

Citizen Transportation Advisory Committee Draft Meeting Minutes: March 15, 2023

Video of this meeting can be found at <https://www.youtube.com/watch?v=1pehzUdMLMU>

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville	x	Curtis Scarpignato, TJPDC/CAMPO	x
Donna Chen, MPO	x	Gretchen Thomas, TJPDC/CAMPO	
Nicholas Garber, Albemarle*	x	Christine Jacobs, TJPDC/CAMPO	
Greg Weaver, City of Charlottesville	x	Ryan Mickles, TJPDC/CAMPO	x
Ethan Heil, City of Charlottesville		Chuck Proctor, VDOT Culpeper District*	x
Marty Meth, Albemarle County	x	Michael Barnes, VDOT Culpeper District	x
Karim Habbab, City of Charlottesville PC	x	GUESTS/PUBLIC	
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair Mr. Lee Kondor called the meeting to order at 7:04 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC.

None

Mr. Stuart Gardner asked if CTAC meeting agendas could include “Matters from the Committee” for members with items to share before the group. Staff saw no issues and agreed.

2. APPROVAL OF DRAFT JANUARY 18, 2023 MEETING MINUTES.

Staff will re-issue the draft minutes for approval at the May 2023 meeting.

3. UPDATE ON LONG RANGE TRANSPORTATION PLAN “MOVING TOWARD 2050”.

Ms. Sandy Shackelford gave the attached presentation and updates on the Feb2023 stakeholder meetings (pg1-11). She noted three separate stakeholder meetings were held on the long range plan draft goals and objectives; meetings included the business community, public safety personnel, and community partners. Consultants Kimley Horn and EPR facilitated discussions.

Cmte. members referenced environmental impact/climate and equity, and provided feedback on the revised goals and objectives (language) for “Land Use and Economic Development” and “Equity and Accessibility.

Mr. Marty Meth asked for clarity on land-use and economic development. Ms. Shackelford explained.

Mr. Kondor noted Ms. Shackelford and consultants did an excellent job capturing the discussion at the business stakeholder meeting he attended. Mr. Patrick Healy concurred, noting he attended the public safety stakeholder meeting.

Mr. Greg Weaver referenced the local rural area, its populations connecting to the urban area (transportation needs, long range planning). Mr. Kondor added referencing Crozet. Ms. Shackelford explained.

Mr. Chuck Proctor noted initiatives currently undertaken at VDOT and referenced multimodal planning (dedicated/segregated/shared facilities, concepts akin to complete streets).

Ms. Shackelford stated the long range transportation plan webpage had been updated with additional language and photographs, as well as changes to text format/page layout <https://campo.tjpd.org/process-documents/lrtp/2050-lrtp/>. She noted much of the original content remained but particular texts/areas were emphasized (bold font, separated paragraphs, logos) to provide clarity. Ms. Shackelford noted the project timeline would be updated in the upcoming days and asked the Cmte. for comments or feedback. No comments/feedback provided.

4. FEDERAL GRANTS UPDATE.

a. RAISE

Ms. Shackelford presented on the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for Rivanna River Bicycle and Pedestrian Bridge Crossing, preliminary engineering (pg12-17). She noted TJPDC/MPO staff submitted an application and thanked VDOT for assisting. She hoped to receive funding to complete preliminary engineering, allowing VDOT roughly three years of work before resubmitting the Riv. River Bicycle-Ped Bridge Crossing project in Round 7 SMART SCALE.

Mr. Gardner noted a recent federal announcement stated there would be additional discretionary grant funds available for communities for such things as electric charging stations; he asked if Albemarle or Charlottesville might apply. Ms. Shackelford explained.

b. CSAP

Ms. Shackelford gave the attached Comprehensive Safety Action Plan, Safe Streets and Roads for All grant presentation (pg18-23). She stated the TJPDC received the award to develop a multi-jurisdictional comprehensive safety action plan. The total award was \$1.1m, with roughly half allocated to public engagement. She noted VDOT staff would assist in crash data and analysis.

Mr. Meth inquired on the relative scope, number of participating jurisdictions, and staffing logistics. Ms. Shackelford explained.

5. ADDITIONAL MATTERS FROM THE PUBLIC.

None

6. MATTERS FROM CTAC MEMBERS.

Mr. Kondor recognized Mr. Gardner comments earlier in the meeting.

There being no further business, Mr. Kondor adjourned the meeting at 8:19 p.m. The next Cmte. meeting is scheduled for May16 2023, 7:00 p.m. at 401 East Water Street.

Stakeholder Discussion Group Feedback

 Charlottesville/Albemarle MPO



MOVING TOWARD
2050

LONG RANGE TRANSPORTATION PLAN

Three Discussion Group Meetings:

- Business Community
 - Safety Personnel
 - Community Partners
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- CA-MPO staff provided background on the purpose of the Moving Toward 2050 plan, a description of the planning process, and reviewed how feedback would be used

The purpose of Stakeholder Feedback:

- Inform how information is presented for broader public feedback
- Revise goal/objective language
- Add/remove goals or objectives
- Recategorize the goals/objectives

Original Draft Goals

Safety: Improve the safety of the transportation system for all users.

Environment: Reduce the negative environmental impacts of the transportation system.

Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.

Land Use & Economic Development: Integrate transportation system improvements with land use planning.

Efficiency: Increase travel efficiency and system reliability for all modes.



Climate
Action

Equity

Safety
Environment
Accessibility
Land Use & Economic
Development
Efficiency

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency and severity of crashes.
- Improve comfort and safety for users of alternative modes of transportation.

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency ~~and severity~~ of ~~serious injury and fatal~~ crashes.
- Improve comfort and safety for users of ~~alternative modes of the multi-modal~~ transportation ~~system~~.

Environment: Reduce the negative environmental impacts of the transportation system.

- Minimize impacts of the transportation system on natural and built environment.
- Increase use of alternative modes of transportation.
- Integrate sustainable infrastructure practices into project design.
- Reduce vehicle emissions.

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Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.

- Increase mode choice for all users.
- Increase access to jobs and opportunities for historically underserved populations.

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- ~~• Increase access to jobs and opportunities for historically underserved populations.~~

Land Use & Economic Development: Integrate transportation system improvements with land use planning.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- Fill connectivity gaps in multi-modal network.
- Improve access to community resources for historically underserved populations.

Land Use & Economic Development: ~~Integrate~~ Align transportation system improvements with ~~land use planning~~ local land use goals.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- ~~Fill connectivity gaps in multi-modal network.~~
- ~~access to community resources for historically underserved populations.~~

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements (intersection reconfiguration, traffic light coordination, etc.)
- Increase system capacity at identified bottlenecks.
- Maintain the existing system in a state of good repair.

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements ~~(intersection reconfiguration, traffic light coordination, etc.)~~
- Increase system capacity at identified bottlenecks.
- **Fill bicycle and pedestrian connectivity gaps.**
- Maintain the existing system in a state of good repair.

Next Steps:

Finalize the language for goals and objectives

Develop survey for broad public engagement

Identify public intercept opportunities to gather input

We will reach back out to schedule a second meeting with the Stakeholder Discussion Groups once we have an initial draft of our project priorities for additional feedback



Rivanna River Bike/Ped Bridge: RAISE Grant Application

- Work completed to date:
 - System need identification in multiple local and regional plans
 - Feasibility study completed
 - Substantive public engagement initiative completed
 - “Engineered conceptual design” completed in preparation for SMART SCALE application
- SMART SCALE benefits score very high:
 - #26 out of 394 projects submitted statewide in overall benefits
 - Scored particularly high in the environmental sustainability criteria and the access to jobs criteria
 - Project costs, which included high contingency factors, limited the competitiveness of the project to receive funding
- Need for potential mitigation is high due to the sensitive environmental context of the project location
 - Completion of preliminary engineering phase will answer many outstanding questions to reduce contingencies and develop better cost estimates

RAISE Grant Application

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program
 - Highly competitive
 - Covers all modes of transportation
 - Planning and implementation projects are both eligible to receive funding
 - \$115 million has been designated for planning grants in FY23
 - Total funding available in FY23 is \$775 million
 - Awards are based on strength of application as well as diversifying project types:
 - Modes
 - States
 - Urban versus Rural (Charlottesville considered rural)

Project Alignment with Merit Criteria

- Safety
- Environmental Sustainability
- Quality of Life
- Mobility and Community Connectivity
- Economic Competitiveness and Opportunity
- State of Good Repair
- Partnership and Collaboration
- Innovation

Project Evaluation

- Projects will be scored in each of the merit criteria as high, medium, low, or non-responsive
- Projects will receive an overall Merit Rating:
 - Highly recommended – high scores in six criteria; no non-responsive scores
 - Recommended – between one and five of the criteria are high, no more than three are low, and none are non-responsive
 - Acceptable
 - Unacceptable
- Highly recommended projects advance to second-tier analysis
- Recommended projects will be further reviewed and considered for advancement

Proposed Project Scope

- Complete the Preliminary Engineering Project Phase at the selected alignment to include:
 - Hydraulic & Hydrologic Analysis
 - Geotechnical Analysis
 - Environmental Review
 - Development of functional design plans
 - Value engineering to identify opportunities to reduce project costs
- TJPDC staff will be project sponsor and fiscal agent
- VDOT will administer the technical aspects of the project

Application Submission

- Total Funding Requested: \$3,010,752
- Grant awards will be announced by end of June
- Debrief available for projects not selected for awards
- Since the program is highly competitive, re-submitting the application in future rounds may be considered if the funding is not awarded this round

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

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

- Total project funding just under \$1.1 million
 - Nearly half is scoped to 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