



Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpcdc.org

(434) 979-7310 phone • (434) 979-1597 fax • info@tjpcdc.org email

Agenda

CHART Citizens' Committee Meeting

Wednesday, May 5th, 2010, 7:00 p.m.

TJPCDC Large Conference Room

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 the March 3, 2010 Draft Meeting Minutes
3	7:10-7:15	Introductions of Committee Members The CHART Committee has a new appointee from the Albemarle County.
4	7:15-8:15	Public Participation Presentation Final review of the Public Participation Presentation. Committee members will have an opportunity to review the presentation in its entirety and make final comments.
5	8:15-8:20	Public Participation Outreach Ms. Eissler will give a status update on the outreach process regarding the CHART Committee's public participation initiative.
6	8:20-8:25	Other Business
7	8:25-8:30	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.</i>



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DRAFT
CHART Advisory Committee Meeting
March 3rd 2010 Minutes

Present

Members

Stephen Bach
Dan Freudberg
Alec Gosse
Mac Lafferty, Vice Chair
Bruce Odell
John Pfaltz
Linda Seaman, Chair

Representing

MPO, Bicycling
MPO
MPO
Albemarle County Planning Commission
City At-Large
City At-Large
City At-Large

Not Attending

Bobby Burke MPO, Pedestrian
Jeff Monroe Albemarle County At-Large
Peggy Westfall City At-Large
Bill Wuensch MPO

Staff:

Sarah Eissler TJPDC
Chuck Proctor VDOT
Bill Watterson CTS
Steve Williams TJPDC

Ms. Seaman called the meeting to order.

Matters from the Public

There were no matters from the public.

Approval of the Minutes

Mr. Lafferty stated that his title had not been changed in the members list of the February minutes. Ms. Eissler stated that she would correct the error.

Upon a motion from Mr. Pfaltz, seconded by Mr. Bach, February 3rd, 2010 meeting minutes were unanimously approved, as amended.

Introduction of new CHART Members

Mr. Seaman introduced the MPO's newly appointed CHART members Dan Freudberg and Alec Gosse. The other present committee members and staff also introduced themselves.

Transit Discussion with Bill Watterson of CTS

Mr. Watterson introduced himself and handed out materials regarding CTS' routes and schedules. Mr. Watterson invited committee members to two separate poetry readings sponsored by CTS that focus on transit-oriented and environmentally-aware topics.

Mr. Watterson presented on CTS' basic fixed-route service model and identified CTS' individual routes and the service they provide. Mr. Watterson also mentioned that CTS' ridership has grown significantly in the last few years. Mr. Pfaltz asked if CTS' ridership growth has resulted in expanded service. Mr. Watterson stated that the growth this year has not resulted in expanded service, but CTS has worked to improve ridership opportunities and types of available fares in order to make the current service more efficient. Mr. Pfaltz asked if revenues were increasing with these new fare opportunities. Mr. Watterson stated that the model was designed so fare revenues would stay flat, however he believes that fare revenues are moderately increasing. Mr. Odell asked what the total revenue was from fares. Mr. Watterson stated that next year's fare revenue total is projected to be \$535,000, which includes the money from the University of Virginia for both the Fare-Free Agreement and the Free Trolley.

Mr. Watterson continued, stating that CTS has greatly outgrown its operations facility and has constructed a new LEED-Certified facility, which can accommodate the CTS fleet and staff. Mr. Watterson also discussed the current CTS fleet and the efforts to replace older buses and trolleys. Mr. Watterson stated that CTS is working to replace the current GILLIG fleet with slightly smaller hybrid buses.

Mr. Watterson also stated that CTS is continually trying to improve the efficiency of its routes, but the nature of the route's service and the location of the population can make efficiency difficult, particularly for the hourly/neighborhood routes. Mr. Watterson also mentioned that CTS is trying to consolidate its night service routes to be more efficient.

Mr. Watterson also mentioned challenges for CTS service, including the number of single anchor routes (routes that have only one major destination). Mr. Watterson also mentioned that Charlottesville's road network is tricky for bus route planning because so many roads are narrow. Both of these issues add to CTS' more circuitous routing issues. Mr. Watterson also mentioned that he has been trying to minimize the number of looping routes, in favor of more bi-directional routes.

Mr. Watterson also stated that CTS has recently presented new route options to City Council that will allow service in the southern portion of the urbanized area. Mr. Watterson stated that these new routes are cross-jurisdictional, which is an issue that has been very difficult for CTS. Extending CTS' service means bringing more service into the County and at this time the County is not in a position to fund more service. Mr. Watterson continued stating that in most cases bus routes are either entirely funded by city match or county match. Only one route is funded by cost-sharing mechanism where the match is split evenly between the City and County, route 2B.

Mr. Watterson also mentioned that numerous social services agencies are moving out from the urban core to the fringes of the urbanized area. Not only does this result in cross-jurisdictional service, but it also results in CTS having to alter routes to make these social services accessible. This can be problematic with CTS's efforts to make more efficient service routes. Mr. Odell asked if social service agencies and PVCC could also set up a fare-free agreement like the agreement with UVa. Mr. Watterson stated that he would like to have more of these agreements in place, but these agencies do not feel able to commit the lump sum cost that is required to set up this type of agreement. Mr. Watterson also stated that he knows that some of these agencies are exploring TDM practices and considering how the cost of parking affects their budget's compared to the cost of transit. Mr. Watterson continued, stating that when it is time for a new model he is hopeful that these new ideas will come to fruition.

Mr. Lafferty asked Mr. Watterson to clarify the funding model. Mr. Watterson stated that when he first arrived he worked to try and determine how the costs are allocated, particularly the local match. Mr. Watterson stated that he determined that the County was paying very little considering the service that was being provided. Mr. Watterson stated that a significant number of costs were being paid for by the City, but benefitted the County. Mr. Watterson thought it best to open a dialog in order to determine a more equitable distribution of costs. Mr. Watterson stated federal operating grants and local share pay for

the bulk of operations. When the County pays for routes the breakdown is the same, however this cost does not fully cover administrative costs.

Mr. Odell asked if it was possible to enhance current fixed-route service by providing small demand-response service into neighborhoods. Mr. Odell thought that this might allow opportunity to bring more people to the main bus routes. Mr. Watterson stated that currently CTS has a service known as Link, which does provide demand response service for smaller neighborhoods in the City.

Public Participation Outreach

Mr. Williams stated that TJPDC staff took the CHART public participation presentation to the MPO Technical Executive Committee and the committee had numerous edits for the presentation. The alternative strategies slide will be expanded to include projects not in the CLRP. Also, the committee requested a slide explaining the relationship between Land Use and Transportation planning. The committee also asked for a representation of local funding options and changes. Because of these numerous changes staff has decided to review the project and will not present the presentation to the MPO Technical Committee or the MPO Policy Board Committee until a later date. Mr. Williams also mentioned that the MPO Technical Executive Committee also wanted CHART to consider the groups that would receive the presentation in order to ensure that these public participation efforts actually seek a boarder audience.

Other Business

Mr. Williams mentioned that the City, County and the MPO are working on submitting a congressional request to pay for improvements to the Route 29/ Route 250 interchange.

Additional Matters from the Public

There were no additional matters from the public.

Participating in Transportation

How Would You Improve Transportation in Your Region?



CHART Citizen Advisory Committee and the
Charlottesville/Albemarle Metropolitan Planning Organization

Planning District and MPO Boundaries

Who are we?

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization is a federally-mandated planning jurisdiction, specifically created to facilitate transportation planning. A state is required to designate MPOs around urbanized areas with a population greater than 50,000.



What is the Thomas Jefferson Planning District?

The Thomas Jefferson Planning District Commission is a regional planning agency in central Virginia. This planning district serves the City of Charlottesville, Albemarle County, Fluvanna County, Greene County, Louisa County and Nelson County.

What does an MPO Do?

Coordinates Various Transportation Agencies

- The Charlottesville-Albemarle Metropolitan Planning Organization (MPO) is the forum for cooperative transportation decision-making among Charlottesville, Albemarle, state and federal officials.

Establishes Long Range and Short Range Funding Plans for Transportation

- The MPO is responsible for two major funding documents that prioritize all major funding projects in the MPO. These documents are known as the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

Implements the 3-C Process to Meet FHWA Planning Requirements

- The 3-C process stands for Continuing, Comprehensive and Cooperative transportation planning. All agencies involved in transportation planning are stakeholders in the planning process. 3-C coordination allows all of these stakeholders to be heard; including members of the Public.

What is the CHART Citizen Advisory Committee?

- The CHART Citizen Advisory Committee is a committee of citizen representatives from the City of Charlottesville, Albemarle County and the MPO.

- The CHART committee's overarching goal is to encourage public participation in transportation planning and seek comment from the public regarding transportation issues.



Public Participation Initiative

The goal of this initiative is to offer new opportunities for the public to comment on major transportation issues in the area.

The Old Model

Creating a document or plan and having the public comment on the almost completed document.

The New Initiative

Seeking public comment before drafting a plan, in order to consider public input when crafting a plan.

The Goal is to have more Proactive Input, rather than Reactive Input.

What is transportation planning?

Transportation planning provides the information, tools, and public involvement needed for improving transportation system performance.

Transportation planning is a continuous process that requires monitoring of the system's performance and condition.

Current Transportation Network

- **Primary Roads:** I-64, US 29, US 250, Route 20, Route 22, and Route 53.
- **Transit:** Charlottesville Transit Service, JAUNT, University Transit Service, AMTRAK.
- **Commuter Options:** RideShare and Park and Ride Lots.
- **Bicycle and Pedestrian Facilities:** The City maintains 255 miles of sidewalk. Within the City all roadways that can support bike lanes have been stripped.
- **Airports:** Charlottesville-Albemarle Airport.

Transportation Plans

Major Transportation Documents in our area.

- **Transportation Improvement Program (TIP)**
 - Short term programming document for all transportation projects in the MPO.
- **Long Range Transportation Plan (LRTP)**
 - Both a vision document for the future transportation system and a fiscally-constrained project list with a 25 year outlook.
- **Localities' Comprehensive Plans**
 - Includes sections devoted to transportation planning within the locality.
- **Targeted Transportation Plans**
 - Transportation plans that focus on improving a specific portion of the transportation system. For example, Places29, the Pantops Master Plan, the 29H250 plan, and the Bicycle and Pedestrian Master Plan.

Current Facts & Future Projections

Demographic Forecasts					
	2007		2035		Percent Change
Employment	69,607		101,447		+45%
Population	117,339		160,085		+36%

Travel Activity Forecasts					
	2007		2035		Percent Change
Total Daily Persons Trips	553,097		684,038		+24%
Auto	491,164	88.8%	599,985	87.7%	+22%
Transit	6,972	1.3%	9,414	1.4%	+35%
Bicycle/Walk	54,961	9.9%	74,639	10.9%	+36%

Average Daily Vehicle Miles Traveled					
	2007		2035		Percent Change
Total	4,368,269		5,159,882		+18%

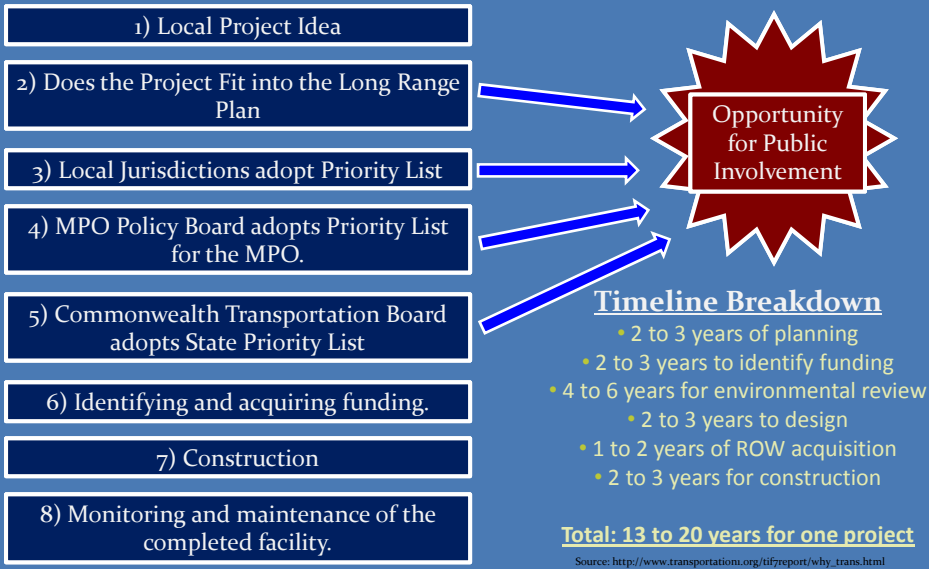
Average Miles per Vehicle Trip					
	2007		2035		Percent Change
All Person Trips	8.89		8.60		-3%

Source: Charlottesville Transportation Model

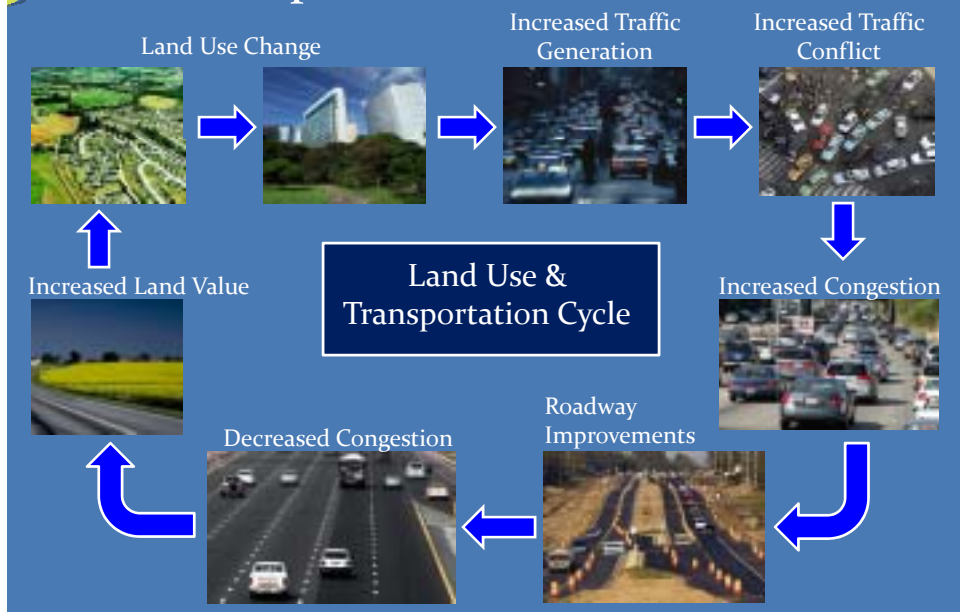
Analysis of Facts & Projections

- The Population in the MPO is going to increase, particularly the population in the workforce. This means more of the population will be commuting, which implies more congestion during morning and evening rush hours.
- All modes of transportation are anticipated to increase; as are the total daily vehicle miles traveled (VMT). This means that while more people will be driving more people will also choose to bike, walk or take transit to work.
- Despite this growth in the number of drivers the average miles per trip is anticipated to decrease, but only by three-tenths of a mile. This implies that while more people will be driving the average distance they travel will stay about the same.

Timeline of a Transportation Project



Transportation and Land Use



We Want to Learn from You!

This presentation will consider a few basic transportation issues.

What are your major concerns about the area's transportation network?

Especially regarding *Safety* and *Congestion*.

What improvements would you like to see?

What improvements would you want to invest in?



What do you think are the biggest transportation problems in the region?

Please rank the following options on your hand out.

- Volume of traffic/congestion
- Inadequate transit system
- Traffic accidents
- Unsynchronized stoplights
- Lack of bicycle and pedestrian facilities
- Lack of alternate driving routes
- Other



What do you think are the most unsafe locations in our region's transportation system?

Please rank the following options on your hand out.

- Route 29 North
- Route 250 at Pantops
- Traffic in the Downtown
- UVa Area Roads
- Major Interchanges on I-64
- Under-maintained rural roads
- Other



Improving Regional Transportation

Which of these do you think would most improve transportation in the area?

Please rank the listed options on your hand out.

- Constructing Alternate Routes
- Safety Improvements
- Congestion Reduction
- Bus Transit
- Rail Transit
- Bicycle and Pedestrian Facilities
- Other



What do you think is the most congested portion of our region's transportation system?

Please answer the following questions on your hand out.

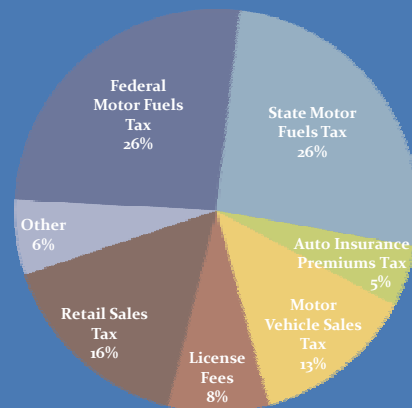
- Where is congestion the worst?
- What time of day do you typically find this congestion?
- How do you currently avoid congestion?
- What would you do to ease congestion?
- What do you believe are the major obstacles for improving congestion in the area?



Funding

- The Commonwealth of Virginia is facing a significant budget shortfall.
- 52% of all Transportation Revenue Sources in Virginia come from Federal and State Fuels Tax. Fuels Tax, and other taxes that contribute to Transportation Revenue, are sensitive to economic cycles. As the economy dipped so did the available funds for transportation.
- With people driving more fuel efficient cars and fewer people driving at all, the funds the state has received from the Fuels Tax have decreased.

FY2009 Transportation Revenue Sources
Total = \$3.1 billion



Funds

Virginia State Fuels Tax: **17.5¢** per gallon since 1987.

Virginia has the **11th** lowest fuels tax in the United States.

Average State Fuels Tax: **29 ¢**



Costs

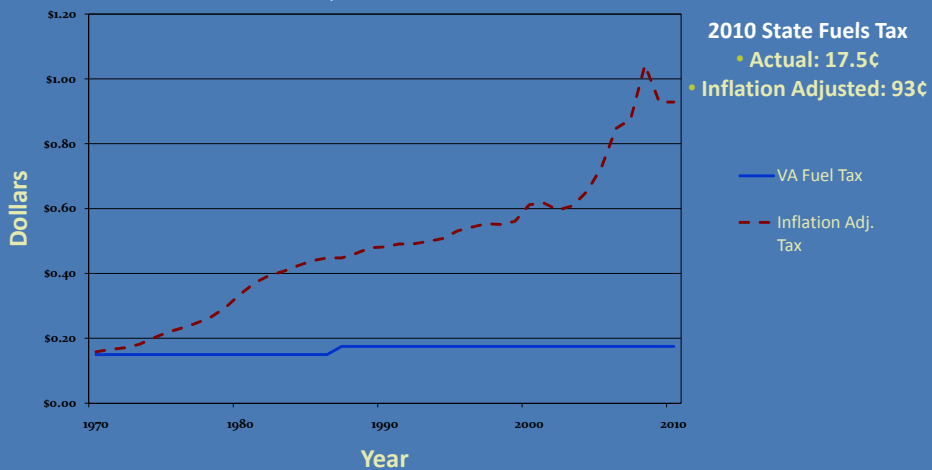
The Commonwealth of Virginia maintains more than **125,000** lane miles.

The Commonwealth of Virginia gains **475** lane miles each year.

Virginia's road system is the **third largest** State maintained system in the Country.

Source: Transportation Report, Virginia General Assembly Senate Finance Committee, Nov. 19 2009.

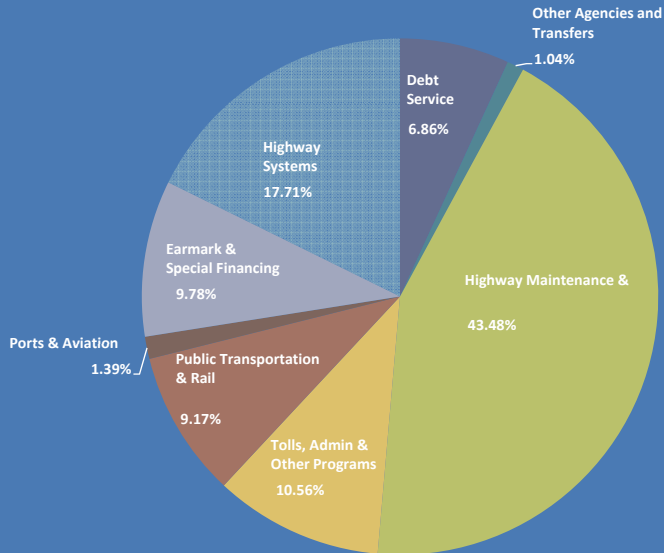
Virginia Fuels Tax vs. Inflation Adjusted Tax



Source: Transportation Funding Update, Virginia's Secretary of Transportation Office, November 2009.

Commonwealth Transportation Fund 2010

Total=3.75 Billion



Source: Fiscal-Year Revised Budget Presentation, Commonwealth Transportation Board, December 16 2009

State Fuels Tax Comparison

Comparison of State Gasoline and Diesel Taxes

State	Gas Tax (Fed & State)	State Gas Tax	Diesel Tax	Indexed
Virginia	37.9¢	17.5¢	17.5¢	No
North Carolina	48.6¢	30.2¢	30.2¢	Yes
Washington D.C.	41.9¢	23.5¢	23.5¢	No
West Virginia	50.6¢	32.2¢	32.1¢	Yes
Maryland	41.9¢	23.5¢	24.3¢	Yes
Tennessee	39.8¢	21.4¢	18.4¢	No
Kentucky	40.9¢	22.5¢	19.5¢	Yes
Average for All States	47.4¢	28.9¢	27.6¢	--

Source: American Petroleum Institute October 2009.

State Fuels Tax Comparison



39 States have a higher fuels tax than the Commonwealth of Virginia.

Source: American Petroleum Institute, January 2010.

Committed Projects

How would you allocate the limited funds our area has for transportation projects? These projects are anticipated to receive funding in the next 20 years.

Please rank the following options on your hand out.

General Improvements--LRTP	Project Description	Conceptual Costs
Improvements to Intersections and Interchanges on Route 29 North	Adding Grade-Separated Interchanges at Rio. Improvements to Route 250 Interchange.	54 Million
Route 29 North Parallel Roadways	Constructing and improving parallel roadways to Route 29 North.	45 Million
Improving Interstate 64	Improvements to at 5th Street, Shadwell, and the route 29 exits.	37.3 Million
Improving Route 250	Improvements to Route 250 East at Pantops.	43 Million
Establishing a Regional Transit Authority	Improving Transit in Region by Establishing a Regional Transit Authority	Oper. \$16.7mil Cap. \$42.0mil
Bus Rapid Transit	Enhancing Transit Facilities Infrastructure; including Bus Rapid Transit.	10 Million
Improving Bicycle and Pedestrian Facilities	Constructing facilities throughout the Urban Area, and building a commuter bike trail parallel to Route 29 North.	10 Million
Transportation Demand Management	Constructing and Enhancing Park and Ride Lots, enhancing Intelligent Transportation Systems,	2 Million
Sunset/Fontane Connector	Connector Road between Sunset Avenue and Fontane Avenue.	16 Million
Hillsdale Drive Extended	A new road connecting the southern terminus of Hillsdale Drive to Hydraulic Road	25 Million
Belmont Bridge*	Replace the bridge that connects 9 th Street and Avon Street.	9 Million

Source: MPO Fiscally-Constrained LRTP and Virginia Department of Transportation.

Alternative Strategies

How would you allocate the limited funds our area has for transportation projects?
These projects do not have a planned funding source at this time.

Please rank the following options on your hand out.

General Improvements—not in L RTP	Project Description	Conceptual Costs
Eastern Connector	Constructing a roadway that connects Route 29 North to Route 250 East.	?
Western Bypass	Constructing a Bypass to Route 29 North.	232 Million
Southern Connector	Constructing a roadway that connects Avon Street and 5 th Street Extended	?
Hydraulic Road/Route 29 Interchange	A grade separated interchange at Hydraulic Road and Route 29 North.	50 Million
Northern Free State Road	Constructing a parallel road to Route 29 North extending from Rio Road to the South fork of the Rivanna River.	?

Source: UnJAM 2025 Visioning Project List. And VDOT

Funding Options

Would you support an increase in tax revenue to make certain transportation improvements?

Please Circle Yes or No.

If you would NOT support an increase in tax revenue, how would you fund improvements for our transportation system?

Please write your comments on the hand out.



Funding Options

In order to support transportation infrastructure, what tax/fee would you support an increase in?

Please rank the following options on your hand out.

- Local Sales Tax
- Motor Fuels Tax
- Motor Vehicle Registration Fee
- Property Tax
- Vehicle Miles Traveled Fee
- Special Tax District
- Congestion Pricing
- Other

Definitions of Tax Types

- **Local Sales Tax** – A tax charged on goods.
- **Motor Fuels Tax** – Sales tax charged specifically on fuel.
- **Motor Vehicle Registration Fee**– A one-time fee when registering your vehicle.
- **Property Tax** – A tax based on the value of property owned.
- **Vehicle Miles Traveled Fee** – A fee on the number of miles driven per year.
- **Special Tax Area** – A tax on the community that will most benefit from planned transportation improvements.
- **Congestion Pricing** – Charging a fee on drivers using a roadway during peak hours.

Thank You For Participating!

Please turn your hand outs in to a presenter.

This information will be combined with other responses and recorded in a database and presented to City and County officials.

Are there any questions?

The CHART Committee meets the first Wednesday of each month at 7pm at the TJPDC Offices



CHART/MPO

What we need from you? Please Tell Us About Your Transportation Concerns. Fill Out the Following Form and Return it to One of the Presenters. Thanks You for Helping Us Make the Transportation System Better.

We Want to hear from you!

Public Participation Form

About us

Who are we? The Charlottesville/Albemarle Metropolitan Planning Organization is a federally-mandated planning jurisdiction, specifically created to facilitate transportation planning. A state is required to designate MPOs around urbanized areas with a population greater than 50,000.

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About you

What is your Zip Code? _____

About how far do you travel to work or school? _____ Miles

About how long does it take you to get to work or school? _____ Minutes

How do you usually get to work? Circle One

CarPool Drive alone Walk Bike Bus: (CTS UTS JAUNT)

Tele-Commute/Work from Home Other _____

Transportation Issues: What is most important to you?

Circle your top priorities

Not Important 1 2 3 4 5 Very important

Biggest Transportation Issues

Volume of Traffic/Congestion	1	2	3	4	5
Inadequate Transit System	1	2	3	4	5
Traffic Accidents	1	2	3	4	5
Unsynchronized Stoplights	1	2	3	4	5
Lack of Bike and Pedestrian Facilities	1	2	3	4	5
Lack of Alternative Driving Routes	1	2	3	4	5
Other _____	1	2	3	4	5

Areas with Biggest Safety Concerns

Route 29 North	1	2	3	4	5
Route 250 at Pantops	1	2	3	4	5
Traffic in the Downtown	1	2	3	4	5
UVa Area Roads	1	2	3	4	5
Major Interchanges at I-64	1	2	3	4	5
Under-maintained Rural Roads	1	2	3	4	5
Other _____	1	2	3	4	5

Improving Regional Transportation

Constructing Alternate Routes	1	2	3	4	5
Safety Improvements	1	2	3	4	5
Congestion Reduction	1	2	3	4	5
Bus Transit	1	2	3	4	5
Rail Transit	1	2	3	4	5
Bicycling and Pedestrian Facilities	1	2	3	4	5
Other _____	1	2	3	4	5

Describe Your Experience with Congestion in our area.

Biggest Congestion Concerns

Where is Congestion the Worst in the Area?

What Time of Day Do You Typically Find This Congestion?

How Do You Avoid This Congestion?

What Would You Do to Ease Congestion?

What Do You Believe are the Major Obstacles for Improving Congestion in the Area?

Wait! There's more 

