

### 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	<b>Call to Order</b> a. Introduction of new CA-MPO Tech Committee Members i. Jessica Dimick – Albemarle County ii. Zoë Macomber – City of Charlottesville b. Call to Order, Roll Call – <i>Chair Chambers &amp; Gorjan Gjorgjievski</i> c. *Remote participation of voting members.	10:00 – 10:05
2	<b>Matters from the Public – Ben Chambers, Chair</b> 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	<b>*General Administration – Ben Chambers, Chair</b> a. *Review and Acceptance of Agenda b. *Approval of February 3, 2026, Meeting Minutes	10:10 – 10:15
4	<b>**New Business – Ben Chambers, Chair</b> a. **FY24-FY27 TIP Amendment #14 and Adjustment #27 – <i>Gorjan Gjorgjievski</i> i. <a href="#">FY24-FY27 TIP Document</a> ii. Staff Memo iii. Draft Resolution b. **FY27-FY30 Transportation Improvement Program (TIP) – <i>Gorjan Gjorgjievski</i> i. <a href="#">FY27-FY30 TIP Document - Draft</a> ii. Presentation iii. Staff Memo iv. Draft Resolution c. **FY27 UPWP – <i>Taylor Jenkins</i> i. FY27 UPWP Document – Final Draft ii. Presentation iii. Staff Memo iv. Draft Resolution d. **SMART SCALE Update – <i>Taylor Jenkins</i> i. Locailty Projects – Staff Memo, Draft Resolution ii. CA-MPO Projects – Presentation, Staff Memo, Draft Resolutions e. CA-MPO Bylaws & Public Engagement Plan Revisions – <i>Taylor Jenkins</i> i. Staff Memo ii. Technical Committee Bylaws – Redline Version iii. Technical Committee Bylaws – Clean Version iv. Policy Board Bylaws – Redline Version v. Policy Board Bylaws – Clean Version vi. Public Engagement Plan – Redline Version vii. Public Engagement Plan – Clean Version	10:15 – 10:25  10:25 – 10:40  10:40 – 11:00  11:00 – 11:40  11:40 – 11:45
5	<b>VDOT Project Updates – Charles Proctor</b>	11:45 – 11:50

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	a. STARS and Pipeline Studies	
6	<b>Staff Updates</b> a. Staff Report Memo	
7	<b>Roundtable Updates</b> a. City of Charlottesville b. Albemarle County c. RideShare d. Virginia Department of Transportation (VDOT) e. Department of Rail and Public Transportation (DRPT) f. Federal Highway Administration (FHWA) g. Federal Transit Administration (FTA) h. Charlottesville Area Transit (CAT) i. Jaunt j. University of Virginia (UVA)	11:50 – 11:55
8	<b>Additional Matters from the Public</b> Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	11:55 – 12:00
9	<b>Adjourn</b> a. Next Meeting Date – June 5, 2026, @10:00am.	12:00 pm

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

<b>VOTING MEMBERS (13) &amp; ALTERNATES (4)</b>	<b>STAFF (7)</b>
Ben Chambers, City of Charlottesville ( <b>Chair</b> )	Christine Jacobs, TJPDC
Tommy Safranek, City of Charlottesville	Taylor Jenkins, TJPDC
Zoë Macomber, City of Charlottesville ( <b>Alternate</b> )	Lucinda Shannon, TJPDC
Danny Yoder, City of Charlottesville Planning Commission	Gretchen Thomas, TJPDC
Alberic Karina-Plun, Albemarle ( <b>Vice Chair</b> )	Sarah Simba, TJPDC
Jessica Dimmick, Albemarle County	Gorjan Gjorgjievski, TJPDC
Tonya Swartzendruber, Albemarle ( <b>Alternate</b> )	Logan Ende, TJPDC
Lonnie Murray, Albemarle Planning Commission	
Charles Proctor, VDOT	
Sandy Shackelford, VDOT ( <b>Alternate</b> )	<b>NON-VOTING MEMBERS (3)</b>
Christine Jacobs, TJPDC	Daniel Koenig, FTA
Sarah Simba, TJPDC ( <b>Alternate</b> )	Ivan Rucker, FHWA
Jason Espie, Jaunt	
Bill Palmer, UVA, Office of the Architect	
Mitch Huber, DRPT	
Wood Hudson, DRPT ( <b>Alternate</b> )	
Sara Pennington, Rideshare	<b>GUESTS/PUBLIC</b>
Barry Herring, Charlottesville Area Transit	
Garland Williams, Charlottesville Area Transit ( <b>Alternate</b> )	

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**MPO Technical Committee Meeting**

Draft Minutes, February 3, 2026

A recording of this meeting can be found here:

[https://www.youtube.com/watch?v=0ZCkZ\\_3xJFo](https://www.youtube.com/watch?v=0ZCkZ_3xJFo)

VOTING MEMBERS & ALTERNATES		STAFF	
Ben Chambers, Charlottesville	x	Gretchen Thomas, TJPDC	x
Danny Yoder, Charlottesville PC	x	Sarah Simba, TJPDC	x
Tonya Swartzendruber, Albemarle	x	Gorjan Gjorgjievski, TJPDC	x
Alberic Karina-Plun, Albemarle	x	Lucinda Shannon, TJPDC	x
Lonnie Murray, Albemarle PC	x	Taylor Jenkins, TJPDC	x
Charles Proctor, VDOT	x	<b>NON-VOTING MEMBERS</b>	
Christine Jacobs, TJPDC	x	Daniel Keoning, FTA	
Jason Espie, Jaunt	x		
Bill Palmer, UVA Ofc of Architect	x	<b>GUESTS/PUBLIC</b>	
Mitch Huber, DRPT	x	Peter Krebs, Piedmont Environmental Council	x
Sara Pennington, Rideshare	x	Zoë Macomber	x
Steven Minor, FHWA		Nagaraju Kashayin, AECOM	x
Tommy Safranek, Charlottesville	x	Sean Tubbs	x
Garland Williams, CAT		Pat Coleman, AECOM	x
Sandy Shackelford, VDOT	x	Ruoyo Liu, AECOM	x
Kellie Brown, Charlottesville	x	Kevin McDermott, Albemarle	x
Daniel Wagner, DRPT		Jen Fleisher, Charlottesville	x
Barry Herring, CAT (alternate)	x		
Jessica Dimmick, Albemarle	x		

**1. CALL TO ORDER:**

Ben Chambers called the all-virtual meeting to order at 10:03 a.m. Mr. Chambers asked Mr. Danny Yoder to introduce himself as the newest member of the MPO Tech Committee. Mr. Gorjan Gjorgjievski called roll and read the electronic meeting notice.

**2. MATTERS FROM THE PUBLIC (MINUTE 4:01)**

**a. Comments by the Public:** Peter Krebs, PEC, invited folks to the 6<sup>th</sup> Annual Active Mobility Summit on the evening of March 5. He said Pete Eschelmann from Roanoke has helped to develop an economic development strategy around connectivity and access to the outdoors. He said it will be held at the Wool Factory. The next morning, March 6, they will have a panel and working session about what Charlottesville might do to emulate what Roanoke has done in that regard. It is free and open to the public Mr. Krebs said there is more info at [www.PECVA.org/mobilitysummit](http://www.PECVA.org/mobilitysummit).

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



### **3. GENERAL ADMINISTRATION (MINUTE 5:51)**

#### Agenda

**Motion/Action:** Lonnie Murray made a motion to approve the agenda. Alberic Karina-Plun seconded, and the motion passed unanimously.

#### Approval of December 2, 2025 Minutes

Gorjan Gjorgjievski said Tommy Safranick wanted to abstain from the vote for Smart Scale's recommendation to the Policy Board. Also, on Page 2 of the meeting minutes should read that the project is from Round 2 of the pipeline study, not from Round 2 of Smart Scale

**Motion/Action:** Sara Pennington made a motion to approve the December 2, 2025, minutes as amended. Alberic Karina-Plun seconded the motion, and it passed unanimously with Tanya Swartzendruber and Danny Yoder abstaining.

### **4. NEW BUSINESS (MINUTE 8:20)**

#### SMART SCALE Round 7 Project Locations Update

Sandy Shackelford, VDOT, presented a summary slide of the Smart Scale applications under consideration. They include the Ridge/McIntire/W. Main Street/W. Water Street Intersection improvement and bikeway, US250 & Old Trail Roundabout, Barracks Road & US29 SB/US250 WS On-ramp, US250 & Canterbury Rd roundabout, US250 and Boars Head roundabout, US29 NB/US250 EB off-ramp improvements at Barracks Road, US29 SB/US250WE Off-ramp expansion at Old Ivy Road, US29 NB/US250 EB on-ramp extension at Old Ivy Road, I-64 and 5<sup>th</sup> Street DDI, and US29 SB at I-64 Exit 118.

#### BUILD Grant Application

Taylor Jenkins noted that there is a letter of support for the latest BUILD grant for the pedestrian bridge near Pantops. She said they told her the application is competitive, but has not yet been selected, but staff has been encouraged to continue to submit the application.

**Motion/Action:** Jason Espie made a motion to recommend the letter of support to the Policy Board. Tanya Swartzendruber seconded, and the motion passed unanimously.

#### Travel Demand Model 2050 Demographics

Nagaraju Kashayin, AECOM, said they are in the process of updating the regional model. He presented the numerous sources from which they are pulling their data. He then showed the data development and model input updates for the region.

Danny Yoder asked if was ever a review of past models to see if future projections were accurate. Mr. Kashayin said that they do not have exact numbers to compare.

Mr. Yoder also asked how the model handled the travel behavior between students and non-students. Mr. Kashayin said there are things built into the model for University vs non-University travel behavior. Mr. Kashayin said the UTS information is in the model.

There was a small discussion for clarification purposes that followed the presentation.

**Motion/Action:** Jason Espie made a motion to adopt the demographics as provided. Tommy Safranick seconded, and the motion passed unanimously.

UPWP FY2027 Development (Minute 30:00)

Taylor Jenkins presented the draft FY27 Unified Planning Work Program (UPWP). She presented the background and purpose of the UPWP. She noted that the FHWA and FTA primarily fund the UPWP.

She said there is a total of \$756,749.86 between federal, state and local funds.

She continued explaining the funding by tasks that include Program Administration, Long Range Transportation Planning (LRTP), and Short-Range Transportation Planning and Technical Assistance.

She reviewed some of the highlights of the FY26 UPWP so far including the Comprehensive Safety Action Plan completion, the RTP and CARTA, Safety Performance Targets, the Transportation Improvement Plan (TIP), Smart Scale (in progress), and the CA-MPO Travel Demand Model (in progress).

She noted that there has also been the development and submission of several applications, and there is also participation in the STARS and Pipeline studies.

Ms. Jenkins said there will be ongoing and continued activities including MPO administration, Smart Scale coordination and full application submission, participation in STARS and Project Pipeline studies, annual adoption of performance safety targets, continued work on the TDM study, and development and submission of other grant applications.

She said there will be best practices and benchmarking incorporated into administration, shore range, and long range sections of the UPWP. There will be benchmark policies, performance measures, and implementation strategies from peer MPOs. She said they will identify best practices in data management, public involvement, and project prioritization, and prepare recommendations and draft revised procedures to incorporate findings.

She reported that the LRTP 2050 and the FY27-20 TIP data will also be covered in the next UPWP.

She said there will also be consideration of the feasibility of a bicycle and pedestrian counting program.

Ms. Taylor presented the next steps and the approval timeline.

There was a brief question and answer and feedback session at the end of the presentation.

**5. VDOT PROJECT UPDATES (MINUTE 42:22)**

STARS and Pipeline Studies

Chuck Proctor did not have an update on the studies.

Sandy Shackelford said there was a public meeting on the STARS project with about 25 attendees. She said there were an additional 20 comments online. Those public comments are open until February 5, 2026.

**6. STAFF UPDATES (MINUTE 44:07)**

Ms. Jenkins said there is a written staff update in the agenda packet for your review. She said the Federal Fiscal Operation report is included in that packet with a link to the TJPDC website.

Mr. Jenkins reported that the SS4A grant with UVA and Honda was not awarded. There was a debrief meeting on that application and Mr. Gjorgjievski sent out updates on that meeting.

M. Jenkins said that CTAC's future will be discussed at the next Policy Board meeting.

Ms. Jenkins noted that there are shared written updates about other ongoing projects that are in the agenda packet.

**7. ROUNDTABLE UPDATES (MINUTE 47:20)**

Ben Chambers reported the City is working on scoping a city-wide mobility program. They will be trying to get an RFP out by June. He said Tommy Safranik is working on the e-Bike voucher program. This year they are working on more of a tier approach for different voucher levels for different income levels. Lower income levels will be getting vouchers for \$1,500. The City is currently running the eBike lottery.

Mr. Chambers said CAT is working on expansion of services for Route 2 for connections to the jail and the Mill Creek shopping center.

Tanya Swartzendruber introduced Jessica Dimmick, Principal Transportation Planner, replacing Jessica Hersh-Ballerling. Ms. Dimmick gave a brief background on her experience.

Ms. Swartzendruber said they are going to be launching their multi-modal transportation plan and once the scope is in place, they will be collecting their existing conditions and information.

She said they are working closely with VDOT to look at their Smart Scale applications and giving input on the STARS and Pipeline studies. Their revenue sharing applications for next year include Freebridge promenade and the feasibility of Moore's Creek Greenway.

Sara Pennington said December and January were spent on creating grant applications for DRPT. She said they are working on website redesign and next year she will be rebuilding RideShare's employer database.

Sandy Shackelford did not have anything else to report.

Mitch Huber, DRPT, said their grants have closed and they have begun scoring. He said to be on the lookout for emails about those in the future.

Mr. Chambers said CAT is working through their budget for the next fiscal year.

Jason Espie said Jaunt hired a COO. They also hired a Chief of Operations and a Senior Director of Operations as well as a Communications Manager. They are currently updating their scheduling and dispatch software. He said they are starting with a pilot of mobility on demand in Greene and for ADA in the City of Charlottesville. He said they applied for a DRPT demo grant for expanding mid-day service in Fluvanna and Louisa as well as a fixed route commuter service from Greene County to urbanized Albemarle and Charlottesville.

Bill Palmer reported UVA is continuing construction in the Ivy corridor. He said the North Grounds parking garage is going up quickly and it is going to be a hub for parking, bus stops, bike parking, etc. He said construction at Fontaine continues with the hope that the garage will become an employee garage.

**7. ADDITIONAL MATTERS FROM THE PUBLIC: None**

Next meeting April 7, 2026. Mr. Jenkins said she is looking to schedule a special meeting for the Policy Board to discuss Smart Scale projects. She said she would let committee know what date that will be.

**ADJOURNMENT:** Mr. Chambers adjourned the meeting at 11:02 p.m.

## MEMORANDUM

**To:** Charlottesville-Albemarle MPO Technical Committee and Policy Board  
**From:** Gorjan Gjorgjievski, Regional Planner II, CA-MPO/TJPDC  
**Date:** April 7, 2026  
**Subject:** Modifications to the CA-MPO FY24-27 Transportation Improvement Program

**Purpose:**

This memorandum provides information for an amendment to the CA-MPO FY24-27 Transportation Improvement Program (TIP).

**Summary of TIP Amendment #14:**

Beginning in FY2025, TJPDC received FTA Section 5310 funding to support the PATH program. Specifically, the FY2025 allocation included \$3,000 in FTA 5310 funds, \$3,000 in state funds, and 1,000 in local matching funds. Amendment #14 will add additional funding to the program for FFY26, \$6,000 in Federal FTA 5310, \$5,000 in State and \$1,000 in local funding to support the PATH program services.

**New Table**

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>TJPDC03</b>	<b>Title: Operating Assistance</b>						
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.							

**Old Table**

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>TJPDC03</b>	<b>Title: Operating Assistance</b>						
FTA 5310	-	-	3	-	-	FTA 5310	FTA 5310	
State	-	-	3	-	-	State	State	
Local	-	-	1	-	-	Local	Local	
Year Total	-	-	7	-	-	Total	Year Total	
Description:	New Tip Block: FY 2025 add \$3,000 FTA 5310, \$3,000 State, \$1,000 local match.							

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

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

The following adjustment was completed for the Mobility Management Program:

- **STIP ID: TJPDC02 Mobility Management – Adjustment #27:** For FFY26, add \$140,000 in FTA 5310, \$28,000 in State, and \$7,000 in local funds.

New Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>TJPDC02</b>	<b>Title: Mobility Management</b>						
FTA 5310	-	267	258	309	178	FTA 5310	1,012	
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.							

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>TJPDC02</b>	<b>Title: Mobility Management</b>						
FTA 5310	-	267	258	169	178	FTA 5310	872	
State	-	53	52	34	36	State	175	
Local	-	14	13	8	9	Local	44	
Year Total	-	334	323	211	223	Total	1,091	
Description:	Adjustment #13 TJPDC02. Add FY2025 funding in the amount of: Total project cost \$119,000- State funds \$19,000, Federal Funds 5310 \$95,000, and local match \$5,000. Adjustment # 9 TJPDC01. Add FY2025 funding in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20. Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities. Adjustment #27: For FFY26, add \$140,000 in FTA 5310, \$28,000 in State, and \$7,000 in local funds.							

**CA-MPO Technical Committee:** CA-MPO staff recommends that the CA-MPO Technical Committee advise the CA-MPO Policy Board to approve the FY24-FY30 TIP Amendment #14, including the associated funding changes for FFY 2026.

**CA-MPO Policy Board:** CA-MPO staff recommends that the CA-MPO Policy Board approve the FY24-FY30 TIP Amendment #14, including the associated funding changes for FFY 2026.

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

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**RESOLUTION**  
**APPROVING AMENDMENT #14 TO THE CA-MPO**  
**FY24–FY27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Transportation Improvement Program (TIP) is a fiscally constrained, multi-year program of transportation projects receiving federal funding, developed in cooperation with the Commonwealth of Virginia, local governments, and public transportation providers; and

**WHEREAS**, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) is responsible for preparing and maintaining the region’s TIP; and

**WHEREAS**, the FY24-FY27 TIP was approved by the CA-MPO Policy Board on May 24, 2023; and

**WHEREAS**, the CA-MPO is amending the FY24-FY27 TIP to add additional funding for the Mobility Management Program, STIP ID: TJPDC03 (Amendment #14) in Federal Fiscal Year 2026 (FFY26), reflecting:

- \$6,000 Federal Transit Administration (FTA) 5310 funds.
- \$5,000 State funds.
- \$1,000 Local funds.

**WHEREAS**, the amendment does not alter the financial constraint of the TIP; and

**WHEREAS**, the amendment has been reviewed and recommended for approval by the CA-MPO Technical Committee.

**WHEREAS**, public participation has been sought and considered in accordance with the MPO’s Public Participation Plan adopted July 28, 2021; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Charlottesville-Albemarle Metropolitan Planning Organization hereby adopts Amendment #14 to the FY24–27 Transportation Improvement Program as presented.

Adopted on this 22<sup>nd</sup> day of April 2026, by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

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Ned Gallaway, Chair  
Charlottesville-Albemarle MPO

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Christine Jacobs, Executive Director  
Thomas Jefferson Planning District Commission

# Charlottesville-Albemarle Metropolitan Planning Organization FY27-FY30 Transportation Improvement Program (TIP)

**April 7, 2026**



## WHAT IS THE TIP?

- Federally required document that is updated every 4 years
- Includes transportation projects that use federal funds.
- Multimodal projects: highway, transit, bicycle, pedestrian
- Must be financially constrained
- Projects in the TIP are also included in the STIP and SYIP

# TIP Development Process Steps

Coordination with state and local partners (VDOT, DRPT, Albemarle County, Charlottesville City)

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Project updates and funding alignment

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CA-MPO Technical Committee Review

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Public review and comment period in accordance with the CA-MPO Adopted Public Participation Plan.

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Public Hearing at CA-MPO Policy Board meeting

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Action from the CA-MPO Policy Board

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Adopted TIP is included in the STIP

# Key Updates in the FY27-FY30 TIP Document

Comprehensive update of the entire CA-MPO TIP Document

- Maps
- Language
- Funding Sources

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Updated project costs and schedules for all projects

- Highway
- Groupings
- Transit

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Combination of new and existing transit projects by Project Category

Example: Equipment Hardware  
Passenger Amenities

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Removal of completed, canceled or formally closed projects

**UPC: 115869** – Statewide Technology

**UPC: 111779** – Bridge Replacement Rt. 702

**UPC: 60233** – Hillsdale Drive Extended (3 lanes)

# Funding Sources

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## Federal Sources

**FTA**

**FHWA**

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## State Sources

**SMART SCALE**

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## Local Sources

**Match**

# Transit Projects

MPO	FFY-2027	FFY-2028	FFY-2029	FFY-2030	Total FFY 2027-FFY2030
<b>CA-MPO</b>					
<b>Charlottesville Area Transit</b>					
FTA 5307	\$ 3,998	\$ 4,047	\$ 4,165	\$ 4,172	\$ 16,382
FTA 5339	\$ 6,184	\$ 6,904	\$ 11,729	\$ 25,477	\$ 50,294
Local	\$ 6,196	\$ 8,804	\$ 10,560	\$ 7,077	\$ 32,637
Revenue	\$ 118	\$ 117	\$ 121	\$ 121	\$ 477
State	\$ 7,986	\$ 11,589	\$ 10,945	\$ 14,125	\$ 44,645
<b>Total</b>	<b>\$ 24,482</b>	<b>\$ 31,461</b>	<b>\$ 37,520</b>	<b>\$ 50,972</b>	<b>\$ 144,435</b>
<b>Thomas Jefferson Planning District Commission</b>					
FTA 5310	\$ 181	\$ 189	\$ 195	\$ 201	\$ 766
Local	\$ 10	\$ 10	\$ 10	\$ 11	\$ 41
State	\$ 38	\$ 39	\$ 41	\$ 42	\$ 160
<b>Total</b>	<b>\$ 229</b>	<b>\$ 238</b>	<b>\$ 246</b>	<b>\$ 254</b>	<b>\$ 967</b>
<b>Total</b>	<b>\$ 24,711</b>	<b>\$ 31,699</b>	<b>\$ 37,766</b>	<b>\$ 51,226</b>	<b>\$ 145,402</b>

# VDOT Projects

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
<i>Federal</i>										
HIP/F	\$606,068	\$606,068	\$0	\$0	\$0	\$0	\$0	\$0	\$606,068	\$606,068
HSIP	\$3,697	\$3,697	\$0	\$0	\$0	\$0	\$0	\$0	\$3,697	\$3,697
NHS/NHPP	(\$4,534,195)	(\$4,534,195)	\$0	\$0	\$0	\$0	\$3,809,027	\$3,809,027	(\$725,168)	(\$725,168)
STP/STBG	\$2,629,426	\$2,629,426	(\$3,718,642)	(\$3,718,642)	\$0	\$0	\$0	\$0	(\$1,089,216)	(\$1,089,216)
TAP	\$206,122	\$206,122	\$0	\$0	\$0	\$0	\$0	\$0	\$206,122	\$206,122
<b>Subtotal -- Federal</b>	<b>(\$1,088,882)</b>	<b>(\$1,088,882)</b>	<b>(\$3,718,642)</b>	<b>(\$3,718,642)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,809,027</b>	<b>\$3,809,027</b>	<b>(\$998,497)</b>	<b>(\$998,497)</b>
<i>Other</i>										
Non-Federal	\$33,236,944	\$33,236,944	\$0	\$0	\$0	\$0	\$0	\$0	\$33,236,944	\$33,236,944
State Match	(\$2,575)	(\$2,575)	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,575)	(\$2,575)
<b>Subtotal -- Other</b>	<b>\$33,234,369</b>	<b>\$33,234,369</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$33,234,369</b>	<b>\$33,234,369</b>
<b>Total</b>	<b>\$32,145,487</b>	<b>\$32,145,487</b>	<b>(\$3,718,642)</b>	<b>(\$3,718,642)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,809,027</b>	<b>\$3,809,027</b>	<b>\$32,235,872</b>	<b>\$32,235,872</b>

<i>Federal -- ACC (1)</i>										
NHS/NHPP	\$0	\$0	\$328,314	\$328,314	\$304,246	\$304,246	\$268,159	\$268,159	\$900,719	\$900,719
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$328,314</b>	<b>\$328,314</b>	<b>\$304,246</b>	<b>\$304,246</b>	<b>\$268,159</b>	<b>\$268,159</b>	<b>\$900,719</b>	<b>\$900,719</b>

<i>Statewide and/or Multiple MPO - Federal (3)</i>										
CMAQ (2)	\$9,852,982	\$9,852,982	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$14,845,207	\$14,845,207
<b>Subtotal -- Statewide and or Multiple MPO - Federal (3)</b>	<b>\$9,852,982</b>	<b>\$9,852,982</b>	<b>\$4,992,225</b>	<b>\$4,992,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,845,207</b>	<b>\$14,845,207</b>

<i>Maintenance - Federal (4)</i>										
NHS/NHPP	\$11,927,336	\$11,927,336	\$8,904,000	\$8,904,000	\$8,919,000	\$8,919,000	\$8,957,000	\$8,957,000	\$38,707,336	\$38,707,336
STP/STBG	\$9,842,000	\$9,842,000	\$9,882,000	\$9,882,000	\$9,908,000	\$9,908,000	\$9,975,000	\$9,975,000	\$39,607,000	\$39,607,000
<b>Subtotal -- Maintenance Federal (4)</b>	<b>\$21,769,336</b>	<b>\$21,769,336</b>	<b>\$18,786,000</b>	<b>\$18,786,000</b>	<b>\$18,827,000</b>	<b>\$18,827,000</b>	<b>\$18,932,000</b>	<b>\$18,932,000</b>	<b>\$78,314,336</b>	<b>\$78,314,336</b>

## NEXT STEPS

- CA-MPO Technical Committee Recommendation
- Public Hearing scheduled for April 22 at the CA-MPO Policy Board Virtual Meeting
- CA-MPO Policy Board Adoption of the TIP
- Submission to state and federal agencies



# Questions?

## MEMORANDUM

**To:** Charlottesville-Albemarle MPO Technical Committee and Policy Board  
**From:** Gorjan Gjorgjievski, Regional Planner II, CA-MPO/TJPDC  
**Date:** April 7, 2026  
**Subject:** FY27-FY30 Transportation Improvement Program (TIP) - Adoption

### **Purpose:**

The purpose of this memorandum is to present the draft FY2027–FY2030 Transportation Improvement Program (TIP) for review and recommendation by the Technical Committee and for adoption by the Policy Board. The TIP is a federally required, financially constrained document that programs transportation projects within the CA-MPO area over a four-year period.

### **Background:**

Federal regulations require Metropolitan Planning Organizations to develop and adopt a TIP that identifies all regionally significant and federally funded transportation projects. The TIP must be updated at least every four years and must demonstrate fiscal constraint.

The FY2027–FY2030 TIP has been developed in coordination with local jurisdictions, the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and regional transit providers. The document is consistent with the region’s long-range transportation plan and reflects current project priorities and funding availability.

### **Summary of Key Items in the FY2027–FY2030 TIP**

The FY2027–FY2030 TIP includes the following key elements:

- **Comprehensive update of the entire TIP Document**  
The FY2027–FY2030 TIP reflects a comprehensive update of the entire document, including revisions to narrative sections, organizational information related to CA-MPO bodies, and updated maps to improve clarity and accuracy. The document has also been reviewed to ensure consistency with current federal and state requirements, with updates made to reflect applicable laws, regulations, and funding sources. These updates ensure the TIP remains compliant, transparent, and aligned with current planning and programming practices.
- **Multimodal Program of Projects:**  
The TIP includes roadway, transit, bicycle, and pedestrian projects, reflecting a comprehensive approach to transportation investment across the region.
- **Continuation of Ongoing Projects:**  
Ongoing projects from the previous TIP are carried forward with updated funding, schedules, and project phases, reflecting continued progress toward implementation.
- **Incorporation of Recent Funding Awards:**  
The TIP includes projects funded through programs such as SMART SCALE and other federal and state sources, advancing regional priorities in safety, congestion mitigation, and accessibility. All projects are supported by identified funding, with updated cost estimates ensuring the document remains financially constrained and reflective of current conditions.

- **Updated Cost Estimates and Fiscal Constraint:**  
Project costs and schedules have been updated to reflect current estimates. The TIP remains financially constrained, with identified funding sources sufficient to support all programmed projects.
- **Removal of Projects:**  
Projects that have been completed, canceled or formally closed in the previous TIP have been removed, ensuring the document reflects the current project pipeline.
  - **UPC: 115869 – Statewide Technology for Operations** - Canceled
  - **UPC: 111779 – Bridge Replacement Rt. 702** - Completed
  - **UPC: 60233 – Hillsdale Drive Extended (3 lanes)** – Completed
- **Transit and Accessibility Investments:**  
The TIP includes transit-related improvements such as bus stop enhancements and accessibility upgrades, consistent with federal requirements and regional mobility goals.
- **Consistency with Federal Requirements:**  
The TIP reflects federal and state priorities, including maintaining a state of good repair, improving transit accessibility, and supporting multimodal transportation options within the region.

#### Recommendation

**CA-MPO Technical Committee:** CA-MPO staff recommends that the CA-MPO Technical Committee advise the CA-MPO Policy Board to recommend the FY27-FY30 Transportation improvement Document (TIP) for adoption as presented, contingent on public feedback.

**CA-MPO Policy Board:** CA-MPO staff recommends that the CA-MPO Policy Board adopt the FY27-FY30 Transportation improvement Document (TIP).

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

## **Resolution of the Charlottesville-Albemarle MPO Policy Board Adopting the FY2027–FY2030 Transportation Improvement Program**

**WHEREAS**, the U. S. Department of Transportation (DOT) requires that each urbanized area over 50,000 population prepare a Transportation Improvement Program (TIP) for the upcoming three or more years; and

**WHEREAS**, a Metropolitan Planning Organization (MPO) has been designated for the Charlottesville-Albemarle Urbanized Area; and

**WHEREAS**, federal regulations require the MPO to develop and adopt a Transportation Improvement Program (TIP) covering at least four years; and

**WHEREAS**, the FY2027–FY2030 TIP identifies federally funded and regionally significant transportation projects and is financially constrained; and

**WHEREAS**, the TIP has been developed in cooperation with local jurisdictions, the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and public transportation providers; and

**WHEREAS**, public participation has been sought and considered in accordance with the MPO’s Public Participation Plan adopted July 28, 2021; and

**WHEREAS**, upon adoption, the TIP shall be incorporated into the Statewide Transportation Improvement Program (STIP).

**NOW, THEREFORE, BE IT RESOLVED** that the Charlottesville-Albemarle MPO approves the FY2027 to FY2030 Transportation Improvement Program.

**BE IT FURTHER RESOLVED** that the MPO authorizes submission of the TIP to the appropriate state and federal agencies.

Adopted the 22 day of April 2026, by the MPO Policy Board.

ATTESTED:

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Ned Gallaway  
Chair, Charlottesville-Albemarle  
Metropolitan Planning Organization (CA-  
MPO)

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Christine Jacobs  
Executive Director, Thomas Jefferson  
Planning District Commission (TJPD)



# Unified Planning Work Program (UPWP)

Fiscal Year 2027  
July 1, 2026 – June 30, 2027  
Approved April xx, 2026



## Preface

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Prepared on behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) by the staff of the Thomas Jefferson Planning District Commission (TJPDC) through a cooperative process involving the City of Charlottesville and the County of Albemarle, Charlottesville Area Transit (CAT), Jaunt, University of Virginia (UVA), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this work program was financially aided through grants from FHWA, FTA, DRPT, and VDOT.

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## List of Acronyms

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

<b>3-C Planning Process</b>	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
<b>AADT</b>	Annual Average Daily Traffic
<b>BUILD</b>	Better Utilizing Investments to Leverage Development Grant Program
<b>BRT</b>	Bus Rapid Transit
<b>CA-MPO</b>	Charlottesville-Albemarle Metropolitan Planning Organization
<b>CARTA</b>	Charlottesville Area Regional Transit Authority
<b>CAT</b>	Charlottesville Area Transit
<b>CTB</b>	Commonwealth Transportation Board
<b>DRPT</b>	Virginia Department of Rail and Public Transportation
<b>EV</b>	Electric Vehicle
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year (refers to the state fiscal year July 1 – June 30)
<b>GIS</b>	Geographic Information System
<b>JAUNT</b>	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
<b>L RTP</b>	Long Range Transportation Plan
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century (legislation governing the metropolitan planning process)
<b>MPO</b>	Metropolitan Planning Organization
<b>OIPI</b>	Office of Intermodal Planning and Investment
<b>PL</b>	FHWA Planning Funding (used by MPO)
<b>RAISE</b>	USDOT Rebuilding American Infrastructure with Sustainability and Equity
<b>RTP</b>	Regional Transit Partnership
<b>RideShare</b>	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching,

	vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
<b>RLRP</b>	Rural Long Range Transportation Plan
<b>RTA</b>	Regional Transit Authority
<b>RTP</b>	Rural Transportation Program
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
<b>SAWMPO</b>	Staunton-Augusta-Waynesboro Metropolitan Planning Organization
<b>SOV</b>	Single Occupant Vehicle
<b>SPR</b>	FHWA State Planning and Research Funding (used by VDOT to support MPO)
<b>SS4A</b>	Safe Streets and Roads for All (USDOT Discretionary Grant)
<b>STIP</b>	The Statewide Transportation Improvement Program (STIP) is a required four-year planning document developed in coordination with MPOs and public transportation providers. It incorporates the MPO's TIP.
<b>SYIP</b>	The Six Year Improvement Plan (SYIP) is Virginia's annually updated budget document that identifies planned spending for transportation projects statewide.
<b>TAZ</b>	Traffic Analysis Zone
<b>TDP</b>	Transit Development Plan (for CAT and JAUNT)
<b>TDM</b>	Travel Demand Management
<b>TIP</b>	The Transportation Improvement Program (TIP) is a required four-year planning document with all federally funded, regionally significant transportation projects. It is updated every four years and maintained by CA-MPO staff.
<b>TJPDC</b>	Thomas Jefferson Planning District Commission
<b>TMPD</b>	VDOT Transportation and Mobility Planning Division
<b>TSP</b>	Transit Strategic Plan
<b>UPWP</b>	Unified Planning Work Program (also referred to as Work Program)
<b>UTS</b>	University Transit Service
<b>UVA</b>	University of Virginia
<b>VDOT</b>	Virginia Department of Transportation

FY27 Unified Planning Work Program – Draft Final

<b>VMT</b>	Vehicle Miles Traveled
<b>VPRA</b>	Virginia Passenger Rail Authority
<b>Work Program</b>	Unified Planning Work Program (also referred to as UPWP)

## Introduction

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### Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) for fiscal year 2027 (FY27). The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The CA-MPO develops its UPWP each spring.

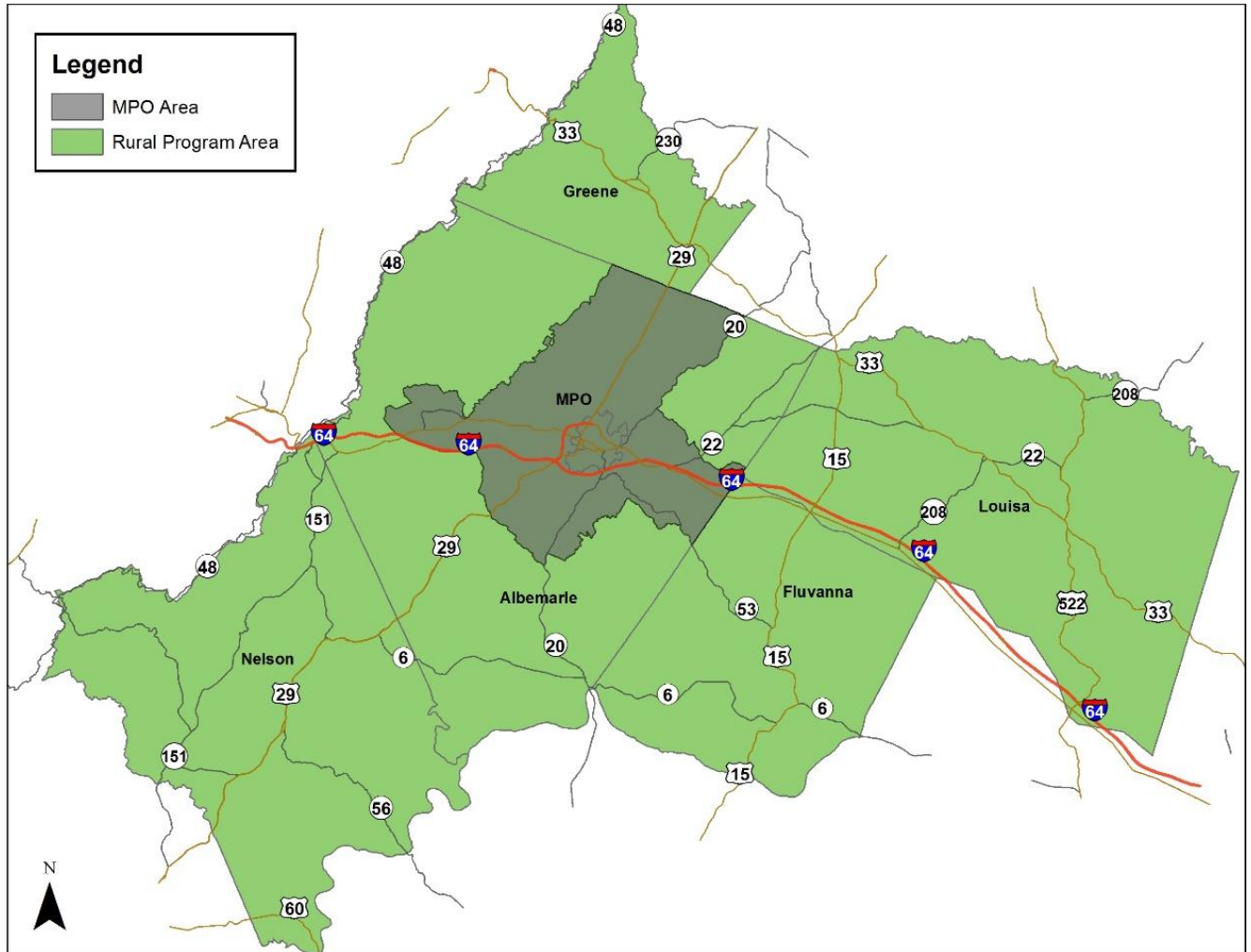
### Purpose of the Metropolitan Planning Organization

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

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

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

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



## The Metropolitan Planning Process and Long Range Transportation Plan

The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law also requires that MPOs address ten planning factors in the metropolitan planning process:

- **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- **Safety:** Increase the safety of the transportation system for motorized and non-motorized users
- **Security:** Increase the security of the transportation system for motorized and non-motorized users
- **Accessibility:** Increase the accessibility and mobility of people and freight
- **Environmental Quality:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

- **Connectivity:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- **Efficiency:** Promote efficient system management and operation
- **Maintenance:** Emphasize the preservation of the existing transportation system
- **Resiliency and Reliability:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- **Travel and Tourism:** Enhance travel and tourism

The Long Range Transportation Plan (LRTP) is updated every five years and guides improvements to the region’s transportation system for the next 20 years. Last adopted by the CA-MPO Policy Board in May 2024, the LRTP update included an extensive visioning process with community input to develop a regional framework from which the transportation program is developed.

In addition to the ten federally identified planning factors, the following framework lenses will also be considered and addressed through Work Program tasks and deliverables:

- **Equity:** Ensure all community members, regardless of their socio-economic status, race, or ability, have access to transportation options
- **Quality of Life:** Facilitate the movement of people and goods to connect people to places they need, love, and care about
- **Climate Action:** Reduce greenhouse gas emissions from the transportation system
- **Land Use:** Connect community destinations in a manner that aligns with growth management priorities

## Public Participation/Title VI Implementation

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

## Funding

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

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials “SPR.” The total budget for SPR items reflects 80% federal funds and 20% state funds. Attachment B shows the tasks to be performed by VDOT’s District Staff, utilizing SPR funds.

VDOT’s Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance, and support for the federally mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies, and various divisions within VDOT in the development of transportation planning documents for the CA-MPO areas. TMPD will participate in special studies as requested. DRPT staff also participate actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the CA-MPO process.

The following tables provide information about the FY27 Work Program Budget. These tables outline the FY26 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Program Administration (Task 1), Long Range Transportation Planning (Task 2), and Short-Range Transportation Planning and Local, State, and Federal Agency Assistance (Task 3).

**Table 1. FY27 Work Program: Funding by Source**

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 79,188.39	\$ 9,898.54	\$ 9,898.54	\$ 98,985.47
FY-27 PL-FHWA/VDOT Funding	\$ 230,127.62	\$ 28,765.95	\$ 28,765.95	\$ 287,659.52
<b>FY-27 PL-FHWA/VDOT Total</b>	<b>\$ 309,316.01</b>	<b>\$ 38,664.49</b>	<b>\$ 38,664.49</b>	<b>\$ 386,644.99</b>
<b>FY-27 FTA/DRPT Total</b>	<b>\$ 110,917.11</b>	<b>\$ 13,864.64</b>	<b>\$ 13,864.64</b>	<b>\$ 138,646.39</b>
<b>PL-FHWA/VDOT + FTA/DRPT Total</b>	<b>\$ 420,233.10</b>	<b>\$ 52,529.14</b>	<b>\$ 52,529.14</b>	<b>\$ 525,291.38</b>
<b>VDOT SPR</b>	<b>\$ 220,000.00</b>	<b>\$ 55,000.00</b>		<b>\$ 275,000.00</b>
<b>Total FY27 Work Program</b>	<b>\$ 640,233.10</b>	<b>\$ 107,529.14</b>	<b>\$ 52,529.14</b>	<b>\$ 800,291.38</b>

**Table 2. FY27 Work Program: Funding by Task**

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Technical Assistance	Total
	25%	30%	45%	100%
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 24,746.37	\$ 29,695.64	\$ 44,543.46	\$ 98,985.47
FY-27 PL-FHWA/VDOT Funding	\$ 71,914.88	\$ 86,297.86	\$ 129,446.78	\$ 287,659.52
<b>FY-27 PL-FHWA/VDOT Total</b>	<b>\$ 96,661.25</b>	<b>\$ 115,993.50</b>	<b>\$ 173,990.25</b>	<b>\$ 386,644.99</b>
<b>FY-27 FTA/DRPT Total</b>	<b>\$ 34,661.60</b>	<b>\$ 41,593.92</b>	<b>\$ 62,390.88</b>	<b>\$ 138,646.39</b>
<b>PL-FHWA/VDOT + FTA/DRPT Total</b>	<b>\$ 131,322.85</b>	<b>\$ 157,587.41</b>	<b>\$ 236,381.12</b>	<b>\$ 525,291.38</b>
<b>VDOT SPR</b>	<b>\$ 68,750.00</b>	<b>\$ 82,500.00</b>	<b>\$ 123,750.00</b>	<b>\$ 275,000.00</b>
<b>Total FY27 Work Program</b>	<b>\$ 200,072.85</b>	<b>\$ 240,087.41</b>	<b>\$ 360,131.12</b>	<b>\$ 800,291.38</b>

## Highlights of FY26 UPWP

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In FY26, CA-MPO staff continued administering the MPO through reporting and compliance with regulations, staffing CA-MPO Committees as well as utilizing the CA-MPO's function as a conduit for sharing information between local governments, transportation agencies, state agencies, other CA-MPOs, other stakeholders and the public. Below are highlights of several FY26 projects and initiatives, helping to give context for the FY26 activities.

### **Comprehensive Safety Action Plan**

Launched in FY24 and funded by the USDOT Safe Streets and Roads for All (SS4A) discretionary grant program, CA-MPO staff continued to work in partnership with member jurisdictions and partners to complete the Comprehensive Safety Action Plan. In FY26, CA-MPO staff successfully finalized the plan and facilitated plan adoption by all six jurisdictions in the Thomas Jefferson Planning District. CA-MPO staff began pursuing opportunities for implementation following plan adoption.

### **Regional Transit Planning / Regional Transit Authority**

The Regional Transit Partnership (RTP) was established in 2017 as an advisory board to provide recommendations to decisionmakers on transit-related matters. Since its formation, the RTP successfully provided a strong forum for communication and coordination between transit providers and played a critical role in building consensus around regional transit priorities. On November 18, 2025, the RTP held its final meeting as a joint meeting with the Charlottesville-Albemarle Regional Transit Authority (CARTA).

Additionally, staff supported a successful first year for the regional transit authority. The CARTA appointed Board members, adopted bylaws, and kicked off their first major activity: conducting a regional transit prioritization and implementation feasibility study.

### **Transportation Improvement Program (TIP) Maintenance and Update**

CA-MPO continued to maintain the FY24-27 TIP in collaboration with VDOT, DRPT, and CAT by processing TIP adjustments and amendments. Additionally, staff completed a comprehensive update of the TIP for FY27-30 that will include regionally significant projects funded with transportation dollars, as well as newly developed TIP update procedures for staff and partners.

### **SMART SCALE**

SMART SCALE is a data-driven prioritization process that scores and ranks transportation projects statewide. The objective analysis is intended to improve transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide maximum benefits for tax dollars spent. In FY26, staff provided regular updates and presentations to CA-MPO Committees and stakeholders regarding Round 6 overviews and takeaways. Further, staff supported the submission of SMART SCALE pre-applications and began developing materials for full application submission next fiscal year.

### **STARS Studies**

Led by the VDOT Transportation and Mobility Planning Division, the STARS Program conducts studies to identify cost-effective measures to improve safety and reduce congestion. In FY26, staff followed multiple STARS studies in the region:

- US 29/US 250 Bypass & Emmet Street Interchange
- US 29 Corridor Study
- Ridge Street at W. Main Street Intersection Study

With VDOT District partners, staff provided regular updates and presentations to CA-MPO Committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

### **Project Pipeline Studies**

Led by the Office of Intermodal Planning and Investment (OIPI), Project Pipeline is a performance-based planning process that conducts studies to align VTrans priority needs with multiple transportation solutions. Following the Pipeline process, project alternatives may be considered for funding through programs including SMART SCALE, Revenue Sharing, interstate operations program funding, and others. In FY26, staff followed multiple Project Pipeline studies in the region:

- US 29 from Teel Lane to north of Fontaine Avenue interchange
- 5<sup>th</sup> Street from Pinehurst Court to Harris Road
- US 29 at I-64 Exit 118 Interchange Study

Through VDOT District partners, staff provided regular updates and presentations to CA-MPO committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

### **CA-MPO Travel Demand Model**

CA-MPO staff coordinated with VDOT, local partners, and a consultant project team to complete an update of the regional travel demand model that uses a 2022 base year and 2050 forecast year. The travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use.

### **Grant Applications**

CA-MPO staff prepared and submitted applications for federal and state funding through the following grant programs:

- US Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) supplemental planning grant application for the project titled, “Crash Analytics and Injury Research (CAIR) - Holistic Approach to Vulnerable Road User Safety”.
- USDOT Better Utilizing Investment to Leverage Development (BUILD) grant application to complete preliminary engineering for the Rivanna River Bike and Pedestrian Bridge Crossing.

- FTA Section 5310 grant application through DRPT for the Partnership for Accessible Transportation (PATH) Program. PATH is a mobility management program dedicated to improving access to transportation for seniors and individuals with disabilities in Virginia’s Region 10. Through personalized information and referral services, transportation workshops, and travel training, PATH ensures that community members have the knowledge and resources needed to travel safely and independently.
- DRPT grant application for the RideShare program. RideShare is a program of the TJPDC and Central Shenandoah Planning District Commission (CSPDC) that connects commuters and employers to resources to reduce single-occupant vehicles on the road by facilitating the use of alternative transportation. RideShare provides services such as carpool/vanpool matching, commuter outreach, and a guaranteed ride home program.

### **National Transportation Performance Measures**

Performance Based Planning and Programming requirements for transportation planning are laid out in Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY26, the CA-MPO Policy Board voted to adopt safety targets based on regionally specific trends, aligned with the Comprehensive Safety Action Plan (SS4A).

### **Title VI Implementation/Public Participation**

CA-MPO Staff continued improving implementation of the Title VI Plan in conformance with feedback received from VDOT and DRPT.

## FY27 Unified Planning Work Program by Task

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This section identifies which transportation planning activities will be conducted by CA-MPO staff in FY27 by task. The following task categories are covered:

1. Program Administration
2. Long Range Planning
3. Short Range Transportation Planning and Technical Assistance

Total funding presented for each task does not include VDOT SPR funding.

### Task 1: Program Administration<sup>1</sup>

*Total Funding: \$131,322.85*

#### **A. General Administration, Reporting, and Compliance with Regulations**

There are several reports and documents that the CA-MPO is required to prepare or maintain. Staff also provide for the use of legal counsel, accounting, and audit services for administering federal and state contracts.

*End Products:*

- Provide all required administrative functions including accounting, financial reporting, personnel administration, auditing requirements, meeting organization, office management, contract administration and legal review of contracts/agreements and related certifications and assurances
- Purchase necessary technology, software, and equipment for transportation planning activities of CA-MPO staff
- Prepare and submit monthly invoicing and progress reports
- Manage the FY27 UPWP and develop the FY28 UPWP to meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, in cooperation with VDOT and DRPT
- Process UPWP amendments, as needed
- Administer state and federal grants and other funding, as necessary
- Develop funding agreements and memorandums of understanding, as necessary

#### **B. Staffing Committees**

CA-MPO staff provides support for multiple committees through the preparation of agendas, public notice, meeting minutes, and other materials for the committees listed below:

- CA-MPO Policy Board
- CA-MPO Technical Committee
- Charlottesville-Albemarle Regional Transit Authority (CARTA)
- Other committees as directed by the CA-MPO Policy Board

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<sup>1</sup> FTA Code for Metropolitan Planning: 44.21.00 Program Support Administration

*End Products:*

- Maintain committee membership, organize meetings among stakeholders, and prepare reports, presentations, agendas, minutes, and mailings
- Attend and staff all meetings
- Coordinate with VDOT and DRPT staff and CA-MPO committees to develop and review committee agendas and ensure timely delivery of information
- Coordinate and host a joint meeting of the CA-MPO Policy Board and CARTA Board of Directors

**C. Public Outreach, Public Participation, Title VI Implementation**

TJPDC and CA-MPO are required to prepare, maintain, and implement documents related to public outreach, participation, and nondiscrimination, including the Public Participation Plan (PPP) and Title VI Implementation Plan. Staff will support document management and update as necessary.

*End Products:*

- Provide the public with complete information, timely notice of Public Hearings, and full access to key decisions of the CA-MPO
- Support early and continuing involvement of the public in core CA-MPO activities, including the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP)
- Manage the CA-MPO and TJPDC websites and develop new content to inform the public about the activities of the CA-MPO
- Update, amend, and implement the agency Title VI Plan
- Update, amend, and implement the Public Participation Plan
- Coordinate with VDOT and DRPT staff and CA-MPO committees to review and amend plans to ensure that CA-MPO program elements are compliant with applicable state and federal guidance

**D. Information Sharing**

The CA-MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. CA-MPO staff will remain engaged and aware of local, state, and federal processes and trends related to MPO activities.

*End products:*

- Represent CA-MPO on the Virginia Association of Metropolitan Planning Organizations (VAMPO)
- Attend monthly or quarterly transportation meetings, including those hosted by VAMPO, Office of Intermodal Planning and Investment (OIPI), Commonwealth Transportation Board (CTB), etc.
- Contribute to TJPDC newsletters, quarterly reports, and staff updates

- Attend Charlottesville City Council, Albemarle County Board of Supervisors, and relevant planning commission meetings
- Attend Land Use and Environmental Planning Committee (LUEPC) committee meetings

**E. Direct Expenses for Travel, Training, and Professional Development**

**\$13,025.00**

This line item captures direct expenses related to professional development, training, and travel.

*End products:*

- Direct expenses for mileage, registration, and travel costs (hotel, ground/air transportation, per diem meals according to approved GSA rates, etc.)
- Membership dues for the Association of Metropolitan Planning Organizations (AMPO), Virginia Association of Metropolitan Planning Organizations (VAMPO), American Planning Association (APA), APA Virginia Chapter, American Institute of Certified Planners (AICP), and AICP exam fee
- Support applicable transportation planning training for CA-MPO staff, including but not limited to Geographic Information Systems (GIS) Professional Certificate, Virginia Land Use Education Center Planning Commissioner certification program, etc.
- VDOT Locally Administered Projects Qualification Program
- Attend trainings, workshops, seminars, summits, and conferences relevant to transportation planning, including but not limited to: the Governor’s Transportation Conference, AMPO annual conference, APA National or State conference, WTS International conference, National Association of City Transportation Officials (NACTO) conference, etc.
- Provide on-going training and professional development to staff and Policy Board and Technical Committee members to make certain they are familiar with new and updated federal and state transportation regulations/guidelines, and are prepared to respond to challenges and demands in the region

## Task 2: Long Range Transportation Planning<sup>2</sup>

*Total Funding: \$157,587.41*

**A. Comprehensive Safety Action Plan – Implementation Activities**

In FY26, CA-MPO staff completed Move Safely Blue Ridge, the region’s comprehensive safety action plan. Following adoption by member jurisdictions, CA-MPO staff will pursue opportunities for plan implementation.

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<sup>2</sup> FTA Codes for Metropolitan Planning: 44.23.00 Long Range Transportation Planning  
44.22.00 General Development/Comprehensive Planning

*End Products:*

- Conduct ongoing monitoring, reporting, and sharing of regional crash data
- Support SS4A implementation applications for the City of Charlottesville and Albemarle County

**B. Travel Demand Model Maintenance**

A travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use. VDOT maintains the regional travel demand model for the Charlottesville-Albemarle MPO area, and CA-MPO staff coordinated with VDOT for an update of the regional travel demand model in FY26. CA-MPO staff will coordinate with local staff, project partners, and VDOT to run the model, provide model files, or update the model as necessary.

*End Products:*

- Coordinate meetings between local and state stakeholders related to model assumptions and data needs
- Support the collection and gathering of regional data, as needed
- Coordinate with local government staff and project consultants for model files, as needed

**C. Transportation Demand Management Study**

Through the development of the 2050 LRTP, the CA-MPO identified the need for a comprehensive transportation demand management (TDM) study to identify long-term initiatives that would reduce vehicle miles traveled specifically within Charlottesville City limits. This study will provide a high-level understanding of travel demand factors and support the identification of longer-term infrastructure and multimodal transportation improvements needed to support mode-shift for those traveling into the downtown areas.

*End Products:*

- Review and synthesis of existing literature and studies previously completed in the region
- Conduct an origin-destination analysis using StreetLight data to understand travel patterns within the region
- Identify TDM strategies to accommodate future traffic volumes, including park and ride infrastructure, bicycle and pedestrian improvements, and transit service improvements

**D. Long Range Transportation Plan (LRTP)**

Moving Toward 2050 is the federally required long range transportation plan (LRTP) adopted by the CA-MPO. As necessary, the LRTP may be amended based on changes in federal guidance, transportation needs, or anticipated funding (federal/state/local).

*End Products:*

- Review and amend the LRTP, as necessary
- Create GIS layers representing project location, type, and funding status
- Develop interactive GIS visualizations of projects included in the adopted LRTP to support internal planning, partner coordination, and public engagement
- Benchmark LRTP scoping, processes, and public engagement
- Develop a public engagement framework for the next LRTP update, including a process for establishing an ad hoc public engagement committee, its structure, etc.

**E. Three Notched Trail Coordination**

The Three Notched Trail Master Plan is a 24-month study led by Albemarle County to identify a preferred alignment for the Charlottesville to Afton section of the Three Notched Trail. CA-MPO staff will support planning efforts through participation in the Master Plan Technical Committee, attending public meetings, and sharing information.

*End Products*

- Collect and/or provide data
- Review draft Master Plan content
- Prepare for/attend technical committee meetings, public meetings, project meetings, etc.

**F. Special Studies, Projects, Programs, and Contingency**

CA-MPO staff will assist local, regional, and state efforts with special studies, projects, and programs as requested.

*End Products:*

- Participate in the completion of any special transportation-related study or project for any transportation mode for the CA-MPO localities, as requested
- Participate in studies, projects, and/or programs for local, state, and federal agency partners
- Assist member localities with updates to Comprehensive Plans or other planning documents, as requested

## Task 3: Short Range Transportation Planning and Technical Assistance<sup>3</sup>

Total Funding: **\$236,381.12**

### A. Transportation Improvement Program (TIP)

In accordance with federal law, any federally funded transportation project (FHWA, FTA, etc.) within the CA-MPO must be programmed in the TIP. Done in coordination with the state and transit agencies, the TIP includes regionally significant transportation projects and must cover at least four years.

In FY26, CA-MPO staff completed the FY27-30 TIP update. This task will support ongoing maintenance and monitoring of the TIP, participation in statewide transportation improvement program (STIP) maintenance, and geospatially visualizing TIP projects.

#### End Products:

- Process the Annual Obligation Report
- Process TIP amendments and adjustments as necessary
- Create GIS layers representing location, phases, cost, and funding source of FY27-30 TIP projects
- Develop interactive GIS visualizations of projects included in the FY27-30 TIP to support internal planning, public engagement, and partner coordination

### B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support

CA-MPO staff will continue to work with VDOT, DRPT, and City and County staff to identify appropriate funding sources for regional priority projects. CA-MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare applications. Staff will participate in STARS and Pipeline studies as required. Staff will additionally support localities in identifying, preparing materials for, and submitting to other grant funding sources, as requested.

#### End Products:

- Provide regular updates to CA-MPO Committees on the SMART SCALE process
- Provide technical assistance for SMART SCALE application drafting and submission, including evaluation of previously identified high-priority projects that remain unfunded
- Participate in VDOT Project Pipeline and STARS studies
- Review performance of applications submitted in past rounds and projects for consideration in upcoming round

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<sup>3</sup> FTA Code for Metropolitan Planning: 44.24.00 Short Range Transportation Planning  
44.25.00 Transportation Improvement Program  
44.26.15 System planning to support transit capital investment decisions  
44.26.12 Coordination of non-emergency Human Service Transportation

- Coordinate the sharing of economic development, and other relevant information, between localities in support of SMART SCALE applications
- Identify, develop, and/or administer transportation-related grants for the CA-MPO, TJPDC, and/or the CA-MPO member localities, to include but not be limited to: RAISE/BUILD, SS4A, RideShare, PATH Mobility Management, rail, Transportation Alternatives, etc.

### **C. Regional TDM, Transit and Rail Planning, Human Service Transportation, and Bike/Pedestrian Support**

The RideShare and Partnership for Accessible Transportation Help (PATH) programs, housed by the TJPDC, are essential to the CA-MPO's planning process. Coordination of all transportation modes and programs supports regional transportation demand management (TDM) efforts.

#### *End Products:*

- Continue efforts to improve carpooling and alternative modes of transportation in the MPO
- Support transit studies and activities (surveys, marketing materials, meetings) for Charlottesville Area Transit (CAT), Jaunt, and member jurisdictions
- Assist with transit plans related to Afton Express service between the SAW-MPO and CA-MPO regions
- Participate in statewide initiatives to expand and improve transit and rail service
- Address transit coordination needs and formalize transit agreements, as requested
- Improve communication between transit providers, localities, and stakeholders
- Coordinate bike/pedestrian planning activities between the City of Charlottesville, Albemarle County, University of Virginia (UVA), and rural localities
- Provide information related to specific planning work items as requested by FTA, FHWA, DRPT, the Virginia Passenger Rail Authority (VPRA), and VDOT including but not limited to: multimodal planning, human services transportation planning, passenger rail and freight planning, and assistance with components of the statewide transportation plan (VTrans)
- Improve human service transportation for seniors and people with disabilities by supporting the TJPDC Partnership for Accessible Transportation Help (PATH) program

### **D. Bicycle and Pedestrian Counting**

Evaluate the feasibility of establishing a bicycle and pedestrian counting data program to support City, County, and CA-MPO project planning, grant writing, and safety analysis.

#### *End Products:*

- Review current best practice and data availability for bike/ped counts within the region
- Conduct research on counting technologies (tube counters, infrared, permanent count stations) and associated costs
- Draft program framework for implementation options

- Identify recommendations for count locations, equipment procurement strategy, and program pilot
- Purchase bicycle and pedestrian counter equipment

### **E. Annual Performance Targets**

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

*End Products:*

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

### **F. Special Studies, Projects, Programs, and Contingency**

CA-MPO staff will assist local, regional, and state efforts with special studies, projects, and programs as requested.

*End Products:*

- Participate in the completion of any special transportation-related study or project for any transportation mode for the CA-MPO localities, as requested
- Participate in studies, projects, and/or programs for local, state, and federal agency partners

## UPWP Public Participation Process

### Review and Approval of Tasks

Action	Body	Date
Initial draft provided to the CA-MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	February 3, 2026
Initial draft provided to the CA-MPO Policy Board	MPO Policy Board	February 25, 2026
Final draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	April 7, 2026
Final draft provided to the MPO Policy Board	MPO Policy Board	April 22, 2026

### Online Posting

The UPWP will be posted online as part of meeting agendas for the meetings captured above. It will also be posted on the TJPDC (<https://tjpd.org/>) and CA-MPO (<https://ca-mpo.org/>) websites by March 23, 2026, for a 30-day public comment period. Public Notice of the comment period and approval will be posted in the Charlottesville Daily Progress by March 23, 2026, for a 30-day public comment period.

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

This agreement is made and entered into as of 3/26, ~~2018~~ <sup>2019</sup> by and between the Commonwealth of Virginia hereinafter referred to as the State, the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO; and the City of Charlottesville, the Charlottesville Area Transit Service, Albemarle County and JAUNT, Inc. hereinafter referred to as the Public Transportation Providers; and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

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

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

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

**Article 1**

**Planning and Modeling Boundaries**

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

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

## **Article 2**

### **MPO Structure & Committees**

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

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

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

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

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

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

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

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

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

### **Article 3**

#### **Unified Planning Work Program (UPWP)**

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

#### **Article 4**

##### **Participation Plan**

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

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

#### **Article 5**

##### **Inclusion and Selection of Project Recommendations**

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

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

###### **Development of the Transportation Improvement Program (TIP)**

The financially constrained TIP shall be developed by the MPO with assistance from the State and Public Transportation Provider(s). The TIP shall cover a minimum four year period and shall be updated at least every four years, or more

frequently as determined by the State to coincide and be compatible with the Statewide Transportation Improvement development and approval process.

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

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

## **Article 6**

### **Financial Planning and Programming, and Obligations**

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

### **Fiscal Constraint and Financial Forecasts**

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR 450.324 and 450.326 respectively with highway, public transportation and other transportation project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues for the metropolitan planning area. The Public Transportation Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain

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

### **Annual Obligation Report**

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

## **Article 7**

### **Performance-Based Metropolitan Planning Process Responsibilities**

#### **The MPO**

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

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the State(s) and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of

the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant State(s) and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the state(s) and Public Transit Provider(s) of whether the MPO: 1) has selected "to contribute toward the accomplishment" of the statewide target selected by the state, or 2) has identified and committed to meet a specific quantitative target selected by the Public Transportation Provider(s) or the MPO for use in the MPO's planning area of Virginia.

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

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area's performance to inform the development of appropriate performance targets. The MPO may use State performance measures information and targets to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO's transportation performance targets, recent performance history and status will be identified and considered by the MPO's Policy Board in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying

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

### **The State**

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

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

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The MPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the

State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.


**The Public Transportation Provider(s)**

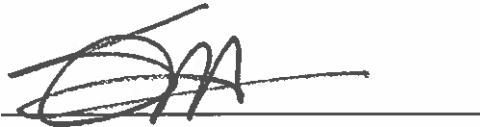
For the metropolitan areas, Public Transportation Providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency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

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




Chair  
Charlottesville-Albemarle  
Metropolitan Planning Organization

WITNESS BY   
DATE 7/25/18




Secretary of Transportation  
Commonwealth of Virginia

WITNESS BY   
DATE 7/18/19




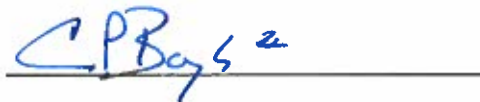
City Manager  
City of Charlottesville for  
Charlottesville Area Transit

WITNESS BY   
DATE 1/2/2019



Executive Director  
Jaunt, Inc.

WITNESS BY   
DATE 12/10/2018



Executive Director  
Thomas Jefferson  
Planning District Commission

WITNESS BY   
DATE 8-3-18



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County Executive  
Albemarle County

WITNESS BY Cheryl Skoan  
DATE 12/17/2018

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**Attachment B: FY27 UPWP Tasks Performed by VDOT**

**Attachment C: CA-MPO Policy Board Resolution of Approval**

# **FY27 Unified Planning Work Program (UPWP)**

*July 1, 2026 – June 30, 2027*

## **Charlottesville-Albemarle MPO**

**Technical Committee**

**April 7, 2026**



# Updates Since the First Draft

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- Staff received FY27 PL allocations from VDOT, which are reflected in updated budget tables
- **Task 1: Program Administration**
  - Direct expenses related to travel, training, and professional development were identified as a separate line item
  - Added the hosting of a joint meeting of the Charlottesville-Albemarle Regional Transit Authority (CARTA) and the Policy Board
  - Removed administering the Citizens Transportation Advisory Committee (CTAC)
- **Task 2: Long-Range Transportation Planning**
  - Added an activity line for Special Studies, Projects, Programs, and Contingency to match with Task 3

# FY27 Work Program: Funding by Source

---

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 79,188.39	\$ 9,898.54	\$ 9,898.54	\$ 98,985.47
FY-27 PL-FHWA/VDOT Funding	\$ 230,127.62	\$ 28,765.95	\$ 28,765.95	\$ 287,659.52
<b>FY-27 PL-FHWA/VDOT Total</b>	<b>\$ 309,316.01</b>	<b>\$ 38,664.49</b>	<b>\$ 38,664.49</b>	<b>\$ 386,644.99</b>
<b>FY-27 FTA/DRPT Total</b>	<b>\$ 110,917.11</b>	<b>\$ 13,864.64</b>	<b>\$ 13,864.64</b>	<b>\$ 138,646.39</b>
<b>PL-FHWA/VDOT + FTA/DRPT Total</b>	<b>\$ 420,233.10</b>	<b>\$ 52,529.14</b>	<b>\$ 52,529.14</b>	<b>\$ 525,291.38</b>
<b>VDOT SPR</b>	<b>\$ 220,000.00</b>	<b>\$ 55,000.00</b>		<b>\$ 275,000.00</b>
<b>Total FY27 Work Program</b>	<b>\$ 640,233.10</b>	<b>\$ 107,529.14</b>	<b>\$ 52,529.14</b>	<b>\$ 800,291.38</b>

**Note:** Staff have not yet received FY27 FTA allocations but have been instructed to use last year's amount for purposes of UPWP development and approval.

# FY27 Work Program: Funding by Task

---

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Technical Assistance	Total
	25%	30%	45%	100%
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 24,746.37	\$ 29,695.64	\$ 44,543.46	\$ 98,985.47
FY-27 PL-FHWA/VDOT Funding	\$ 71,914.88	\$ 86,297.86	\$ 129,446.78	\$ 287,659.52
<b>FY-27 PL-FHWA/VDOT Total</b>	<b>\$ 96,661.25</b>	<b>\$ 115,993.50</b>	<b>\$ 173,990.25</b>	<b>\$ 386,644.99</b>
<b>FY-27 FTA/DRPT Total</b>	<b>\$ 34,661.60</b>	<b>\$ 41,593.92</b>	<b>\$ 62,390.88</b>	<b>\$ 138,646.39</b>
<b>PL-FHWA/VDOT + FTA/DRPT Total</b>	<b>\$ 131,322.85</b>	<b>\$ 157,587.41</b>	<b>\$ 236,381.12</b>	<b>\$ 525,291.38</b>
<b>VDOT SPR</b>	<b>\$ 68,750.00</b>	<b>\$ 82,500.00</b>	<b>\$ 123,750.00</b>	<b>\$ 275,000.00</b>
<b>Total FY27 Work Program</b>	<b>\$ 200,072.85</b>	<b>\$ 240,087.41</b>	<b>\$ 360,131.12</b>	<b>\$ 800,291.38</b>

**Note:** Staff have not yet received FY27 FTA allocations but have been instructed to use last year's amount for purposes of UPWP development and approval.

# FY27 UPWP: Ongoing and Continued Activities

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- MPO administration (staffing committees, invoicing, reporting requirements)
- SMART SCALE coordination and full application submission
- Participation in STARS and Project Pipeline studies
- Annual adoption of performance safety targets
- Continued work on the TDM Study
- Development and submission of other grant applications



# FY27 UPWP: Best Practices and Benchmarking

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- Incorporated into administration, short range, and long range sections of the UPWP
- Benchmark policies, performance measures, and implementation strategies from peer MPOs
- Identify best practices in data management, public involvement, and project prioritization
- Strengthen internal planning, policy development, and procedural frameworks
- Prepare recommendations and draft revised procedures to incorporate findings



# FY27 UPWP: LRTP 2050 and FY27-30 TIP Data

- Incorporated into short range and long range sections of the UPWP
- Create GIS layers representing project location, type, and funding status
- Develop interactive visualizations of projects included in the adopted LRTP and new FY27-30 TIP
- Support internal planning, public engagement, partner coordination, and project implementation



Ridgefield Pkwy - Construct Sidewalk

Details		Location Map	
UPC	104880		
JURISDICTION	Henrico County		
SCOPE	Facilities for Pedestrians and Bicycles		
SYSTEM	Secondary		
ADMINISTRATION	Locally		
OVERSIGHT	Non-Federal		
ROUTE	Ridgefield Parkway (Rte 9999)		
FROM	Pump Rd		
TO	Falconbridge Dr		
REGIONALLY SIGNIFICANT	No		
COST	\$1,172,000		

# FY27 UPWP: Bicycle and Pedestrian Counting

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- Incorporated into short range section of the UPWP
- Evaluate the feasibility of establishing a bicycle and pedestrian counting data program
- Support City, County, and CA-MPO project planning, grant writing, and safety analysis
- Identify recommendations for count locations, equipment procurement strategy, and program pilot



*Image Source: Eco-Counter*

# Next Steps and Approval Timeline

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- The FY27 UPWP has been posted for public comment and review on the TJPDC and CA-MPO websites
- Public Notice was posted to the Daily Progress with a 30-day comment period prior to Policy Board approval at the April 22, 2026, meeting
- Staff have shared the draft UPWP with FHWA and FTA representatives for review and comment

# Questions?

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Taylor Jenkins  
(434) 424-0652  
tjenkins@tjpdcc.org



## Memorandum

**To:** Charlottesville-Albemarle Metropolitan Planning Organization Technical Committee  
**From:** Taylor Jenkins, Director of Transportation  
**Date:** April 7, 2026  
**Re:** Draft Final FY27 Unified Planning Work Program

### Purpose:

To inform the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Technical Committee of the draft final Fiscal Year 2027 (FY27) Unified Planning Work Program.

### Background:

The Unified Planning Work Program (UPWP) identifies all transportation planning activities to be undertaken by CA-MPO staff in FY27, serving as the CA-MPO budget and work plan. It is primarily funded by two federal agencies: the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

### FY27 Work Activities and Updates to the Draft:

The FY27 UPWP includes ongoing and continued activities from last fiscal year, including general administration, SMART SCALE/STARS/Pipeline coordination, adoption of performance safety targets, and the development of various grant applications. The FY26 Transportation Demand Management (TDM) study will continue in the FY27 UPWP.

New efforts in the FY27 UPWP include best practices and benchmarking initiatives, LRTP and TIP data visualization and coordination, and evaluating the feasibility of establishing a bicycle and pedestrian count program.

Since the first draft was provided, the following content has changed:

- Staff received FY27 PL allocations from VDOT, which are reflected in tables 1 and 2.
- Task 1: Program Administration
  - To become aligned with updated VDOT guidance, direct expenses related to travel, training, and professional development were identified as a separate line within Task 1.
  - Added the hosting of a joint meeting of the Charlottesville-Albemarle Regional Transit Authority (CARTA) and the CA-MPO Policy Board.
  - Removed administering the Citizens Transportation Advisory Committee (CTAC) as a committee of the CA-MPO.
- Task 2: Long-Range Transportation Planning
  - Added an activity line for Special Studies, Projects, Programs, and Contingency to match with Task 3

Tables 1 and 2 identify FY27 UPWP Funding by Source and Task, respectively. Staff have not yet received FY27 FTA allocations but have been instructed by DRPT staff to use last year's amount for purposes of UPWP development and approval. The UPWP will be updated once FTA allocations are available.

**Table 1.** FY27 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 79,188.39	\$ 9,898.54	\$ 9,898.54	\$ 98,985.47
FY-27 PL-FHWA/VDOT Funding	\$ 230,127.62	\$ 28,765.95	\$ 28,765.95	\$ 287,659.52
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<b>Total FY27 Work Program</b>	<b>\$ 640,233.10</b>	<b>\$ 107,529.14</b>	<b>\$ 52,529.14</b>	<b>\$ 800,291.38</b>

**Table 2.** FY27 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Technical Assistance	Total
	25%	30%	45%	100%
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 24,746.37	\$ 29,695.64	\$ 44,543.46	\$ 98,985.47
FY-27 PL-FHWA/VDOT Funding	\$ 71,914.88	\$ 86,297.86	\$ 129,446.78	\$ 287,659.52
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<b>Total FY27 Work Program</b>	<b>\$ 200,072.85</b>	<b>\$ 240,087.41</b>	<b>\$ 360,131.12</b>	<b>\$ 800,291.38</b>

**Next Steps:**

The FY27 UPWP has been posted for public comment and review on the TJPDC and CA-MPO websites. Public notice was posted to the Daily Progress with a 30-day comment period prior to CA-MPO Policy Board approval, scheduled as an agenda item for the April 22, 2026, Policy Board meeting.

**Staff Recommendation:**

Staff recommend that the CA-MPO Technical Committee recommend Policy Board approval of the FY27 UPWP.

If there are any questions, please contact Taylor Jenkins at [tjenkins@tjpd.org](mailto:tjenkins@tjpd.org).



# Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water Street, Charlottesville, VA 22902 [www.tjpd.org](http://www.tjpd.org)

(434) 979-7310 phone • [info@tjpd.org](mailto:info@tjpd.org) email

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## **Resolution of Approval for the Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Fiscal Year 2027 Unified Planning Work Program (UPWP)**

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

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

WHEREAS, the UPWP identifies all activities to be undertaken in the CA-MPO area for fiscal year 2027; and

WHEREAS, the CA-MPO Technical Committee reviewed the draft UPWP at their regular meetings, on February 3 and April 7, 2026; and

WHEREAS, the CA-MPO Policy Board reviewed the draft UPWP at their regular meetings, on February 25 and April 22, 2026; and

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

WHEREAS, staff from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) reviewed the draft UPWP; and

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

NOW, THEREFORE BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) approves the Fiscal Year 2027 Unified Planning Work Program and associated budget.

Adopted this 22<sup>nd</sup> day of April 2026 by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

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Ned Gallaway  
Chair, Charlottesville-Albemarle Metropolitan  
Planning Organization (CA-MPO)

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Christine Jacobs  
Executive Director, Thomas Jefferson Planning  
District Commission (TJPD)

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## Memorandum

**To:** Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees  
**From:** Christine Jacobs, Executive Director, TJPDC/CA-MPO  
Taylor Jenkins, Director of Transportation, TJPDC/CA-MPO  
**Date:** April 7, 2026  
**Reference:** Smart Scale Final Applications

### Background:

The CA-MPO staff and committees have worked diligently, in cooperation with the Virginia Department of Transportation, the Thomas Jefferson Planning District Commission, and staff in both the City of Charlottesville and Albemarle County, to identify and prepare pre-applications for Round Seven (7) of Smart Scale. As a requirement of the final Smart Scale application, a signed resolution of support is needed for all projects submitted by the CA-MPO. Additionally, as a requirement of the locality's Smart Scale applications, a signed resolution of support is needed for local projects that are within the urbanized area.

All projects submitted by the CA-MPO meet the eligibility criteria for funding under Smart Scale's High Priority Program (HPP). All projects submitted by the localities within the urbanized area meet the eligibility criteria for funding under Smart Scale's District Grant Program (DGP). The pre-application submission deadline for all Smart Scale projects closed April 1, 2026. The full application window opens June 1, 2026, with application refinement occurring June 1, 2026, through July 30, 2026. Supporting documentation for all applications is due July 15, 2026, with final applications due no later August 1, 2026.

The descriptions below represent the most accurate descriptions available at the time of application preparation. It is important to note that details of the project may be amended as the project goes through the design phase.

### Description of projects being submitted by Albemarle County:

- a. **Barracks Road SB Right Turn Lane at US 29/250 Bypass**- This project will include: constructing a new right turn lane from SB Barracks Road onto the US 29 SB/US 250 WB on-ramp; closing the median crossover at Ricky Road; installing high visibility crosswalks across Barracks Road north of the US 29/250 WB ramps at the signal, and across the 29/250 WB off-ramp; relocating CAT bus stop 14413 one block east on SB Barracks Road from Surrey Rd to Bennington Rd; installing a concrete boarding platform at the relocated bus stop; and installing approximately 350' of shared use path on the south side of Barracks Road from relocated bus stop at Bennington Road to the new crosswalk across Barracks Road. This project will overlap with the US 29 NB/US 250 EB Off-Ramp Improvements project submitted by the CA-MPO at the Barracks Road and US 250 WB/US 29 SB ramp intersection.
- b. **US 250 and Old Trail Drive Intersection Improvements** - This project will include: installing a 2x1 hybrid roundabout (2 lanes in the E/W direction, 1 lane in the N/S direction) at the intersection of Old Trail Drive and US 250 (Rockfish Gap Tpk) with high-visibility pedestrian crosswalks and pedestrian activated

signal controls on the northern, southern, and eastern legs of the roundabout; improving the shared use path on the northern (WB) side of US 250 from the intersection heading east connecting to the path accessing Henley Middle School; and adding sidewalk on the western (SB) side of Rt. 9570 from the intersection south connecting to the parking lot at the high school.

- c. **US 250 / Rte 601 Roundabout Corridor Improvements** - This project will include: Installing a 2x1 hybrid roundabout at US 250/Canterbury Road; installing a 2x1 hybrid roundabout at US 250/Boars Head; Installing median barrier between the two roundabouts; constructing 1 additional through lane between the roundabouts in the eastbound direction; constructing 1 additional through lane between the roundabouts in the westbound direction; constructing a shared use path on the eastbound side of US 250 between the two roundabouts; adding 1 high visibility crosswalk on the east leg of the Boars Head Roundabout; adding 1 crosswalk on the west leg of the Canterbury Roundabout; Constructing sidewalk on the westbound side of US 250 from Canterbury Rd west tying into to the existing sidewalk.
- d. **US 250 / Rte 601 / Canterbury Intersection Improvements** - This project will include: Installing a 2x1 (2 lanes in the E/W direction, 1 lane in the N/S direction) hybrid roundabout at the intersection of US 250 (Ivy Road) at Old Garth Road/Canterbury Road; Constructing sidewalk on the WB (northern) side of US 250 from The Market at Bellair west to the existing sidewalk; Constructing crosswalks on the western and southern legs of the roundabout; Constructing approx. 500 ft of shared use path along the EB (southern) side of US 250; and Constructing approx. 500 ft of median along US 250 from the new roundabout west to the entrance to Commonwise Home Care for access management; and adding a loon for WB-to-EB u-turns on US 250 across from the entrance to Commonwise Home Care.

#### **Description of projects being submitted by the City of Charlottesville:**

- a. **Ridge, McIntire, & W Main – Intersection Improvements** - This project will include: Installing a two-way bikeway along W. Main Street and W. Water Street between 4th Street NW and 2nd Street SE; Adding a two-phased bicycle crossing with waiting area on W Water Street; Converting W. Water Street to one-way WB between Ridge-McIntire and 2nd Street SE using South Street West as the one-way pair; Converting the EB slip lane to a standard right turn lane and removing the island/relocating the statue pedestal; Converting the EB through/left lane to EB through/right lane; modifying the signal timing; Replacing the existing crosswalk on the south leg of the intersection with a high visibility crosswalk; improving the curb ramps at existing crosswalks to meet ADA requirements; signaling the WB right turn slip lane from W Water Street to NB Ridge-McIntire.

#### **Description of projects being submitted by the CA-MPO:**

- a. **I-64 – 5<sup>th</sup> St Interchange Improvements** - This project includes conversion of the existing traditional diamond interchange to a Diverging Diamond Interchange (DDI); construction of a shared use path along northbound 5th Street from the 5th Street Trail and Hub (UPC 118870) to the I-64 westbound off-ramp and across the northern interchange terminal, connecting to the existing sidewalk on the 5th Street bridge; addition of a pedestrian crossing at the I-64 westbound to northbound 5th Street off-ramp with active pedestrian control; addition of a signal-controlled pedestrian crossing at the northern

diverge; addition of pedestrian crossings with signals at the I-64 eastbound to northbound and southbound off-ramps; construction of a sidewalk along southbound 5th Street connecting to existing pedestrian facilities; and improvement of the northbound 5th Street transit stop south of 5th Street Landing to enhance multimodal access and safety.

- b. **US 29 NB/US 250 EB Ramp Extension/Barracks Road Off-Ramp** - This project will include: Tying together the on-ramp from Leonard Sandridge onto US 250 EB/US 29 NB with the off-ramp at Barracks Road; Adding a second left turn lane from the US 29 NB/US 250 EB off-ramp onto NB Barracks Road; Constructing sidewalk on the SB side of Barracks Road between the US 29 SB/US 250 WB on-ramp and the US 29 NB/US 250 EB off-ramp terminals and extending to the south terminating at the driveway across from the 7-Eleven; Improve the sidewalk on the NB side of Barracks Road between the US 29 SB/US 250 WB off-ramp and the US 29 NB/US 250 EB on-ramp to meet ADA requirements. This project will overlap with the US 29 SB/US 250 WB on-ramp improvement project that is being submitted by Albemarle County at the Barracks Road and US 250 WB/US 29 SB ramp intersection.
  - c. **Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane** - This project will include: increasing the length of the on-ramp from Old Ivy Road onto US 29 NB/US 250 EB and tying it together with the off-ramp at Leonard Sandridge Road; adding an additional NB on-ramp lane from Old Ivy Road.
  - d. **US 29/250 SB Off-Ramp Extension to Old Ivy Rd** - This project is a recommendation from a Round 2 Pipeline Study. It will include increasing the length of the off-ramp extension on Ivy Road from US 29 SB/US 250 WB at Old Ivy Road.
- 

#### Draft motions for consideration:

#### CA-MPO Technical Committee

##### 1. \*Albemarle County and City of Charlottesville Projects:

\*I move that the CA-MPO Technical Committee [recommends/does not recommend] adoption of the resolution endorsing the submission of Smart Scale applications for projects submitted by Albemarle County and the City of Charlottesville within the urbanized area for Round Seven (7), as described herein.

##### 2. \*Charlottesville - Albemarle Metropolitan Planning Organization Projects:

- a. \* I move that the CA-MPO Technical Committee [recommends/does not recommend] adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **I-64 – 5<sup>th</sup> St Interchange** project.
- b. \* I move that the CA-MPO Technical Committee [recommends/does not recommend] adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **US 29 NB/US 250 EB Ramp Extension/Barracks Road Off-Ramp** project.
- c. \* I move that the CA-MPO Technical Committee [recommends/does not recommend] adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane Ramp** project.

- d. \* I move that the CA-MPO Technical Committee [recommends/does not recommend] adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **US 29/250 SB Off-Ramp Extension to Old Ivy Rd** project.

### CA-MPO Policy Board

*Note: The motions below will be updated with the resulting CA-MPO Technical Committee recommendations for this memo to the CA-MPO Policy Board in their April 22, 2026, meeting.*

1. \*Albemarle County and City of Charlottesville Projects:

\*The CA-MPO Technical Committee [recommends/does not recommend] a motion to adopt the resolution endorsing the submission of Smart Scale applications for projects submitted by Albemarle County and the City of Charlottesville within the urbanized area for Round Seven (7), as described herein.

2. \*Charlottesville - Albemarle Metropolitan Planning Organization Projects:

- a. \*The CA-MPO Technical Committee [recommends/does not recommend] a motion to recommend adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **I-64 – 5<sup>th</sup> St Interchange** project.
- b. \* The CA-MPO Technical Committee [recommends/does not recommend] a motion to recommend adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **US 29 NB/US 250 EB Ramp Extension/Barracks Road Off-Ramp** project.
- c. \* The CA-MPO Technical Committee [recommends/does not recommend] a motion to recommend adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane Ramp** project.
- d. \* The CA-MPO Technical Committee [recommends/does not recommend] a motion to recommend adoption of the resolution endorsing the CA-MPO's Smart Scale application for the **US 29/250 SB Off-Ramp Extension to Old Ivy Rd** project.

**RESOLUTION ENDORSING THE SUBMISSION OF SMART SCALE (HB2) APPLICATIONS  
REQUESTING TRANSPORTATION FUNDING BY LOCALITIES**

**WHEREAS**, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), in cooperation with the Virginia Department of Transportation and the Thomas Jefferson Planning District Commission, completed a comprehensive Long Range Transportation Plan (LRTP) in May 2024; and

**WHEREAS**, the 2050 LRTP includes the following transportation improvements; and

**WHEREAS**, the CA-MPO Policy Board has identified transportation projects which are critical to improve safe and efficient movement of people and goods along public roadways in the Charlottesville-Albemarle Metropolitan Planning area; and

**WHEREAS**, during its 2014 session, the Virginia General Assembly enacted Legislation in the form of House Bill 2 (“HB2”) now titled “SMART SCALE”, which established new criteria for the allocation of transportation funding for projects within the state; and

**WHEREAS**, the Commonwealth Transportation Board (CTB) during its board meeting of December 4, 2023 adopted updated policy and approved the updated Guidelines for Implementation of the SMART SCALE Project Prioritization Process; and

**WHEREAS**, the transportation projects identified by its member localities meet the eligibility criteria for funding under SMART SCALE’s District Grant Program (DGP); and

**WHEREAS**, it is in the best interests of the Metropolitan Transportation Planning Area of Charlottesville-Albemarle, for the City of Charlottesville and Albemarle County to submit the following applications for Round 7 of SMART SCALE requesting state funding for eligible transportation projects.

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Board of the CA-MPO fully endorses submission of a SMART SCALE application requesting funding for the following transportation projects:

Projects Being Submitted by Albemarle County

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1. Barracks Road SB Right Turn Lane at US 29/250 Bypass
2. US 250 and Old Trail Drive Intersection Improvements
3. US 250 / Rte 601 Roundabout Corridor Improvements
4. US 250 / Rte 601 / Canterbury Intersection Improvements

Projects Being Submitted by the City of Charlottesville

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1. Ridge, McIntire, & W Main – Intersection Improvements

**ADOPTED** this 22<sup>nd</sup> day of June 2026 by the Charlottesville-Albemarle Metropolitan Policy Board being duly assembled.

**ATTESTED:**

---

Ned Gallaway, Chair  
CA-MPO Policy Board

# CA-MPO SMART SCALE Round 7 Projects Under Consideration

Technical Committee Meeting  
April 7, 2026



# SMART SCALE Eligibility

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- Any project must meet an identified need in **VTrans** to be eligible for submission
- Two programs support the SMART SCALE prioritization process: the **District Grant Program** and the **High Priority Projects Program**
- Regional bodies are only eligible to (1) submit projects that meet VTrans needs on a *Corridor of Statewide Significance* or on *Regional Networks*, and (2) projects that meet eligibility requirements for the High Priority Projects Program

Eligible Body	District Grant Program (DGP)	High Priority Projects (HPP) Program
Localities	Yes	Yes
Planning District Commissions	No	Yes
Metropolitan Planning Organizations	No	Yes
Transit Agencies	No	Yes

# HPP Eligibility and Project Evaluation

- HPP funding is competitive statewide, and SMART SCALE Policy defines the types of projects that are eligible for HPP funding

Feature Category	Feature Name
Highway	Add New Through Lane(s); Roadway on New Alignment; Managed Lane(s) (HOV/HOT/Shoulder); Improve Grade Separated Interchange; Ramp Improvements; Innovative Interchange; New Interchange, Non-Limited Access Facility; New Interchange, Limited Access Facility; New Bridge
Transit	Rolling Stock for New/Expanded High-Capacity or Fixed-Guideway Route; Infrastructure for New/Expanded High-Capacity or Fixed-Guideway Route; Construct or Expand Transfer Center or Maintenance/Administrative Facility
Rail	Rolling Stock for New/Expanded Rail Transit Service; Infrastructure for New/Expanded Rail Transit Service; Construct New Rail Transit Station; Improve Existing Rail Transit Station; Construct or Expand Rail Maintenance/Administrative Facility; Rolling Stock for New/Expanded Passenger Rail Service; Infrastructure for New/Expanded Passenger Rail Service; Construct New Passenger Rail Station; Improve Existing Passenger Rail Station; Rolling Stock for New/Expanded Freight Rail Service; Infrastructure for New/Expanded Freight Rail Service

- Scoring methodology and cost are considered in project evaluation

Factor	Safety	Congestion Mitigation	Accessibility	Land Use	Economic Development	Environmental Quality
Category B	20%	25%	25%	Multiplier	20%	10%

# Preliminary Concepts and Cost Estimates

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- Project concepts and cost estimates shown today reflect the most up-to-date information, but are subject to change between pre-application and full application
- Cost estimates assume **09/2029** start date for all projects
- Cost estimates include contingency and inflation

# I-64/5th Street DDI, SUP Connection, & Sidewalk Connection



**Study area includes PSI Intersections and Segments, with 225 total crashes occurring within the full study area over the past five years**

## Project Includes:

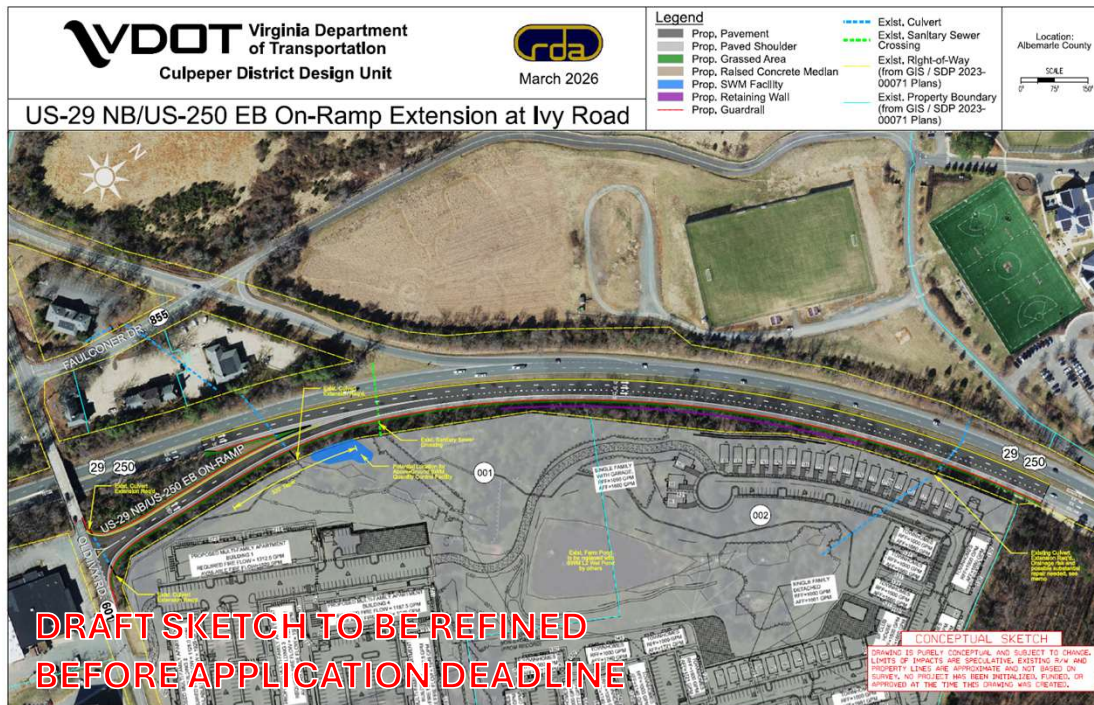
1. Converting existing interchange to a Diverging Diamond Interchange (DDI)
2. Constructing a Shared Use Path along 5<sup>th</sup> St NB from the previously-funded 5<sup>th</sup> St Trail and Hub to I-64 WB off-ramp
3. Adding pedestrian crossings:
  - a. Across I-64 WB to 5<sup>th</sup> St NB off-ramp with active pedestrian control signal.
  - b. From east side of 5<sup>th</sup> St to west side of 5<sup>th</sup> St at northern DDI diverge section
  - c. Across I-64 WB to 5<sup>th</sup> St SB off-ramp with active pedestrian control signal.
  - d. At both I-64 EB to 5<sup>th</sup> NB/SB off-ramps with active pedestrian control signal.
4. Adding fencing to the bridge
5. Constructing a bus boarding platform and shelter pad at 5<sup>th</sup> St landing

**Preliminary Cost: \$44,705,031**

## Proposed Project Addresses:

1. Safety: Improving safety by reducing the number of conflict points at the intersection, and providing safer non-auto facilities
2. Bicycle and Pedestrian Access: Constructing sidewalk, multiple pedestrian crossings, and shared use paths to support bicycle and pedestrian activity
3. Transit Access: Improving an existing transit stop

# US 29 NB/US 250 EB On-ramp extension at Ivy Road



**9% of crashes (22) along the Ivy Rd corridor occurred at the NB and SB ramps**

## Project Includes:

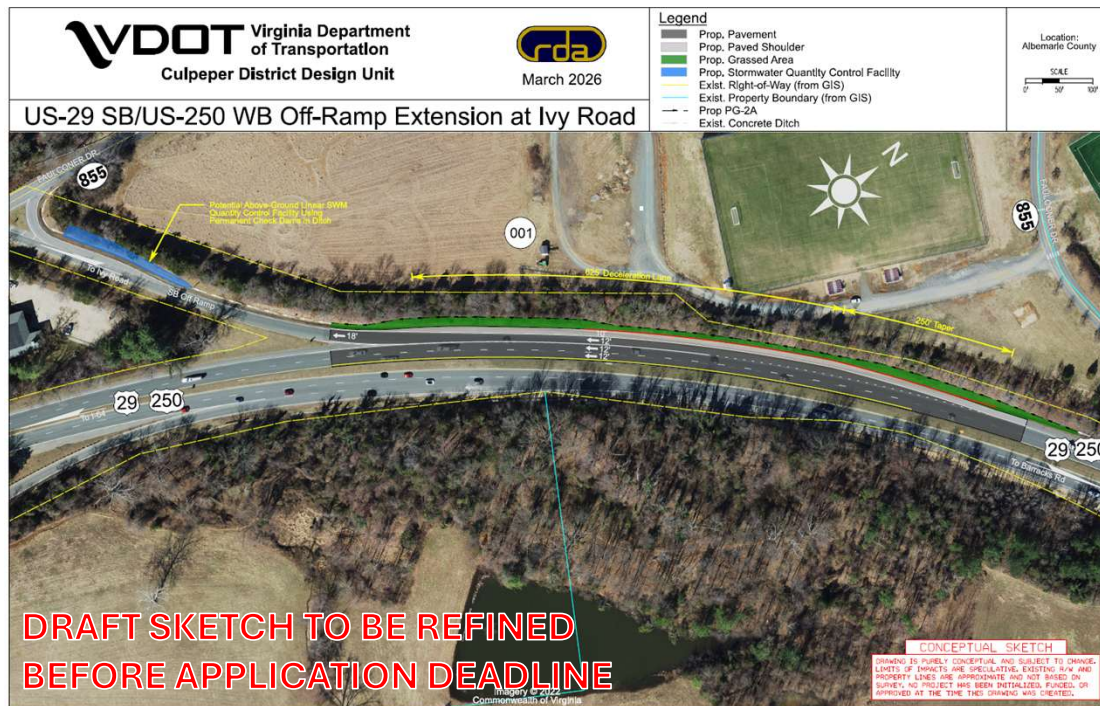
1. Increasing the length of the on-ramp and adding an additional on-ramp lane from Old Ivy Road
2. Connecting the Ivy Road on-ramp with the Leonard Sandridge off-ramp by an auxiliary lane

**Preliminary Cost: \$13,865,000**

## Proposed Project Addresses:

1. Safety: Reducing motorist weaving and merging, and reducing congestion-related crashes
2. Capacity Preservation: Improving the operational capacity of the existing roadway

# US 29 SB/US 250 WB Off-ramp extension at Ivy Road



**9% of crashes (22) along the Ivy Rd corridor occurred at the NB and SB ramps**

## Project Includes:

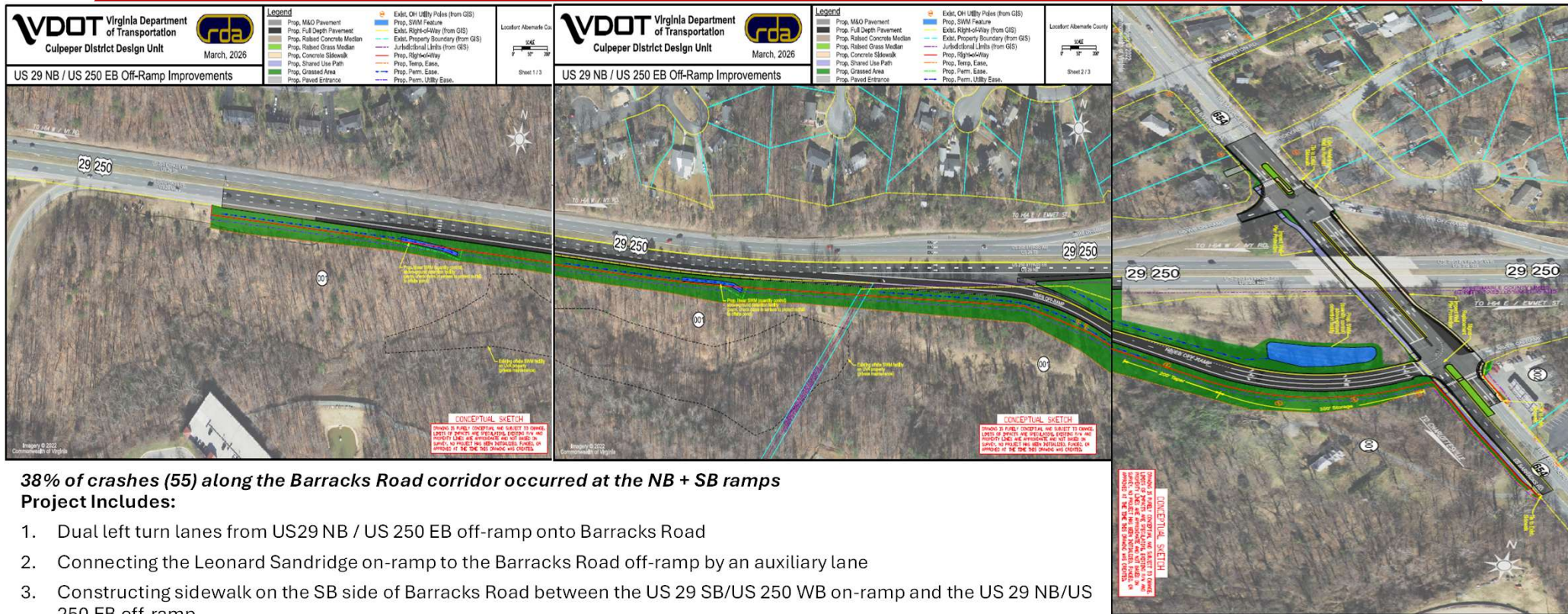
1. Increasing the length of the off-ramp by approximately 600'

**Preliminary Cost: \$10,664,361**

## Proposed Project Addresses:

1. Safety: Providing motorists with additional distance to merge and slow down
2. Capacity Preservation: Improving the operational capacity of the existing roadway by providing additional storage

# US29 NB/US250 EB Off-Ramp and Pedestrian Improvements



**38% of crashes (55) along the Barracks Road corridor occurred at the NB + SB ramps**

**Project Includes:**

1. Dual left turn lanes from US29 NB / US 250 EB off-ramp onto Barracks Road
2. Connecting the Leonard Sandridge on-ramp to the Barracks Road off-ramp by an auxiliary lane
3. Constructing sidewalk on the SB side of Barracks Road between the US 29 SB/US 250 WB on-ramp and the US 29 NB/US 250 EB off-ramp
4. Adding a crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp

**Preliminary Cost: \$21,389,947**

**Proposed Project Addresses:**

1. Safety: Reducing weaving and merging for motorists getting on at Leonard Sandridge and off at Barracks Road
2. Bicycle and Pedestrian Access: Constructing a wider, 8-ft sidewalk and crosswalk to support pedestrian and bicycle activity
3. Capacity Preservation: Improving the operational capacity of the existing roadway without large-scale capacity expansion

**DRAFT SKETCH TO BE REFINED BEFORE APPLICATION DEADLINE**

# Aligning Priorities with Funding Programs

Priority Type	Funding Program	Priority Determination	Eligible Applicants	Funding Program Considerations
Statewide	High Priority Project Program (SMART SCALE)	VTrans Statewide Priority	<ul style="list-style-type: none"> <li>MPOs</li> <li>PDCs</li> <li>Transit Agencies</li> <li>Localities</li> </ul>	<ul style="list-style-type: none"> <li>Limited to projects on Corridors of Statewide Significance or Regional Networks</li> <li>Project type eligibility limited to capacity expansion</li> <li>Competitive Statewide</li> </ul>
Construction District	District Grant Program (SMART SCALE)	VTrans Construction District Priority	<ul style="list-style-type: none"> <li>Localities</li> </ul>	<ul style="list-style-type: none"> <li>Limited to projects that meet VTrans needs</li> <li>Competitive within Construction District</li> <li>Limited funding availability</li> </ul>
Regional	Federal Discretionary Grants Examples: <ul style="list-style-type: none"> <li>BUILD</li> <li>SS4A</li> <li>Reconnecting Communities</li> </ul>	<ul style="list-style-type: none"> <li>Federal Legislative Priorities</li> <li>Notice of Funding Opportunity (NOFO) Criteria</li> </ul>	Per NOFO, could include: <ul style="list-style-type: none"> <li>MPOs</li> <li>PDCs</li> <li>Localities</li> </ul>	<ul style="list-style-type: none"> <li>Dependent upon continued federal funding</li> <li>Match requirements vary by program</li> <li>Highly competitive</li> <li>BUILD: Fund surface transportation projects that will have a significant local or regional impact</li> <li>SS4A: Improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries for all users</li> <li>Reconnecting Communities: Address infrastructure barriers, restore community connectivity, and improve peoples' lives</li> </ul>
Local	Revenue Sharing	<ul style="list-style-type: none"> <li>Comprehensive Plans</li> <li>Small Area Plans</li> <li>Other locally developed plans</li> </ul>	<ul style="list-style-type: none"> <li>Localities</li> </ul>	<ul style="list-style-type: none"> <li>50% Local Match Required</li> <li>\$10 million maximum in state funding per project</li> <li>\$10 million maximum funding per locality per biennial grant cycle</li> <li>A locality may request funds for a project located within its own jurisdiction or in an adjacent jurisdiction, with concurrence from the governing body of the other locality</li> </ul>
	<ul style="list-style-type: none"> <li>Transportation Alternatives</li> <li>Federal Lands Access Program</li> <li>Economic Development Access Program</li> <li>Others</li> </ul>	<ul style="list-style-type: none"> <li>Grant Program Guidelines</li> </ul>	<ul style="list-style-type: none"> <li>Varies by program</li> </ul>	Competitive per criteria established by grant program

## The Regional Vision: *Moving Toward 2050*

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- **Goal 1: Safety** – Improve the safety of the transportation system for all users
  - Reduce the frequency of serious injury and fatal crashes
  - Improve comfort and safety for users of the multimodal system
- **Goal 2: Multi-Modal Accessibility** – Improve access through greater availability of mode choices that are affordable and efficient
  - Increase mode choice for all users
- **Goal 3: Land Use** – Connect community destinations in a manner that aligns with growth management priorities
  - Provide multimodal infrastructure in designated growth areas, mixed-use areas, and near community resources
  - Fill connectivity gaps in the multimodal network

## The Regional Vision: *Moving Toward 2050*

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- **Goal 4: Environment** – Reduce the negative environmental impacts of the transportation system
  - Minimize impacts of the transportation system on the natural and built environment
  - Integrate sustainable infrastructure practices into project design
- **Goal 5: Efficiency and Economic Development** – Efficiently and reliably move people and goods through the multimodal transportation system
  - Improve roadway and transit system efficiency through operational improvements
  - Increase system capacity at identified bottlenecks
  - Maintain the existing system in a state of good repair

## Next Steps

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- **April 22:** CA-MPO Policy Board Meeting SMART SCALE update and recommendation for Resolution of Support
- **May:** OIPI/VDOT/DRPT review pre-applications and provide feedback
- **August 1:** Full Application Deadline
- **January 2027:** Staff-Recommended Funding Scenario Presented
- **June 2027:** Projects Selected for Funding by Commonwealth Transportation Board

# Questions?

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Taylor Jenkins  
(434) 424-0652  
tjenkins@tjpdcc.org



**RESOLUTION ENDORSING THE SUBMISSION OF SMART SCALE (HB2) APPLICATIONS  
REQUESTING TRANSPORTATION FUNDING BY LOCALITIES**

**WHEREAS**, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), in cooperation with the Virginia Department of Transportation (VDOT) and the Thomas Jefferson Planning District Commission (TJPDC), completed a comprehensive Long Range Transportation Plan (LRTP) in May 2024; and

**WHEREAS**, the 2050 LRTP includes the following transportation improvements; and

**WHEREAS**, the CA-MPO Policy Board has identified transportation projects which are critical to improve safe and efficient movement of people and goods along public roadways in the Charlottesville-Albemarle Metropolitan area; and

**WHEREAS**, during its 2014 session, the Virginia General Assembly enacted Legislation in the form of House Bill 2 (“HB2”) now titled “SMART SCALE”, which established new criteria for allocation of transportation funding for projects within the state; and

**WHEREAS**, the Commonwealth Transportation Board (CTB) during its board meeting of December 4, 2023 adopted updated policy and approved the updated Guidelines for Implementation of the SMART SCALE Project Prioritization Process; and

**WHEREAS**, the transportation projects identified by the CA-MPO meet the eligibility criteria for funding under SMART SCALE’s High Priority Program (HPP); and

**WHEREAS**, it is in the best interests of the Metropolitan Transportation Planning Area of Charlottesville-Albemarle, for the CA-MPO to submit the following applications for Round 7 of SMART SCALE projects requesting State funding for eligible transportation projects.

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Board of the CA-MPO fully support the submission of the SMART SCALE applications requesting funding for the following transportation project:

Project Being Submitted by the CA-MPO

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- I64/5<sup>th</sup> St Interchange Improvements

**ADOPTED** this 22<sup>nd</sup> day of June 2026 by the Charlottesville-Albemarle Metropolitan Policy Board being duly assembled.

**ATTESTED:**

---

Ned Gallaway, Chair  
CA-MPO Policy Board

**RESOLUTION ENDORSING THE SUBMISSION OF SMART SCALE (HB2) APPLICATIONS  
REQUESTING TRANSPORTATION FUNDING BY LOCALITIES**

**WHEREAS**, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), in cooperation with the Virginia Department of Transportation (VDOT) and the Thomas Jefferson Planning District Commission (TJPD), completed a comprehensive Long Range Transportation Plan (LRTP) in May 2024; and

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**NOW, THEREFORE, BE IT RESOLVED** that the Policy Board of the CA-MPO fully support the submission of the SMART SCALE applications requesting funding for the following transportation project:

Project Being Submitted by the CA-MPO

---

- US 29 NB/US 250 EB Ramp Extension/Barracks Road Off-Ramp

**ADOPTED** this 22<sup>nd</sup> day of June 2026 by the Charlottesville-Albemarle Metropolitan Policy Board being duly assembled.

**ATTESTED:**

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Ned Gallaway, Chair  
CA-MPO Policy Board

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**WHEREAS**, the transportation projects identified by the CA-MPO meet the eligibility criteria for funding under SMART SCALE’s High Priority Program (HPP); and

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**NOW, THEREFORE, BE IT RESOLVED** that the Policy Board of the CA-MPO fully support the submission of the SMART SCALE applications requesting funding for the following transportation project:

Project Being Submitted by the CA-MPO

---

- Old Ivy Rd On-Ramp/Leonard Sandridge Rd Off-Ramp Aux. Lane

**ADOPTED** this 22<sup>nd</sup> day of June 2026 by the Charlottesville-Albemarle Metropolitan Policy Board being duly assembled.

**ATTESTED:**

---

Ned Gallaway, Chair  
CA-MPO Policy Board

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REQUESTING TRANSPORTATION FUNDING BY LOCALITIES**

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**NOW, THEREFORE, BE IT RESOLVED** that the Policy Board of the CA-MPO fully support the submission of the SMART SCALE applications requesting funding for the following transportation project:

Project Being Submitted by the CA-MPO

---

- US 29/250 SB Off-Ramp Extension to Old Ivy Rd

**ADOPTED** this 22<sup>nd</sup> day of June 2026 by the Charlottesville-Albemarle Metropolitan Policy Board being duly assembled.

**ATTESTED:**

---

Ned Gallaway, Chair  
CA-MPO Policy Board

## MEMORANDUM

**To:** Charlottesville-Albemarle MPO Technical Committee and Policy Board  
**From:** Taylor Jenkins, Director of Transportation  
**Date:** April 7, 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**

POB 1505, 401 E. Water St, Charlottesville, VA 22902 [www.tjpcdc.org](http://www.tjpcdc.org)  
(434) 979-7310 phone • (434) 979-1597 fax • [info@tjpcdc.org](mailto:info@tjpcdc.org) email

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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 TJPCDC and the Department to review, comment, recommend, and assist the Department, participating political jurisdictions, or the TJPCDC 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.

**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.



## **Charlottesville-Albemarle Metropolitan Planning Organization**

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

**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.



## Charlottesville-Albemarle Metropolitan Planning Organization

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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 1<sup>st</sup> 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**

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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### **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, 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 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 1<sup>st</sup> 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:

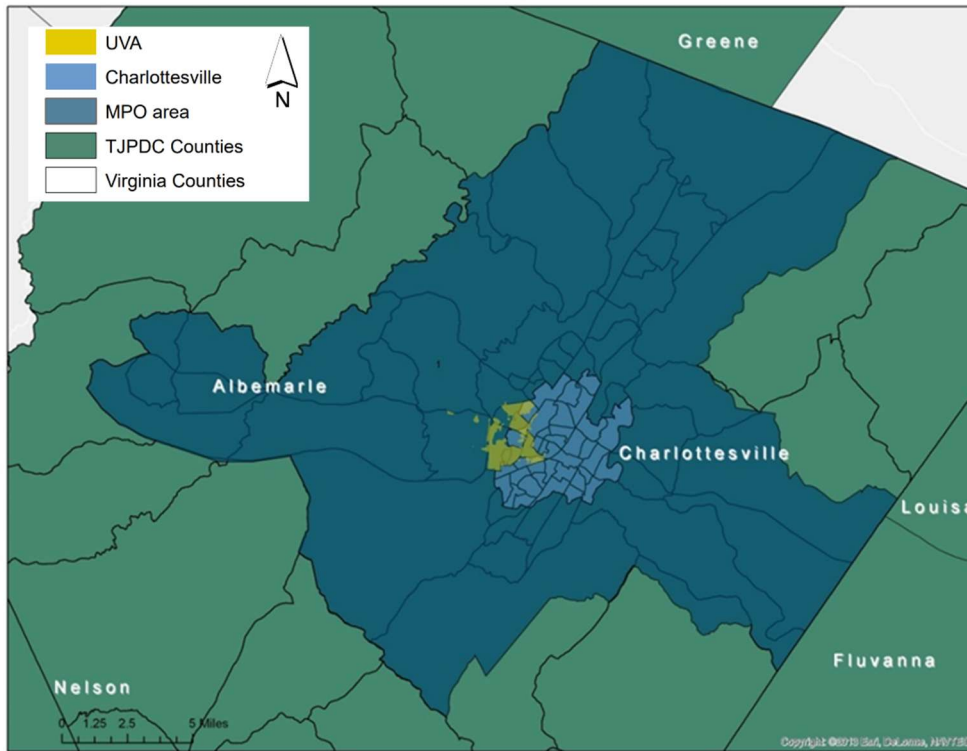
- CA-MPO plans and projects will include an engagement component;
- Legal requirements for public involvement will be met or exceeded;
- Official meetings of the CA-MPO will be open to the public and include opportunities for public comment at the beginning and end of the meeting;
- A public comment 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~~ 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.

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

<b>ACCT</b>	Alliance for Community Choice in Transportation
<b>BRT</b>	Bus Rapid Transit
<b>CA-MPO</b>	Charlottesville Albemarle Metropolitan Planning Organization
<b>CAT</b>	Charlottesville Area Transit
<b>CTAC</b>	<a href="#">Citizen's Transportation Advisory Committee</a>
<b>DRPT</b>	Virginia Department of Rail and Public Transportation
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year (refers to the state fiscal year July 1 – June 30)
<b>GIS</b>	Geographic Information System (mapping)
<b>IS</b>	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Greene, and Buckingham Counties
<b>LRTP</b>	Long Range Transportation Plan. Refers to the 20-year transportation plan.
<b>LRT</b>	Light Rail Transit
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century
<b>MPO</b>	Metropolitan Planning Organization
<b>PL</b>	FHWA Planning Funding (used by MPO)
<b>PPP</b>	Public Participation Plan
<b>RideShare</b>	Free Carpool matching service for Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties
<b>RTP</b>	Regional Transit Partnership
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation governing the metropolitan planning process)
<b>SOV</b>	Single Occupant Vehicle
<b>SPR</b>	FHWA State Planning and Research Funding (used by VDOT to support MPO)
<b>TDP</b>	Transit Development Plan (for CTS and JAUNT)
<b>TIP</b>	Transportation Improvement Program
<b>TJPDC</b>	Thomas Jefferson Planning District Commission
<b>TMPD</b>	VDOT Transportation and Mobility Planning Division
<b>UPWP</b>	Unified Planning and Work Program (also referred to as Work Program)
<b>UTS</b>	University Transit Service
<b>UVA</b>	University of Virginia
<b>VDOT</b>	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](mailto: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:

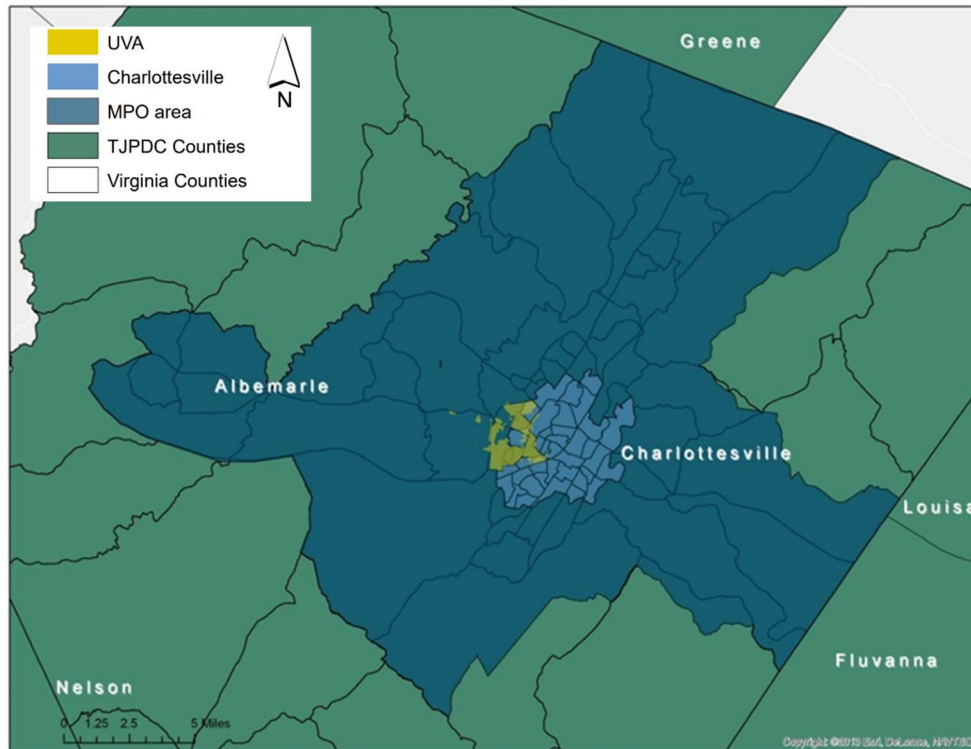
- CA-MPO plans and projects will include an engagement component;
- Legal requirements for public involvement will be met or exceeded;
- Official meetings of the CA-MPO will be open to the public and include opportunities for public comment at the beginning and end of the meeting;
- A public comment 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.

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

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

<b>ACCT</b>	Alliance for Community Choice in Transportation
<b>BRT</b>	Bus Rapid Transit
<b>CA-MPO</b>	Charlottesville Albemarle Metropolitan Planning Organization
<b>CAT</b>	Charlottesville Area Transit
<b>DRPT</b>	Virginia Department of Rail and Public Transportation
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year (refers to the state fiscal year July 1 – June 30)
<b>GIS</b>	Geographic Information System (mapping)
<b>IS</b>	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Greene, and Buckingham Counties
<b>L RTP</b>	Long Range Transportation Plan. Refers to the 20-year transportation plan.
<b>LRT</b>	Light Rail Transit
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century
<b>MPO</b>	Metropolitan Planning Organization
<b>PL</b>	FHWA Planning Funding (used by MPO)
<b>PPP</b>	Public Participation Plan
<b>RideShare</b>	Free Carpool matching service for Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties
<b>RTP</b>	Regional Transit Partnership
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation governing the metropolitan planning process)
<b>SOV</b>	Single Occupant Vehicle
<b>SPR</b>	FHWA State Planning and Research Funding (used by VDOT to support MPO)
<b>TDP</b>	Transit Development Plan (for CTS and JAUNT)
<b>TIP</b>	Transportation Improvement Program
<b>TJPDC</b>	Thomas Jefferson Planning District Commission
<b>TMPD</b>	VDOT Transportation and Mobility Planning Division
<b>UPWP</b>	Unified Planning and Work Program (also referred to as Work Program)
<b>UTS</b>	University Transit Service
<b>UVA</b>	University of Virginia
<b>VDOT</b>	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](mailto: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.

## MEMORANDUM

**To:** CA-MPO Policy Board  
**From:** Taylor Jenkins, Director of Transportation  
**Date:** April 7, 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 – *Chair Chambers & Gorjan Gjorgjievski*

### 2. Matters from the Public – *Ben Chambers, Chair*

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

### 3. \*General Administration – *Ben Chambers, Chair*

- a. \*Review and Acceptance of the Agenda
- b. \*Approval of the Draft February 3, 2026, Meeting Minutes

### 4. New Business – *Ben Chambers, Chair*

- a. \*FY24-27 TIP Amendment – *Gorjan Gjorgjievski*

This amendment is requested by the Virginia Department of Rail and Public Transportation to incorporate additional funding for the PATH program.

**Staff Recommendation:** Recommend approval of the FY24-27 TIP Amendment, contingent upon the receipt and consideration of public comments at the public hearing.

- b. FY24-27 TIP Adjustment – *Gorjan Gjorgjievski*

This adjustment reflects updates requested by the Virginia Department of Rail and Public Transportation to include funding for the Mobility Management Program.

- c. \*FY27-30 TIP Draft – *Gorjan Gjorgjievski*

CA-MPO staff will provide a presentation of the FY27-30 Transportation Improvement Program (TIP) for Technical Committee recommendation. The TIP is a federally required, financially constrained document that programs transportation projects within the CA-MPO area over a four-year period.

**Staff Recommendation:** *Staff recommend that the Technical Committee recommend Policy Board approval of the FY27-30 TIP Document.*

- d. \*FY27 Unified Planning Work Program (UPWP) – *Taylor Jenkins*

CA-MPO staff will present an updated draft of the FY27 Unified Planning Work Program (UPWP), an annual document identifying major metropolitan transportation planning programs and activities to be performed with federal funds next fiscal year. Staff will present the updated draft for adoption at the April 22, 2026, Policy Board meeting.

**Staff Recommendation:** *Staff recommend that the Technical Committee recommend Policy Board approval of the FY27 UPWP.*

- e. \*SMART SCALE Round 7 Projects Under Consideration – *Ben Chambers, Jessica Dimmick, Taylor Jenkins*

The CA-MPO Policy Board held a Special Meeting focused on SMART SCALE VDOT’s presentation by Mr. Sean Nelson (VDOT) provides helpful context on the future direction of SMART SCALE for the CA-MPO, particularly the shift from isolated applications toward a more unified regional portfolio.

**Recording:** <https://www.youtube.com/watch?v=hAzMAeb5MV0>

- f. CA-MPO Technical Committee and Policy Board Bylaws Amendments:

The proposed amendments remove all references to the Citizen’s Advisory Committee, consistent with the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board decision to disband the committee at its March 20, 2026, meeting. The Policy Board also directed staff to use the upcoming year, leading into the LRTP update, to evaluate and develop a new approach to public engagement, which may include the formation of an ad hoc committee to support the LRTP process. These actions form the basis for the proposed bylaws revisions.

## 5. Staff Updates – *Taylor Jenkins*

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

Staff continue to coordinate with VDOT, Albemarle County, and Charlottesville staff to identify projects from the adopted Safety Action Plan. The TJPDC is actively coordinating with all jurisdictions to gauge interest in pursuing implementation funding through the upcoming round of this federal grant application program.

- [SS4A 2026 NOFO](#) was released on March 27, 2026.
  - Application deadline is May 26, 2026, at 5:00 p.m.
  - Available Funding: **\$993,488,194** available funding from which **\$687,809,874** is for implementation grants and **\$305,678,320** for Planning and Demonstration Grants.
- Key differences between the FY25 and FY26 NOFOs:
  - DOT is placing a priority on Public Safety Infrastructure.
  - Section B. Definitions. Clarifying information is added regarding Public Safety Infrastructure for post-crash care, emergency response coordination, and prehospital blood transfusion activities.
  - Section G. Application Review Information has been updated to include clearer information regarding how SS4A applications will be assessed.
  - Section G. Application Review Information. Added language noting that if DOT does not receive enough merit-worthy applications for Planning and Demonstration Grants to award the 30 percent set aside requirement, surplus funds may be redirected toward merit-worthy Implementation Grants.
  - Added language highlighting new Executive Orders and DOT Orders.

### • **Commonwealth Transportation Board – March Meeting**

The Commonwealth Transportation Board (CTB) met on March 17, 2026. Notable items on the agenda included a [SMART SCALE deep dive presentation](#) and [statewide safety trends](#). At the February CTB meeting, members were asked to consider a change in SMART SCALE project eligibility for the High Priority Projects (HPP) program. Action on this change was not included on the CTB action meeting agenda in March.

### • **Travel Demand Management Study (TDM Study)**

Staff continue to draft an existing conditions report for the TDM study. The study intends to identify opportunities to reduce vehicle miles traveled in the region.

### • **Virginia Department of Rail and Public Transportation (DRPT)**

Tickets are live for the [Virginia Breeze](#) Tidewater Current route. The Tidewater Current connects Harrisonburg and Virginia Beach with a stop in Charlottesville at Alderman Road and Floyd Drive. Trips start April 20, 2026.

- **TJPDC Office Improvements**

TJPDC office renovations began on January 5, 2026, and are ongoing. As such, TJPDC staff will work remotely for the construction period. Staff are continuing to arrange for public meetings to be held electronically or temporarily off-site for the duration of the project.

**6. Other Business – Ben Chambers, Chair**

- i. Roundtable
- ii. Next Regular Meeting: June 2, 2026, at 10am

**7. Additional Matters from the public – Ben Chambers, Chair**

- i. Comments by the public are limited to three minutes per speaker. Sign up is not required.

**8. Adjournment – Ben Chambers, Chair**



COMMONWEALTH of VIRGINIA  
Office of the  
SECRETARY of TRANSPORTATION

# SMART SCALE

Laura Schewel, Deputy Secretary of Transportation

3/17/26 – Commonwealth Transportation Board



VIRGINIA DEPARTMENT  
of Aviation



# Agenda

1. Origins and goals of SMART SCALE
2. What does the law say?
3. Strengths and concerns
4. What impacts what gets funded?
5. Scoring – Deeper Dive

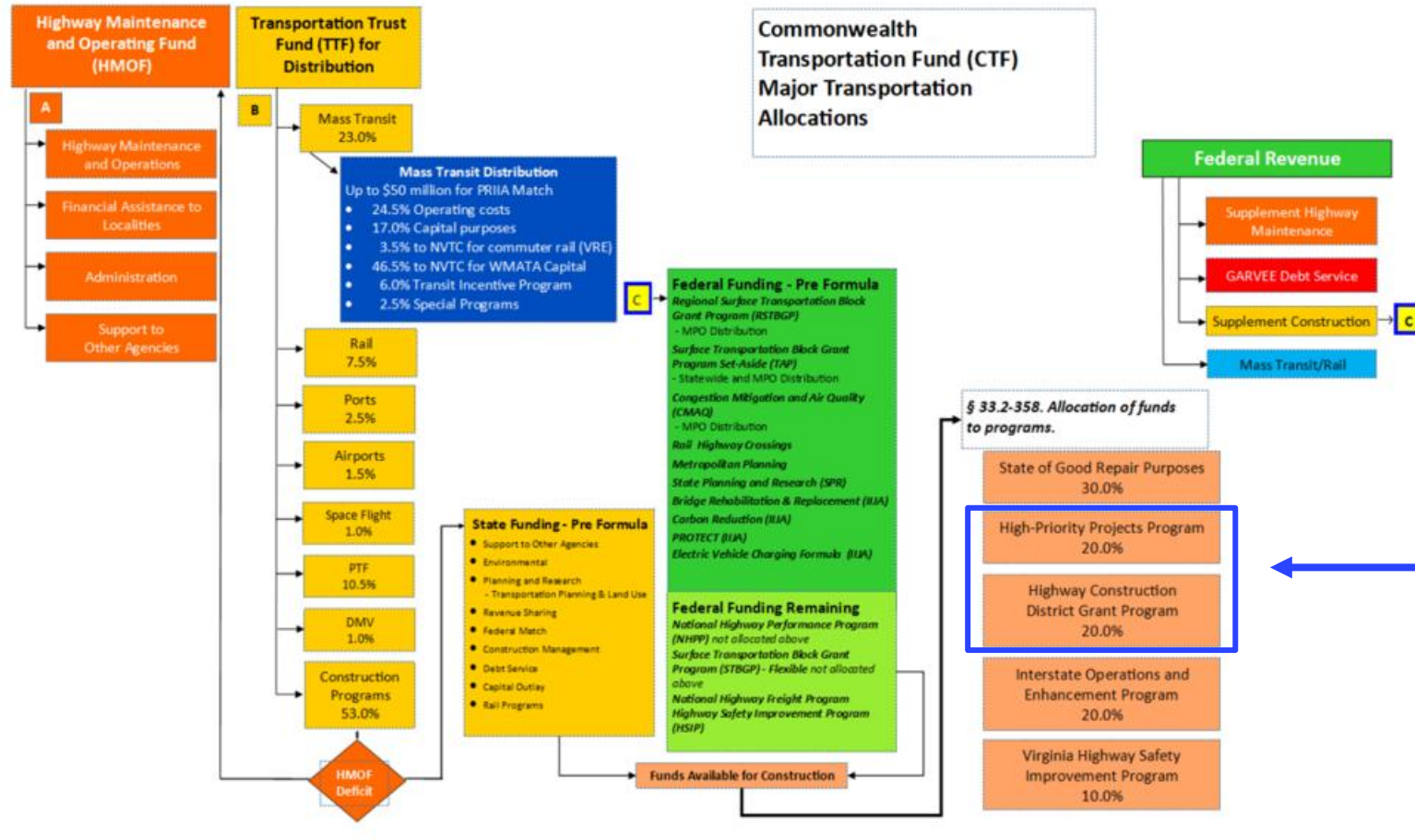
Q&A – Throughout!



# SMART SCALE: How it is designed to work.

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- The scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

# SMART SCALE Covers Two Components within the TTF

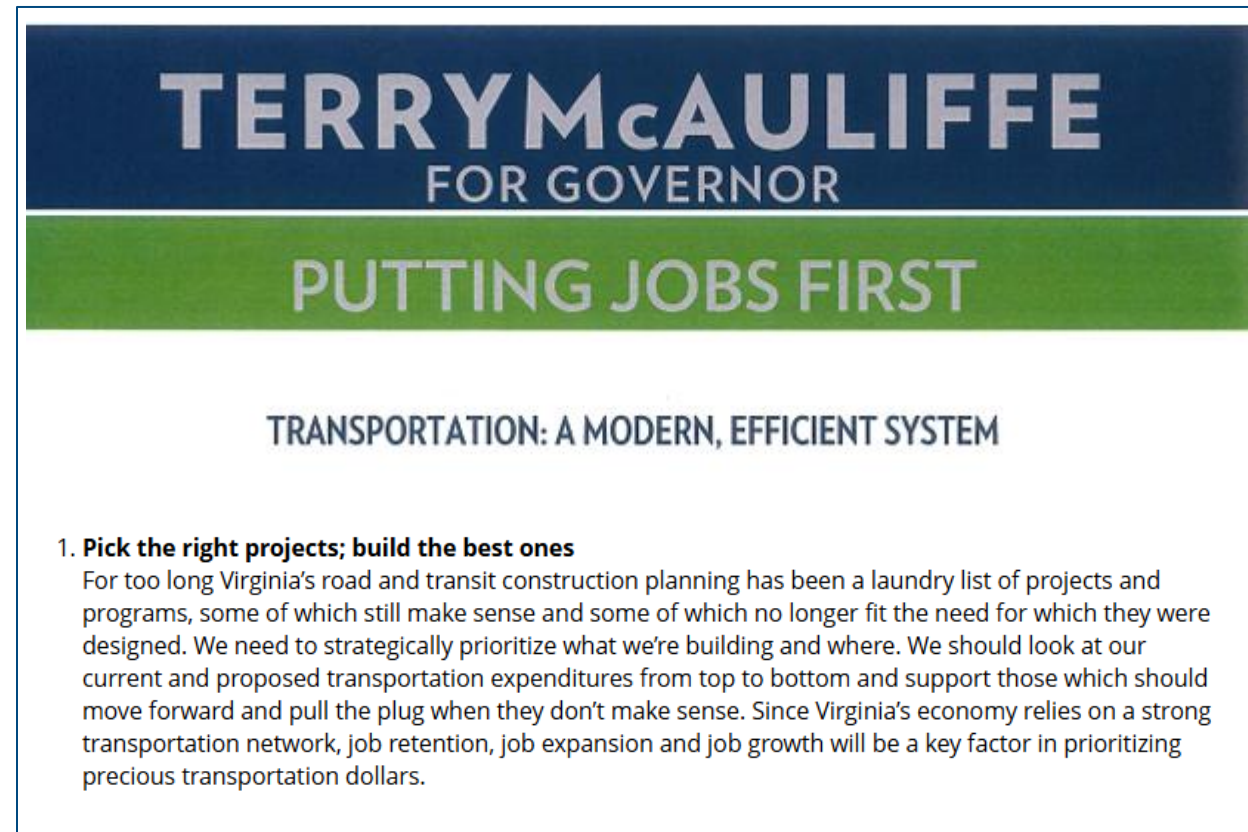


**SMART SCALE allocates these boxes**

# Origins of SMART SCALE (Context)

- **Context:** The Legislature enacted significant transportation revenue package in 2013.
- Subsequent decision-making process was **opaque** and there was a sense that it was **driven by politics**.
- Projects were getting **partially funded and not delivered, wasting resources**.
- Lawmakers and stakeholders were concerned that state was not advancing projects that addressed the **most urgent needs**.

Governor McAuliffe had campaigned on reforming transportation to “pick the right projects, build the best ones.”



**TERRY McAULIFFE**  
FOR GOVERNOR

**PUTTING JOBS FIRST**

**TRANSPORTATION: A MODERN, EFFICIENT SYSTEM**

**1. Pick the right projects; build the best ones**  
For too long Virginia's road and transit construction planning has been a laundry list of projects and programs, some of which still make sense and some of which no longer fit the need for which they were designed. We need to strategically prioritize what we're building and where. We should look at our current and proposed transportation expenditures from top to bottom and support those which should move forward and pull the plug when they don't make sense. Since Virginia's economy relies on a strong transportation network, job retention, job expansion and job growth will be a key factor in prioritizing precious transportation dollars.

*From Wayback Machine – Terry McAuliffe campaign website on Transportation October 2013.*

# Origins of SMART SCALE (Process)

- Legislation was championed by Democratic Governor and the Republican Speaker of the House – Unanimously passed House and Senate
- It requires Commonwealth Transportation Board to use **objective and quantifiable process for the allocation of construction funds**
- The policy was developed over a 14-month period and adopted by Commonwealth Transportation Board in June 2015

## **House Speaker William J. Howell:**

“Today’s announcement is the culmination of a series of major, bipartisan steps to invest in and improve transportation in Virginia...With SMART SCALE, we are promoting greater accountability, safeguarding against waste and ending the politicization that has been rampant in our transportation process for so long.”

*Comments after CTB completed first round of SMART SCALE, 2016*

# What does the law say? Virginia Code § 33.2-214.1 [LINK](#)

We are using the law as it stands today.

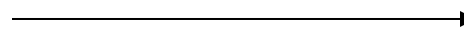
## Text

“ ...shall consider, at a minimum, highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies....

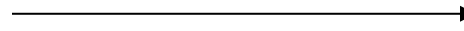
1. The prioritization process shall be based on an objective and quantifiable analysis that considers, at a minimum, the following factors **relative to the cost of the project or strategy**: congestion mitigation, economic development, accessibility, safety, and environmental quality [and land use]\*

2. Prior to the analysis in subdivision 1, candidate projects and strategies shall be screened by the Commonwealth Transportation Board to determine whether they are consistent with the assessment of capacity needs for all for corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353.”

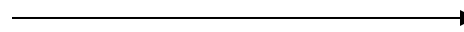
## What SMART SCALE Must Be



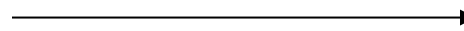
**Multimodal**



**Must be quantifiable, must consider ratio of benefit to cost, must consider these five factors.**



**Land use for areas over 200k added to list in 6<sup>th</sup> enactment**



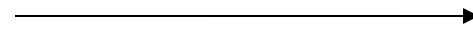
**Must be aligned with VTrans**

# What does the law say? High Priority Projects (HPP)

## Text

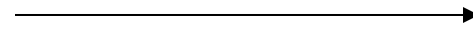
§ 33.2-370. High-priority projects program.

A. As used in this section, "high-priority projects" means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development.



**High Priority Projects –  
what it includes**

B. The Board shall establish a high-priority projects program and shall use funds allocated in § [33.2-358](#) to the program for projects and strategies that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan pursuant to § [33.2-353](#).



**High Priority Projects must  
address a need on a  
Corridor of Statewide  
Significance or a Regional  
Network in VTrans**

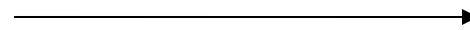
# What does the law say? Base Scenario and CTB Board Consensus § 33.2-214.2

B. No later than 150 days prior to a vote to include projects or strategies evaluated pursuant to § 33.2-214.1 in the Six-Year Improvement Program, the Office of Intermodal Planning and Investment shall make public, in an accessible format,

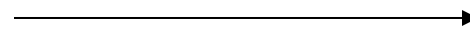
- (i) **a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on the results of such evaluation;**
- (ii) the results of the screening of candidate projects and strategies, including whether such projects are located on a primary evacuation route;
- (iii) whether a project has been designed to be or the project sponsor has committed that the design will be resilient; and
- (iv) (iv) the results of the evaluation of candidate projects and strategies, including the weighting of factors and the criteria used to determine the value of each factor.

...

**D. The Board may modify the recommended list of projects in subsection B or C through formal action.**



**The “Base Scenario” is the direct output of the SMART SCALE process**



**The CTB may modify the list through formal action (a vote) any time through May (the adoption of the consensus scenario).**

# Strengths of the SMART SCALE Approach

Strengths
Not based on politics, behind-the-scenes negotiations, connections
ROI Focused
Balances spending across the state
Acknowledges that different regions have different priorities and needs
Mode neutral
Scores focus on the impact the intervention will have on a statewide need
Rewards districts that collaborate around submissions and project design (district, MPOs, and localities)
Aligns with VTrans
Transparent! (but complex)
CTB can make changes each year – to improve and adjust to changing context

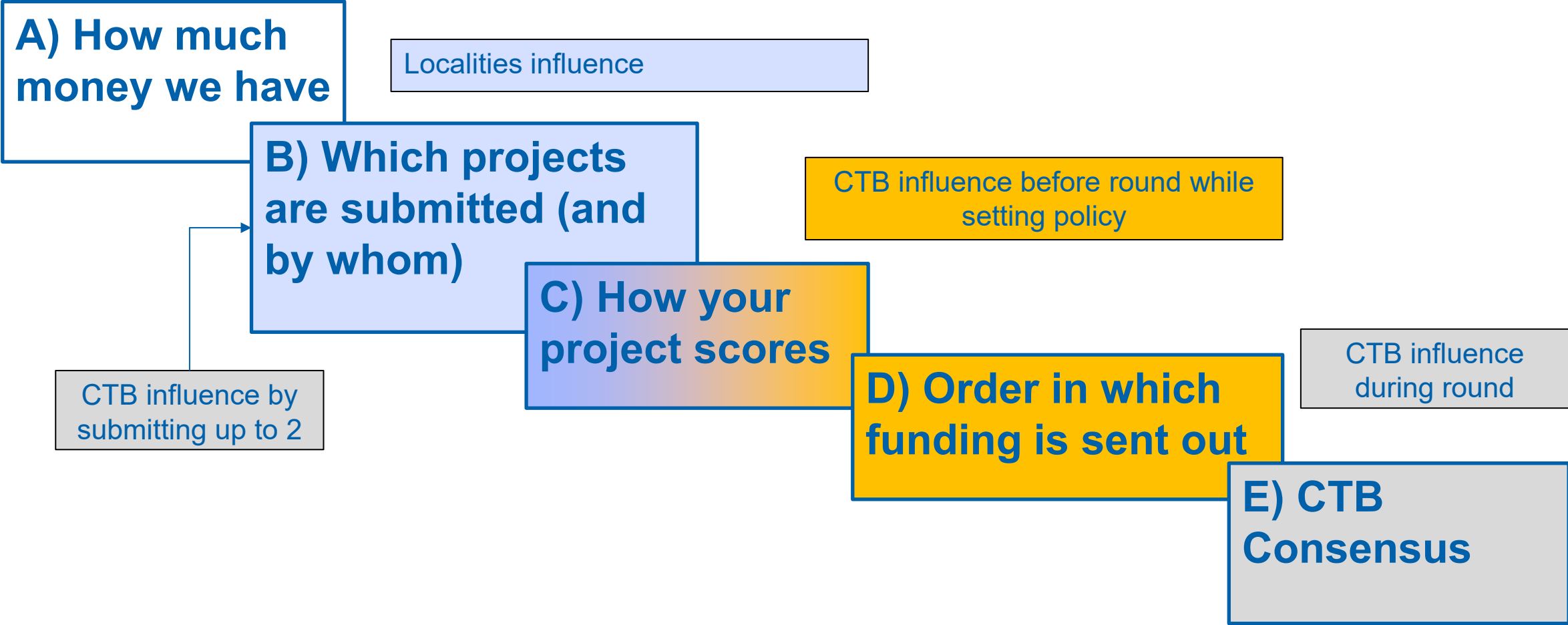
# Concerns (Some arise from the Strengths)

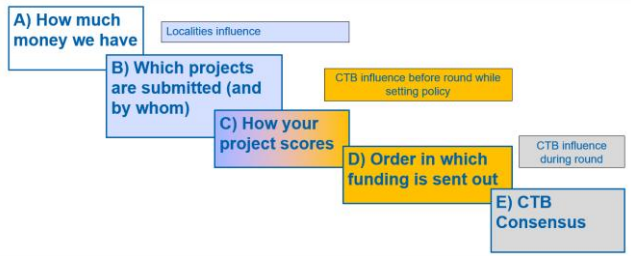
Strengths	Concerns that have been raised
ROI focused	Rewards smaller projects (<\$25M) with big impacts, rewards regions who leverage their own financing to bring down the ask to SMART SCALE.
Balances spending across the state	Balancing funding across 9 districts makes it harder to invest in very large(\$100M+) projects
...different regions should prioritize different things.	More complex scoring
Scores focus on <i>impact</i> the intervention will have	More complex scoring
Transparent! (but complex)	Can take a while to master, feels opaque, takes time to execute the process
CTB can make changes	Changes require relearning, may add complexity

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# TRANSPARENCY IN ACTION – HOW SCORING WORKS

# What impacts what gets funded (in descending importance)





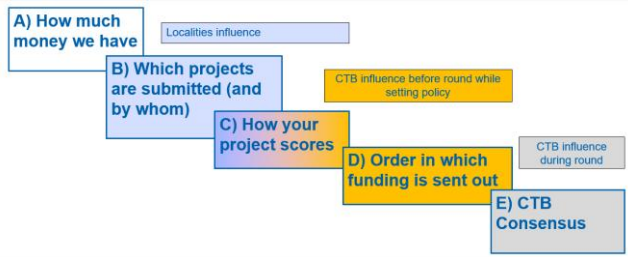
# A) How Much Money Is Available

District	DGP Available	Previous DGP Cost Increases	HPP Available
Bristol	\$37.0		
Culpeper	\$68.0	-\$6.6	
Fredericksburg	\$76.2		
Hampton Roads	\$121.6		
Lynchburg	\$85.9		
Northern Virginia	\$97.4		
Richmond	\$104.9		
Salem	\$64.3		
Staunton	\$39.4	-\$6.0	
Statewide HPP			\$384.7
<b>Total</b>	<b>\$694.6</b>		<b>\$384.7</b>

**SMART SCALE requests were nearly 8x available funds.**

**4 districts individually requested more than was available for the whole state.**

	R6 - Consensus Funded	R6 - Requested
Bristol	\$33.8	\$290.9
Culpeper	\$93.5	\$792.9
Fredericksburg	\$90.3	\$1,004.6
Hampton Roads	\$140.6	\$647.1
Lynchburg	\$82.4	\$294.6
Northern Virginia	\$87.4	\$1,329.2
Richmond	\$389.0	\$2,191.5
Salem	\$53.9	\$1,241.8
Staunton	\$75.3	\$376.8
<b>SUM</b>	<b>\$1,046.2</b>	<b>\$8,169.6</b>



# B) What Projects Are Submitted (and By Whom)

## Impact 1 – Normalization

The best project for “safety” gets 100. All the rest in the state are scaled from there.

## Impact 2 – Ranking

The top projects in each district are funded first (for DGP), then the top-ranked state projects (for HPP)

## Impact 3 – District Collaboration

Districts that coordinate submissions, share best practices, and optimize for eligibility and ranking do well

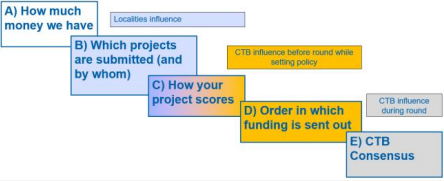
### Examples of Regions Collaborating

- **Central Virginia Transportation Authority (CVTA) - Regional Project Selection and Allocation Framework Page 9/PDF Page 11**
- **Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) - Chapter 6: Performance-Based Programming and Project Evaluation**

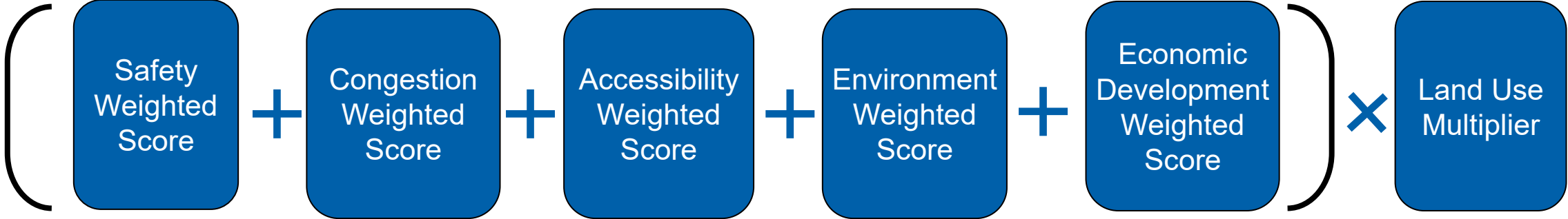
*In Round 6, Staunton and Richmond District captured 11 of 14 HPP Projects.*

# C) The Project Score

If two projects have the same Project Benefit Score in the numerator, and Project A is 1/2 the cost of Project B, then Project A will have 2x the SMART SCALE Score



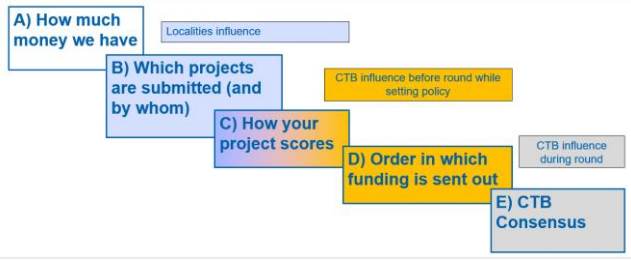
Project Benefit Score



**\$ Requested from SMART SCALE**

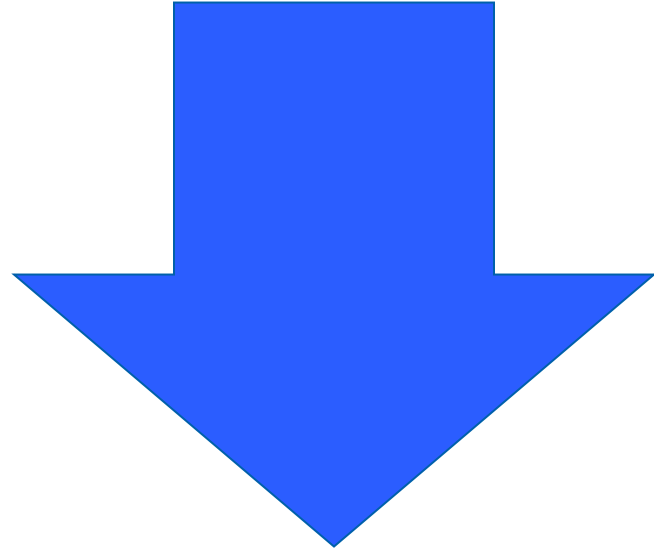
**=  
SMART SCALE Score**

*More on scores later in the presentation. Detail on each Score calculation available via links page.*



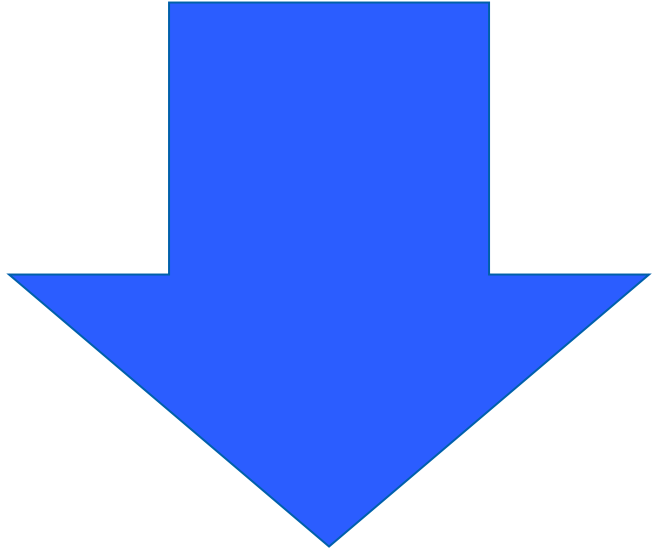
# D) The Order in Which We Fund

## 1. DGP Funds



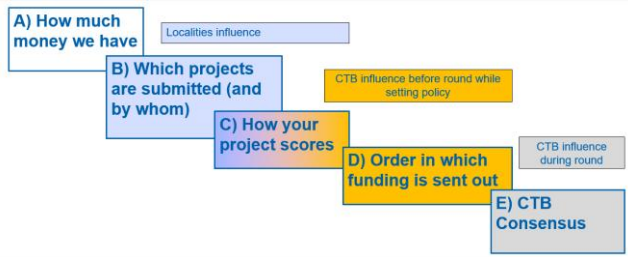
Distributed till the next ranked project in each district exceeds remaining funds

## 2. HPP Funds



Distributed to remaining HPP eligible till the next ranked project statewide exceeds remaining funds.

More on impacts of flipping the order later in the "Scenario" section of the deck



## E) CTB Input

### Before Scoring:

CTB may collectively submit additional projects for scoring at the start of the round).

### During the Consensus process, the CTB may:

- 1) Modify the DGP and/or HPP list through formal action (a vote). We recommend for Round 7 this is completed by May for transparency purposes.
- 2) Designate spending of dollars that were “left over” from the Base Case output
- 3) The adoption vote comes in June.

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# SCORING – DEEPER DIVE

**This is NOT a detailed technical presentation on score mechanics. Links to these available on links page.**

# Characteristics of Projects that Scored Well in Past Round

## 3 Key Components

### 1. Priority 1 or Priority 2 VTrans

(not b/c they get preferential treatment! But because it measures where significant problems that SMART SCALE is designed to address exist, thus point to opportunity to drive big benefits)

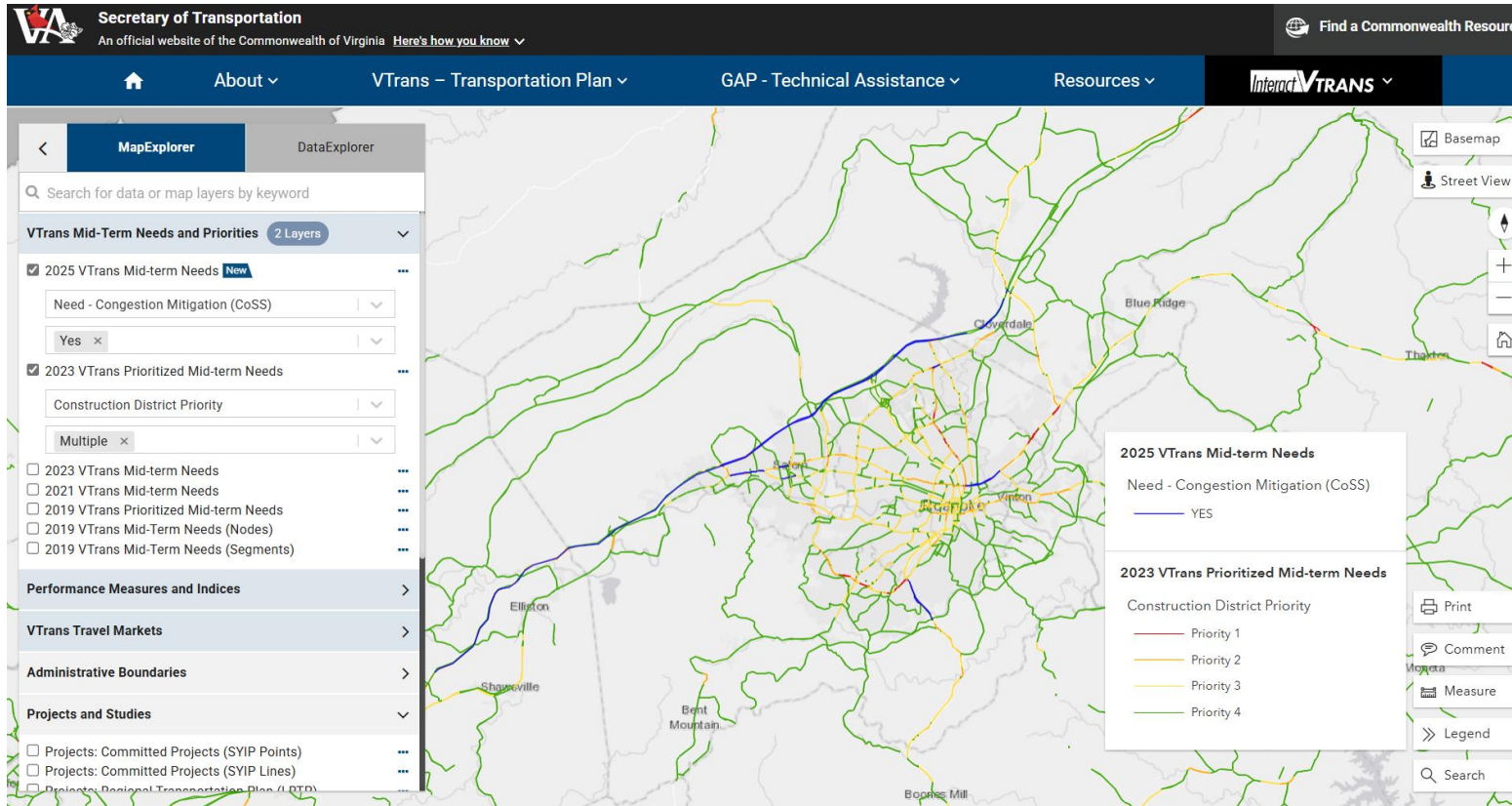
### 2. Known, significant safety improvements for the features

### 3. Value engineering (Lower \$ ask for same or slightly lower benefits)

VTrans Priority	Average of Benefit Score for all Submitted R6 Projects
1	11.2
2	7.7
3	5.4
4	4.3
6 (N/A)	3.0

ANY Mid-Term Need is acceptable for SMART SCALE . Locations with the greatest needs are VTrans Prioritized Needs . Priority 1 and 2 locations become eligible for study funding under the Project Pipeline program. Priority Needs are ranked 1 - worst 1%, 2 – worst 5%, 3 – worst 15%.

# Reminder: Where to find VTrans Priority 1 and 2 Needs



- VTrans priority areas are publicly available at <https://vtrans.virginia.gov/>.
- Priority Areas refers to mid-term priorities. These are approved by CTB. Methodology for determining is available at [VTrans\\_Policy\\_Guide\\_v3.pdf](#)

Map of VTrans priority layers made available online to the public.

# R6 – Odds of R6 Funding by VTrans Priority and \$ Request

Chart: Percent of R6 Projects Submitted that Were Recommended for Funding in Base Scenario

	How much \$ asked from SMART SCALE?					
VTrans Priority	Under \$10M	\$10-25M	\$25-50M	\$50-75M	\$75M+	# Submitted
1	50%	41%	32%	25%	0%	70
2	30%	24%	15%	0%	0%	93
3	13%	0%	0%	0%	0%	36
4	14%	23%	0%	0%	0%	58
6 (NA)	0%	25%	0%	0%	0%	12
<b>For all priority types</b>	<b>23%</b>	<b>26%</b>	<b>16%</b>	<b>6%</b>	<b>0%</b>	
# Submitted	57	113	64	18	18	270



Projects in VTrans 1 areas, or VTrans 2 under \$50M, are significantly more likely to be funded. VTrans 3, 4, and 6 did get funded, but must be very low cost and high benefit.

# R6 – Odds of Funding by Vtrans Priority and SMART SCALE Request (HPP Only)

Chart: Percent of R6 Projects HPP Eligible Submitted that Recommended for Funding in Base Scenario

	How much \$ asked from SMART SCALE?					
VTrans Priority	Under \$10M	\$10-25M	\$25-50M	\$50-75M	\$75M+	# Submitted
1	0%	31%	33%	0%	0%	35
2	0%	18%	33%	0%	0%	33
3	0%	0%	0%	0%	0%	11
4	0%	0%	0%	0%	0%	11
6 (NA)	0%	0%	0%	0%	0%	2
<b>For all priority types</b>	<b>0%</b>	<b>22%</b>	<b>24%</b>	<b>0%</b>	<b>0%</b>	
# Submitted	1	27	33	15	16	92



Projects in VTrans 1 or VTrans 2 under \$50M are the only types of projects that got funded for HPP. ~1/3 submitted projects in those boxes got funded.

# Scenarios – Rerun Round 6 Submissions with Different Rules

Scenario	Description
HPP First	All scores the same, HPP funded before DGP
Innovative Intersections Included	Innovative intersections that were on a CoSS or RN are eligible for HPP
HPP and Innovative Intersections	Both of the above are true

- Based on board request, we reran Round 6 as if changes discussed in last board meeting had been true at the time.
- Note – the results are not fully indicative of what "would" happen in terms of funding in future rounds with these changes. Each round has different projects, and localities may change their submissions in response to rule changes.

# Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Total Funding (\$M)				# Projects Funded			
	R6 Base Case	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	\$27.2	\$27.2	\$27.2	\$27.2	3	3	3	3
Culpeper	\$93.5	\$93.5	\$108.6	\$90.6	4	4	5	5
Fredericksburg	\$90.3	\$146.9	\$90.3	\$73.5	4	9	4	3
Hampton Roads	\$139.2	\$146.0	\$111.9	\$146.0	11	12	10	12
Lynchburg	\$82.4	\$82.4	\$82.4	\$82.4	4	4	4	4
Northern Virginia	\$88.7	\$103.2	\$88.7	\$103.2	4	5	4	5
Richmond	\$338.5	\$230.3	\$348.5	\$318.7	14	14	19	20
Salem	\$53.9	\$53.9	\$53.9	\$53.9	3	3	3	3
Staunton	\$69.9	\$65.6	\$63.0	\$70.2	6	7	6	7
<b>Pool at end for Consensus**</b>	<b>\$95.7</b>	<b>\$130.2</b>	<b>\$104.8</b>	<b>\$113.5</b>				

- This shows outputs of the R6 base case. The consensus scenario changed actual funding results.

\*\* The process “stops” when the next highest scoring project exceeds the remaining pool. The CTB determines how to allocate the pool in the consensus process

# Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Average Project Size (\$M)				Average SS Score			
	R6 Base Case*	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	\$9.1	\$9.1	\$9.1	\$9.1	7.9	7.9	7.9	7.9
Culpeper	\$23.4	\$23.4	\$21.7	\$18.1	6.6	6.6	6.3	5.9
Fredericksburg	\$22.6	\$16.3	\$22.6	\$24.5	12.5	7.6	12.5	14.5
Hampton Roads	\$12.7	\$12.2	\$11.2	\$12.2	10.5	9.9	10.5	9.9
Lynchburg	\$20.6	\$20.6	\$20.6	\$20.6	6.2	6.2	6.2	6.2
Northern Virginia	\$22.2	\$20.6	\$22.2	\$20.6	8.8	7.8	8.8	7.8
Richmond	\$24.2	\$17.7	\$18.3	\$15.9	10.2	11.4	9.9	10.0
Salem	\$18.0	\$18.0	\$18.0	\$18.0	3.1	3.1	3.1	3.1
Staunton	\$11.7	\$9.4	\$10.5	\$10.0	8.4	8.0	8.0	7.2
<b>ALL</b>	<b>\$18.5</b>	<b>\$15.8</b>	<b>\$16.8</b>	<b>\$15.5</b>	<b>9.0</b>	<b>8.3</b>	<b>8.7</b>	<b>8.3</b>



**Implications: HPP First would have had more significant impact than Innovative Intersections. All scenarios slightly reduce average project size and average score. HPP First increases balance across districts. ~95% of R6 projects get to the same funding status in all four scenarios.**

# Scenario – If HPP Had Been Funded Before DGP?

ADDED							
VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 B	Fredericksburg	Route 1 and Foreston Woods Dr / Coal Lan	Highway	4.81	\$18.9	2.5	
3 B	Fredericksburg	Route 639 STARS Study Improvements	Highway	4.58	\$15.7	2.9	
3 D	Fredericksburg	Rte. 17 and Belroi Road Intersection	Highway	2.12	\$6.4	3.3	
3 D	Fredericksburg	Rte. 3 and Rte. 198 Intersection and Roa	Highway	1.15	\$2.9	3.9	
2 D	Fredericksburg	Rte 207 Sidewalk improvements at Rte 1 a	Bike/Pedestrian	6.95	\$12.7	5.5	
2 D	Hampton Roads	Cheriton RCUT	Highway	2.29	\$6.8	3.4	
2 B	Richmond	Springfield Road Improvements	Highway	11.48	\$14.8	7.7	
2 B	Richmond	I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.59	\$7.9	8.3	
2 B	Richmond	J Hull Street / Clopton Street / Midloth	Highway	22.85	\$25.8	8.9	
1 C	Staunton	Reservoir Street Median	Highway	1.19	\$2.6	4.5	
2 D	Staunton	US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.45	\$12.5	5.2	

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper			4
Fredericksburg	5		4
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	3	4	10
Salem			3
Staunton	2	1	5
Grand Total	12	5	48

DROPPED							
VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	\$27.0	4.1	
1 B	Richmond	I-95 and Route 54 Interchange	Highway	20.47	\$41.1	5.0	
2 C	Richmond	I-85/95 Interchange Improvements	Highway	23.28	\$46.0	5.1	
1 C	Richmond	Winston Churchill Drive Corridor Improvements	Highway	22.03	\$42.7	5.2	
1 B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	\$27.0	4.1	

# Scenario – If Innovative Intersections Had Been HPP Eligible

ADDED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
4 D	Culpeper		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	\$15.1	5.1
1 B	Richmond		W Broad St and Parham Rd Intersection Im	Highway	6.0	\$9.0	6.6
4 D	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	\$11.7	6.9
2 D	Richmond		U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	\$3.6	7.3
2 B	Richmond		Salem Church Road/Kingsland Road Roundab	Highway	7.5	\$10.2	7.3
4 B	Richmond		New Dorset Road & Route 60 RCUT	Highway	2.7	\$3.6	7.4
1 C	Richmond		VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	\$14.9	7.6
1 B	Richmond		G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	\$45.2	7.7
2 B	Richmond		J Hull Street / Clopton Street / Midloth	Highway	22.8	\$25.8	8.9
2 D	Staunton		US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	\$12.5	5.2

DROPPED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
2 A	Hampton Roads		Isle of Wight County	Highway	10.8	\$27.3	4.0
1 B	Richmond		PlanRVA Richmond Regional Planning District Commission	Highway	11.0	\$27.0	4.1
1 B	Richmond		Ashland Town	Highway	20.5	\$41.1	5.0
2 C	Richmond		Tri-Cities Area Metropolitan Planning Organization	Highway	23.3	\$46.0	5.1
2 C	Staunton		Augusta County	Highway	8.2	\$19.4	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	1		5
Fredericksburg			4
Hampton Roads		1	10
Lynchburg			4
Northern Virginia			4
Richmond	8	3	19
Salem			3
Staunton	1	1	5
<b>Grand Total</b>	10	5	48

# Scenario – Both of the Prior Changes Together

ADDED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 D	Culpeper		US Business 17 Corridor Improvement/Flet	Highway	8.9	\$18.5	4.8
4 D	Culpeper		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	\$15.1	5.1
2 D	Hampton Roads		Cheriton RCUT	Highway	2.3	\$6.8	3.4
4 A	N Virginia		Route 15 at Braddock Road Roundabout	Highway	5.7	\$14.5	3.9
1 B	Richmond		W Broad St and Parham Rd Intersection Im	Highway	6.0	\$9.0	6.6
4 D	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	\$11.7	6.9
3 C	Richmond		Rt 1 and I-85 Exit 63B Widening	Highway	3.5	\$4.9	7.2
2 D	Richmond		U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	\$3.6	7.3
2 B	Richmond		Salem Church Road/Kingsland Road Roundab	Highway	7.5	\$10.2	7.3
4 B	Richmond		New Dorset Road & Route 60 RCUT	Highway	2.7	\$3.6	7.4
1 C	Richmond		VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	\$14.9	7.6
1 B	Richmond		G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	\$45.2	7.7
2 B	Richmond		Springfield Road Improvements	Highway	11.5	\$14.8	7.7
2 B	Richmond		I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.6	\$7.9	8.3
2 B	Richmond		J Hull Street / Clopton Street / Midloth	Highway	22.8	\$25.8	8.9
4 C	Staunton		Crozet Tunnel Trail	Bike/Pedestrian	6.4	\$15.0	4.3
1 C	Staunton		Reservoir Street Median	Highway	1.2	\$2.6	4.5
2 D	Staunton		US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	\$12.5	5.2

DROPPED							
Vtrans	Area	District	Name	Primary Type	Benefit	SS Request	SS Score
1 B	Culpeper		US Business 17 Corridor Improvement/Flet	Highway	24.4	\$36.4	4.0
1 B	Fredericksbur		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	10.8	\$16.8	0.0
1 B	Richmond		Cheriton RCUT	Highway	11.0	\$27.0	0.0
1 B	Richmond		Route 15 at Braddock Road Roundabout	Highway	20.5	\$41.1	0.0
2 C	Richmond		W Broad St and Parham Rd Intersection Im	Highway	23.3	\$46.0	0.0
1 C	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	22.0	\$42.7	4.1
1 B	Richmond		Rt 1 and I-85 Exit 63B Widening	Highway	8.8	\$14.8	5.0
2 C	Staunton		U.S. Route 60 at State Route 13/603 RCUT	Highway	8.2	\$19.4	5.1
4.7.2026 1 C	Staunton		Salem Church Road/Kingsland Road Roundab	Highway	188 5.9	\$10.5	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	2	1	3
Fredericksburg		1	3
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	11	5	9
Salem			3
Staunton	3	2	4
<b>Grand Total</b>	<b>18</b>	<b>9</b>	<b>44</b>

# How Can A Project Improve Its Score?

In conversations, this question comes up often. To illustrate how this happens, we pulled two projects that have been resubmitted (and thus, fully re-scored) at least once with changes.

Because scoring methods are tweaked each round, and scores are normalized against the other submissions in that round, the comparisons aren't always exact. But they do illustrate some of the levers that can be adjusted.



# Project Resubmission Example: John Marshall Hwy

Some projects have been submitted and scored multiple times, which is useful to understanding mechanics of funding



App ID	549 (2015) /1433 (2017)	3929 (2019)
Description	Reconstruction, widening, add lanes	Targeted safety improvements (rumble, reflectors, signage, lighting)
Extent	1.82 mi	1.82 mi (same as prior)
Cost	\$25M (rising to \$31M in next round)	\$1.6M
Congestion Score	0 (generally means there is no congestion)	0 (generally means there is no congestion)
Safety Score	12.9 EPDO, 143.6 EPDO/100M VMT	80 EPDO, 620.3 EPDO/100MVMT
W. Safety Score	0.7	3.7
W. Benefit Score	0.8	4.1
SMART SCALE Score	0.3	25.2
Rank in Round	369 of 404	13 of 433

Before 2019, the applicant worked with VDOT via a STARS study to identify more impactful safety benefits at lower cost



# I-95/I-85 Interchange – City of Petersburg



App ID	App 1485 (+ 10 subsequent apps) R2	App 1160 R6
Description	App 1485 was a flyover ramp + interchange improvements on S. Crater road. Subsequent 10 apps all had portions of this (smaller interchange improvements, new connections, PNR lot, etc).	Interchange improvements at S. Crater + interchange improvements at Graham Rd and Winfield Rd, from prior apps. No flyover. No new connection. No PNR.
Cost	\$119M (component studies each cost less, \$10-45M)	\$46M
Congestion Score	~0	554 persons, 158 person hours
Safety Score	5.1 EPDO, 125 EPDO/100M VMT	210 EPDO; 10,455 EPDO/100M VMT
W. Benefit Score	0.7	23.3
SMART SCALE Score	0.1	5.1
State Rank in Round	391 of 404	53 of 270

## Wrap Up (and Q&A)

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- SMART SCALE scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

# Useful Links

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- **SMART SCALE home:** [SMART SCALE Home | SMART SCALE](#)
- **Technical guide:** [SMART SCALE Technical Guide](#)
- **Detailed data on previous rounds and scoring:** [Previous Rounds | SMART SCALE](#)

# Appendices

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# Breakout Scenarios by Funding Source

R6	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$36.4
Fredericksburg	\$73.5	\$16.8
Hampton Roads	\$111.9	\$27.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$88.7	\$0.0
Richmond	\$82.6	\$255.8
Salem	\$53.9	\$0.0
Staunton	\$25.3	\$44.7

HPP First	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$36.4
Fredericksburg	\$72.7	\$74.2
Hampton Roads	\$110.7	\$35.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$70.9	\$32.3
Richmond	\$94.6	\$135.7
Salem	\$53.9	\$0.0
Staunton	\$30.1	\$35.6

Inn Int as HPP	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$51.5
Fredericksburg	\$73.5	\$16.8
Hampton Roads	\$111.9	\$0.0
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$88.7	\$0.0
Richmond	\$82.6	\$265.9
Salem	\$53.9	\$0.0
Staunton	\$25.3	\$37.7

Both	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$46.7	\$43.9
Fredericksburg	\$73.5	\$0.0
Hampton Roads	\$110.7	\$35.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$70.9	\$32.3
Richmond	\$100.0	\$218.7
Salem	\$53.9	\$0.0
Staunton	\$32.8	\$37.4



COMMONWEALTH of VIRGINIA  
Office of the  
SECRETARY of TRANSPORTATION

# Safety – Defining the Problem

Stephen Read, P.E. Highway Safety Engineer, VDOT

Brandy Brubaker, Director, Virginia Highway Safety Office, DMV



VIRGINIA DEPARTMENT  
of Aviation



# Goals of Presentation

1. In this administration, we want to push towards a step-change in safety improvements.
2. This presentation sets the stage by defining the problem so that CTB and the public have the right background to engage in future discussions and can get questions answered.
3. 2025 was an improvement and we should be glad. In the coming months we will share more about why 2025 improved. However, we are still not where we need to be.
4. In future months, we will discuss what we plan to do about it, leading up to Strategic Highway Safety Plan update.
5. **Nota Bene** – This board doesn't vote to approve the SHSP. Instead, the board has responsibility to approve spending resulting to the plan. Thus, it's important for the board to understand the underpinning.

## Presentation Agenda

1. Topline annual trends and comparisons to other states/nation
2. Current Strategic Highway Safety Plan – what we've seen 2022-2025
  1. Engineering related factors
  2. Behavioral related factors
  3. Combination of Multiple Factors
3. Next steps for CTB and Safety

# What Leaps Out : Top Problem Areas

- **Intersections**, especially in urban areas
- **Roadway Departures**, especially while speeding, especially in rural areas, especially on VDOT roads
- **Speeding**, especially with roadway departures and at intersections
- **Impairment**, especially in rural areas
- **Aging road users**, especially at intersections and near pedestrians
- **Unbelted drivers**, especially when speeding\*
- **Young drivers**
- **Motorcyclists**
- **Heavy Vehicles**
- **Pedestrians**, especially on arterials at intersections at night\*
- **Bicyclists**, especially at urban intersections\*

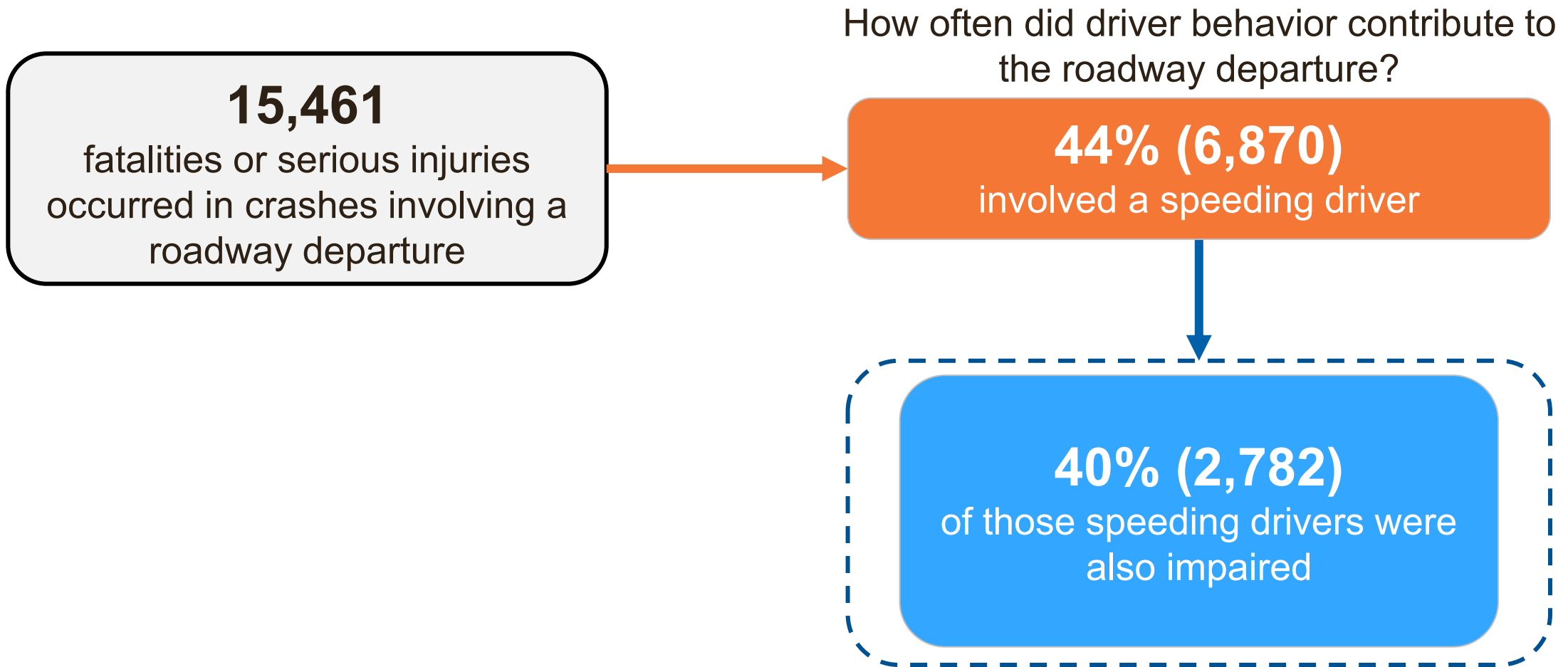
\* Disproportionately important contributor to fatalities, as opposed to fatalities + serious injuries.



**This list has been largely the same for 12+ years. COVID era spikes in certain contributors (e.g., unbelted drivers) and effects (e.g., spike in fatalities) seem to have settled back into the longer-term trend.**

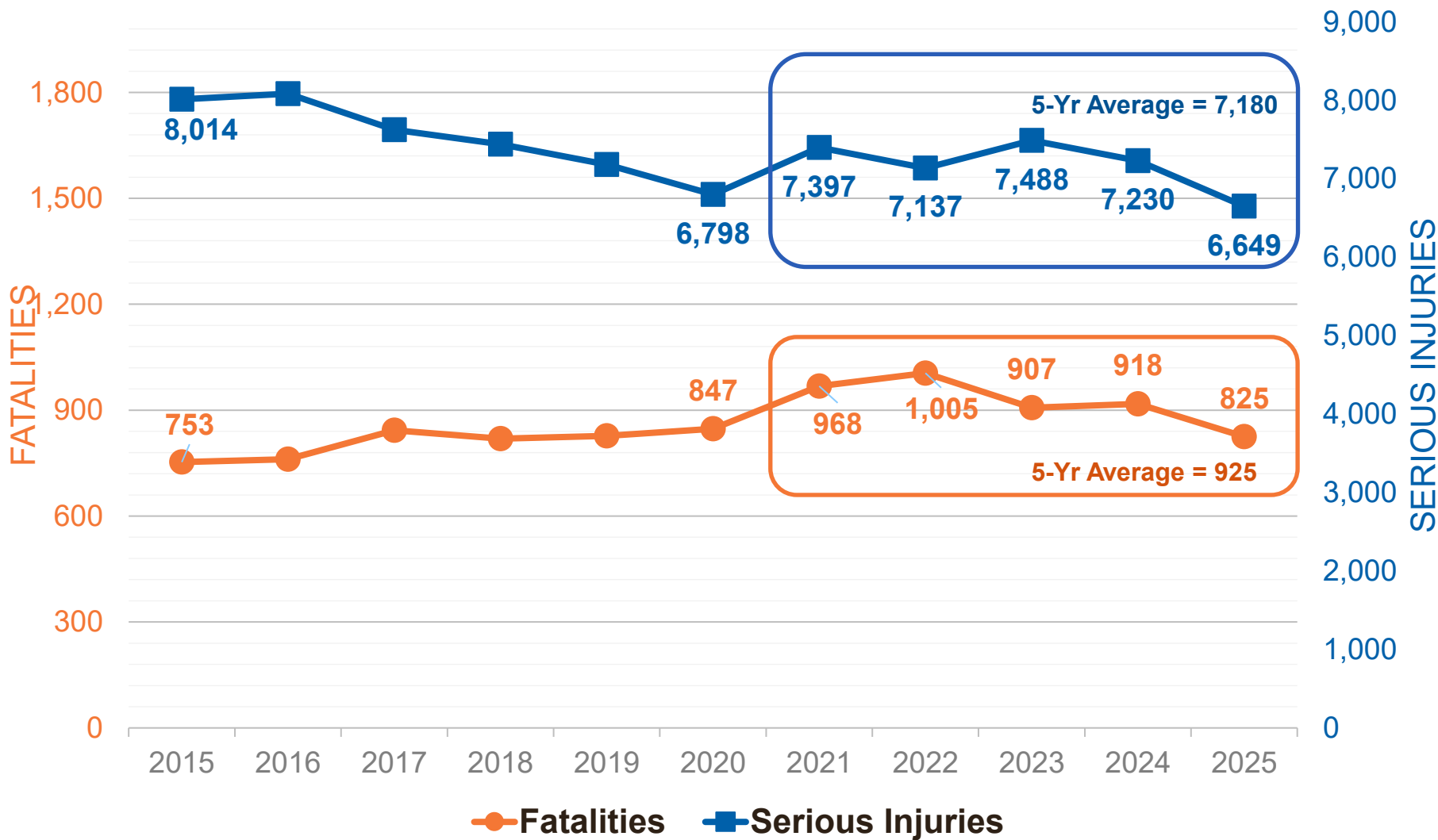
**This presentation reviews these features and how they interact.**

# What Leaps Out : Interaction Between Factors



2020-2024 Crash Data

# What Leaps Out : 2025 Improved, But Not Where we Want to Be.

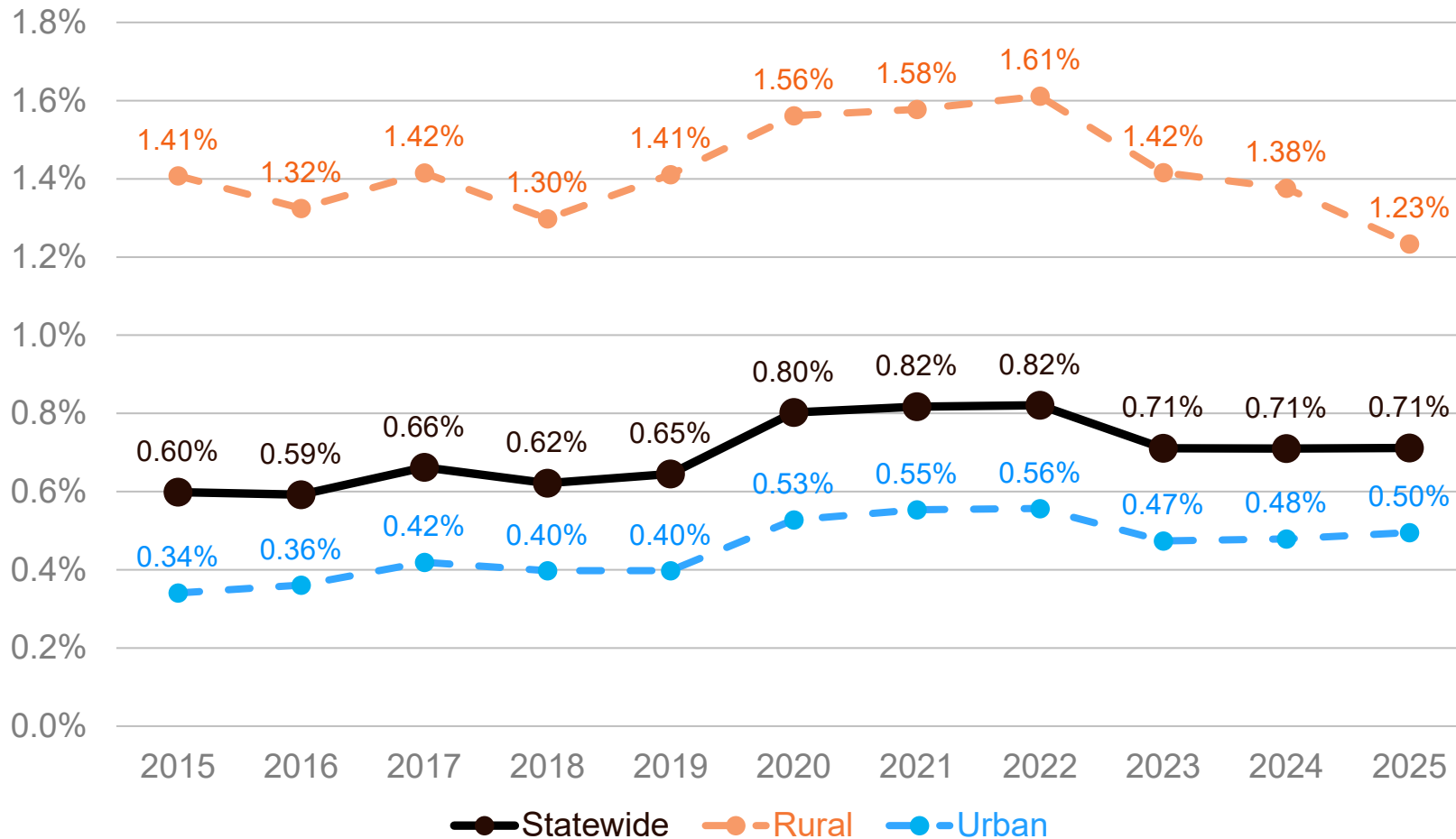


Note: 2025 data is preliminary

- 2014 had the lowest Fatalities at 700. In 2025 we remain higher, despite year over year improvements.
- In 2025 there was a severe crash every 70 minutes.
- The 2025 societal cost of F and SI was \$20.4B.

# Why are Fatalities Up While Ser. Inj. are at an All Time Low?

**% of crashes resulting in a fatality**

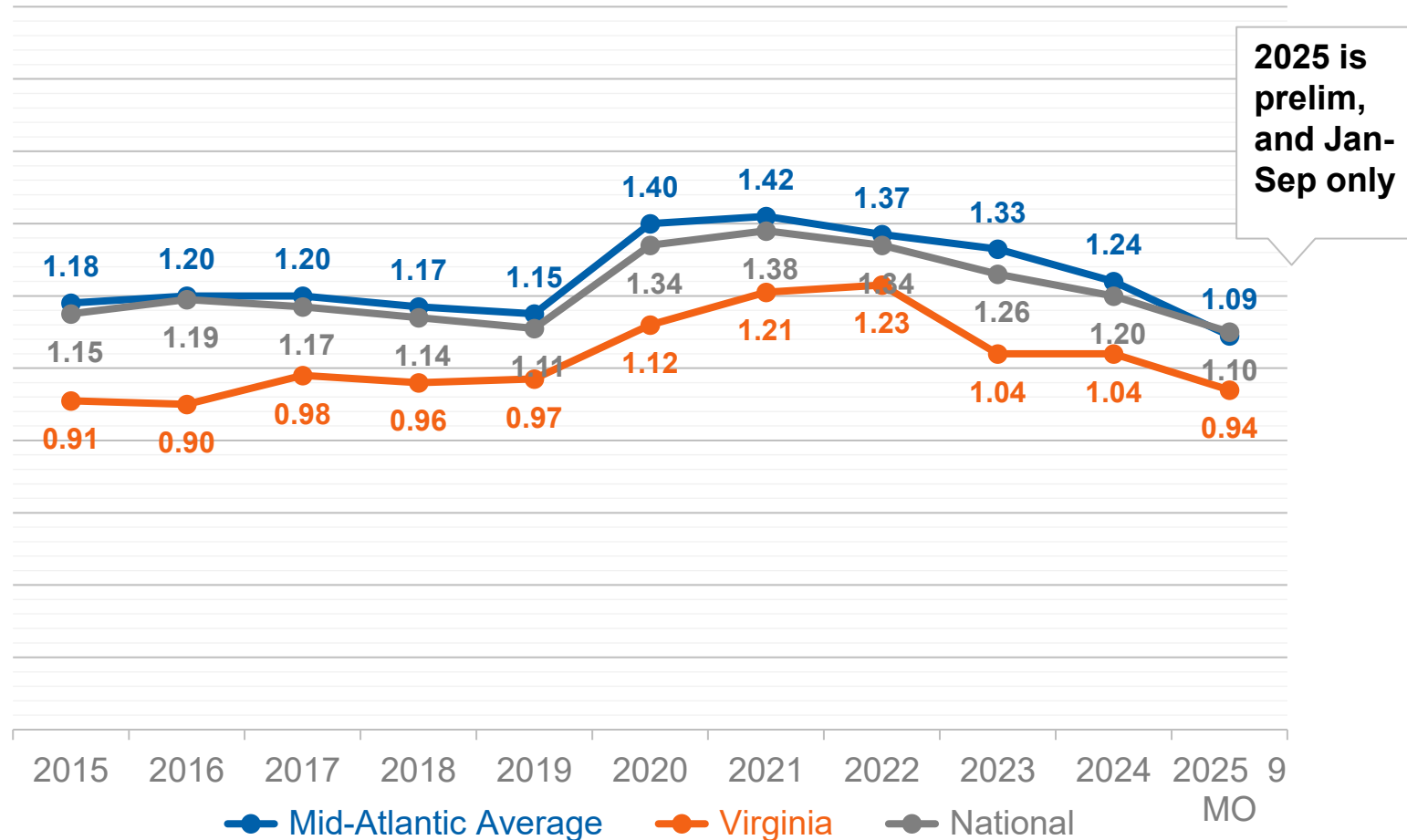


Note: 2025 data is preliminary

- The ratio of deaths increased during the pandemic by 25% (conjecture – higher speeds from less traffic, and a reduction in seatbelt use were key causes)
- The risk is higher in rural areas but that has now declined below pre-pandemic levels
- Urban risk increased 37% and has not returned to the lower levels

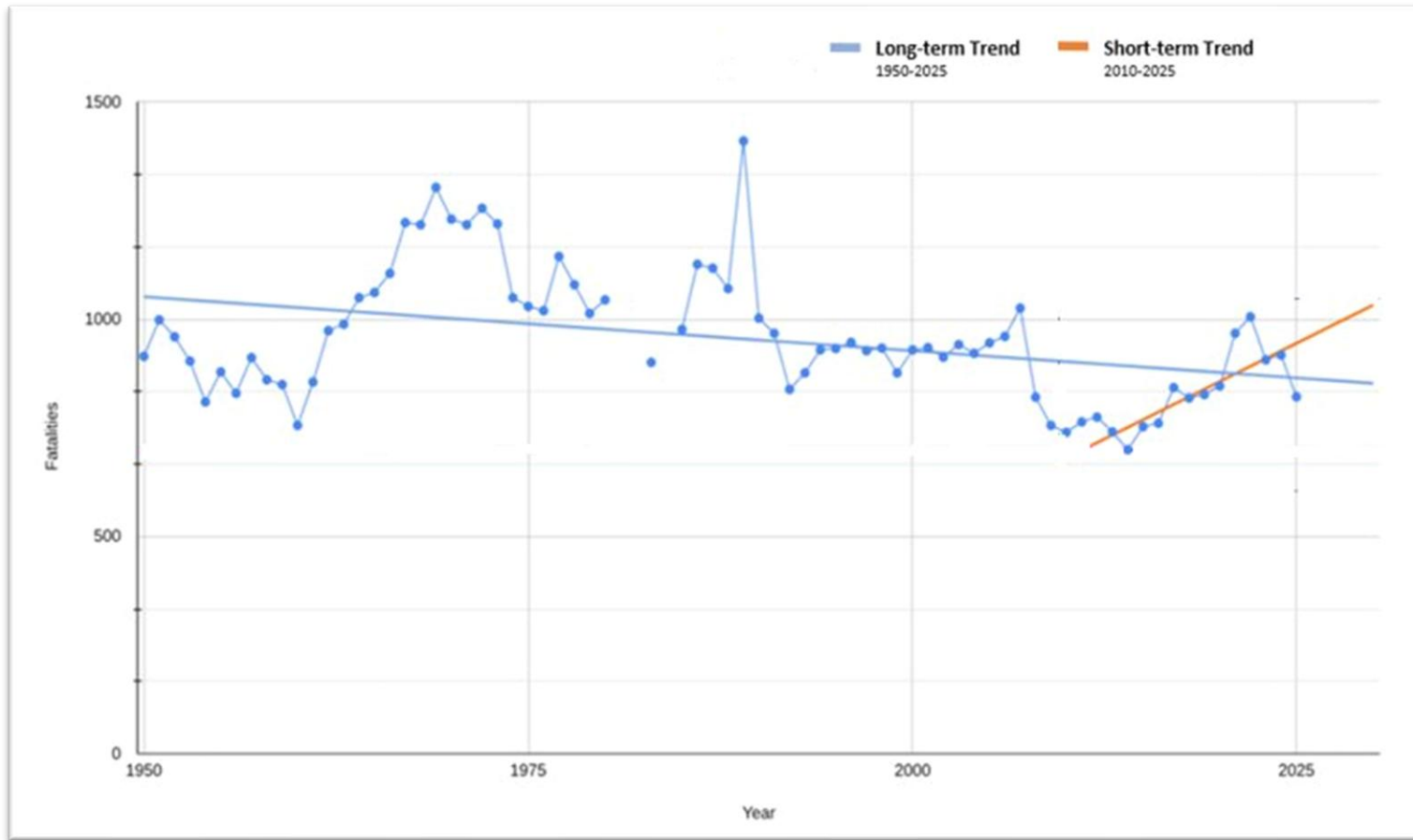
# Virginia in Context – National and Regional Comparison

Fatalities per 100M VMT (2025 is Preliminary for First Nine Months Only)



- In general, Virginia has followed the national trend. **This means factors bigger than our state influencing our rates are.**
- The pandemic brought an increase in speeding and DUI, and unlicensed drivers
- Further, more people were active and pedestrian and cyclist deaths increased
- Urban arterials saw the largest increase in fatalities.

# Longer Term Trends: Fatalities are Constant, Despite Deeply Different Underlying Pressures

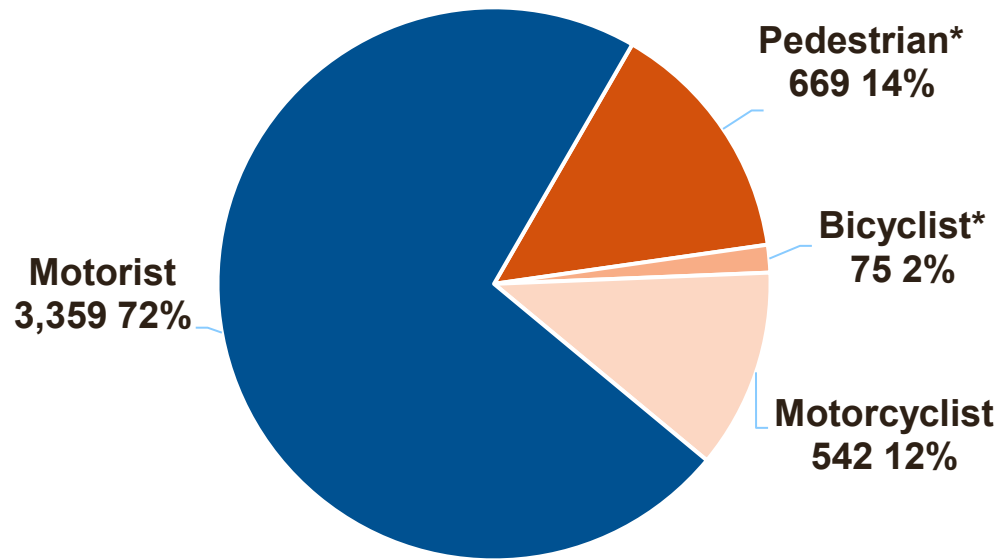


- Virginia has consistently oscillated between 700 and 1,000 fatalities per year since 1950.
- While the population and VMT have risen over the long term, which would be expected to create a rise in fatalities, other factors have pushed the rate down leading to a ~consistent absolute number.
- A short-term (2010-2025) trend shows increasing fatalities. The pandemic and recovery from it confuse the picture in recent years, but the rise began in 2010.

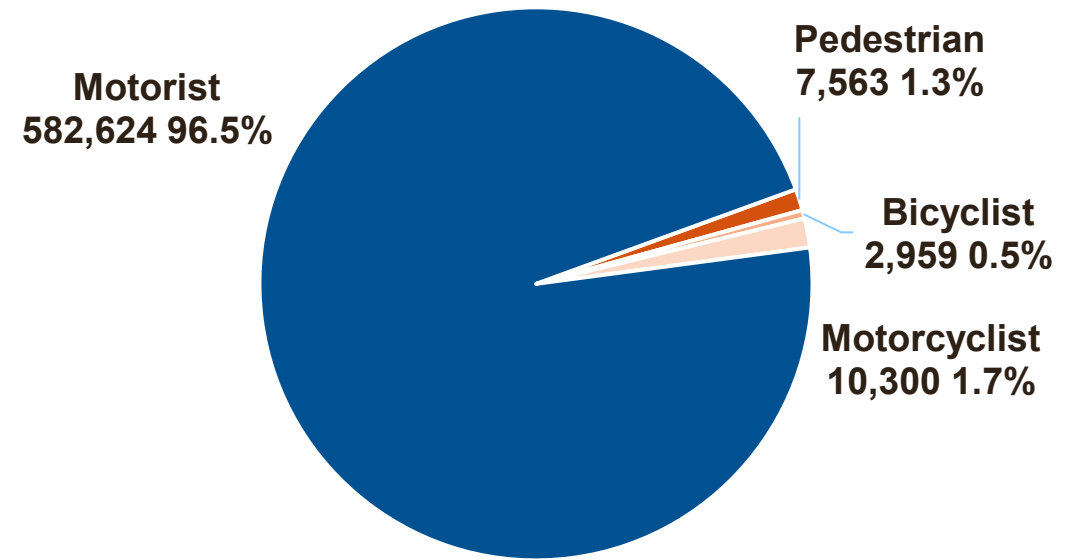
# Road User Risks of Death

## Road Users Who Died

## Crashes by Road Users Involved



2020-24 Fatal Crashes



2020-24 Total Crashes

\* Pedestrian and bicyclists are “Vulnerable Road Users” (VRUs) per FHWA terminology.

# Reminder: Transit – Far Safer Than Driving

Public transit is ~ 10x safer than traveling by automobile when measured by fatalities per mile (AASHTO)

Transit systems have very low fatality rates, typically well under 0.2 fatalities per 100 million miles of service. (NTD)

Virginia operators maintain low crash and injury rates (NTD)

Transit reduces:

- ✓ Vehicle Miles Traveled (VMT)
- ✓ DUI, Drowsy, and Distracted driving
- ✓ Traffic congestion and crash exposure

Safety Metric (NTD)	Virginia Rate	Relative Performance	U.S. average
Major Safety Events per 100k VRM <sup>**</sup> (approx.)	~0.5 - 0.7	Better than national average	~0.8–1.0
Fatalities per 100M VRM (approx.)	~0.4 – 0.6	Better than national average	~0.9
Injury Rates per 100K VRM (approx.)	~0.3	Better than national average	~0.6

- National Transit Database (NTD) is the primary federal source for transit safety statistics
  - Major Safety Event: fatality, injury requiring immediate medical attention, property damage ≥ \$25,000, collisions involving transit vehicles that require towing, evacuations
- <sup>\*\*</sup> per Vehicle Revenue Mile (VRM)

# TRENDS AND UPDATES FROM THE 2022-2026 SHSP

# Strategic Highway Safety Plans – Last Updated 2022-2026

## Strategic Highway Safety Plan (SHSP)

- Comprehensive multi-stakeholder plan to reduce highway deaths and serious injuries
- Establishes and implements Safe System actions to improve the safety of the highway system through engineering, education, enforcement, and emergency response solutions

## Vulnerable Road User Safety Assessment (VRUSA)

- Required supplement to SHSP that includes additional data analysis and strategies to reduce pedestrian and bicyclist severe crashes

**Plans will be combined and updated in 2026**



<https://bit.ly/VASHSP>

# How Emphasis Areas Were Determined in SHSP








Emphasis areas were established to address:

- Crash type outcomes with a disproportionate number of fatalities or serious injuries
- Behavioral issues that contribute to the frequency or severity of crashes
- User types that contribute to the frequency of crashes or that are more vulnerable to serious injuries



Emphasis areas largely align with federal safety initiatives and funding programs

# Shared Responsibility for SHSP Emphasis Areas

## SAFE ROAD USERS

-  Pedestrians
-  Bicyclists
-  Motorcyclists
-  Impaired Driving
-  Occupant Protection
-  Aging Road Users
-  Young Drivers

## SAFE ROADS

-  Intersections
-  Roadway Departures

## SAFE VEHICLES

-  CAV
-  Heavy Vehicles

## SAFE SPEEDS

-  Speeding




## POST-CRASH CARE

-  Emergency Response and Medical Services

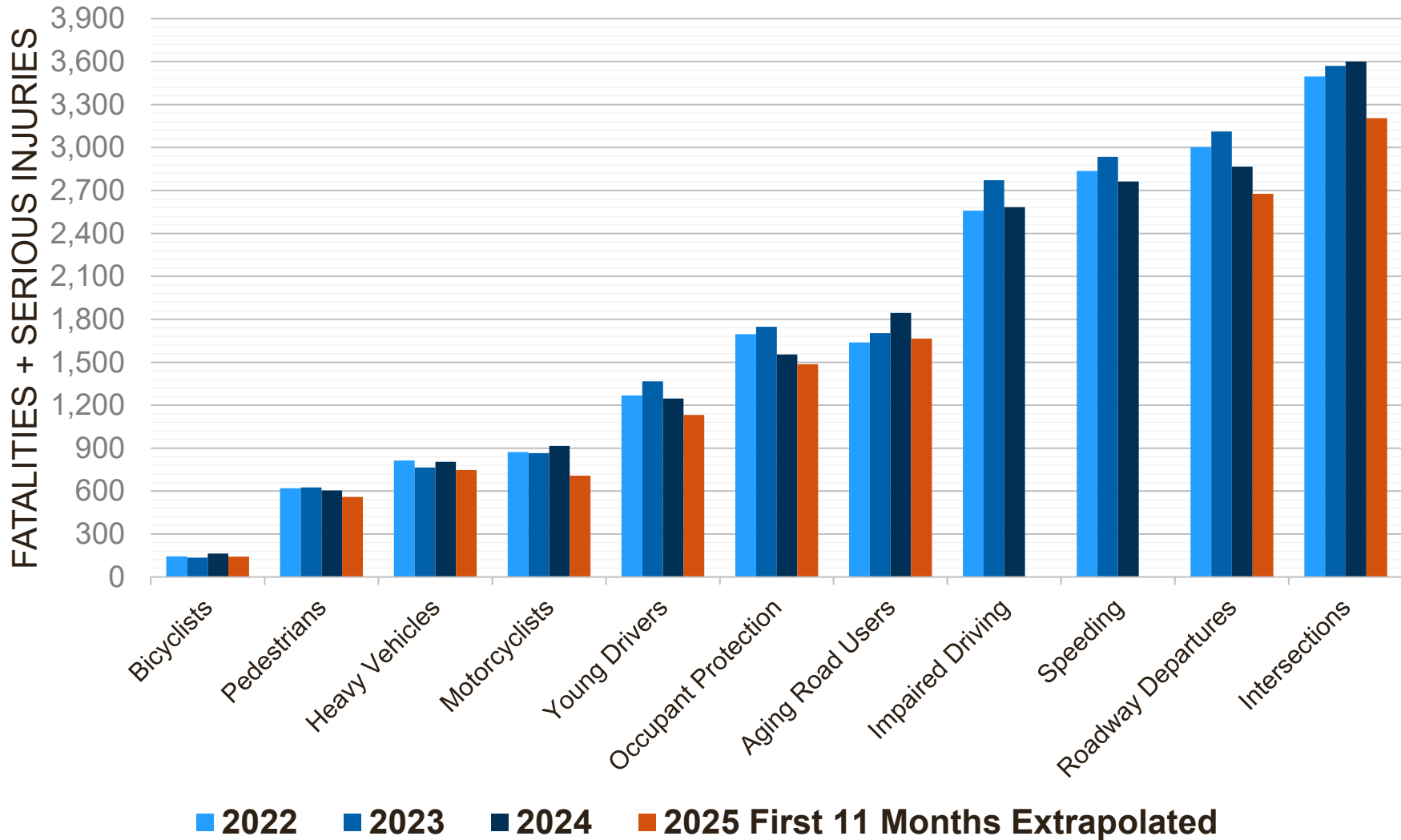
## SUPPORTING

-  Data & Analytics

### Primary Responsibility

-  Engineering (VDOT)
-  Education (DMV, DOE, VDH & Others)
-  Enforcement & EMS\* (VSP, VDH & Others)

# Annual Fatalities + Serious Injuries per SHSP Emphasis



- Through 2024, we had not seen any big movement on these top categories.
- 2025 had an overall reduction in SI + F.
- **PRELIMINARY** results indicate that this improvement shows up in every category.
- The biggest improvements were:
  - Motorcyclists (-12%)
  - Intersections (-11%)
  - Bicyclists (-12.8%)
- This trend is not the same for fatalities alone – Pedestrian fatalities increased.
- 2025 Speeding, Impaired Driver statistics are not available until later.

# ENGINEERING PRIMARILY RESPONSIBLE

# Engineering Infrastructure Focused Emphasis Areas

- **Roadway Departures**
- **Intersection related**
- **Pedestrians\***
- **Bicyclists\***

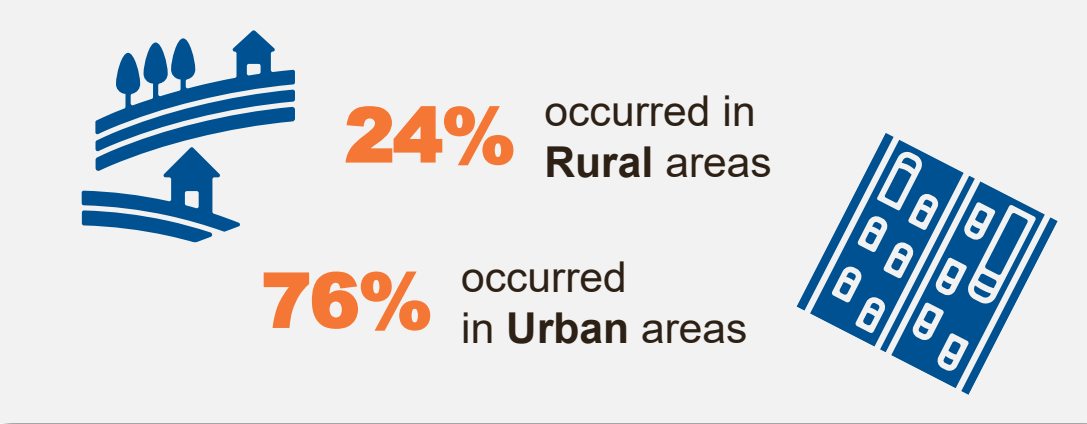
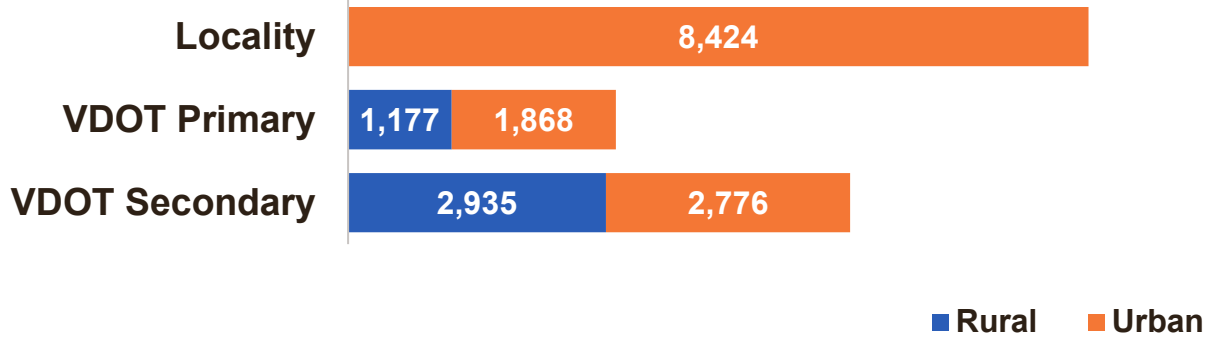
**(all the above with Speed considerations)**

\* These will be covered in depth in April. Slides about them are in the appendix and can be brought in during Q&A

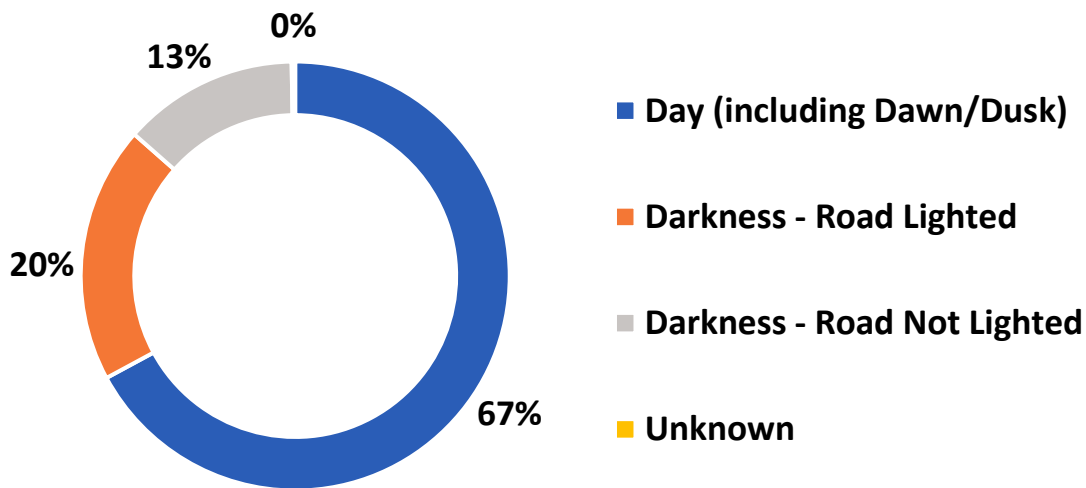
# Intersection Fatalities & Serious Injuries

Annual Averages: **310** Fatalities; **3,126** Serious Injuries

## System and Area Type



## Time of Day



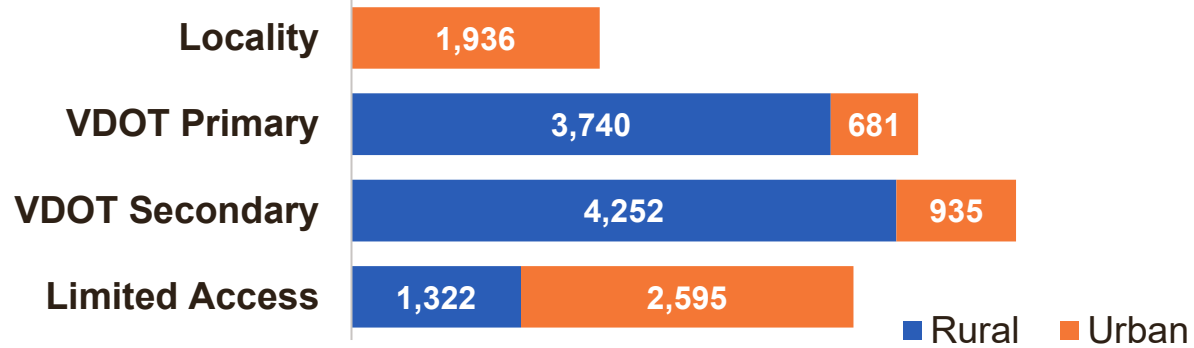
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	1,742	657	168
<=35 mph	1,489	2,835	526
<=45 mph	1,546	2,988	1,265
<=55 mph	1,630	1,403	93
>55 mph	46	463	6

All summaries based on 2020-2024 Crash Data

# Roadway Departure Fatalities & Serious Injuries

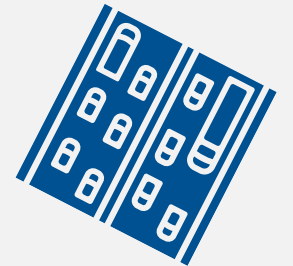
Annual Averages: **454** Fatalities; **2,638** Serious Injuries

## System and Area Type

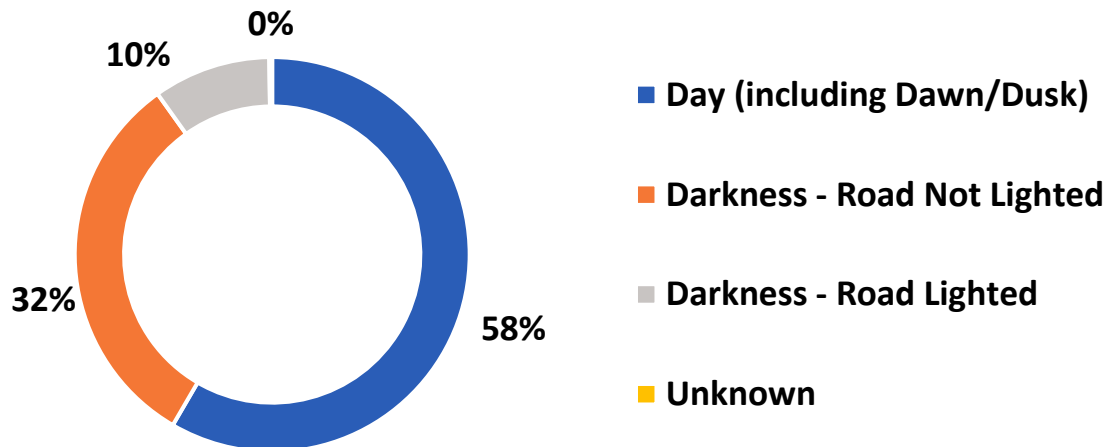


**68%** occurred in **Rural** areas

**32%** occurred in **Urban** areas



## Time of Day



Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	891	47	11
<=35 mph	1,285	359	47
<=45 mph	2,664	498	126
<=55 mph	4,194	1,294	594
>55 mph	167	2,124	985

All summaries based on 2020-2024 Crash Data

# What Leaps Out : Interaction Between Factors

**15,461**  
fatalities or serious injuries  
occurred in crashes involving a  
roadway departure

How often did driver behavior contribute to  
the roadway departure?

**44% (6,870)**  
involved a speeding driver

**40% (2,782)**  
of those speeding drivers were  
also impaired

2020-2024 Crash Data

# EDUCATION PRIMARILY RESPONSIBLE

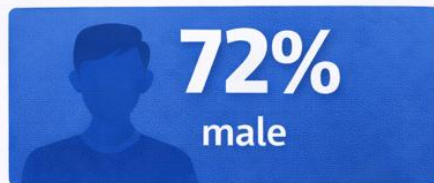
# Behavioral Focused Emphasis Areas

- **Bicyclists and Pedestrians\***
- **Motorcyclists**
- **Impaired driving (drunk, distracted, drowsy, drugged)**
- **Occupant protection**
- **Speeding**
- **Heavy vehicles**
- **Aging and young drivers**

\* These will be covered in depth in April. Slides about them are in the appendix and can be brought in during Q&A

# Occupant Protection: Unrestrained Fatalities

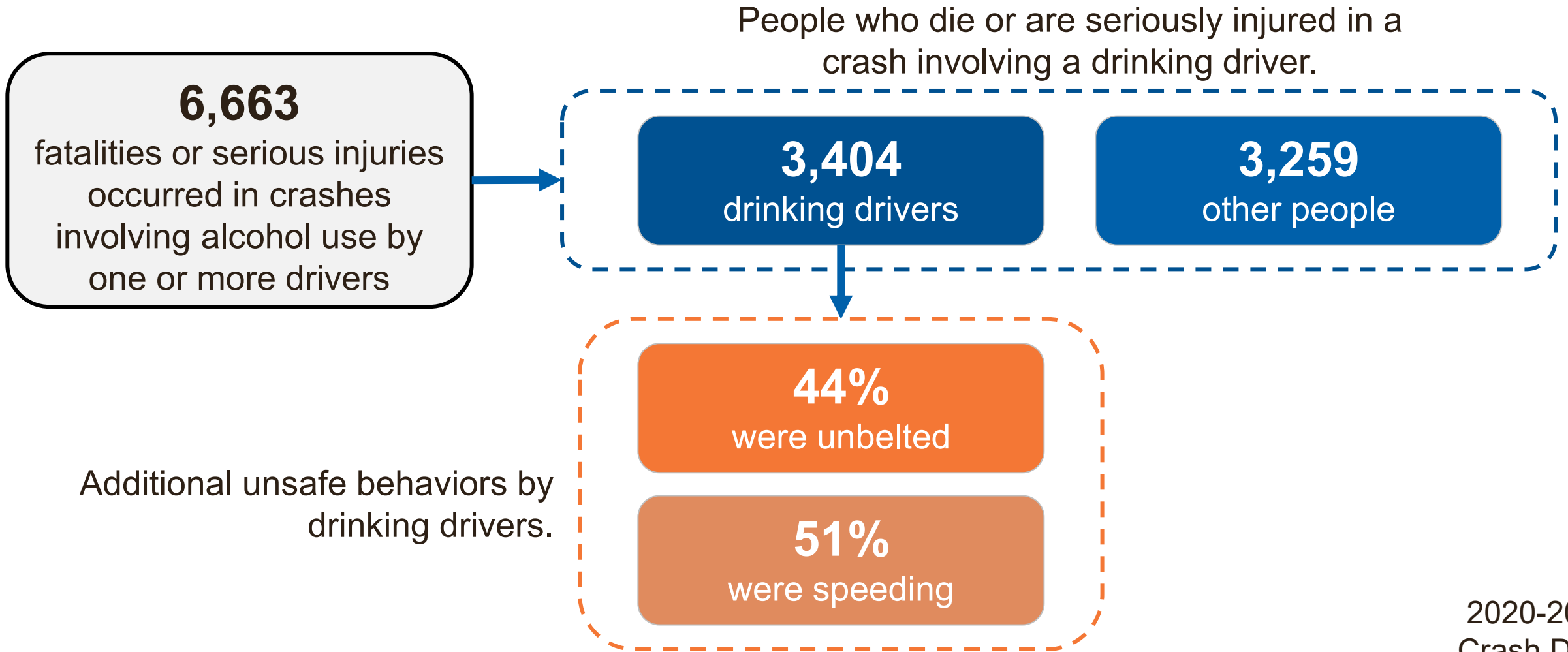
Annual Averages: **342** Fatalities; **1,352** Serious Injuries



All summaries based on 2020-2024 Crash Data

# The Overlap of 2+ Emphasis Areas is Important

Example- Drunk Driving + Unbelted




2020-2024  
Crash Data

# CONCLUSION

# Numerically, these Top Problem Areas Leap Out

- **Intersections**, especially in urban areas
- **Roadway Departures**, especially while speeding, especially in rural areas, especially on VDOT roads
- **Speeding**, especially with roadway departures and at intersections
- **Impairment**, especially in rural areas
- **Aging road users**, especially at intersections and near pedestrians
- **Unbelted drivers**, especially when speeding\*
- **Young drivers**
- **Motorcyclists\***
- **Heavy Vehicles**
- **Pedestrians**, especially on arterials at intersections at night\*
- **Bicyclists**, especially at urban intersections\*

\* Disproportionately important contributor to fatalities, as opposed to fatalities + serious injuries.



**Each of these problems has a different toolkit of techniques available to ameliorate the outcomes. Each tool has different levels of effectiveness and cost.**

**In the next few CTB meetings, we will dig into the balance of effectiveness and cost as we plan to improve safety in the future.**

# APPENDICES

# Fatalities & Serious Injuries Overlap Heat Matrix (2020-24)

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
<b>Total</b>	<b>13,496</b>	<b>14,054</b>	<b>8,468</b>	<b>15,461</b>	<b>17,180</b>	<b>6,309</b>	<b>716</b>	<b>2,875</b>	<b>8,189</b>	<b>4,257</b>	<b>3,766</b>
<b>Impaired Driving</b>	-	5,509	3,836	6,047	5,220	1,876	172	1,141	1,842	768	1,040
<b>Speeding</b>	5,509	-	4,208	6,870	4,313	2,768	67	366	1,976	1,477	1,241
<b>Occupant Protection</b>	3,836	4,208	-	4,916	2,609	1,343	1	29	1,011	11	763
<b>Roadway Departure</b>	6,047	6,870	4,916	-	0	2,352	32	163	2,026	1,369	1,174
<b>Intersections</b>	5,220	4,313	2,609	0	-	2,859	482	1,675	4,349	1,749	1,169
<b>Young Drivers</b>	1,876	2,768	1,343	2,352	2,859	-	130	225	703	448	337
<b>Bicyclists</b>	177	70	1	34	489	136	-	7	162	4	19
<b>Pedestrians</b>	1,213	418	29	198	1,742	234	3	-	713	18	166
<b>Aging Road Users</b>	1,846	1,980	1,011	2,027	4,354	704	159	690	-	693	902
<b>Motorcyclists</b>	797	1,510	11	1,385	1,795	462	5	23	705	-	117
<b>Heavy Vehicles</b>	1,040	1,241	763	1,174	1,169	337	19	146	899	111	-

## HOW TO INTERPRET CRASH OUTCOME HEAT MATRIX

Each cell is the number of total fatalities and serious injuries associated with the factor in that **COLUMN** where the **CRASH** involved the contributing factor in each **ROW**.

*The sum of cell values in each column will not equal the column total because crashes may have more than two factors.*

## LEGEND

EA Overlap by Column

Minimum

Maximum

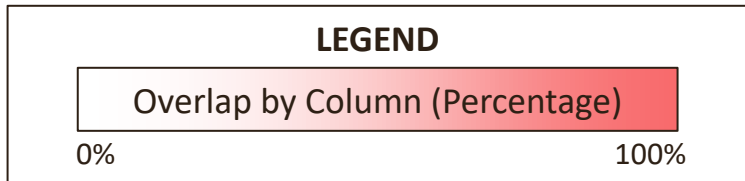
# Heat Matrix for Infrastructure Emphasis Areas

2020-2024 Crash Data

Impairment includes 4Ds:  
 - Drunk  
 - Drugged  
 - Drowsy  
 - Distracted

	Intersections	Roadway Departure	Pedestrians	Bicyclists
<b>Total Fatalities + Serious Injuries</b>	<b>17,180</b>	<b>15,461</b>	<b>2,875</b>	<b>716</b>
Impairment	5,220 (30%)	6,047 (39%)	1,141 (40%)	172 (24%)
Speeding	4,313 (25%)	6,870 (44%)	366 (13%)	67 (9%)
Roadway Departure	0 (0%)	-	163 (6%)	31 (4%)
Intersections	-	0 (0%)	1,675 (58%)	482 (67%)
Young Drivers	2,859 (17%)	2,352 (15%)	225 (8%)	130 (18%)
Aging Road Users	4,354 (25%)	2,027 (13%)	690 (24%)	159 (22%)
Motorcyclists	1,795 (10%)	1,385 (9%)	23 (1%)	5 (1%)
Heavy Vehicles	1,169 (7%)	1,174 (8%)	146 (5%)	19 (3%)

“24% of bicyclist serious injury/fatalities involved impaired driving.”



**HOW TO INTERPRET CRASH OUTCOME HEAT MATRIX**

Each cell represents the number of total fatalities and serious injuries associated with the crash outcome in that **COLUMN** where the **CRASH** involved the contributing factor in each **ROW**.  
 The sum of cell values in each column will not equal the column total because crashes may have more than two factors.

# Heat Matrix for Behavior Emphasis Areas

2020-2024 Crash Data

	Alcohol	Distracted	Drowsy	Drugs	Speeding	Unbelted
<b>Total Fatalities + Serious Injuries</b>	<b>6,663</b>	<b>6,077</b>	<b>1,665</b>	<b>1,251</b>	<b>14,054</b>	<b>8,468</b>
<b>Alcohol</b>	-	1050 (17%)	195 (12%)	590 (47%)	3,200 (23%)	2,279 (27%)
<b>Distracted</b>	1,050 (16%)	-	169 (10%)	236 (19%)	2,089 (15%)	1,397 (16%)
<b>Drowsy</b>	195 (3%)	169 (3%)	-	75 (6%)	602 (4%)	462 (5%)
<b>Drugs</b>	590 (9%)	236 (4%)	75 (5%)	-	644 (5%)	455 (5%)
<b>Speeding</b>	3,200 (48%)	2,089 (34%)	602 (36%)	644 (51%)	-	4,208 (50%)

Number of *all people* who die or are injured in crash

Number of *unbelted people* who die or are injured in crash

## LEGEND

Overlap by Column (Percentage)

0%

100%

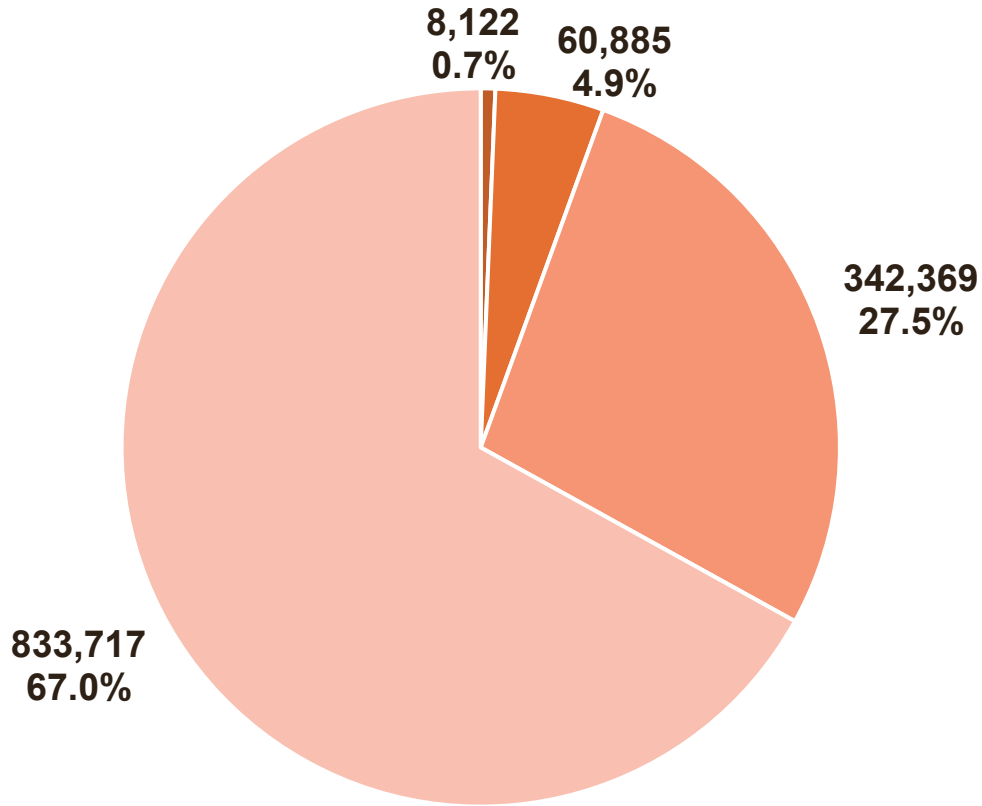
## HOW TO INTERPRET BEHAVIOR HEAT MATRIX

Each cell represents the number of total fatalities and serious injuries associated with the behavior in that **COLUMN** where the **CRASH** also involved the behavior in each **ROW**.

*The sum of cell values in each column will not equal the column total because crashes may have only one behavior or more than two behaviors present.*

# Statewide Crashes by Severity

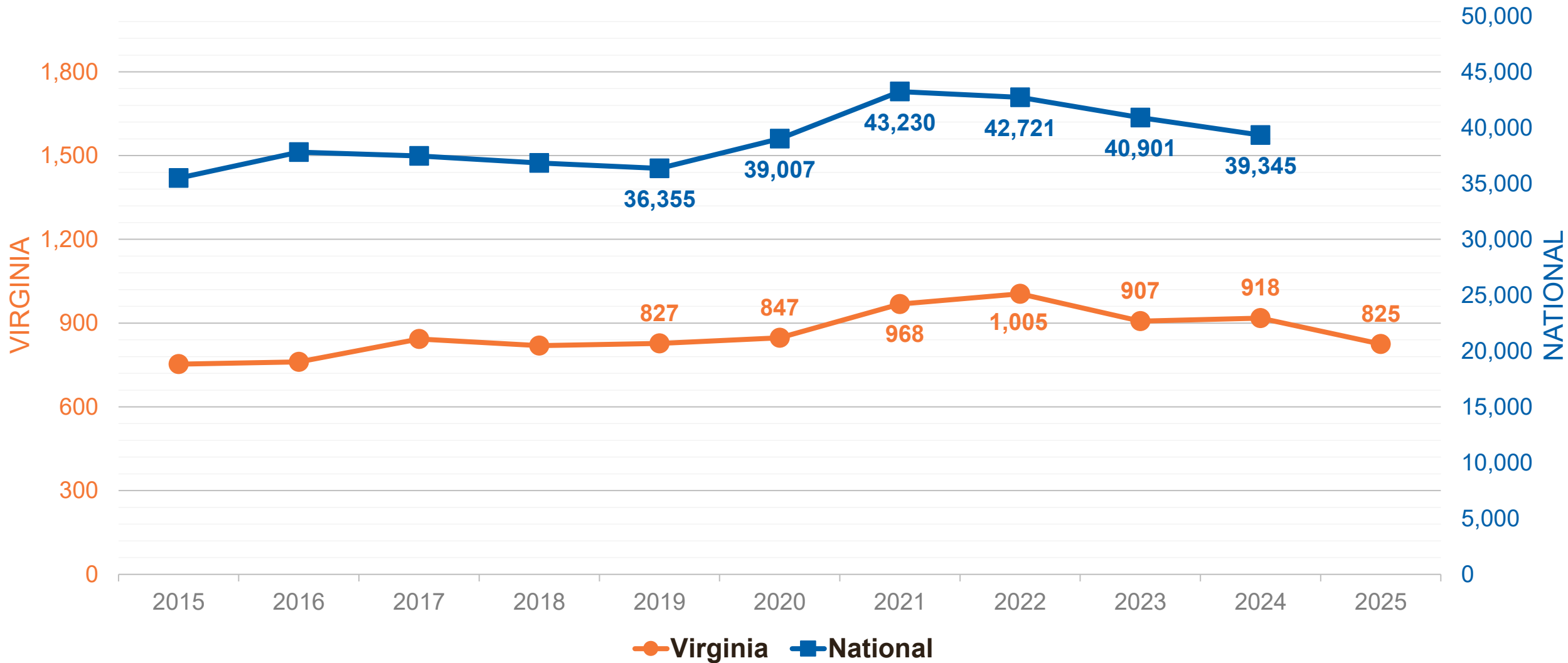
2015-2024 Crash Totals by Severity



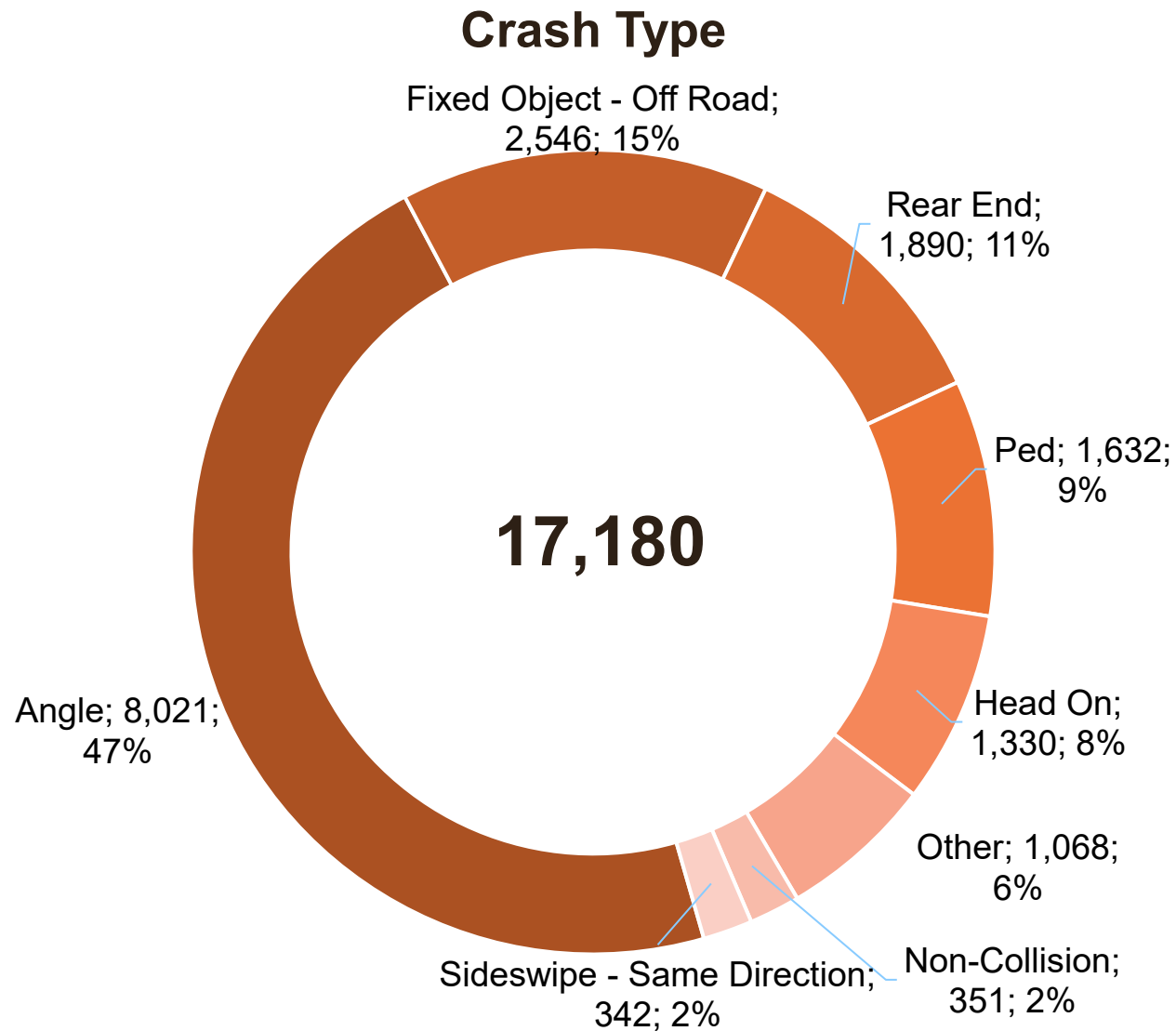
- Fatal Crashes
- Serious Injury Crashes
- Other Injury Crashes
- Property Damage Only Crashes

Crash Severity	Minimum Annual Percentage	Maximum Annual Percentage
Fatal	0.6%	0.8%
Serious Injury	4.5%	5.2%
Other Injury	25.9%	29.2%
Property Damage Only	65.1%	68.6%

# Crash Fatality Trend: Virginia vs. National



# Intersection Fatalities & Serious Injuries



2020-2024 Crash Data

# Roadway / Lane Departure Fatalities & Serious Injuries

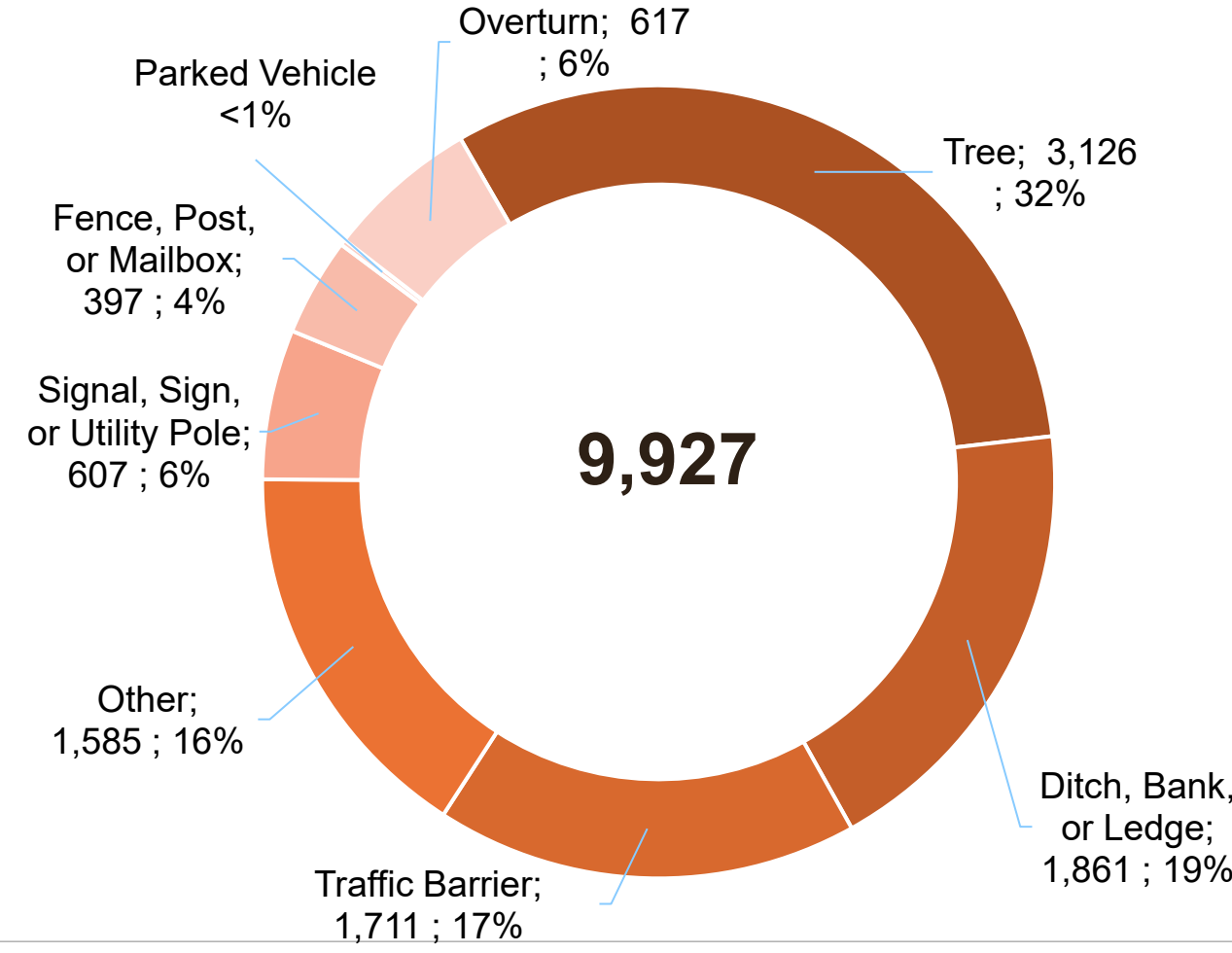
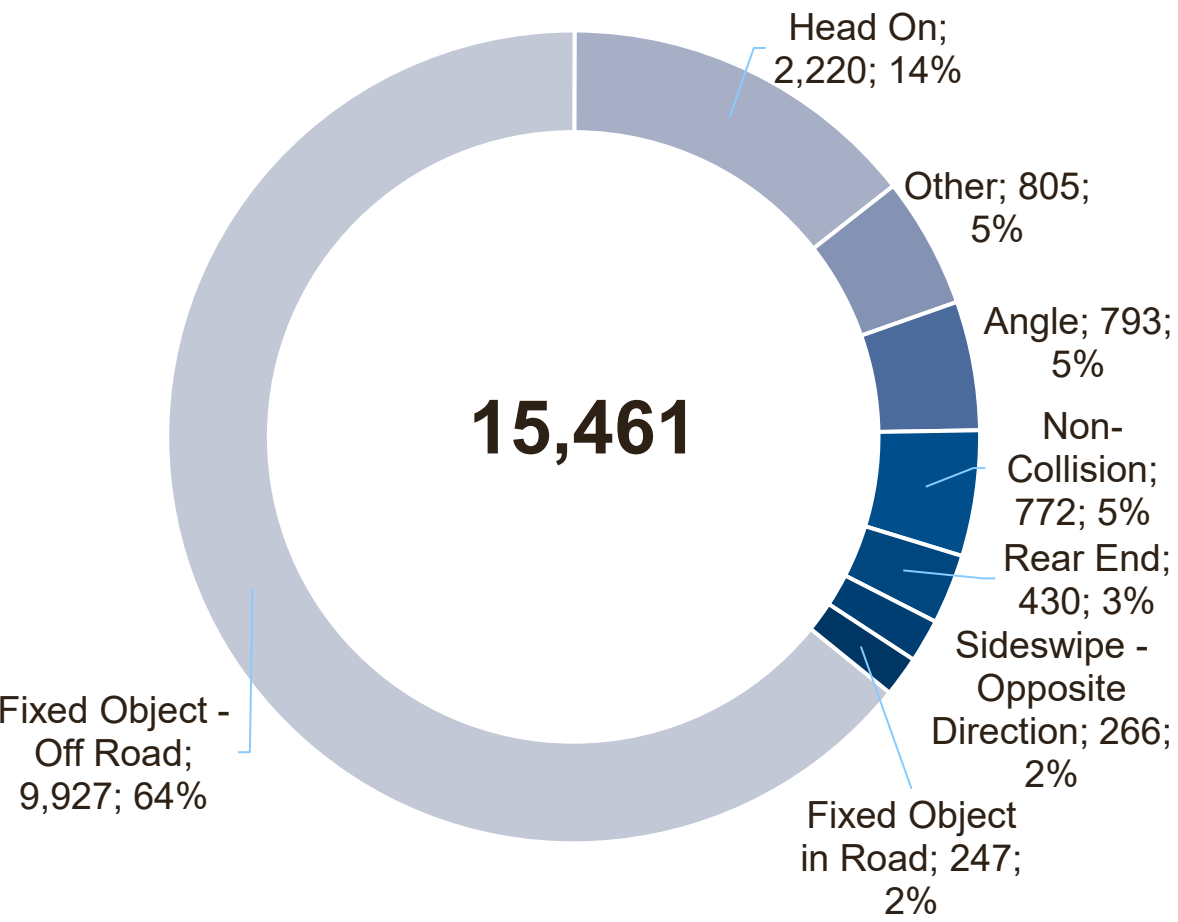
## Crash Type

2020-2024 Crash Data

## Fixed Object Type Struck

**15,461**

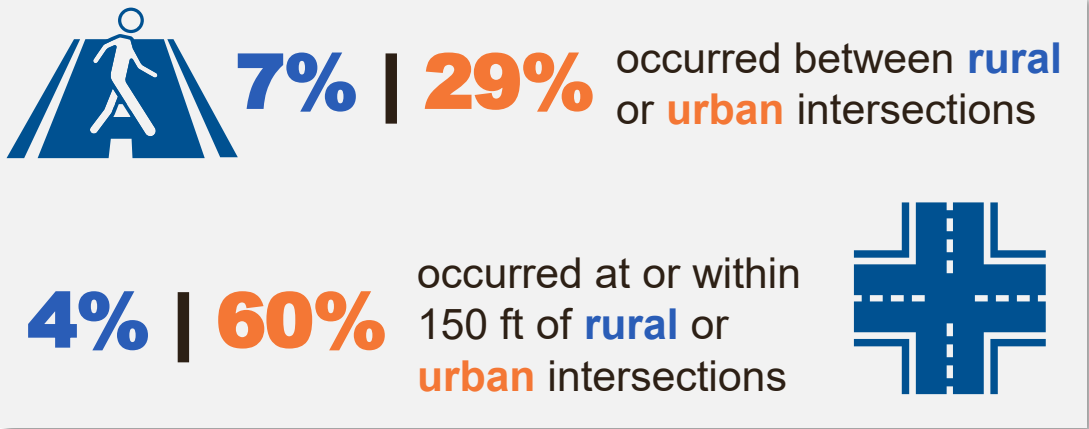
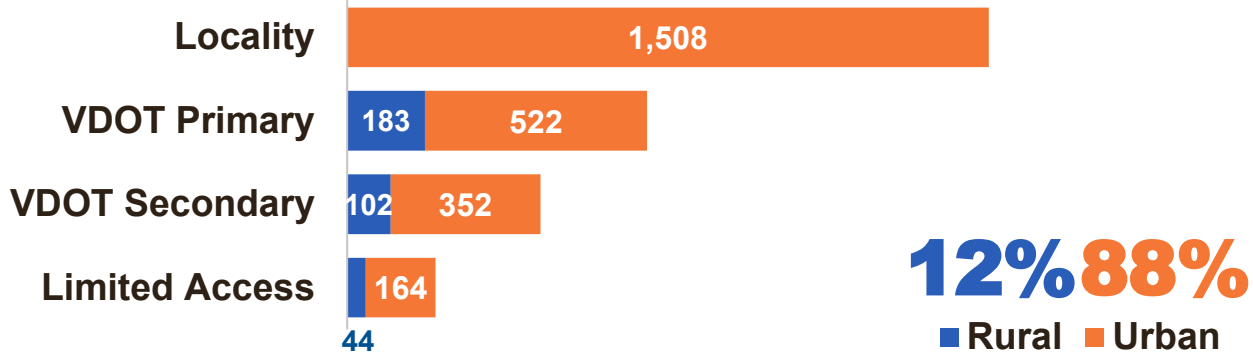
**9,927**



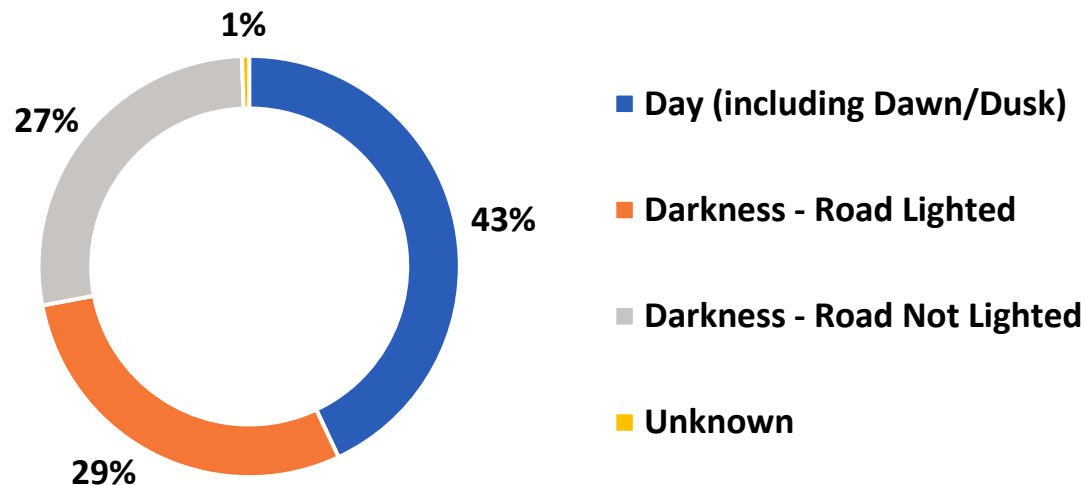
# Pedestrian Fatalities & Serious Injuries

Annual Averages: **133.8** Fatalities; **441.2** Serious Injuries

## System and Area Type



## Time of Day



Excludes crashes on limited access facilities or in work zones

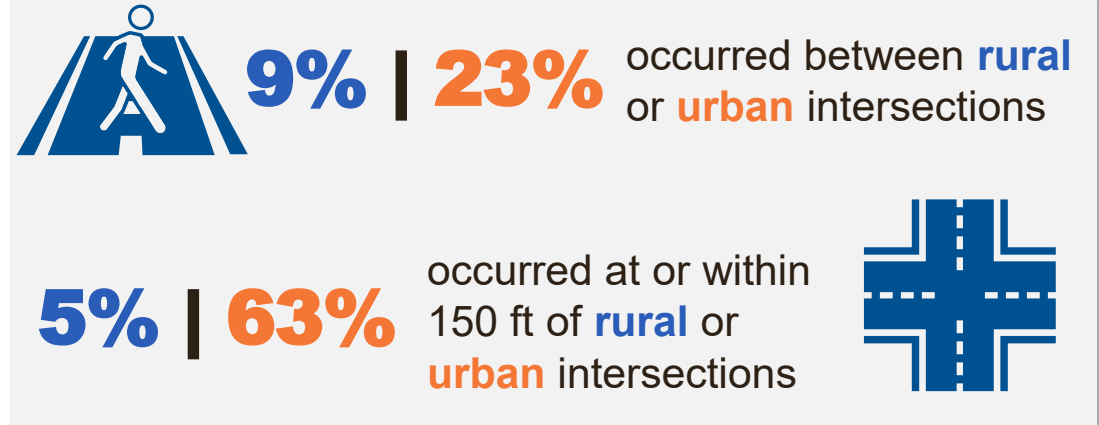
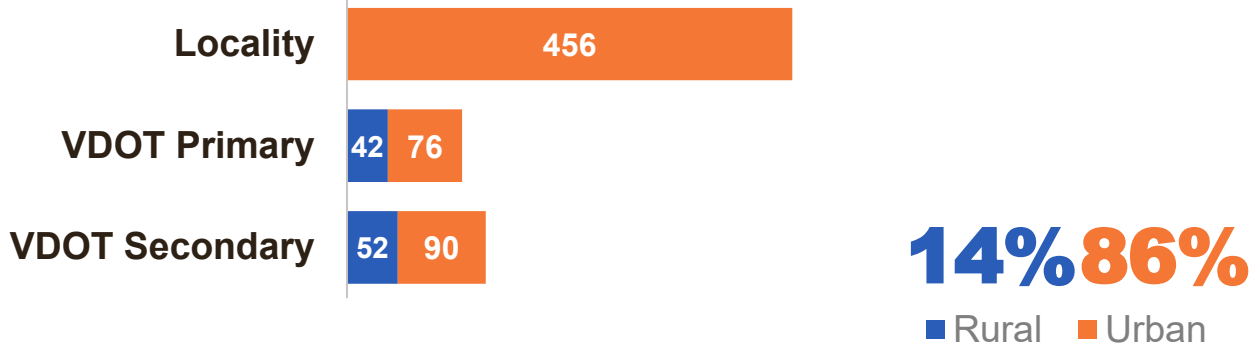
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	569	181	49
<=35 mph	217	465	125
<=45 mph	162	347	266
<=55 mph	106	98	60
>55 mph	9	77	58

All summaries based on 2020-2024 Crash Data

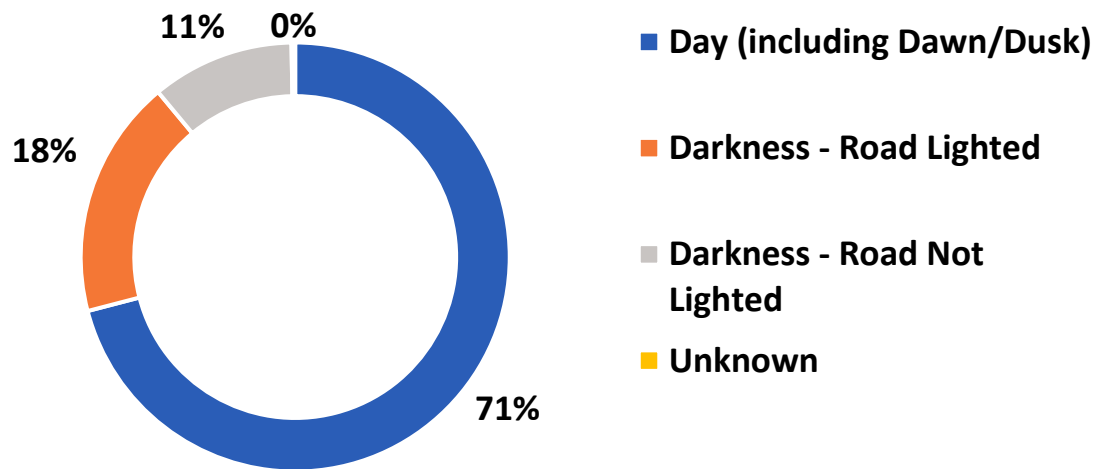
# Bicyclist Fatalities & Serious Injuries

Annual Averages: **15.0** Fatalities; **128.2** Serious Injuries

## System and Area Type



## Time of Day



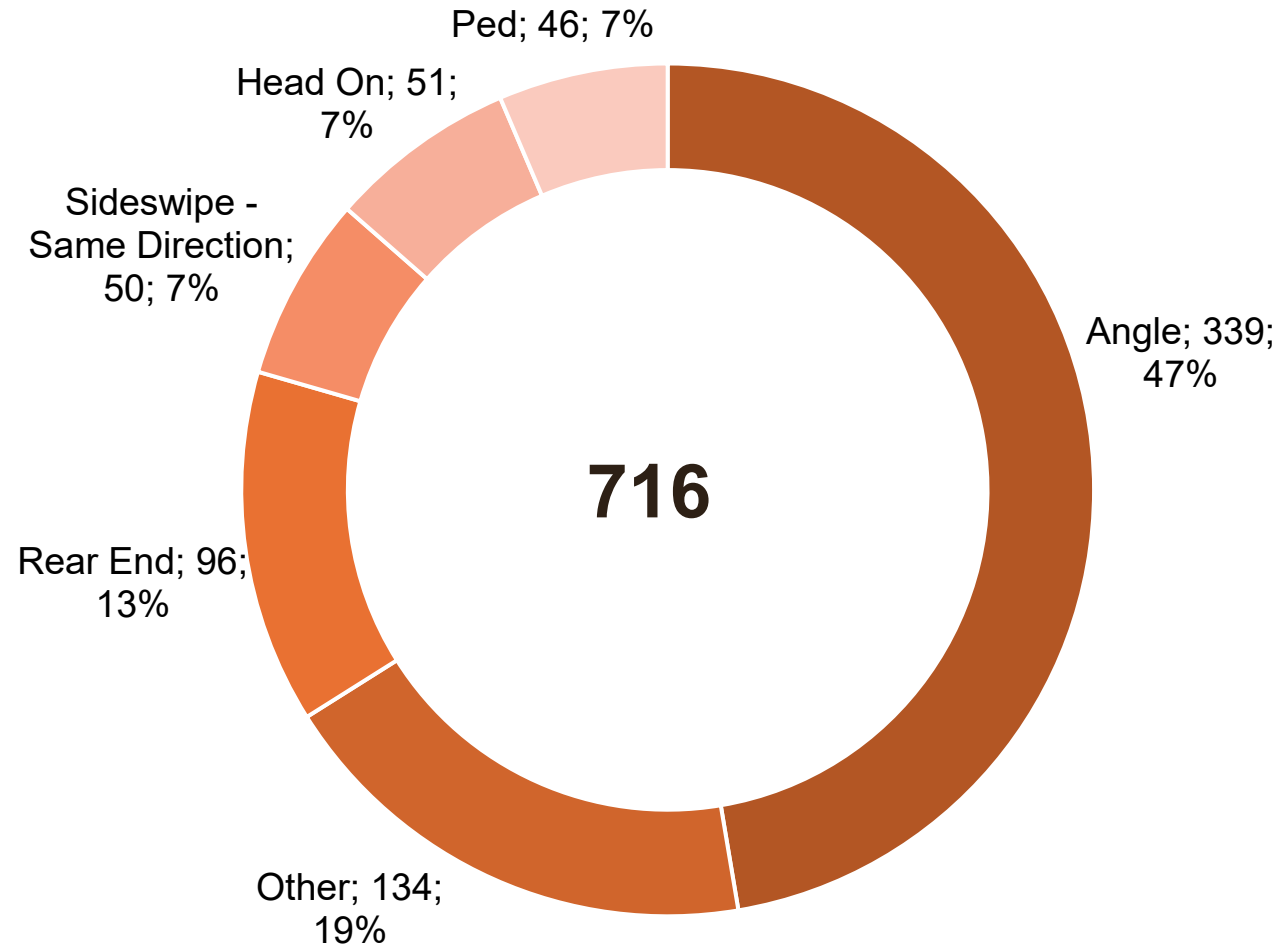
Excludes crashes on limited access facilities or in work zones

Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	189	54	13
<=35 mph	76	97	14
<=45 mph	44	88	43
<=55 mph	51	23	1
>55 mph		2	1

All summaries based on 2020-2024 Crash Data

# Bicyclist Fatalities & Serious Injuries

## Crash Type



2020-2024 Crash Data

# What Factors Contribute To Crash Frequency Vs Severity?

	Factor*	Contributor to Crash Frequency	Contributor to Crash Severity
Engineering	Roadway design elements	✓	
	Collision type		✓ (road users, impact angle)
	Speed	✓	✓
Behavioral	Aging road users	✓ (decreased reaction times)	✓ (vulnerability to injuries)
	Young drivers	✓	
	Impaired driving	✓	
	Seat belt use		✓
Outside Purview	Weather conditions	✓	
	Vehicle age	✓ (advanced safety features)	✓ (crashworthiness)
	Vehicle size and weight		✓



It's important consider Serious Injuries + Fatalities (not Fatalities alone) when analyzing safety trends and developing solution, especially for roadway design.

\*Non-exhaustive list of contributing factors

## DRPT Agency Update – April 2026

### **FY27 5303 Applications**

The MPO 5303 Application is open and closes on **May 1**. DRPT will provide FTA 5303 apportionment information once it becomes available from FTA. MPOs are encouraged to use last year's dollar amounts when drafting UPWPs for DRPT review.

### **FFY27-30 S/TIP Development**

MPOs are encouraged to reach out to DRPT with any questions about developing their draft TIPs. MPOs should have their new TIPs approved by April, ahead of the blackout period, while we submit the STIP with VDOT to FHWA and FTA for review.

### **2026 Coordinated Human Services Mobility (CHSM) Plan Update**

DRPT has released the 2026 Coordinated Human Services Mobility (CHSM) Plan Update, which identified goals for 2026-2030, DRPT implementation actions, and findings. You can find the plan and profiles for geographic areas on the DRPT [website](#).

### **Statewide Rail Plan Kickoff**

DRPT has begun collecting data for the update in coordination with Amtrak, VPRA, and VRE. Public and stakeholder engagement has begun and MPOs should start hearing from our rail team with surveys being distributed throughout the month. Reach out to your assigned planner with any questions, comments, or concerns. DRPT plans to have a draft available for the Commonwealth Transportation Board in October.

### **Virginia Breeze Lauches Tidewater Current**

DRPT will launch it's 5<sup>th</sup> Virginia Breeze line dubbed the Tidewater Current on April 20th. The route will connect Harrisonburg to Virginia Beach via the I-64 corridor with intermediate stops. To learn more and purchase tickets, visit

<https://virginiabreeze.drpt.virginia.gov/>