MPO Policy Board
Minutes: July 25th, 2018

Committee – Voting Members
Ann Mallek, Albemarle County
Ned Gallaway, Albemarle County
Mike Signer, City of Charlottesville
Kathy Galvin, City of Charlottesville
John Lynch, VDOT – Culpeper District

Staff
Wood Hudson, TJPDC
Gretchen Thomas, TJPDC
Jakob zumFelde, TJPDC
Chuck Proctor, VDOT-Culpeper District

Non-Voting & Alternates
Brad Sheffield, JAUNT
Julia Monteith, UVA Parking and Transportation
Stacy Londrey, VDOT – Culpeper District
Becky Askey, DRPT

Call to Order:
Ann Mallek called the meeting to order at 4:13 p.m.

Matters from the Public:
No matters from the public.

Response to Matters from the Public:
N/A

Review and Acceptance of the Agenda:
Ms. Galvin asked to move Item 7 to earlier in the agenda because she had to leave early and wanted to be present to discuss it.

The agenda was unanimously accepted with that change.

Approval of Minutes:
Mr. Lynch moved to approve the minutes and Mr. Signer seconded and the minutes were approved unanimously.

Public Hearing: Consideration of the “3C” Metropolitan Transportation Planning Agreement
Mr. zumFelde noted that the three “C’s” stand for Continuing, Comprehensive and Cooperation. There is an effort underway to update the document, last updated in the late 2000’s.

Mr. Hudson reported that the document needed to be updated per the FHWA to include performance-based planning. The document has been complete for a little while and were sitting in legal review to be approved. The Attorney General’s office has reviewed if for accuracy.
The hearing was opened to the public.

There were no comments from the public.

The hearing was closed.

Ms. Galvin made a motion to approve the 3C agreement and Mr. Gallaway seconded the motion. The motion passed unanimously.

**SMART Scale Resolution for Additional Project**

Mr. zumFelde reported that due to some changes made to projects to be submitted to the Smart Scale funding requests, there is room for one more project to be included for application.

Mr. Proctor gave the details for the new project, a Restricted Crossing U-Turn (RCUT) at Burnley Station. It has been on Albemarle’s project list for a while.

Ms. Mallek made a motion to include the project in Smart Scale and Ms. Galvin seconded. The motion was passed unanimously.

**2045 Long Range Transportation Project (LRTP)**

**Timeline and Overview**

Jakob zumFelde reviewed the timeline and overview and noted that there is not a lot of time built in as “wiggle room.” It must be approved by May, 2019.

Mr. zumFelde reviewed the estimated future funding and noted that the estimates are lower than previously expected. Mr. Proctor reiterated that the numbers are forecasted money and noted that they reflect local contributions.

**TDM Update**

Mr. zumFelde presented maps for the base year (2015) and for future year (2045) based from the VDOT’s central office and the consultant’s model given to MPO staff. He presented transportation analysis zone (TAZ) boundaries and population and employment numbers for each TAZ used in the model. He also reviewed the road and transit networks being used for the base year and as the 2045 “no build” networks, including:

- Addition of Hillsdale Drive Extended
- Addition of Berkmar Drive Extended
- Addition of Water Street Extended
- Widening of US 29 north of Polo Grounds Road
- Route 29 and Rio Roads grade-separated intersection
- Creation of a diverging diamond at I-64 exit 124
- Ramp improvements at US 29 and the Bypass (at Best Buy)
- Ramp changes at I-64 exit 118
- Re-route of CAT Route 9 at no longer serve Fashion Square Mall

Mr. zumFelde reported that the transit ridership is measured in the number of trips. He had asked the consultants if there was a way to measure “people” in the model, and there is no way to do that. Everything is based on an average, not actual, numbers.
Mr. Sheffield said that these scenarios could get STIC funding. Each measure gets $200K per measure and there are six measures. It could help with future funding. He asked if perhaps the MPO staff could look at the STIC measures and perhaps cross analyze them for these scenarios.

Mr. zumFelde responded that the TDM model is not designed with those things in mind. It is based on ridership and there is not much else you can get from the model.

There was extended discussion about the details of the model and how it works.

In the end, it was determined that all models are inaccurate but most models are useful. It was also noted that some future models may include ZERO-occupancy vehicles.

Mr. Proctor noted that Safety and Congestions are the top two items considered.

Approval of Project Review Criteria and Scenario Performance Measures
Mr. zumFelde said the MPO staff is requesting the Board’s approval for the inputs created for use in the model including the 2015 and the 2045 demographics and the ability to use the model.

Mr. Hudson noted that the model is updated every five year. It is reviewed by the Urban Network and the new projects are now in place that were not in place in the old LRTP.

Ms. Monteith noted that there is a new transportation plan for UVA and that they are trying to push travel demand management. She said the university is moving into the future with their modeling.

Ms. Galvin made a motion to approve the model. Ms. Mallek seconded with the caveat that the Board needs to keep asking better questions and tweaking the model.

Approval of Project Review Criteria and Scenario Performance Measures
Mr. zumFelde presented numerous examples and scenarios to be included in the LRTP’s six Goals and 20 Objectives, Title IV, and MAP-21 federal performance measures.

He presented 10 measures that will allow for comparison between the scenarios. He noted that there was a change that resulted from the MPO Tech meeting last week to include counting of express bus stops that are located in activity centers, so that express stops now count as two stops.

Mr. zumFelde continued by showing examples of scenarios and reviewed the performance measures.

Mr. Gallaway wanted to be certain that the model meets the diverse needs and ensuring access to elderly and the Limited English Proficiency (LEP) riders.

Mr. zumFelde said the specific transit projects look at those measures.

There was also discussion about adding projects near schools to be included in social impacts. Mr. zumFelde said he could add the wording, “This project is immediately adjacent to (name of school)” in the social impact column.
Ms. Galvin made a motion to adopt the project review and the scenario evaluation. Ms. Mallek seconded and the motion was passed unanimously.

**Reaching Consensus on Creation of Scenarios (Grouping Projects)**
MPO staff have created a list of projects that would be feasible candidates for inclusion in the constrained LRTP. The projects are categorized as 1) Capacity, 2) Connectivity, 3) Multi-modal, and 4) Transit projects.

Kathy Galvin excused herself from the meeting.

Mr. ZumFelde asked the Board to look at the list to see if there was anything missing. He also asked the Board to look at the list to see how the projects should be grouped into scenarios. The suggestion is to start with three scenarios, each including projects of one type, with transit being combined with multi-modal, and with all scenarios taking into consideration the Smart Scale applications.

After reviewing the numerous projects, Ms. Mallek noted that the Staff needs input from the City re: what Free Bridge projects they are interested in.

Mr. Signer asked Mr. Hudson for an email of all the scenarios to help facilitate that request.

Mr. ZumFelde said he would bring back the results of the project review and first round of scenarios at the next meeting.

**Staff Reports**

**MAP-21**
Mr. ZumFelde said at the September meeting, he will present information re: performance measure already set by the Board and targets will need to be set for the region. He went on to say that all MPOs must determine whether to accept state targets or set region-specific targets prior to November 14, 2018. VDOT is working to provide all relevant data to the MPOs as well as guidance for MPOs on target-setting.

Mr. ZumFelde presented an overview of the performance measures.

**TIP Adjustment**
Mr. ZumFelde noted there was a slight administrative adjustment to the TIP. There was a shift in monies from bridge maintenance to road maintenance.

**Regional Transit Partnership**
Mr. ZumFelde noted the last meeting was on June 27 and it was a Strategic Planning session. The next meeting is on August 22.

**Items Added to the Agenda**
None.

**Other Business**
Ms. Mallek noted that the next Policy Board meeting is on September 26.

**Additional Matters from the Public**
Sean Tubbs from the Piedmont Environmental Council said he was looking forward to learning more about the transit models. The PEC thinks it is important that the public understand the interaction between transit and these models. He also said they are looking to increase bus ridership. He went on to say that he would like to find a way to secure funding for the proposed bus system from Harrisonburg to Charlottesville. Last September, the Policy Board was briefed on a study on that route and it found that 1,200 people commute from the valley into Charlottesville each day. He said that is a significant number. He understands that funding for the pilot program was not successful this year, but urged the Board to continue to find sources for provide this option in the future and to keep the idea alive. He said he would be curious to know what the model would look like if it were modeled with the latest software.

He urged the Board to look at the 2045 model with a larger regional population, a larger urbanized population as the process of the LRTP continues, particularly if there is a possibility of adding Fluvanna or Greene County into the MPO.

Neil Williamson with the Free Enterprise Forum said he was thrilled to hear about the consideration of utilizing technology for transportation. It has been an idea that has been floated for 20 years. He continues to be concerned that, as the meeting is winding down and the Board is running out of time, that the Transit Reports are the last item on the agenda. If transit is important, why is it the last thing on the agenda? It seems that from time to time that transit reports could sometimes not always be last or when someone has to leave to get to another meeting. He finds the ridership report for CAT troubling this month. He does not think enough people read it. City Council and this Board need to know where those numbers are and a shining light needs to be put on them. People pay attention to things that are measured, but only if they pay attention to measurements. He asked that the Board move the transit reports to the front of the agenda occasionally.

Ms. Mallek responded to Mr. Tubbs saying that the MPO has made the offer to Greene county to join, but they declined the offer.

Mr. Signer said there should be a consideration for a bus route between Waynesboro/Staunton to Charlottesville.

Mr. Hudson said staff have been thinking about expanding to Fluvanna and Greene counties and the modeling area does include some areas that may be in the MPO in the future.

Mr. Gallaway addressed the transit reports comment. He said at the last meeting he brought up the nature of the data is in the reports and it seemed there was interest in having a conversation about what the data actually means and what to do with it. He would like to have that addressed on the agenda at some point.

Mr. zumFelde noted that the agendas have been packed with information and decisions that have to be made for the upcoming deadlines and therefore, sometimes the transit reports do have to be last.

Ms. Mallek adjourned the meeting at 6:14 p.m.