



**Staunton Augusta  
Waynesboro**  
Metropolitan Planning  
Organization

112 MacTanly Place  
Staunton, VA 24401

Phone (540) 885-5174  
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## **Policy Board Meeting Agenda December 1, 2021, 10:00 a.m.**

Central Shenandoah Planning District Commission  
112 MacTanly Place, Staunton, VA 24401

OR

Via ZOOM Video Conference

Web Link: <https://us06web.zoom.us/j/95304069040?pwd=UTdiOngvL2hMUWJPWXNoSGhOO3Aydz09>

Dial In (Audio Only): 1-301-715-8592 Meeting ID: 953 0406 9040 Password: 558464

1. Call to Order
2. Public Comment
3. Approval of Minutes of the October 6, 2021 Policy Board Meeting\*
4. Consideration of the SAWMPO 2022 Meeting Schedule (Board Action Form #21-15)\*
5. SMART SCALE Round 5 Scoring Changes Letter to Commonwealth Transportation Board Member Mark Merrill (Board Action Form #21-16)\*
6. Exit 235 Online Public Survey (Board Memo #21-16)
7. Infrastructure Investment and Jobs Act Update (Board Memo #21-17)
8. FY 2022 UPWP Budget Update (Board Memo #21-18)
9. Presentation: *“Preparing for the Next Dimension of Mobility”* – Lisa Peterson, VP of Business Development, [Airspace Link](#)
10. Agency Updates
  - VDOT
  - DRPT
  - BRITE
11. Other Business
12. Upcoming Meetings
  - January 5, 2022 – SAWMPO Policy Board Meeting, CSPDC Offices, 10:00 a.m.
  - December 15, 2021 – Technical Advisory Committee Meeting, CSPDC Offices, 2:00 p.m.
13. Adjournment

\*Action Required



**Policy Board  
Regular Meeting Minutes  
October 6, 2021, 10:00 a.m.**

Central Shenandoah Planning District Commission\*  
112 MacTanly Place, Staunton, Virginia

**Present (18):**

| Voting Members |                           | Non-Voting Members |                     | Others |                                  |
|----------------|---------------------------|--------------------|---------------------|--------|----------------------------------|
|                | <b>City of Staunton</b>   |                    | <b>VA DRPT</b>      |        | <b>Others</b>                    |
| ✓*             | Carolyn Dull              | ✓*                 | Wood Hudson         | ✓*     | Alleyn Harned, VA Clean Cities   |
| ✓              | Steve Rosenberg           |                    | Grant Sparks        | ✓*     | Nicole Peterson, VA Clean Cities |
|                | Leslie Beauregard (Alt)   |                    | <b>VRT</b>          | ✓*     | Josh Dunlap, VDOT                |
|                | <b>Augusta County</b>     | ✓*                 | Steve Wilson        |        | <b>Staff (CSPDC)</b>             |
| ✓              | Scott Seaton, Vice Chair  |                    | Phil Thompson (Alt) | ✓      | Bonnie Riedesel                  |
| ✓              | Tim Fitzgerald            |                    | <b>FHWA</b>         |        | Ann Cundy                        |
|                | Pam Carter (Alt)          |                    | Mack Frost          | ✓      | Zach Beard                       |
|                | <b>City of Waynesboro</b> |                    | <b>FTA</b>          | ✓      | Devon Thompson                   |
| ✓              | Bobby Henderson, Chair    |                    | Michele DeAngelis   | ✓      | Kimberly Miller                  |
| ✓              | Jim Shaw                  |                    | <b>VA DOA</b>       |        |                                  |
|                | Michael Hamp (Alt)        |                    | Rusty Harrington    |        |                                  |
|                | <b>VDOT</b>               |                    | <b>CTB</b>          |        |                                  |
| ✓              | Randy Kiser               |                    | Mark Merrill        |        |                                  |
| ✓*             | Adam Campbell (Alt)       |                    |                     |        |                                  |
| ✓*             | Don Komara (Alt)          |                    |                     |        |                                  |
|                | Matt Dana (Alt)           |                    |                     |        |                                  |

\*Due to a resurgence of COVID-19 cases in the region, non-voting members were encouraged to attend virtually by Zoom. Those who attended virtually are indicated by an asterisk; all others attended in-person.

**Call to Order**

The meeting of the Policy Board of the Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) was called to order at 10:01 a.m. by Mr. Bobby Henderson, Chairperson.



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## **Public Comment**

Chairperson Henderson opened the floor for public comment. There were no public comments.

## **Recognition of Board Member, Mr. Jim Shaw**

Chairperson Henderson recognized out-going member, Mr. Shaw, who is retiring this month. He presented Mr. Shaw with a Certificate of Appreciation on behalf of the SAWMPO expressing the MPO's gratitude for steadfast leadership and dedicated service to the MPO and to the people of the region, shown during his tenure on the Policy Board from its inception in August of 2012 until the present.

## **Approval of Minutes**

Chairperson Henderson presented the minutes from the September 1, 2021 Policy Board meeting.

***Dr. Seaton moved, seconded by Mr. Fitzgerald, to approve the minutes as presented (Motion carried unanimously (7-0)).***

## **Discussion of the Exit 235 Study Update (Board Memo #21-14)**

Chairperson Henderson presented the Exit 235 Study Update. Mr. Beard stated that the study area is in Weyers Cave, on Route 256 between Route 11 and Triangle Drive and includes both south and northbound exits from I-81 (the area is known as the Blue Ridge Community College exit). The study will examine possible safety and congestion improvements, in particular, left turn movements. The study began in March with the consultant, Michael Baker. Last month, Baker reviewed 10 improvement concepts with the study team; six of which have been identified by the study group to advance forward. More detailed concepts will be presented to the Augusta County Board of Supervisors. Because the bridge over I-81 will not likely be replaced in the near or mid-term future, the team is looking at ways to improve traffic flow and safety in the near future.

Mr. Beard reviewed the 10 concepts, each with a general concept and a table that indicates the potential impact on a.m. and p.m. traffic, estimated crash reduction and whether or not the study team selected the project for advancement. Project concepts were presented in a PowerPoint slide show and in a handout, both attached to file minutes.

There was some discussion about details, results and costs of the recommended concepts. Of the six concepts selected to advance for more detailed analysis, four include roundabouts, 1 includes adding an extra turn lane on the bridge, and 1 includes access improvements and reduction of left turn movements on Rt 11. The six concepts will be reviewed with Augusta County BOS on October 25th, an online survey will be developed and released for public comment, and an in-person meeting may be held at BRCC to review the final recommendations of the study.



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## **FY 2022 UPWP Budget Update (Board Memo #21-15)**

Chairperson Henderson presented the UPWP Budget Update. Ms. Riedesel stated that the memo summarizes spending activities as compared to budget for the fiscal year 2022, as of the end of August, the first two months of the current fiscal year. She stated that spending is on-track with 86% of the budget remaining for the fiscal year.

Ms. Riedesel stated that Ms. Cundy is not present today due to her attending the annual Association of Metropolitan Planning Organizations in Phoenix, Arizona. Ms. Cundy is the chair of the Virginia Association of MPOs and they paid part of the cost for her to attend this national conference.

### **Presentation: “Electric Vehicle Charging Infrastructure” – Alleyn Harned, Executive Director, Virginia Clean Cities**

Chairperson Henderson presented Electric Vehicle Charging Infrastructure. Mr. Beard stated that last month he discussed the Infrastructure bill being considered in Congress that contains \$7 billion in funding for electric vehicle infrastructure. He stated that whether or not the bill passes, electric vehicles will be part of our future transportation landscape. Mr. Beard stated that Mr. Alleyn Harned is the Executive Director of Virginia Clean Cities, a state-wide non-profit in partnership with JMU, and sponsored by the Department of Energy. Mr. Harned joins the Board today to discuss the deployment of alternative fuel vehicles and infrastructure.

Mr. Harned stated that our use of energy and emissions will change as we plan for reduced greenhouse gases. He gave examples of several Virginia municipalities who have added electric vehicles (EV) and chargers for their fleet and/or for the public’s use. In addition, there are four outlet chargers at the Shenandoah Regional Airport, and 70 workplace chargers at Merck in Elkton. Mr. Harned showed the levels of chargers and how much charge they provide. Chargers at workplaces, office buildings, and shopping centers will be very important to supplement residential charging. Charging has been increasing in Virginia; with a number of them having been installed on the I-81 and I-64 corridors in the Staunton, Augusta County and Waynesboro region (SAW). Mr. Harned discussed the PlugShare app ([plugshare.com](http://plugshare.com)) where users can find chargers, see photos of them, and comment on them in a social-media-style format.

Mr. Harned introduced a dashboard at [driveelectricva.org](http://driveelectricva.org) that shows EV data by zip code. In the SAW area there are 174 EVs on the road, 39 of which are in the City of Staunton. This data is accessible live at [driveelectricva.org](http://driveelectricva.org). The Electric Vehicle Infrastructure (EVI) projection tool estimates that in SAW 10% electrification would equal 7400 vehicles. To support that many vehicles, 1037 workplace L2, 642 public L2, and 85 dc fast charging chargers are needed, plus an additional projected 3,040 single home level 2 charging plugs and 760 Multi-Unit Dwelling and or curbside level 2 charging plugs.

Mr. Harned discussed the length of time it takes to achieve any milestones, stating that it depends on how an area invests in the infrastructure. At this time, EVs are not available for purchase in this area and the infrastructure is not adequate. He stated that it took a decade to get to 1%. He stated that before people buy EVs, they will need to know there are places to charge.



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In response to a question about the cost to the consumer to charge an EV, Mr. Harned stated that the cost of electricity in Virginia is approximately \$0.10/kW hour, or the equivalent of \$1.00 per gallon. The fast chargers charge the equivalent of \$4.00/gallon.

Mr. Harned showed data about the financial burden of electricity, and discussed equity of access among communities of color and low-income. He closed with comments about funding opportunities and the impact of EVs on CO<sub>2</sub> emissions. (Presentation attached to file minutes.)

Mr. Hudson stated that Virginia is exploring innovative methods of charging public buses, such as electric overhead cables, conductive chargers, etc. Mr. Harned stated that the Department of Energy has a grant for transit chargers.

## **Agency Updates**

### Virginia Department of Transportation (VDOT)

Mr. Campbell gave the following update:

- Staunton STARS Study fourth and final study group meeting was held on September 9<sup>th</sup> to discuss the online public survey results and select the preferred alternative to advance. The project will wrap-up by end of the year.

Mr. Komara gave the following update:

- [Improve81.org](http://Improve81.org) website contains updates on the I-81 projects.
- Park and Ride Lot improvements in Waynesboro; first half (lower half) is almost complete, will transfer to Phase II on the Chic-Fil-A end; substantial completion by fall.
- The Weyers Cave access project will be re-advertised this fall.
- Mr. Komara also reported on Paving, Rural Rustics and Maintenance projects in the region.
- In response to a question, Mr. Kiser stated that the infrastructure and conduits will be installed at the Waynesboro Park & Ride Lot so that EV chargers can be installed. Mr. Komara stated that there will also be bike racks installed.

Mr. Kiser stated that at the CTB meeting in September, Nick Donohue reported that revenues are higher than expected and that additional SMART SCALE projects are expected to be advanced for funding. At the October meeting, a presentation will be made on how to identify additional projects for funding. Mr. Campbell added that some Round 4 projects may see accelerated delivery.

### Department of Rail and Public Transportation (DRPT)

Mr. Hudson provided the following update:

- The Transit Equity and Modernization Study project website, [www.vatransitequity.com](http://www.vatransitequity.com) is available; the first phase of the project is nearing completion which is a baseline conditions and opportunities assessment report which is due to the General Assembly in December 2021. Four technical working groups are meeting.



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- The Transit Ridership Incentive Program application window closed and initial reviews have been completed; total request is \$13.5 million; the team is prioritizing the applications.
  - Virginia Passenger Rail Authority (VPR) – The Governor attended a ribbon-cutting celebration of Rt 51 the last state-supported Amtrak rail segment to return to service after the COVID pause. This is the first service to receive the benefit of Transforming Rail in Virginia initiative funding to extend the rail service. The VPR has a new website: [vpra.virginia.gov](http://vpra.virginia.gov).

### BRITE Transit

Ms. Thompson gave the following update:

- Outreach materials about the Transit Equity and Modernization Study are available at the CSPDC office. BRITE is represented on the focus group on Accessibility and Adequacy of Infrastructure.
- The Afton Express has been operating for a month, and ridership is growing. In September there were 414 passenger trips (total boardings) for the four morning and four evening runs Monday through Friday. The route was fare-free for the month of September. Fares were instituted on October 1<sup>st</sup>. Passenger counts and route performance will be monitored to see if changes are needed to the schedule or route. The schedule is being evaluated to see if accommodations can be made to benefit the 7-7 shifts at UVA, which could increase the ridership pool.
- The Transit Development Plan (TDP) process kicked-off last month at the BRITE Transit Advisory Committee's meeting with the consultant, KFH Group. The kick-off meeting focused on evaluating the prior mission statement and goals developed in the 2015 TDP and discussing current unmet transportation and community mobility needs in the community and service area.
- Like other transit agencies, BRITE has increased bus capacity from 50% to 100%; however, the federal mask mandate is still in effect through January 2022.

### **Other Business**

Chairperson Henderson opened the floor for other business. Ms. Riedesel stated that the SAWMPO and the Charlottesville-Albemarle MPO (CAMPO) began meeting together annually [in 2015] up until 2019; the groups were unable to meet in 2020 due to the pandemic. The annual meeting was planned to resume this year with a meeting planned for November 2021. Due to continued COVID concerns, the meeting has been postponed until the Spring. She stated that the situation will be re-evaluated then to see if it will be feasible.

### **Upcoming Meetings**

Chairperson Henderson mentioned the upcoming TAC meeting on October 20<sup>th</sup> and the next Board meeting is scheduled for November 3<sup>rd</sup> at 10:00 a.m.

Chairperson Henderson asked Mr. Shaw if he would like to make any comments. Mr. Shaw stated that when the MPO first started, there was some question as to the value of the MPO, but once on the Board, he quickly saw the value of the body. He stated that in particular, he saw how the MPO elevated the region's profile with the CTB, which led to project funding that may not otherwise have been available. He expressed his appreciation for being able to work with the Board and wished everyone continued success.



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## Meeting Adjournment

There being no further business to come before the Policy Board, Chairperson Henderson adjourned the meeting at 11:34 a.m.

Respectfully submitted,

*Bonnie S. Riedesel*

Bonnie S. Riedesel  
Secretary/Treasurer



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**TO:** Staunton-Augusta-Waynesboro MPO Policy Board  
**FROM:** Ann Cundy, Director of Transportation  
**MEETING DATE:** December 1, 2021  
**RE:** **Board Action Form #21-15: Approval of the 2022 SAWMPO Meeting Schedule**

#### RECOMMENDATION

Recommend approval of the Calendar Year 2022 meeting schedule.

#### EXECUTIVE SUMMARY

The SAWMPO publishes its annual meeting schedule each December. The 2022 SAWMPO Policy Board and Technical Advisory Committee (TAC) meeting schedules are on page 2 of this memo. A public notice for the 2022 meeting schedules will be published in local newspapers and posted on [www.sawmpo.org](http://www.sawmpo.org) in accordance with the SAWMPO Public Participation Plan (PPP).

Changes to the 2022 meeting schedule or format will be posted on the website, and publicly noticed in local papers as required by the PPP. TAC and Policy Board members will be notified of meeting schedule changes via email at least one week in advance of the scheduled meeting date.

#### 2022 SAWMPO MEETING SCHEDULE

The proposed meeting schedules for the Policy Board and TAC are on **page 2**.

| <b>2022 Policy Board Meeting Schedule</b>  |                   |
|--|-------------------|
| January 5, 2022  | July 6, 2022      |
| February 2, 2022   | August 3, 2022    |
| March 2, 2022  | September 7, 2022 |
| April 6, 2022  | October 5, 2022   |
| May 4, 2022  | November 2, 2022  |
| June 1, 2022   | December 7, 2022  |
| First Wednesday of each month at 10:00 a.m.<br>Location (unless otherwise noted):<br>Central Shenandoah Planning District Commission<br>112 MacTanly Place, Staunton, Virginia |                   |

| <b>2022 Technical Advisory Committee (TAC) Meeting Schedule</b>   |                    |
|---|--------------------|
| January 19, 2022  | July 20, 2022      |
| February 16, 2022   | August 17, 2022    |
| March 16, 2022  | September 21, 2022 |
| April 20, 2022  | October 19, 2022   |
| May 18, 2022  | November 16, 2022  |
| June 15, 2022   | December 21, 2022  |
| Third Wednesday of each month at 2:00 p.m.<br>Location (unless otherwise noted):<br>Central Shenandoah Planning District Commission<br>112 MacTanly Place, Staunton, Virginia |                    |





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**TO:** Staunton-Augusta-Waynesboro MPO Policy Board  
**FROM:** Ann Cundy, Director of Transportation  
**MEETING DATE:** December 1, 2021  
**RE:** **Board Action Form #21-16: SMART SCALE Letter**

## RECOMMENDATION

Recommend that the Policy Board approve the letter to Commonwealth Transportation Board (CTB) Staunton District Representative Mark Merrill regarding proposed changes to the SMART SCALE program.

## EXECUTIVE SUMMARY

The Office of Intermodal Planning and Investment (OIPI) staff presented proposed changes to the SMART SCALE Environmental and Land Use Measures' scoring criteria to the CTB in October 2021. SMART SCALE Round Five opens in March 2022.

## ROUND FIVE PROPOSED CHANGES

SMART SCALE evaluates transportation projects based on Congestion, Safety, Accessibility, Environment, Economic Development, and Land Use. OIPI's proposed changes to the Environmental Measure allow for a more detailed evaluation of a project's potential to reduce greenhouse gas emissions.

The most significant scoring change for our region is adding Land Use as a factor for Type C regions. The proposed changes adjust the Land Use Measure from 0% to 10%, and adjust the Accessibility Measure from 25% to 15% for our Type C region. In previous rounds of SMART SCALE, projects in our region did not generate high Accessibility Measure scores, and did not generate a Land Use Measure score. The Land Use Measure for Type C balances out the overall project score weighting.

## NEXT STEPS

The CTB is scheduled to vote on the proposed changes at the December meeting. MPO Staff has reviewed these proposed changes, and recommends sending the attached letter to Staunton District CTB member Mark Merrill expressing the MPO's support of the proposed changes.

## ATTACHMENT

[Draft Letter to CTB member Mark Merrill](#)



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**TO:** Staunton-Augusta-Waynesboro MPO Policy Board  
**FROM:** Zach Beard, Transportation Planner  
**MEETING DATE:** December 1, 2021  
**RE:** **Board Memo #21-16: Exit 235 Online Public Survey**

## BACKGROUND

The FY21 Small Area Study at Interstate 81 Exit 235 in Weyers Cave is evaluating mid-term solutions to periodic congestion, and long-term corridor needs and intersection configurations to accommodate future growth along Weyers Cave Road (VA 256) between US 11 and Triangle Drive.

The study team includes consultant Michael Baker and representatives from the MPO, Augusta County, VDOT, BRITE, Blue Ridge Community College, and the Shenandoah Valley Regional Airport.

## BOARD OF SUPERVISORS PRESENTATION AND PUBLIC SURVEY

The consultant team from Michael Baker International reviewed six preliminary concepts with the Augusta County Board of Supervisors at the October 25, 2021 work session meeting. MPO Staff incorporated input from the County Board of Supervisors to develop an online public survey, which is scheduled to be released the week of November 29, 2021.

The survey provides an overview of the study area, and allows respondents to review and rate each of the proposed concepts. The input will inform the final study recommendations.

MPO Staff will walk through the MetroQuest survey with the Policy Board at the December 1<sup>st</sup> meeting.

## ATTACHMENTS

- [Small Area Study Statement of Need](#)



**TO:** Staunton-Augusta-Waynesboro MPO Policy Board  
**FROM:** Zach Beard, Transportation Planner  
**MEETING DATE:** December 1, 2021  
**RE:** **Board Memo #21-17: Infrastructure Bill Update**

## EXECUTIVE SUMMARY

The U.S. House of Representatives passed the \$1.2 trillion [the Infrastructure Investment and Jobs Act \(IIJA\)](#) – also known as the Bipartisan Infrastructure Bill – on November 5, 2021, and President Biden signed the bill into law on November 15, 2021. The legislation covers spending from FY22 through FY26, including reauthorization of the FAST Act, the prior five-year transportation spending plan.

Of the \$1.2 trillion from the IIJA, \$550 billion is new spending, and \$284 billion is allocated for transportation. The Commonwealth of Virginia will receive over \$7 billion in formula funding over the five-year period. A majority of the funding is allocated for highway improvements and transit, while new programs address climate impacts, equity, and electric vehicle infrastructure.

The House of Representatives passed the Senate's version of the IIJA passed in August. MPO staff summarized the contents of the bill in an [IIJA memo](#) distributed to the Policy Board and TAC in September.

## FUNDING OVERVIEW

IIJA provides across-the-board funding increases in baseline funding for each mode of transportation through formula funding, which is distributed by the federal government over several years to states through formulas using measurable criteria such as population and population density, and through competitive grant programs in which applicants apply for funding on a one-time basis.

- **Roads, Bridges & Highways (\$110 billion)** – Directs new funds to roads, bridges, highways, and related key transportation projects. Includes funding to repair and retrofit related infrastructure, and to invest in connected cars, sensor-based infrastructure, transit integration, commerce delivery and logistics, smart traffic, and smart grids.
- **Rail (\$66 billion)** – Expands Amtrak and addresses Amtrak backlog, modernizes Northeast Corridor rail line, and increases the reach of rail to new areas including cities.
- **Public Transportation (\$39 billion)** – Modernizes bus/rail fleets and replaces many with zero-emission options, expands public transit to areas without available options, and improves supporting transit infrastructure.
- **Airports (\$25 billion)** – Increases the capacity and accessibility of airport terminals, replaces aging airport infrastructure, and improves air traffic control towers and technology

- **Ports & Waterways (\$17 billion)** – Electrifies port infrastructure, bolsters port efficiency, and invests in projects that increase the resilience of ports to rising sea-levels, flooding and weather events
- **Electric Vehicle Infrastructure (7.5 billion)** – The bill also appropriates \$5 billion for a new EV Formula Program to provide money for States, and authorizes \$2.5 billion over five years for a new competitive grant program to build EV charging infrastructure.

IIJA includes \$7 billion in formula funding for transportation projects in Virginia, with \$1.5 billion of that total being new spending. Of that total, the Commonwealth will receive about \$1.2 billion for transit, \$537 million for bridge replacement and repairs, an estimated \$386 million for airport infrastructure, and at least \$106 million for electric-vehicle infrastructure.

### MPO-Related Planning

Under IIJA, MPOs would be eligible for new pilot programs focused on using data and public engagement innovations in project prioritization and improving travel demand data and modeling. MPOs would also be required to spend at least 2.5 percent of the state Planning Funds on the adoption of Complete Streets principles to reduce vehicle-related crashes and pedestrian risk.

Expanded bicycle and pedestrian funding includes TAP funds increasing by 10%, which includes a new sub-allocation designation enabling small MPOs serving urbanized areas with populations of 200,000 or less to be eligible for funding.

Moreover, MPOs would be encouraged to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives, while states would be encouraged to develop “human capital” workforce development plans through MPOs.

### LOOKING AHEAD

Funding through existing formula fund programs will begin within the next six months for highway maintenance and repair, bridges, transit, rail, and airports. New formula and competitive grant initiatives, such as for electric vehicle infrastructure, will likely take more time because federal agencies need to set-up the new programs.

Additional transportation funding could be available if Congress passes the Build Back Better bill, which includes clean energy programs that further promote alternative energy transportation infrastructure.

### ATTACHMENTS

- [National Association of Counties \(NACO\) IIJA Bill Summary](#)
- [September 2021 IIJA Summary Memo](#)





**TO:** Staunton-Augusta-Waynesboro MPO Policy Board  
**FROM:** Bonnie Riedesel, SAWMPO Secretary/Treasurer  
**MEETING DATE:** December 1, 2021  
**RE:** **Board Memo #21-18: FY 2022 Unified Planning Work Program (UPWP) Budget Update**

**EXECUTIVE SUMMARY**

The UPWP is the spending plan for the MPO for the fiscal year (July 1 – June 30). Below is an update on spending by the MPO as of October 31, 2021. Spending is shown by task and by VDOT and DRPT funding.

| EXPENSE SUMMARY BY TASK                  | UPWP              | 10/31/21          | BALANCE           | %          |
|--|-------------------|-------------------|-------------------|------------|
|  |                   | YTD               |                   |            |
| 710.1 Program Support & Administration   | 73,952            | 17,516            | 56,436            | 76%        |
| 710.2 Public Participation & Outreach    | 22,500            | 2,758             | 19,742            | 88%        |
| 711 Long Range Transportation Planning   | 57,500            | 16,793            | 40,707            | 71%        |
| 712 Short Range Transportation Planning  | 91,924            | 54,890            | 37,034            | 40%        |
| 713 Local, State, and Federal Assistance | 50,000            | 12,540            | 37,460            | 75%        |
| 714 Transit Planning                     | 51,420            | 4,258             | 47,162            | 92%        |
| Contingency - Highway                    | 68,737            | -                 | 68,737            | 100%       |
| <b>TOTAL</b>                             | <b>\$ 416,033</b> | <b>\$ 108,754</b> | <b>\$ 307,279</b> | <b>74%</b> |
| TOTAL EXCLUDING CONTEGENCY               | \$ 347,296        | \$ 217,508        | \$ 238,542        | 69%        |

All expenses are allocated according to the UPWP allocation percentages:

| FUNDING BY TASK AND SOURCE               | VDOT | DRPT | TOTAL |
|--|------|------|-------|
| 710.1 Program Support & Administration   | 70%  | 30%  | 100%  |
| 710.2 Public Participation & Outreach    | 62%  | 38%  | 100%  |
| 711 Long Range Transportation Planning   | 71%  | 29%  | 100%  |
| 712 Short Range Transportation Planning  | 68%  | 32%  | 100%  |
| 713 Local, State, and Federal Assistance | 55%  | 45%  | 100%  |
| 714 Transit Planning                     | 0%   | 100% | 100%  |
| Contingency - Highway                    | 100% | 0%   | 100%  |