

**MPO Policy Board Meeting**  
 Minutes, January 26, 2022  
**DRAFT**

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=EGdWoXpOUrQ>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Lucinda Shannon, TJPDC	x
Ned Gallaway, Albemarle	x	Gretchen Thomas, TJPDC	x
Brian Pinkston, Charlottesville	x	Christine Jacobs, TJPDC	x
Lloyd Snook, Charlottesville	x	Sara Pennington, Rideshare	x
Sean Nelson, VDOT		Chuck Proctor, VDOT	x
Stacy Londrey, VDOT (alternate)	x	Ryan Mickles, TJPDC	x
		Isabella O'Brien, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Ted Rieck, Jaunt	x	Jeanette Janiczek, City of Charlottesville	x
Sandy Shackelford, TJPDC	x	Sean Tubbs	x
Julia Monteith, UVA	x	Neil Williamson	x
Garland Williams, CAT	x	Kevin McDermott, Albemarle	x
Wood Hudson, DRPT	x	Stuart Gardner	x
Richard Duran, FHWA		Michael Barnes	x
Ryan Long, FTA			
Tristan Fessell, CTAC			

*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 September 23, 2020. A recording of the meeting was made available to the public on February 9, 2022 at <https://www.youtube.com/watch?v=EGdWoXpOUrQ>*

**1. CALL TO ORDER:**

The MPO Policy Board Committee Vice Chair, Ann Mallek, presided and called the meeting to order at 4:01 p.m. Ms. Shackelford read the Notice of Electronic Meeting and Commissioner and Public Protocol and took attendance to validate that a quorum was present.

**2. MATTERS FROM THE PUBLIC (MINUTE 2:53)**

**a. Comments by the Public:** None



**b. Comments provided via email, online, web site, etc.:** Ms. Shackelford shared an email from Paulina Kirk expressing her concern about the lack of bike infrastructure in Charlottesville. She noted the importance of reducing greenhouse gas emissions and reliance on fossil fuels and that increasing bike infrastructure will aid in that reduction.

**3. GENERAL ADMINISTRATION: (MINUTE 6:12)**

Policy Board Membership

Sandy Shackelford introduced Councilor Brian Pinkston as a new member of the Policy Board representing the City of Charlottesville.

Staffing Update

Ms. Shackelford introduced both Isabella O'Brien as a new Planner I and Ryan Mickles as the new Planner III for the TJPDC.

Return to In-Person Meetings

Sandy Shackelford said the next meeting will be held electronically. The current emergency order for the City is scheduled to expire on March 18, 2022. Lloyd Snook noted that council would make a decision about extending the emergency order the first week in March. Until then, the meetings will be held electronically.

Review and Acceptance of the Agenda: (Minute 9:30)

**Motion/Action:** Lloyd Snook made a motion to accept the agenda, Ned Gallaway seconded the motion and it passed unanimously.

Approval of the December 7, 2021 Meeting Minutes: (Minute 10:04)

**Motion/Action:** Lloyd Snook made a motion to approve the minutes. Ann Mallek seconded the motion and it passed with Ned Gallaway and Brian Pinkston abstaining.

**4. OFFICER ELECTIONS (MINUTE 11:15)**

Julia Monteith, member of the nominating committee, said they recommend Ned Gallaway as Chair and Lloyd Snook as Vice Chair.

**Motion/Action:** A vote was taken and there was unanimous adoption of the new officers. Ned Gallaway took chairmanship of the meeting.

**5. MEETING SCHEDULE FOR 2022 (MINUTE 13:54)**

Ms. Shackelford presented the committee with a draft calendar for 2022 meetings.

**Motion/Action:** Lloyd Snook moved to approve the draft meeting dates, Ann Mallek seconded and the motion passed unanimously. Ned Gallaway asked for additional reminders in November.

**6. RESOLUTION OF FUNDING SUPPORT FOR TRANSIT GOVERNANCE STUDY TECHNICAL ASSISTANCE GRANT (MINUTE 15:35)**

Lucinda Shannon explained to the Policy Board that the next step to implement recommended improvements identified during the Regional Transit Vision Planning process is to conduct a Regional Transit Governance Study to determine the appropriate organizational structure and revenue sources

for project implementation. The TJPDC, with support from the Regional Transit Partnership, Albemarle County, and the City of Charlottesville, would like to pursue a grant from DRPT to complete the study and needs a resolution of support and funding commitment from the MPO for this grant. She presented the committee with the study schedule should the grant be awarded. There was a discussion about funding requested from the entities involved.

**Motion/Action:** Ann Mallek moved to support the resolution, Lloyd Snook seconded the motion and the motion passed unanimously.

**7. APPROVAL OF SAFETY TARGETS (MINUTE 26:26)**

Lucinda Shannon explained how target measures are developed. The MPO is required to update its safety targets for the region and recommended that the MPO adopts the state targets.

**Motion/Action:** Ann Mallek made a motion to accept the safety targets as presented. Lloyd Snook seconded the motion and it passed unanimously.

**8. UVA MASTER PLAN (MINUTE 29:30)**

Julia Monteith presented the committee with an update on the UVA Grounds Framework Plan (the campus master plan). The presentation can be seen in its entirety on the meeting recording.

**9. STAFF UPDATES (MINUTE 1:05:19)**

OIPI GAP Grant for Technical Assistance (Minute 1:05:25)

Ms. Shackelford shared that the MPO has received the OIPI Technical Assistance Grant for \$100K. She shared the timeline for the project and encouraged those with any questions to contact her directly.

CA-MPO Round 5 Smart Scale Project Updates (Minute 1:07:42)

Ms. Shackelford said the stakeholders advisory group has been meeting regularly and providing feedback on the Rivanna River Bike/Ped bridge project. She also reviewed the other three projects to be considered for submission during the upcoming application period. There will be a public meeting in early March. Pre-applications are due March 31 and final applications are due August 1.

Ann Mallek requested that the MPO Policy Board hold an additional meeting to review the Rivanna River Bike/Ped bridge project in more detail prior to making a decision on the location and design at their regular meeting in March. Mr. Gallaway concurred.

VDOT Project Pipeline (Minute 1:15:15)

Chuck Proctor provided an update on the VDOT Project pipeline. There are five projects in the pipeline, with three of them, one on the North 29 corridor (going into Greene County), one in Pantops, and one in the Shadwell area. He said VDOT is preparing to go to the public next week (online on the 31<sup>st</sup>) to gather comments for two weeks based on feedback provided in stakeholder meetings. One of those projects includes a new park and ride lot in the Pantops area.

Rideshare (Minute 1:17:27)

Sara Pennington shared the progress of the Afton Express. Rideshare has been working closely with the CSPDC to promote the service. She provided statistics on ridership noting that there was a downturn at the end of December due to the number of riders at UVA who were on break. Ridership is starting to trend back up again in January.

She also reported on how Rideshare was doing outreach and marketing.

**10. ROUNDTABLE DISCUSSION (MINUTE 1:25:01)**

Garland Williams said CAT has been working with County staff and TJPDC and with consultants for a micro-transit grant. As an operational component for CAT, he reported that they have been working to get Automatic Passenger Counters (APCs) on their busses and will be submitting their ridership data sometime in February. He also noted, as a response to the letter submitted by a member of public, that all of the CAT busses have bike racks that allow for two bikes to be transported on each bus.

Brian Pinkston had nothing more to add. He thanked the committee for the welcome.

Ann Mallek is looking forward to seeing the transportation projects actually start to happen.

Sean Nelson noted that the park and ride is slated to go into construction in December, 2024. He also said re: the 250/29 bypass, they are working with the County on that study to determine the best project to put forward for Smart Scale this year.

Ted Rieck reported that Jaunt is in the process of working with a consultant to help determine a formula for distributing costs among jurisdictions that they serve.

Wood Hudson reminded the committee that DRPT is now accepting grant applications with a submission deadline of February 1<sup>st</sup>.

Christine Jacobs reported that the TJPDC is excited to have two new staff members. She noted that Ryan Mickles will be the point of contact for MPO Technical Committee and the Citizens Transportation Advisory Committee. She noted that the transit grants are moving along well.

Kevin McDermott noted that Albemarle County is taking the lead on numerous Smart Scale projects and gave brief descriptions of each.

**8. ITEMS ADDED TO THE AGENDA (MINUTE 1:36:13)**

None

**7. ADDITIONAL MATTERS FROM THE PUBLIC: (MINUTE 1:36:20)**

None

**ADJOURNMENT:** Ned Gallaway adjourned the meeting at 5:33 p.m.

**Committee materials and meeting recording may be found at  
<https://campo.tjpd.org/committees/policy-board/>**

Paulina S. Kirk  
1303 Wertland St. Apartment A9  
Charlottesville, VA 22903

December 7, 2021

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

Dear Policy Board Members,

I am writing to express my concern about the lack of bicycle infrastructure in Charlottesville and the surrounding urbanized areas of Albemarle. There are currently insufficient means for bikers to easily and safely get around using the sparse existing infrastructure. Additionally, there is an absence of bike lanes on busy roads such as Route 29.

Cars, buses, trucks, and other vehicles are ubiquitous in our society, unfortunately creating a way of life that is dependent on fossil fuels. This is a problem globally as the transportation sector accounted for 29% of US greenhouse gas emissions in 2019, but it is also an important local issue<sup>1</sup>. According to the City of Charlottesville's report, in just 2011 the transportation sector was responsible for 16.7% of the community's GHG emissions<sup>2</sup>. These greenhouse gas contributions make transportation a large driver of climate change, which poses a threat to every continent, country, state, county, and city.

A wide range of policy options already exist or have been proposed to grapple with emissions from the transportation industry. Currently, there are national GHG emissions standards in place, but the EPA recently proposed to make requirements stricter<sup>3</sup>. This would control emissions at the source of vehicles, perhaps resulting in more efficiently designed internal combustion engines. Moreover, there have been lots of initiatives supporting the development of electric vehicles in Charlottesville. The City offers citizens access to public charging stations as well as

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<sup>1</sup> "2012 Charlottesville Emissions Report Update." City of Charlottesville Department of Public Works, December 2012.  
<https://www.charlottesville.gov/DocumentCenter/View/2829/20121200-Charlottesville-Emissions-Report-Update>.

<sup>2</sup> "Sources of Greenhouse Gas Emissions." EPA. Environmental Protection Agency. Accessed December 6, 2021. <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

<sup>3</sup> "Proposed Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026." EPA. Environmental Protection Agency. Accessed December 6, 2021. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-revise-existing-national-ghg-emissions>.

information on alternative fuel incentives and tax credits<sup>4</sup>. While EVs help shift emissions away from fossil fuels, they are not a perfect solution as long as we do not have a 100% clean electric grid. Alternative options such as walking or biking do not produce any emissions and provide extra benefits of exercise and fresh air; however, they are often overlooked as methods of sustainable transportation. I understand that one of the limitations of biking is distance, but that is why it is crucial to enhance other types of bicycle infrastructure. For example, we should ensure that public transit buses are equipped with bike racks and that the public is educated on this feature. This would help broaden the scope of bike usage as riders would not have to be deterred by distance, weather, or any other factor.

As a student at the University of Virginia, I have seen firsthand how improved bicycle infrastructure would incentivize more sustainable transportation. Even on and near UVA grounds, where there are some of the most extensive bike lanes I have seen in Charlottesville, there are still many intersections and roads that I simply do not feel comfortable riding on without proper space for bicyclists. My peers have expressed similar apprehensions about biking without lanes, despite owning bikes. I ask that you consider expanding bicycle lanes to be a top priority for one of your next immediate federally funded projects for the region. Specifically, I propose that the policy board focuses on planning bike lanes for congested roads like US 29 that are also hubs for activity (Barracks Shopping Center). Due to the large number of shops and restaurants on 29, it is a central route for workers and visitors. More citizens would be able to bike if the path was paved, making it safer to ride alongside so many cars.

This policy will make a difference if we can get lots of individuals to participate in substituting bike rides for private vehicle trips. When the average citizen chooses to take a bike over a car just once a day, that person can cut their carbon emissions from transport by 67%<sup>5</sup>. This is why I also urge you to consider setting up an incentive program for those who can prove they use bicycles in place of frequently driving a car, ultimately encouraging people to commute on their bikes. Since equity is always an important concern, it could be beneficial to offer tax credits to lower income families for buying bikes or related equipment like helmets or bike locks. A person's ability to choose sustainable transportation should not depend on their wealth.

The MPO has the power and agency to take action on this pressing matter. It is the organization's job to carry out a "continuing, cooperative and comprehensive transportation planning process" with federally funded projects<sup>6</sup>. Considering the fact that the US recently passed the bipartisan

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<sup>4</sup> "Support for EV Charging." Support for EV Charging | Charlottesville, VA. City of Charlottesville. Accessed December 6, 2021. <https://charlottesville.org/767/Support-for-EV-Charging>.

<sup>5</sup> Lombrana, Laura Millan. "Switching From Cars to Bikes Cuts Commuting Emissions by 67%." Bloomberg Green. Bloomberg, March 31, 2021. <https://www.bloomberg.com/news/articles/2021-03-31/switching-from-cars-to-bikes-cuts-commuting-emissions-by-67>

<sup>6</sup> "Policy Board." CA-MPO. Thomas Jefferson Planning District Commission. Accessed December 6, 2021. <https://campo.tjpcdc.org/committees/policy-board/>.

Infrastructure Investment and Jobs Act, which allocates an unprecedented amount of funding to transportation, there is no better opportunity to improve bicycle infrastructure. The bill increases funding for the Transportation Alternatives Program, the largest source of federal money for bike projects, by 60%<sup>7</sup>. We should seize on this opportunity and use federal funding to design and construct a more comprehensive bicycle system that increases accessibility to urban parts of Charlottesville-Albemarle.

Getting to work or school, ordering packages, visiting loved ones, and acquiring necessities all involve transportation. We need mobility to function in this society, but it doesn't have to come at the cost of harmful polluting emissions.

Thank you for your attention to my concerns about this urgent issue. I look forward to hearing from the board about how you plan to address the lacking bicycle infrastructure in Charlottesville-Albemarle.

Sincerely,

A handwritten signature in black ink, appearing to read "Paulina S. Kirk". The signature is fluid and cursive, with the first name "Paulina" and last name "Kirk" clearly distinguishable.

Paulina S. Kirk

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<sup>7</sup> "Infrastructure Act Passage Will Fund More Bike Lanes, Trails." Bicycle Retailer and Industry News, November 8, 2021.  
<https://www.bicycleretailer.com/industry-news/2021/11/08/infrastructure-act-passage-will-fund-more-bike-lanes-trails>.



