




Moving Toward 2050 Engagement Update

MPO Technical Committee

Tuesday, September 19, 2023



Agenda

- Engagement Goals
 - Variables and Consideration
 - Overview of Public and Stakeholder Engagement Efforts
 - Outline of Pending Engagement Report
 - Initial Findings
 - Next Steps
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Engagement Goals

Engagement Goals

- For Moving Toward 2050, the engagement process aims to help:
 - Set goals
 - Identify travel needs
 - Prioritize and select projects
 - Review and affirm the plan
- The TJPDC will strive to achieve:
 - Representative engagement
 - Meaningful engagement
 - Understanding





**Variables and
Considerations**

Variables and Considerations

- Long-range plan engagement is inherently difficult.
- There are numerous other engagement efforts competing for attention in the region.
- Transportation planning is technical, data-driven, and sometimes counter-intuitive.





Overview of Public and Stakeholder Engagement Efforts

FOR HIRE

434.996.5223

THE
LOOKING GLASS

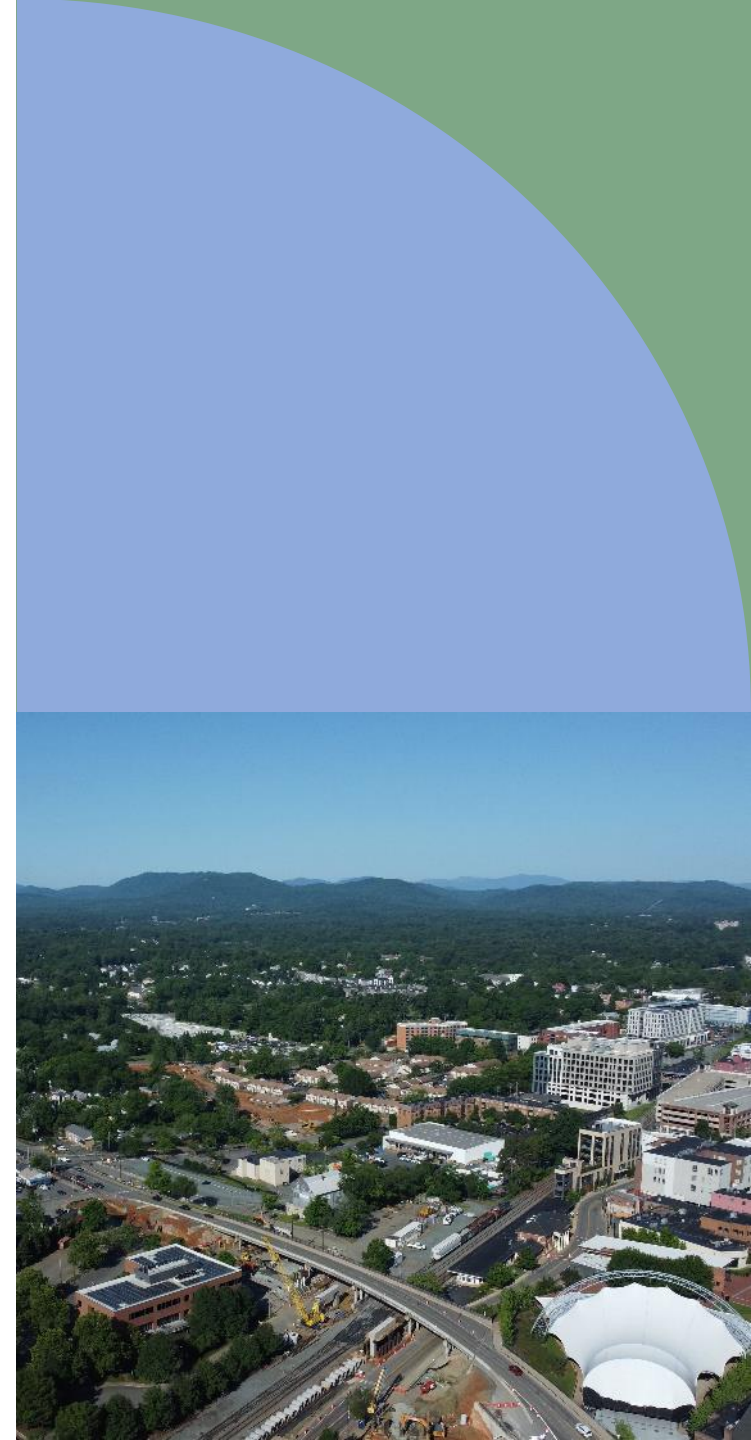
IX
ART
PASS

HOURS

CHATTANOOGA
FOUNDATION

Overview of Public and Stakeholder Engagement Efforts

- Stakeholder Meetings
- Virtual Public Meeting
- Open House Event
- Community Survey
- Public Intercepts
- Community Advisory Committee (CAC) Meetings
- Past Feedback
- Online Materials



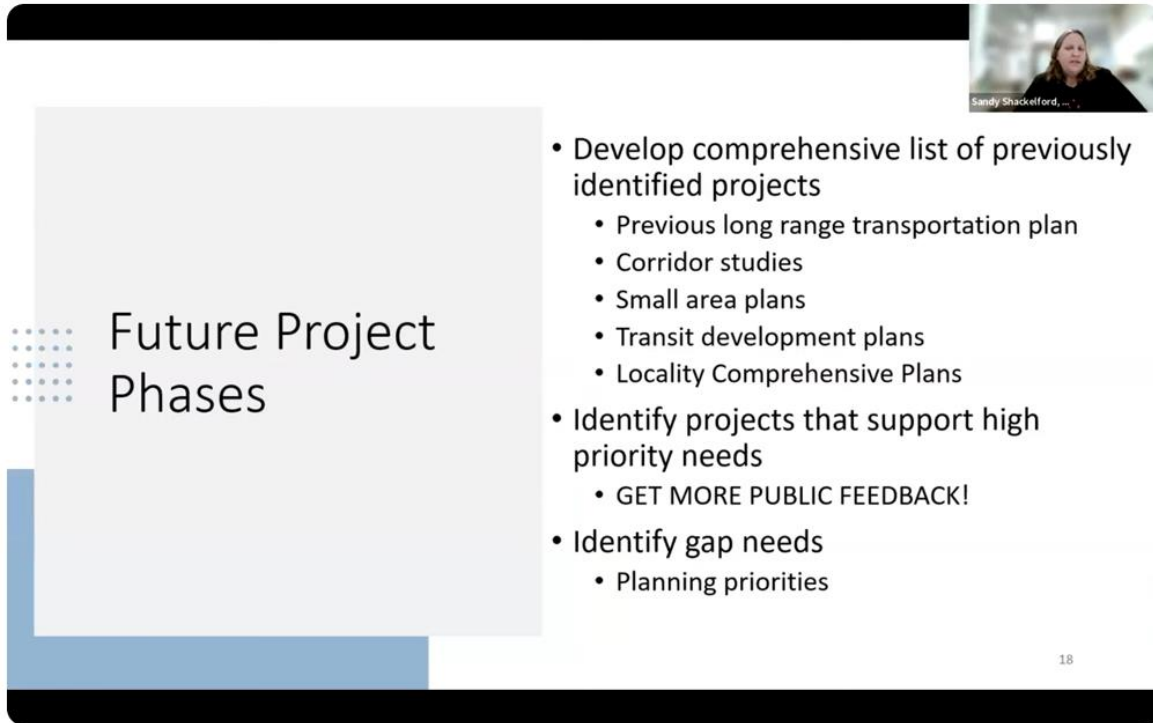
Stakeholder Meetings

- Facilitated stakeholder meetings with:
 - Major employers
 - Public safety departments
 - Other community partners
- Meeting objectives were to:
 - Evaluate draft goal language
 - Finetune objectives
 - Build partnerships for future engagement
 - Begin to identify travel concerns and needs



Virtual Public Meeting

- June 20, 2023 – MPO staff conducted a virtual informational meeting.
- There is a recording on the project website.
- The meeting objectives were to:
 - Inform the public – explaining the Moving Toward 2050 process
 - Answer questions
 - Prepare the community for upcoming engagement opportunities



Future Project Phases

- Develop comprehensive list of previously identified projects
 - Previous long range transportation plan
 - Corridor studies
 - Small area plans
 - Transit development plans
 - Locality Comprehensive Plans
- Identify projects that support high priority needs
 - GET MORE PUBLIC FEEDBACK!
- Identify gap needs
 - Planning priorities

Sandy Shackelford, ...

18

Open House Event

- June 21, 2023
- Conducted an Open House event at the Water Street Center.
- Meeting objectives were to:
 - Inform the public
 - Respond to the 2050 goals and objectives
 - Weigh goal themes that will influence scoring
 - Identify travel concerns and needs

Project Background

WHAT IS MOVING TOWARD 2050?

- **Moving Toward 2050** is the federally-required long-range transportation plan (LRTP) for the city of Charlottesville and urbanized portions of Albemarle County (Charlottesville-Albemarle Metropolitan Planning Organization). The LRTP covers a planning horizon of at least 20 years and is updated every five years to reflect changes in demographics, land use, travel patterns, and growth projects. The final outcome of this plan will be a list of prioritized needs requiring further evaluation.
- **What does the LRTP do?**
 - Identifies long-range transportation needs
 - Considers possible infrastructure improvements
 - Establishes priorities to implement projects based on anticipated funding
 - Considers needs across all modes of transportation
 - Identifies priorities for how transportation funding opportunities should be leveraged
 - **Considers factors important to the community such as:**
 - Safety
 - Accessibility
 - Resiliency and climate change impacts
 - Land use planning and economic development
 - System efficiency and reliability
 - Estimated project costs
 - **Works to address questions such as:**
 - Does the existing transportation system get you where you need and want to go safely and efficiently?
 - Is there a need for better connected sidewalks or bike infrastructure?
 - Where are the biggest safety needs?
 - How can we best improve access to places where people need or want to go?
 - How can we reduce the climate change impacts of the transportation system?





ONLINE SURVEY COMMENT ON THE REGION'S TRANSPORTATION

Follow the QR Code to learn more about the region's transportation plan and take the survey



Written Comments

Water Street Center
401 E. Water Street
Charlottesville, Va. 22902

SURVEY CLOSES AUGUST 31

The Charlottesville-Albemarle Region is updating its transportation Plan. Your comments help create regional transportation goals and identify projects to help your daily travels.

Community Survey

- Staff launched a community survey in July 2023 using MetroQuest.
- Staff closed the survey on August 31, 2023.
- The survey collected:
 - 334 responses
 - Over 1,100 comments through an interactive map
- Survey objectives were to:
 - Respond to the 2050 goals and objectives
 - Weigh goal themes that will influence scoring
 - Identify travel concerns and needs

To learn more, visit the project website:
<https://campo.tjpd.org/process-documents/lrtp/2050-lrtp/>

Public Intercepts

- Staff reached underrepresented groups by attending various community events to gather comments.
- Events included:
 - Two Charlottesville Redevelopment and Housing Authority's (CRHA) regular meetings with residents
 - Booths at the Charlottesville Transit Center
 - A table at the Charlottesville National Night Out event
 - Attendance at the Albemarle County's National Night Out event
- Intercept objectives were to:
 - Inform the public
 - Weigh goal themes that will influence scoring
 - Identify travel concerns and needs



Community Advisory Committee (CAC) Meetings

- TJPDC staff is attending Albemarle County's CAC meetings to collect additional feedback. The last of those presentations will occur in late September.
- Attended meetings:
 - Crozet CAC Meeting - August 9, 2023
 - Places29-North CAC Meeting - August 10, 2023
 - 5th & Avon CAC Meeting - August 17, 2023
 - Places29-Rio CAC Meeting - August 24, 2023
 - Places29-Hydraulic CAC Meeting - September 11, 2023

Past Feedback

- Staff and their consultants are creating an inventory of previous transportation-related engagement efforts, as those results are still valid.
- A comments log (spreadsheet) documents and catalogues all relevant comments.
- The log incorporates feedback received through:
 - The Charlottesville Comprehensive Plan Update, 2023
 - The Albemarle County Comprehensive Plan Update, Underway
 - The Transit Vision Plan, 2022

CVILLE PLANS
TOGETHER 



Online Materials

- Staff launched a project website in 2022.
- The TJPDC continues to use social media to advertise engagement opportunities.
- An interactive StoryMap site came online in July 2023.
- Translated materials into Spanish.

SUBMIT YOUR QUESTIONS OR COMMENTS

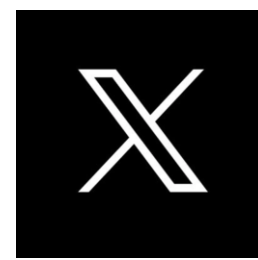
Do you have a transportation concern you want to mention? Would you like to host the MPO staff at one of your organization's meetings to discuss Moving Toward 2050? Have questions about the plan development process? Please fill out the comment form.

Your Name (required)

Your Email (required)

Comment Below

SUBMIT



Social Media



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Follow the QR Code to learn more about the region's transportation plan and take the survey



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Closes August 31



MOVING TOWARD 2050

Charlottesville-Albemarle Transportation Plan

Community Survey

Your comments help create regional transportation goals and identify projects to help your daily travels.

**FOLLOW THE LINK FOR MORE
INFORMATION**

<https://campo.tjpd.org/process-documents/lrtp/2050-lrtp/>

Toward 2050

Charlottesville-Albemarle Transportation Plan Community Survey

We are looking for your feedback!
Your comments help create regional transportation goals and identify projects to help your daily travels.

The survey remains open until August 31

Follow the link for more information
<https://campo.tjpd.org/process-documents/lrtp/2050-lrtp/>



MOVING TOWARD 2050

**CHARLOTTESVILLE-ALBEMARLE
TRANSPORTATION PLAN**

COMMUNITY SURVEY

- Your comments help create regional transportation goals and identify projects to help your daily travels.
- The survey remains open until August 31
- Follow the link for more information.
<https://campo.tjpd.org/process-documents/lrtp/2050-lrtp/>



Outline of Pending Engagement Report

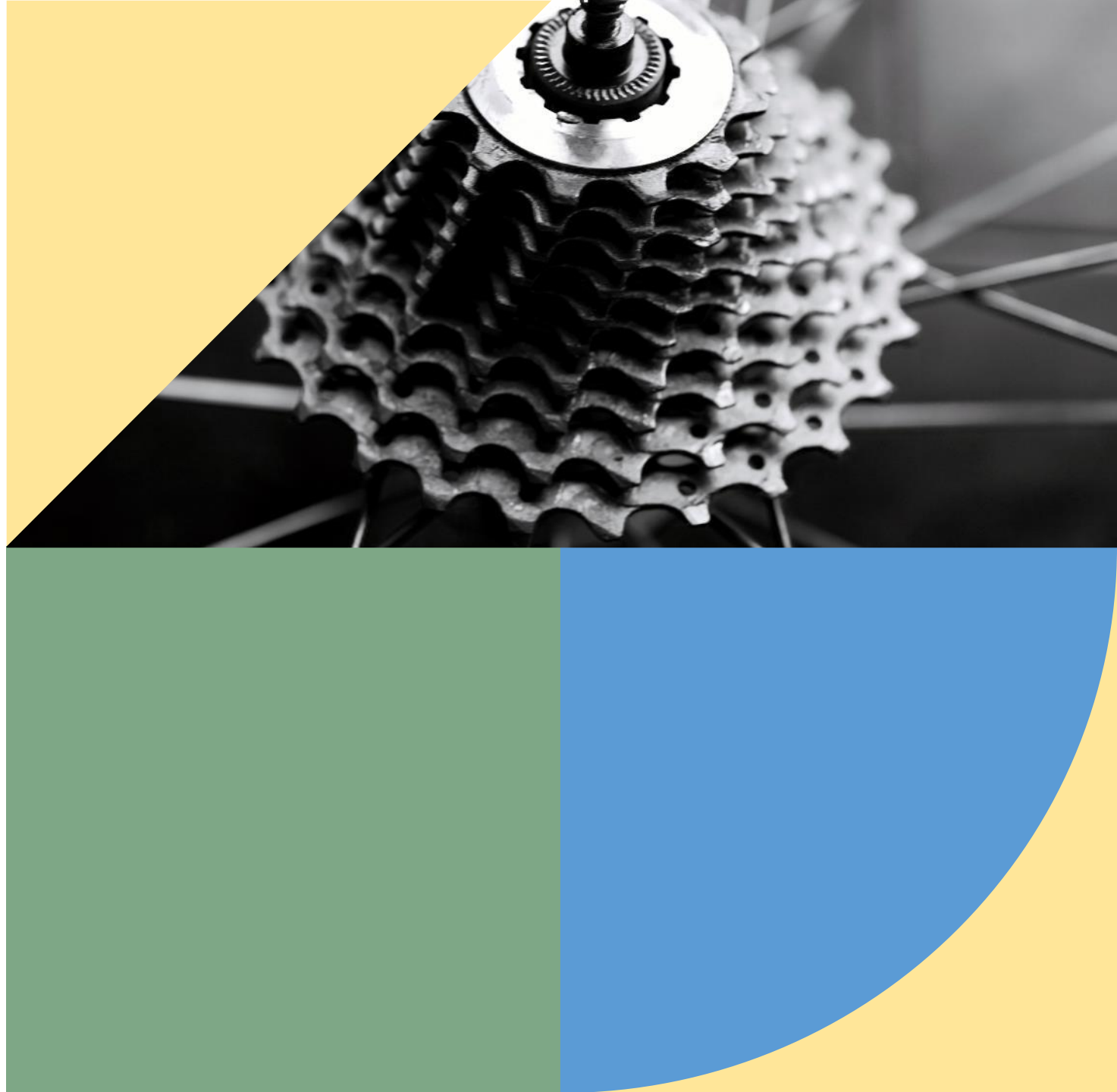
Engagement Report

- Summary of engagement efforts with dates and approaches
- Report on community survey responses
- Analysis of comments received at community events and meetings
- Summary of transportation-related comments from past efforts
- Report on how comments will shape Moving Toward 2050
- Next steps



Function of the Report

- Serves as a stand-alone report to document the engagement process.
- Informs the community on progress and prepares the public for next steps.
- Validates the community's time and feedback.
- Functions as the engagement chapter in the final Toward 2050 Plan.



Outcomes

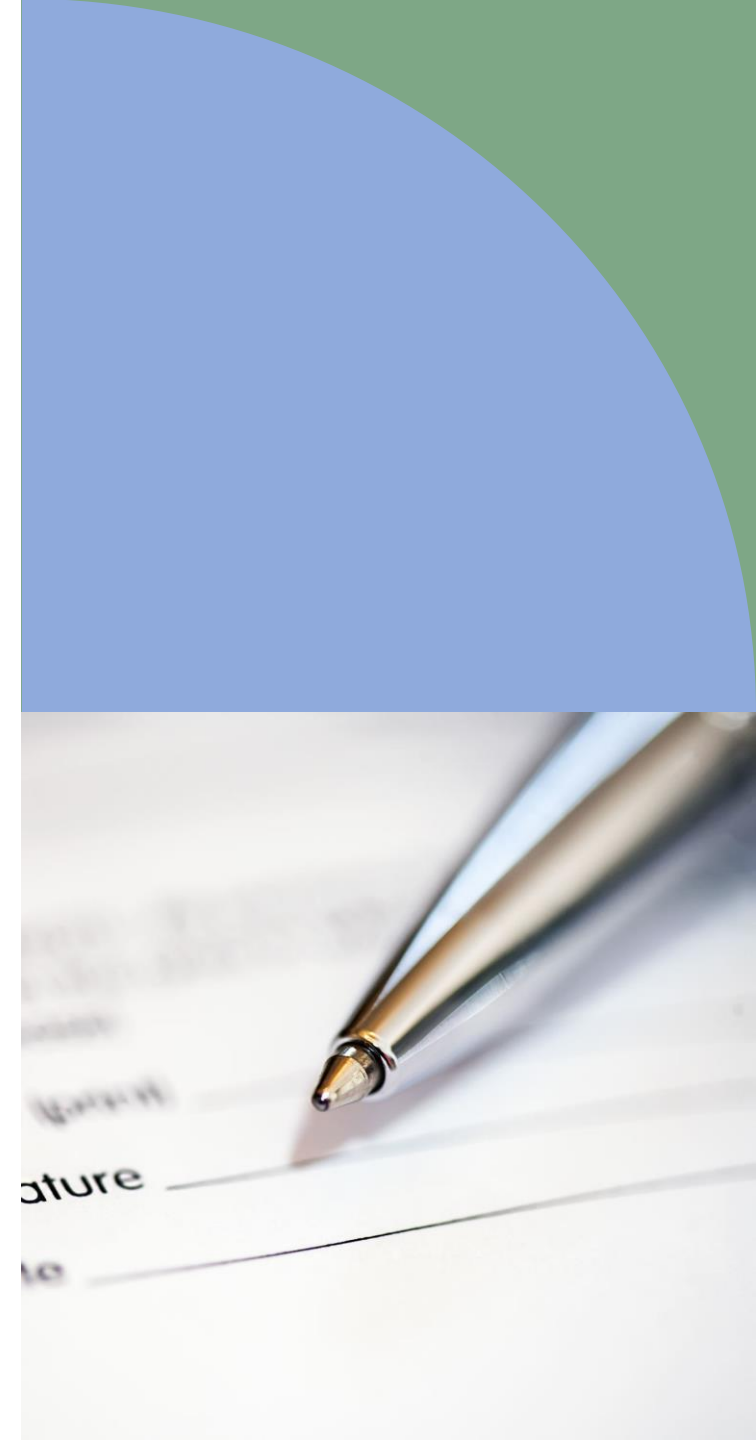
- **Weighting Performance Measures to Identify Priority Travel Needs** – Public and stakeholder feedback will guide weighting of the goals and performance measures.
- **Supporting Prioritization of Projects** – Engagement results will help support the prioritization of transportation projects. This outcome will also help identify “gap needs” where further study is needed. Assumptions will guide the project scoring process.
- **Directly Influencing Project Selection** – Staff will log comments related to specific projects that will populate the Toward 2050 Constrained and Vision Lists. Feedback can affect project priority and approach/design.
- **Forming Alternatives** – For “Gap Needs,” feedback will influence what kind of solutions the region should employ with future project lists.



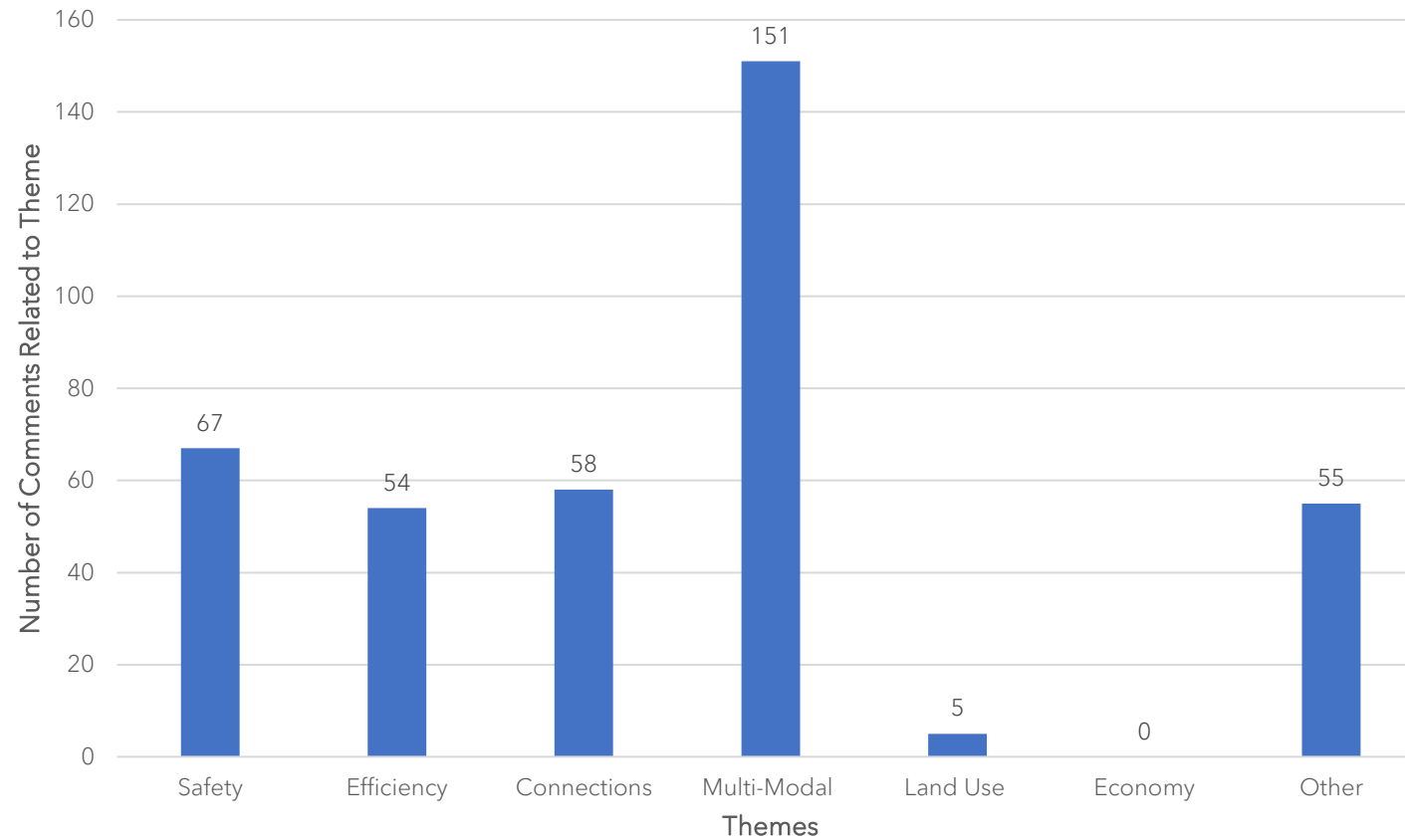
Initial Findings

Initial Findings: Open-Ended Comments

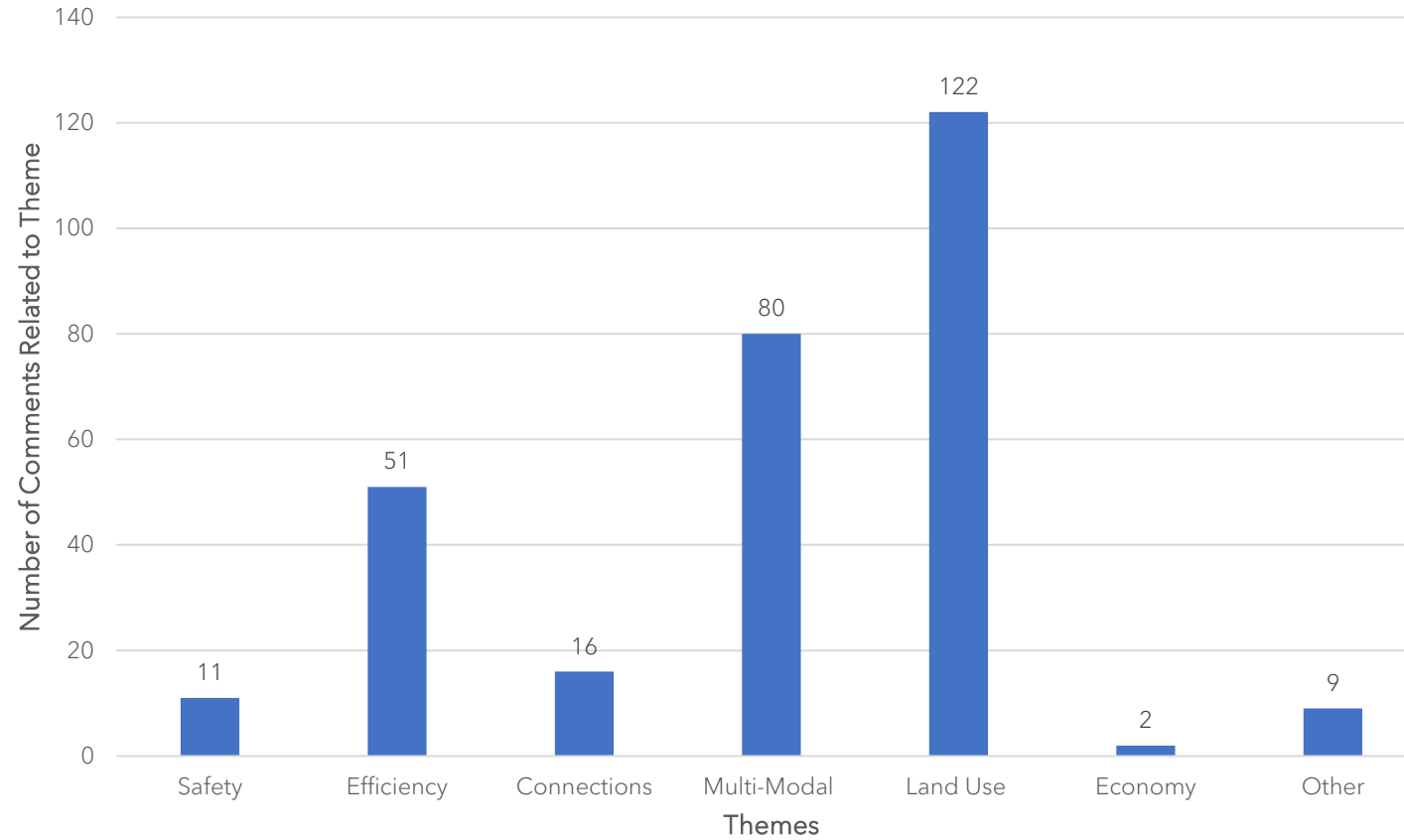
- Staff manually coded all open-ended comments received from past engagement efforts, as well as in-person Moving Toward 2050 efforts, into the following categories:
 - Safety
 - Efficiency
 - Connections
 - Multi-Modal
 - Land Use
 - Economy
 - Other
- The engagement report will tie these categories to the plan's goals. For example, many comments categorized as "other" were related to environmental concerns, and several comments falling under the "connections" category can be linked to equity & accessibility.
- Detailed analysis of these comments, as well as locations where concerns were identified, will be included in the engagement report.
- Note that most comments fell into more than one category.



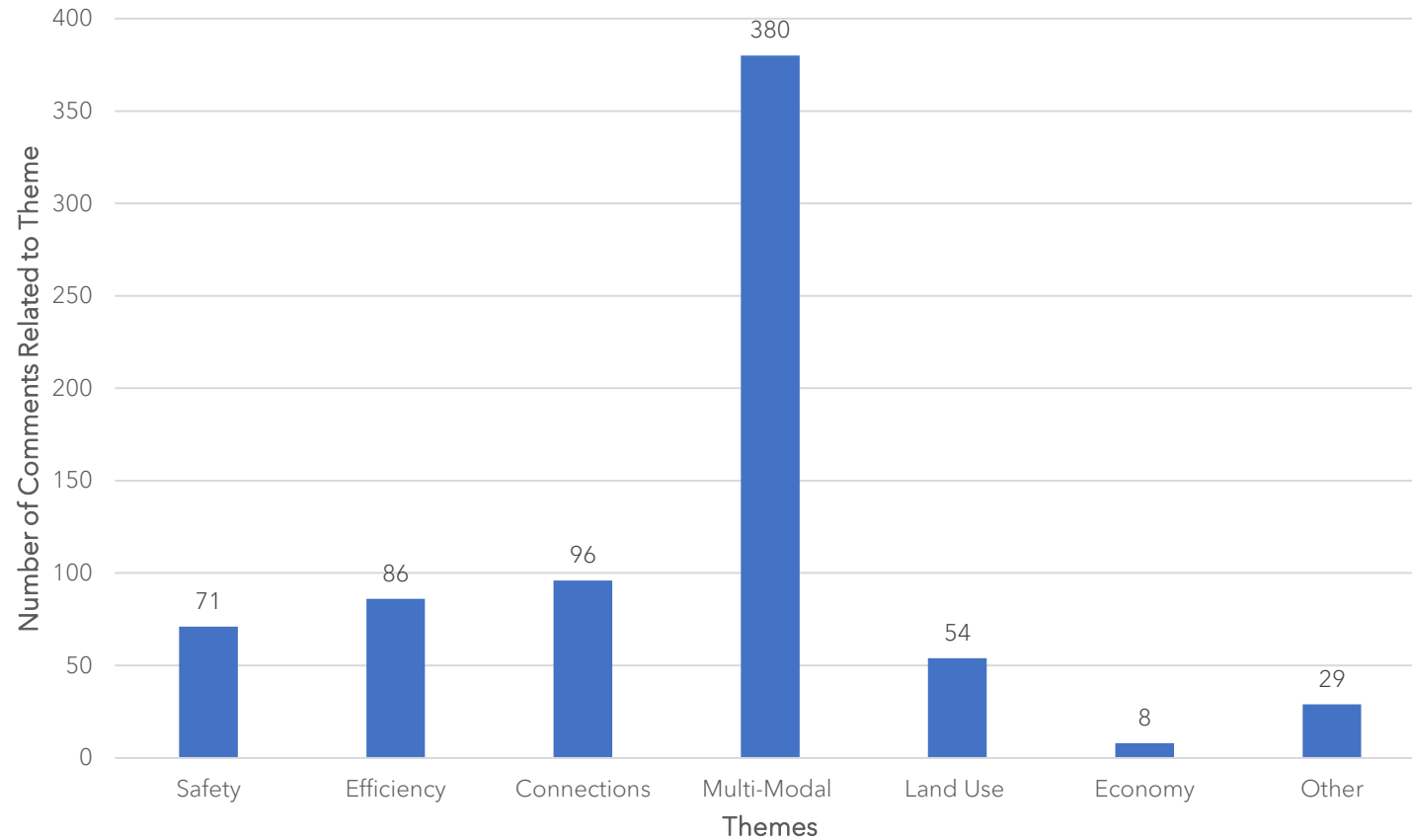
Public Comment Themes: Moving Toward 2050 In-Person Engagement Efforts



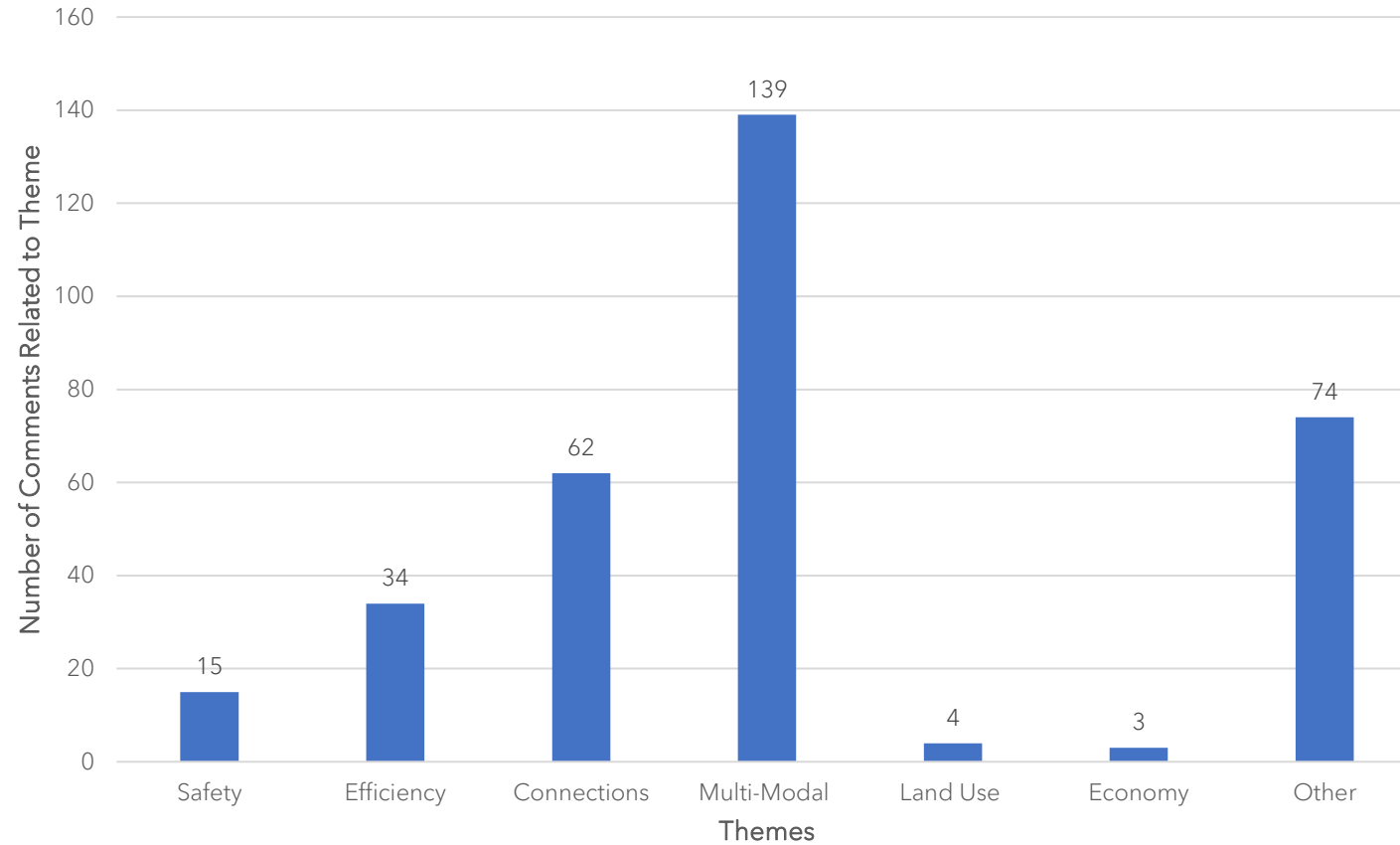
Public Comment Themes: Albemarle County 2044 Survey



Public Comment Themes: Cville Plans Together Survey



Public Comment Themes: Regional Transit Vision Survey

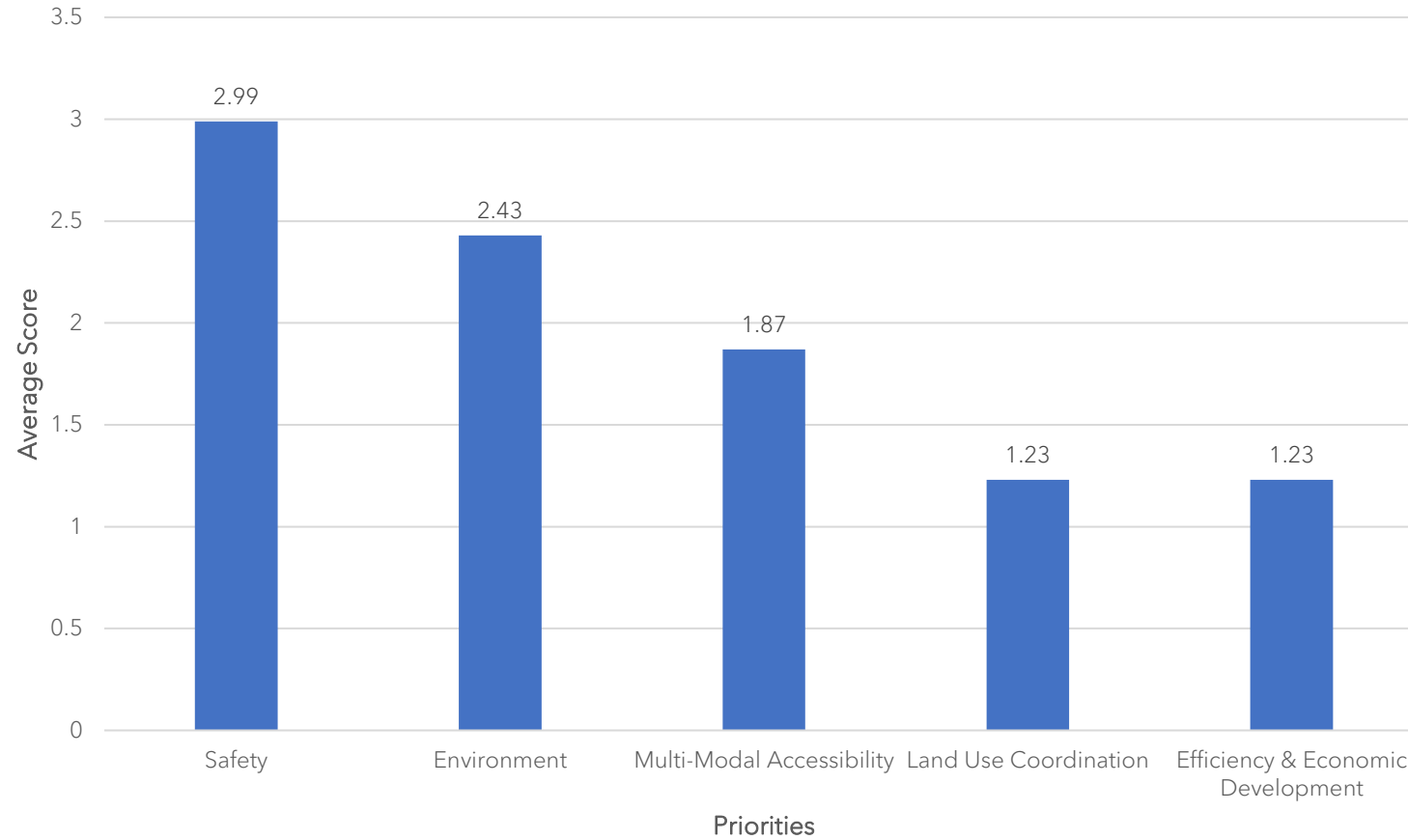


Initial Findings: MetroQuest Survey

- The following slides offer an overview of the results of the Moving Toward 2050 MetroQuest Survey.
- A limited number of open-ended comments were received from the 334 survey participants. These comments will be analyzed in the engagement report:
 - 1 comment on the overall survey
 - 2 comments on the system needs section
 - 9 comments on the trade-offs section

The screenshot shows a presentation slide titled "Moving Toward 2050" for the Long Range Transportation Plan for the Charlottesville-Albemarle Metropolitan Planning Organization. The slide is part of a navigation menu with five items: 1. WELCOME (selected), 2. SYSTEM NEEDS EVALUATION, 3. TRADEOFFS, 4. INTERACTIVE MAP, and 5. WRAP UP. The main content area features a "WELCOME" section with the following text: "Welcome! Moving Toward 2050 is the long-range transportation plan developed by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO). This plan will provide guidance to the CA-MPO on projects and initiatives that should be prioritized to improve transportation in our region. The Charlottesville-Albemarle region is committed to **improving safety**, facilitating **equitable access**, **connecting people** to their community, and **reducing the climate impacts** of the transportation system. Visit our [website](#) to learn more!" Below the text are buttons for "Español" and "Next". At the bottom, there is a quote: "Transportation is essential to all of us. From jobs to goods to the people we care about and the places that bring us joy, transportation connects us to what we need." and a logo for "MOVING TOWARD 2050" with a right-pointing arrow.

MetroQuest Survey: Ranking Priorities



MetroQuest Survey: Mode Choice Trade Offs

How should we balance between prioritizing roadway improvements and multi-modal system improvements?

Choose the option that best shows which tradeoff you prefer



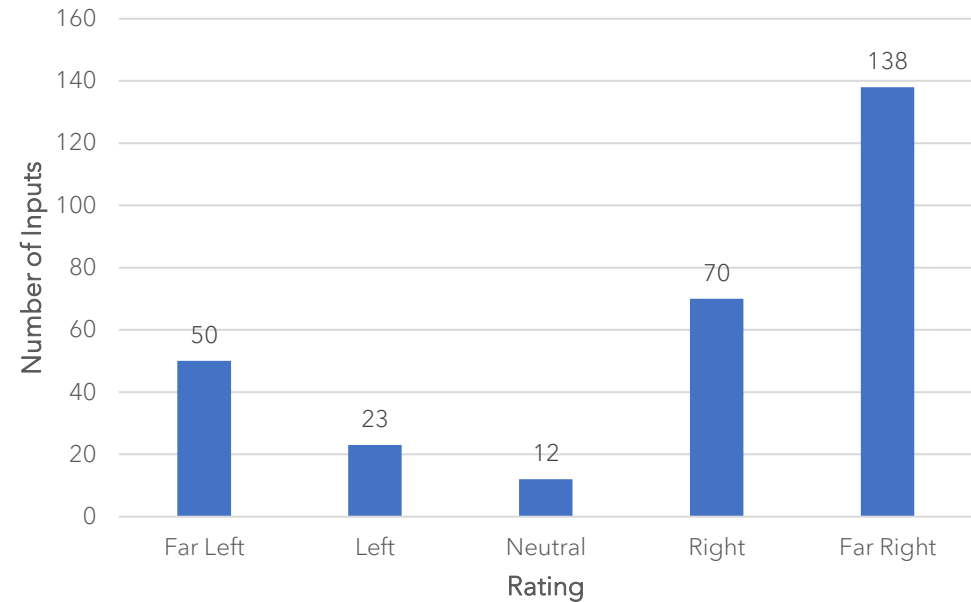
Prioritize Roadway Improvements

- Cars and trucks make up the majority of the trips in the region. Therefore, focusing on roadway improvements is most important.
- Bicycle, pedestrian, and transit improvements should be integrated where feasible, but should not be the primary consideration.



Prioritize Multiple Modes

- A robust multi-modal transportation system is essential to achieve identified climate action goals and promote equitable access to jobs and opportunities.
- Bicycle, pedestrian, and transit improvements should be primary considerations.



MetroQuest Survey: Access Trade Offs

Is it more important for transportation projects to improve access to jobs or access to non-work destinations?

Choose the option that best shows which tradeoff you prefer



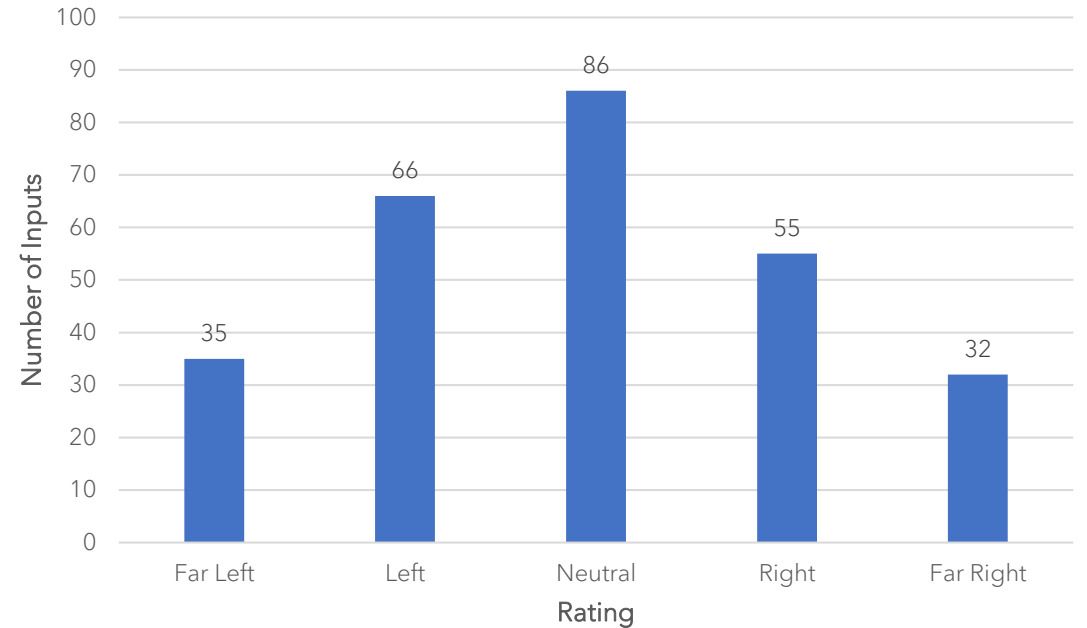
Access to Jobs

- > Lack of reliable transportation options can be a barrier to employment.
- > Transportation improvements that increase affordable and equitable access to job opportunities should be prioritized.



Access to Non-Job Destinations

- > The majority of trips taken are for non-work purposes.
- > Transportation improvements that provide better connections to non-work community destinations should be prioritized.



MetroQuest Survey: Climate Trade Offs

To achieve carbon reduction goals, is it more important to decrease congestion or increase use of active/public transportation?
Choose the option that best shows which tradeoff you prefer

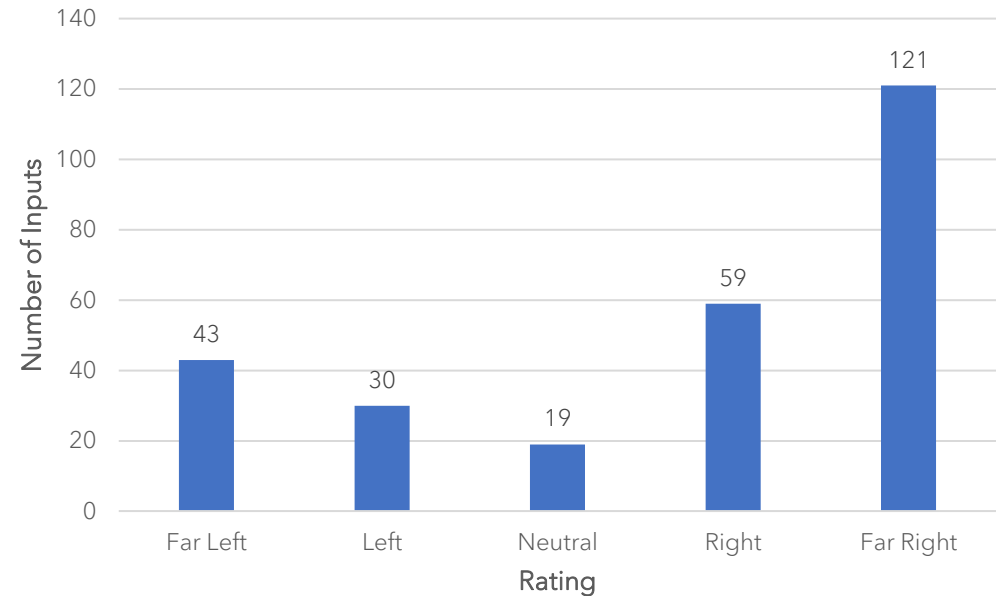


Congestion Reduction

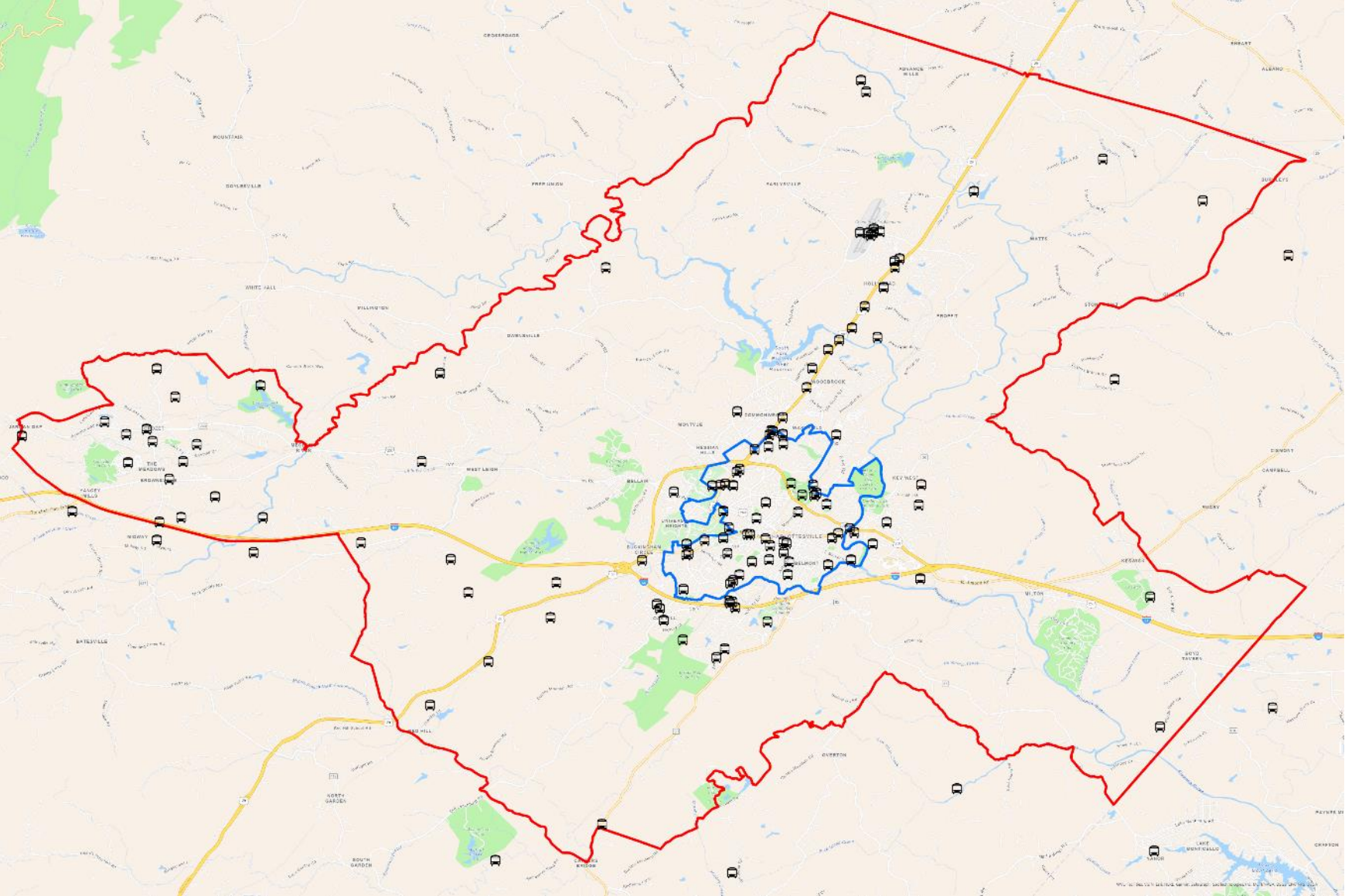
- Relieving traffic congestion would reduce travel delays, engine idle time, and unproductive fuel consumption.
- Improving system capacity at identified bottlenecks is the most important factor in achieving identified climate action goals.

Active/Public Transportation

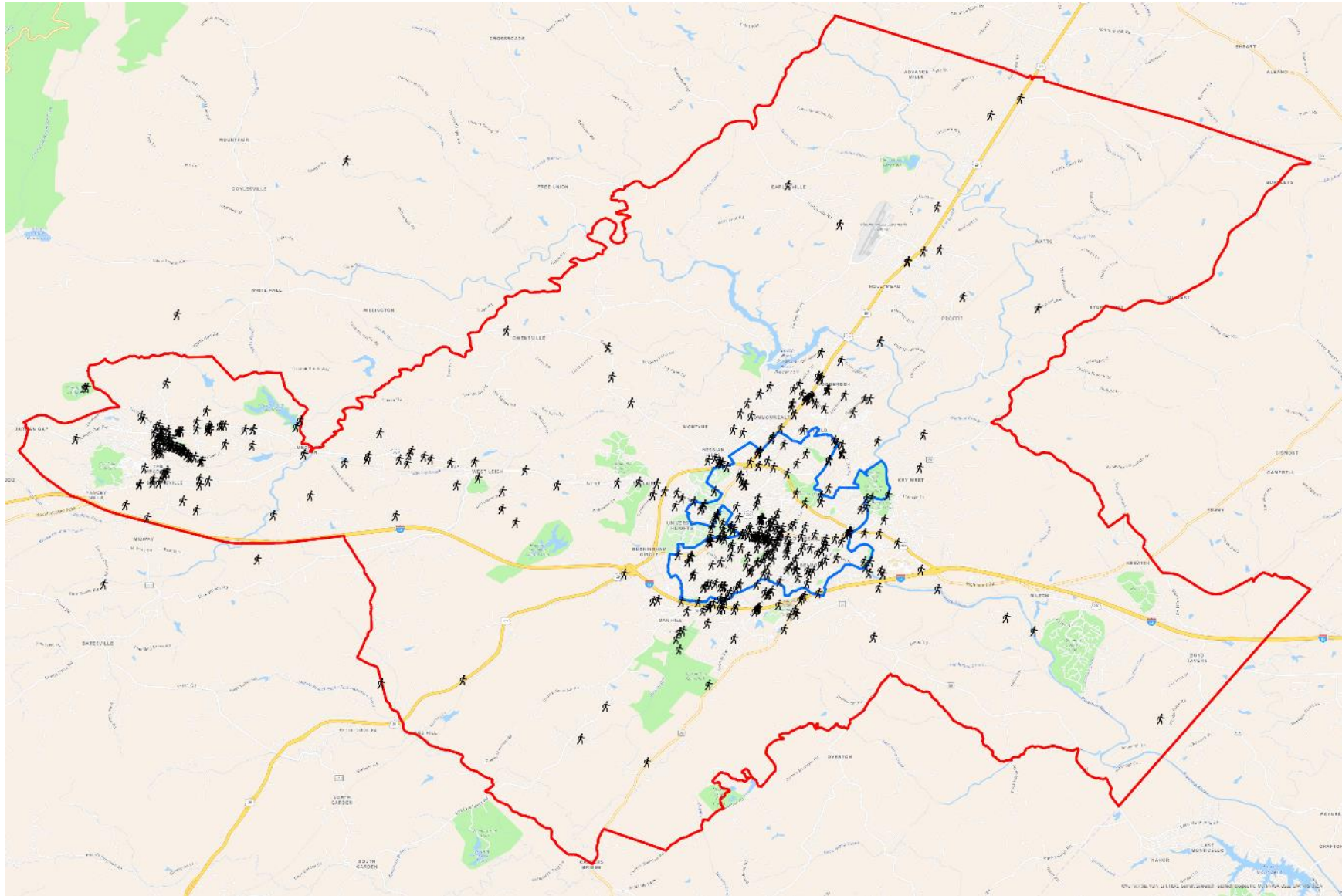
- Reducing congestion may encourage more people to drive instead of using active or public transportation options.
- Encouraging greater use of active and public transportation options is the most important factor in achieving identified climate action goals.



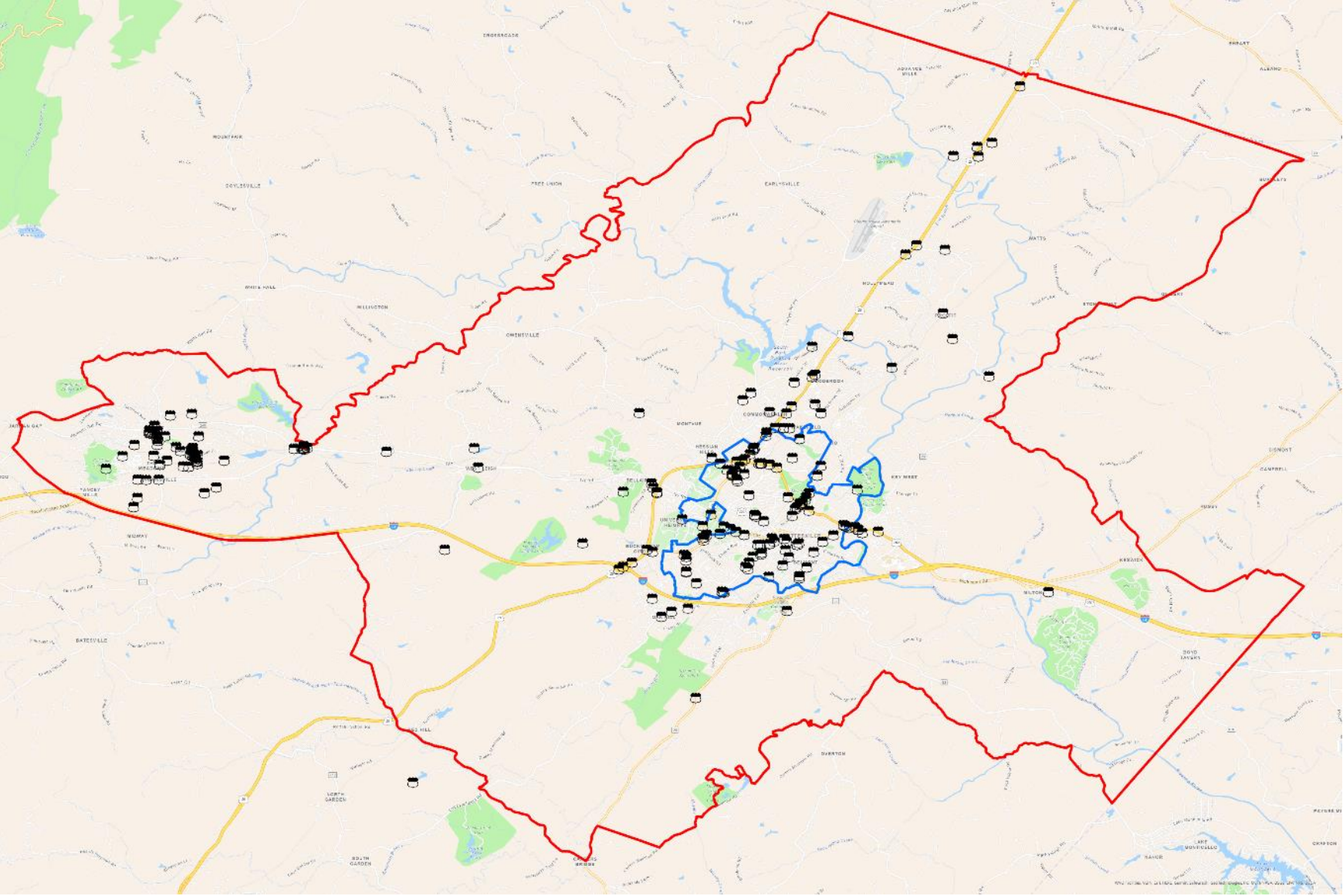
MetroQuest Survey: Public Transit Improvement Locations



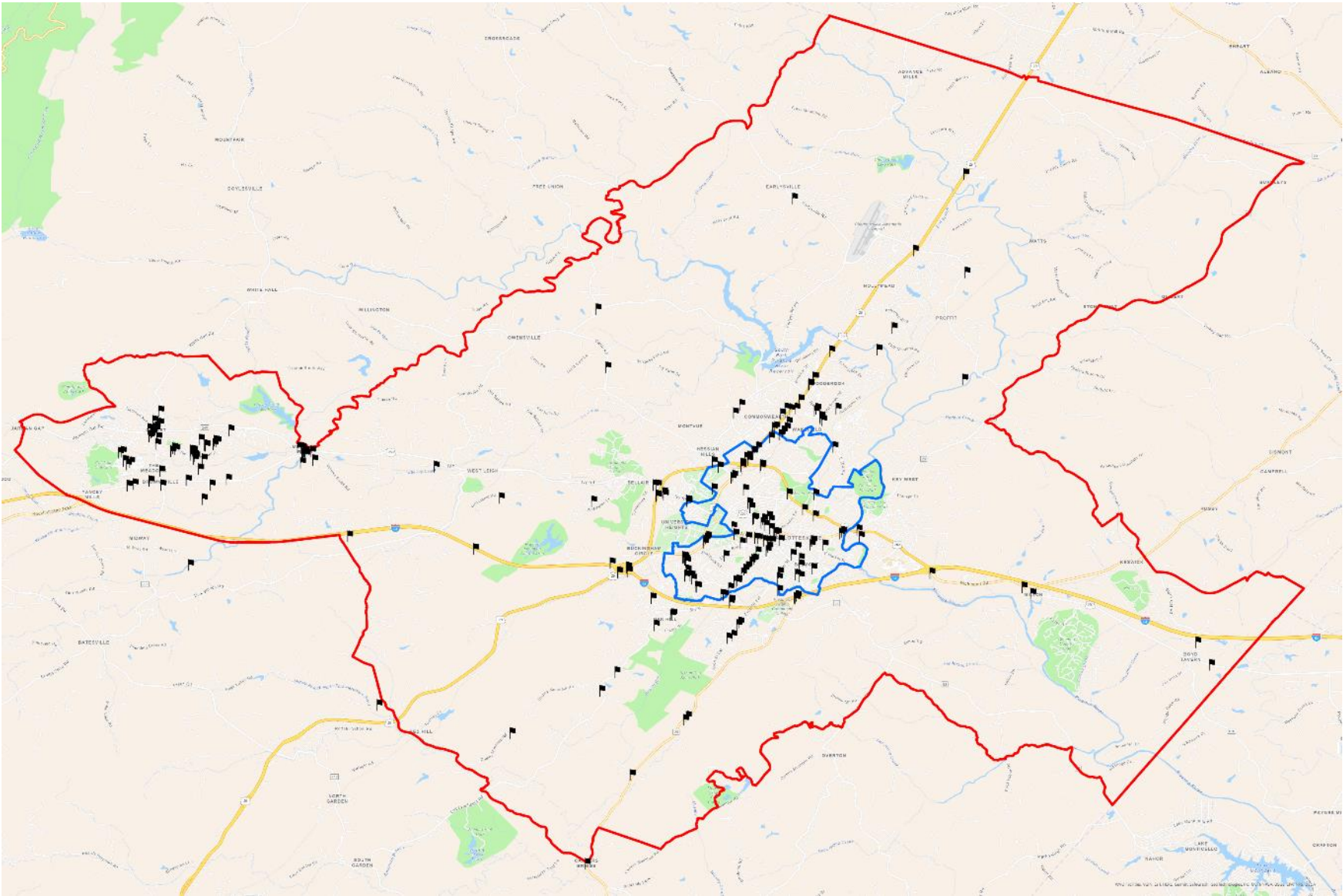
MetroQuest Survey: Bike & Ped Improvement Locations



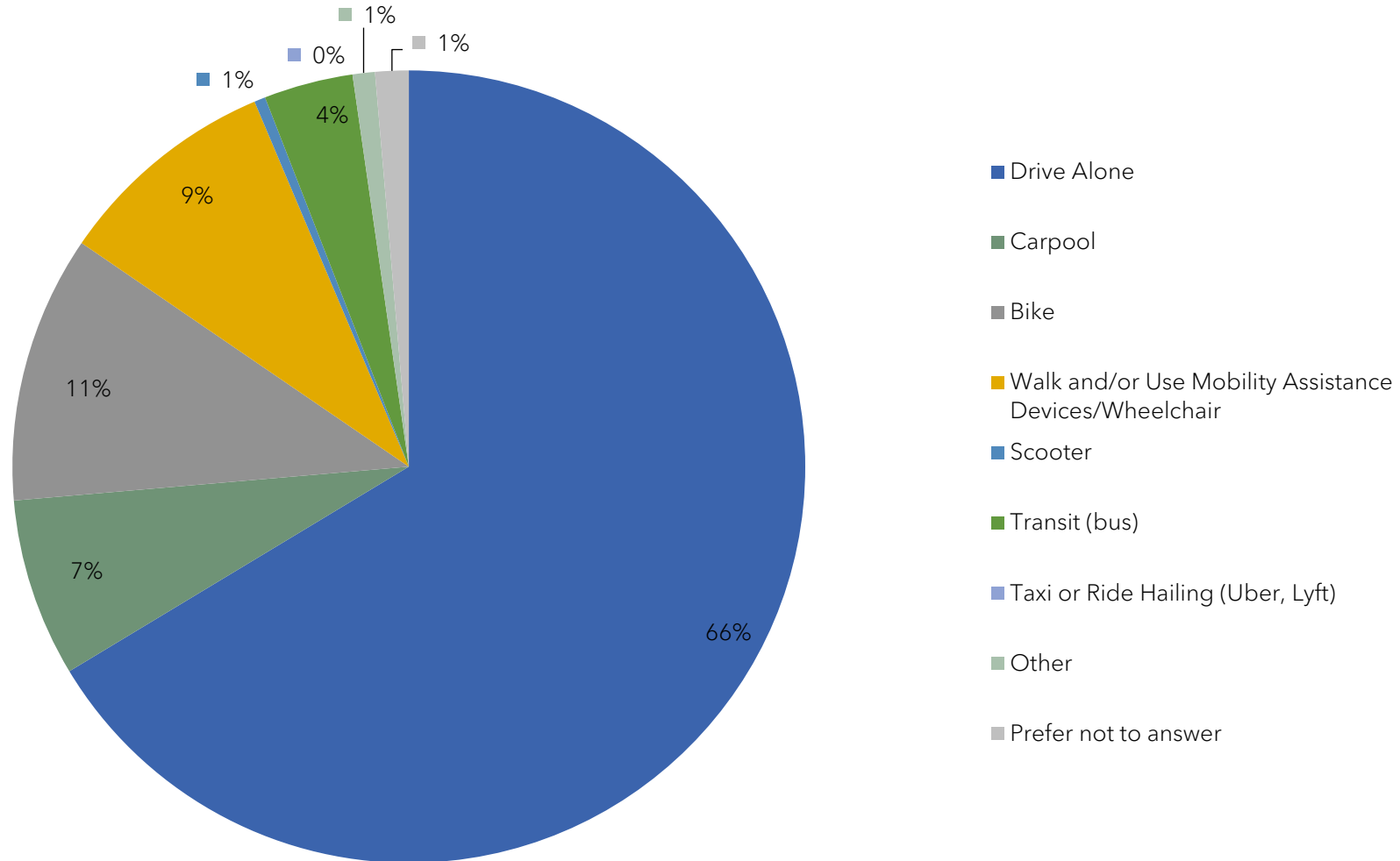
MetroQuest Survey: Roadway Improvement Locations



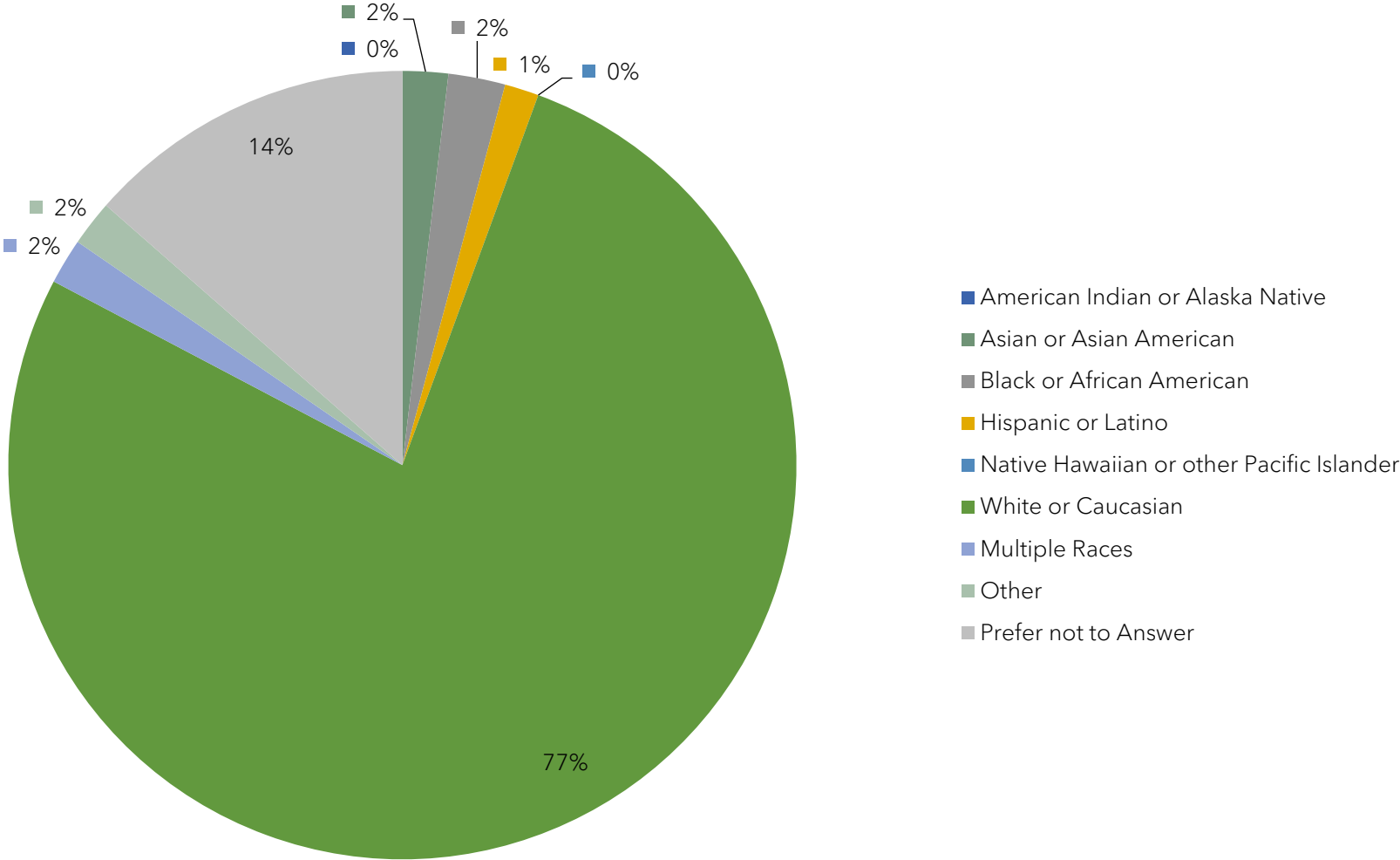
MetroQuest Survey: Safety Improvement Locations



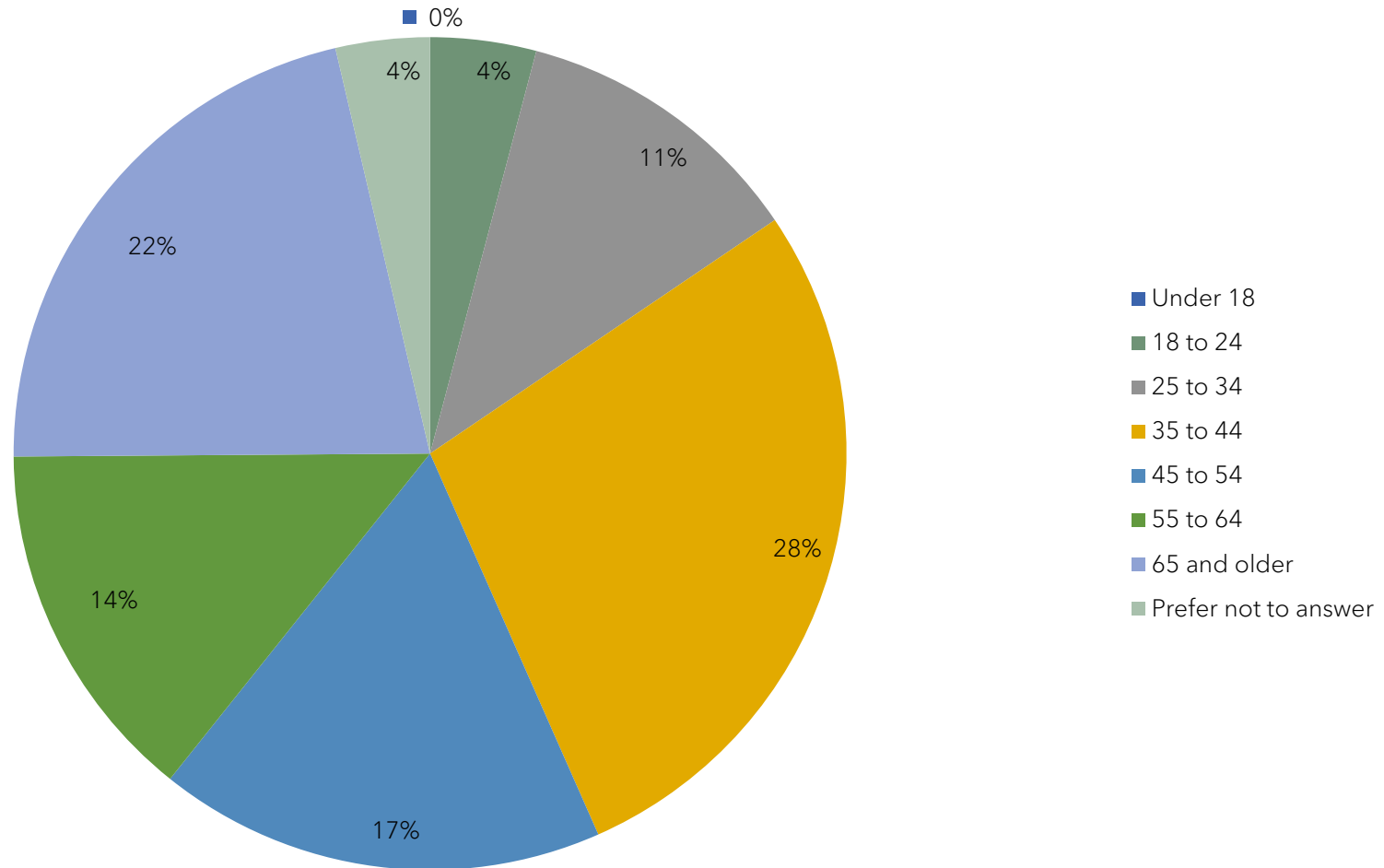
MetroQuest Survey: Primary Mode of Transportation



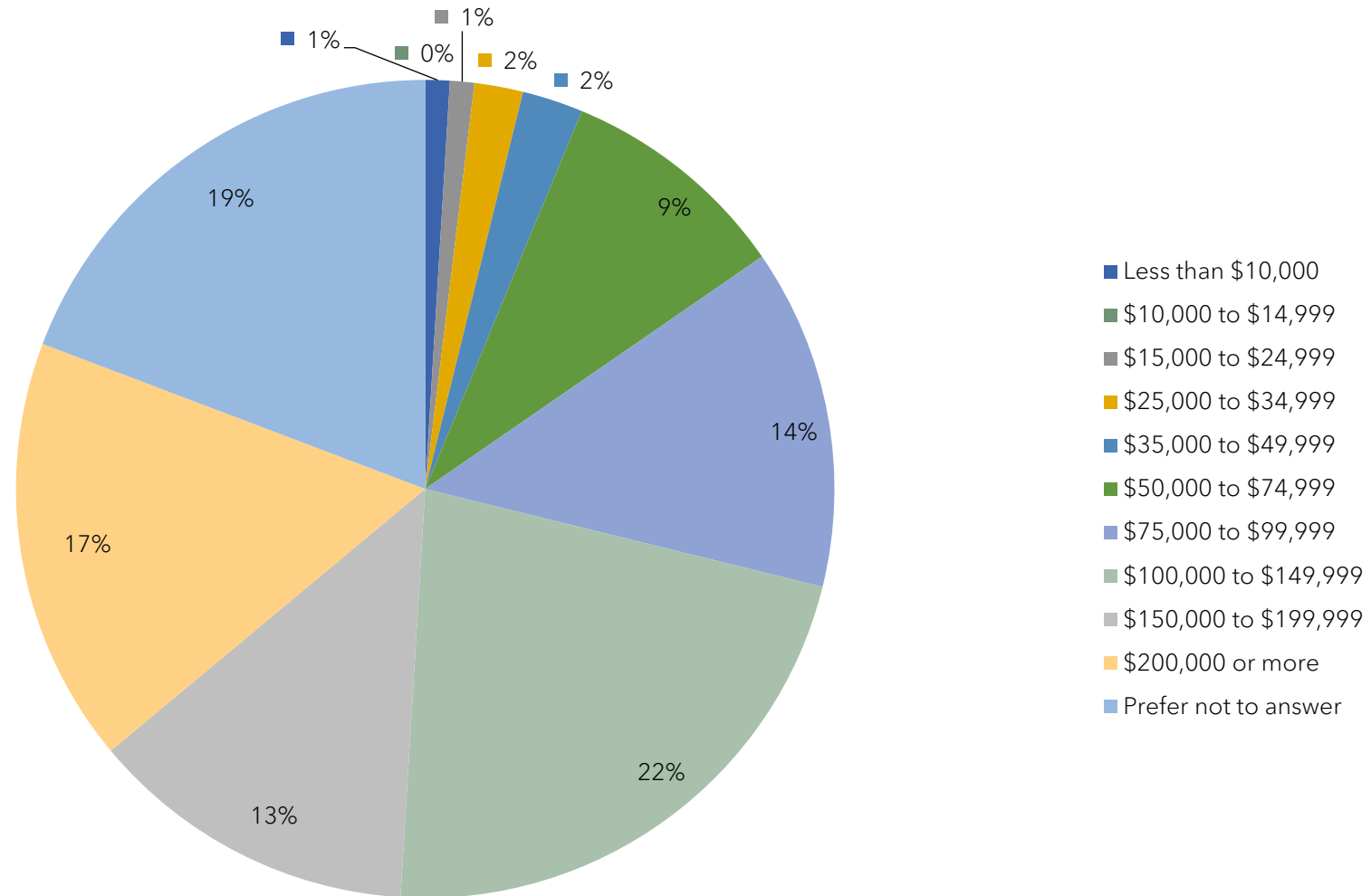
MetroQuest Survey: Race



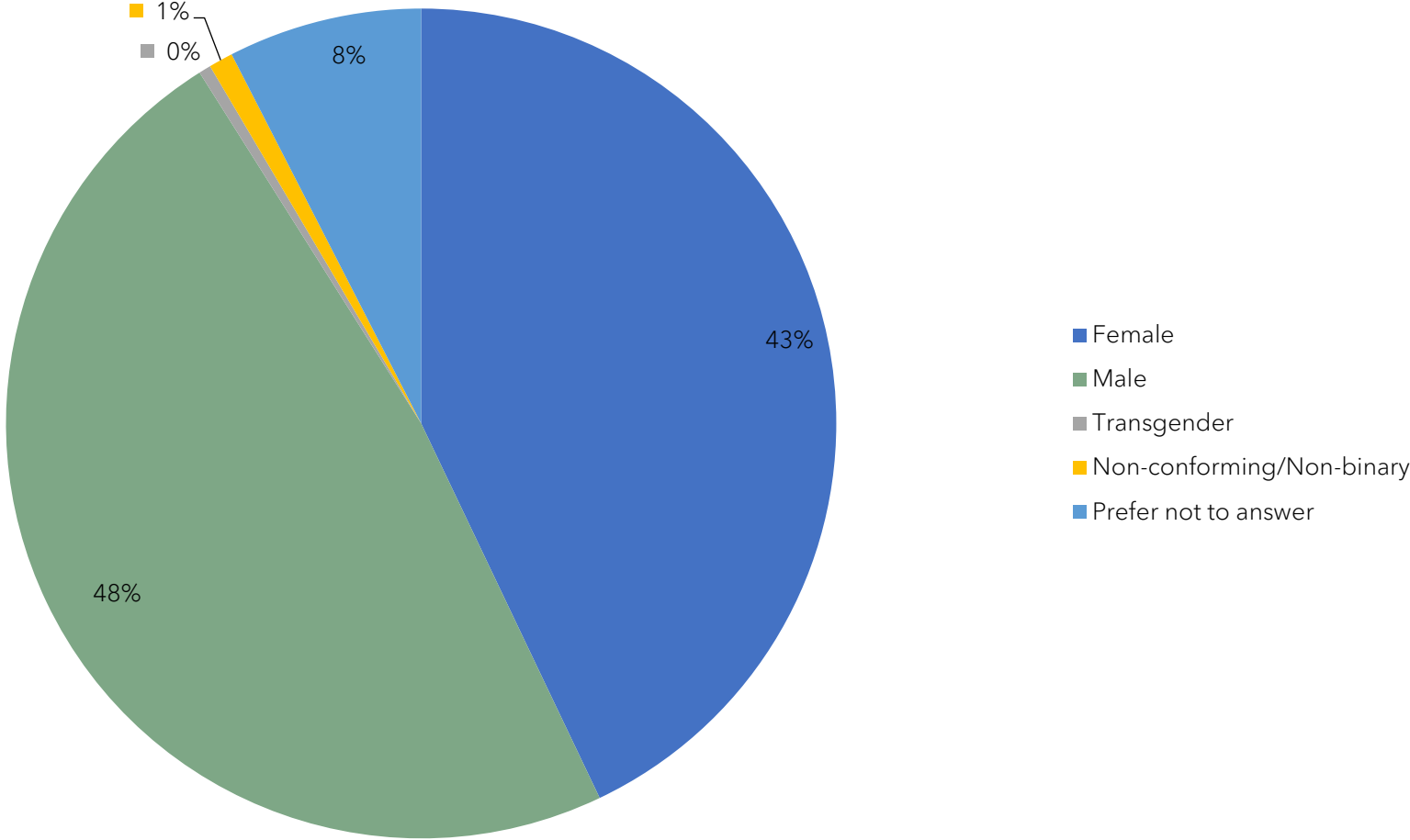
MetroQuest Survey: Age



MetroQuest Survey: Household Income




MetroQuest Survey: Gender Identity





Next Steps

Fall 2023

- Complete the full engagement analysis and engagement report.
 - Finalize weighting of performance metrics.
 - Share the candidate projects (list and map).
 - Working to identify high priority needs.
 - Begin to pair down the candidate project list for consideration.
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- A decorative blue curved shape is located in the bottom right corner of the slide, extending from the right edge towards the center.

Committee Discussion

- Is there anything in the initial results that surprises you?
- Is there value in showing engagement results separately versus consolidating feedback?
Should we:
 - Consolidate comments from all engagement efforts into one data source OR
 - Analyze the results of each engagement effort separately?

Questions





SMART SCALE

Summary of Discussions from May, June, & July
Commonwealth Transportation Board Meetings

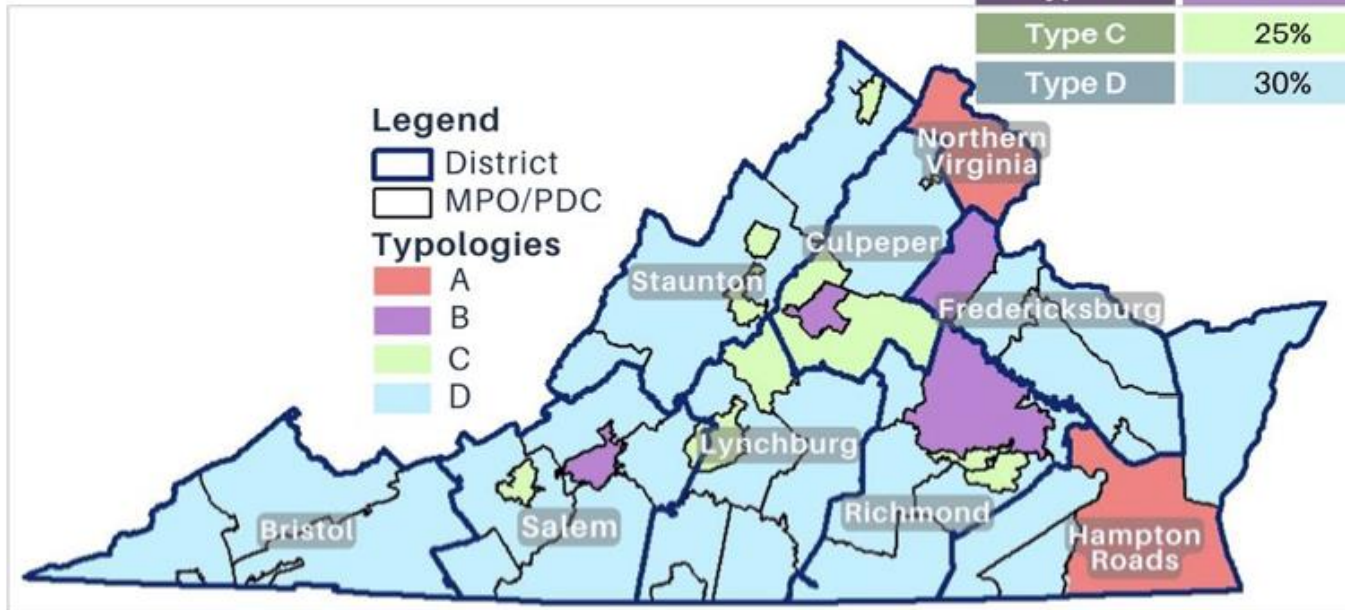
SMART SCALE Funding Programs

District Grant Program	High Priority Program
Intended to fund projects of local significance	Intended to fund projects of regional or statewide significance
Local governments are only eligible applicants	Local governments, MPOs, PDCS, and transit agencies are eligible applicants
Eligible projects are those that address a need for: <ul style="list-style-type: none">• Corridor of Statewide Significance (I-64/250, 29)• Regional Network (defined in VTrans)• Improvements to urban development areas• Safety improvements identified in VTrans	Eligible projects are those that address a need for: <ul style="list-style-type: none">• Corridor of Statewide Significance (I-64/250, 29)• Regional Network (defined in VTrans)
Funding is competitive within the VDOT construction district	Funding is competitive statewide

Area Type and Project Scoring

- Project benefit scores are weighted based on the identified area type

Factor	Safety	Congestion	Accessibility	Land Use	Economic Development	Environment
Type A	5%	45%	15%	20%	5%	10%
Type B	20%	15%	20%	15%	20%	10%
Type C	25%	15%	15%	10%	25%	10%
Type D	30%	10%	10%	10%	30%	10%



- Charlottesville-Albemarle MPO is Area Type B
 - Includes urbanized portions of Albemarle County
- Remaining portion of the Culpeper Construction District is Area Type C
 - Includes rural portions of Albemarle County

Summary of Identified Issues Discussed to Date

1. Application quality, program administration burdens, and project delivery
2. Process should be more forward-looking in accounting for future traffic and economic development
3. Process biases – applicants potentially submitting projects that will be successful, not highest priority projects
4. Influence of the land use scoring factor on determining project benefit scores
5. Funding allocation process may not support funding highest priority/most significant projects

Application quality, program administration burdens, and project delivery

- Analysis summary:
 - SMART SCALE funding program has increased 50% since it was originally implemented, but staff capacity has not increased
 - 50% of Round 5 applications were not ready at time of submission
 - 413 applications submitted in Round 5, 152 recommended for funding (37%)
 - More applications ≠ higher success rate
- CTB Recommendation:
 - Reduce the application cap for all entities to focus on improved application quality
 - Albemarle County, CA-MPO, and TJPDC would be limited to two applications each round

Process Biases Favor Small Projects

- Small projects (project cost < \$10M) are more successful than large projects
 - 51% of small project applications were successfully funded compared to 19% of larger projects
 - Small bike/ped projects* more successful (59%) than small highway projects (47%)
 - For every \$100 requested, small bike/ped projects received \$55 and small highway projects received \$39
- Percent of HPP funding allocated to small projects tripled between rounds 3 & 4
 - 8% to 24%

*Based on SMART SCALE Principal Improvement Type, which is categorized based on the largest component of the application. 50% of all Highway Principal Improvement Type projects have bike/ped components.

A decorative orange vertical bar is on the left side of the slide. A large white circle with a thin grey border is positioned on the left, partially overlapping the orange bar and the text.

Small Project Bias Contributing Factors

- Influence of land use scoring factor
- High Priority Program project eligibility

Land Use Scoring Factor - Issue

- Analysis Summary:
 - Between Round 1 and Round 5 of SMART SCALE, the percentage of the overall benefit score that funded projects received from the land use scoring factor increased from **23% to 49%**
 - The smaller the project size, the greater percentage of a project's score comes from the land use scoring factor
 - In Round 5, funded bike/ped projects received **74%** of their benefits score from the land use scoring factor compared to **37%** for highway projects
- Major Concerns:
 - Land use score captures where projects are located, not expected project outcomes
 - Projects with high land use scores may not have significant benefits in other scoring categories
 - Land use score has disproportionately driven the types of projects that are selected for funding

Land Use Scoring Factor – Proposed Solution

- Continue to use the land use factor to encourage transportation efficient land use
- Calculate the land use benefit using the existing process
- Instead of giving projects a standalone land use score, convert the land use benefit to a multiplying factor to increase the benefits of scores received in the other scoring categories

High Priority Project Definition - Issue

- Current policy defines **where** projects must be located to be eligible for funding through HPP:
 - Corridors of Statewide Significance
 - Regional Networks
- Policy does not specify types of projects that are eligible for funding

High Priority Project Definition – Proposed Solution

- Develop definition for the types of projects that would be eligible for funding through the HPP to the following types:
 - New Capacity Highway
 - Managed Lanes
 - New or Improved Interchanges
 - New or Improved Passenger Rail Stations or Service
 - Freight Rail Improvements
 - Fixed Guideway Transit
 - Transit Transfer Station*
 - New Bridge*
- This would limit MPOs, PDCs, and transit agencies to only submitting project applications that meet this definition

*Added at the September CTB Meeting

MPO/TJPDC Projects Eligible Under Adjusted HPP Definition (Rounds 1-5)

- Free Bridge Congestion Relief – New Capacity Highway
- DDI at Exit 124* – Improved Interchange
- Exit 118 Interchange Conversion – Improved Interchange
- US 29/Hydraulic Grade Separated Interchange Improvements Package – Improved Interchange
- US 29/Fontaine Interchange Improvement* – Improved Interchange
- Hillsdale South Extension – New Capacity Highway
- Rivanna River Bicycle & Pedestrian Crossing – New Capacity Highway

- Exit 118 WB I-64/NB Route 29* (?) – Improved Interchange

*Project was funded

Funding Allocation Process

- Currently, all projects regardless of the funding program are initially categorized based on their Construction District and funded through the following process:
 1. Allocate DGP on a district-wide basis
 2. Allocate HPP on a district-wide basis
 3. Allocate HPP on a statewide basis
- Funding allocation Step 2 currently provides a reasonable opportunity for each district to receive funding for HPP projects
- Concern that projects with lower scores are being funded with HPP over projects in other districts that may receive higher overall scores

Funding Step Example

Project	Cost (in millions)	Score	DGP	HPP	Funded?
Main Street Roundabout	\$8.2	9.3	x		Yes
East Road Turn Lane	\$11.8	8.2	x		Yes
Interchange Improvement	\$23.7	8.1		x	Yes
West Lane Shared Use Path	\$7.4	6.4	x		Yes
Collector Road Extension	\$26.3	5.5		x	No
College Avenue Bike Lane	\$15.3	4.9	x		No
Multi-County Shared Use Path	\$22.7	3.2	x		No



Combined Impacts

- Funded Bike/Ped Projects: 51 to 13
- Highway: 98 to 99
- Transit: 3 to 1

Schedule & Next Steps

- CTB will continue discussions at September meeting:
 - Disconnect between the identified VTrans need and the project benefits
 - Flexibility in project change process
 - Project Performance
 - Economic Development
- Comment/question portal established
- Present recommendations in October
- Virtual Town Hall in November
- Policy adopted in December