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Agenda
MPO CTAC

Wednesday, January 20th, 2021 @ 7:00 p.m.
Virtual Meeting via Zoom

<https://us02web.zoom.us/j/81623462451?pwd=TnYzL2ZUTWRERjNwUDM2eEo1UDYzZz09>

Password: 100374

| Item | Time | Description |
|------|-----------|---|
| 0 | 7:00-7:05 | Attendance |
| 1 | 7:05-7:08 | Matters from the Public: limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i> |
| 2 | 7:08-7:10 | Approval of draft meeting minutes* <ul style="list-style-type: none">• See September 2020 CTAC Minutes DRAFT• See November 2020 CTAC Minutes DRAFT |
| 3 | 7:10-7:20 | TIP Amendment* – Lucinda Shannon (CAMPO) <ul style="list-style-type: none">• For more information, see TIP Adjustment Memo |
| 4 | 7:20-7:40 | Performance and Safety Targets* – Lucinda Shannon (CAMPO) <ul style="list-style-type: none">• For more information, see Setting Performance Targets Memo and CA-MPO Performance Targets Overview |
| 5 | 7:40-8:10 | Unified Planning Work Program (UPWP) planning for FY2022 (begins July 1, 2021) – Sandy Shackelford (TJPD/CAMPO) <ul style="list-style-type: none">• Additional materials may be emailed to members ahead of meeting |
| 6 | 8:15-8:27 | Staff Updates – Jessica Hersh-Ballering (CAMPO) <ul style="list-style-type: none">• Bicycle and Pedestrian count results – see Fall 2020 Count Results• Transit grants awarded – see DRPT Technical Assistance Grant Awards Summary• Smart Scale scoring updates• Transition to monthly meetings? |
| 7 | 8:27-8:30 | Additional Matters from the Public: Limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i> |

* A recommendation to the Policy Board and/or vote is expected for this item

Upcoming Meetings:

MPO Tech Committee (3rd Tuesday): March 16th at 10am

MPO Policy Board (4th Wednesday): January 27th at 4pm

MPO CTAC (3rd Wednesday): March 17th at 7pm

Citizens Transportation Advisory Committee

7:00 PM Wednesday, January 20th, 2021

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 CA-MPO Technical Committee to assemble in a single location. This meeting and the required public hearings will be held utilizing electronic virtual communication with the Zoom software application. In accordance with virtual meeting procedures and policies as outlined in Item 4.0-01 of the Virginia state budget (HB 29), as effective April 24, 2020. The meeting will be recorded and made available to the public at www.tjcdc.org.

Citizen Transportation Advisory Committee

Draft Meeting Minutes: September 16, 2020

Committee – Voting Members (Present)

Chair – Tristan Fessell (Albemarle County)

Vice Chair – Stuart Gardner (MPO)

Joseph French (City of Charlottesville)

Lucas Beane (City of Charlottesville)

Travis Pietila (MPO)

Tim Keller (Albemarle County – Planning Commission)

Donna Chen (MPO)

Ray Heron (City of Charlottesville)

Gary Heaton (City of Charlottesville – Planning Commission)

Lee Kondor (Albemarle County)

Voting Members (Absent)

Vacant (City of Charlottesville)

Vacant (Albemarle County)

Marty Meth (Albemarle County)

Staff (Present)

Chuck Proctor – VDOT

Chip Boyles – TJPDC/CAMPO

Jessica Hersh-Ballering – TJPDC/CAMPO

Lucinda Shannon – TJPDC/CAMPO

Sandy Shackelford – TJPDC/CAMPO

Alleyn Harned – Virginia Clean Cities

Call to Order

The virtual meeting (held on the Zoom platform) was called to order by Chair Tristan Fessell at 7:02pm.

Matters from the Public

There were no matters from the public.

Approval of July 15th Meeting Minutes

Tristan Fessell moved to approve the July 15th meeting minutes. Travis Pietila seconded the motion. The committee voted unanimously in favor. The motion passed.

Electric Vehicles – Alleyn Harned (Exec Director of VA Clean Cities) and Lucinda Shannon (CAMPO)

Alleyn Harned, Executive Director of Virginia Clean Cities, joined the group to discuss changes to the Increased Highway Use Fee (HUF) for personal electric and fuel-efficient vehicles. In summary, there is an increase in the existing fee for electric vehicles of all sizes and a new fee for fuel-efficient vehicles. The HUF is intended to cover a portion of the reduced amount of gas tax these owners pay per vehicle mile traveled compared to less fuel-efficient vehicle owners.

Travis Pietila asked about an option for a fee reduction for EV and fuel-efficient vehicle owners who use their vehicles for a limited number of miles traveled per year. Alleyn commented that that option is not available yet. Stuart Gardner commented that it seemed bizarre to have a flat fee when people might travel very different distances. Donna Chen commented that her research identified that the administrative cost of a VMT program would outweigh the tax collected with the current number of EVs in use.

Stuart asked if this fee is up for review. Alleyn responded that this had come through the omnibus transportation package, but would be up for a review in a year.

Alleyn noted that an “efficiency fee” like this is uncommon in the US.

Lucinda Shannon presented on the TJPDC’s electric vehicle charging station needs assessment study. She specifically asked CTAC if they would like to add any organizations to the stakeholder list. Dominion Energy was recommended, as was Blink and other charging networks.

Donna Chen asked how need for charging was being assessed. Lucinda listed the variables that were part of the study’s projections. Donna offered to share her models and Stuart offered to share some contacts in the automotive industry. Tim Keller asked about gas station companies and their plans to include EV charging infrastructure. Chip Boyles commented on the need for planning requirements to catch up to the need for this technology (e.g. parking space requirements).

Alleyn Harned noted the Alternative Fuel Data Center can be a good resource for individuals interested in this topic. Alleyn also noted Virginia’s “Right to Charge” law.

Lucinda noted that the timeline for rolling out the final results for this project was about six months from now.

MPO Documents – Sandy Shackelford (CAMPO) and Lucinda Shannon (CAMPO)

Sandy Shackelford reviewed the public comments on the MPO’s public participation plan, which is the plan that states how the organization will meet the federal requirements for public input on planning decisions. Sandy reminded CTAC that this year’s update was intended to be a minor update to make sure the MPO is in compliance and the organization’s current practices were reflected in the updates.

Some of the public comments pointed toward larger or deeper changes that should be made, but were outside of the current scope/budget for revisions. Sandy divided the comments into simple

fixes, which will be addressed immediately, and more substantive changes that will be addressed in a more comprehensive update – to be included in the MPO’s work plan in the near future.

Sandy answered questions from CTAC and reminded CTAC that they can make a recommendation to the MPO Policy Board in regards to the plan.

Jo French commented that the regulations in regard to the fact that the amount of public outreach seemed very short/limited compared to the long/large scope of the planning projects being discussed. He recommended a monthly meeting for the MPO to talk about all projects so the public was not surprised by a near complete project at a project-specific public input meeting.

Jo asked for the timeline for the more substantive changes. Sandy said the process might begin as early as February or March, but would conclude around June, especially if there would be a survey or public meeting for additional public feedback on the changes.

Jo French moved that CTAC recommend the Policy Board adopt the public participation plan with the simple changes and with the caveat that more substantive changes begin by June 2021. Travis Pietila seconded the motion. The committee voted unanimously in favor of the motion. The motion passed.

Lucinda Shannon described the updates to the MPO’s Title VI Plan. She noted that like the public participation plan, more substantive changes are planned for the future. She asked the group if they had any questions or comments. Jo French asked what more robust changes might be included in a future update. Lucinda described a few innovative ideas she had seen in other organization’s plans. Chip Boyles noted that one of the things the MPO has struggled with is diverse representation on committees like CTAC. Jo French recommended the use of financial compensation to individuals who want to be involved but need to use all of their time to earn money for life essentials. Travis Pietila noted that there are broader, less technical questions that should be asked in committees/at public meetings that might be more approachable for more members of the public.

Lee Kondor moved that CTAC recommend that the MPO Policy Board accept the changes to the Title VI Plan with the caveat that more substantive changes are made in the near future. Donna Chen seconded the motion. The committee voted unanimously in favor of the motion. The motion passed.

Lucinda Shannon explained that the Transportation Improvement Program (TIP) is the document that the localities use to track funding that has been appropriated for transportation projects in our region. Looking at the document, each block is a transportation project or group of transportation projects that has had funding allocated to it by the state. Often, money is moved around or costs are adjusted and those adjustments need to go through the policy board.

Chuck answered a few technical questions about the amendments. He clarified that no projects were *not* receiving funding because of the movement of funds described in the amendment.

Smart Scale updates – Chuck Proctor (VDOT), Lucinda Shannon, and Chip Boyles (TJPDC/CAMPO)

Chuck described the changes to the design of the Fontaine intersection Smart Scale submission. He described the history of the project and the need to come up with a lower cost design than had been previously submitted. The new design is a diverging diamond.

Stuart Gardner asked what was driving the large traffic volumes in this area requiring the improvements. Chuck Proctor talked about out-of-town traffic accessing the City of Charlottesville through this pinch point. Stuart also asked if increasing efficiency at this intersection would increase congestion in the Fry's Springs neighborhood. Chuck then clarified that the University of Virginia's research park was also a major driver of traffic volumes in this area and this design includes two right-turn lanes into the research park.

Tim Keller noted that there are long-term plans that have gone before the Albemarle County Planning Commission describing the University of Virginia's expectations for the Fontaine Research Project. Tim asked if implementing this design improvement would actually create more problems in the future to accommodate significantly increased use of the research park. Chuck noted that without additional funding from the University of Virginia, this design is more likely to be funded through Smart Scale. Stuart clarified that the main impetus of this improvement is to improve access to the research park, but it would also address some safety issues with traffic entering/exiting I-64; Chuck confirmed that statement.

Travis Pietila moved that CTAC recommend that the MPO Policy Board accept this amendment to the design of the Fontaine intersection Smart Scale application. Tristan Fessel seconded the motion. Lee Kondor, Jo French, Tim Keller, and Lucas Beane abstained from the vote. The motion did not pass, and another motion was not made.

Chip Boyles described the new draft processes for Smart Scale applications. The most recent round of Smart Scale applications brought a number of comments from the public stating that they did not feel that there was enough public engagement early enough in the application process. Chip also pointed to the thorough public engagement process for the Hydraulic/29 intersection application as an example of the kind of public engagement the PDC/MPO aspires to for complex projects. Chip also noted that there is, of course, a limit on resources (time, money, etc.) that can be spent on any funding application.

The draft processes Chip described are contained within the memo included in the meeting materials. This new process would only impact projects that City of Charlottesville and Albemarle County request the PDC/MPO to apply for on their behalf; it would not apply to projects the city or county are applying for on their own.

Travis Pietila commented that determining which projects are major versus minor should include "expected controversy" and other details, in addition to project size, cost, etc. Chip agreed that determining which projects are major versus minor would likely be the most difficult part of this new process.

Chip requested that CTAC members review the memo provided in the meeting materials, email or call any PDC/MPO staff with questions at any time ahead of the next CTAC meeting, and please be prepared to make a recommendation on the draft process.

COVID-19 Impacts on Transportation (ONLY if sufficient time available) – Jessica Hersh-Ballerig (CAMPO)

There was not enough time to include this agenda item. It will be moved to a future agenda.

Additional Matters from the Public:

There were no matters from the public.

The meeting was adjourned at 8:43 PM.

Citizen Transportation Advisory Committee Draft Meeting Minutes: November 18, 2020

Committee – Voting Members (Present)

Travis Pietila (MPO)
Lucas Beane (City of Charlottesville)
Joseph French (City of Charlottesville)
Patrick Healy (City of Charlottesville)
Tim Keller (Albemarle County – Planning Commission)
Ray Heron (City of Charlottesville)
Marty Meth (Albemarle County)
Nicholas Garber (Albemarle County)

Voting Members (Absent)

Chair – Tristan Fessell (Albemarle County)
Vice Chair – Stuart Gardner (MPO)
Donna Chen (MPO)
Gary Heaton (City of Charlottesville – Planning Commission)
Lee Kondor (Albemarle County)

Staff (Present)

Chuck Proctor – VDOT
Chip Boyles – TJPDC/CAMPO
Jessica Hersh-Ballering – TJPDC/CAMPO
Lucinda Shannon – TJPDC/CAMPO
Sandy Shackelford – TJPDC/CAMPO

Call to Order

The virtual meeting (held on the Zoom platform) was called to order by Travis Pietila at 7:06pm.

Matters from the Public

There were no matters from the public.

Approval of September 16th Meeting Minutes

There was an error with the meeting minutes attached. This item was postponed until the January 2021 meeting.

Performance Measures and Targets – Lucinda Shannon (CAMPO)

Ms. Shannon explained that in 2017, the federal government asked the states to begin setting transportation targets to help them reach their transportation goals. The states and metropolitan planning organizations (MPOs) set those goals in their Long Range Transportation Plans (LRTPs). States and MPOs then set targets to ensure that they are on track to reach those goals;

performance measures are the measures of how the state and MPOs are doing in the target/goal categories. Ms. Shannon said that the state does all of the measuring and reporting. The state sets state targets for all categories, and MPOs are able to set their own targets for those categories or adopt the state targets.

The state's receipt of funding is tied to meeting their stated targets, but MPOs are not impacted by meeting their stated targets.

Last year, Ms. Shannon spoke to CTAC members about safety performance targets. This year, she would also be talking about asset and system condition targets. (There are also public transit performance targets.)

The asset and system condition targets are set every four year (last set in 2017), but there is a mid-term check-up, when the state and MPOs can revise their targets based on performance measures thus far. Of the nine targets under asset and system conditions, CAMPO set five of them differently than the state targets in 2017.

Mr. Garber asked if the targets were set by staff, CTAC, or MPO Tech in 2017. Ms. Shannon clarified that the targets were recommended to both committees and then approved by those committees.

Mr. Pietila asked why there were some categories where the target was set quite high, but the measure currently falls far short. Ms. Shannon suggested that it might be a typo. Mr. Pietila also asked why some targets were set so low compared to measures that showed the asset/system to be in a better condition than expected. Mr. Proctor clarified that recent mild winters have resulted in a surplus of funds that must be spent in the same fiscal year – that surplus funding is easily spent on paving, which likely improved those measures unexpectedly.

Ms. Shannon also reviewed the safety targets and measures. These targets are set every year.

Mr. Garber asked if the performance measure information given by the state to the MPO only included the results (as percentage increases or decreases) or if it included all raw data. Ms. Shannon stated that it included raw data and she would be willing to share the workbooks provided by the state.

Ms. Shannon clarified that she hoped CTAC would make a recommendation whether the MPO should revert back to the state targets or stick with the CAMPO-set targets for all the measures in the asset and systems conditions category at the January meeting; additionally, she hoped that CTAC would make a recommendation for the targets for all measures in the safety category.

Smart Scale updates – Chuck Proctor (VDOT) and Chip Boyles (TJPDC/CAMPO)

Mr. Proctor stated that VDOT was wrapping up the validation stage of the Smart Scale process and the scoring stage was beginning. In January, VDOT staff would present a memo to the Commonwealth Transportation Board (CTB) recommending which proposed projects are funded.

Mr. Garber asked for clarification on the Smart Scale process, specifically what role CTAC plays in determining which projects are funded. Mr. Proctor described his role, long before the pre-

application phase of Smart Scale, to talk with committees (including CTAC) about regional priorities and coordinating feasibility and other studies (using VDOT-paid consultants) and helping the PDC/MPO and localities prepare their applications.

Mr. Boyles stated that he had presented on the revised Smart Scale process within the MPO at previous CTAC meetings, and he was returning to expand on some details and answer some lingering questions. Mr. Boyles clarified that under the existing Smart Scale process, staff have presented potential Smart Scale projects to CTAC and MPO Tech before those projects were submitted. CTAC and MPO Tech would make their recommendation to the MPO Policy Board regarding whether that body should or should not approve submission of those projects. CTAC and MPO Tech also review the projects being submitted by the localities, but the Policy Board does not get to approve (or not) the submission of those projects.

Mr. Boyles continued that under the existing Smart Scale process, CTAC and MPO Tech did not hear about potential projects until much later in the process (closer to application submission). However, with the new process, CTAC and MPO Tech would be involved much earlier in the process. As soon as the scores from the previous round are released, the MPO would begin identifying the four or five projects to be submitted (in 1.5 years). Of those four or five projects, up to two “priority projects” would be identified for higher levels of public engagement. These projects would each have a unique “advisory panel” to investigate details of the projects. It is hoped that VDOT could provide some funding for increased technical investigation.

Mr. Boyles stated that the biggest change in the current memo versus the previous version is that there is a provision for the MPO Policy Board to bypass this process if they want to submit a particular project that was not initially considered. This is consistent with how the CTB can bypass their own processes for funding projects, provided they adequately explain to the public why they’ve chosen to do so.

In regards to the safety and asset/system conditions targets, Mr. Boyles noted that CTAC and MPO Tech could refer to those measures identified as priorities in order to justify choices for which projects are chosen to be among the four or five projects chosen for submission.

Mr. Pietila commented that potential projects should be presented in the packets ahead of time instead of only being presented in the meeting; additionally, Mr. Pietila asked that meetings budget enough time to dive deeply into those projects. Mr. Boyles stated that this process is intended to give enough time to do both of those things.

Mr. Meth asked if the localities would be following a similar model. Mr. Boyles stated that that decision is up to them.

Mr. Meth asked how many instances of public engagement are planned for each project. Mr. Boyles said that each priority project would have its own website, which would list the dates and locations of the advisory panel and other committee meetings. Mr. Boyles suggested that interested committee members review the old Route 29 Solutions website, which is the model for this process revision.

Mr. Meth made a motion that CTAC recommends the revised Smart Scale procedure as outlined by Mr. Boyles in the memo included in the packet. Ray Heron seconded the motion. The committee voted unanimously in favor of the motion.

Rivanna River Bicycle and Pedestrian Crossing – Jessica Hersh-Ballering (TJPDC/CAMPO)

Ms. Hersh-Ballering stated that the TJPDC – in collaboration with VDOT, City of Charlottesville, and Albemarle County – hosted an online workshop to review the results of a VDOT feasibility study and get feedback from the public on the potential project to build a bicycle and pedestrian crossing over the Rivanna River in the vicinity of Riverview Park. Ms. Hersh-Ballering reviewed the content of that online workshop, including the project history, the purpose of the feasibility study, and the two route options identified in the feasibility study.

Ms. Hersh-Ballering stated that they had received so much feedback (both during the online workshop and by email afterward), that she was not able to share a full analysis at this time. However, she noted that, so far, a few themes seem to emerge: parking concerns (especially in the Riverview Park area; not just with this project, but identifying a pre-existing concern among neighborhood residents) and the disruption a popular amenity might cause to a primarily residential neighborhood.

Ms. Hersh-Ballering then asked for feedback from CTAC members regarding the project overall, the feasibility study results, and projected next steps. Mr. Heron commented that a “bridge-builder friend” said that option #1 was a “no-brainer.” Mr. Keller complimented the presentation, and asked Mr. Proctor about the existing pressures on this area and the constituency of residents who might oppose any additional projects in their area – would it be better to identify another route option further south? Mr. Proctor noted that there were not any other feasible options in the study area – this was confirmed by local staff early on in the feasibility study process. Mr. Keller noted that those initial options identified as infeasible could’ve been addressed in the online workshop.

Mr. Pietila asked about proposed parking changes as part of this project. Mr. Proctor noted that significant parking changes were not specifically studied as part of the feasibility study, but local staff are aware of the need and looking at options on both the east and west sides of the project area.

Mr. Meth asked how long it would take to walk both route options from one end to the other. Neither Ms. Hersh-Ballering or Mr. Proctor were sure, but Mr. Proctor noted that option #2 was shorter.

Mr. Meth also asked when the City and/or County would need to account for this project in their budgets. Ms. Hersh-Ballering clarified that some funding options don’t require any local match, while others do, so that would depend on the funding option.

Mr. Meth also asked about the allocation of parking spaces between recreational users and commuters. Ms. Hersh-Ballering clarified that based on analyses done by Albemarle County for the Pantops Area Master Plan, the expectation is that the vast majority of commuters would not be driving to either trailhead, then walking or biking, but rather they would be walking or biking for the entirety of their commute.

Mr. Keller asked about the loss of a major employer from the Pantops area (State Farm) and that impact on the scoring of the project for Smart Scale. Mr. Proctor was optimistic that the scoring

would not be significantly impacted by that change because of the larger scoring impact of traffic congestion on nearby Free Bridge and the expected impact of the bicycle and pedestrian crossing to reduce that congestion.

Mr. Garber commented that it would be valuable to outline the benefits and consequences of the project to the public. Mr. Pietila commented that the second route option's low clearance made it "kind of a non-starter."

MPO Bicycle and Pedestrian Count Update – Jessica Hersh-Ballering

There was not enough time to include this agenda item. It will be moved to the January agenda.

Additional Matters from the Public:

There were no matters from the public.

The meeting was adjourned at 8:28 PM.

Memorandum

To: MPO-Policy Board
From: Lucinda Shannon, Transportation Planning Manager
Date: January 27, 2021
Subject: Amendment to the Transportation Improvement Program (TIP) FY21-24

Summary: VDOT increased the cost estimate for the Route 20 Bridge replacement (Belmont Bridge) by \$5,912,644. This increased the estimated project cost from \$25,187,399 to \$31,100,043 in the Statewide Transportation Improvement Program (STIP). To align the CA-MPO's Transportation Improvement Program (TIP) with the STIP, the same adjustments will need to be made. The blocks below reflect these changes.

NEW TIP BLOCK

| | | | | | | |
|--------------|---|--------------|---------------------------------------|------------|--------------|------|
| UPC NO | 75878 | SCOPE | Bridge Replacement w/o Added Capacity | | | |
| SYSTEM | Urban | JURISDICTION | Charlottesville | OVERSIGHT | NFO | |
| PROJECT | #SGR – RTE 20 – BRIDGE REPLACEMENT | | | ADMIN BY | Locally | |
| DESCRIPTION | FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI) | | | | | |
| PROGRAM NOTE | | | | | | |
| ROUTE/STREET | 9 TH ST NE (0020) | | | TOTAL COST | \$31,100,043 | |
| | FUNDING SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
| PE | Federal-STP/STBG | \$0 | \$530,494 | \$0 | \$0 | \$0 |
| RW | Federal-STP/STBG | \$0 | (\$249,678) | \$0 | \$0 | \$0 |
| CN | Federal – BR | \$32,216 | \$128,863 | \$0 | \$0 | \$0 |
| | Federal – STP/STBG | \$101,5763 | \$406,305 | \$0 | \$0 | \$0 |
| | Other | \$6,160,904 | \$6,160,904 | \$0 | \$0 | \$0 |
| CN | TOTAL | \$6,294,696 | \$6,696,072 | \$0 | \$0 | \$0 |
| CN AC | Federal – AC OTHER | \$0 | \$13,438,913 | \$0 | \$0 | \$0 |
| MPO Notes | Amendment 1 approved by the Policy Board on January 27, 2021 Under design, going to construction soon. | | | | | |

OLD TIP BLOCK

| | | | | | | |
|---------------------------|---|--------------|---------------------------------------|------------|--------------|--|
| Before Amendment 1 | | | | | | |
| UPC NO | 75878 | SCOPE | Bridge Replacement w/o Added Capacity | | | |
| SYSTEM | Urban | JURISDICTION | Charlottesville | OVERSIGHT | NFO | |
| PROJECT | #SGR – RTE 20 – BRIDGE REPLACEMENT | | | ADMIN BY | Locally | |
| DESCRIPTION | FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI) | | | | | |
| PROGRAM NOTE | | | | | | |
| ROUTE/STREET | 9 TH ST NE (0020) | | | TOTAL COST | \$25,187,399 | |

If there are any questions or comments, please contact Lucinda Shannon at lshannon@tjpd.org or (434) 979-7310 Ext.113.

| | FUNDING SOURCE | MATCH | FY21 | FY22 | FY23 | FY24 |
|-----------|-----------------------|---|-------------|------|------|------|
| CN | Federal – BR | \$32,216 | \$128,863 | \$0 | \$0 | \$0 |
| | Federal – HIP | \$22 | \$87 | \$0 | \$0 | \$0 |
| | Federal – STP/STBG | \$171,763 | \$687,051 | \$0 | \$0 | \$0 |
| | Other | \$6,160,904 | \$6,160,904 | \$0 | \$0 | \$0 |
| CN | TOTAL | \$6,364,904 | \$6,979,905 | \$0 | \$0 | \$0 |
| CN AC | Federal – AC | \$281,629 | \$1,126,514 | \$0 | \$0 | \$0 |
| | Federal – AC OTHER | \$0 | \$6,047,214 | \$0 | \$0 | \$0 |
| CN AC | | \$281,629 | \$7,173,728 | \$0 | \$0 | \$0 |
| MPO Notes | | Under design, going to construction soon. | | | | |

Recommendation: MPO staff recommends that the Policy Board vote to approve this amendment to the TIP.

If there are any questions or comments, please contact Lucinda Shannon at lshannon@tjpc.org or (434) 979-7310 Ext.113.

Memorandum

To: MPO Committee Members
From: Lucinda Shannon, Transportation Planning Manager
Date: January 27, 2020
Topic: Setting Performance Targets

Purpose: Select targets for Asset and System Conditions and Safety.

Background: MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set targets for their regions based on the state targets and trend data provided by the state. The targets are broken up into three categories.

- 1) Asset and System Condition Performance Targets
 - a. Adjustments due by March 15, 2021
- 2) Safety Performance Targets
 - a. Update due February 27, 2021
- 3) Public Transit Agency Safety Performance Targets
 - a. Updates are current

OIPI and VDOT prepare worksheets for each MPO showing the data collected to measure progress towards each performance measure that has an identified target. These worksheets compare the data over the years starting with the baseline year 2017 to identify trends and track percent changes to help measure progress and adjust the targets. The Public Transit Agency Safety Performance Targets will be reviewed in 2021.

Additional information about the condition of our transportation system is available on VDOT's Dashboard webpages at <http://dashboard.virginiadot.org/Pages/Maintenance/Bridge.aspx>.

Recommendation: CA-MPO staff recommends that the MPO adopts the state performance targets for all three of the categories- Asset and System Conditions, Safety, and Public Transit Agency Safety.

Tables 1 and 2 on the next pages show the recommended targets and Tables 3 and 4 show alternative targets. The alternative targets are suggested if the Policy Board decides to adopt targets based on local trends instead of the state trends.

Table 1: CA-MPO Recommended Asset and System Condition Targets for CA-MPO

| Asset and System Condition Targets | State Target (4 years 2018 to 2021) | CA-MPO Current Target | CA-MPO 2019 actual | CA-MPO Targets for 2020 and 2021 |
|--|-------------------------------------|-----------------------|--------------------|----------------------------------|
| Percentage of deck area of bridges in good condition (NBI on NHS) | 30.5% | 23% | 10.9% | 30.5% |
| Percentage of deck area of bridges in poor condition (NBI on NHS) | 2% | 3% | 7.7% | 2% |
| Percent of pavement in good condition (Interstate) | 45% | 45% | 69.7% | 45% |
| Percent of pavement in poor condition (Interstate) | 3% | 3% | 0% | 3% |
| Percent of pavement in good condition (NHS) | 25% | 25% | 26.3% | 25% |
| Percent of pavement in poor condition (NHS) | 5% | 5% | 0.9% | 5% |
| Percentage of person-miles traveled that are reliable (Interstate) | 82% | 99% | 100% | 82% |
| Percentage of person-miles traveled that are reliable (Non-Interstate NHS) | 82.5% | 80% | 93.5% | 82.5% |
| Truck travel time reliability index (Interstate) | 1.56 | 1.2 | 1.15 | 1.56 |

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.
- The State adjusted the Percent of deck area of bridges in good condition from 33% to 30.5% during the midterm review.
- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

Table 2: CA-MPO Recommended Safety Performance Targets for CA-MO

| Safety Performance Targets | State 2021 Target | CA-MPO Projected Trend 2021 | CA-MPO Targets for 2021 |
|---|-------------------|-----------------------------|-------------------------|
| Percent change fatalities | 3.20% | -4.30% | 3.20% |
| Number of fatalities | 898 | 7 | 9 |
| Percent Change serious injuries | -1.46% | -16.10% | -1.46% |
| Number of serious injuries | 7,385 | 50 | 103 |
| Goal Percent Change non-motorized fatalities serious injuries | -0.08% | -1.80% | -0.08% |
| Number of non-motorized fatalities serious injuries | 750 | 13 | 13 |

- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

If there are any questions or comments, please contact Lucinda Shannon at lshannon@tjpd.org or 413-219-1748.

Table 3: Alternative Asset and System Condition Targets for CA-MPO

| Asset and System Condition Targets | State Target (4 years 2018 to 2021) | CA-MPO Current Target | CA-MPO 2019 actual | CA-MPO Targets for 2020 and 2021 |
|--|-------------------------------------|-----------------------|--------------------|----------------------------------|
| Percentage of deck area of bridges in good condition (NBI on NHS) | 30.5% | 23% | 10.9% | 23% |
| Percentage of deck area of bridges in poor condition (NBI on NHS) | 2% | 3% | 7.7% | 3% |
| Percent of pavement in good condition (Interstate) | 45% | 45% | 69.7% | 45% |
| Percent of pavement in poor condition (Interstate) | 3% | 3% | 0% | 3% |
| Percent of pavement in good condition (NHS) | 25% | 25% | 26.3% | 25% |
| Percent of pavement in poor condition (NHS) | 5% | 5% | 0.9% | 5% |
| Percentage of person-miles traveled that are reliable (Interstate) | 82% | 99% | 100% | 98% |
| Percentage of person-miles traveled that are reliable (Non-Interstate NHS) | 82.5% | 80% | 93.5% | 80% |
| Truck travel time reliability index (Interstate) | 1.56 | 1.2 | 1.15 | 1.56 |

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.
- The State adjusted the Percent of deck area of bridges in good condition from 33% to 30.5% during the midterm review.
- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

Table 4: Alternative Safety Performance Targets for CA-MPO

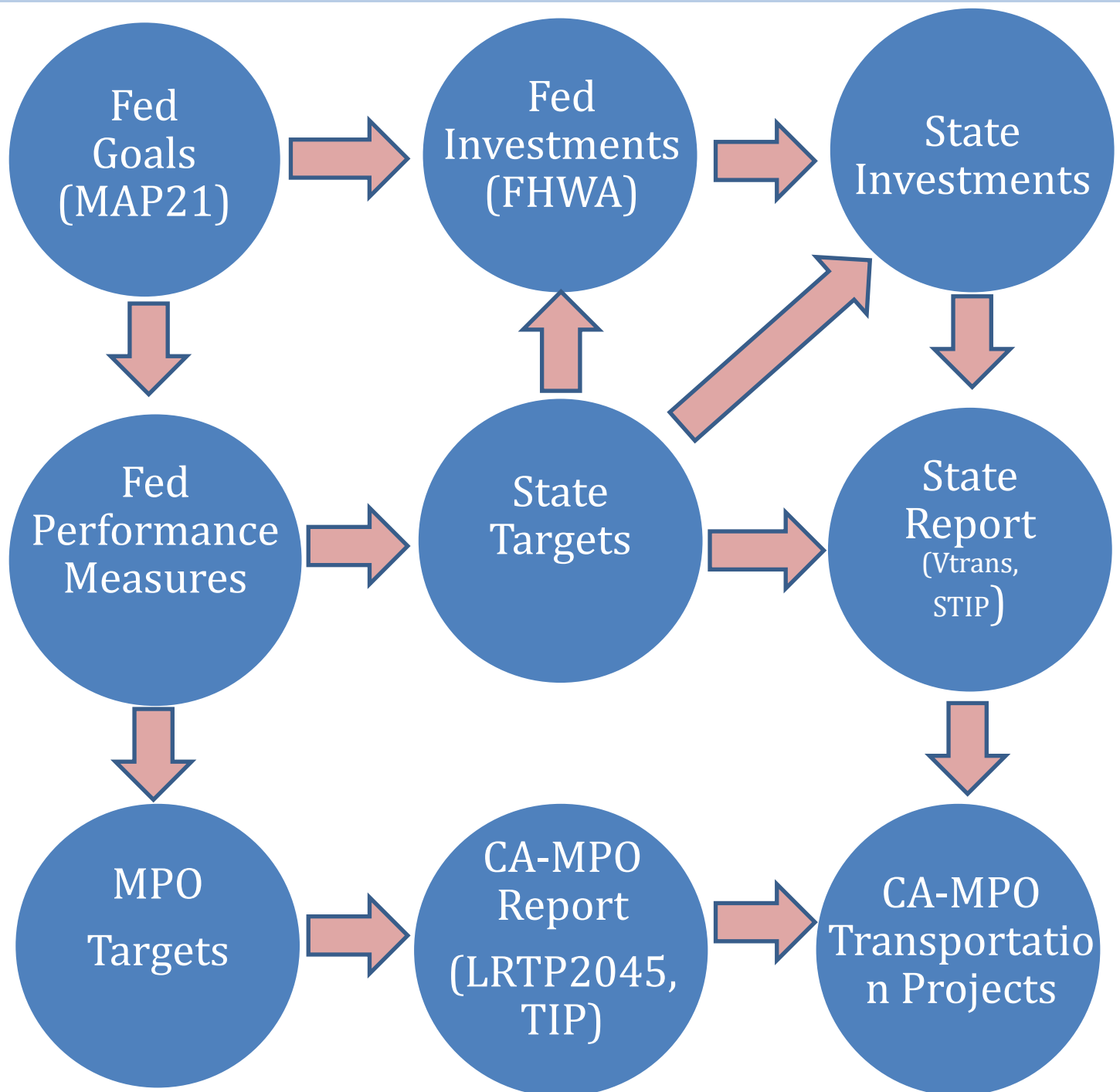
| Safety Performance Targets | State 2021 Target | CA-MPO Projected Trend 2021 | CA-MPO Targets for 2021 |
|---|-------------------|-----------------------------|-------------------------|
| Percent change fatalities | 3.20% | -4.30% | -4.30% |
| Number of fatalities | 898 | 7 | 7 |
| Percent Change serious injuries | -1.46% | -16.10% | -16.10% |
| Number of serious injuries | 7,385 | 50 | 50 |
| Goal Percent Change non-motorized fatalities serious injuries | -0.08% | -1.80% | -1.80% |
| Number of non-motorized fatalities serious injuries | 750 | 13 | 13 |

- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

If there are any questions or comments, please contact Lucinda Shannon at lshannon@tjpd.org or 413-219-1748.

Transportation Performance Management Overview

For the Charlottesville Albemarle Metropolitan Planning Organization



Introduction

The new Transportation Performance Management (TPM) tools developed by Virginia's Office of Intermodal Planning and Investment (OIPI) are formed under the guidance of the US Department of Transportation. In addition to complying with federal requirements, these TPM tools will help the Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) and the Commonwealth plan for and fund transportation projects based on performance measures that are connected to the transportation goals outlined in VTRANS and MAP-21.

This document first provides a brief overview of the federal legislation requiring states and MPOs to develop goals, performance measures, and targets to help guide transportation investments. Then, this document share's the current state performance and safety targets and the MPO's obligation to set local targets with state guidance. The last section in this document outlines the reports that CA-MPO are required to produce under the performance measures system.

Background—Federal Legislation

The 2012 Federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) required states to use outcome-based programing that aligns with federal-aid highway program performance goals, to guide their Federal Highway Administration (FHWA) investments. The Virginia Department of Transportation's (VDOT) [Fiscal Year 2020 Annual Budget](#) estimated that almost 17% of that year's transportation funds were from federal sources, the third largest source, following Virginia's Transportation Trust Fund (36%) and the state Highway Maintenance and Operating Fund (32%). (Virginia Department of Transportation, 2020)

The national performance goals for the Federal-aid highway program are listed in Table 1 below.

Table 1: National Performance Goals

| National Performance Goals | |
|--|--|
| Goal area | National goal |
| Safety | To achieve a significant reduction in traffic fatalities and serious injuries on all public roads |
| Infrastructure condition | To maintain the highway infrastructure asset system in a state of good repair |
| Congestion reduction | To achieve a significant reduction in congestion on the National Highway System |
| System reliability | To improve the efficiency of the surface transportation system |
| Freight movement and economic vitality | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development |
| Environmental sustainability | To enhance the performance of the transportation system while protecting and enhancing the natural environment |
| Reduced project delivery delays | To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices |

Source: (US Department of Transportation, Federal Highway Administration, 2020)

Virginia and CA-MPO Targets

Just like the Charlottesville-Albemarle Metropolitan Planning Organization’s (CA-MPO) long range transportation plan established goals to support our community’s transportation vision, the state’s long range transportation plan, VTrans, developed the following goals for statewide transportation.



Source: (Commonwealth of Virginia, 2020)

Stemming from these goals, Virginia’s Office of Intermodal Planning and Investment (OIP), which leads the development of VTrans, utilizes a suite of multimodal performance measures to track progress and guide investments in reaching these goals. OIP detailed performance by measure in its 2019 Biennial Report, and the next VTrans Update (2045) will include identification of key performance indicators, which will be tracked in the future.

Included in this suite of measures are federally required performance measures, which both FHWA and FTA established because of MAP-21 and the FAST Act. The Commonwealth Transportation Board (CTB) approves statewide targets for federal performance measures. By setting targets for the performance measures, VDOT can report progress towards meeting the FHWA goals.

MPOs are required to participate in the performance measure process by setting targets for their regions based on the state targets and trend data provided by the state. The targets are broken up into three categories for the MPOs.

- 1) Asset and System Condition Performance Targets
- 2) Safety Performance Targets
- 3) Public Transit Agency Safety Performance Targets

OIP and VDOT prepare worksheets for each MPO showing the data collected to measure progress towards each performance measure that has an identified target. These worksheets compare the data over the years starting with the baseline year 2017 to identify trends and track percent changes to help measure progress and adjust the targets.

Asset and System Condition Targets

The Asset Condition and System Targets include pavement and bridge condition, reliability, and freight reliability. These targets are updated every four years with mid-period updates. Targets that the MPO chooses to set differently from the state targets and targets that are updated by the state during the mid-period update need to be re-evaluated by the MPO in the 2 mid-period update. The targets included in the asset condition and system category are listed below. The targets in bold need to be re-evaluated during this mid-period update.

- 1) Percentage of deck area of bridges in good condition (NBI¹ on NHS²)**
- 2) Percentage of deck area of bridges in poor condition (NBI on NHS)**
- 3) Percent of pavement in good condition (Interstate)
- 4) Percent of pavement in poor condition (Interstate)
- 5) Percent of pavement in good condition (NHS)
- 6) Percent of pavement in poor condition (NHS)
- 7) Percentage of person-miles traveled that are reliable (Interstate)**
- 8) Percentage of person-miles traveled that are reliable (Non-Interstate NHS)**

¹ National Bridge Inventory (NBI)

² National Highway System (NHS)

9) System performance (Interstate)
10) Truck travel time reliability index (Interstate)

The CA-MPO has until March 15, 2021 to report to the State DOT whether it will either:

- Agree to plan a program of projects so that they contribute to the adjusted state DOT target for that performance measure; or
- Commit to a new quantifiable target for that performance measure for its metropolitan planning area (23 CFR §490.105(f)(7)).

Table 2 below shows the current Asset and System Condition Targets, with CA-MPO’s current targets, the state’s targets and the 2019 actual for the CA-MPO area. At this time, CA-MPO can choose to adjust the targets that are in bold in Table 1, if desired. CA-MPO must choose one of the following options by the March 15, 2021 deadline.

- Continue to support its current regional targets
- Adjust its regional targets by establishing new targets
- Adopt the state targets

VDOT will continue to collect and share data on all the federal performance measures (safety, asset condition, and system performance) with MPOs, so MPOs do not have to collect that information.

Table 2: Asset and System Condition Targets

| Asset and System Condition Targets | State Target (4 years 2018 to 2021) | CA-MPO Current Target | CA-MPO 2019 actual | CA-MPO Targets for 2020 and 2021 |
|---|--|------------------------------|---------------------------|---|
| Percentage of deck area of bridges in good condition (NBI on NHS) | 30.5% | 23% | 10.9% | ? |
| Percentage of deck area of bridges in poor condition (NBI on NHS) | 2% | 3% | 7.7% | ? |
| Percent of pavement in good condition (Interstate) | 45% | 45% | 69.7% | 45% |
| Percent of pavement in poor condition (Interstate) | 3% | 3% | 0% | 3% |
| Percent of pavement in good condition (NHS) | 25% | 25% | 26.3% | 25% |
| Percent of pavement in poor condition (NHS) | 5% | 5% | 0.9% | 5% |
| Percentage of person-miles traveled that are reliable (Interstate) | 82% | 99% | 100% | ? |
| Percentage of person-miles traveled that are reliable (Non-Interstate NHS) | 82.5% | 80% | 93.5% | ? |
| Truck travel time reliability index (Interstate) | 1.56 | 1.2 | 1.15 | ? |

- NBI, National Bridge Inventory covers all bridges used for vehicular traffic over 20 ft in length.
- OIPI adjusted the percent of deck area of bridges in good condition from 23% to 30.5% in the midterm review.
- Targets in **bold** need to be confirmed or adjusted in the January Policy Board meeting.

Safety Performance Targets

The Highway Safety Performance Targets include the following measures.

- 1) Number and percent change of fatalities
- 2) Number and percent change of serious injuries
- 3) Number of and percent change of non-motorized fatalities and non-motorized serious injuries

MPOs adopt highway safety targets every year. The next targets are due to be sent to the OIPI by February 27, 2021. Last year CA-MPO chose to keep the state targets.

Table 3 below shows the state targets and CA-MPO's predicted trend for the safety performance measures.

Table 3: Safety Performance Targets

| Safety Performance Targets | State 2021 Target | CA-MPO Projected Trend 2021 | CA-MPO Targets for 2021 |
|---|-------------------|-----------------------------|-------------------------|
| Percent change fatalities | 3.20% | -4.30% | ? |
| Number of fatalities | 898 | 7 | |
| Percent Change serious injuries | -1.46% | -16.10% | ? |
| Number of serious injuries | 7,385 | 50 | |
| Goal Percent Change non-motorized fatalities serious injuries | -0.08% | -1.80% | ? |
| Number of non-motorized fatalities serious injuries | 750 | 13 | |

- A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

Public Transit Agency Safety Performance Targets

Charlottesville Area Transit and JAUNT are both Tier II agencies participating in the Department of Rail and Public Transit (DRPT) sponsored group statewide [Public Transportation Agency Safety Plan](#) (PTASP). Tier II agencies are defined as small transit agencies not operating rail fixed guideway and running 100 or fewer vehicles in total during peak revenue service. Under the PTASP rule, State Departments of Transportation are tasked with developing the PTASP for all eligible Tier II agencies unless the agency chooses to opt out.

The Statewide Tier II PTASP plan includes safety performance targets and describes safety management systems in place at the 15 agencies who participate in the Statewide Plan. DRPT

measure the following data in the PTASP to comply with MAP-21.

1. Fatalities (total number of reportable fatalities per year)
2. Fatalities (rate per total vehicle revenue miles by mode)
3. Injuries (total number of reportable injuries per year)
4. Injuries (rate per total vehicle revenue miles by mode)
5. Safety events (total number of safety events per year)
6. Safety events (rate per total vehicle revenue miles by mode)
7. Distance between Major Failures
8. Distance between Minor Failures

The Tier II statewide PTASP was completed in July, 2020. Transit agencies must review the plan annually by July 20th of each year. Agencies can choose to opt out of the PTASP and develop their own safety plan.

For more information: <http://www.drpt.virginia.gov/transit/planning/public-transportation-agency-safety-plan-ptasp/>.

Reporting Requirements

A System Performance Report containing a record of CA-MPO's targets and data trends tracking progress needs to be reported in CA-MPO's Transportation Improvement Program (TIP) and included in the Long Range Transportation Plan (LRTP) when it is updated.

If CA-MPO chooses to select targets that are different from the state targets, the MPO will need to describe a methodology for setting the targets, and also track the progress of the MPO's trends vs the statewide trends in their System Performance Report. All this data will be provided by the state, as it currently is in the form of workbooks. System Performance Reports should also describe how project prioritization is used to meet performance targets and strategies planned to meet the targets in the future.

The System Performance Reports should be included in the TIP and LRTP when they are updated. More details about the performance targets reporting requirements for each of these MPO authored documents follows.

TIP Reporting Requirements

MPOs should demonstrate how the program of projects in their TIPs contributes to the achievement of their targets. The TIP's reporting requirements follow the federal regulations quoted below.

"The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets."

The TIP should have a narrative that specifically describes the linkages between the projects supported in the TIP and the plan to reach the performance measure targets. The narrative should answer the following questions.

- 1) Are the projects in the TIP directly linked to implementation of these other (performance based) plans?
- 2) How was the program of projects in the TIP determined?
- 3) Does the TIPs support achievement of the performance targets?
- 4) How does the TIP support achievement of the performance targets?
- 5) Is the TIP consistent with the other performance based planning documents (asset management plans, SHSP, HSIP, freight plan, CMAQ Performance Plan, CMP, etc.)?
- 6) How was this assessment conducted?
- 7) What does the assessment show?

If the MPO uses the state targets, then they will insert the state's narrative describing the linkages between the projects supported in the STIP and the state's plan to reach the performance measure targets.

L RTP Reporting Requirement

The CA-MPO included the state System Performance Report as part of their 2045 LRTP, see Appendix E of the LRTP. This System Performance Report establishes baselines for the performance measures that have set targets and illustrates how the performance targets are incorporated into the state planning documents. The System Performance Report and subsequent updates will evaluate the condition and performance of the transportation system with respect to the applicable performance targets: Highway Safety, Pavement and Bridges, Highway System, Congestion Mitigation and Air Quality (CMAQ), and Transit Asset Management. MPOs are required to include updates to the System Performance Report in their LRTPs. The next CA-MPO update for the LRTP will be completed in the spring of 2024.

Wrap-up

The federal TPM system outlined in this document was discussed with both the CA-MPO's Technical Committee and Policy Board in their November and December meetings. OIPI staff attended those meetings and discussed the TPM system with the committees. After careful consideration of the data and information provided by OIPI and researching other MPO's decisions around setting their TPM targets, staff recommends that the CA-MPO adopt the state targets for the primary reason that the MPO has little influence to affect the performance being measured by these standards.

The Virginia Department of Transportation (VDOT) builds and maintains most of the transportation infrastructure in the state, with the localities responsible for the remaining infrastructure. All transportation funding for projects that would affect change in the asset and system conditions, safety performance, or transit safety are selected and funded through state

and local governments. The opportunities for the MPO to influence the performance measures via submission of Smart Scale or other grant applications are minimal compared to the resources needed to significantly impact overall system performance.

Charlottesville and Albemarle Regional Transit Vision Plan

Purpose:

- For local leaders, transit agencies, and a wide variety of stakeholders to collaboratively develop a clear vision for the future of transit in our region
- Work will result in a Charlottesville Area Transit Vision Plan document that identifies goals, objectives, strategies, and time-specific recommendations
- Recommendations contained within the plan will be developed for short-term, long-term, and extended long-term timeframes with a horizon year of 2050

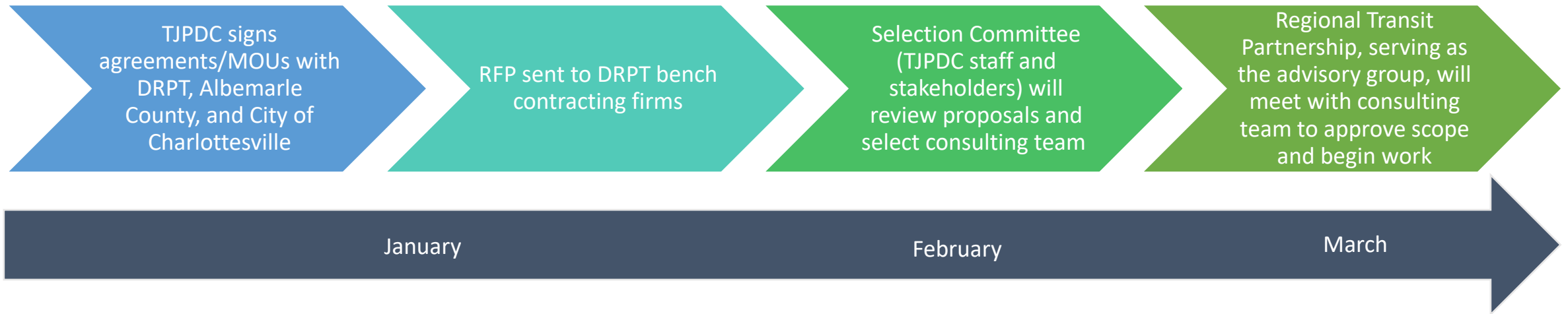
Budget: \$350,000

- \$175,000 in grant funds
- \$87,500 from Albemarle County as local match
- \$87,500 from City of Charlottesville as local match

Timeline: ~18 months (as soon as the agreements are signed – June 30, 2022)

Charlottesville and Albemarle Regional Transit Vision Plan

Next steps:



Albemarle County Transit Expansion Feasibility Study and Implementation Plan

Purpose:

- a feasibility study and implementation plan for expanded transit service to population and employment centers within Albemarle County, particularly:
 - the Pantops area,
 - Thomas Jefferson's Monticello, and
 - along Route 29 North.
- Innovative transit options (to include on-demand service) that emphasize accessibility and responsiveness to customer needs should be investigated alongside traditional fixed-route options

Budget: \$106,215

- \$53,108 in grant funds
- \$53,107 from Albemarle County as local match

Timeline: ~12 months (from signed agreements – December 31st, 2021)

Albemarle County Transit Expansion Feasibility Study and Implementation Plan

Next Steps:

