



Charlottesville-Albemarle Metropolitan Planning Organization  
 POB 1505, 401 E. Water St. Charlottesville, VA 22902 www.tjpdc.org  
 (434) 979-7310 phone • (434) 979-1597 fax • info@tjpdc.org email

**Agenda**  
**MPO Policy Board**  
**Thursday, July 14<sup>th</sup>, 2011, 4:00 PM**  
**Lane Auditorium, 2<sup>nd</sup> Floor Albemarle County Office Building**  
**401 McIntire Road, Charlottesville**

Item	Time†	Description
1	4:00-4:05	<b>Matters from the Public:</b> <i>Members of the Public are welcome to provide comment on any transportation-related topic not on the agenda*(limit of 2 minutes per speaker).</i>
2	4:05-4:10	<b>Responses to Matters from the Public</b>
3	4:10-4:15	<b>Approval of the May 25<sup>th</sup> Meeting Minutes</b>
4	4:15-4:35	<b>Staff Presentation on Proposed US29 Western Bypass</b> Steve Williams will present the proposed US29 Western Bypass project and proposed widening of US29 north of the existing intersection with Rio Mills Road.
5	4:35-4:45	<b>MPO Policy Board Questions on Staff Presentation</b>
6	4:45-7:00	<b>*Combined Public Hearing on Proposed Amendment to the Constrained Long Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP)*</b> The proposed amendments would incorporate the proposed US29 Western Bypass project and the proposed widening of US29 north of the existing intersection with Rio Mills Road into the CLRP and TIP. There will be a limit of 2 minutes per speaker.  This is the first of two combined public hearings that will be conducted related to the proposed amendments. No action will be taken by the MPO Policy Board prior to the completion of the second public hearing. The second public hearing will be conducted on Wednesday, July 27 at 4:00 pm at the Lane Auditorium, 2 <sup>nd</sup> Floor Albemarle County Office Building, 401 McIntire Road, Charlottesville.
7	7:00-7:05	<b>Other Business</b>
8	7:05-7:10	<b>Additional Matters From the Public</b>
9	7:10	<b>Adjourn</b>

† Times are approximate

\* Indicates an additional public comment period. Members of the public who are unable to attend the meeting are encouraged to submit their comments by phone, email, mail or fax by the day before the meeting.



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MPO Policy Board Meeting  
July 14, 2011 Minutes

**Present**

Voting Members

Satyendra Huja  
Duane Snow  
Kristen Szakos  
Rodney Thomas  
Jim Utterback

Non-voting Members

Mac Lafferty  
Julia Monteith  
Donna Shaunesey

Staff

Sarah Rhodes  
Steve Williams

**Representing**

Charlottesville City Council  
Albemarle County Board of Supervisors  
Charlottesville City Council  
Albemarle County Board of Supervisors  
Virginia Department of Transportation

CHART Representative  
UVA  
JAUNT

TJPD  
TJPD

**Matters from the Public**

There were no matters from the public on transportation-related topics not on the agenda.

**Responses to Matters from the Public**

There were no responses to matters from the public.

**Approval of the May 25<sup>th</sup> Meeting Minutes**

A typographic error was found on page 2 by Mac Lafferty.

**On a motion made by Mr. Huja, seconded by Ms. Szakos, the May 25th, 2011, MPO Policy Board minutes were unanimously approved, pending that correction.**

**Staff Presentation on Proposed US29 Western Bypass**

Steve Williams provided a presentation on the Proposed US29 Western Bypass project, drawing on information from the 1993 Final Environmental Impact Statement, 1998 Environmental Reevaluation, and 2002 Supplemental Environmental Impact Statement. Mr. Williams provided an overview of the purpose and need from those documents; a general timeline of the project, from 1987 to today; the proposed corridor for the project, from US 250/US 29 near UVA North Grounds to US 29 near Ashwood Blvd; traffic data from 2009 and forecasts for 2015 and 2022; an outline of the public process from May 27<sup>th</sup> to July 27<sup>th</sup>; possible MPO actions on the project; and finally, an outline of the additional steps to be completed if the Commonwealth Transportation Board (CTB) were to approve funding and the MPO were to add the project to the Constrained Long Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP) through an amendment process.

Mac Lafferty asked if the traffic projections accounted for the construction of Hollymead Town Center. Mr. Williams was not certain if they did or did not, but added that it is practice to include approved and

planned projects in the land use plans for Albemarle County. Kristin Szakos asked when the forecasts were prepared and Mr. Williams responded that they were prepared in 2000. Rodney Thomas asked if the modeling was done using the new or old traffic modeling system. Mr. Williams responded that it was done using the older model.

#### **MPO Policy Board Questions on Staff Presentation**

Mr. Thomas recommended that the Board add the North Town Trail project to the local transportation priorities list for the Commonwealth Transportation Board (CTB). Ms. Szakos commented that a statewide study of transportation completed in 2009 called the Western Bypass Project obsolete and ineffective. Mr. Williams confirmed that various corridor studies completed throughout the years have not recommended this project. Jim Utterback added that utilization of the Right of Way was included in these studies. Ms. Szakos asked what the extent of public input during the design process. Mr. Williams stated that typically there are public workshops during the design process and that a Design Public Hearing would be required for the project. Mr. Utterback added that the Design Public Hearing requirement had been previously met for this project, although updates to the design would include public input in-line with current standards for public input. Additionally, the northern interchange has not been designed, so public involvement would be included in that process.

Mr. Thomas asked if there were any further questions or comments from the Board. With no further questions or comments, Mr. Thomas opened the public hearing.

#### **\*Combined Public Hearing on Proposed Amendment to the Constrained Long Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP)\***

Mr. Thomas opened the public hearing by reviewing the procedure for calling speakers forward, time limits, and expected conduct for participants.

1. Bob Button (34:25) (1:49)
2. Tulane Patterson (36:37) (4:01)
3. Rich Keffert (38:37) (6:01)
4. Peter Kleeman (40:24) (7:48)
5. Daniel Bowman (42:48) (10:12)
6. Beth Ike (45:02) (12:26)
7. Saunders Midyett (47:02) (14:26)
8. Larry Brower (49:20) (16:44)
9. Charles Battig (51:57) (19:21)
10. Timothy Hulbert (54:20) (21:44)
11. Tom Olivier (55:48) (23:12)
12. George Larie (57:40) (25:04)
13. Milton Moore (60:20) (27:44)
14. John A Owen, Jr. (62:16) (29:40)
15. Bob Humphries (64:32) (31:56)
16. Neil Williamson (66:34) (33:58)
17. Phil Grimm (68:06) (35:30)
18. Beth Kuhn (70:23) (37:47)
19. David Carr (72:35) (39:59)
20. Max Evans (74:29) (41:53)
21. Richard Martin (76:50) (44:14)
22. Mark Kastan (79:15) (46:39)
23. Nancy Goodrich (81:07) (48:31)
24. Bob Blair (83:14) (50:38)
25. John Pfaltz (85:19) (52:43)
26. Tom Frohm (87:20) (54:44)

27. John Cruickshank (89:38) (57:02)
28. Dr. M.C. Wilhelm (92:03) (59:27)
29. Denny King (94:22) (1:01:46)
30. Jeff Werner (96:59) (1:04:23)
31. Ned Slaughter (99:20) (1:06:44)
32. John Chavan (101:36) (1:09:00)
33. Cheri Kennedy Early (103:58) (1:11:22)
34. Francis H Fife (106:20) (1:13:44)
35. John Gobble (108:20) (1:15:44)
36. Barry N Moore (110:24) (1:17:48)
37. Colette Hall (111:40) (1:19:04)
38. Patrick Jordan (113:00) (1:20:24)
39. LF Wood (115:30) (1:22:54)
40. Morgan Butler (117:46) (1:25:10)
41. Carter Myers (120:02) (1:27:26)
42. Erv Cox (122:17) (1:29:41)
43. Leon Gorman (124:35) (1:31:59)
44. Tammie Moses (127:29) (1:34:53)
45. Mike Farabaugh (130:03) (1:37:27)
46. Scott Vandepol (132:00) (1:39:24)
47. Henry Weinschenk (134:36) (1:42:00)
48. Theodora Carey (136:58) (1:44:22)
49. George Leaman (139:45) (1:47:09)
50. Donna Vandepol (141:39) (1:49:03)
51. Greg Quinn (143:10) (1:50:34)
52. Tom Bailey (145:04) (1:52:28)
53. Heather Roland (146:09) (1:53:33)
54. Evelyn Bufton (147:35) (1:54:59)
55. J.E. Early (149:53) (1:57:17)
56. Jeep Newman (151:34) (1:58:58)
57. Wendell Wood (153:55) (2:01:19)
58. Chuck Rotgin (157:15) (2:04:39)
59. Marty Betts (159:37) (2:07:01)
60. Bob Knighten (161:32) (2:08:56)

Mr. Thomas thanked everyone for their input and proceeded with the next agenda item.

#### **Consideration of Communication with Commonwealth Transportation Board on State and Local Priorities**

Mr. Williams drafted a letter of comment for consideration by the MPO Policy Board to submit to the CTB prior to their next meeting, in which they would be considering an amendment to allocate funds to the Proposed US 29 Western Bypass and widening of US 29 from Rio Mills Road to Timberlake Drive. Mr. Williams read the draft aloud to the members, which identified local priority projects for the CTB to consider funding along with the Proposed US 29 Western Bypass. These projects include Hillsdale Drive completion, US 29/US 250 ramp and lane improvements, Berkmar Drive extension, Belmont Bridge project, and Hollymead/Forest Lakes/Charlottesville Airport transit service.

Mr. Thomas reiterated that he would like to add the North Town Trail project to this list. The Board discussed adding language to the Belmont Bridge item to emphasize that the bridge is an important tourist connection between Charlottesville and Monticello/Ash Lawn. The Board discussed if they should include additional projects on this project list or if they should keep to the first four projects, which were the only ones requested by Duane Snow and Mr. Thomas in a meeting with Commissioner Whirley. The

Board also discussed whether to request full funding of the Berkmar Drive Extension through construction or to limit the request to having a bridge that could accommodate a future connection, having a conceptual design for the Berkmar Drive Extension, or having a final design for the Berkmar Drive Extension. Mr. Snow and Ms. Szakos debated the merits of negotiating for local projects as well as the extent of funding commitments needed in order to satisfy the Board's commitment to meeting local needs. The Board discussed why the plan for the Proposed US 29 Western Bypass has been revived and the need to return funds to the Federal Highway Administration if the language barring funding for the project is not removed from the TIP. Julia Monteith asked for the context of this letter. Mr. Williams clarified that the letter will be sent to the CTB prior to their meeting on July 20, in which they would vote on an amendment to the Six Year Improvement Program to allocate funds for the Proposed US 29 Western Bypass and widening of US 29 between Rio Mills Road and Timberwood Drive. The letter is intended to convey that local transportation projects are a high priority for the region as the Proposed US 29 Western Bypass and Widening projects are a high priority at the state-level. The Board discussed altering the letter's language such that it is clear that the letter is not committing the Board to approving the amendments to the CLRP and TIP if the local priority projects are funded, but that the Board will consider those amendments if there is also funding available for the local priorities.

With regard to how much to ask of the Berkmar Drive Extension project, David Benish added that the County staff was hoping to have funding for the design of the bridge in order to facilitate future planning, with respect to costs and environmental impacts, and to ensure compatibility.

Mr. Williams reminded the Board of the process underway. The MPO Policy Board was currently at their first of two public hearings and the CTB will meet on July 20<sup>th</sup> to consider funding for the Western Bypass and US 29 Widening. By the second public hearing on July 27<sup>th</sup>, the CTB will have approved, not approved, or deferred action on the funding. At the July 27<sup>th</sup> public hearing, the MPO Policy Board can then amend, not amend, or defer action on the amendments to the CLRP and TIP, based on the outcome of the CTB meeting.

The Board decided to include the North Town Trail to the project list and to change the language for the Berkmar Drive Extension to include the engineering of the bridge to accommodate the extension as well as a design for the Bypass. The Board agreed that Mr. Williams will revise the letter and email it out to the Board members for final review before it is sent to the CTB.

Mr. Thomas called for a vote on approval of the letter supporting the letter with the changes discussed specifically, including the changes to Berkmar Drive Extension, the Belmont Bridge, and the addition of the North Town Trail.

**Mr. Huja, Mr. Snow, Mr. Thomas, and Ms. Szakos voted to approve the letter. Mr. Utterback abstained.**

#### **Other Business**

There was no other business from the Board.

#### **Additional Matters from the Public**

An unidentified member of the public stated that the letter to the CTB seemed to her to say that if the state gives the MPO the projects on its list, then the MPO will give the state this particular Western Bypass. The woman said she felt that the letter should request that alternate designs for the bypass should be considered in order to avoid impacts to the water supply and schools.

A gentleman asked when the TIP was due. Mr. Williams responded that the TIP had been submitted in May, but could be amended at any time.

A gentleman asked what the timeline for this project would be. Mr. Williams said that an exact time estimate is not certain, but that it could take anywhere from two years to many more. Mr. Utterback added that the design has been dormant for 15 years and would require many updates to bring up to current standards.

Scott Bandy posed a question to Mr. Huja and Ms. Szakos about why the Sunset/Fontaine Connector was not on the local priority project list.

Morgan Butler offered advice that the language for Berkmar Drive Extended include not only design and engineering for the road's extension, but also that the bridge be constructed to that design. Butler stated that if the language does not condition the construction of the bridge to the design that accommodates Berkmar Drive, then it can be constructed using a different design that may not accommodate Berkmar Drive.

Milton Moore asked if a statement he read in the paper by the Governor that the project could break ground in the fall was true. Mr. Utterback stated he had heard that too and that different development methods could be used to expedite the process, including a design/build.

**On a motion from Mr. Huja, seconded by Mr. Utterback, Mr. Thomas adjourned the meeting.**



## Charlottesville-Albemarle Metropolitan Planning Organization

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phone: (434) 979-7310 fax: (434) 979-1597 email: [info@tjpd.org](mailto:info@tjpd.org)

July 15, 2011

The Honorable Sean T. Connaughton  
Secretary of Transportation  
1111 East Broad St.  
Room 3054  
Richmond, VA 23219

Dear Secretary Connaughton:

The Charlottesville-Albemarle MPO Policy Board has been giving careful consideration to the transportation needs that exist here in our region. We recognize that due to our location our region plays a key role in the transportation system of the entire Commonwealth. At the same time, we hope that you recognize that we have transportation needs that are key concerns within our community. We believe that it is our responsibility to work with you and the state transportation agencies to find solutions which serve both statewide and local needs. We understand that you must focus on meeting statewide needs. We hope you understand that it is difficult for us to support solutions to statewide issues if we cannot also demonstrate to our constituents that local transportation needs are met as well. We would like to suggest to you that we think there is a set of transportation improvements which can meet both statewide as well as local needs.

We understand that the US29 Western Bypass project is a high priority in the Commonwealth. We ask that you understand that the existing US29 corridor in Charlottesville and Albemarle County is a highly important commercial corridor and we need that area to be improved to support our economic development efforts and the future vitality of this community. We are willing to do our part to assist in meeting the Commonwealth's transportation needs and respectfully request that the CTB give consideration in helping us meet our local needs. We ask that in addition to the funding for the US29 Bypass and the widening and grading of US29 between Polo Grounds Road and Timberlake Drive that you also provide funding for the following improvements that will serve local needs:

1. Completion of Hillsdale Drive – Our studies have shown that completion of Hillsdale Drive will reduce traffic on the existing US29 between Hydraulic Road and Rio Road as well as supporting economic development. Total cost for Hillsdale Drive is estimated to be \$29.8 million with approximately \$10 million required for completion. Currently our TIP and the Six Year Improvement Program only include funding to complete design (underway) and right-of-way acquisition. We believe that completion of Hillsdale Drive can both help meet local needs and prevent the need for costly future improvements on the existing US29. We respectfully request that you provide funding for this project.
2. US29/US250 (Best Buy) Ramp and Lane Improvements – This project is a critical safety need within the US29 corridor. We appreciate your commitment to fund this project in the adopted Six Year Improvement Program. We request that you maintain your commitment to fund this project and recognize the safety benefits that will result for both local and state users.
3. Berkmar Drive Extension – One of our concerns regarding the US29 Bypass project is the impact the north terminus interchange will have on communities north of the South Fork Rivanna River such as Hollymead, Forest Lakes and others. We believe that construction of the interchange will introduce safety and access issues in that area of the corridor that will greatly affect these communities. Albemarle County plans call for Berkmar Drive Extension to serve as a key local road to provide access and also

reduce the need for homes/businesses and subdivisions or commercial centers to have direct access to US29. If the bypass is constructed including the interchange, we believe that this need will be even more pressing. We request that as part of the design process for the north terminus interchange that VDOT prepare conceptual design for Berkmar Drive Extension and bridge that is compatible with the bypass interchange design and can be constructed at a later date when local/state funding allows.

4. Belmont Bridge – A vital concern for the City of Charlottesville is the Belmont Bridge. The Belmont Bridge is a very important entrance corridor that is used by visitors to travel between downtown and Monticello and Ash Lawn. It also serves as a vital vehicular link as well as a very important pedestrian connection between residential neighborhoods and the Charlottesville downtown. The bridge is literally falling apart. The deterioration of this bridge has resulted in the closure of the pedestrian walkway on the east side of the bridge which causes some pedestrians to walk in the roadway. This situation is very dangerous. In addition, it presents a very negative appearance to those visiting Charlottesville. Total cost for the project is \$14.4 million. The Belmont Bridge project is included in the TIP and Six Year Improvement Program for full funding in FY16. We respectfully request that you accelerate the funding for this project by two years in the Six Year Improvement Program so that it is fully funded in FY14.
5. Transit to Hollymead/Forest Lakes/Charlottesville Airport – We would respectfully request your consideration of assistance and the assistance of Department of Rail and Public Transportation to fund new transit service to Hollymead/Forest Lakes and Charlottesville Airport. These destinations are not currently served but are often requested by the public. A relatively small investment in these services will greatly help Albemarle County move forward with plans for development in the US29 Corridor with a minimum of new traffic impacts. This is a concept that the Virginia Department of Transportation has previously supported in the Places29 plan.
6. Northtown Trail – The development of the bicycle and pedestrian network is also one of the Charlottesville-Albemarle MPO's highest priorities. We have recently prepared a plan for the Northtown Trail, a continuous 15-mile bicycle and pedestrian facility connecting downtown Charlottesville with the residential and commercial areas at the north end of US29 in Albemarle County. Major sections of this trail have already been completed by City of Charlottesville and as part of the Albemarle County section of the Meadow Creek Parkway. Other sections will be built as part of McIntire Road Extension and through developer commitments. We respectfully request that you incorporate this project into the design for the US29 Bypass and Berkmar Drive Extension to allow it to be built in future years as funding allows.

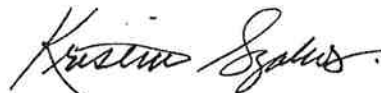
We recognize that transportation funds in Virginia are limited; however, we would appreciate consideration and support for these requests by the Commonwealth Transportation Board. As you know, we will be considering amendments to our Constrained Long Range Transportation Plan and Transportation Improvement Program on July 27 to incorporate the US29 Bypass and hope to be able to conduct such deliberations in the context of support to assist us with our local transportation needs.

Please feel free to contact us or MPO Director Stephen Williams if you have any questions regarding this letter. Thank you.

Sincerely



Albemarle County Supervisor Rodney Thomas, Chair



Charlottesville Councilor Kristin Szakos, Vice Chair

Cc: Commonwealth Transportation Board Members  
Charlottesville-Albemarle Policy Board Members  
Charlottesville Mayor Dave Norris  
Albemarle County Supervisor Ann Mallek



**From:** James Rich <jamesedwardrich@aol.com>

**Date:** Sat, 16 Jul 2011 13:31:22 -0400

**To:** Dennis Rooker <dsrooker@earthlink.net>

**Subject:** Re: missing or unclear conditions related to Western Bypass

Dennis a few comments on the resolution:

I didn't see any mitigation language for schools and communities adjacent to the bypass, should there be more items addressed to reduce the impact, e.g. reduced footprint for interchanges, sound walls etc

On the last item, regarding no reduction of funds, there are virtually no funds for your community in the current 6 year plan, so a reduction from nothing isn't much. I would reword this to either list other projects you want or give a dollar amount that is needed for the area's needs including maintenance

**If the CTB allocates over \$250 million for the area, don't expect anymore for many years to come and if funding language is not tied down specifically now, you cant expect Connaughton to help you out later. As you know, there is nothing to bind another CTB vote to defund any promised items. I would try to get a formal MOU.**  
Best, Jim

**Subject: Re: missing or unclear conditions related to Western Bypass**

**Date:** Sunday, July 17, 2011 12:52 PM

**From:** Dennis Rooker <dsrooker@earthlink.net>

**To:** Satyendra Huja <huja1@comcast.net>, Steve Williams <swilliams@tjpd.org>, Jim Utterback <James.Utterback@VDOT.virginia.gov>, Rodney Thomas <rodney@charlottesvillepress.com>, Kristin Szakos <k.szakos@embarqmail.com>, Duane Snow <dsnow@albemarle.org>, RUSSELL M LAFFERTY <mlafferty@embarqmail.com>, Julia Monteith <jm8qc@virginia.edu>

**Cc:** Board of Supervisors <dsrooker@earthlink.net>, School Board <schoolboard@k12albemarle.org>, James Rich <jamesedwardrich@aol.com>, John Davies <jdavies@dbwle.com>, Sean Tubbs <stubbs@cvilletomorrow.org>, Pam Moran <moran@k12albemarle.org>

**Conversation:** missing or unclear conditions related to Western Bypass

MPO Members,

I hope that you saw my email sent yesterday re the MPO's proposed action/letter. See the below email from Jim Rich, our Commonwealth Transportation Board Member, which reflects some of the same thoughts. Please especially focus on the language at the end of his email.

**The Berkmar section in the current letter accomplishes little of nothing.** Without a commitment to build the project now, or at a minimum, to build the bridge and ramp system with the bypass, it will never get done. We will end up with one bridge and one road, the bypass.

**There is no mention of mitigation requirements for schools and neighborhoods.** With no up front commitment, those things will not get done as they add cost to the project. The project cost is already being significantly understated, so VDOT will not be in a position to add new items after it is underway.

**Hillsdale is presented as a \$29.8 million project, but as I understand it, the amount of public money needed is about \$10 million, as the largest cost is in ROW that is suppose to be donated.** This should be mentioned in the letter.

The letter is well written, but it does not clearly convey the MPO's position. **It needs to make it completely clear that the MPO will not support the bypass absent a binding commitment from the State to fund the listed projects.** Jim Rich suggests that a Memorandum of Understanding be entered into. This is tricky territory, as promises by a State official are not binding on future CTB funding decisions. Keep in mind that the State is now considering taking funding from projects in other areas to fund the bypass.

**The MPO needs legal input on how to best assure the localities that what is promised will be delivered.**

Dennis

**From:** Steve Williams [<mailto:SWilliams@tjpd.org>]

**Sent:** Monday, July 18, 2011 4:23 PM

**To:** '[Sean.Connaughton@Governor.Virginia.gov](mailto:Sean.Connaughton@Governor.Virginia.gov)'

**Cc:** '[GA.Whirley@VDOT.Virginia.gov](mailto:GA.Whirley@VDOT.Virginia.gov)'; Rodney Thomas; Duane Snow; 'Kristin Szakos ([k.szakos@embarqmail.com](mailto:k.szakos@embarqmail.com))'; Satyendra Huja ([huja1@comcast.net](mailto:huja1@comcast.net)); Utterback, James S., PMP; '[cvilledave@gmail.com](mailto:cvilledave@gmail.com)'; Ann Mallek

**Subject:** Letter from Charlottesville-Albemarle MPO on Funding for US29 Western Bypass and Local Priorities

Good Afternoon:

Attached please find a letter approved by the Charlottesville-Albemarle MPO regarding funding for the US29 Western Bypass project and local priorities of the MPO and its members. Feel free to contact me if you have any questions.

**Stephen Williams**, *Executive Director*  
*Thomas Jefferson Planning District Commission*  
*401 E. Water Street*  
*Charlottesville, Va 22902*  
*Phone: (434) 979-7310 x110*  
*Cell: (434) 996-7695*

**From:** Ann Mallek <[amallek@albemarle.org](mailto:amallek@albemarle.org)>

**Date:** Tue, 19 Jul 2011 07:47:08 -0400

**To:** Board of Supervisors members <[bos@albemarle.org](mailto:bos@albemarle.org)>, Steve Williams <[SWilliams@tjpd.org](mailto:SWilliams@tjpd.org)>

**Conversation:** Letter from Charlottesville-Albemarle MPO on Funding for US29 Western Bypass and Local Priorities

**Subject:** FW: Letter from Charlottesville-Albemarle MPO on Funding for US29 Western Bypass and Local Priorities

This letter has been sent to the people below. It should also be sent to the individual CTB members. Steve, can you please take care of that today?

I am disappointed that elements important to our discussion on July 13 were not even brought up on the 14th, such as the remediation for school properties and neighborhoods. These sound barriers are expensive and will be out of reach to us financially unless they are included now.

It is the understanding of the chair and the public at the 13th public comment session that the elements of our contingency list will be maintained, at the very least those mentioned in this letter in detail.

It should be the understanding of the county MPO representatives that the content of the letter is the full extent of their comment, and there will be no horsetrading at private meetings, or the meeting of the CTB. Reading from the text of the letter when asked a question should be the limit of interaction by our MPO reps with the CTB.

While some of us may have different views about this project, the only policy agreements on which the MPO reps can act are the list and the letter. I cannot emphasize that strongly enough. Departing from that statement and suggesting or making any other agreements will leave the BOS and the MPO in jeopardy from many directions which will interfere with any projects moving forward.

Please remember that over 100 people spoke and many hundreds more sent emails. Our MPO reps have ample evidence of the majority will of the county residents that this road should not be built as designed and desired by the state. Therefore Albemarle County and the City have every right to demand AND RECEIVE the elements on our list guaranteed and in this six year plan, for this bypass to proceed.

I wish I could attend the meeting on Wednesday to listen, but it will be recorded and we can all catch up on the events as they transpired.

Ann Mallek

PRESENTATION TO CTB  
JULY 20, 2011



## Route 29 Bypass and Route 29 Widening

July 20, 2011  
James Utterback  
Culpeper District Administrator

A smaller version of the VDOT logo, consisting of the stylized wavy graphic and the letters "VDOT" in a bold, black, sans-serif font.

### Overview

- **Route 29 Corridor**
- **Route 29 Bypass**
- **Route 29 Widening**
- **Requested Action for the CTB**

## Route 29 Corridor

- Major north-south corridor from Northern Virginia to central North Carolina
  - National Highway System (NHS)
  - NHS High-Priority Corridor (Congressional designation)
  - Corridor of Statewide Significance
- Daily traffic ranges from 15,000 to 60,000 vehicles in urban areas along the corridor
- Most developed areas in Virginia (Warrenton, Culpeper, Lynchburg, Danville) have bypasses to channel through traffic and reduce volume on local road network

3

## Route 29 Corridor Projects

Location	Description	Cost	Status
Amherst	Bridge replacement over Tye River	\$8.9 million	Under Construction
Amherst	Bridge replacement over Buffalo River	\$6.4 million	Construction September 2012
Pittsylvania	Bridge replacement over Norfolk Southern Railroad	\$4.9 million	Construction November 2012
City of Charlottesville	Route 250 Interchange Improvements	\$4.7 million	PE Underway
Culpeper	Interchange at Route 666	\$28.6 million	PE & RW funding only
Fauquier	Opal Interchange	\$44.6 million	Under Construction
Prince William	Gainesville Interchange	\$216 million	Under Construction

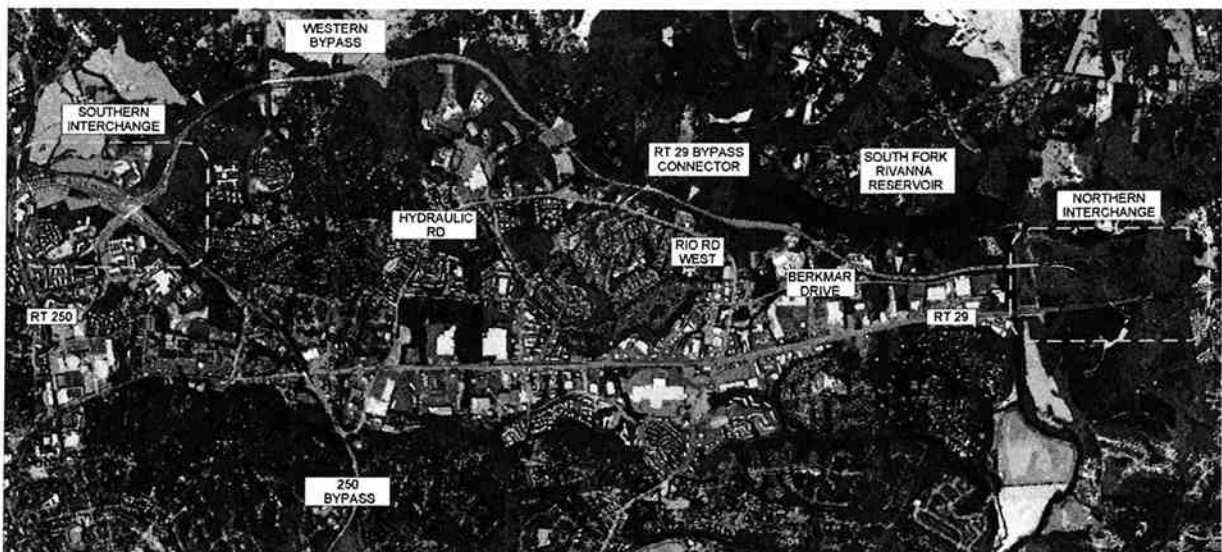
4

## Route 29 Bypass

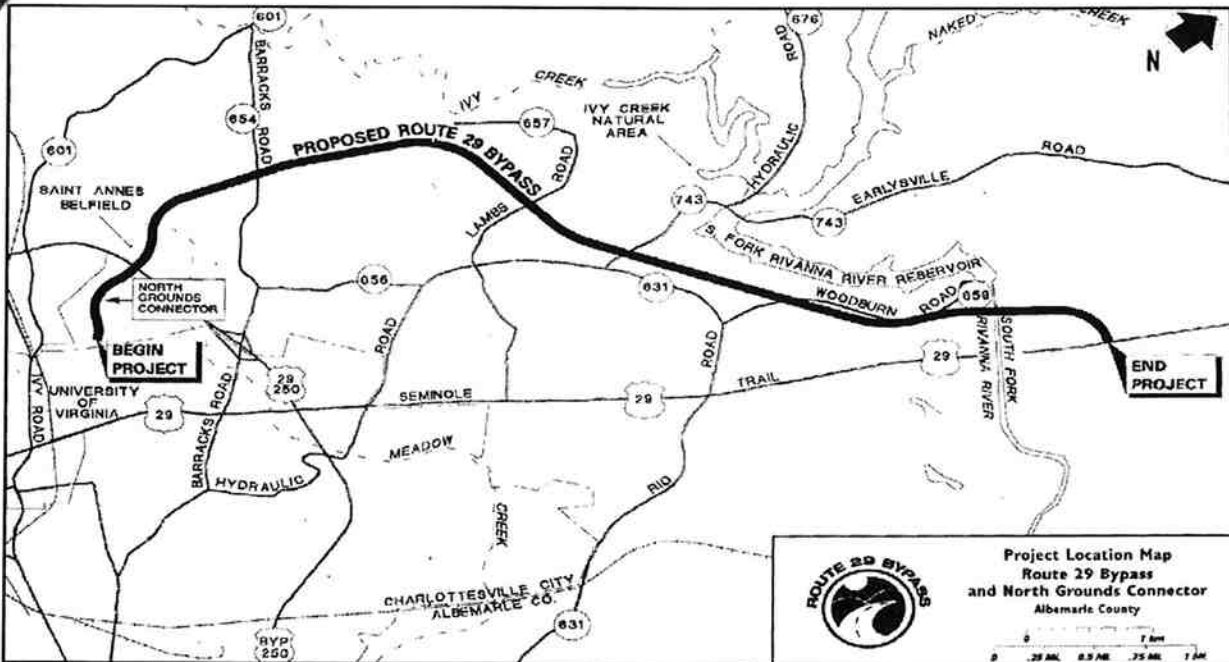
- Project location originally developed in late 1980s and location adopted by CTB in 1990
- 6.2 mile, 4-lane limited-access roadway from Route 29 north of the South Fork Rivanna River to the Route 29/250 Bypass
- In 1997 traffic forecast was 24,400 vehicles per day would use the Bypass in year 2022
- Bypasses 14 signals on Route 29 corridor
- Provides an alternate northern route to the UVA campus via the North Grounds Connector

5

## Route 29 Bypass Approved Location



## Route 29 Bypass Approved Location



## Project History

### Commonwealth Transportation Board (CTB) Actions

- **1987: consultant selected to conduct location studies, traffic studies and prepare Environmental Impact Statement**
- **1990: approved the Alternative 10 Bypass route and development of a North Grounds connection for UVA. Adopted a Base Case of improvements/phasing to include:**
  1. construction of 3 grade separated interchanges on Route 29 at Hydraulic, Greenbrier, and Rio Roads
  2. reservation of right of way for the Bypass
  3. construction of the Bypass



Project History  
Commonwealth Transportation Board (CTB)  
Actions

- **1991: reaffirmed selected alternative and the phasing of improvements (ROW, interchanges on rte. 29, and bypass construction)**
- **1992: approved the design of the Base Case improvements**
- **1995: rescinded 1990 & 1991 resolutions. This eliminated the requirement to build the interchanges on route 29 before the bypass was constructed**
- **1997: approved Bypass design features**

Project History  
Metropolitan Planning Organization (MPO)  
Actions

- **1996: resolution adopted to not support including construction funds for the Route 29 Bypass in the TIP**
- **1997: adopted the TIP without CN funds for the Bypass**
- **Currently Bypass in the TIP and Constrained Long Range Plan (CLRP) for PE and RW**
- **July 2011: public involvement process for rescinding 1996 resolution and amending the TIP and CLRP to allow Bypass construction**

## Project History Legal Challenges

- Lawsuit filed in 1998 claiming violations of NEPA
- Courts ruled in VDOT's favor but required completion of a Supplemental Environmental Impact Statement (EIS) to address impacts at the northern terminus of the project
- Final EIS approved by FHWA in May 2003
- Record of Decision (ROD) issued by FHWA in September 2003
- Required environmental assessment under NEPA complete for current location and design
- MPO position and lack of funding and have kept the Bypass from moving to construction

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## Route 29 Bypass Financial Status

	Initial Allocation	Proposed Changes	Total Allocation
PE	\$13,434,610	\$7,403,135	\$20,837,745
RW	\$33,732,149	\$71,748,889	\$105,481,038
CN	0	\$118,275,045	\$118,275,045
Total	\$47,166,759	\$197,427,069	\$244,593,828

12

## Route 29 Bypass Potential Financial Liability

- **Federal Code (Title 23, CFR 630.112)**
  - Requires construction be underway by close of 20<sup>th</sup> year following ROW authorization. Virginia to repay any federal funds used for the incomplete project
  - The 20-year time limit would be reached in 2012 for advance acquisition (regulation allows a time extension if requested)
- **Virginia Code ( § 33.1-90)**
  - Requires right of way to be sold after 20 years of inactivity to original owner at original purchase price
  - If FHWA requires reimbursement, the CTB must deduct those funds from the Culpeper District's primary system allocation ( § 33.1-223.2:13)
- **Potential payback**
  - Approximately \$46.8 million less proceeds from sale of ROW of \$19 million

13

## Route 29 Bypass Status

- **Environmental**
  - Required assessments under NEPA are complete
  - Record of Decision 2003 (needs reevaluation)
- **Design**
  - Work stopped in 1998
  - Interchange design at northern terminus incomplete
  - Survey/design in metric measure; must be updated
- **Right of Way**
  - 83 of 122 parcels (68%) have been purchased
  - VDOT manages 36 rental properties within Bypass
- **North Ground Connector completed**
  - Built by UVa with connection to Route 250 Bypass

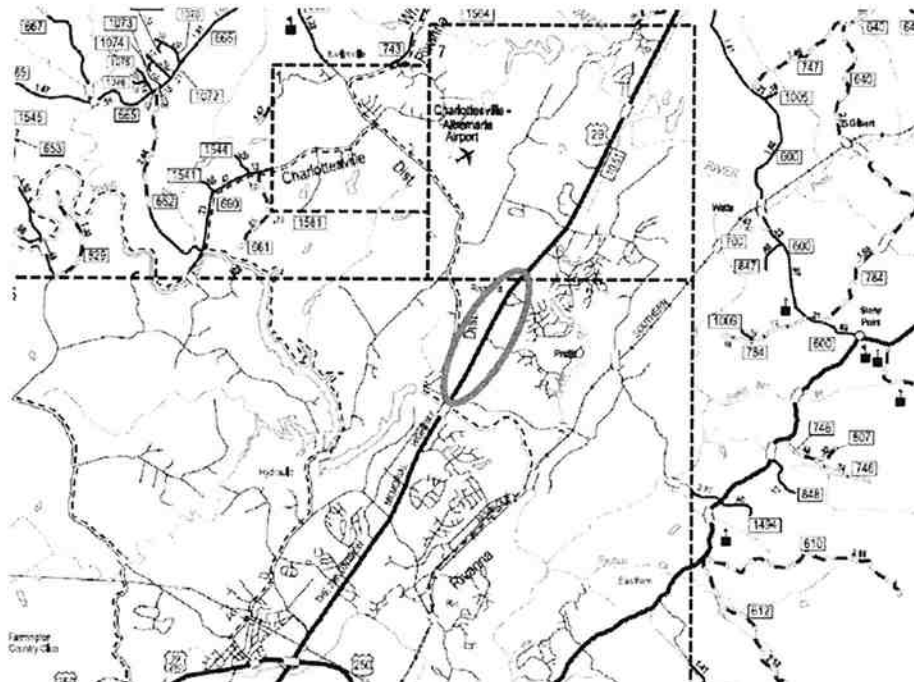
14

## Route 29 Widening History

- MPO and Albemarle County identified the widening of Route 29 between Polo Grounds Road and Hollymeade Towncenter as a priority in the Places 29 Study
- Project authorized for preliminary engineering in FY2008
- Funding removed from SYIP in FY2010 update
- No Preliminary Engineering accomplished to date

15

## Route 29 Widening Location



16

## Route 29 Widening Financial Status

PHASE	ESTIMATE
PE	\$2,632,814
RW	\$8,000,000
CN	\$21,940,117
TOTAL	\$32,572,931

17

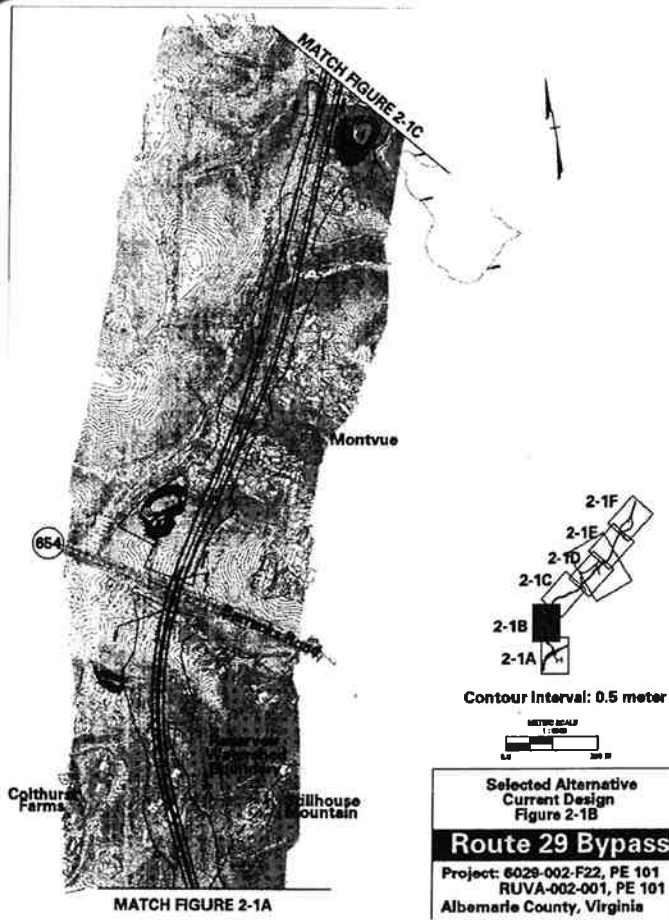
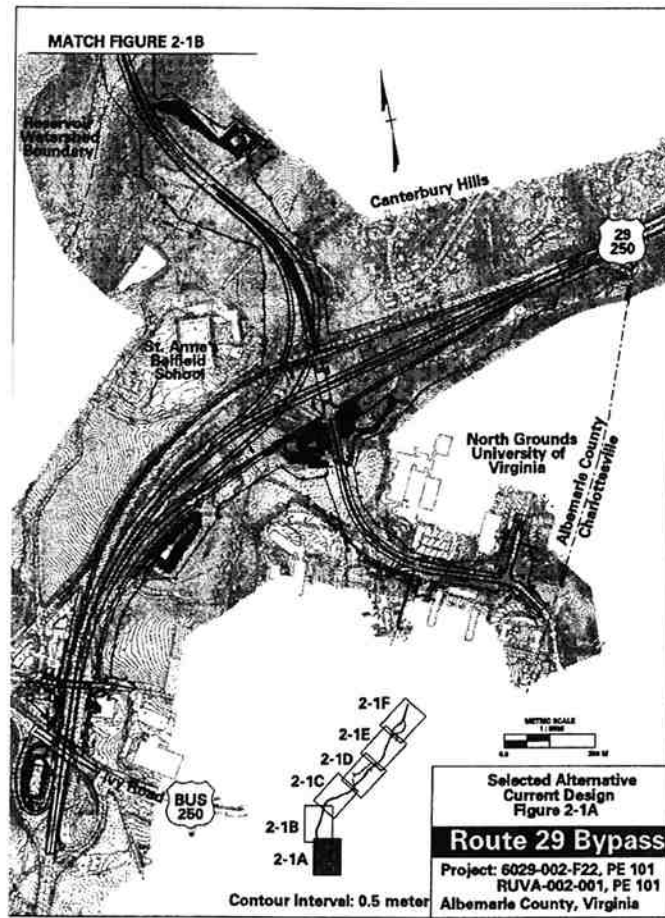
## Requested Action for CTB

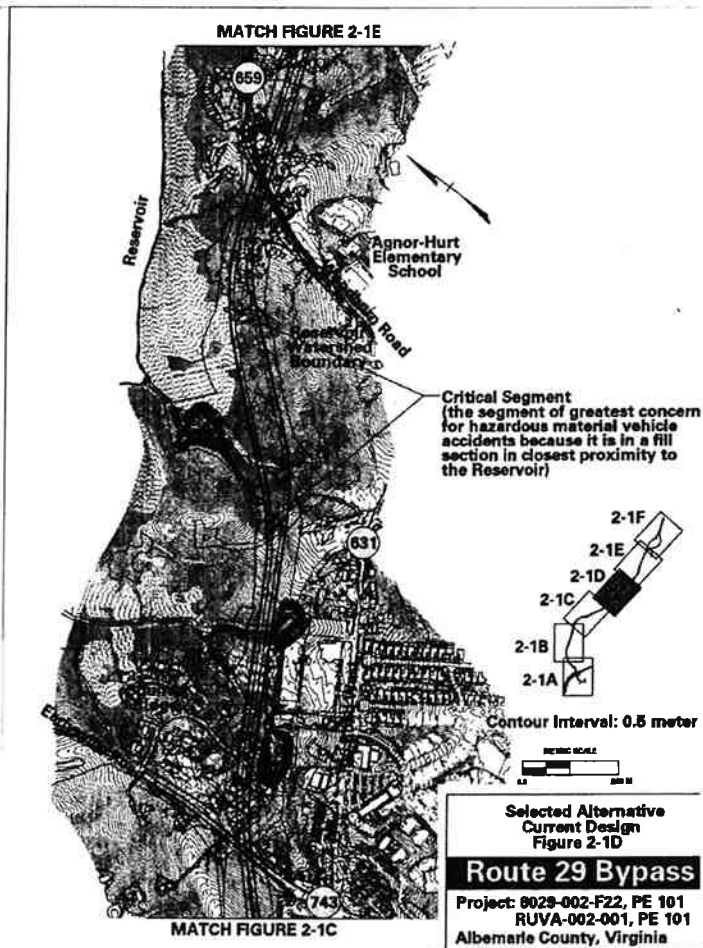
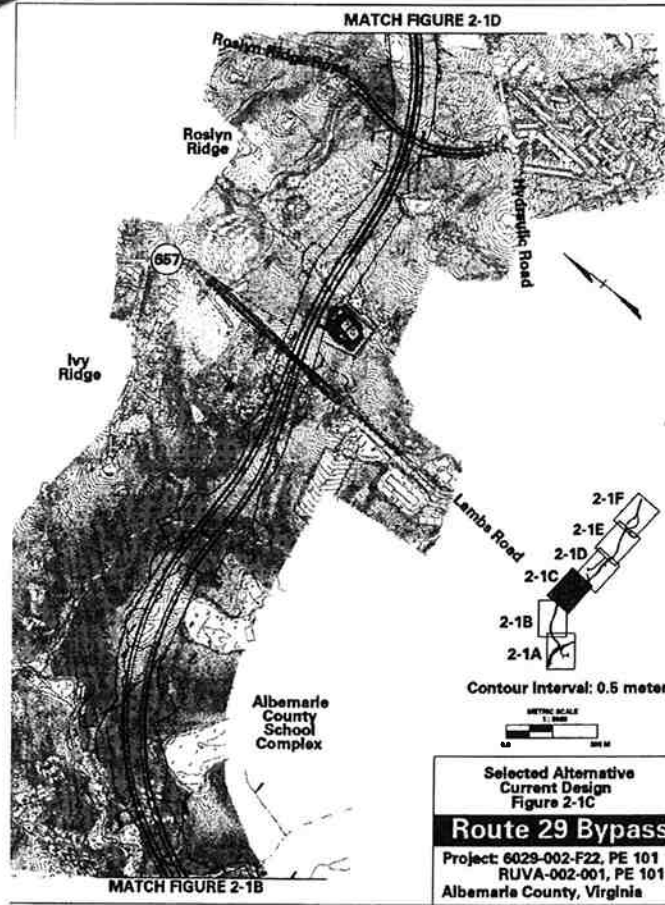
- **Add the Route 29 Widening (UPC 77383) to the SYIP and transfer allocations in the amount of \$32,572,931 to the project**
- **Transfer allocations in the amount of \$197,427,069 to the Route 29 Bypass (UPC 16160) project**

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## Questions

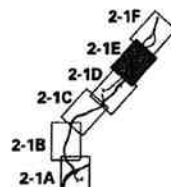
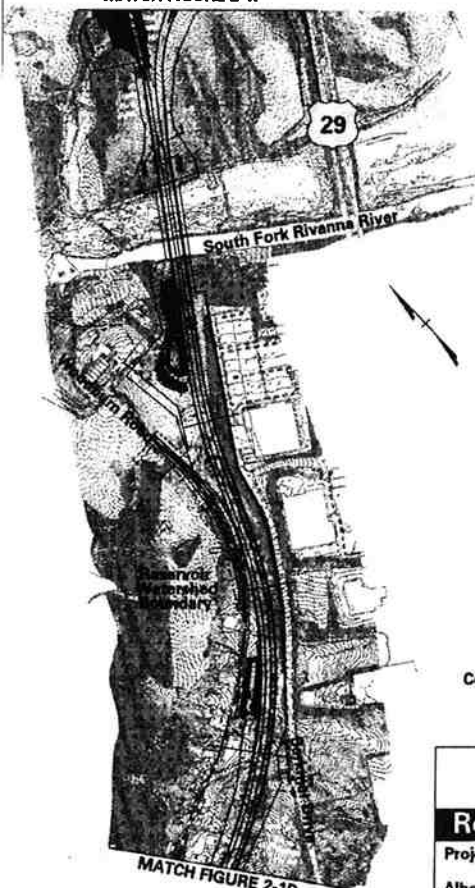
## Backup Slides (Design Exhibits)







MATCH FIGURE 2-1F



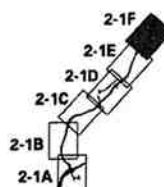
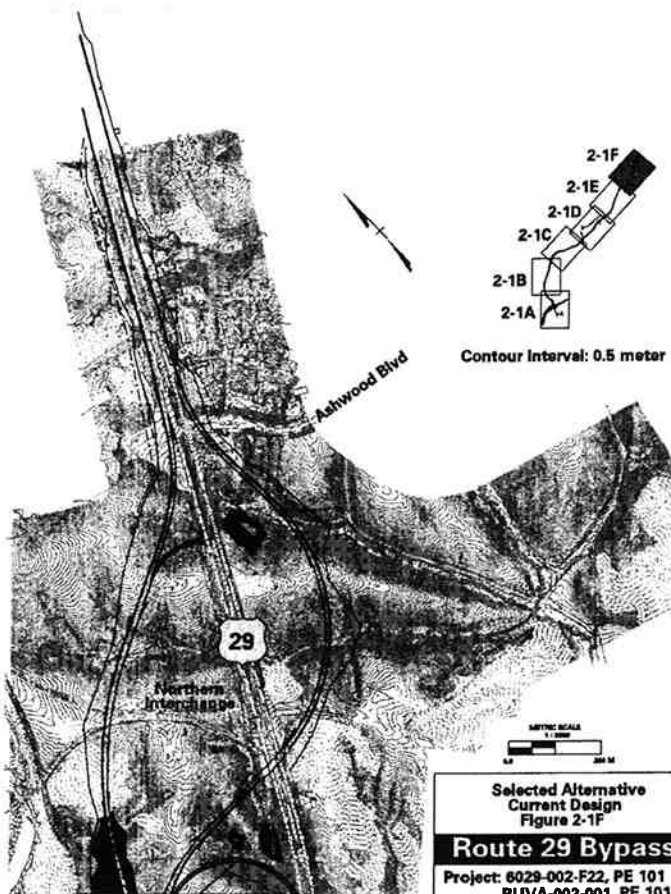
Contour Interval: 0.5 meter



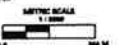
Selected Alternative  
Current Design  
Figure 2-1E

**Route 29 Bypass**

Project: 6029-002-F22, PE 101  
RUVA-002-001, PE 101  
Albemarle County, Virginia



Contour Interval: 0.5 meter



Selected Alternative  
Current Design  
Figure 2-1F

**Route 29 Bypass**

Project: 6029-002-F22, PE 101  
RUVA-002-001, PE 101  
Albemarle County, Virginia

MATCH FIGURE 2-1E

**From:** Governors Update Mailing List <govupdate@governor.virginia.gov>  
**To:** GovernorsUpdate mailing list <GovernorsUpdate@virginiainteractive.org>  
**Sent:** Wed Jul 20 17:01:53 2011  
**Subject:** Commonwealth Transportation Board Approves Funds for Route 29 Charlottesville Bypass



***Commonwealth of Virginia***  
***Office of Governor Bob McDonnell***

**FOR IMMEDIATE RELEASE**

July 20, 2011

**Office of the Governor**

July 20, 2011

Contact: Jeff Caldwell  
Phone: (804) 225-4260  
Email: [Jeff.Caldwell@governor.virginia.gov](mailto:Jeff.Caldwell@governor.virginia.gov)

**Virginia Department of Transportation**  
Contact: Joe Vagi  
Phone: (804) 371-8304  
Email: [Joe.Vagi@VDOT.Virginia.gov](mailto:Joe.Vagi@VDOT.Virginia.gov)

## **Commonwealth Transportation Board Approves Funds for Route 29 Charlottesville Bypass**

*~Route 29 widening also included in amendment to Six-Year Improvement Program~*

**RICHMOND** – The Commonwealth Transportation Board (CTB) today allocated funding for construction of the Route 29 Charlottesville Western Bypass in Albemarle County. The CTB amended its Six-Year Improvement Program to provide \$197 million for construction of the Western Bypass and an additional \$33 million to widen Route 29 to six lanes from the South Fork Rivanna River north to Hollymead.

“Allocation of construction funding for the Charlottesville Western Bypass is a major milestone that will move this project forward and help to ensure the viability of the Route 29 transportation corridor into the future,” said Governor McDonnell. “The project will also provide major benefits for Charlottesville and Albemarle County by reducing congestion along the Route 29 corridor north of Charlottesville and providing an alternate route that will more efficiently move regional traffic, including commercial freight, to its destination.”

The Western Bypass project will build a new 6.2-mile, four-lane, limited-access roadway stretching from Route 29 just north of the South Fork Rivanna River to the Route 29/250 Bypass. The project includes interchanges at both termini to move traffic between Route 29 north and Route 29/250 west of Charlottesville.

Traffic using the bypass will avoid 14 traffic signals along the Route 29 corridor north of Charlottesville. The new road will also provide an alternate route for motorists heading to the University of Virginia’s Grounds via Leonard Sandridge Road, which will be connected to the Bypass by an interchange at its southern terminus.

The second project funded by the CTB’s amendment will add an additional lane in each direction on Route 29 between the current eight-lane section that ends at Polo Grounds Road and the six-lane section at Hollymead. That construction will also improve the alignment and sight distances on the northbound lanes south of Ashwood Boulevard.

The Virginia Department of Transportation (VDOT) will begin updating the bypass project’s engineering and survey documents and complete the design of the northern interchange at Route 29. VDOT will also continue the design work already under way to widen Route 29 north of the South Fork Rivanna River.



Office of the School Board  
401 McIntire Road Charlottesville, Virginia 22902-4596  
Phone: (434) 296-5893 Fax: (434) 296-5869  
[www.k12albemarle.org](http://www.k12albemarle.org)

July 21, 2011

Albemarle County Board of Supervisors  
401 McIntire Road  
Charlottesville, VA 22902

Charlottesville-Albemarle Metropolitan Planning Organization  
P.O. Box 1505  
Charlottesville, VA 22902-1505

Dear Members of the Board of Supervisors and the Charlottesville-Albemarle Metropolitan Planning Organization:

The Albemarle County School Board is aware of the opportunity for the Commonwealth Transportation Board to fund significant highway projects for the County in the FY 2012-17 Six-Year Improvement Program.

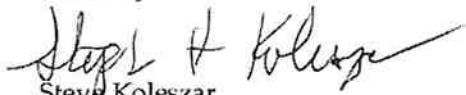
The School Board and the Superintendent are highly concerned about the impact of the US 29 Bypass on several of our schools. The planned highway will require taking some School Board land from our largest campus and will pass very close to Greer Elementary School and an athletic field at Jouett Middle School, and will encroach upon an athletic field at Greer Elementary. You should know that we are in the process of building an expansion to Greer Elementary that will be closer to the proposed highway than the current building.

Highways such as the US 29 Bypass are known sources of significant noise and air pollution, especially with the expected heavy truck traffic. We believe that the children of Albemarle County must be protected from hazards and that the ambient noise level should be appropriate for learning and recreation. Common methods for remediation of highway noise include construction of sound barriers and earth berms. The School Board and Superintendent strongly believe that construction of the US 29 Bypass must include sufficient remediation to insulate the Greer Elementary and Jouett Middle school buildings and fields from traffic noise, along with relocation of the athletic field at Greer Elementary.

The School Board and Superintendent respectfully request that the Board of Supervisors and MPO include a requirement for the inclusion of a sound barrier for the US 29 Bypass that meets the standards of the Federal Highway Administration. We also request relocation of the athletic field at Greer Elementary. Our children deserve the safest and quietest environment possible while attending County schools, and we trust that you will support our request. Please direct any questions or dialogue to Mr.

Josh Davis, Interim Chief Operating Officer for the School Division, who can be reached at (434) 296-5877 or [jdavis@k12albemarle.org](mailto:jdavis@k12albemarle.org).

Sincerely,



Steve Koleszar

Chairman, Albemarle County School Board



Pamela Moran

Superintendent, Albemarle County Public Schools

**Charlottesville By-Pass**  
Right of Way, Utilities and Railroads

Right of Way

General

1. Right of Way and Utility phase is considered active by VDOT & FHWA and work can be resumed immediately if funds are made available.
2. VDOT has acquired 82 parcels south of the Rivanna River and 1 north. VDOT owns most of the right of way up to the south bank of the Rivanna.
3. All leases for VDOT rental properties can be terminated with a 60 day notice. Some original occupants will be entitled to 90 day notice and relocation benefits. (See other commitments below)

Proposed Action

1. Request programming to immediately modify FHWA agreement to authorize \$15 million in additional Right of Way funds.
2. VDOT to acquire 4 remaining parcels on section from existing Route 250 and south bank Rivanna River.
3. VDOT to acquire 3 remaining parcels on section from existing Route 250 and Woodburn Road, owned by the City and County School Board)
4. VDOT to acquire 3 parcels for UVA related Foundation and Trust.
5. VDOT to initial dialogue with UVA on state owned required R/W (3 parcels). Primary issue UVA already built 2 lane Leonard Sandridge Drive on The proposed Middle Ground Connector alignment.
6. VDOT to begin process of cemetery relocations (3). Would need design-build time restriction.

Scope to Design Builder

1. Acquire required right of way acquisition and relocation of displaces north of Rivanna River.
2. Provide final design at the south end in order to set right of way requirements from state owned University of Virginia property. VDOT to negotiate
3. Acquire additional right of way or easement outside of original plans.
4. Negotiate a construction agreement with CSX railroad for bridge replacement.

## Utility Relocations

### General

1. Utility relocations were coordinated based on the original design and proposed easements were shown on the approved right of way plans and acquired along with the right of way.
2. Water, sanitary sewer and city gas relocations were to be done In-Plan, but have not been designed.
3. No utility relocation plan and estimates were received by VDOT

### Proposed Action

1. VDOT should use the next 3 to 4 months to freshen up the utility designation at the following locations.

At Rte 250 interchange  
Barracks Road intersection with bypass  
Lambs Road  
Roslyn Ridge Road  
Hydraulic Road  
Woodburn Road

LUPS (Land Use Permit System) indicates recent permit installation requests within the past 9 years and came up with:

- 1) @ Barracks Road Rte 654. Permits for installation by Albemarle County, Albemarle Water Authority, Central Va Telephone and Dominion Power
  - 2) @ Lambs Road Rte 657. three separate permits for Central Va tel
  - 3) @ Hydraulic Road Rte 743. Multiple permit installations for REC, Dominion, Central Va Tel and Albemarle Co Service Auth
  - 4) @ Woodburn Road Rte 659. Multiple permit installations for Albemarle and Rivanna Water
  - 5) along North Rte 29. NUMEROUS permits, to many to research or collect. A full designation here would be required due to recent development etc..
2. VDOT should conduct a supplemental UFI to bring all players back to the table. Have electric, telephone and cable TV companies update and submit plan and estimates for Barracks Road crossing, Lambs Road crossing, Roslyn Ridge Rd. crossing, Hydraulic Road crossing and Woodburn Road relocation.

### Scope to Design Builder

1. Review and authorization of relocation plans prepared under 2 above.
2. All additional utility designation work north of the Rivanna River and as needed outside of limits provided by VDOT
3. All other required utility coordination and relocation authorizations required for the project.
4. Coordination, engineering design and construction of all water, sanitary sewer and gas relocations required for the entire project.

### Railroads

#### Scope to Design Builder

1. All engineering design and coordination for the bridge carrying the CSX RR over Route 29/250.
2. Engineering review conducted by the CSX and their consultants.
3. Obtaining a construction agreement with the CSX and paying force account costs

### Project Commitment per Right of Way files

1. On Barracks Rd for parcel 033 – Construct 2 entrances to residue parcels
2. On Lambs Rd for parcel 050 – Construct field entrance after Detour is closed
3. Near Lambs Rd. for parcel 138 – Possible proposal to shift stormwater management pond.
4. Near Hydraulic Rd. for parcel 066 – Construct new entrance
5. Near Woodburn Rd. for Parcels 082 and 084 – Possible 6 month right to move existing houses
6. Need to check other files for any commitments regarding School Property.



**From:** Cutright, Jeffrey C., E.I.T.  
**To:** Mirshahi, Mohammad, P.E.  
**Cc:** Thrasher, B. A. "Bart", P.E.  
**Subject:** Route 29 Bypass Information as requested  
**Date:** Thursday, July 21, 2011 12:49:59 PM  
**Attachments:** Charlottesville Bypass Design Build Project.doc  
CBypass - spreadsheet1.xls

Jeffrey C. Cutright, E.I.T.  
Project Management Office  
Location and Design Division  
1401 East Broad Street  
Richmond, Virginia 23219  
804-225-4958; Fax: 804-786-9311  
E-mail: jeffrey.cutright@vdot.virginia.gov

## Charlottesville Route 29 Bypass

### **Known**

- *CTB approved Location & Design – April 17, 1997*
- *FHWA approved FEIS on January 20, 1993*
- *FHWA issued ROD on April 8, 1993*
- *FHWA approved Final Supplemental EIS on May 29, 2003*
- *Existing plans*
  - *Complete ROW set*
  - *Metric*
  - *Include RW plan development quantity summaries*
- *Right of Way Acquisition –authorized August 20, 1997*
  - *83 of 122 parcels purchased*
  - *VDOT manages and leases 35 acquired properties*
  - *Outstanding Acquisition to clear project*
    - *UVA State owned and Foundation parcels*
    - *City of Charlottesville property*
    - *Rivanna River Water Authority property*
    - *CSX Railroad Agreement*
    - *23 Private properties*
    - *18 – 23 graves to be relocated on parcels already acquired*
- *Project Construction phase not in MPO TIP or CLRP (expected 08/11)*
- *Project Construction phase not in VDOT SYP (expected 08/11)*
- *VDOT may enter into a D-B Agreement prior to the EIS re-evaluation being complete or even started*
- *FHWA will most likely require an Environmental Assessment (EA) level re-evaluation including public involvement (based on June 16, 2011 VDOT-FHWA meeting.)*
- *FHWA will require updated traffic forecasts and new air and noise studied based on the updated traffic (based on June 16, 2011 VDOT-FHWA meeting.)*
- *CSX Railroad Agreement will take a minimum of 6 months to secure*

### **Unknown**

- *Level of detail and time required for traffic impact re-evaluation/IJR*
- *Level of detail and time required to complete the NEPA Document re-evaluation*

### **Right of Way Opportunity (regardless of delivery option selected)**

- *Authorize VDOT ROW staff to immediately restart acquisition process to secure additional properties and relocate graves while Project Delivery work is progressing.*
- *Authorize and fund Demolition contracts to begin clearing corridor of existing structures while Project Delivery work is progressing.*

## Project Delivery Options

### ○ Option 1

- Utilize original Design Consultant (PB) to complete development of plan assembly from ROW Stage to Advertisement as quickly as possible by use of L&D on-call contract. **This option would require the EIS re-evaluation being completed prior to any segment being advertised for construction.**
- Advertise using traditional Tier II Design-Bid-Build process.
- *Anticipated cost*
  - Construction \$280,000,000
  - CEI 8% \$23,000,000
  - Contingency 10% \$28,000,000
  - R/W \$70,000,000
  - SWM, Utilities, lighting \$15,000,000
  - PE (Design) 7% \$20,000,000
  - TOTAL \$436,000,000
- *Anticipated schedule*
  - Give PB NTP 08/11
  - Supplemental FI 09/11
  - Complete ROW Acquisition 06/12
  - Complete EIS Re-evaluation 08/12
  - PAC 08/12
  - Advertise – typ. 5 months 01/13

#### Pros

1. Follows established D-B-B process
2. Minimizes cost / risk
3. Continues project development process

#### Cons

1. Time required to finalize plan design
2. EIS re-evaluation is critical path item. PAC and Construction advertisement are dependent on this work being completed.

### ○ Option 2

- Utilize Consultant (AECOM or PB) to update plan assembly to serve as Design-Build Conceptual Design. Advertise using two-phase D-B process.
- *Anticipated cost – from \$350,000,000 to \$480,000,000*
- *Anticipated schedule*

<i>Anticipated schedule</i>	<i>Anticipated Date</i>
• Amend STIP, TIP & CLRP	08/11
• Fully Funded	08/11
• FOPI	08/11
• NEPA Doc re-eval	08/12
• Public Involvement (if needed)	09/11
• Risk Analysis	10/11
• Evaluation Panel	08/11
• RFQ Evaluation Criteria	08/11
• RFP Evaluation Criteria	08/11
• Conflict of Interest	08/11
• Estimate verification	receive from On-call 10/11
• DBE Goal	08/11
• OTJ Goal	08/11
• Fed Criteria Sheet	receive from On-call 08/11
• Traffic Analysis Reevaluation - depends whether IJR req'd	

• GDR		10/11
• Pavement Design		10/11
• ROW Footprint Identification if using exist. plans		08/11
• Design Approval		<b>04/97</b>
• Special Provisions	receive from On-call	10/11
• RFP Information Package	receive from On-call	10/11
• RFP Part 2	receive from On-call	10/11
• Advertise RFQ		10/11
• Project Information Meeting		11/11
• Question Submittal Deadline		11/11
• VDOT Response Deadline		12/11
• SOQ Submittal Date		12/11
• Complete SOQ Evaluation		02/12
• Notify Offerors of Shortlist		02/12
• Advertise RFP		02/12
• Pre-Proposal Meeting		03/12
• Question Submittal Deadline		03/12
• VDOT Response Deadline		03/12
• Technical Proposal Submittal		05/12
• Complete Technical Evaluation		07/12
• Issue Notice of Intent to Award		07/12
• Receive CTB Approval		08/12
• Execute Design-Build Contract		09/12
• Issue Notice to Proceed		09/12

*Pros*

1. Follows established D-B process
2. Follows schedule being used for Federal Obligation D-B projects
3. Industry is familiar with process

*Cons*

1. Existing D-B workload necessitates utilization of less experienced personnel

○ **Option 3**

- Utilize On-call Consultant (PB) to review existing design for adequacy, develop estimate and produce Design-Build RFP. Use aerial photography and depict EIS-approved corridor limits and previously purchased rights of way on the photograph. Use existing plans as information only and verbalize work to be done in RFP. Advertise using single-phase Design Build strategy. Retain PB's services to serve as Owner's Engineer for review of all D-B submittals and any engineering-related D-B issues that occur during the construction of the project.
- Anticipated cost – from \$370,000,000 to \$500,000,000
- Anticipated schedule Anticipated Date
  - Amend STIP, TIP & CLRP 08/11
  - Fully Funded 08/11
  - FOPI 08/11
  - NEPA Doc re-eval 08/12
  - Public Involvement (if needed) 09/11
  - Risk Analysis 09/11
  - Evaluation Panel 08/11
  - RFP Evaluation Criteria 08/11
  - Conflict of Interest 08/11
  - Estimate verification receive from On-call 09/11
  - DBE Goal 08/11
  - OTJ Goal 08/11

- Fed Criteria Sheet receive from On-call 08/11
- FHWA L/A Mod. Approval? 09/11
- CTB L/A Mod. Approval? 09/11
- Traffic Analysis Reevaluation - depends whether IJR req'd
- GDR 09/11
- Pavement Design 09/11
- ROW Footprint Identification (if using exist. plans) 08/11
- Design Approval **04/97**
- Special Provisions receive from On-call 09/11
- RFP Information Package receive from On-call 09/11
- RFP Part 2 receive from On-call 09/11
- Advertise RFP 10/11
- Mandatory Pre-Proposal Meeting w/Offerors 10/11
- Mandatory Pre-Proposal Util Mtg w/Offerors 10/11
- RFP Questions due to VDOT 11/11
- Organizational Structure Changes Submission 11/11
- VDOT Responses to Questions or Clarifications 12/11
- Proprietary Meetings 12/11
- Proposal Due Date 01/12
- Open Price Proposals 01/12
- Issue Notice of Intent to Award 01/12
- Receive CTB Approval 02/12
- Execute Design-Build Contract 02/12
- Issue Notice to Proceed 02/12

*Pros*

1. Less time required to execute Contract

*Cons*

1. NEPA Re-evaluation completion and approval time. Schedule has NTP prior to completion of re-evaluation.
2. What role does FHWA have in approval of D-B Contract? We have only used a single phase D-B contract on \$6M Bridge Replacement project in Clifton Forge.
3. Severely compressed schedule increases chance of errors in contract and greatly compromises our negotiation strength.
4. Overlap of this schedule with Federal Obligation Design-Build projects will require participation of less knowledgeable VDOT staff.
5. Project history indicates process will be closely scrutinized by public.
6. Single phase process is likely to create industry criticism due to size of Contract and short response time
7. Likely most expensive option

July 27, 2011 (Special Meeting)  
(Page 1)

A special meeting of the Board of Supervisors of Albemarle County, Virginia, was held on July 27, 2011, at 4:00 p.m., in Room 241 of the County Office Building on McIntire Road, Charlottesville, Virginia, for the purpose of allowing Board members to discuss the Route 29 Bypass at the MPO meeting. This meeting was called by the Chair, Ms. Mallek,

PRESENT: Mr. Kenneth C. Boyd, Mr. Lindsay G. Dorrier, Jr., Mr. Dennis S. Rooker, Mr. Duane E. Snow and Mr. Rodney S. Thomas.

ABSENT: Ms. Ann Mallek.

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The Thomas Jefferson Planning District Commission Metropolitan Planning Organization Planning Board met and discussed the US Route 29 Western Bypass during a public hearing regarding amendments to the Long Range Transportation Plan and the FY09 to FY12 Transportation Improvement Program.

The following statement was made by Mr. Rooker at the meeting:

Mr. Rooker said that he serves on the Board of Supervisors, represents the Jack Jouett District and has lived in the community for more than 40 years. He stated that he has a conflict of interest statement on file with respect to this issue because he and his wife own a 7.1% interest in a lot in common with neighbors that might be impacted by this project.

Mr. Rooker said there are reasons why in 1990 Mark Warner voted against this road; he said the road was obsolete. There are reasons the last two Secretaries of Transportation and the last two Commissioners of Transportation spent a lot of time studying this project, and looking at all of the traffic models, and determined that it did not make sense to go forward with the project. In fact, Whit Clement, from Danville, was a major bypass proponent, until he spent time studying the route, the cost, its location and what it would do for traffic. There are reasons why the last two CTB members representing this district, including Mr. Davies, for eight years, and Mr. Rich, the current representative, do not support this project. There are reasons why the State did a \$1.5 million study of the Route 29 corridor which concluded last year and did not recommend building this road. In fact, the study indicated that it would no longer serve as a useful transportation corridor.

Mr. Rooker said the most recent VDOT estimate indicates that the road will take \$100 million of right-of-way; \$70 million of still unpurchased right-of-way. This is the biggest taker of property in the history of Albemarle County. For those who are interested in protecting private property rights, Albemarle will never have seen anything like this for taking of property.

Mr. Rooker said that the Albemarle County Board of Supervisors voted 4:2 to open this issue up and it did so based upon representations that there would be other projects that would be funded, and those would be preconditioned of moving forward with any vote on the bypass. That information was handed out at a Board of Supervisors meeting. Among those projects was the Berkmar Drive Extended. The information stated that due to the above, full funding for Berkmar Drive Extended is an essential aspect of the Western Bypass project because it maintains access to both U.S. Route 29 as well as Rio Road for the Forest Lakes/Hollymead area. This community does not currently have a commitment to fund; it has a letter from the Secretary of Transportation basically stating that he would support recommending funding for these projects. Mr. Rooker said that it is the MPO's duty to make certain that the conditions are in place in a way that cannot be legally wiggled out of. The MPO needs to make certain, before it moves forward, that if it changes the TIP, the language in that change puts a legal condition on the bypass that these other projects be funded. Otherwise, the MPO has no leverage going forward and the MPO would have given the state a blank check. The state can take funding from one project and put it to another project anytime it wants.

Mr. Rooker asked the members of the Albemarle County Board of Supervisors on the MPO to not vote tonight to move forward with this, to bring it back to the Board of Supervisors, and allow the Board to have a chance to see the letter, which by the way he has not seen yet, nor does he think other members of the Board have seen. This is a County project. He asked that they make certain they are not rushed into making mistakes. He asked that they make certain if this project is going to go forward that they get the right legal advice, get the right wording and then move forward in a way in which the community is protected including the schools and neighborhoods which both Mr. Thomas and Mr. Snow indicated they would seek to project. There is nothing in this letter about protecting the County's schools.

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Under Additional Matters From the Public, the following statement was made by Mr. Rooker:

Mr. Rooker said that individuals can certainly have differences of opinion about the bypass, and whether it is good or bad for the community. Arguments can be made both ways. He has made arguments on one side for a long time, but that does not have anything to do with how you go about making your decisions. He said that he has never participated in a body that has moved forward the way this body has moved forward tonight. It makes him ashamed for the community. He has served on the Board of Supervisors for ten years and he served on the MPO for ten years. It is not about whether or not you support the bypass.

July 27, 2011 (Special Meeting)  
(Page 2)

Mr. Rooker said that it is unbelievable that this body would take a letter that comes in at 3:30 p.m., that nobody has had a chance to read even on this body, nor in the public, refuse to allow 30 days for all of the Board members to familiarize themselves with, to determine whether or not there should be conditions put in the ultimate amendment to the TIP and to make certain that whatever conditions you think you have got are actually performed. It is the utmost of arrogance. He has never served with any people who did this kind of thing and it makes him ashamed. Mr. Snow previously stated that this was his resolution, yet it starts out with "Rodney, as we discussed today, here are the MPO priorities for funding the Six Year Improvement Program for your consideration and your discussion with Commissioner Worley." On this list which you handed out, it says "Berkmar Drive Extended - due to the above full funding for Berkmar Extended, it is an essential aspect of the Western Bypass project because it maintains access to both U.S. Route 29 as well as Rio Road for the Forest Lakes/Hollymead area. Whether or not Berkmar can be connected to the Western Bypass funding for Berkmar Drive Extended all the way from Hilton Heights to Hollymead Towncenter should be included in the Six Year Program." This is what Mr. Snow handed out and said at the Board of Supervisors meeting that he was going to pursue; he did not have the authority to single-handedly go out and bind Albemarle County.

Mr. Thomas commented that letter in which Mr. Rooker is referring was put together by Mr. Williams and then re-edited by himself (Mr. Thomas).

(Note: Other than as members of the MPO, no other members of the Board of Supervisors made comments at this meeting.)

No actions were taken by the Board of Supervisors.

At 9:16 p.m., the MPO meeting was adjourned.

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Chairman

Approved by the Board of County Supervisors
Date: 09/07/2011
Initials: EWJ



# COMMONWEALTH of VIRGINIA

Office of the Governor

Sean T. Connaughton  
Secretary of Transportation

July 27, 2011

Thomas Jefferson Planning District Commission  
Stephen Williams, Executive Director  
Post Office Box 1505  
401 East Water Street  
Charlottesville, Virginia 22902

Dear Mr. Williams:

The Commonwealth Transportation Board (CTB) took action on July 20, 2011 to amend the SYIP to include Route 29 Widening and also allocated \$230 million in funding for both the Route 29 Widening and the Route 29 Bypass. This is a significant commitment by the CTB to fund transportation improvements in this area. Also, during the CTB meeting, there was testimony on the importance of improving the overall transportation network in the Charlottesville-Albemarle area. Accordingly, I will recommend to the CTB that the next update of the FY 2013 to FY 2018 Six Year Improvement Program (SYIP) include resources to accomplish the following:

1. **Completion of Hillsdale Drive** - This project is currently being developed as an Urban project in the City of Charlottesville and in the preliminary engineering phase of development. I understand the city believes that it can successfully acquire donated right of way, which leaves a funding need of approximately \$10 million. I will recommend to the CTB that funding for construction be included in the SYIP.
2. **US29/US250 (Best Buy) Ramp and Lane Improvements**- This project is currently being developed as an urban project in the City of Charlottesville. I will provide the resources necessary for VDOT to take over the administration of the project and manage it to completion. It is my expectation that the city will retain the already committed funding on the project as identified in the SYIP.
3. **Berkmar Drive Extension** - I am directing VDOT as part of the Route 29 Bypass design, to include the conceptual design and layouts of Berkmar Drive Extended including the river crossing to ensure the Bypass does not preclude the construction of Berkmar Drive Extended.



Mr. Stephen Williams

July 27, 2011

Page Two

4. Belmont Bridge - This project is currently being developed as an urban project in the City of Charlottesville and in the preliminary engineering phase of development. VDOT staff has informed me the poor condition of bridge deck and the low sufficiency rating of this structure would warrant accelerating the replacement of the bridge. I will recommend the CTB provide \$8.4 million in funding to the SYIP to advance construction of this project.

I look forward to the cooperation and support from the MPO as we move these important regional and local transportation projects forward to construction.

In that regard, and as you are aware, the CTB has identified Route 29 as one of eleven transportation corridors as Corridors of Statewide Significance (COSS). The purpose of a COSS designation is to provide a multimodal vision for the corridors to guide localities in their land use and transportation plans. Without guidance, local decisions can degrade a corridor's ability to move people and goods, causing bottlenecks and problems that are costly to fix, and undermine economic and quality of life goals. As Virginia continues to grow, it must take steps now to ensure the right balance of development, transportation capacity, and natural resources. The real value of the COSS is the identification of strategies within each corridor as the first step in ensuring these corridors are invested in and protected for the future benefit of the entire Commonwealth.

In consideration of the aforementioned transportation investments the Commonwealth is making in your MPO's area of responsibility, it is our expectation that the MPO will commit to work with the CTB to develop and implement a comprehensive strategy that will protect your segment of the Route 29 Corridor from the types of encroachment that causes the bottlenecks and problems that we are currently planning to fix. We believe that the Albemarle-Charlottesville region has the opportunity to become a leader in this regard and, with your assistance, we look forward to making the COSS initiative meaningful for localities and the traveling public.

Sincerely,



Sean T. Connaughton



**Charlottesville-Albemarle Metropolitan Planning Organization  
of the Thomas Jefferson Planning District Commission**

PO Box 1505, 401 E. Water St, Charlottesville, VA 22902 [www.tjpd.org](http://www.tjpd.org)  
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**MPO Policy Board Meeting**

Wednesday, July 27<sup>th</sup>, 2011, 4:00 PM

**Lane Auditorium, 2<sup>nd</sup> Floor Albemarle County Office Building**  
401 McIntire Road, Charlottesville

To download the entire packet [click here](#).

To download individual items, click on blue text below.

**Agenda**

Item	Description
1	<b>Matters from the Public:</b> <i>Members of the Public are welcome to provide comment on any transportation-related topic not on the agenda*(limit of 2 minutes per speaker).</i>
2	<b>Responses to Matters from the Public</b>
3	<b>Staff Report on Commonwealth Transportation Board</b> Steve Williams will report on the consideration by Commonwealth Transportation Board of Six Year Improvement Program amendments for the US29 Western Bypass and widening of US29. <a href="#">Click here to review MPO's letter to the Secretary of Transportation and the CTB.</a>
4	<b>MPO Policy Board Questions on Staff Presentation</b>
5	<b>*Combined Public Hearing on Proposed Amendment to the Constrained Long Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP)*</b> The proposed amendments would incorporate the proposed US29 Western Bypass project and the proposed widening of US29 north of the existing intersection with Rio Mills Road into the CLRP and TIP. This is the second of two combined public hearings that will be conducted related to the proposed amendments. There will be a limit of 2 minutes per speaker. <a href="#">Click here to review course of action memo.</a> <a href="#">Click here to review proposed amendments to CLRP.</a> <a href="#">Click here to review DRAFT resolution amending the CLRP.</a> <a href="#">Click here to review proposed amendments to the TIP.</a> <a href="#">Click here to review DRAFT resolution amending the CLRP.</a>
6	<b>Consideration of Constrained Long Range Transportation Plan Amendment</b> Following completion of the Public Hearing, the MPO Policy Board may consider amending the Constrained Long Range Transportation Plan. The attached staff report describes possible alternative actions that could be taken by the MPO Policy Board.
7	<b>Consideration of Transportation Improvement Program Amendment</b> Following consideration of the Constrained Long Range Transportation Plan Amendment the MPO Policy Board may consider amending the Transportation Improvement Program. The attached staff report describes possible alternative actions that could be taken by the MPO Policy Board.
8	<b>Transit Updates</b> <a href="#">Click here to review Transit Updates.</a>



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MPO Policy Board Meeting  
July 27, 2011 Minutes

**Present**

Voting Members

Satyendra Huja  
Duane Snow  
Kristen Szakos  
Rodney Thomas  
Jim Utterback

Non-voting Members

Mac Lafferty  
Julia Monteith  
Brad Sheffield  
Bill Watterson

Staff

Sarah Rhodes  
Steve Williams

**Representing**

Charlottesville City Council  
Albemarle County Board of Supervisors  
Charlottesville City Council  
Albemarle County Board of Supervisors  
Virginia Department of Transportation

CHART Representative  
UVA  
JAUNT  
CAT

TJPD  
TJPD

*\*CHART Representative, Russell "Mac" Lafferty, has requested that the CHART Committee's letter of concern regarding the Route 29 Bypass be included in these minutes. This letter is at the end of this document.*

Mr. Thomas called the meeting to order.

Mr. Thomas stated that this meeting was also a special meeting for both the Charlottesville City Council and the Albemarle Board of Supervisors, due to the fact that members on both the City Council and the Board of Supervisors may wish to speak publically at this hearing.

Mr. Thomas introduced Brad Sheffield, the new assistant director for JAUNT. Mr. Sheffield served as Donna Shaunesey's alternate for this meeting.

**Matters from the Public**

Stratton Salidis: Mr. Salidis spoke on the McIntire Road Extended project. Mr. Salidis stated that he was upset with VDOT's request to have the Army Corps of Engineers rescind their water-quality permit. Mr. Salidis stated that this permit was rescinded a day before a federal judge was set to rule on an injunction request filed by parkway opponents that sought to stop construction of the road. Mr. Salidis requested that the MPO Policy Board change their position regarding the McIntire Road Extended project.

**Responses to Matters from the Public**

There were no responses to matters from the public.

**Communications and Written Public Comments**

Steve Williams stated that the MPO received a letter from the Albemarle County School Board regarding the bypass project, which was included in the additional materials that were handed out to the Board members prior to the meeting.

Mr. Williams stated that the Board received written and emailed public comments also included in the supplemental materials. These comments came in the after the meeting materials were mailed to Board members.

Mr. Williams also mentioned that the MPO received a letter from Sean T. Connaughton, Secretary of Transportation for the Commonwealth of Virginia. The letter outlines the Secretary's funding assurances for local level projects (*this letter is Appendix A of this document*).

#### **Staff report on Commonwealth Transportation Board Meeting**

Steve Williams stated that the Commonwealth Transportation Board (CTB), at their July 20<sup>th</sup> meeting, committed funds in the Six Year Improvement Program toward (SYIP) for the US 29 Western Bypass project and the widening of US 29 (from 4 lanes to 6 lanes) from Polo Grounds Road to Timberwood Drive. The CTB allocated \$197 million for the Bypass and \$32 million for the widening project.

Mr. Williams stated that there was a considerable amount of discussion between VDOT environmental staff and the CTB regarding next steps for the Bypass project. Mr. Williams stated that VDOT staff indicated that they were planning to move forward with an environmental reevaluation for the Bypass project.

Mr. Thomas stated that both he and Supervisor Duane Snow attended that meeting and were able to speak regarding these projects and the projects outlined as local priorities.

Mr. Utterback stated that he thought the conversation was productive and felt the CTB members were aware that the Bypass project would not solve all of the areas transportation issues and that other projects would need to be implemented to help mitigate the region's transportation issues.

#### **Staff report on MPO Policy Board's possible actions**

Steve Williams stated that in the meeting materials provided to the Board there is a memorandum that outlines the possible actions the Policy Board may take after tonight's public hearing.

Mr. Williams also mentioned that both the Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) are fiscally-constrained documents. In order to add projects to these lists, the MPO must be assured that funding for these projects is available. Mr. Williams stated that the CTB vote to include the Bypass and the US 29 widening in the SYIP allows the MPO to add these projects and still maintain fiscal constraint with the CLRP and the TIP.

Mr. Williams reviewed the possible actions the MPO Policy Board could take. These actions are outlined below.

1. **Maintain Existing Policy on the US 29 Western Bypass:** The MPO Policy Board could choose to maintain the existing policy on the US 29 Western Bypass. In this alternative, no action on an amendment to the CLRP or the TIP would be necessary.
2. **Amend the CLRP and TIP to Incorporate the US 29 Western Bypass:** The MPO Policy Board could choose to amend the CLRP and TIP to incorporate the US 29 Western Bypass. Such an action on the part of the MPO would allow VDOT to move forward with actions required to advance the project, such as undertaking an environmental reevaluation, restarting project design or restarting right-of-way acquisition.

If this is the course of action chosen by the MPO, the following steps are necessary:

- a. **Amend the CLRP:** Amending the CLRP will require adding accurate information regarding the Bypass and US 29 widening into the fiscally constrained project list in the plan. The amendment would be adopted by resolution.
  - b. **Amend the TIP:** Amending the TIP will require amending existing project pages to accurately reflect funding and phasing for both the US 29 Western Bypass and the US 29 widening. This amendment would also need to be adopted by resolution.
3. **Defer Action:** If the MPO Policy Board wishes to give further consideration to the public input received, it could choose to defer action. There is no requirement that action be taken at this meeting. Since the required public hearings have been conducted, the actions required to amend the CLRP and the TIP could be taken at any upcoming meeting without further public hearings, so long as there is no change in the proposed projects.

Mr. Williams also stated that the Board would be amending the FY09 to FY12 TIP, because the FY12 to FY15 TIP, approved by the MPO Policy Board in May, has not yet been approved by Federal Highways Administration (FHWA).

**\*Combined Public Hearing on Proposed Amendment to the Constrained Long Range Transportation Plan (CLRP) and the Transportation Improvement Program (TIP)\***

Mr. Thomas opened the public hearing by reviewing the procedure for calling speakers forward, time limits, and expected conduct for participants.

1. Michael Johnson (00:50)
2. Kirk Bowers (03:00)
3. Tom Olivier (05:02)
4. Rex Hammond (06:58)
5. Tulane Patterson (09:26)
6. Rick Huff (10:40)
7. Rick Edwards (12:39)
8. Diane Weber (15:19)
9. Anna Freshwater (17:23)
10. Jim Hubbard (19:25)
11. Bill Tomlin (21:15)
12. George Larie (23:06)
13. Milton Moore (25:17)
14. Nancy Goodridge (27:36)
15. Robert Humphries (29:55)
16. Jack Renard (32:10)
17. William Rich (34:12)
18. Robert McAdams (36:49)
19. Charles Lebo (39:20)
20. Williams Millick (40:55)
21. John A. Owen Jr. (42:22)
22. Barbara Cruickshank (44:32)
23. Katie Reid (46:49)

24. Megan Ross (47:56)
25. Tim Hulbert (49:49)
26. Neil Williamson (51:58)
27. Isabel Boyd (54:16)
28. Jessica Clark (55:48)
29. David Carr (56:56)
30. John Cruickshank (59:16)
31. Charles Battig (1:01:32)
32. Jeff Gleason (1:03:52)
33. Phyllis Olin (1:06:13)
34. Emerald Young (1:07:40)
35. Tom Platts-Mills (1:09:58)
36. Kristen Peura (1:12:15)
37. Jack Marshall (1:14:05)
38. Tom Fromm (1:16:09)
39. Francis Fife (1:18:35)
40. Bob Burton (1:21:08)
41. Scott Vande Pol (1:23:34)
42. Cheri Kennedy Early (1:25:53)
43. Rochelle Sitzler (1:27:40)
44. Bob Blair (1:28:36)
45. Elizabeth Burdash (1:30:37)
46. David Hogg (1:33:03)
47. Denny King (1:34:57)
48. John Pfaltz (1:37:24)
49. Martha Wilhelm (1:39:15)
50. Mike Farabaugh (1:41:46)
51. Tammie Moses (1:43:35)
52. Morgan Butler (1:46:14)
53. Bill Sublette (1:48:21)
54. Carey Morton (1:50:08)
55. Blair Williamson (1:51:58)
56. Daniel Krasnegor (1:54:26)
57. Scott Bandy (1:56:29)
58. Deborah Murray (1:58:26)
59. Charles Winkler (2:00:38)
60. Carter Myers (2:02:50)
61. Tom Powell (2:05:06)
62. Brad Yurr (2:06:24)
63. Frank Birekhead (2:07:50)
64. Bob Hodous (2:08:28)
65. Candice Smith (2:10:34)
66. Elly Tucker (2:13:11)
67. Jeep Newman (2:15:03)
68. L.F. Wood (2:17:40)
69. Elsa McLean (2:20:07)

70. Jack Sanford (2:22:21)
71. Peter McLean (2:23:47)
72. Robert Brest (2:26:13)
73. Saunders Midyette (2:27:31)
74. Lois Shepard (2:30:03)
75. John Nunley (2:32:24)
76. Patrick Jordan (2:34:16)
77. Jeff Werner (2:36:33)
78. Jerry McCormick Ray (2:38:50)
79. Cynthia Neff (2:40:08)
80. Heather Swindler (2:42:27)
81. Angela Navarro (2:44:28)
82. Ned Slaughter (2:46:38)
83. Roxanne Brouse (2:48:44)
84. Lee Schultz (2:50:19)
85. George Politis (2:52:05)
86. Cat McCue (2:54:54)
87. Greg Quinn (2:57:28)

\*The MPO Policy Board took a brief break\*

88. Henry Weinschenk (3:00:42)
89. Tom Sinclair (3:02:54)
90. Lyn Stirewalt (3:03:53)
91. Max Evans (3:07:24)
92. David Mitchell (3:10:39)
93. Drew Moore (3:12:49)
94. Elizabeth Lee Cantrell (3:14:11)
95. Frank Calhoun (3:17:19)
96. Chuck Rotgin (3:19:08)
97. Summer Sheppard (3:21:41)
98. J.E. Early (3:22:37)
99. Mary Rice (3:23:52)
100. John Erdworm (3:25:53)
101. Dennis Rooker (3:29:09)
102. Richard Martin (3:34:58)
103. Scott Beyer (3:35:51)
104. Joe Odo (3:37:21)

Mr. Thomas thanked everyone for their input and closed the public hearing.

**Consideration of the Constrained Long range Transportation Plan Amendment/Consideration of the Transportation Improvement Program Amendment**

Mr. Williams stated that he would review the letter from Secretary of Transportation, Sean T. Connaughton, which the MPO Policy Board received prior to today's meeting. Mr. Williams read the letter aloud. *(This letter is Appendix A of this document.)*

Ms. Szakos expressed concern that some of the projects did not appear to have timelines associated with them, which she thought was too ambiguous. Ms. Szakos also thought that the phrasing regarding project funding was somewhat non-committal.

Mr. Thomas stated that he thought the Secretary was committing as much as he could because ultimately these types of decisions are not made by the Secretary, but the CTB. Mr. Williams stated that this was correct and added that the letter also stated that these recommendations were planned for the FY13 to FY18 SYIP.

Mr. Snow stated that he would like to clarify recommendation number 3, which deals with the Berkmar Drive Extended project. Mr. Snow stated that when he and Mr. Thomas spoke with the Secretary, they discussed project design for Berkmar Drive Extended, in order to ensure that the Bypass project would not preclude Berkmar Drive Extended. Mr. Snow stated that full funding for the construction of Berkmar Drive Extended was not part of this deal. Mr. Snow also stated that the Albemarle County Board of Supervisors never voted to include full construction of Berkmar Drive Extended in the conditions. Mr. Snow stated that this was discussed but never voted on.

Ms. Szakos stated that it appears that the Berkmar Drive Extended design would be folded into the Bypass project design phase. Ms. Szakos asked if including Berkmar Drive Extended in the design phase would add costs to the project. Mr. Utterback said it would not.

Mr. Huja stated that the letter is very general regarding funding for Hillsdale Drive and Belmont Bridge and that these promises seem ambiguous.

Ms. Szakos stated that a lot of the funding issues for transportation in the community seem to stem from the idea that the City and the County do not work well together. Ms. Szakos stated that in her experience this was not the case and she hoped that these two localities could continue to work together to improve the community.

Mr. Snow stated that the MPO Policy Board and the Secretary have worked back and forth to get this letter, which spells out all the additional local projects requested. Mr. Snow stated that it was important for him to have these things outlined before he felt comfortable voting for the Bypass project.

Ms. Szakos stated that she was disappointed the letter for the Secretary arrived so close to the meeting time when it was requested weeks ago. Ms. Szakos stated that this appeared to show a certain disdain for this process.

Mr. Huja stated that a lot has been said today and that the letter is important and needs to be considered further. Mr. Huja stated that he thought it best to adjourn and pick up the conversation at the August meeting.

Mr. Utterback stated that regarding the letter, there may be some benefit to having the timing a little ambiguous because a number of things have to happen for these projects outside of funding, including permitting and right-of-way, which could take longer than expected. If there is a set timeline for the funding assurance but other elements are not in place, it could reflect badly on the project. Mr. Utterback emphasized that one of the major issues the CTB has been facing is having funding sitting on projects. Mr. Utterback also stated that he thought this was a significant commitment of funding, particularly urban allocation funding.

Ms. Szakos asked again why the letter was so delayed. Mr. Utterback stated that the Secretary's office is extremely busy and that he was surprised that the letter arrived before today's meeting.



Mr. Snow stated that he did not think there was any need to delay, because all of the things that were requested have been awarded. Mr. Snow stated that he felt it best to move forward with these projects as soon as possible. Mr. Snow also stated that he is choosing to vote for these projects because he thinks this is what is best for Albemarle County.

Ms. Szakos stated that she is not yet prepared to discuss the merits of the Bypass. Ms. Szakos continued stating that she did not feel she knew enough about the projects to vote for the amendments tonight. Ms. Szakos also reiterated that she would like time to review and share the Secretary's letter.

Mr. Huja reiterated that he thought it best to wait so that both City and County representatives could discuss the Secretary's letter with others. Mr. Huja again stated he would like to defer the vote.

Mr. Thomas asked what the earliest date could be to meet again, should the MPO Policy Board defer to allow the City Council time to review the letter. Mr. Williams stated that the MPO would have to advertise the meeting two weeks in advance, so the absolute earliest would be the third week in August. Mr. Williams noted that there is an MPO Policy Board meeting on the schedule for August 24<sup>th</sup>.

Mr. Huja stated again that he would like to defer because the resolution amending the TIP will need to be redrafted in order to include the Secretary's letter. Mr. Huja stated that he thought deferring to allow this redrafting was appropriate.

Mr. Utterback stated that if the Board is still concerned about the assurances in the Secretary's letter, the language in the letter could be added to the TIP.

Mr. Snow and Mr. Thomas expressed that they would like to move forward. Mr. Williams stated that in order to move forward, the Board would need to approve a resolution for the LRTP and then the TIP. Mr. Williams also stated that neither of the draft resolutions for these amendments included references to the Secretary's letter.

Mr. Snow stated that he would like to add the Secretary's letter to the resolution.

Mr. Thomas asked if there were any motions regarding these amendments.

**Ms. Szakos moved to defer the vote until the next MPO Policy Board meeting, Mr. Huja seconded. With a roll call vote, the motion was defeated.**

No	Yes
Duane Snow	Kristin Szakos
Rodney Thomas	Satyendra Huja
Jim Utterback	

Mr. Snow asked Mr. Williams what the next steps were for moving forward with the vote. Mr. Williams stated that the Board would need to vote to include the Bypass in the LRTP.

**Mr. Snow moved to amend the LRTP to include funding for the Route 29 Bypass project and the widening of Route 29. Mr. Thomas seconded.**

**With a roll call vote, the motion passed.**

No	Yes
Kristin Szakos	Duane Snow
Satyendra Huja	Rodney Thomas
	Jim Utterback

Ms. Szakos stated that she was disappointed that this process was being rushed.

**Mr. Snow moved to amend the FY09 to FY12 TIP to include funding for the Route 29 Bypass project and the widening of Route 29 and to also include the funding assurance letter from the Secretary of Transportation. Mr. Thomas seconded.**

**With a roll call vote the motion passed.**

<b>No</b>	<b>Yes</b>	<b>Abstain</b>
Kristin Szakos	Duane Snow Rodney Thomas Jim Utterback	Satyendra Huja

**Transit Updates**

*See Appendix B*

**Other Business**

There was no other business.

**Additional Matters from the Public**

Dennis Rooker: Mr. Rooker stated that he was disappointed with how this project had moved forward and felt the members of the public were never fully aware of all the information, particularly the important letter from the Secretary of Transportation. Mr. Rooker also stated that the County reviewed a resolution regarding the local projects that the Bypass is conditioned on. The resolution had included a condition for full construction funding Berkmar Drive Extended.

Mr. Thomas stated that while some of the suggestions from this resolution were taken to the Secretary of Transportation, he and Mr. Snow revised the requirements for Berkmar Drive Extended.

**Mr. Snow moved to adjourn the meeting, Mr. Thomas seconded. The meeting was adjourned.**

<b>Yes</b>	<b>Abstain</b>
Duane Snow Rodney Thomas Jim Utterback Satyendra Huja	Kristin Szakos

As a non-voting member of the MPO Policy Board, I am reporting on the last CHART (citizens advisory committee to the MPO on transportation) meeting. Normally I would bring these points up at the MPO scheduled meeting, but the substance of the concerns need much forethought and answers before further actions are taken.

**STATEMENT BY RUSSELL "MAC" LAFFERTY  
TO MPO ON BEHALF OF CHART COMMITTEE**

The CHART committee, by design, represents a broad cross-section of the Charlottesville and Albemarle community. At our June meeting, the committee discussed the merits, risks and pitfalls of the revived plans for a Western Bypass. In our discussion, we reached a strong consensus on two fundamental points:

- There is an urgent need to obtain more factual information, before approving or rejecting the Bypass; and
- We must excise—in the clearest and most well publicized manner—what is a dubious but still principal claim for the Bypass: that its benefits include the significant relief of current and future traffic congestion in the Charlottesville and Albemarle County Rt. 29 corridor.

Specifically, CHART recommends that the MPO seek much greater clarification from competent authorities on the following questions:

- (1) What impact will the resurrection of the Bypass have on the post-2002 area transportation plans that have been developed for our region, including UNJAM, Places 29 and the other urgently needed investments in highways and transit that are reflected in the LRTP and the TIP?
- (2) When Commonwealth officials speak of "reallocations" to finance the Bypass, what are the sources of such funds, and how will these altered funding streams affect the well-documented local, regional, or state transportation priorities that do not include the Bypass?
- (3) What credible assurance can be made to the citizens of Charlottesville and Albemarle County that funding for the critical roadway, transit, pedestrian and bicycle projects that we have identified and prioritized will not be reduced or delayed—by either the reallocation of limited transportation funds or the imposition of new engineering obstacles associated with the Bypass?
- (4) Given the growth and development changes in our community over the past two decades, can we still tout the Bypass as a cost-effective solution to any *local* transportation problem?
- (5) Given recent (and prospective) changes in the region's water supply plan and the relative absence of satisfactory deforestation analysis (on sedimentation, water quality, and air quality) in

the existing Environmental Impact Statement (and Supplementary EIS), does the project require a new, updated, and more complete EIS?

Put simply, without a more realistic description of the true costs and benefits of the revived Bypass project and more precise assurances that the project will not impede other more highly prioritized transportation investments, the community represented by the CHART committee will not support the Western Bypass.

Mac

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Russell M(ac) Lafferty