



Charlottesville-Albemarle Metropolitan Planning Organization

What is an MPO?

An MPO, or Metropolitan Planning Organization, is an organization comprised of representatives and policymakers from a region's local governments dedicated to creating, evaluating, and implementing transportation policy in a region.

What is its purpose?

MPO's are required by federal law to be created for any urbanized area with a population of over 50,000 in order to qualify for federal transportation funding. MPO's ensure that the region is compliant with federal transportation and planning statutes, as well as facilitating 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, evaluate, and implement transportation solutions across a region considering financial, political, and environmental constraints.
- 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 25 years.
- Create and maintain a Transportation Improvement Program (TIP), which outlines a region's scheduled spending of transportation funds over a period of 4 years.

How is it staffed?

Most MPO's consist of permanent staff from the local planning commission, or members of local governments or transportation authorities. The Charlottesville-Albemarle MPO is staffed by the Thomas Jefferson Planning District Commission. Appointed members of the committees within the MPO are often elected or appointed officials from the localities within the MPO boundary, federal and state agency representatives, and other transportation stakeholders.

How is it funded?

The organization manages and directs federal funds, with the possibility of additional added funds provided by state, local, or private entities. The organization's internal budget is often provided by the local planning district commission, which provides permanent full-time staff.

How are an MPO's boundaries determined?

MPO's are required to encompass an urban area with a population of over 50,000, as well as the surrounding urban areas in other jurisdictions. MPO's often include areas that are anticipated to become urban over the next 20-year period. MPO's across the country feature varied combinations of small cities and larger counties that comprise urban centers.

The boundary of an MPO are updated and expanded after each census, in order to have a more accurate picture of where increased population requires new transportation and infrastructure planning.

Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)



The current boundaries of the Charlottesville-Albemarle MPO contains all of the city of Charlottesville and the urbanized portions of Albemarle County.

What Committees Compromise the CA-MPO?

The CA-MPO contains three standing committees, as well as one advisory board.

- **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, the Charlottesville City Council, and the district engineer for the VDOT Culpeper District.
- **Technical Committee:** Consists of transportation planning personnel from Charlottesville Area Transit, Charlottesville, Albemarle, and other regional actors. Both Charlottesville and Albemarle having a Planning Commissioner on the technical committee. This committee provides technical expertise for proposals from the Policy Board.
- **Citizens Transportation Advisory Board:** Comprised of members of the Charlottesville-Albemarle community and provides feedback, recommendations, and community input on transportation proposals from the Policy Board. The members of the this board are recruited and appointed by the Policy Board.
- **Regional Transit Partnership:** Serves as an official advisory board to localities and stakeholders, and whose membership consists of members of Charlottesville and Albemarle local governments, members of the state's Department of Rail and Public Transportation, as well as key figures from transportation providers like Charlottesville Area Transit, JAUNT, and UVA.



(434) 979-7310



info@tjpd.org



<http://campo.tjpd.org>

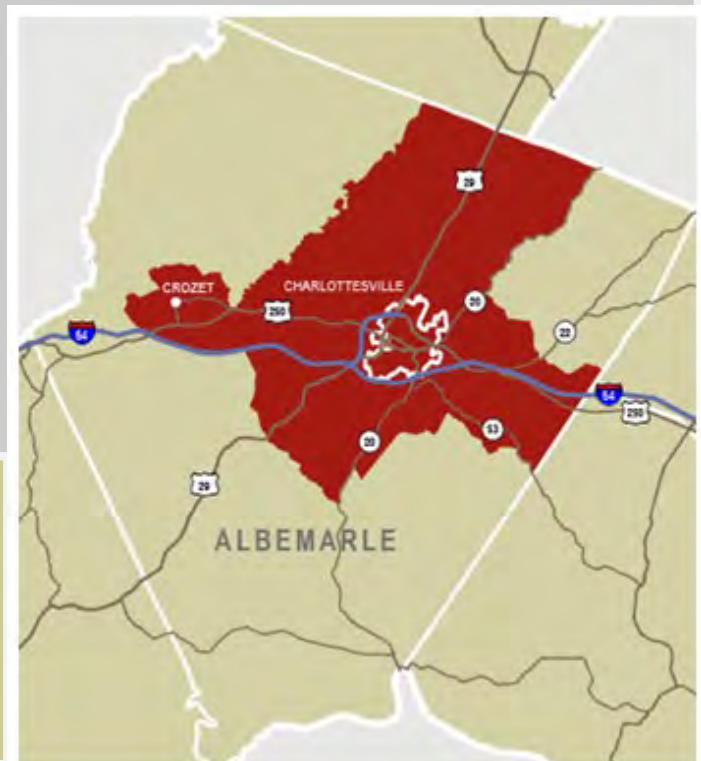


Long Range Transportation Plan

What is a Long Range Transportation Plan?: A Long Range Transportation Plan (LRTP) is a federally-mandated plan that outlines the region's priority transportation improvements over the next 20 years at a minimum. The Charlottesville-Albemarle MPO's current Long Range Transportation Plans covers the time period through 2045. Regional transportation projects must be included in a Metropolitan Planning Organization (MPO)'s LRTP in order for it to qualify for federal funding. It exists to provide guidance on current transportation conditions and attempts to project what projects and monies will be needed in the future.


The LRTP covers all modes of transportation (private vehicles, public transit, bicycles, pedestrians, air) and transportation issues such as bridge maintenance and safety improvements. The plan incorporates a performance-based approach, considering many factors like safety, congestion, freight, access, state of good repair, and transit, as well as a robust public input process specifically to identify transportation deficiencies and potential projects. Performance measures are then used to determine the degree to which various improvements would accomplish the region's vision, goals, and objectives. A set of performance measures, created using federal resources, public comment, and committee input, was used to produce quantitative values for project scenarios. With these tools, the MPO was able to determine the degree to which various transportation improvements accomplished the region's vision, goals, and objectives, and select the most optimal project combination for achieving them.

What are does it cover? The LRTP covers the Charlottesville-Albemarle MPO's boundaries, which include all of the City of Charlottesville and parts of Albemarle County.



What is the LRTP's role in policymaking?

In order for transportation projects to be eligible for federal funding, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require that they be listed in a long-range transportation plan. For this reason, any project that requires extensive funding needs to be included in the LRTP. Project proposals are submitted to the MPO and judged upon the criteria previously created for the LRTP that highlight's the MPO's priorities for the future. These are derived, generally, from federal guidelines, but are finalized in Virginia by the Virginia Department of Transportation and Department of Rail and Public Transit. The MPO's decide which projects to submit as applications for funding.

Charlottesville/Albemarle MPO 



2045 Long Range Transportation Plan

What are requirements for a project's inclusion in the LRTP?

Projects are measured by various criteria including environmental impact and design, impact on regional transit, and expected operations and maintenance costs. Deficiencies within the transportation area studied are identified, and a list is developed using projects that were carried over from the previous long range plan, other plans produced by the MPO and the Thomas Jefferson Planning District, and the CAT and Jaunt Transit Development Plans. Modeling is used to determine the extent of the deficiency throughout the timeframe of the LRTP. Projects are chosen based on how well they address a current deficiency in the area's transportation infrastructure, satisfy the MPO's criteria, and how much they cost. Public comment is also solicited, as well as recommendations from the MPO's standing committees.

How is the Long Range Transportation Plan Adopted?

The LRTP is adopted by the Policy Board of the MPO after public hearings and presentation of the final plan.



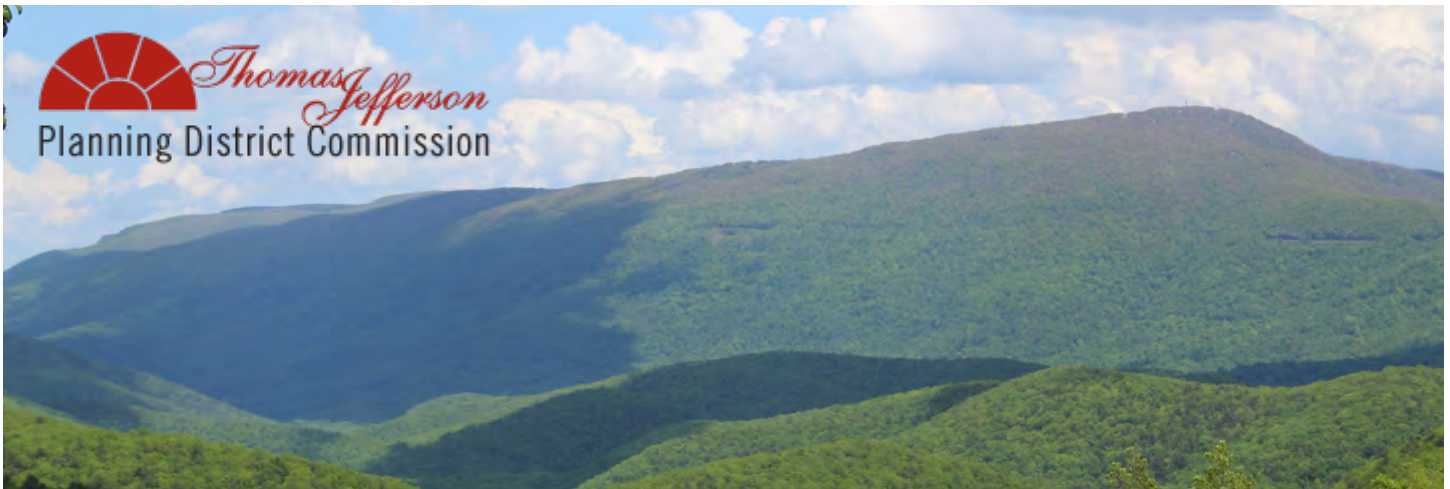
(434) 979-7310



info@tjpd.org



<http://campo.tjpd.org>

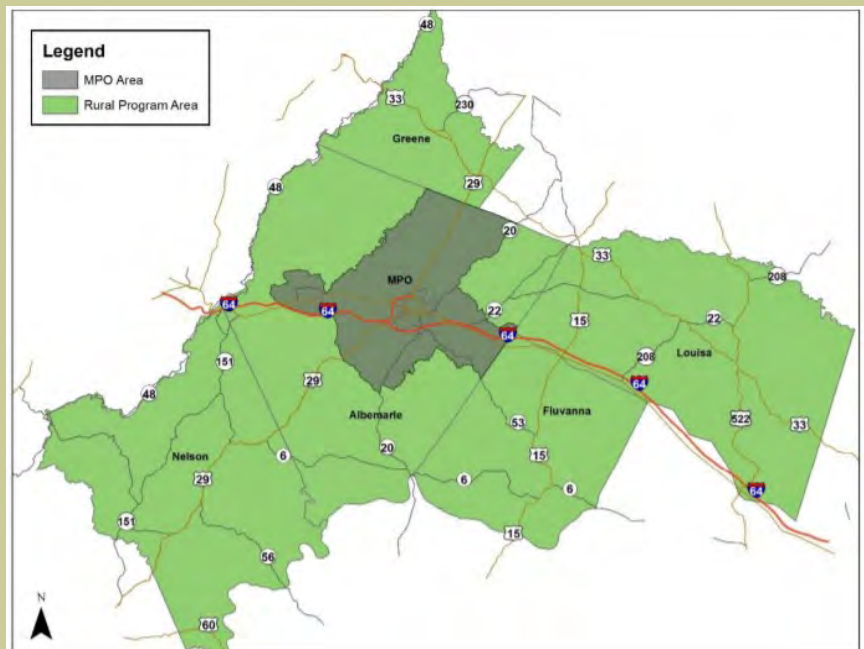


Unified Planning Work Program

What is the UPWP? - The Unified Planning Work Program 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.

Why is it important? - The UPWP reflects the planning 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, ensuring federal funds which make up the majority of the MPO's budget, it serves as a way for associated localities and residents can understand what improvements are being prioritized, how they are occurring, and what will look different when they have been completed.

Who prepares the UPWP? The UPWP is prepared by the MPO of an area in line with transportation and planning priorities that have been determined by partner organizations and the public, and are reflected in the MPO's long range transportation process and broader transportation goals and vision.



How is work identified? 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 own 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.

B) Short Range Project Planning

PL Funding: \$25,000

FTA Funding: \$7,500

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. SMART SCALE pre-applications were submitted in April of 2020, with final applications due in August of 2020. MPO staff will continue to strengthen and prepare SMART SCALE applications for submission on behalf of the MPO, as well as provide support for projects submitted by the City of Charlottesville and urbanized portions of Albemarle County where needed.

End Products:

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

An example entry in the 2021 Fiscal Year UPWP from the CA-MPO.

How is it monitored? The UPWP's progress is monitored by the staff of the MPO. The Virginia Department of Transportation is currently developing a mechanism to ensure MPO's across the state are complying with their UPWP's.



(434) 979-7310



info@tjpd.org



<http://campo.tjpd.org>



Transportation Improvement Plan

What is the purpose of the Transportation Improvement Plan? A Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within a metropolitan region, in coordination with significant state and local funds for 3 consecutive fiscal years. It also demonstrates how these projects comply with federal planning regulations. It is complementary to the MPO's Long Range Transportation Plan, which is the long-term vision for transportation goals and associated improvements that the MPO has determined are necessary to achieve those goals. 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.

How are projects identified for inclusion? Projects listed in the Long Range Transportation Plan that have an identified funding source and a description of how and when federal funds will be disbursed comprise the TIP. For federal money to be disbursed for these transportation improvement projects, they have to be included and scheduled in the TIP, which makes it a very important document for the MPO. Other projects, like road maintenance, infrastructure repair, and safety improvements all are included in the TIP if they are funded and scheduled to be completed in the next four years.

What is the process for adoption? The MPO Technical Committee is tasked with reviewing the plan and the MPO Policy Board must hold a public hearing and adopt the plan. MPO staff recommends that the MPO Technical Committee holds a discussion of the TIP and makes a recommendation on action to the MPO Policy Board. Staff then recommends that the MPO Policy Board conduct the public hearing as required and votes to adopt the TIP with or without revisions.

How are changes made? Adjustments to the TIP are not required to be voted on by the Policy Board. It usually involves moving approved funds around from one project to another with a similar goal or purpose. An amendment is a public hearing process and the MPO has to vote on whether or not to approve it.

UPC NO	106136		SCOPE Reconstruction w/Added Capacity			
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT	FO	
PROJECT	US-29 RIO ROAD GRADE SEPARATED INTERSECTION			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROUTE 851 (DOMINION DRIVE) TO: ROUTE 1417 (WOODBROOK DRIVE (1.0000 MI)					
PROGRAM NOTE	WAITING FINANCIAL CLOSURE					
ROUTE/STREET	SEMINOLE TRAIL (0029)			TOTAL COST	\$66,463,579	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – NHS/HHPP	\$0	(\$2,571,196)	\$0	\$0	\$0
RW AC	Federal – AC OTHER	\$0	\$5,791,457	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$4,829,920	\$0	\$0	\$0
MPO Notes						

An example project from a CA-MPO TIP.

How does the Transportation Improvement Plan support the goals of the LRTPT? The TIP executes the goals and values of the LRTP. The TIP is, in essence, the realization of the LRTP, because it identifies projects, allocates and secures funding, and creates a schedule for completion.

What is the Annual Obligation Report, and what role does that play? An Annual Obligation Report (AOR) contains all projects and funding listed in the TIP for which federal funds were allocated during the previous year. An AOR must be released by an MPO no later than 90 days after the end of the program year. For any improvement project that received federal funding during the preceding year, the AOR must also state the future funding obligations from the federal government over the coming year(s).



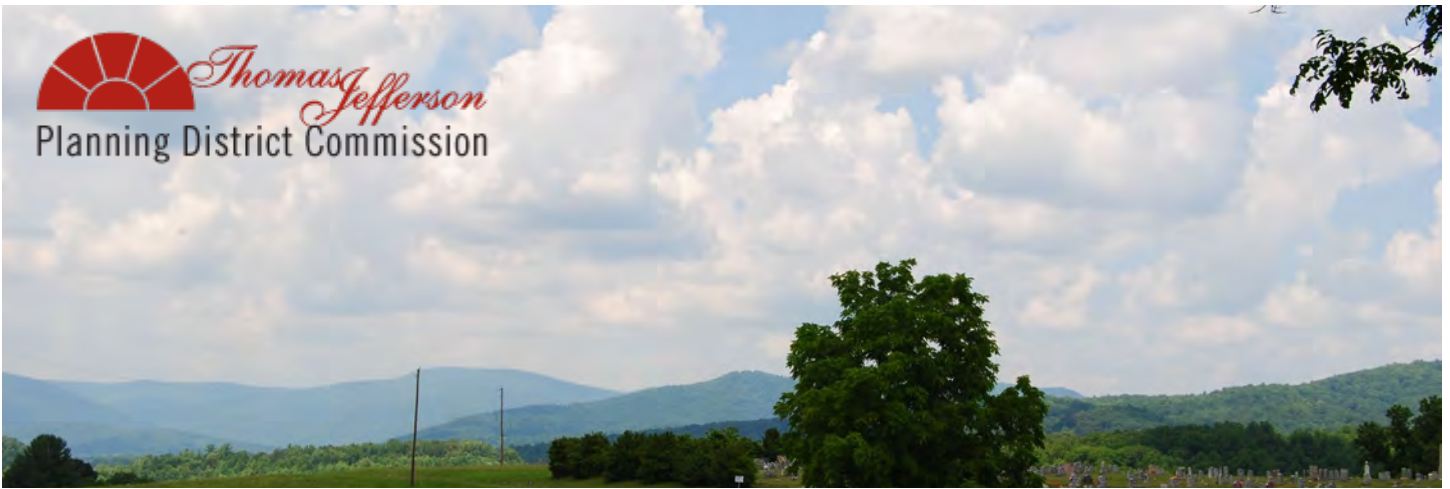
(434) 979-7310



info@tjpd.org



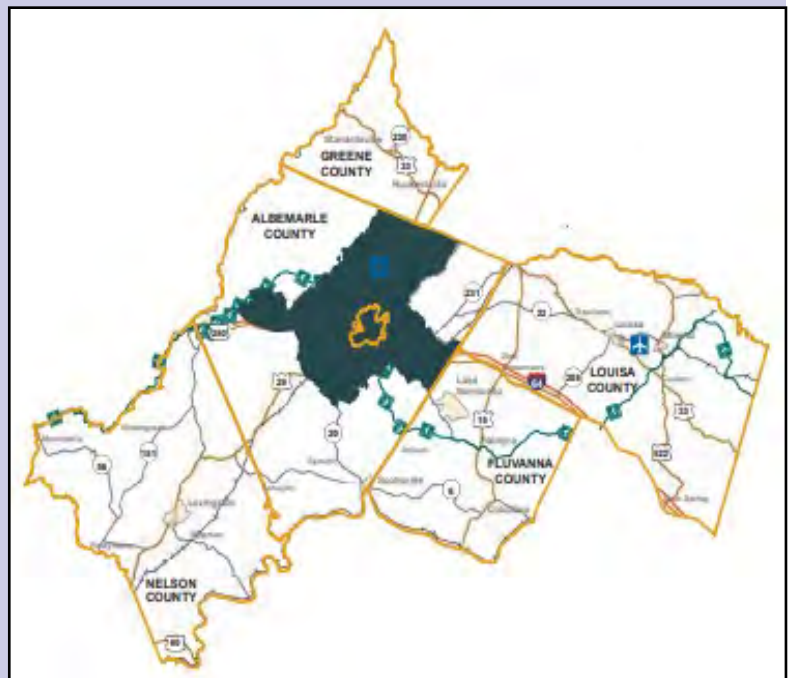
http://campo.tjpd.org



Rural Long Range Transportation Plan

What is the purpose of the Rural Long Range Transportation Plan? The Rural Long Range Transportation plan was developed by the TJPDC in order to evaluate the transportation system of each rural county and create recommendations that would address current and future transportation needs. It was created as a tool for localities and towns to apply for SMART SCALE funding from the state government, as its priorities align with the state's multimodal long-range plan.

What area does it cover? The plan covers all parts of the TJPDC that are not also included in the Charlottesville-Albemarle MPO. This means that select parts of Albemarle County, all of Greene, Louisa, Nelson, and Fluvanna counties. This plan exists specifically to ensure that rural transportation networks of the TJPDC are able to analyzed and improved.



How does it impact decision-making? The plan acts as a tool for rural communities to have a better idea of current and future transportation needs.

What's included? The transportation network of each county and a range of transportation improvements - roadway, rail, transit, air, bicycle, and pedestrian - were collected, analyzed, and then developed into recommendations that would help address expected existing and future needs.

Is it required? The Rural Long Range Transportation plan is not required in the same way that the CA-MPO's LRTP is required for federal funding. Instead, the RL RTP represents a proactive step by the TJPDC in order to better prepare rural communities to have a clearer picture of present and future transportation needs and improvements.

SMART SCALE PLANNING FACTORS

- Safety
- Congestion Mitigation
- Accessibility
- Environmental Quality
- Economic Development
- Land Use

How is it adopted? The plan is formally adopted by the TJPDC.



(434) 979-7310



info@tjpd.org



<http://campo.tjpd.org>



Rural Work Program

What is the rural transportation work program? The Rural Transportation Work Program (RTWP) is a program that was created in order to help the state achieve the requirements set out in its planning process for the transportation needs of rural areas. Each planning commission is designated \$58,000 from the Virginia Department of Transportation (VDOT), and also pays a \$14,500 match. The RTWP serves as a mechanism for the planning commission to show how, why, and when this \$72,500 sum will be used in regards to rural transportation improvements.

Who requires it? The RTWP is required by federal law that dictates that federal money, administered by VDOT, must include a scope of work and details about how the money will be spent. The RTWP serves as a schedule for the disbursement of funds, the details of the program, and how each program serves to improve rural transportation.

Why is it important? Because it is required in order for critical rural transportation projects to receive state and federal funding, the RTWP is an important document because it ensures that there is continued investment in rural transportation infrastructure.

Who prepares it? The RTWP is developed through a cooperative process between localities within the planning district commission, and rural transportation stakeholders.

How is work identified? The projects chosen to be put into the RTWP are chosen by the planning district commission, with significant input from transportation providers. The work chosen should contribute to the fulfillment of federal guidelines concerning improvements to rural areas. The planning district commission has agency concerning the identification and selection of work projects, as long as they fit under federal and state guidelines.



What is the process for adoption? The plan is recommended for approval to the planning district commission by the Rural Transportation Advisory Commission (RTAC), which is made up of representatives from each of the five counties that comprise the TJPDC, as well as transportation stakeholders. There is significant technical expertise represented on the RTAC. The planning commission formally approves the recommendation, and the work plan is subsequently adopted.

How is it monitored? Planning district commission staff monitor programs included within the RTWP over the course of a fiscal year.



(434) 979-7310



info@tjpd.org



<http://campo.tjpd.org>