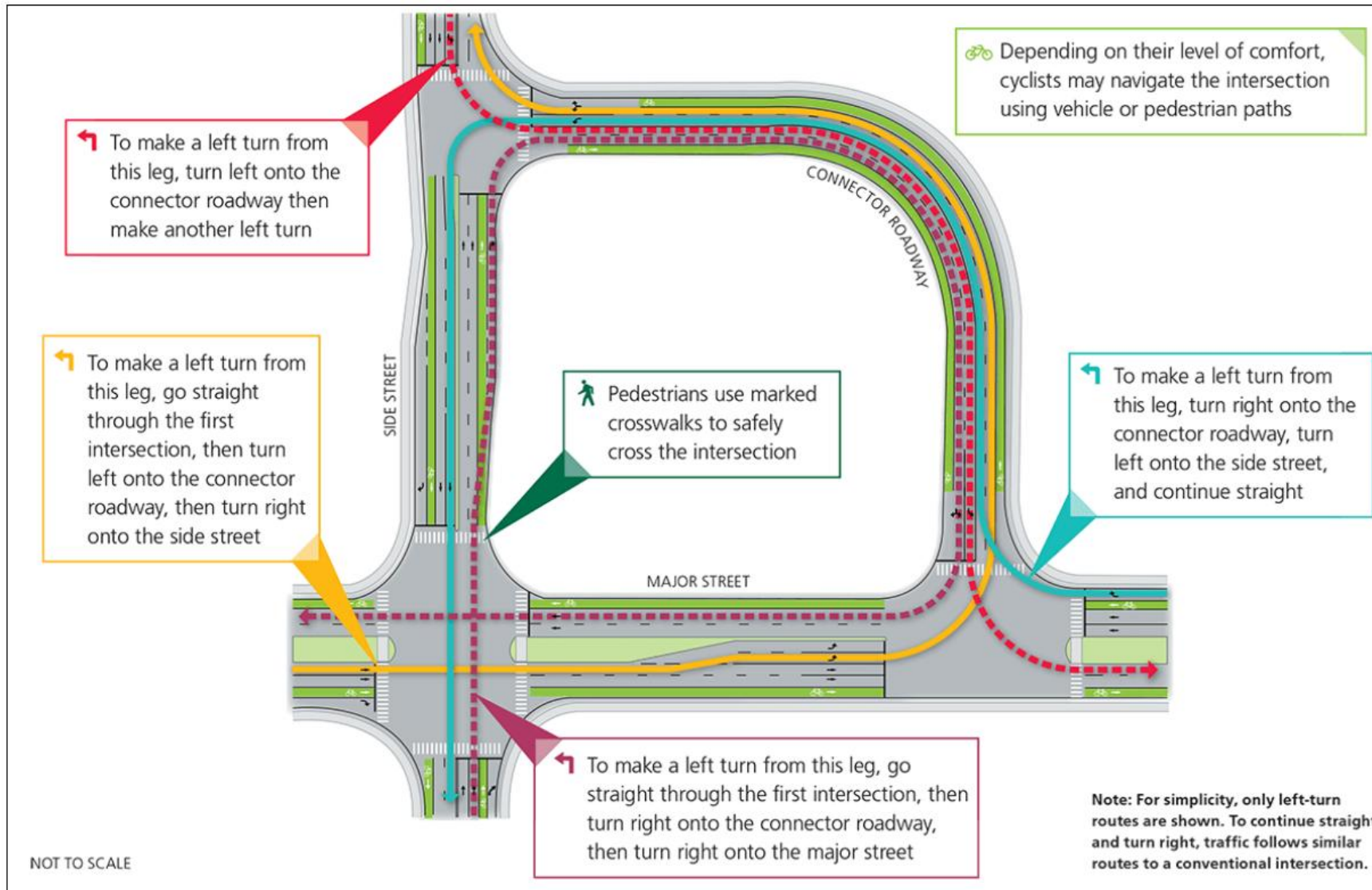
Innovative Intersections

 Contraflow Left	 Michigan Urban Diamond (MUD)	 Bowtie	 Restricted Crossing U-Turn (RCUT)
 Displaced Left Turn (DLT) Interchange	 Single-Point Urban Interchange (SPUI)	 Center Turn Overpass	 Roundabout
 Diverging Diamond Interchange (DDI)	 Single Roundabout	 Continuous Green-T (CGT)	 Mini Roundabout
 Double Roundabout		 Displaced Left Turn (DLT)	 Single Loop
		 Echelon	 Split Intersection
		 Median U-Turn (MUT)	 Thru-cut Intersection
		 Quadrant Roadway (QR)	

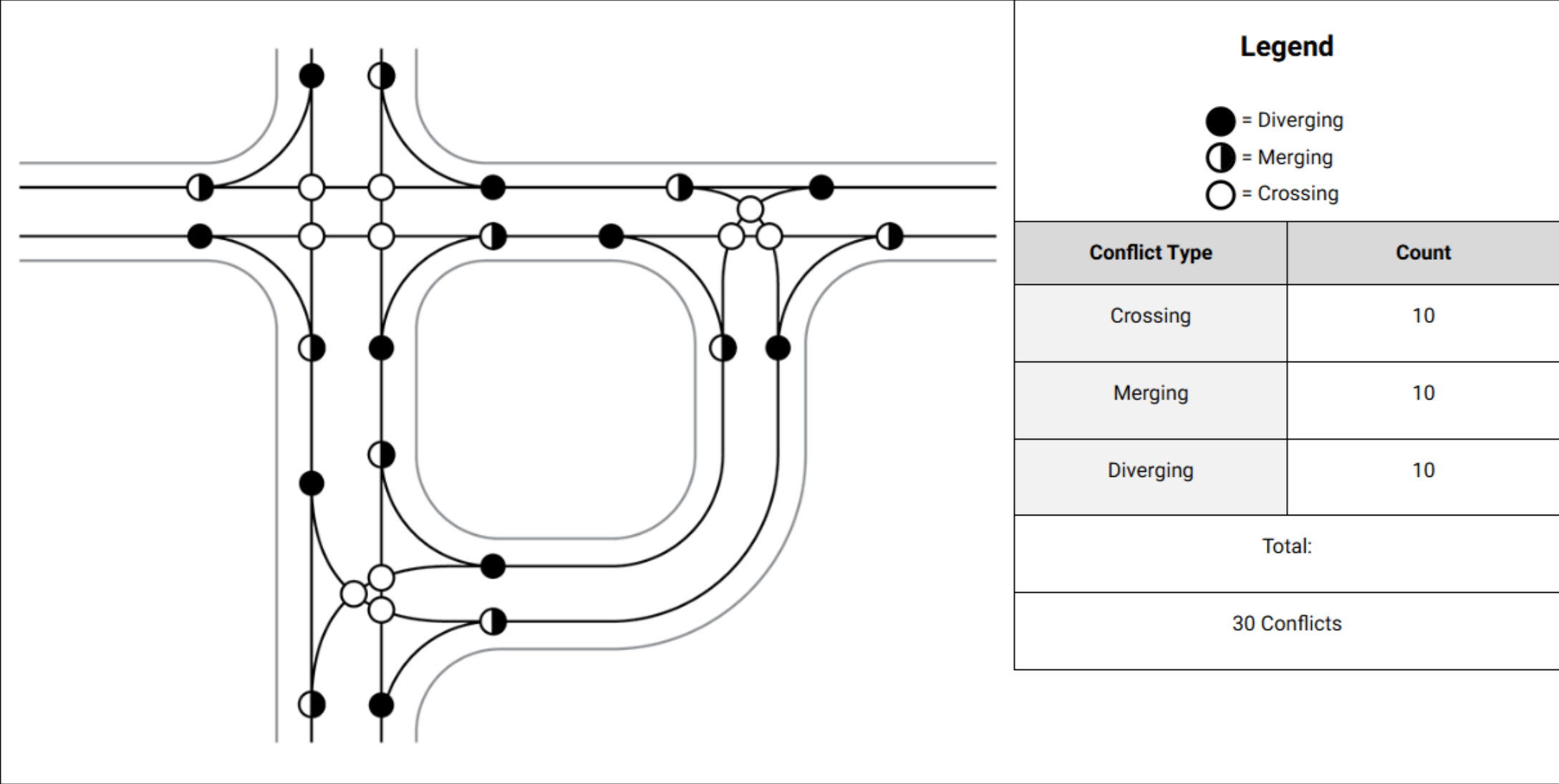
Policy


- Shall be considered for construction or reconstruction of a new intersection on Arterial Preservation Network (APN)
- For new or reconstructed signal proposals on any roadway, alternative intersections evaluated in the Signal Justification Report (SJR) – IIM-TE-387

Innovative Intersections: Quadrant Roadway



Innovative Intersections: Quadrant Roadway (Conflict Points)





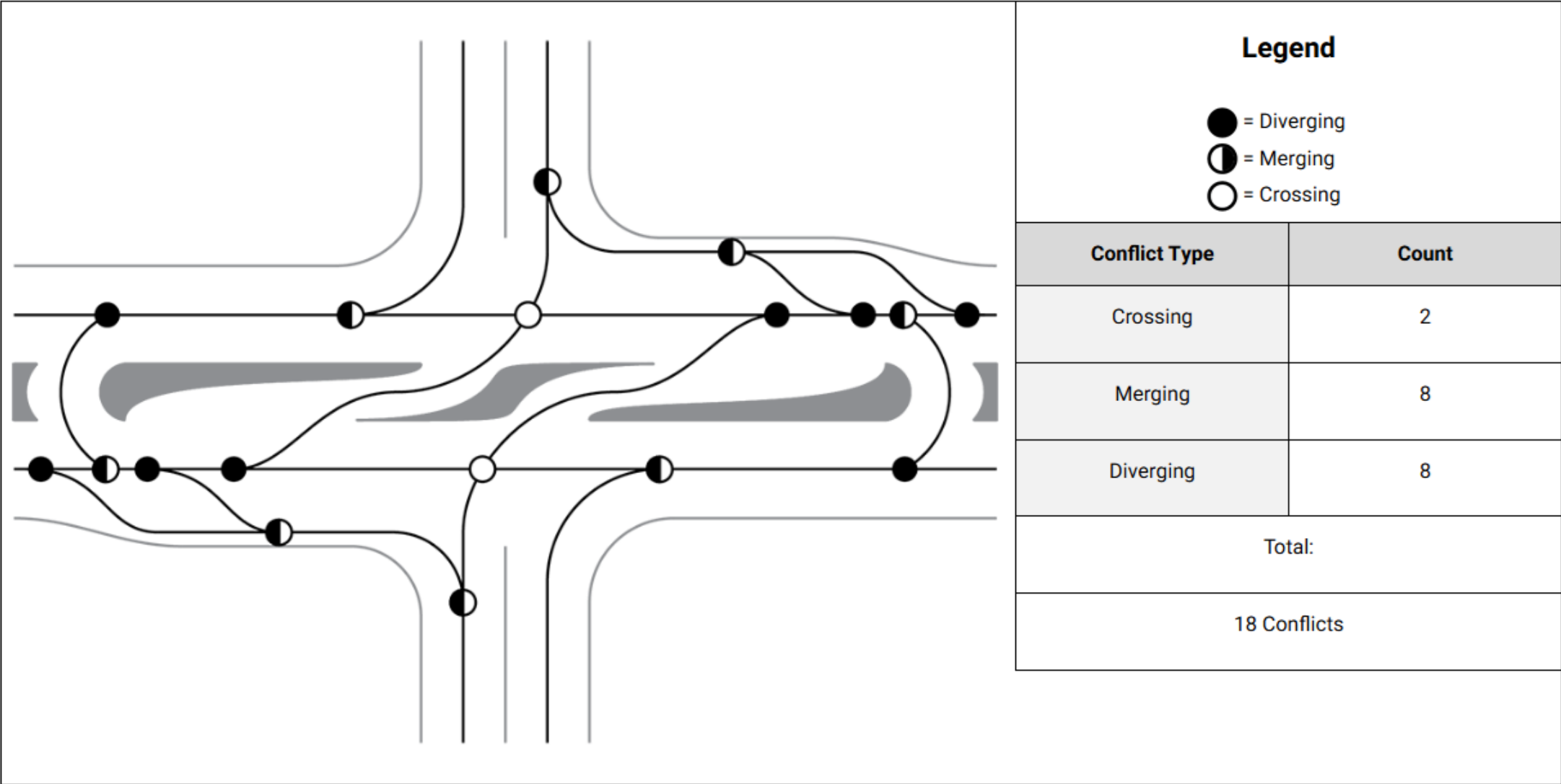
Restricted Crossing U-Turn (RCUT)

An RCUT is also known as:


- Superstreet intersection
- J-turn intersection
- Reduced conflict intersection
- Synchronized street intersection

Highway 9 East at Liberty Church Road, Loris, S.C.

Innovative Intersections: RCUT (Conflict Points)



Innovative Intersections: MUT



INNOVATIVE INTERSECTIONS

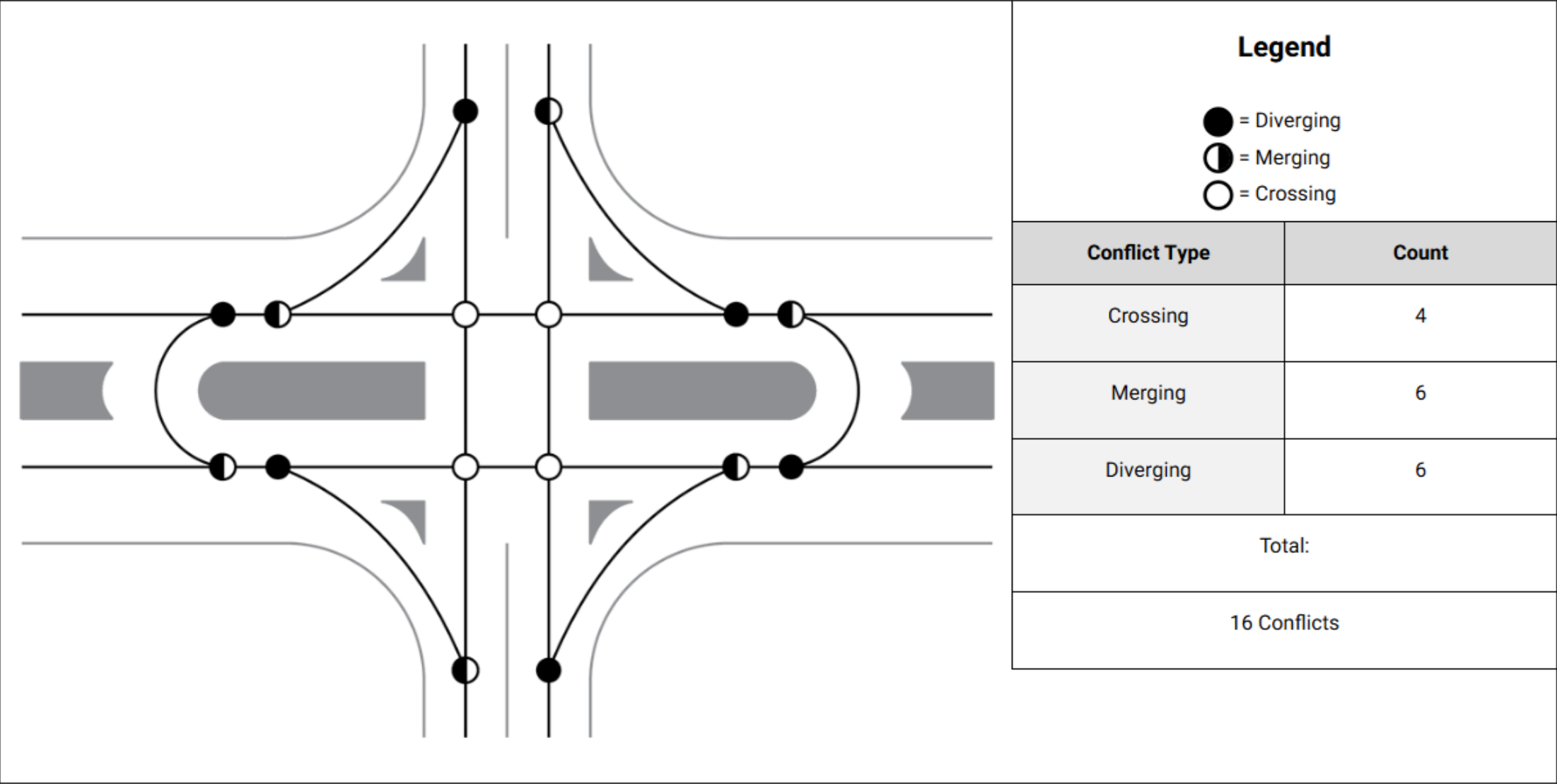
Median U-Turn

An **MUT** is also known as:

- Michigan left-turn intersection
- Median U-turn crossover
- Boulevard turnaround
- Michigan loon
- ThrU-turn intersection

Poplar Tent Road at Derita Road, Concord, N.C.

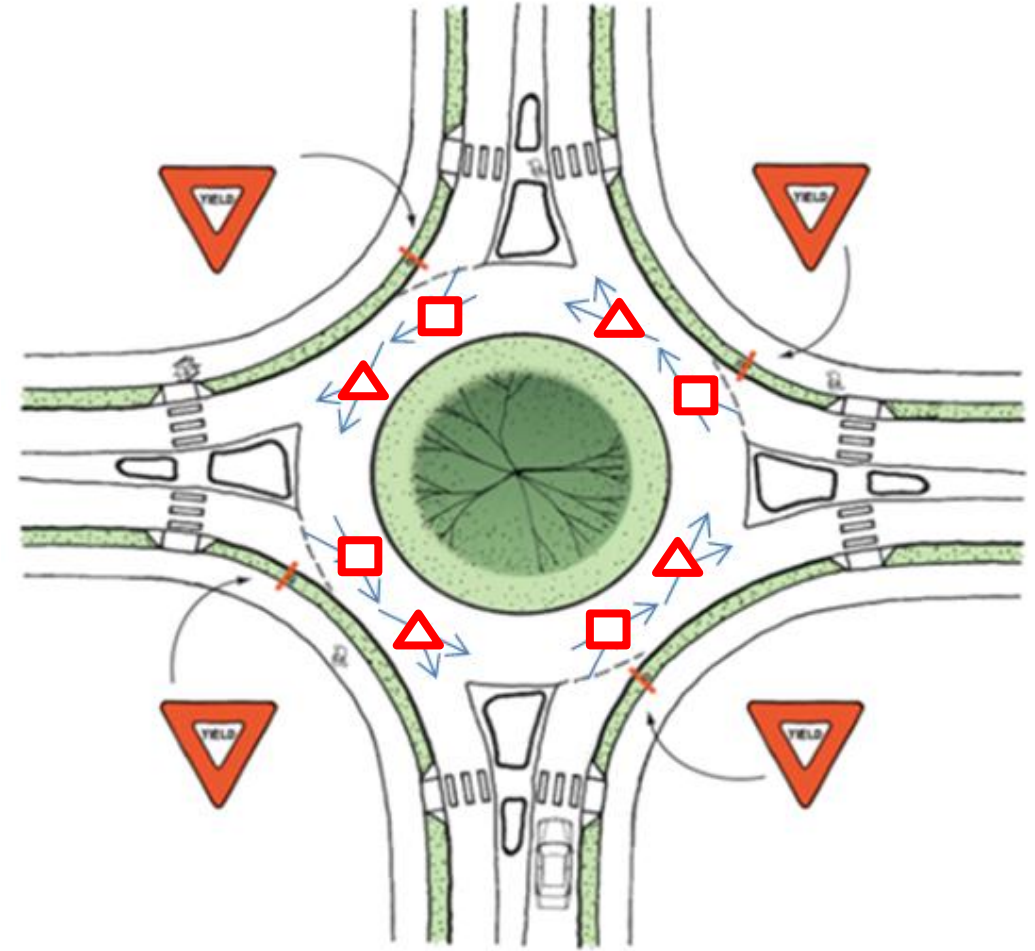
Innovative Intersections: MUT (Conflict Points)



Innovative Intersections: Roundabout

Policy – Shall be considered for construction or reconstruction of an intersection

- **Conflict Points**
 - 4 merging
 - 4 diverging
 - Possibility of 4 stopping and queuing
- **Other Elements**
 - Pedestrian crossings in driver sight lines
 - Vehicle speeds reduced
 - Merge/diverge replace crossing conflicts



Questions

?



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Round 7 Updates

Brooke Jackson, SMART SCALE Program Manager

Office of Intermodal Planning and Investment

April 23, 2026

175



Agenda - Round 7 Updates

1. Policy Revisions
2. VTrans Needs
3. Resource Updates
4. Resolutions of Support
5. SMART Portal
6. Relevant Timeline Items

Policy Revisions

None!*

- In December, gave a brief presentation to the Board before presenting the resolution
- CTB approved the TJPDC request to change from Area Type Category C to D

This didn't age well.

Policy Revisions

Presentations lead by SOT

- In February, Deputy Schewel gave a [presentation to the Board \(Video, starts @1:49:00\)](#):
 - Proposed HPP Eligibility to include innovative intersection features
 - CTB Members brought up interest in HPP First
- In March, Deputy Schewel gave a [presentation to the Board \(Video, starts @3:22:43\)](#):
 - Overview of SMART SCALE
 - Requested Scenarios
- April 21, Deputy Schewel gave a [presentation to the Board \(Video, starts @2:36:00\)](#):
 - Reiterate HPP Innovative Intersections for Board Action
 - CTB FYIs....next slide
- April 22, Board adopted innovative intersections as HPP Eligible

Policy/Administrative Revisions Continued

- **HPP Eligibility for Innovative Intersections**
 - Reach out to your POC if you think you have a special situation
- **HPP funded first vs. DGP funded first**
 - HPP First vs. DGP First – Recommendation to Vote Based on Actual Round 7 Results in January (24-Hour turnaround)
- **FYI Preferred Alternative**
 - Applicant can expect to fill out a form, and the approved form will need to be added to the final application
- **FYI Fix to VEDP process for Economic Development**

VTrans Needs

- **New 2025 Prioritized VTrans Mid-term Needs became available in March 2026**
 - Please utilize [Interact VTrans](#) to review
- **2025 and 2023 VTrans Mid-term Needs will be utilized for this round of SMART SCALE**
 - The 2025 Mid-term Needs were released in October and are available
 - Due to ongoing planning studies, we are also accepting the 2023 VTrans Mid-term Needs
 - Please utilize [Interact VTrans](#) to reference the relevant 2025 and 2023 applicable needs

Resource Updates

1. **Technical Guide revisions coming shortly**
2. **Request/Approval form for HPP Preferred Alternative Eligibility**

SMART Portal Updates

1. Working to add VEDP Properties
2. Transit Map update in the Location Pearl

Resolutions of Support

- **ALL (own and external) Resolutions of Support will all be due August 1-3 (when applications are due @ 5PM), no exceptions**
Note: This is not a change in the text or policy; we have provided courtesy extensions in previous rounds
- **SMART Portal will help to identify using the location of the linework**
- **OIPI will be checking for these documents on August 4th**

Relevant Timeline Items

- 1. April 30th - Engagement deadline for Gate 2 features**
Pre-Screenout Notifications (May 15- June1)
- 2. June 1 – Full Applications open**
- 3. June 3 – Applicant Full Application Training – [Register!](#)**
- 4. June 30th – deadline to request, through your SMART SCALE Point of Contact (POC), a project scope change of any existing SMART SCALE project that conflicts with your new application**
Scoping cannot be closed, or you have to edit the application

Relevant Timeline Items

- 5. July 15th – deadline to request, through your SMART SCALE Point of Contact (POC), a cancellation of any existing SMART SCALE project that conflicts with or is replaced by your new application**

NOTE: If applying without a project change/cancellation, the old project must have had construction complete by April 30, 2022 (13 projects might be subject to this)

- 6. July 15th - Gate Document Deadline**
- 7. August 3rd @ 5 PM - Full Applications Due**

“Mark as Ready for Submission” is still the functionality



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Thank you.

