

## Citizen Transportation Advisory Committee

### Draft Meeting Minutes: September 21, 2022

Video of this meeting can be found at <https://www.youtube.com/watch?v=j8bozDyIaqY>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	X
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	X
Daniel Bailey, Albemarle County PC		Gretchen Thomas, TJPDC	
Lucas Beane, City of Charlottesville	x	Christine Jacobs, TJPDC	
Donna Chen, MPO	x	Ruth Emerick, TJPDC	
Nicholas Garber, Albemarle (virtual)		Chuck Proctor, VDOT Culpeper District (virtual)	
Greg Weaver, City of Charlottesville	x	Michael Barnes, VDOT Culpeper District	x
Ethan Heil, City of Charlottesville (virtual)	x	Ryan Mickles, TJPDC/CAMPO	x
Marty Meth, Albemarle County	x	<b>GUESTS/PUBLIC</b>	
Karim Habbab, City of Charlottesville PC	x		
Travis Pietila, MPO	x		

**Note:** The Governor has declared a state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting procedures and policies as outlined in Item 4.0-01 of the Virginia state budget (HB29), as effective April 24, 2020.

#### 0. CALL TO ORDER.

Committee Chair Mr. Lee Kondor called the meeting to order at 7:01pm. A quorum was present.

#### 1. MATTERS FROM THE PUBLIC

None

#### 2. APPROVAL OF DRAFT MEETING MINUTES:

**Motion/Action:** Correction: Mr. Ethan Heil was incorrectly marked present. Mr. Heil made a motion to approve the minutes with change, and Mr. Lucas Beane seconded the motion; the motion passed unanimously.

#### 3. UPDATE ON 2050 LONG RANGE TRANSPORTATION PLAN AND CTAC INVOLVEMENT.

Ms. Sandy Shackelford gave the attached presentation. The presentation included the 2050 Long Range Transportation Plan scope process, timeline, and public participation/engagement. The MPO Technical Cmte. was given the presentation at its September meeting and the MPO Policy Board would be requested to provide feedback and endorse the strategies. Staff was now asking the CTAC for comments.

Cmte. members provided feedback.

**4. US29 AND HYDRAULIC ROAD INTERSECTION IMPROVEMENT PROJECTS.**

Mr. Kondor stated the Virginia Dept. of Transportation (VDOT) website reported vehicle accident data and top potential safety improvements. He noted members might be interested in perusing the website. Meta data was also available by clicking on the accident site. Mr. Kondor believed problematic intersections and road segments would be a part of the committee's work in the updating of the long range transportation plan.

**5. US DEPT. OF TRANSPORTATION SAFE STREETS FOR ALL (SS4A) GRANT PROGRAM.**

Mr. Ryan Mickles stated the TJPDC applied for a regional safety grant; all six PDC jurisdictions participated. Kimley Horn consultants assisted with the grant application which was due Sep15.

Ms. Shackelford gave the attached presentation regarding the SS4A grant program.

**6. FUTURE DISCUSSION TOPICS.**

Committee members generally expressed the update of the long range transportation plan would be a primary focus.

**7. ADDITIONAL MATTERS FROM THE PUBLIC.**

None

Mr. Kondor adjourned the meeting at 8:25 p.m.

The next meeting will be held on November 16, 2022 at 7:00 p.m.



# LRTP 2050 Kick-Off

# What is a Long Range Transportation Plan?

- Outlines the region's priority transportation improvements over the next 20 years
- Federally-mandated for MPOs
- Must be updated every five years
- Covers all modes of transportation
- Guides the development of the annual Unified Planning Work Program
- Regional projects must be included in the LRTP to qualify for federal funding

# General Committee Responsibilities

## MPO Policy Board

- Steering Committee
- Approve Scope of Work
- Provide general oversight and direction
- Approve final LRTP

## MPO Tech


- Advisory group to the MPO Policy Board
- Technical review of plan process and content
- Coordinate with other locality departments/staffs
- Provide formal recommendations on draft materials and processes to Policy Board.

## CTAC

- Advisory group to the MPO Policy Board
- Provide guidance on public participation strategies
- Review plan for understandability by general public
- Assist in identifying opportunities to share plan with public/stakeholders
- Conduit for issues raised by citizens
- Respond to recommendations

## MPO Tech Work Group

- Coordinate transportation plan development with other planning efforts
- Support the development of inclusive outreach opportunities
- Provide feedback on prioritized needs/projects related to areas of subject matter expertise
- Inform the development of implementation strategies



# **L RTP 2050 Scope of Work (Draft)**



### **Demographic and Land Use Trends**

Pull 2020 census data (when available) and update regional demographics, data, and maps, to include updated land use maps.



### **Existing System Operations**

Develop a baseline understanding of existing system operations.



### **Planning Context and Background**

Review existing plans and studies to integrate into LRTP development.



### **Define Goals and Objectives**

Determine goals and objectives for the regional transportation system.



### **Identify Priority Needs**

Identify where system deficiency needs are greatest based on defined priorities.



### **Identify Priority Projects**

Priority needs that have identified improvements will undergo a cost-benefit analysis; Projects without identified improvements will be identified as priorities for additional studies/analysis.



### **Develop Implementation Strategies**

Determine the best approaches for implementation of prioritized projects.



### **Finalize Priorities & Adopt Plan**

The final plan will be drafted and adopted.



### **Demographic and Land Use Trends**

Pull 2020 census data (when available) and update regional demographics, data, and maps, to include updated land use maps.



### **Existing System Operations**

Develop a baseline understanding of existing system operations.



### **Planning Context and Background**

Review existing plans and studies to integrate into LRTP development.

- Information gathering tasks will be completed on an ongoing basis
- Preliminary analysis will be conducted, but updated 2020 Census data will not be available until summer 2023
- MPO staff will work with localities, VDOT, transit agencies, and other stakeholders to ensure we review all relevant plans





## **Define Goals and Objectives**

Determine goals and objectives for the regional transportation system.

- Use goals developed in 2045 as a baseline
- Minor recategorization recommended to better reflect local and emerging priorities
- Public engagement will inform relative importance of goals and the objectives within each goal



### **Identify Priority Needs**

Identify where system deficiency needs are greatest based on defined priorities.



### **Identify Priority Projects**

Priority needs that have identified improvements will undergo a cost-benefit analysis; Projects without identified improvements will be identified as priorities for additional studies/analysis.

- OIPI Grant is supporting the development of performance measures to identify priority needs and priority projects
- Prioritizing needs first will help us create a stronger pipeline process to study and develop solutions for most essential needs without existing identified solutions
- Project prioritization will include factors beyond the needs assessment (including estimated project costs)



### **Develop Implementation Strategies**

Determine the best approaches for implementation of prioritized projects.



### **Finalize Priorities & Adopt Plan**

The final plan will be drafted and adopted.

- Develop constrained budget
- Develop implementation strategies based on historic funding sources
- Consider other implementation strategies based on new funding sources or other implementation mechanisms



# Questions & Comments



## Goals

Staff recommended goal categories for CA-MPO LRTP 2050:

- Safety
  - Reduce the number and severity of crashes
  - Improve safety of all users of the regional network (including safety for bicyclists and pedestrians)
- Equity & Accessibility
  - Improve access to jobs/activity centers for users of all modes (auto, transit, bike, ped)
  - Improve access to jobs/activity centers for underserved populations
- Mobility/Congestion Mitigation
  - Increase system efficiency
  - Increase mode choice
  - Increase system reliability
- Economic Development & Land Use
  - Integrate transportation and land use planning
- Environment
  - Promote sustainable transportation improvements
  - Reduce emissions in support of locally identified climate action goals
  - Avoid encroachment on historic and culturally significant assets
- System preservation\*

Notes:

- \* System preservation projects (pavement and bridge condition) have already been identified as a future need through the state process.
- \* System preservation needs will not be included for weighting purposes, but will be referenced for coordination with other identified needs/projects.

# Need & Project Prioritization Process



## Identify Priority Needs

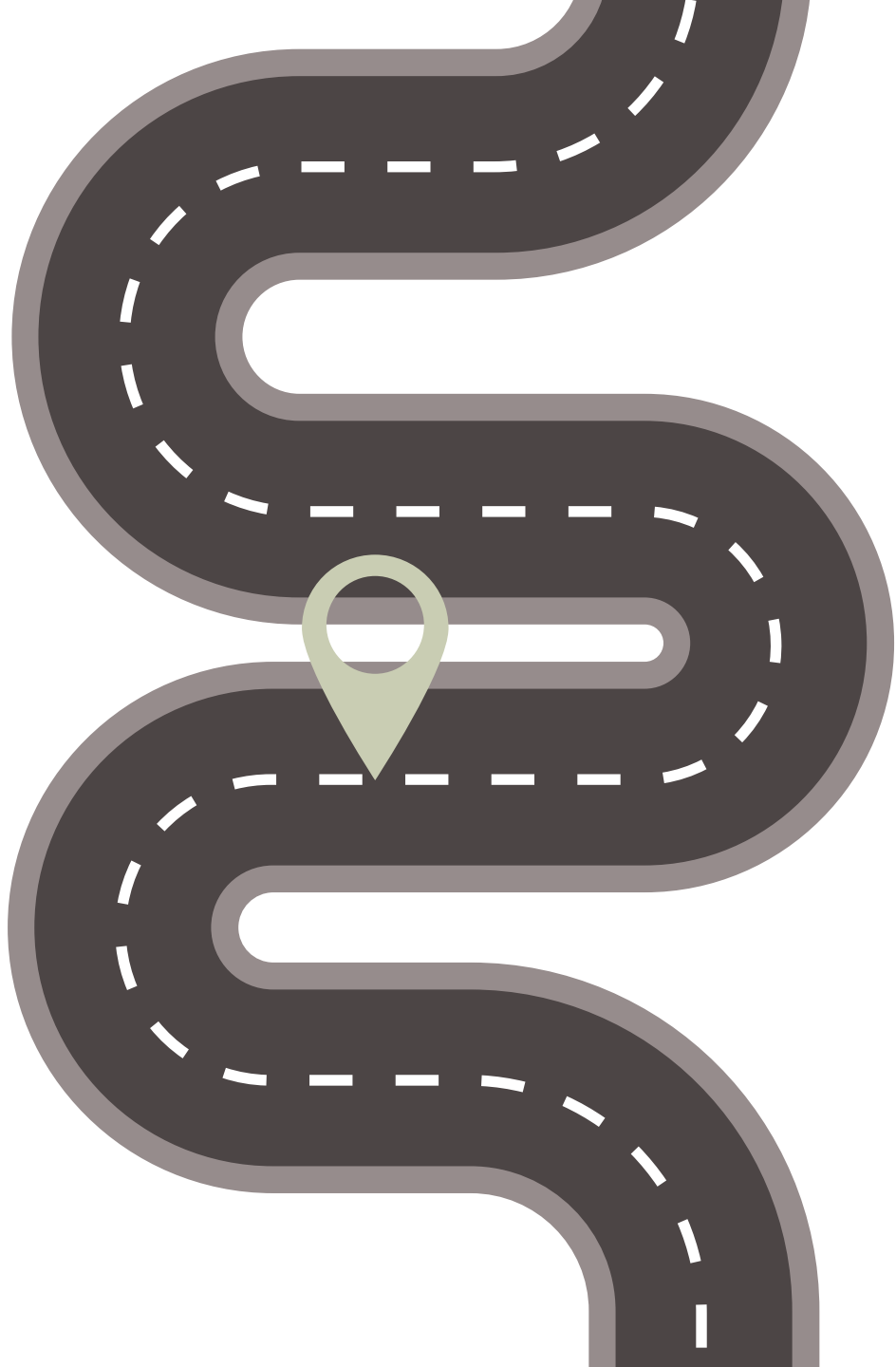
Identify where system deficiency needs are greatest based on defined priorities.



## Identify Priority Projects

Priority needs that have identified improvements will undergo a cost-benefit analysis; Projects without identified improvements will be identified as priorities for additional studies/analysis.

- OIPI GAP Grant is supporting the development of performance measures to identify priority needs and priority projects
- Prioritizing needs first will help us create a stronger pipeline process to study and develop solutions for most essential needs without existing identified solutions
- Project prioritization will include factors beyond the needs assessment (including estimated project costs)
- Framework for developing prioritization process:
  - Use publicly accessible data or data specific to the MPO region (transit, bike/ped infrastructure)
  - Methodology based on existing staff and technical capacity
  - Replicable for use in future LRTP processes



## Needs Prioritization Performance Measures (Under Development)

- Safety
  - Potential for Safety Improvements
  - Bicycle and Pedestrian Crash Hot Spots
- Equity & Accessibility
  - Access to activity center (by mode)
  - Access to activity center (by mode) by Disadvantaged Populations
- Mobility
  - System reliability
  - Congestion
- System preservation, as a coordinating factor
  - Pavement Condition
  - Road Condition



## **Project Prioritization Performance Measures (Under Development)**

- Land Use and Economic Development Coordination
  - Current Zoning
  - Future Land Use
- Environmental Factors
  - Proximity to environmental and historic features
  - Emissions reduction





# Questions & Comments

# Public Engagement Plan (DRAFT)

- Public engagement strategies will be bolstered through feedback from retained consultants
- Goals for engagement include:
  - Compliance with Title VI and MPO Public Engagement Plan
  - Careful consideration of opportunities for public feedback to be meaningfully incorporated into the plan development
  - Variety of formats
- Project website will be established
  - Meeting schedules and summaries
  - Maps
  - Surveys
  - Draft Materials



# Public Engagement Plan (DRAFT)



## Goal-Setting

- Introduce purpose of plan to public during this phase
- Prioritize relative importance of goals in determining system needs
- Engagement strategies include survey, open house, online webinar, community intercepts
- Collect contact information for citizens/organizations that want to stay engaged

## Needs Prioritization

- Apply prioritization feedback to system needs
- Share prioritized needs on project website
- Public comment period for response to needs
- Summary of public feedback provided to MPO committees

## Project Prioritization

- Apply identified improvements to priority needs
- Rank projects based on the developed weighting criteria relative to project cost
- Run travel demand model to demonstrate potential impacts
- Webinar, open house, and public comment period to receive feedback

## Final Plan

Public Hearing

SAFE STREETS AND  
ROADS FOR ALL  
DISCRETIONARY  
GRANT PROGRAM

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# SS4A DISCRETIONARY GRANT PROGRAM BACKGROUND

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- Established by the Bipartisan Infrastructure Law
  - \$5 - \$6 Billion available over the next five years
  - Goal of preventing roadway deaths and serious injuries
  - Two types of grants:
    - Planning
    - Implementation
  - Eligibility for implementation funding is dependent on first having a qualifying Comprehensive Safety Action Plan in place

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# COMPREHENSIVE SAFETY ACTION PLAN COMPONENTS

Leadership commitment

Oversight group to develop, implement, and monitor

Comprehensive safety data analysis

Robust public and stakeholder engagement

Inclusive and representative process in the plan development

Evaluation of processes and policies

Comprehensive identification/prioritization of projects and strategies

Ongoing monitoring and Reporting

## BENEFITS OF A COMPREHENSIVE SAFETY ACTION PLAN

- Comprehensive understanding of crash locations and contributing factors, including identification of systemic or recurring factors
- Considers safety for all users (roadway, bike/ped, transit)
- Relationship building among stakeholders
- Multi-faceted strategies to reduce/eliminate roadway fatalities and serious injuries
- Creates a pipeline of identified projects to leverage implementation funding beyond SMART SCALE:
  - SS4A Discretionary Grant Program for implementation
  - Transportation Alternatives Program
  - Revenue Sharing
  - Highway Safety Improvement Program

# MULTI-JURISDICTIONAL APPLICATION

- No locality within the Thomas Jefferson Planning District has a qualifying Comprehensive Safety Action Plan
- TJPDC is preparing and will submit a multi-jurisdictional application
- Localities will benefit from:
  - Administration of the grant and project coordination by the TJPDC
  - Regional approach to data collection and analysis supported by VDOT through the Highway Safety Improvement Program
  - Cross-jurisdictional information sharing
  - Substantive engagement with state and regional agency partners
  - Ongoing monitoring and reporting functions supported by TJPDC
  - Individual Safety Action Plan for each locality based on local needs and priorities





## FINAL APPLICATION

- Grant application deadline is September 15<sup>th</sup>
- Supported by all six jurisdictions in TJPDC region
- Total grant amount is just under \$1.1 million
  - Nearly half will go towards stakeholder and public engagement
- VDOT will provide data collection and crash analysis support through the Highway Safety Improvement Program regardless of grant award
- TJPDC will provide ongoing monitoring and reporting through existing MPO and Rural Transportation program funding