



Charlottesville-Albemarle Metropolitan Planning Organization
of the Thomas Jefferson Planning District Commission
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CHART Citizen's Committee Meeting
 Wednesday, July 11, 2007 7:00 p.m.
 TJPDC Large Conference Room

Agenda

To download the entire meeting packet as one file, [click here](#). To download individual items, click on blue text below.

Item	Time	Description
1	7:00 – 7:05	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.</i>
2	7:05– 7:10	Approval of June 6, 2007 Draft Meeting Minutes: Click here for draft minutes
3	7:10-7:15	Nomination and Election of Vice-Chair The Committee will nominate and elect a Vice Chair. Jim Currie is the current Committee Chair.
4	7:15-7:25	Review Proposed TIP Amendment: The Committee will review the proposed amendments to the FY06 Transportation Improvement Program (TIP). The proposed amendments are for the two Interchange Projects currently in the TIP, Widen Westbound Exit Lanes at 5th Street (Project I-3) and Dual Left Turn Lanes, Shadwell Exit (Project I-4). The Proposed amendments are scheduled for public hearing at the July 18 MPO Policy Board meeting. <ol style="list-style-type: none"> 1. Click here to download project information 2. Click here to download the TIP User's Guide
5	7:25- 8:10	FY08 "Game Plan" for Updating UnJAM 2025: The Committee will outline an overall "game plan" for its work over the coming years to update the long range plan, UnJAM 2025. The UnJAM 2025 update is scheduled for adoption by May 2009. The "game plan" will include a draft timeline to complete work, draft timeline for collaboration with the Technical Committee, and the targeted work products (including suggested timeline for public workshops). The committee will also discuss the approach suggested by the Technical Committee as an alternative to modeling. The following materials will provide background information to contribute to the discussion: <ol style="list-style-type: none"> 1. <i>Summary of the suggested methodology for technical analysis (alternative to modeling)</i> 2. <i>List of suggested topics for the UnJAM update</i> 3. <i>List of recent/ongoing studies/projects in the MPO area that can inform the UnJAM update</i> 4. <i>Map identifying shopping, residential density, approved new development, and other area characteristics (Map too large for download, contact TJPDC to receive a copy)</i>
6	8:10-8:15	Other Business
7	8:15 – 8:20	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.</i>

Upcoming Agenda Items

August	September
Transportation 101: Arendt	Transportation 101: Affordable Housing (<i>tentative</i>)
Review Draft Freight Analysis	

Click here for [Project Tracking Matrix](#)

Click here for Supplemental Information: Citizen letter regarding CTS/Transit



CHART Advisory Committee Meeting
June 6, 2007 DRAFT Minutes

Present

Members

Stephen Bach
Stan Binsted
James Currie, Chair
Marc Evans
Jay Gauldin
Ann Mallek
Calvin Morris
John Pfaltz
Tricia Traugott

Representing

MPO, Bicycling
County at Large, Small Business
County At-Large, Environment
MPO
MPO
County At-Large
County Planning Commission, Albemarle County
City At-Large
MPO

Members Absent

Steve Bolton
Bobby Burke
James Burton
Peter Kleeman

Representing

City At-Large
MPO, Pedestrian
City At-Large
City At-Large

Staff

Kellem Emanuele
Ann Whitham

Representing

TJPD
TJPD

Welcome and Matters of the Public:

Mr. Currie began by welcoming new members Marc Evans, Jay Gauldin and Tricia Traugott. The Committee discussed the role of the CHART Committee and experiences serving on the Committee.

Approval of May 2, 2007 Meeting Minutes

Upon a motion by Mr. Currie, seconded by Mr. Bach, the May CHART meeting minutes were unanimously approved.

SAFETEA-LU Compliance Update

Ms. Emanuele provided an overview of SAFETEA-LU as it relates to MPO work products: The Long Range Plan, Transportation Improvement Program (TIP), Work Program and Public Participation Plan. The FY08 Work Program is compliant, but the Long Range Plan needs to be amended to include an Environmental Mitigation section. The Public Participation Plan will also

be updated. MPO staff is in the process of seeking comment on both plans. Public hearings are scheduled for June 20.

Review of Draft Public Participation Plan

Ms. Emanuele explained that the last review was completed in February 2005. The updated plan, approved by the MPO Policy Board at the public hearings January and February of 2007. Mr. Currie opened up the floor for comments on the plan.

Mr. Morris commented that the Glossary of Acronyms is worth its weight in gold. Mr. Currie and Mr. Binsted agreed that it was a great document.

Ms. Emanuele noted that the following additional revisions have been suggested: Light Rail Transit will be added to the acronym list. Additionally, staff suggests that the glossary be removed from the Participation Plan and exist as a separate document. This will enable the glossary to be updated/amended more frequently (as necessary). Mr. Pfaltz suggested that the Long Range Plan and UnJAM be co-referenced in the acronym table.

Upon a motion by Mr. Pfaltz, seconded by Mr. Morris, the Public Participation Plan was unanimously approved as amended. All were agreed that any additional CHART Committee recommendations should be forwarded to Staff and incorporated.

Review Draft Environmental Mitigation Addendum to UnJAM 2025

Ms. Emanuele explained that the MPO is working with a wide range of local, state, and federal agencies. Mr. Currie asked if staff has indications that the plan and environmental mitigation section are in good shape. Ms. Emanuele responded that VDOT has told the MPO that the draft meets the core requirements.

Ms. Emanuele noted that while MPO staff wrote the document in collaboration with others, content and data came from numerous state and federal environmental agencies. Ms. Mallek commented that prevention and designating some areas off limits is the only way to control environmental impacts with respect to road building.

Ms. Emanuele reviewed additional revisions that will be made to Figures 1 and 2, including depicting City Historic Districts and more clearly distinguishing the UnJam 2025 road projects (Figure 2).

Upon a motion by Mr. Pfaltz, seconded by Ms. Mallek, the Environmental Mitigation plan was unanimously approved.

July Meeting Schedule

The Committee agreed to reschedule the July CHART meeting for Wednesday, July 11 at 7pm. The Meeting will focus on developing a schedule and plan for the long range plan update.

FY08 “Game Plan” for Updating UNJAM 2025

Ms. Emanuele reported that as an alternative to modeling, a benchmark analysis approach has been suggested. This approach would compare data from 2006 (e.g. population, traffic, dwelling units) to the projections for 2025 included in UnJAM.

Mr. Pfaltz commented that the benchmark approach could be used to project where growth will be and where it's occurring as a way to redirect future transportation planning.

Ms. Mallek asked if there are any visiting experts with whom the CHART committee could meet in the meantime to help them brainstorm ideas. Mr. Pfaltz mentioned that he met with David Slutzky and talked about transit ideas. Mr. Slutzky may be someone with whom the Committee should meet.

Ms. Emanuele summarized that CHART's game plan may include gathering more information until a decision about the technical update is made. Ms. Traugott inquired about available traffic and travel data and if the MPO could conduct its own surveys by having a questionnaire on the internet. Ms. Emanuele responded that such surveys wouldn't be statistically significant and thus aren't often used, however that it might be a useful piece of anecdotal information.

Ms. Traugott noted that alternate routes to Rt. 29 are already in use, they're just not improved. Ms. Mallek explained that the roads Ms. Traugott mentioned are in the Six Year Improvement Plan.

July Meeting Reschedule

Mr. Currie suggested a less formal July meeting to get to know each other, look over maps and discuss LRP game plan update ideas. Mr. Evans mentioned that he has lots of ideas for updates that he will pass on Ms. Emanuele, who will include the list in the next packet.

The Committee agreed to hold the meeting at 7pm on Wednesday, July 11th.

Ms. Emanuele asked for any other items to include on the July agenda.

Mr. Morris asked for a list of plans of area projects that could inform the long range plan update.

Citizen Letter of Support for Photo Red Cameras

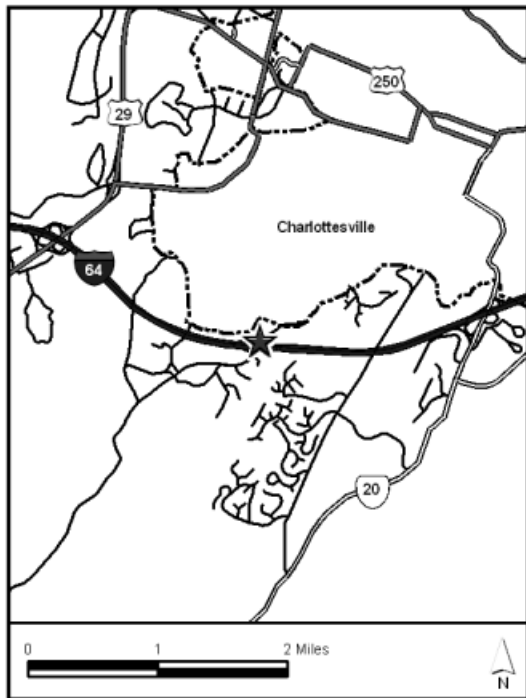
Ms. Emanuele noted that this letter will be made available to all MPO committees.

Project Number I-3: Widen Westbound Exit Lanes at 5th Street

PROJECT SUMMARY

ROUTE: 0064 UPC NO.: 77395	PROJECT RTE I-64 - WIDEN WESTBOUND EXIT APPROACH LANES	NFO	PROGRAM/SYSTEM Interstate	MPO Area Charlottesville				
STREET NAME: JURISDICTION: Albemarle County DESCRIPTION:				EST. SCHEDULE PE 48 FY2009 RW 0 N/A CN 159 FY2011 TO 207				
SCOPE OF WORK: MINOR WIDENING PROJECT LENGTH: 0.1000 MI PRINCIPAL FUND SOURCE: NH								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011
Interstate	0	0	207	0	0	0	0	0

PROJECT LOCATION:



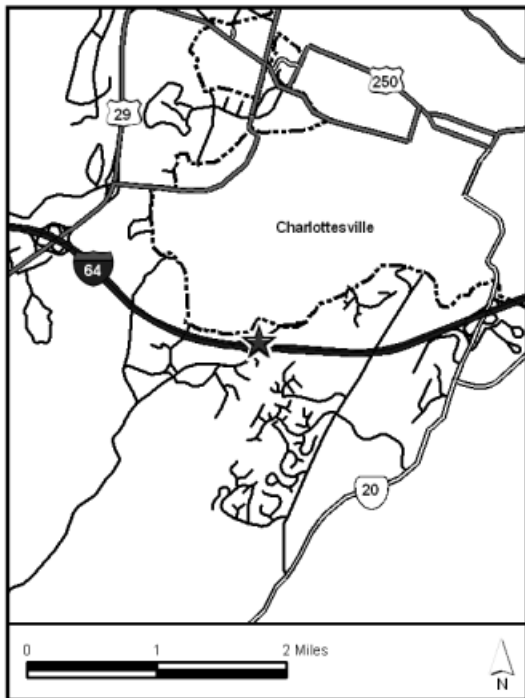
ADDITIONAL INFORMATION	
Purpose:	Widen exit at I64-5 th St. interchange
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	

Proposed Revision
Project Number I-3: Widen Westbound Exit Lanes at 5th Street

REVISED PROJECT SUMMARY

ROUTE: 0064	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 77395	RTE I-64 - WIDEN WESTBOUND EXIT APPROACH LANES		Interstate	Charlottesville				
STREET NAME:				EST.	SCHEDULE			
JURISDICTION: Albemarle County				PE	361 FY2009			
DESCRIPTION: AT 5TH STREET				RW	0 N/A			
				CN	843 FY2011			
				TO	1,204			
SCOPE OF WORK: MINOR WIDENING								
PROJECT LENGTH: 0.1000 MI								
PRINCIPAL FUND SOURCE: NH								
REQUIRED ALLOCATIONS (000's)								REQ'D AFTER
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	2012
Priority Transportation Funds	170	0	0	0	0	0	0	204
Interstate	105	305	250	47	51	72	0	204
Total	275	305	250	47	51	72	0	204
OBLIGATIONS (000's)								Balance to
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	Complete
Federal - NH	PE	72	0	289	0	0	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	842
PROGRAM NOTE: TIP Amd FFY07 to obligate \$288,997 of NH Funds PE Phase FFY07. EBR 05/31/07								

PROJECT LOCATION:



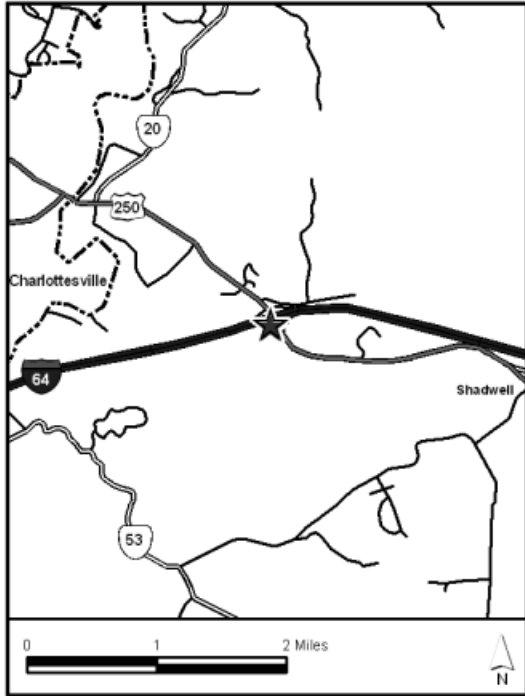
ADDITIONAL INFORMATION	
Purpose:	Widen exit at I64-5 th St. interchange
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	

Project Number I-4: Dual Left Turn Lanes (Shadwell Exit)

PROJECT SUMMARY

ROUTE: 0064	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 77396	RTE I-64 - SHADWELL-EBL EXIT INSTALL DUAL LTLs TO WB RTE 250		<i>Interstate</i>	Charlottesville				
STREET NAME:				EST. SCHEDULE				
JURISDICTION: Albemarle County			PE	385 FY2009				
DESCRIPTION:			RW	0 N/A				
			CN	1,400 FY2012				
			TO	1,785				
SCOPE OF WORK: MINOR WIDENING								
PROJECT LENGTH: 0.1000 MI								
PRINCIPAL FUND SOURCE: NH								
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	2011
Interstate	0	0	885	900	0	0	0	0

PROJECT LOCATION:



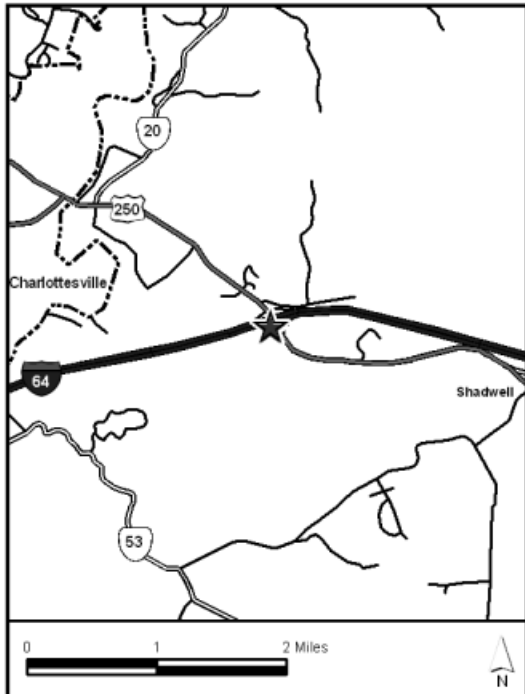
ADDITIONAL INFORMATION	
Purpose:	Widen I64 – Rt. 250 Interchange at Shadwell
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	

Proposed Revision
Project Number I-4: Dual Left Turn Lanes (Shadwell Exit)

REVISED PROJECT SUMMARY

ROUTE: 0064	PROJECT	NFO	PROGRAM/SYSTEM	MPO Area				
UPC NO.: 77396	RTE I-64 - SHADWELL-EBL EXIT INSTALL DUAL LTLS TO WB RTE 250		Interstate	Charlottesville				
STREET NAME:				EST. SCHEDULE				
JURISDICTION: Albemarle County			PE	600 FY2009				
DESCRIPTION: AT ROUTE 250			RW	0 N/A				
			<u>CN</u>	<u>2,501</u> FY2012				
			TO	3,101				
SCOPE OF WORK: MINOR WIDENING								
PROJECT LENGTH: 0.1000 MI								
PRINCIPAL FUND SOURCE: NH								
REQUIRED ALLOCATIONS (000's)				REQ'D AFTER				
Fund Sources	Prev. Alloc	FY2008	FY2009	FY2010	FY2011	FY2012	FY2013	2012
Interstate	231	785	645	125	125	125	0	1,065
OBLIGATIONS (000's)								
Fund Sources		Match	Previous	FY2007	FY2008	FY2009	FY2010	Balance to Complete
Federal - NH	PE	120	0	480	0	0	0	0
	RW	0	0	0	0	0	0	0
	CN	0	0	0	0	0	0	2,501

PROJECT LOCATION:



ADDITIONAL INFORMATION	
Purpose:	Widen I64 – Rt. 250 Interchange at Shadwell
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	

Understanding Transportation Improvement: TIP User's Guide

Transportation improvement is a multi-modal process. As such, transportation improvement projects include roadway, bicycle, pedestrian, rail, and transit projects. Project information in the TIP is divided into the project categories described below:

PROJECT CATEGORY	DESCRIPTION
Interstate (Projects labeled I-#)	Interstates are four-to-ten lane highways in Virginia. Interstates connect states and major cities. The projects listed in the Interstate section of the document describe interstate projects in the MPO area.
Primary Roads (Projects labeled P-#)	Primary Roads are two-to-six-lane roads that connect cities and towns with each other and with interstates. The projects listed in the Primary Road section of the document describe projects on Primary Roads in the MPO area.
Urban Roads (Projects labeled U-#)	Urban roads are those that are located in cities, rather than Counties. The projects listed in the Urban Road section of the document describe projects on Urban Roads in the MPO area, nearly all of which are located in the City of Charlottesville.
Secondary Roads (Projects labeled S-#)	There are 47,993 miles of Secondary Roads in the state of Virginia. Secondary roads are local connector or county roads. These generally are numbered 600 and above.
Rail Safety (Projects labeled R-#)	Rail safety projects include safety improvements to railroad crossings (gates, flashing lights, etc.).
Transportation Enhancement (Projects labeled T-#)	Transportation enhancement projects include safety and aesthetic improvements.
Public Transit Projects	Public transportation projects do not have specific project numbers. Public transit projects include Charlottesville Transit Service (CTS) and JAUNT services for which federal funding allocations are planned. The RideShare program budget is state funded and shown for informational purposes. All state and federal transit programs are matched with local government funds.
Operations and Maintenance (Projects labeled _OM-#)	Operations and Maintenance Projects are included in several of the project categories. In the past, operations and maintenance (O & M) budget items were traditionally funded only with state money. In the last couple years VDOT has sought to use federal funds for operations and maintenance purposes. Therefore, it is necessary to show O & M line items in the STIP and TIP. Allocations and corresponding obligations for operational and maintenance activities are distributed based on the nine construction districts across the state. Operational and maintenance expenditures are often reactive based on unpredictable events that necessitate guardrail repairs, sign replacements, pavement repairs, or other maintenance of assets. Because of the reactive and unpredictable nature of these activities, forecasted allocations and obligations have not been broken down further by MPO area. As a result, a project summary (as indicated by UPC number) is included for both the MPO line item and a referenced District-wide line item for O & M activities. District-wide funds that are not used <u>may</u> be eligible for other projects, but will need to stay within the highway system (interstate, primary, urban, or secondary) for which they were originally allocated.

Allocations vs. Obligations

Allocations are funds that are available each year as identified in VDOT's budget and Six Year Plan. Allocation amounts include state funds, federal funds, and local/state matching funds. Allocations, in some cases, are not dependent on project phase and often reflect an accrual of funds necessary to initiate a project phase in the future.

Obligations are commitments by the federal government to reimburse the state for the federal share of a project's eligible costs. Obligations are identified in the STIP/TIP by project and project phase (Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)) and are forecasted across a three-year window.

FY06 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

One way to look at allocations and obligations is that the allocation is the estimated amount of your overall checking account balance that you anticipate spending, and the obligations are the checks you plan to write to cover costs that you have incurred. The TIP is an obligation document; the Six-Year Plan is an allocation document. The Six-Year Plan outlines allocation amounts for each fiscal year. Once the Six-Year Plan that was effective July 1, 2005 was adopted, FY06 allocations became included in the total previous allocations. This is because the funding for projects occurring in FY06 was no longer a projected estimate (allocation), but was actually in progress and incurring cost (obligation). As a result, FY07 is the next fiscal year for which money can be allocated (i.e. for which estimates can be projected). However, obligations (the federal dollars we plan to spend) can't be determined until the allocations (the money we have in the bank) are determined. In other words, we are already looking forward to FY07 for allocations when the obligations for FY06 are determined. Additionally, since projects occurring in FY06 are continuing to incur costs as they progress, the FY06 obligation amounts are essentially a snapshot in time of the actual costs to date. In general, a project's obligation funding can only be equal to or less than the amount of funding allocated to it.

Project Summary

Detailed project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The detailed information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. Definitions for the numbered terms appear in the corresponding Glossary of Terms table. Project information will continue to appear if funding is still necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). Additionally, projects must be removed from the Six Year Program in order to be removed from the TIP.

1 ROUTE: 0029
2 PROJECT: RTE 29 (FONTAINE AVENUE) - 3 LANES
3 INFO: N/A
4 PROGRAM/SYSTEM: Urban
5 MPO Area: Charlottesville

UPC NO.: 14643
 REPORT NOTE: PE & RW only, accruing funds for CN.

STREET NAME: FONTAINE AVENUE
 JURISDICTION: Charlottesville
 DESCRIPTION: FROM: 0.116 KILOMETER WEST WCL CHARLOTTESVILLE; TO: JEFFERSON PARK AVENUE
 SCOPE OF WORK: RECONSTRUCTION
 PROJECT LENGTH: 0.7610 KM
 PRINCIPAL FUND SOURCE: STP

6 PE: 1,112
7 RW: 1,412
8 CN: 0
9 EST. TO: 2,524
10 SCHEDULE: Underway

Fund Sources	Prev. Alloc	REQUIRED ALLOCATIONS (000's)						REQ'D AFTER 2011
		FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	
Formula - Urban	2,831	0	0	0	0	0	0	
Local Project Contributions	58	0	0	0	0	0	0	
Total	2,889	0	0	0	0	0	0	

Fund Sources		OBLIGATIONS (000's)		FY2006	FY2007	FY2008
		Match	Previous			
Federal - STP	PE	222	890	0	0	0
	RW	197	195	771	0	0
	CN	0	0	0	0	0
Other	PE	0	0	0	0	0
	RW	0	0	249	0	0
	CN	0	0	0	0	0
Federal Total	PE	222	890	0	0	0
	RW	197	195	771	0	0
	CN	0	0	0	0	0

11 Fund Sources (left)
12 Prev. Alloc (left)
13 Match (bottom)
14 Previous (bottom)
15 FY2006 (bottom)
16 FY2007 (bottom)
17 FY2008 (bottom)
18 REQ'D AFTER 2011 (right)

FY06 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Glossary of Terms

OBJECT	TERM	DEFINITION																										
1	Universal Project Code (UPC)	Number assigned to each project at its conception and remains with the project until completion																										
2	Report Note	Includes notes about the work to be covered by the project																										
3	Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction contracting and management NFO: Indicates No Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether or not there is federal oversight in the construction contracting and management phase of a project.																										
4	Program/System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous																										
5	MPO Area	Indicates the metropolitan planning area in which the project is located																										
6	Principal Fund Source*	<p>The FHWA program which is the primary source of the funding for the project. FHWA funding sources are described below:</p> <table border="1"> <tbody> <tr> <td>APD Appalachian Development</td> <td>HPD TEA-21 Priority</td> </tr> <tr> <td>APL Appalachian Local Access</td> <td>I Interstate</td> </tr> <tr> <td>BH Bridge Rehabilitation</td> <td>IM Interstate Maintenance</td> </tr> <tr> <td>BOND Bonds/Interest</td> <td>NHS National Highway System</td> </tr> <tr> <td>BR Bridge Replacement</td> <td>OC Open Container</td> </tr> <tr> <td>CMAQ Congestion Mitigation & Air Quality</td> <td>OT Off the Top</td> </tr> <tr> <td>DEMO Federal Demonstration</td> <td>RO Repeat Offender</td> </tr> <tr> <td>DT Dulles Toll Facilities</td> <td>RPT Richmond-Petersburg Turnpike Tolls</td> </tr> <tr> <td>EN Enhancement</td> <td>RS Rail Safety (100% Federal)</td> </tr> <tr> <td>FH Forest Highway</td> <td>RSTP Regional Surface Transportation Program</td> </tr> <tr> <td>FRAN Federal Reimbursement Anticipation Notes</td> <td>S State</td> </tr> <tr> <td>FTA Federal Transit Authority Grant</td> <td>STP Surface Transportation</td> </tr> <tr> <td>HES Hazard Elimination Safety (Sec. 152)</td> <td>TFRA Toll Facilities Revolving Door</td> </tr> </tbody> </table>	APD Appalachian Development	HPD TEA-21 Priority	APL Appalachian Local Access	I Interstate	BH Bridge Rehabilitation	IM Interstate Maintenance	BOND Bonds/Interest	NHS National Highway System	BR Bridge Replacement	OC Open Container	CMAQ Congestion Mitigation & Air Quality	OT Off the Top	DEMO Federal Demonstration	RO Repeat Offender	DT Dulles Toll Facilities	RPT Richmond-Petersburg Turnpike Tolls	EN Enhancement	RS Rail Safety (100% Federal)	FH Forest Highway	RSTP Regional Surface Transportation Program	FRAN Federal Reimbursement Anticipation Notes	S State	FTA Federal Transit Authority Grant	STP Surface Transportation	HES Hazard Elimination Safety (Sec. 152)	TFRA Toll Facilities Revolving Door
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7	Required Allocations	The allocated funding (in thousands of dollars) for the project over the next six years. Funding allocations are commitments by the State to contribute funding if it is available. Allocation estimates are not guaranteed, and may be changed if funding is not available.																										
8	Project Phase	<p>PE: Preliminary Engineering - Preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections and public hearings will be done. This process can take a few months to several years to complete.</p> <p>RW: Right of Way - Negotiations with property owners take place, payments are made and arrangements with utility companies are finalized, to obtain the land necessary for the project.</p> <p>CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.</p>																										

FY06 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECT	TERM	DEFINITION
9	Estimated Cost	The estimated cost (in thousands of dollars) for each phase of the project, and the total estimated cost (TO). The cost estimate reflects the best overall estimate available at the time. Estimated costs begin as rough estimates usually based on historical data and are updated at critical stages (e.g. the final field inspection, as plans are more defined).
10	Schedule	The current status of each phase of the project. Potential statuses include: complete, underway, and N/A. N/A indicates that the corresponding phase is not included in that project
11	Fund Sources	<u>Formula</u> : indicates allocations that are based on allocation formulas by a system established in Virginia Cod. For example, "Formula - Primary" are allocations that come from the formula for the Culpeper District <i>Primary</i> System <u>Local Project Contributions</u> : indicates non-federal, non-state funding <u>Revenue Sharing</u> : indicates funding derived from revenue sharing
12	Previous Allocations	Identifies total project allocation to a project (in thousands of dollars) in previous years. Funding allocations are commitments by the State to contribute funding if it is available. Allocation estimates are not guaranteed, and may be changed if funding is not available.
13	Obligations	The amount of funding to which is obligated. A funding obligation is the spending authority that a state can spend and be reimbursed in each Federal fiscal year. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement.
14	Match	Most federal fund sources require a match of some sort; most often 80-20 i.e. the federal government reimburses 80% of the total cost. The match is shown in the TIP in the obligations section for informational purposes. The match can come from local, state or other sources.
15	Previous Obligations	The budget (in thousands of dollars) previously obligated to the indicated phase of work by the indicated funding source
16	Current and Future Obligations	The budget (in thousands of dollars) for the indicated phase of work provided by the indicated funding source
17	Required Allocations	Required after 2011 indicates the allocations necessary beyond the current plan to fully fund a project. i.e. Total Estimated Cost - (Previous Allocations + Required Allocation) = Required after 2011
18	Required After 2011	Identifies the additional funding for the project required beyond the current Six-Year Program (FY06 - FY11). Please note there is a glitch in the VDOT Statewide system that incorrectly causes the total Required After 2011 estimate to also appear in the fund source rows in this column.

* All designations except "State" indicate that federal funds are to be used for at least a portion of the project

Additional Project Information

Each project includes additional detail provided by the MPO, the City of Charlottesville, and Albemarle County. This information appears beneath the project's schedule and cost chart, and includes detail describing the project's location, purpose, MPO endorsement status, and environmental review information. Types of Environmental Review include the following:

Environmental Impact Statement (EIS)	An Environmental Impact Statement is prepared for projects where it is known that the action will have a significant effect on the environment
Categorical Exclusions (CE)	Categorical Exclusions are for actions that do not individually or cumulatively have a significant environmental effect. Most CEs require minimum administration review.
Program Categorical Exclusions (PCE)	Program Categorical Exclusions are specifically spelled out actions which are excluded from review and do not require administration review.
Environmental Assessment (EA)	An Environmental Assessment is prepared for actions in which the significance of the environmental impact is not clearly established.
Not Available (NA)	Not available or not undertaken.



**Charlottesville-Albemarle Metropolitan Planning Organization
of the Thomas Jefferson Planning District Commission**

POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org
(434) 979-7310 phone • (434) 979-1597 fax • info@tjpd.org email

Memorandum

TO: CHART Committee
FROM: MPO Staff
DATE: June 29, 2007
RE: Technical Analysis for the Long Range Plan Update

On May 31, 2007, City, County and MPO staff met to discuss potential alternative approaches to technical analysis for the Long Range Plan (UnJAM) update (scheduled for adoption in May 2009). This memo is intended to summarize that meeting and facilitate further discussion.

Key Questions Addressed:

1. Does it make sense to update the model for the 2009 long range plan update?
2. If not new modeling, what type of technical analysis would be most informative?

Overall, the technical analysis for the long range plan update is intended to facilitate establishing the region's goals and priorities and identify priority transportation projects. All were agreed that since some of the transportation data is outdated (OD Data) and new data will be available in 2009 (the current Origin-Destination Data was collected in 1988), that an updated regional modeling exercise would not be particularly informative.

The group explored the idea of compiling data from 2006 (population, dwelling units, Average Annual Daily Traffic (AADT) Counts, etc.) and comparing this data with what has been projected for 2025. This "2006 Snapshot" would serve as a benchmark against which to compare the 2025 projections and to better understand how and where growth is occurring in the MPO area. This analysis may identify those areas where the MPO area has already reached build-out, infrastructure upgrades that have been made to accommodate new growth, and shifting patterns of land use. Conclusions drawn through comparing 2006 actual data with 2025 projected data will help identify potential problem areas, and will also feed the next long range plan update (that will include modeling based on Origin-Destination data collected during the 2008-2009 National Household Transportation Survey (NHTS)).

In addition to the 2006-2025 comparison outlined above, there are several recent studies and projects in the MPO area that can also contribute additional data/technical analysis to the long range plan update, including Place29, 29H250 Studies, the Eastern Connector study, and the Rt. 250/McIntire Interchange Study. Most of these studies have used the current regional model to evaluate projects on a sub-regional or corridor basis, which will provide valuable information in development of the UnJAM 2035 Plan.

At its June 2007 meeting, the MPO Technical Committee unanimously supported this approach.



Topics/Issues to Address in the UnJAM Update

Topics/Issues to address in the next UnJAM process were discussed at the August 2, 2006 CHART Committee meeting. The following ideas were generated during this meeting.

Age Friendly Communities

- Including active living communities and connections to health and obesity.

Environment

- There is a Notice of Proposed Rulemaking to rewrite MPO planning rules to include a greater link between environmental issues and the planning process. It was suggested that the MPO could try to be first place in Virginia that has done a look at issues similar to what is required under NEPA in a regional plan.

Financing

- A stronger section on financing than what was included in the last UnJAM process.
- An element for each of the Federal funding categories that relate to projects.
 - Enhancements
 - Safe Routes to School
 - Safety

Food Security

- Food may not come from California much longer if gas prices continue to rise.

Homeland Security

- Issues such as how people would get in and out of the region if a tornado, hurricane, or mass migration were to occur, either in or through the region, should be explored.
- May open an opportunity for funding.

Industrial Sites

- Ensure that industrial sites have necessary infrastructure/transportation facilities.

Parking

Rising Gas Prices

- Explore how higher gas prices would affect transit and outlying communities (such as Fluvanna or Greene County).
- Include a series of stories about how behavior would change if gas went up
- Include a series of stories of how rising gas prices have already impacted family budgets
- Strategies should address a solution if gas does go up.

Security

Suggested topics for the Long Range Plan Update discussion provided by Marc Evans.

- “Mobility Friendly Communities” in lieu of “Age Friendly Communities”

[In lieu of: Food security, Homeland security, Parking, Rising Gas Prices, Security]

- Energy – encourage diversity of energy sources/fuels for regional use in static (structures) and dynamic (transport) environments
 - Biofuels – regionally produced fuels for cleaner air, enhanced economy, regional emergency source of energy
 - Diversity of transport automation – hybrid transit, electric city cars, hybrid emergency vehicles
 - Energy exchange – structures/transport systems that can exchange energy (for example, parking structures that can provide electrical charge or can pay for the energy you provide)
- Integrated regional public-private support networks
 - Security/safety
 - Technologically – Data and information exchange among the region’s operators (transportation, public safety, fire, EMS, hospitals, public utilities)
 - Policy/planning – joint (planners and operators) planning and preparation for major events (disasters, concerts, etc.)
 - Operational efficiency
 - Regionally integrated/networked traffic management devices
 - Combined infobase for transit, regional van services, rideshare (including flexible routing, parking place availability/price)



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Memorandum

TO: CHART Committee
FROM: MPO Staff
DATE: July 2, 2007
RE: UnJAM Update

Listed below is a preliminary inventory of studies/plans that may be able to contribute technical information to the upcoming long range plan update. These studies may contribute data to the alternative technical analysis as referenced in the memorandum dated June 29, 2007.

	Study	Status of Technical Analysis for Study	Managed by
	Eastern Connector Study	Underway	County
	Places29/US 29 North	Underway	County
	Rt. 250 Interchange at McIntire	Underway	City
	Regional Transit Authority Plan	Underway	MPO
	Eastern Albemarle Sub-Area Study	Underway	TJPDC
	Pantops Master Plan Study	Underway	County
	Biscuit Run	Underway	County
	Meadowcreek Parkway – Jones and Jones	Completed	County
	Crozet Master Plan	Completed	County
	Southern Area B Study	Completed	County

Charlottesville- Albemarle Metropolitan Planning Organization (MPO) Area Transportation Projects Project Status Matrix

	Project Name/Description	Lead Jurisdiction	Project Lead	Last Milestone Completed & Jurisdiction Responsible	Upcoming Milestone & Jurisdiction Responsible	Date of Next Milestone	Current Project Status	Estimated Project Completion Date
1	<u>Hillsdale Drive Safety Improvements</u> UPDATED	Albemarle County	Juan Wade	March 27, public hearing	Completion of design plans.	June/July 2007	The consultant is designing final construction plans.	Fall 2007
2	<u>Hillsdale Drive Extension</u> UPDATED	Charlottesville	Jeanette Janiczek	Location Study complete. FONSI approved 4/06.	SC Meeting #3	TBD	Design and Traffic Analysis currently being performed by consultant.	2010 pending sufficient funding
3	<u>Meadowcreek Parkway</u> New 2-lane road connecting McIntire Rd. to Rio Rd.	VDOT	Greg Krystyniak	Right of Way (RW) acquisition authorized for County portion -- VDOT	Utility relocation --VDOT	Nov. 2007	RW acquisition started for County portion. RW acquisition process for City portion is pending subject to final interchange limits. City considering alt. SWM design.	June 2008 Construction start (pending resolution of funding short fall)
4	<u>Rt. 250 at McIntire Interchange</u> UPDATED	Charlottesville	Jeanette Janiczek	Citizen Info Meetings (CIM) #1 held 2/23/06, #2 held 6/14/06. City Council presentation 8/7/06, MPO Policy presentation held 11/15/06. Planning Commission presentation held 6/12/07.	City Council Presentation	July 2, 2007	Ongoing – 5 alternatives' plans continue to be refined with an emphasis on C1 and G1.	2008
5	<u>Eastern Connector Location Study</u> UPDATED	Albemarle County	Juan Wade And Jack Kelsey	CIM on May 22 and 24	Compilation of CIM	Summer 2007	Using info from CIM and stake holder interviews to development draft alignments. The website for project.	12-14 months
6	<u>ITS</u> UPDATED	Charlottesville	Jeanie Alexander	Traffic data collected, modeling underway.	Model 7 corridors using Synchro and develop timing plans.	Fall 2007	Ongoing – Hope to initiate first timing plans this month.	Ongoing
7	<u>Belmont Bridge</u> UPDATED	Charlottesville	Jeanette Janiczek	Cost benefit analysis supports full replacement	Environmental EQ 429 form submitted for approval. Design RFP being developed.	Mid-2007	Replacement Bridge - Federally funded; Working on RFP for Consultant concerning Bridge Replacement ; Repair work currently taking place under structure.	Unknown
8	<u>JPA Bridge</u> Bridge replacement over Norfolk Southern Rail Road UPDATED	VDOT	Greg Krystyniak	Right of Way Acquisition Authorized - VDOT	Utility relocation –VDOT Re-scope -- VDOT	July 2007	RW acquisition process ongoing. Utility relocation for electric is ongoing. VDOT to hold re-scoping.	Nov 2009 Ad date. CN in Spring of 2010.

**Charlottesville- Albemarle Metropolitan Planning Organization (MPO) Area Transportation Projects
Project Status Matrix**

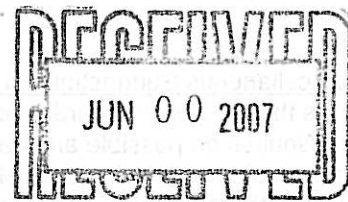
	Project Name/Description	Lead Jurisdiction	Project Lead	Last Milestone Completed & Jurisdiction Responsible	Upcoming Milestone & Jurisdiction Responsible	Date of Next Milestone	Current Project Status	Estimated Project Completion Date
9	<u>Southern Parkway</u> New East-West connection between Avon St. and 5th St.	VDOT	Joel DeNunzio	Project placed in Secondary Six Year Plan – VDOT & Albemarle	PE Authorization (2012) - VDOT		Awaiting accrual of PE Funds	Unscheduled Construction
10	<u>Transit Center</u> [Downtown Transit Station] UPDATED	Charlottesville	Charles Petty	Water Street Level of building opened on March 26, 2007 for Transit operations. Mall Street Level of building opened to public on May 1, 2007 [Visitor Center staff had occupied in April; now open to public.	Completion of Punchlist Items.	July, 2007	Information on City construction projects, including the Transit Center, may be found on-line in the latest Construction Report . The June construction report is found at: http://www.charlottesville.org/Modules/ShowDocument.aspx?documentid=7398	2007
11	<u>Water Street Bike/Ped Path</u>	Charlottesville	Chris Gensic	\$303,000 Federal grant awarded. Advising Coal Tower developer of grant conditions	Pre-construction paperwork. Extend trail down Carlton to Meade Park?	Property Survey underway Historic & Enviro. Appvl– Summer 2007	Investigating options for redesign of existing path from Belmont Bridge to Water street to meet VDOT requirements. Also looking to spend money saved from developer contribution to extend trail form Coiners to Meade Park using space on existing Carlton/Meade Avenue.	2008
12	<u>29H250 Phase II</u> Priority projects include added ramp lane from 29S to 250W, plus added lane on 29S to Hydraulic	TJPDC	Harrison Rue	Use of median for added lane under discussion to lower ROW costs.	Delegate Toscano; Senator Deeds' bills to allow Primary and other funds to be used in urban area have been passed by GA and approved by Governor.	General Assembly and next Six Year Improvement Program. Reconfirmation of projects in 29N Corridor process.	Continuing to seek project funding. 29N Corridor modeling and planning process has incorporated 29H250 priority projects into overall corridor & access management plan.	Unknown
13	<u>Georgetown Rd.</u> Rte 656 – Spot Imp., sidewalk & safety features UPDATED	VDOT	Greg Krystyniak	Citizens Information Meeting – VDOT on March 28th for public to review 3 concepts	Preliminary Design – VDOT	April- May 2007	Completing VDOT scope approval. Survey and R/W identification ongoing. Prel, design work starting.	Unscheduled Construction
14	<u>Rio Mills Rd.</u> Hard-surfacing Rte. 643	VDOT	Joel DeNunzio	SERP completed	Develop preliminary plans and stream crossing design	undetermined	Preliminary Alignment has been developed. Survey was flown and we are waiting on it's delivery to proceed with full design. Advertisement of project will need to be adjusted to accommodate funding issues.	Ad date changed to 2015 due to lack of funds

**Charlottesville- Albemarle Metropolitan Planning Organization (MPO) Area Transportation Projects
Project Status Matrix**

	Project Name/Description	Lead Jurisdiction	Project Lead	Last Milestone Completed & Jurisdiction Responsible	Upcoming Milestone & Jurisdiction Responsible	Date of Next Milestone	Current Project Status	Estimated Project Completion Date
15	<u>Dickerson Rd.</u> Hard surfacing Rte. 606	VDOT	Joel DeNunzio	PE Authorized – VDOT Project approved as Priority 12 of the County Six Year Secondary Road Priority List in January 2006.	Project put on hold due to funding			undetermined
16	<u>Free State Rd.</u> Construct road from Rio Road to Free State Rd to replace substandard bridge or replace bridge.	Albemarle County	Juan Wade	The proposed priority of this project is Priority #6 on the County Six Year Secondary Road Priority List.	Additional funding needed		Evaluating how to scope this project as relates to proposed Belvedere	Not Known at this time.
17	<u>Jarman's Gap Rd.*</u> Pedestrian, bicycle, and turn lane improvements on Rte. 691 UPDATED	VDOT	Brian Arnold	Design Public Hearing held	Right of Way Acquisition	September 2007	Proceeding with administrative adjustments as a result of splitting project into 2 phases. Phase I cost, from Route 240 to Jarmin Lake Road. Phase II cost, from Jarmin Lake Road to Route 684. VDOT Field Inspection to be scheduled Spring of 2007 prior to proceeding to R/W. Survey update being scheduled to reflect new development and to finalize project estimate and plans for Phase I. Cultural Resources are still investigating the "Tea Room" impacts, PM to provide more information this week to VDOT Environmental.	2010 Construction Start
18	<u>Fontaine Avenue</u> Pedestrian, bicycle and turn lane improvements	VDOT	Greg Krystyniak	Design Public Hearing approved	Right of Way Acquisition		Project currently without CN funding. Scope getting reevaluated	Unscheduled Construction
19	<u>Eastern Albemarle Transportation Study</u>	Albemarle County	Juan Wade		Competing the study based on data	Fall 2007	Contract extended to December 2007 to assist with the Rivanna Village Master plan.	Spring 2007

* Project located outside of MPO area.

To: The Community Mobility Committee,
The Metropolitan Planning Organization Committees,
City Council Members,
County Board of Supervisors, and
Candidates:



I am a member of the Community Mobility Committee representing Albemarle County, but I am sending this report as a concerned resident. On the morning of May 29, 2007, Sally Thomas and I completed trips on a Route 7 bus from the bus station to Barracks Rd. where we transferred to a Route 5 bus to Walmart and returned, and then a roundtrip on a Route 2B bus. The transit center employees are friendly and helpful as were the bus drivers we encountered.

Thoughts and Observations on May 29 CTS trips

Equipment: The large buses used on Routes 5 and 7 are noisy, creaky and have 30 seats. They are wheelchair accessible, have easy access off and on, were clean and on time. Apparently, buses used formerly were quieter which is important especially if routes are through residential areas.

The smaller bus used on Route 2 has 16 seats and seat belts.

Suggestions:

1. When replacing buses, a great attempt should be made to find quieter buses, with more comfortable seats, with handles on the backs, which are helpful to passengers steadying themselves.
2. A space for strollers and/or carriages and the need for support for standing passengers should also be considered.
3. The use of smaller buses, which are much quieter and more comfortable, compared to our present large buses, should be carefully considered.

Bus stops: Many bus stops are presently difficult for a pedestrian to access safely, which seems to defeat the purpose of having a bus system.

Suggestions:

1. All bus stops need to be checked for best location and accessibility. (For example, on Route 2B, the County Office Building is almost inaccessible from the bus stop.)
2. A survey should be done to determine the need for additional sidewalks and pedestrian crosswalks. (At first, it may be useful to place stanchions in the crosswalks as is done downtown on a rotational basis until drivers become use to stopping for pedestrians.) Note: The Pedestrian-Transit issue has been adopted as a core issue to be addressed in the FY08 MPO Work Program.
3. A periodic check should also be made of which stops are being used. Bus drivers can be asked.
4. It would be helpful to have bus shelters to provide overhead protection from rain at bus stops.
5. One bus stop had been moved and the passenger was not aware of it. Should a notice be posted on the bus? At the least, notices can now be posted in the bus terminal.

UTS/CTS Riders Guide: It provides much helpful and needed information.

Suggestions:

1. In addition there is a need for a wallet-sized timetable only, separate ones for UTS and CTS, that people can have easily available to carry with them in their purse or wallet.
2. There are a few changes that would make the Riders' Guide easier to use. The listings of the destinations on the left-hand side of the pages could be placed in a box to more clearly delineate them from the timetable, and the list of destinations could be expanded to let riders know what is nearby. Grocery store and library are examples.

Miscellaneous Suggestions or Queries:

1. Is there a policy regarding cell phone use on buses?
2. Would it be possible and easier to have seniors use their Medicare cards to obtain reduced fares instead of having to apply for a card? (This is done in Philadelphia where seniors ride, free.)
3. Can there be, or are there spot checks on ridership on various routes at various times to determine the popularity of the route? Bus drivers implied that they could help, if asked.
4. Should County employees and City employees be allowed to ride free with photo IDs? *The new provision of free rides for UVA employees has resulted in increased use of the buses, drivers told us, and we observed a number of users.*

Promotion: In addition to radio and television ads:

1. Can public service ads be placed in papers and items in condo association newsletters, the Senior Center and JABA publications, etc.? Postings for bulletin board teasers, in workplaces, hospitals, government offices? For example, Turtle Creek newsletter could tell residents where they can go by bus, such as Northside Library, Kroger's – destinations that are easily accessible by bus – with specific directions about where, when, how and cost. Would merchants join in this campaign? A discount with a bus token once a month? Library could give a bookmark.
2. Incorporate a session on alternative transportation in driver education classes, both teenagers' and senior citizens' classes? People need to be educated to ride the bus.
3. Make sure bike stores post notices about the bus bike racks (which seem to be fairly well utilized). Make sure senior centers of all sorts have bus information, including senior rate cards, available.

In summary, the bus ride was pleasant, clean, friendly and on time throughout. But getting to and from the bus seemed to be a challenge in many locations, and we thought ridership could be increased with some low-cost but customized campaigns to let people know how and why to use the bus.

I hope these comments prove to be helpful. As we all realize, a successful bus system is so important for the viability of Charlottesville and Albemarle County.

Respectfully,



Betty C. Black