



CITY COUNCIL AGENDA June 6, 2022

J. Lloyd Snook, III, Mayor
Juandiego Wade, Vice Mayor
Sena Magill, Councilor
Michael K. Payne, Councilor
Brian R. Pinkston, Councilor
Kyna Thomas, Clerk

4:00 PM OPENING SESSION

Register at www.charlottesville.gov/zoom. This portion of the meeting is held electronically in accordance with a local ordinance amended and re-enacted March 7, 2022, to ensure continuity of government and prevent the spread of disease during a declared State of Emergency. Individuals with disabilities who require assistance or special arrangements to participate in the public meeting may call (434) 970-3182 or submit a request via email to ada@charlottesville.gov. The City of Charlottesville requests that you provide a 48-hour notice so that proper arrangements may be made.

Call to Order/Roll Call

Agenda Approval

Reports

1. Report: Thomas Jefferson Planning District Commission project update and draft plan for the Regional Transit Vision Plan project (30 minutes)
2. Report: Charlottesville Albemarle Convention and Visitors Bureau update (30 minutes)
3. Report: Office of Economic Development update (30 minutes)

5:30 PM CLOSED SESSION as provided by Sections 2.2-3711 and 2.2-3712 of the Virginia Code (Boards and Commissions)

6:30 PM BUSINESS SESSION

This portion of the meeting will accommodate a limited number of in-person public participants in City Council Chamber at City Hall as we employ a hybrid approach to public meetings during the locally declared state of emergency. Registration is available for a lottery-based seating selection at www.charlottesville.gov/1543/Reserve-a-Seat-for-City-Council-Meeting. Reservation requests may also be made by contacting the Clerk of Council office at clerk@charlottesville.gov or 434-970-3113.

Moment of Silence

Announcements

Recognitions/Proclamations

- Proclamation: Gun Violence Awareness

Consent Agenda*

4. Resolution: Appropriating Supplemental Funding received from Virginia Department of Housing and Community Development for HOPWA (Housing Opportunities for People with AIDS/H.I.V.) - \$10,098 (2nd reading)
5. Resolution: Appropriating anticipated supplemental grant funding from Virginia Housing Solutions Program to be used for contracted services - \$141,000 (2nd reading)
6. Resolution: Appropriating funding received from The United Way as reimbursement of Community Resource Hotline Staff Costs - 35,311.50 (2nd reading)

7. Resolution: Community Development Block Grant (CDBG) funding and FY2022-2023 Annual Action Plan
 - a. Resolution: Appropriating Community Development Block Grant funds received from the U.S. Department of Housing and Urban Development for the FY 2022-2023 Action Plan - \$433,471 (2nd reading)
 - b. Resolution: Appropriating HOME Investment Partnership Program funds received from the U.S. Department of Housing and Urban Development for FY 2022-2023 - \$84,576.88 (2nd reading)
 - c. Resolution*: Approving the FY 2022-2023 Annual Action Plan for the City of Charlottesville's CDBG/HOME Programs (2nd reading)
8. Resolution: Approving the Rivanna Water and Sewer Authority Northern Area Projects Allocation Agreement (1 reading)
9. By Motion: Pursuant to the Continuity of Governance Ordinance, authorization for Regular Meetings of Planning Commission and Board of Architectural Review to be held in hybrid format (1 reading)
10. Resolution: Amending the contract for City Manager services with The Robert Bobb Group, to extend the contract through December 31, 2022 (1 reading)
11. Resolution: Appropriating the amount of \$15,000 to be expended for the Local Emergency Management Performance Grant (1st of 2 readings)

City Manager Report

- Report: Update from the City Manager's Office

Community Matters

Public comment for up to 16 speakers (limit 3 minutes per speaker). Preregistration available for first 8 spaces; speakers announced by Noon on meeting day (9:00 a.m. sign-up deadline). Additional public comment at end of meeting. Public comment will be conducted through electronic participation while City Hall is closed to the public. Participants can register in advance at www.charlottesville.gov/zoom.

Action Items

12. Public Hearing/Ord.: Proposed Utility Rate Report for FY2023 (1st of 2 readings)
13. Public Hearing/Res.: Considering the Concurrent Resolution of the City Council of the City of Charlottesville, Virginia and the Board of Supervisors of the County of Albemarle, Virginia to extend the existence of the Rivanna Water and Sewer Authority (1 reading)
14. Resolution*: Granting a Special Use Permit (SUP) for property located at 2005/2007 Jefferson Park Avenue and 104 Observatory Avenue (1 reading)
15. Ordinance: Albemarle-Charlottesville Regional Jail Authority
 - a. Resolution*: Approving, and authorizing the City Manager to sign, an amended and re-stated Service Agreement for the Albemarle-Charlottesville Regional Jail Authority (1 reading)
 - b. Resolution*: Authorizing any deputy city manager to attend and vote in place of the City Manager at meetings of the Albemarle-Charlottesville Regional Jail, as the alternate for the City Manager (1 reading)
16. Resolution*: Authorizing changes to or cancellation of various state-funded transportation projects locally administered by the City of Charlottesville (1 reading)

General Business

Other Business

Community Matters (2)

*Action Needed

MEMO

To: Charlottesville City Council

From: Lucinda Shannon, Senior Regional Planner, TJPDC

CC: Tim Brulle, Project Manager (AECOM)

Scudder Wagg, Principal Associate (Jarret Walker and Associates)

Date: 5/16/2022

Regarding: Agenda Item for the June 6th City Council Meeting— Regional Transit Vision Plan

Regional Transit Vision Plan Update

The City Council previously supported the Thomas Jefferson Planning District Commission's (TJPDC) application for technical assistance funding for a Regional Transit Vision Plan. This application was awarded funding by the Department of Rail and Public Transit (DRPT), and work is ongoing through August 2022.

The purpose of this Plan is to develop a long-term vision for transit service in the Charlottesville-Albemarle region. The consulting team utilized meetings with the Regional Transit Partnership, stakeholders, and the public, as well as an online public survey, to determine the community's priorities and make recommendations for how to achieve that vision.

While the vision plan document has not yet been finalized, the consulting team for the study has started to identify community priorities and sketch out broad goals and recommendations. Consultant staff, Tim Brulle, Project Manager (AECOM) and Scudder Wagg, Principal Associate (Jarret Walker and Associates), will provide an update on the progress of the Regional Transit Vision Plan and a preview of the draft vision and goals; network assumptions and scenarios; and performance metrics and analysis before they are distributed for public comment.

This information will also be shared with the Boards of Supervisors for Albemarle, Greene, Louisa, Fluvanna, and Nelson counties. The presented project materials will be shared with the public for input during the next engagement period between June and July 2022.

There are no budget implications, this is an informational presentation with no actions required. Feedback on the presented materials will be appreciated.

Attachments:

Public Engagement Summary

Vision Statement, Goals, and Objectives



Regional Transit Vision

REGIONAL

TRANSIT

VISION

FOR THE
CHARLOTTESVILLE
AREA

**Jurisdiction Update -
Charlottesville City Council**



Agenda

- **Background**
- **Brief discussion on Transit Vision Statement, Goals, and Objectives**
- **Vision Concepts**
- **Phase 2 Engagement Strategy**
- **Q/A**



Regional Transit Vision for the Charlottesville Area

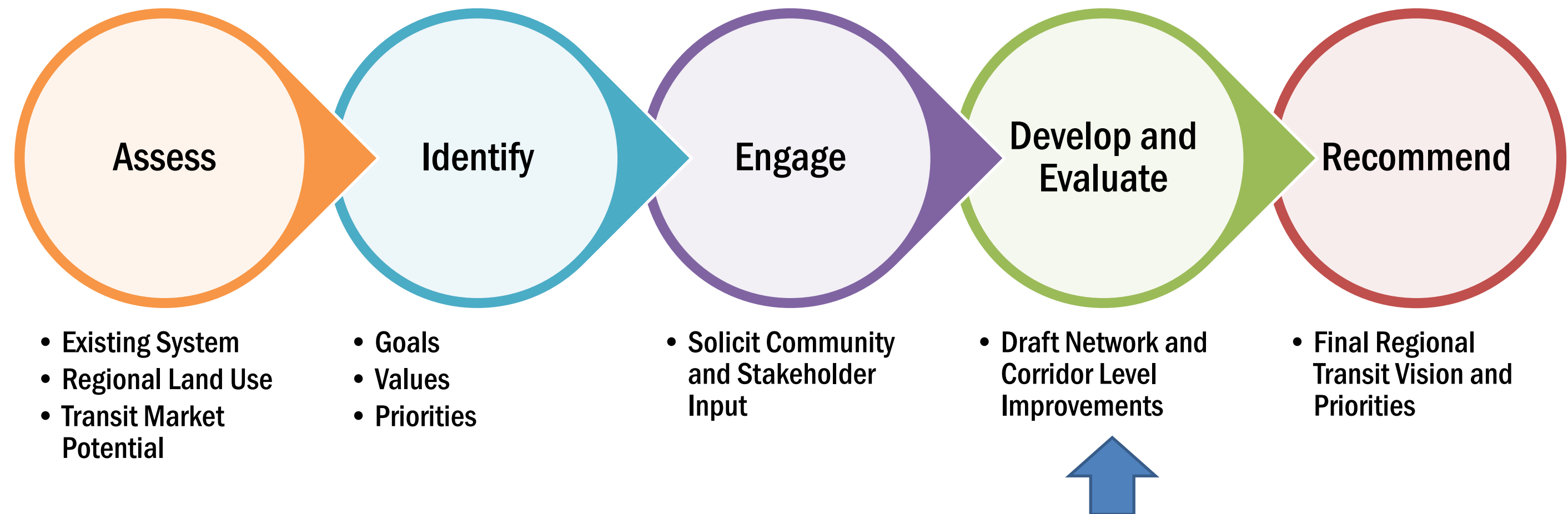
Thomas Jefferson Planning District Commission

Background



Project Overview/ Process

- Collaborative effort to evaluate and establish a clear long-term vision for transit service in the region
- Led by the TJPDC and funded in part by DRPT and the local jurisdictions
- Project Website: <http://www.tinyurl.com/transitvision>



Transit Vision Vs. Transit Governance

Transit Vision Study differs from the upcoming Transit Governance Study

- **Transit Vision Study** will conclude this summer, just as the **Transit Governance Study** commences
- Focus of the **Transit Vision Study** is potential improvements to the regional transit system
- Focus of the **Transit Governance Study** is governance of regional transit, including potentially a regional transit authority that can collect additional dedicated revenue for transit.

Vision Statement, Goals, Objectives, and Measures

- **Public and Stakeholder led effort to identify transit priorities and goals for the region.**
- **Main Themes:**
 - **Equity – Expand opportunities for all residents and represents the needs of both the urban and rural communities**
 - **Multi-modality – Reduce reliance on automobiles**
 - **Climate Change – Help protect the environment**
- **Proposed Vision Statement:**

Develop, design, and provide transit in the Charlottesville area in a manner that reflects a collaborative, inclusive and equitable process, representing needs in both urban and rural areas. This transit system expands opportunities for all residents (Equity), reduces reliance on automobiles (Multi-modality), and helps protect the environment (Climate Change Mitigation).



Regional Transit Vision for the Charlottesville Area

Thomas Jefferson Planning District Commission

Vision Concepts



What are these concepts?

Two Vision Concepts to show the range of possible transit expansion

Constrained Vision

- Assumes a regional funding source similar to the Central Virginia Transportation Authority
- Most regional funding goes to transit
- Local share to support transit services would be ~20%.
- Built around similar financial structures as the Central Virginia Transportation Authority.
- Assumes \$26 million in regional funding for transit.
 - Assumes new regional dollars replace most existing local funding for transit

Unconstrained Vision

- What would you do if the region could build a network to meet its land use, climate, and other policy goals?
- No defined limit on the funding of this vision concept

Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Baseline Network?

- 10 min or better
- 15 min
- 20 min
- 30 min
- 60 min
- On-Demand Zone
- 24-Hour Reservation*

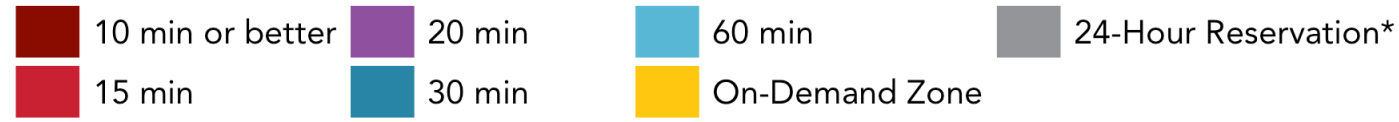
Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Constrained Vision Network?

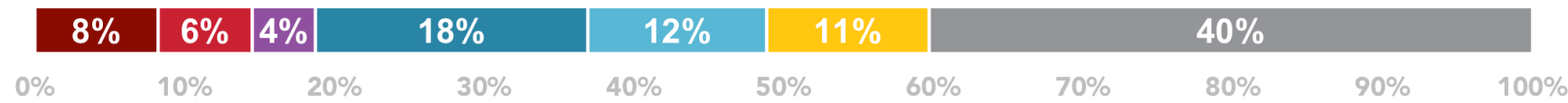
- 10 min or better
- 15 min
- 20 min
- 30 min
- 60 min
- On-Demand Zone
- 24-Hour Reservation*

Proximity to Transit at Midday - Weekday

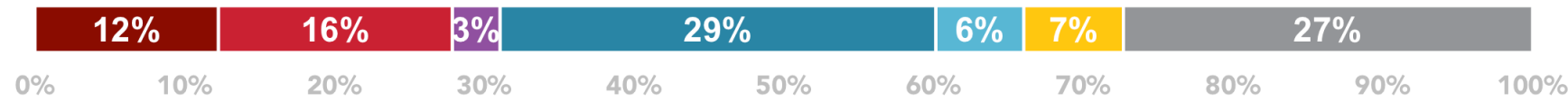
What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Baseline Network?



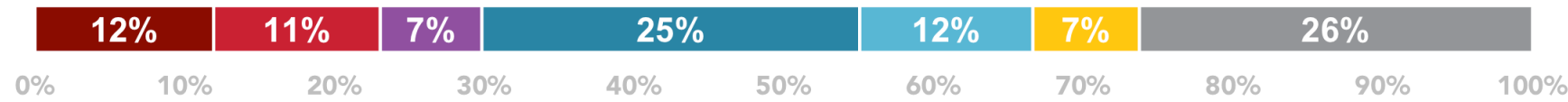
Residents



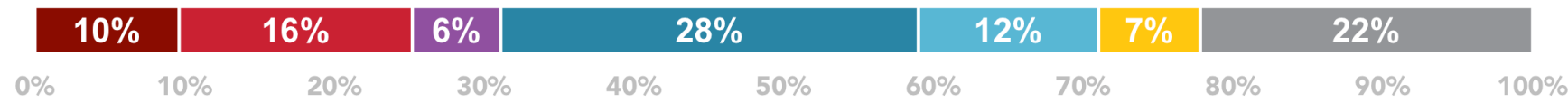
Jobs



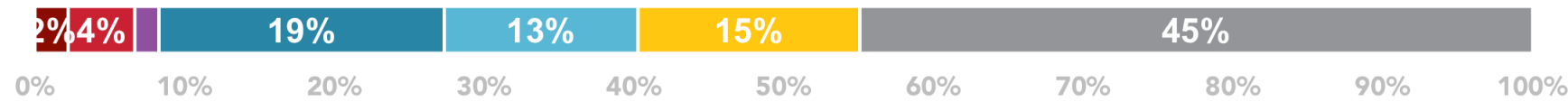
Low-Income Residents



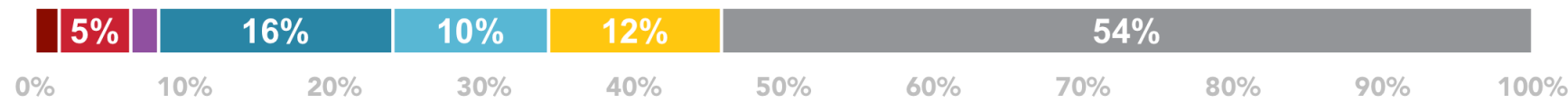
Households Without Cars



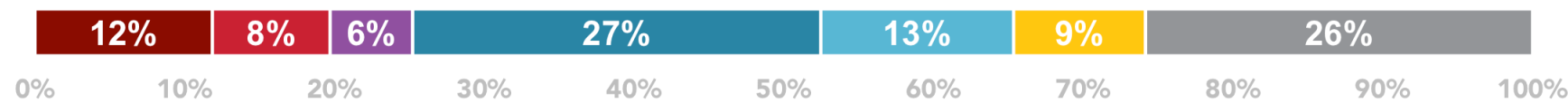
Young Residents



Senior Residents



Residents of Color



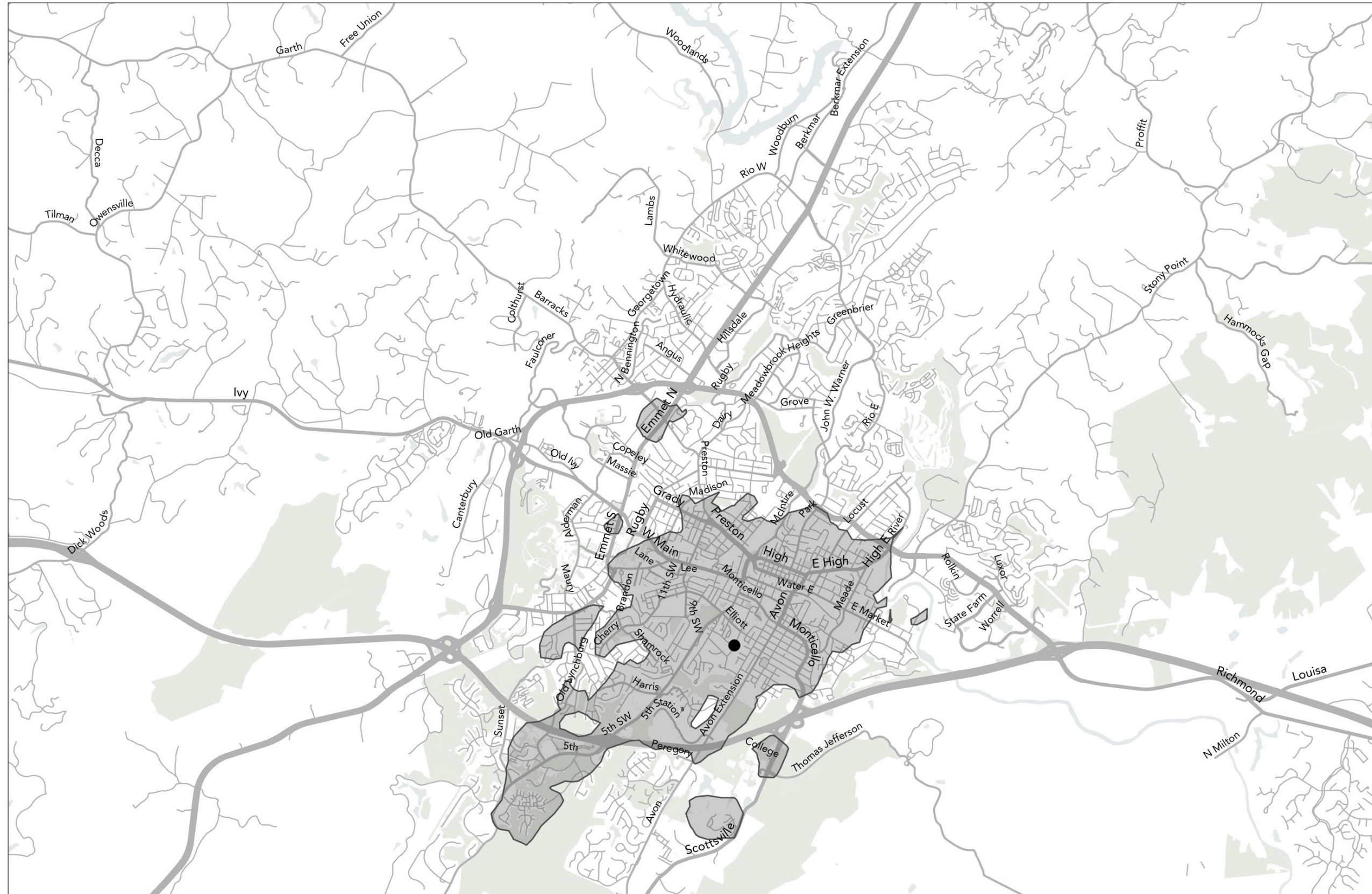
Note: Proximity is measured as being located within 1/2 mile of a bus stop.
 * JAUNT Link or Circulator Service similar to today. Rider must call day before to reserve service.

Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Unconstrained Vision Network?



Where could I be soon?

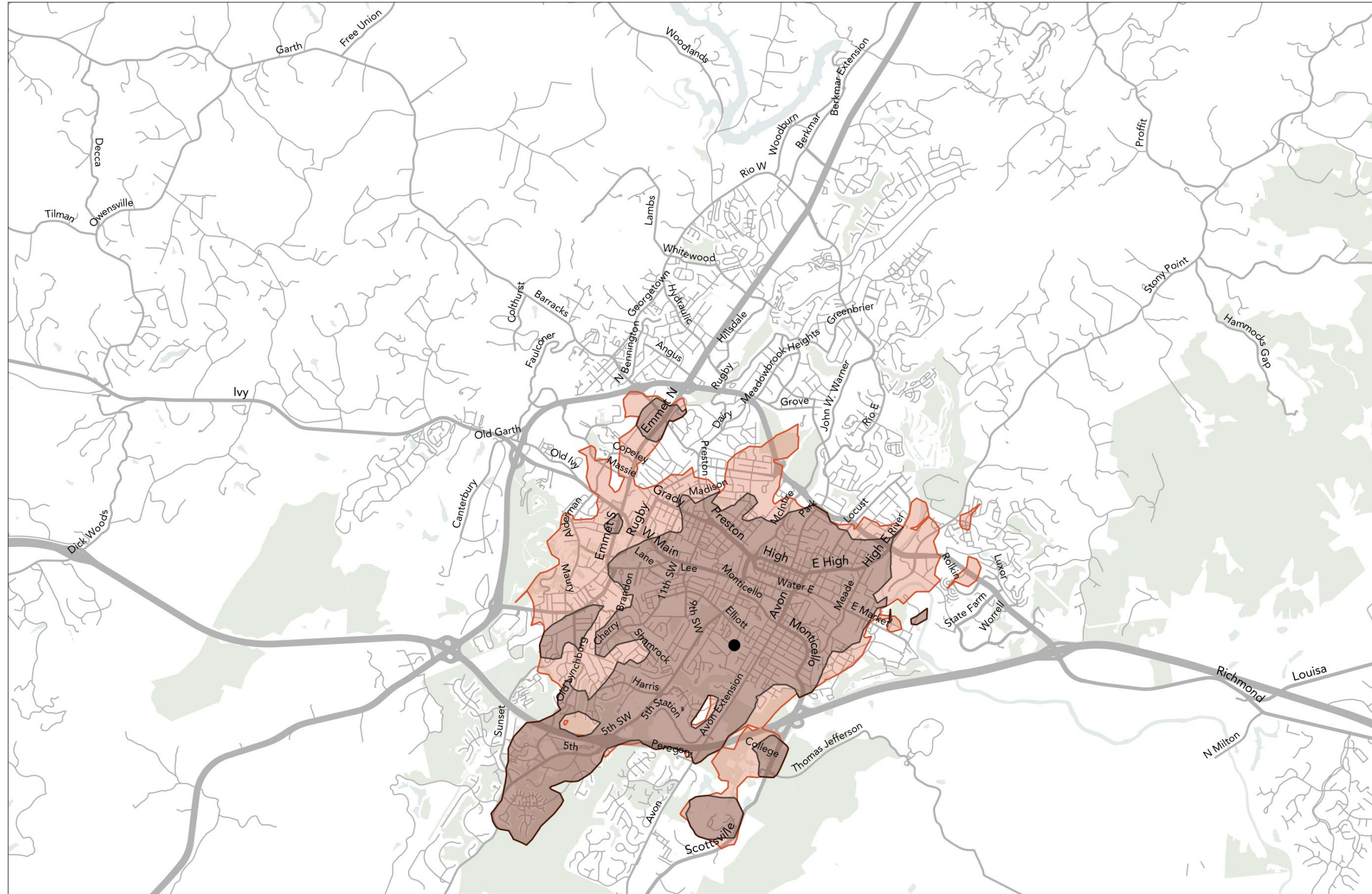


From
1st St S at Lankford Ave
in the
Baseline Network
on weekdays at noon,
using transit, you can reach

29,600	31,700
Jobs	Residents

in 45 minutes

Where could I be soon?



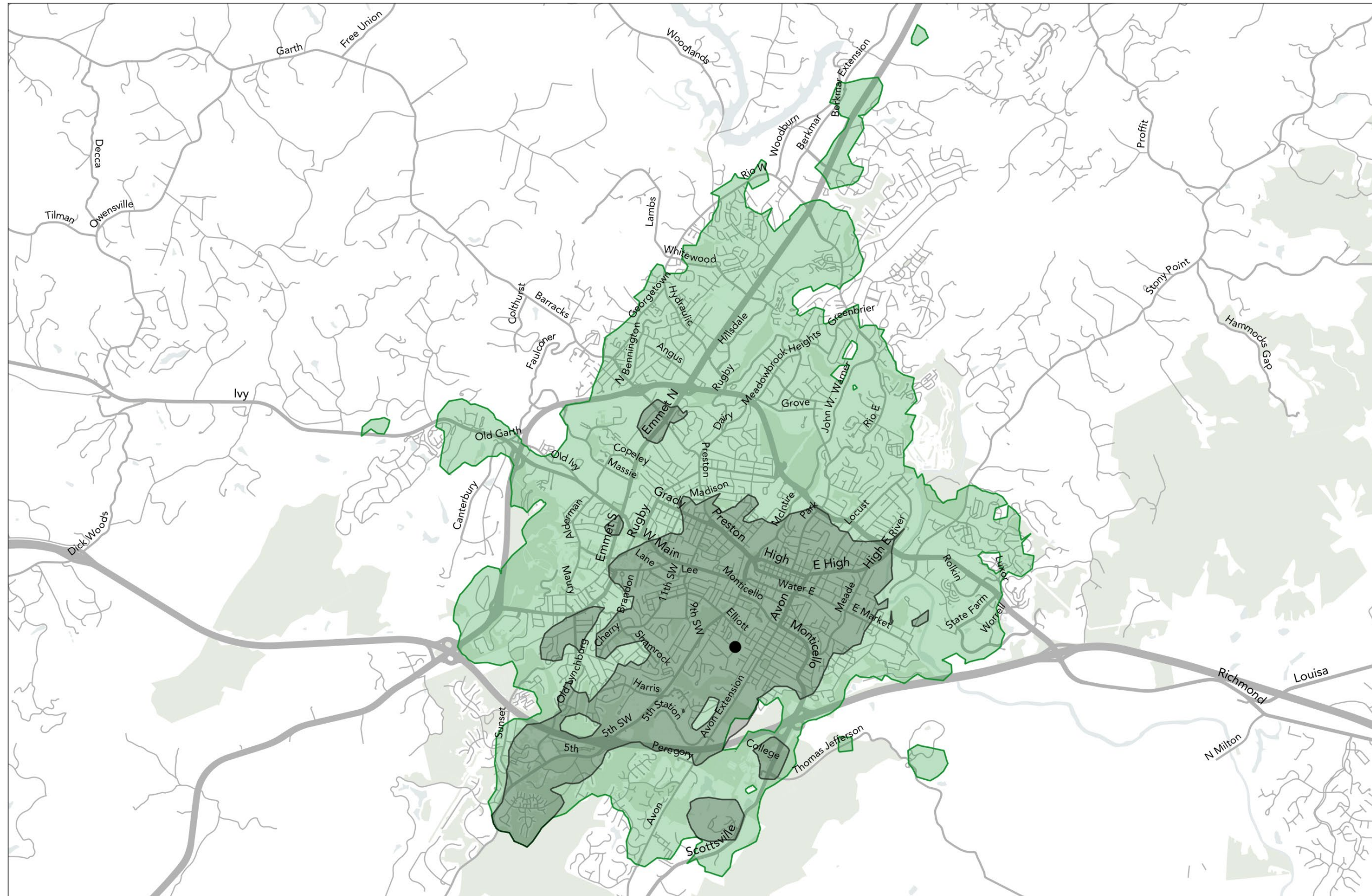
From
1st St S at Lankford Ave
in the
**Constrained Vision
Network**

on weekdays at noon,
using transit, you can reach

39,600	47,600
Jobs	Residents
in 45 minutes	

+34%	+50%
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Where could I be soon?



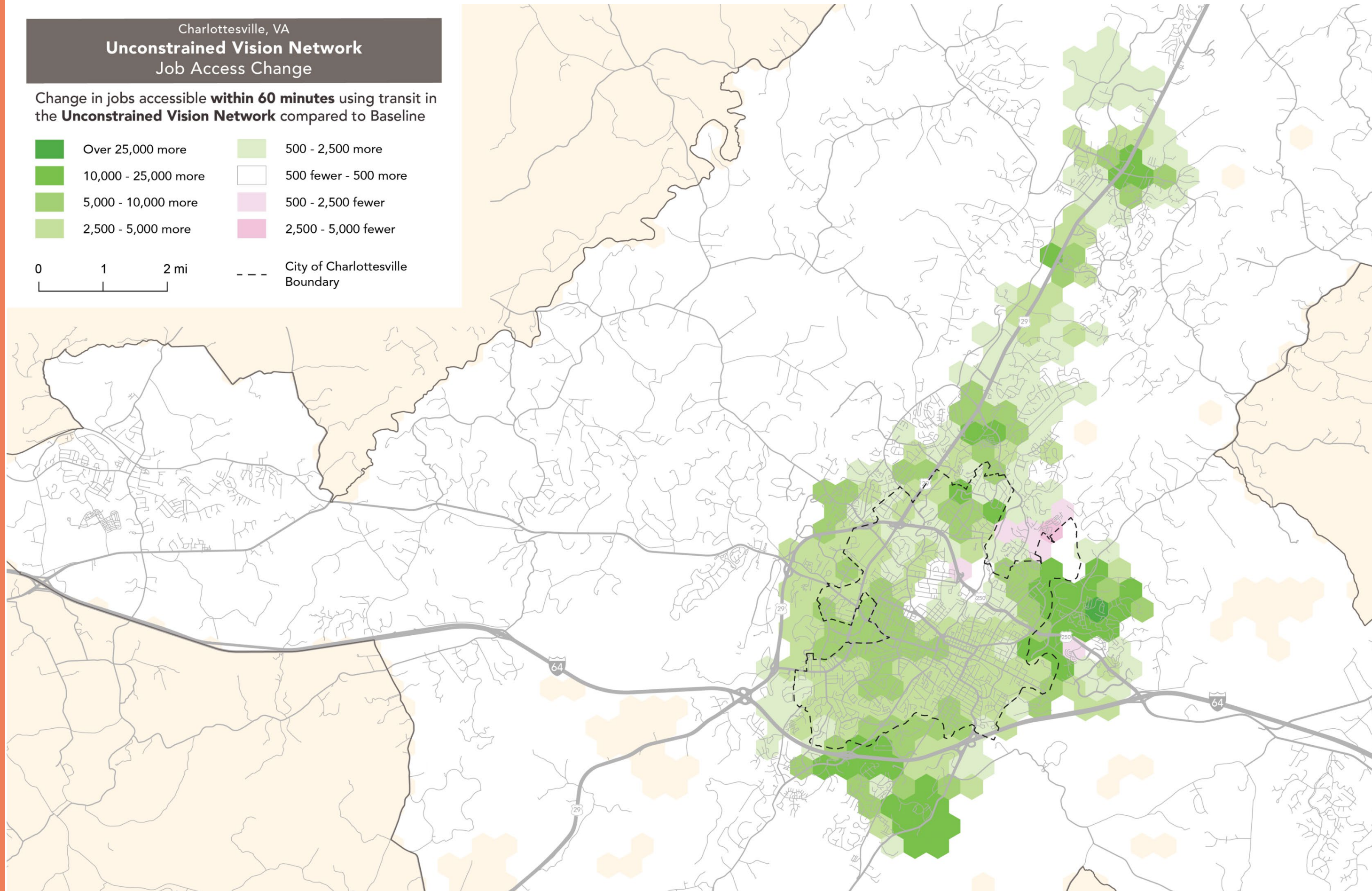
From
1st St S at Lankford Ave
in the
**Unconstrained Vision
Network**

on weekdays at noon,
using transit, you can reach

65,800	76,200
Jobs	Residents
in 45 minutes	

+122% **+140%**

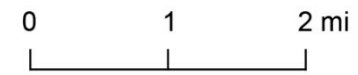
Job Access Change: Constrained Network



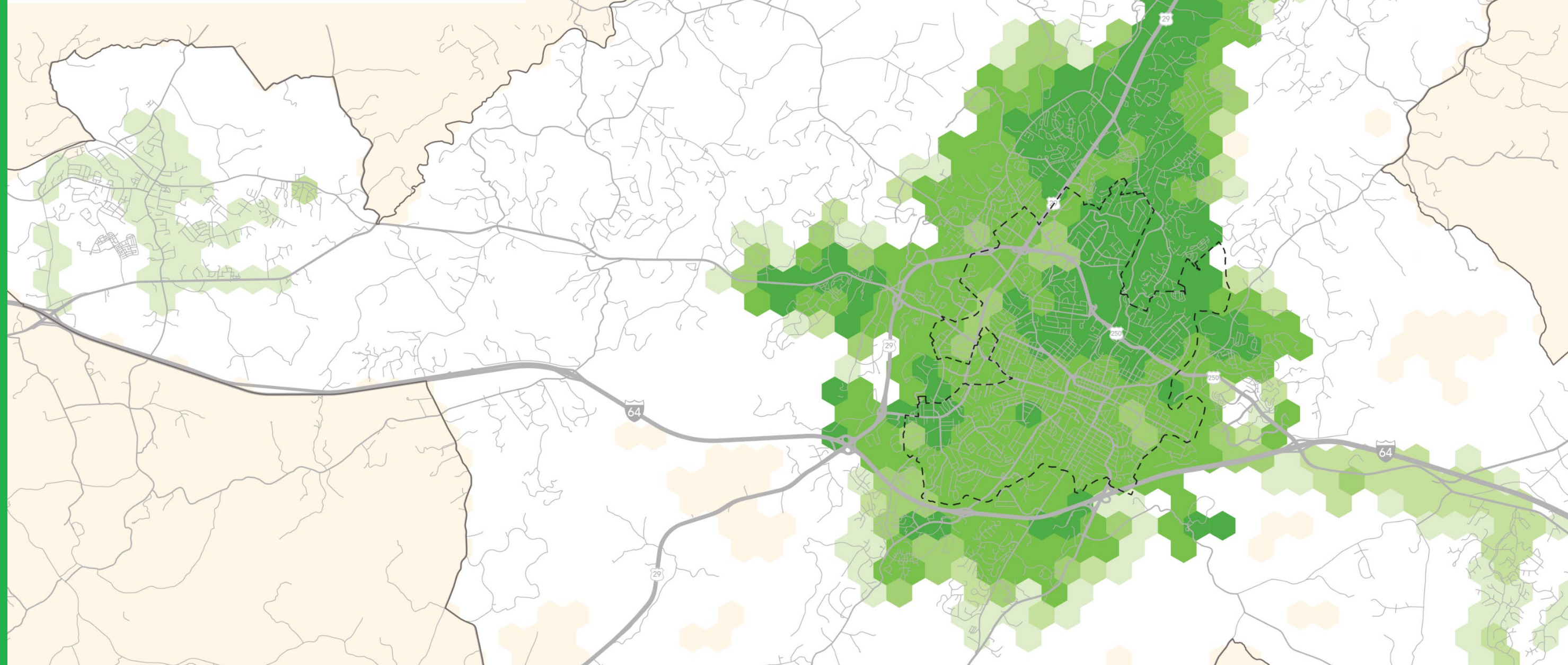
Job Access Change: Unconstrained Network

Charlottesville, VA Unconstrained Vision Network Job Access Change

Change in jobs accessible **within 60 minutes** using transit in the **Unconstrained Vision Network** compared to Baseline



--- City of Charlottesville Boundary

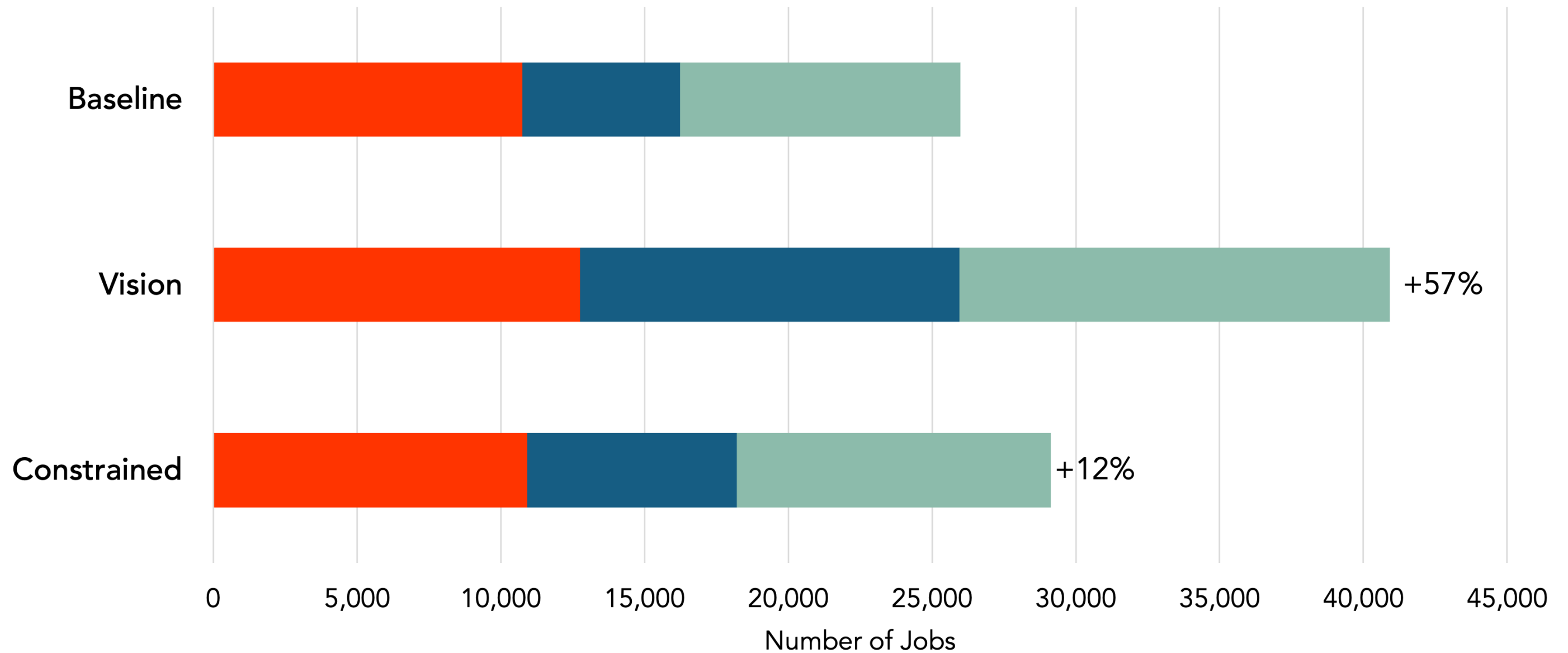


Average Job Access Change

How many jobs can the average Resident in Charlottesville/Albemarle MPO reach in...

30 Min 45 Min 60 Min

by transit and walking during midday on weekdays



Unconstrained Vision Network



Charlottesville, VA
Existing Transit Network

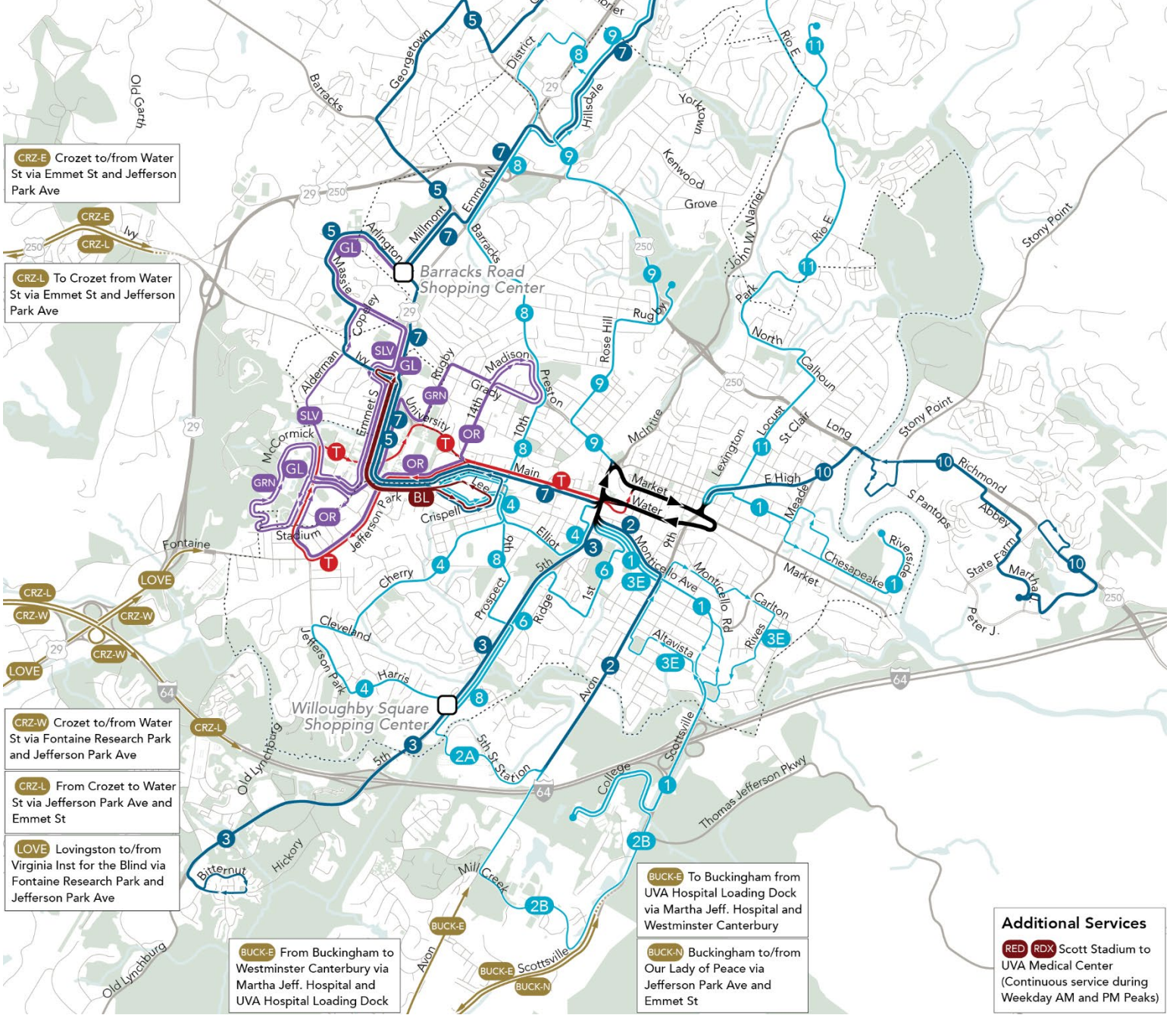
CAT and UVA Fixed Routes by Frequency at Midday on Weekdays

- BL Continuous Service
- T 15 mins
- GL 20 mins
- 2 25-30 mins
- 1 60 mins

Other Symbols

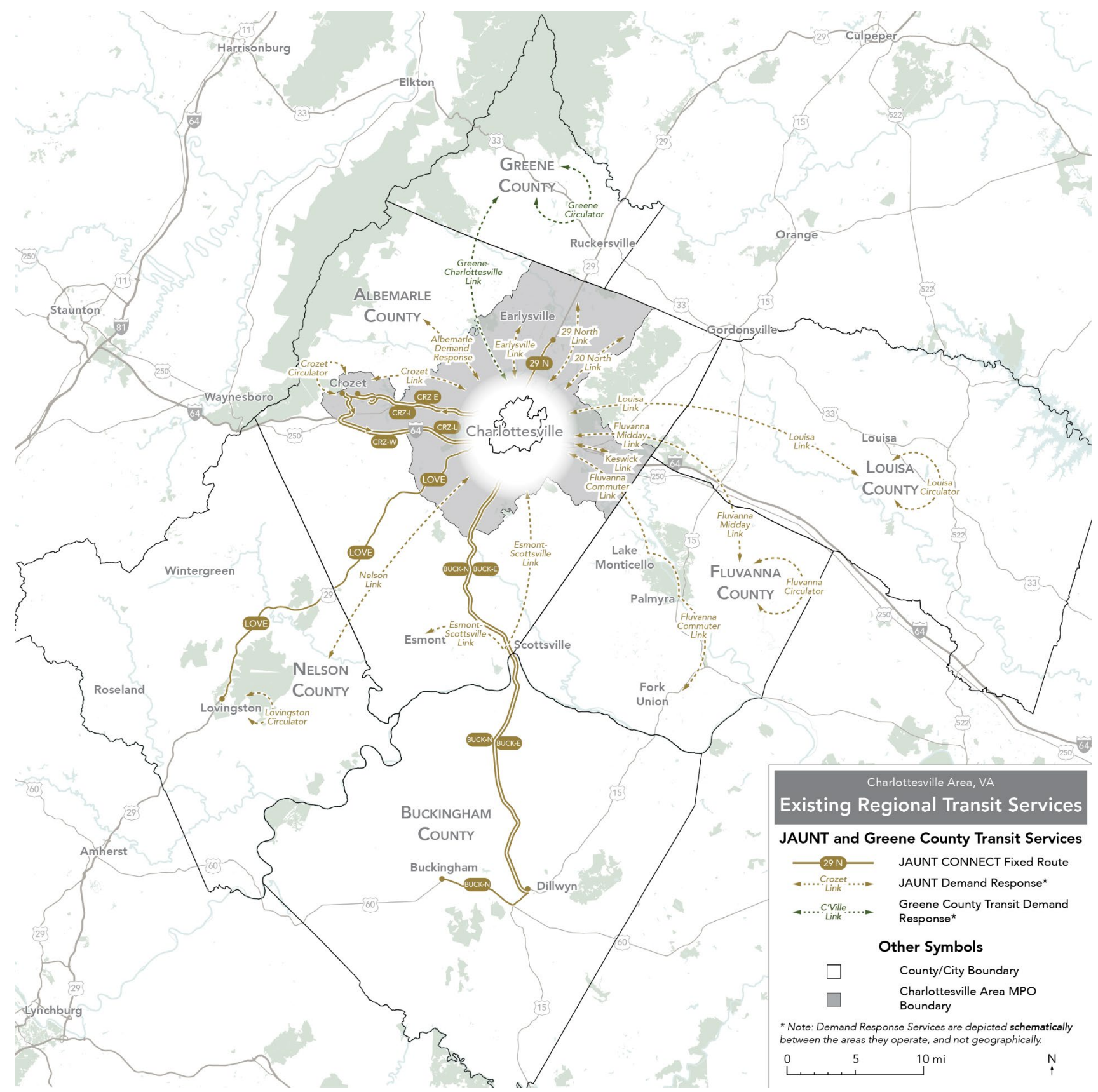
- 29 N CONNECT Routes
- Transfer Location
- Multiple Routes
- C'ville Boundary

0 1 mi N ↑



Additional Services

- RED RDX Scott Stadium to UVA Medical Center (Continuous service during Weekday AM and PM Peaks)



Charlottesville Area, VA
Existing Regional Transit Services

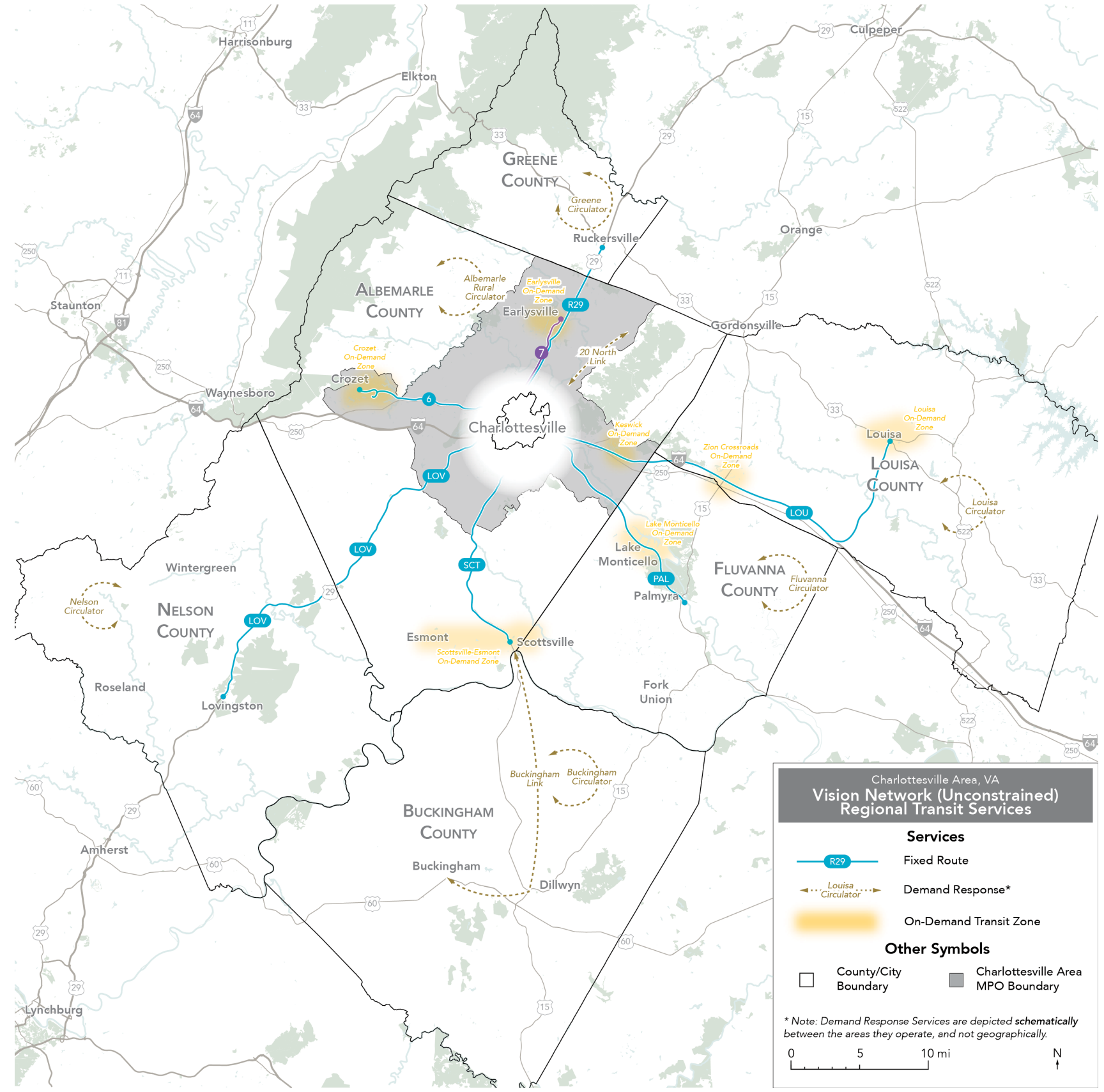
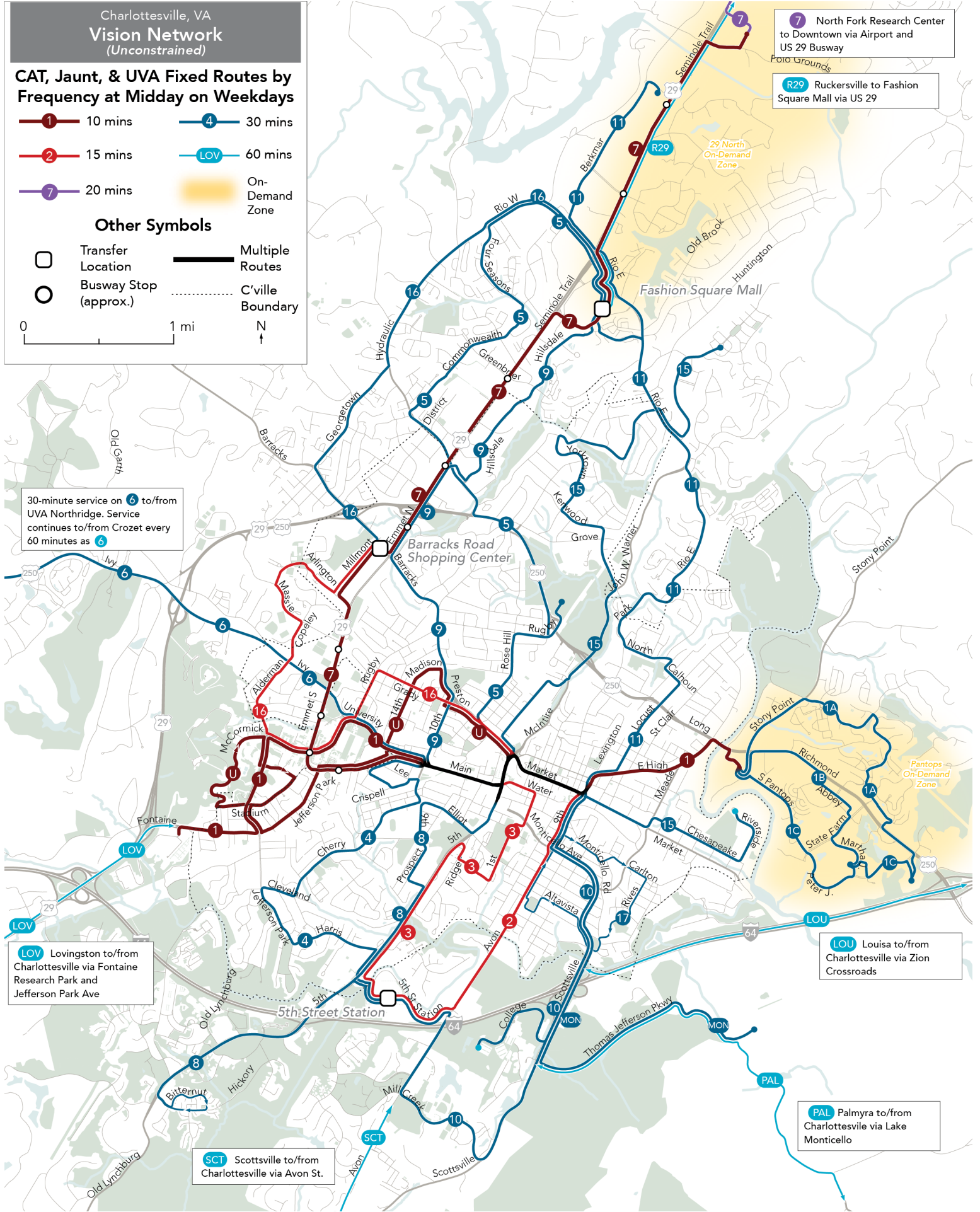
- JAUNT and Greene County Transit Services**
- 29 N JAUNT CONNECT Fixed Route
 - Crozet Link JAUNT Demand Response*
 - C'ville Link Greene County Transit Demand Response*

Other Symbols

- County/City Boundary
- Charlottesville Area MPO Boundary

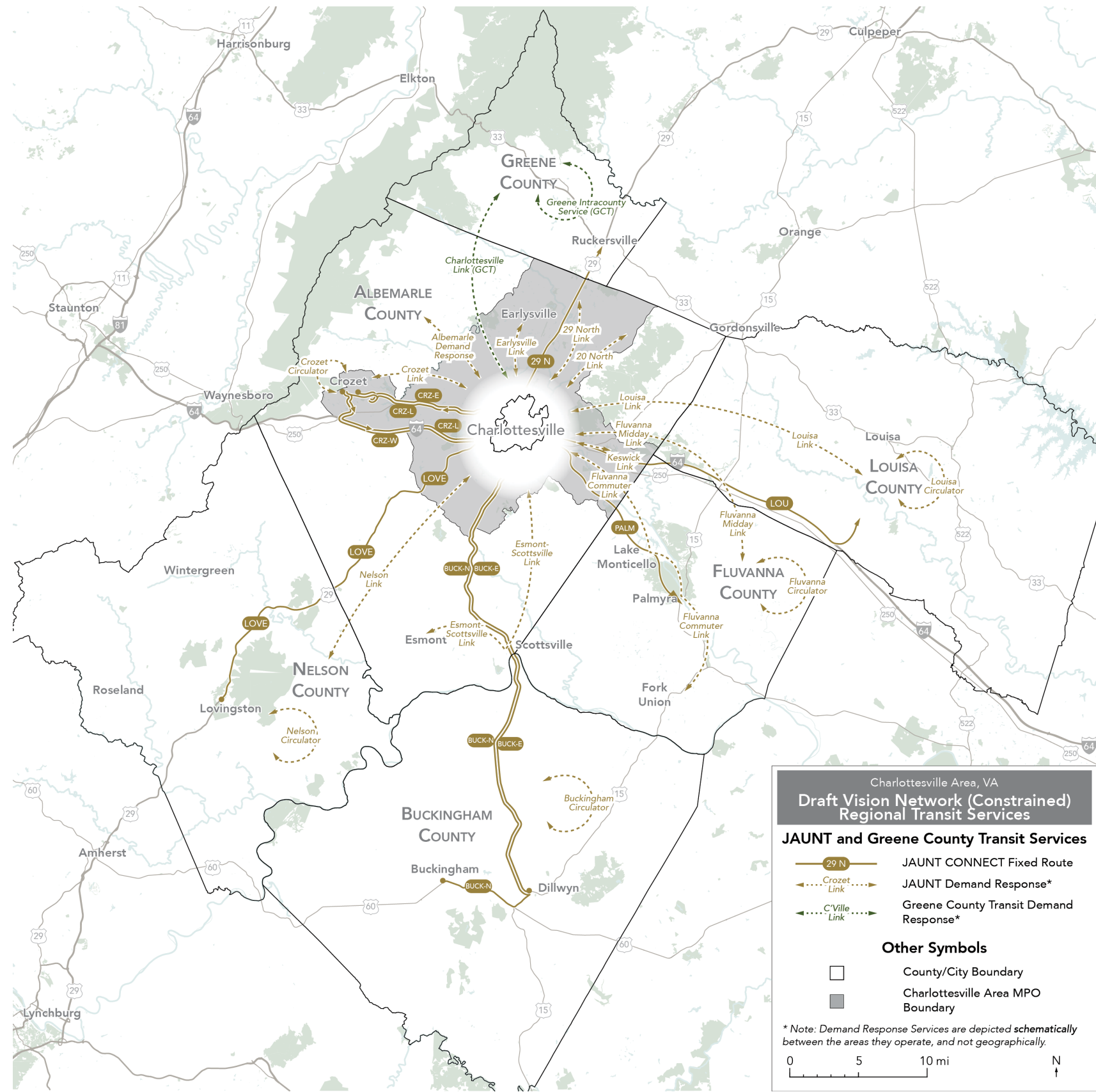
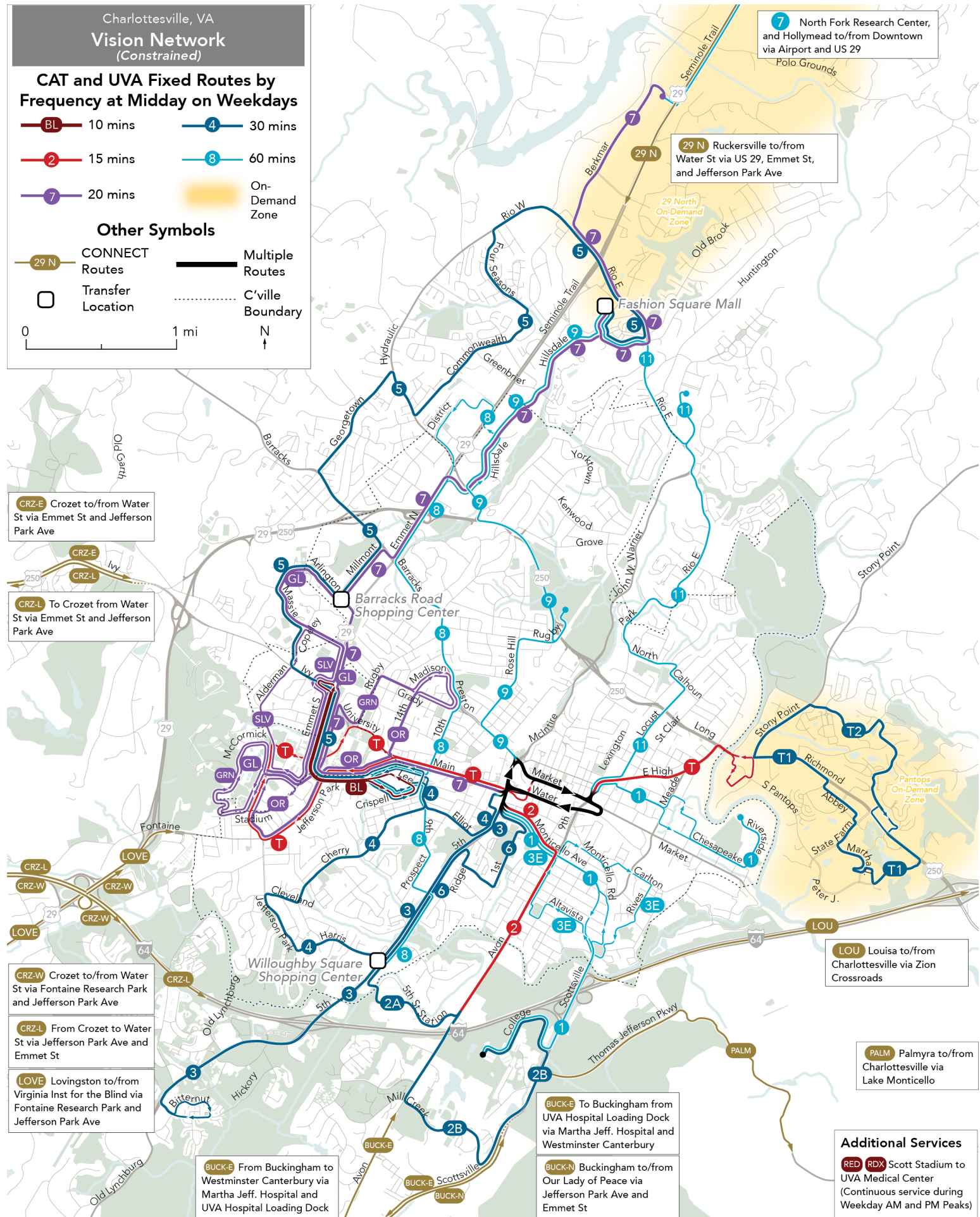
* Note: Demand Response Services are depicted schematically between the areas they operate, and not geographically.

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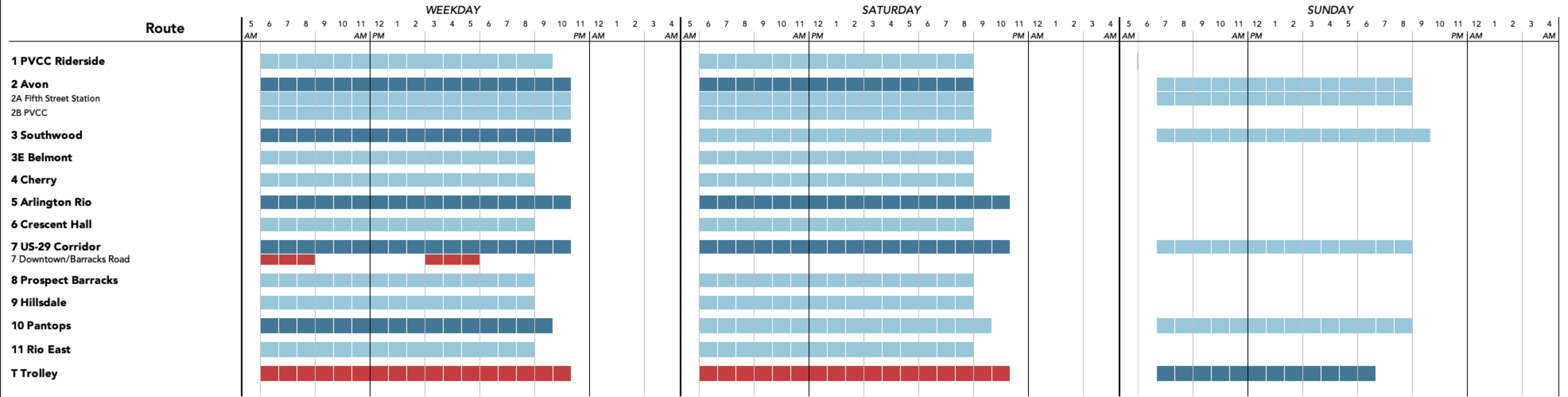
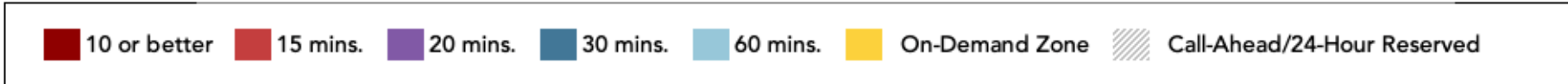
Constrained Vision Network





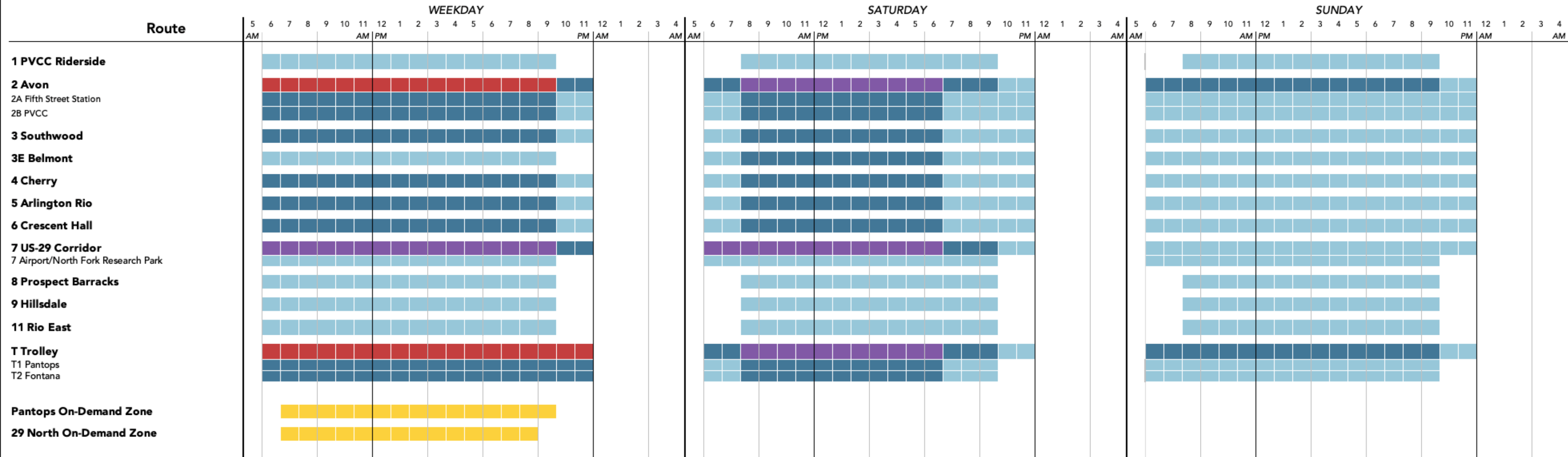
Baseline Network

Frequencies and Approximate Hours of Service for Each Route



Constrained Vision

Frequencies and Approximate Hours of Service for Each Route



Evening and weekend service is critical to retail, service, and hospital workers.



Regional Transit Vision for the Charlottesville Area

Thomas Jefferson Planning District Commission

Engagement Strategy – Phase 2



Phase Two: Next Steps

Phase 2. Envision: Underway

- Confirm the draft vision and goals
- Explore long-term transit alternatives for the region
- Collect preferences on alternatives and future outcomes

June 2022:

- Various dates – Present to Local Elected Bodies
- June 9 – Launch the survey
- June 9 - Update the project website
- June 13 Week – Focus Group Discussions
- TBD – Conduct Surveying at the Transit Center
- June 23 – Hold the Public Open House Event

July 2022:

- July 12 – Complete Local Presentations
- TBD – Update the Project Website with Summary of Phase II Engagement

August 2022:

- August 25 – Hold Final Meeting with RTP to Present the Completed Plan

Survey Questions and Objectives

Details:

- Online survey launches on June 9th
- Hardcopy version available for distribution
- Includes introduction and informational piece

Objectives:

- Attain feedback on the scenarios
- Identify public and stakeholder thoughts on future needs

Questions: Unconstrained Scenario vs. Constrained Scenario

- What do you think?
- What do you think is missing or needs improvements?
- Does the scenario go far enough?
- Question about funding*
- Additional detail questions*

REGIONAL
TRANSIT
VISION FOR THE
CHARLOTTESVILLE
AREA

Open Discussion
and Questions

On-Demand Transit

vs.

Demand Response Service

vs. Paratransit

What's the difference?

On-Demand Transit

- Same day reservation, usually booked using a smartphone app, a website, or by calling in
- Service available within a specified zone
- Not currently operating in the region

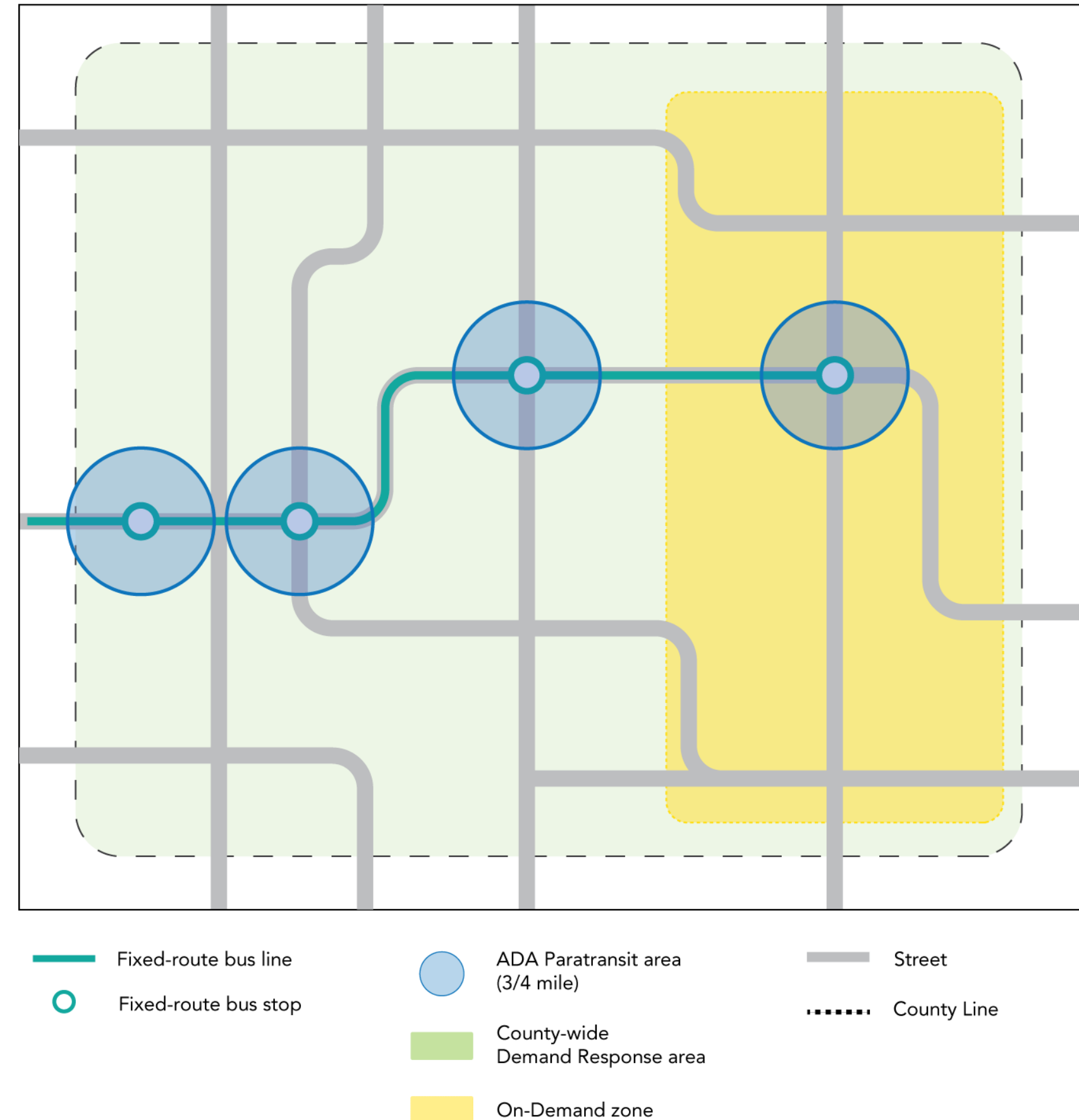
Demand Response Service

- Need to *book in advance*, usually the day or night before a trip is needed
- Currently operated by Jaunt

ADA Paratransit

- Registration and eligibility certification required
- Rides available within a $\frac{3}{4}$ radius of a fixed route stop per regulation

All three service types may be operated within a single area area



Existing Circulator Services

Existing Regional Network

Hours of Service per Jaunt service

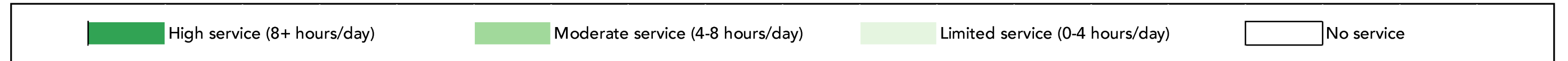


Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Albemarle County Demand Response	10am-2pm	10am-2pm	10am-2pm	10am-2pm	10am-2pm		
Lovingston Circulator	8am-4pm	8am-4pm					
Fluvanna County Circulator	8:30am-4pm		8:30am-4pm		8:30am-4pm		
Louisa County Circulator	6am-5pm	6am-5pm	6am-5pm	6am-5pm	6am-5pm		
Greene County Circulator	8:30am-5pm	8:30am-5pm	8:30am-5pm	8:30am-5pm	8:30am-5pm		
Buckingham County (No Circulator)							

Constrained Vision Circulator Services

Constrained Regional Network

Hours of Service per Jaunt service



Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Albemarle County Rural Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Lovingston Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Fluvanna County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Louisa County Circulator	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm
Greene County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Buckingham County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm

Existing CONNECT Services

Existing Regional Network

Trips per day per Jaunt CONNECT service

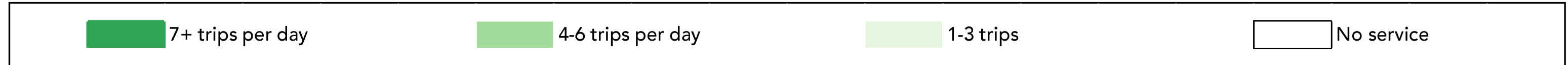


Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
CRZ-E Crozet East	7 trips	7 trips	7 trips	7 trips	7 trips		
CRZ-W Crozet West	7 trips	7 trips	7 trips	7 trips	7 trips		
CRZ-L Crozet PM Loop	1 trip	1 trip	1 trip	1 trip	1 trip		
29N 29 North	6 trips	6 trips	6 trips	6 trips	6 trips		
BUCK-E Buckingham East	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips
BUCK -N Buckingham North	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips
LOVE Lovington	2 trips	2 trips	2 trips	2 trips	2 trips		
Palmyra							
Louisa							

Constrained Vision CONNECT Services

Constrained Regional Network

Trips per day per Jaunt CONNECT service



Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
CRZ-E Crozet East	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips
CRZ-W Crozet West	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips
CRZ-L Crozet PM Loop	6 trips	6 trips	6 trips	6 trips	6 trips	6 trips	6 trips
29N 29 North	11 trips	11 trips	11 trips	11 trips	11 trips	11 trips	11 trips
BUCK-E Buckingham East	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips
BUCK-N Buckingham North	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips
LOVE Lovingston	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips
PALM Palmyra	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips
LOU Louisa	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips

Coordination with UVA

With improved frequency through UVA there's an opportunity to trade resources:

Expanded and improved regional network serves

- **North Fork Research Park**
- **UVA Northridge**
- **Fontaine Research Park**
- **Travel through the grounds along Emmet/JPA**
- **West Grounds to University Avenue**

Many UTS circulator services could be reallocated to a high-frequency U Line

- **Service every 10 minutes**
- **Similar to existing Orange, Green, and Gold Line services**

Ongoing UVA Master Plan may affect Final Vision recommendations on paths through and around the grounds.

Phase 1 Public Engagement Summary

Transit Vision Plan for the Charlottesville Area

1 Introduction

The Regional Transit Study Team is using a public and stakeholder engagement process and technical analysis to develop a single, unified vision for the future of transit service in the Charlottesville area.

The project has established early and continuous engagement through a robust public involvement process beginning in July 2021 and continuing through January 2022 (See Figure 1). The process engaged a range of community members and stakeholders through a variety of channels and opportunities.

This Technical Memo provides detailed summaries of the Phase 1 Engagement process as of April 2022 and is organized by section based on the engagement activities conducted to date:

1. Website
2. Project Steering Committee and Stakeholder Meetings
3. Public Workshop
4. Surveys

Each section summarizes the purpose of the outreach activities, advertising methods and key takeaways. In addition, the memo concludes with Next Steps and an Appendix containing a full summary of all comments received.



Figure 1. Project Timeline

2 Website

Study-related information, such as project background, technical mapping, and summaries of meetings were posted to a dedicated [webpage](#) that was linked via the [TJPDC website](#). The website went live in September 2021 to support public engagement efforts. Two surveys were deployed on the website, a visioning survey that asked the public what their opinions were about potential objectives and goals for the future of transit in the area, as well as an interactive mapping survey that allowed participants to show their preferred transit destinations on a map of the area. Additional information about the surveys can be found in Section 5.

3 Project Steering Committee and Stakeholder Group Meetings

3.1 Regional Transit Partnership Steering Committee

The Regional Transit Partnership (RTP) for the Charlottesville area acts as the steering committee for the Vision Plan. The RTP includes representation from the City of Charlottesville, Albemarle County, JAUNT, the University of Virginia, and the Virginia Department of Rail and Public Transportation (DRPT). Rural communities are represented by a JAUNT board member specifically designed as the rural representative. The majority of the RTP voting members are elected officials appointed to represent the public. The non-voting members include staff from transit related agencies representing:

- CAT
- JAUNT
- Albemarle County Student Transportation
- Charlottesville Student Transportation
- Charlottesville Albemarle Metropolitan Planning Agency
- RideShare
- UVA Hospital
- Charlottesville Area Alliance
- University Transit System

These agencies have daily contact with their riders both in the rural and urban areas and are able to represent the needs they see in the community.

The study team met with the steering committee twice, once on July 2nd, 2021, to kick off the project and review the schedule and scope, and once on September 8th, 2021, to review the transit propensity analysis and the approach for the public forum. In the next phase of the project, they will also help identify alternatives; and provide feedback during the alternatives analysis process.

3.2 Regional Transit Partnership Stakeholder Workshop (October 7, 2021):

In October 2021, the study team organized a stakeholder workshop that included the Regional Transit Partnership, as well as other jurisdictional and community stakeholders. The goal of the workshop was to hear from stakeholders about their transit goals and priorities for the region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area. Approximately 30 stakeholders participated throughout the morning workshop. The primary takeaways from the workshop included:

- Primary Themes:
 - A strong interest in expanded and improved service in the region overall;
 - Uniting land use planning with housing affordability planning and public transit; and
 - Creating a different type of transit service for future needs and conditions (e.g., post-COVID impacts, not focused on peak commuting hours, and exploring on-demand transit).
- Additional Key Themes:
 - The importance of equity in developing and designing high-quality transit;
 - Environmental considerations: climate change and air quality; and
 - Exploring what it means to have a holistic, multimodal and fully-connected transportation system in the region.

A full summary of this stakeholder workshop can be found in Appendix A.

4 Public Forum

On November 18th 2021, the Thomas Jefferson Planning District Commission (TJPDC) hosted a virtual public meeting over GoToMeeting Webinar from 6:30 pm to 8:00 pm and served as the community kickoff event for the planning process. The forum provided participants with an opportunity to learn about key trends and issues that impact the future of transit in the region and to provide reactions to these considerations. Activities focused on advancing the understanding of community interests and participants views of their future transit needs. Exercises were designed to help inform development of the Plan's vision and goals. A recording of the meeting can be viewed [here](#). Approximately 20 attendees from the public participated.

4.1 Public Forum Advertising

One hundred and forty-three agencies were sent invitations and marketing materials asking them to share the information with their constituents and networks. The community organizations represented are shown in Table 1.

Table 1. Community Organizations Contacted

Target Groups	Organizations Contacted
Albemarle County	Staff from parks, economic development, student transportation, & community centers, Board of Supervisors
The City of Charlottesville	Planning staff, residents, businesses and chamber of commerce, City Council, Neighborhood Development staff, Deputy City Manager for Racial Equity, Diversity, and Inclusion
Charlottesville-Albemarle MPO Committees	Charlottesville Transportation Advisory Committee, CA-MPO Policy Board, CA-MPO Technical Advisory Committee
Representatives from Rural Counties	Rural Transportation Technical Assistance Committee, Staff from Fluvanna, Louisa, Greene, and Nelson Counties, Scottsville, Board of Supervisors for the Scottsville District, Scottsville Planning Commission,
Residents	Forest Lakes Board of Directors
Transit dependent Populations	Blue Ridge Area Food Bank, JMRL Library, Piedmont Virginia Community College, Region 10 Community Service Board, United Way of Greater Charlottesville, Virginia Organize, Yancey Community Center, JABA, MACAA Community Action Co., Monticello Area Community Action Agency, International Recue Committee, Independence Resource Center, Sentara
Representing community members	Cville Clergy Collective, Community Climate Collaborative
Minority Specific	Black Professional Network of Charlottesville, Charlottesville Minority Business Program, Crescendo Juntos, UVA Latino Student Alliance, Sin Barreras Charlottesville
Business/Property Managers	Director of Property Operations for Great Eastern Management Company, Sentry Management Property Manager, Carriage Hill Apartments Property Manager, Northrop Grumman, Corrigan
Low-Income Housing	Charlottesville Low Income Housing Coalition, Charlottesville Redevelopment Housing Authority, Habitat for Humanity, PHAR, Piedmont Housing Alliance
Tourism	Charlottesville Albemarle Convention & Visitors Bureau
Public Transit	Jaunt Riders, CAT, UVA and Jaunt staff
University of Virginia	UTS, School of Architecture, UVA Foundation
State	Commonwealth Transportation Board, VDOT, DRPT

The event was publicized in multiple formats:

- Transportation operators (CAT, JAUNT) passing out flyers and posting on screens;
- Press release and [news article in CBS local news](#);
- Social media posts;
- Direct email communications from jurisdictions involved (Counties: Albemarle, Fluvanna, Greene, Louisa, Nelson, Buckingham; City of Charlottesville);
- Announcements at public meetings (City of Charlottesville and Albemarle County); and
- Direct email communications from stakeholders, especially Regional Transit Partnership (RTP) members and Citizen’s Transportation Advisory Committee (CTAC) members.

4.2 Summary of “Visions for the Future of Transit” Forum (November 18, 2021)

The goal of the public meeting was to hear from the public about their transit goals and priorities for the region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area. The format of the public meeting was interactive with three background questions, a presentation, and then another series of questions to respond to and comment on eight potential vision goals. Attendees were presented with eight initial visioning goals and asked to rank the top four. Attendees also considered whether anything was missing. The most important goals identified by the attendees are listed and reflected in Figure 2 below:

- Enhance the regional transit system, with more and higher quality service;
- Connect to more places that customers want to travel, and knit these services together;
- Improve equity (serve the populations that most need improved transit service); and
- Promote sustainability and solutions to climate change.

A full summary of the meeting and participant list can be found in the Appendix B.

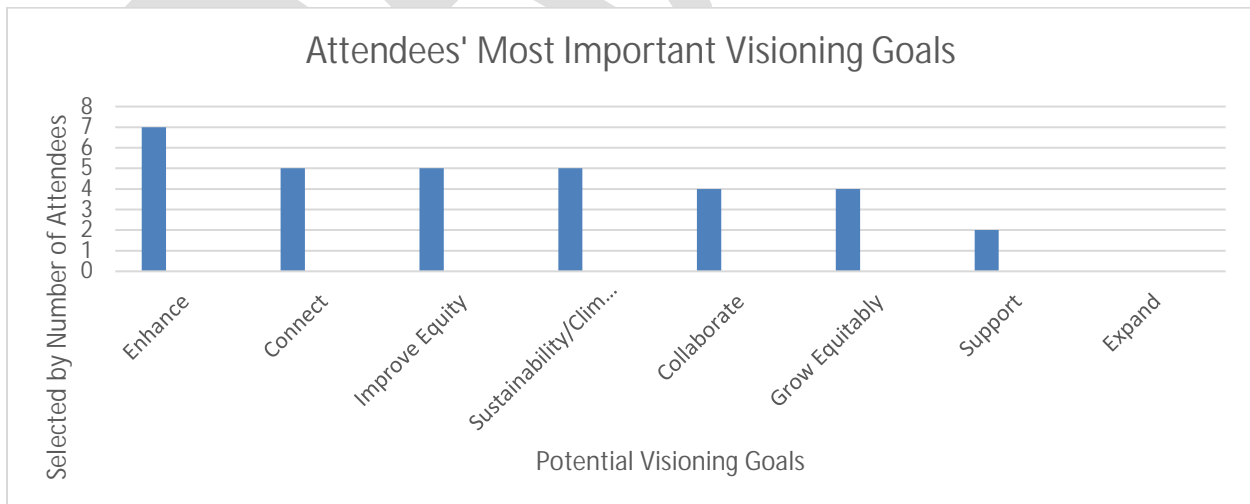


Figure 2. Summary of Vision Goals from Public Forum

5 Online Surveys

The study team developed two online interactive surveys to solicit public input on transit priorities. The surveys introduced the public to the project, solicited feedback on priorities (both conceptually and geographically) and collected information about the respondents themselves. The surveys were open for responses from September 2021 to January 2022.

Attachment C includes the full results of both the survey efforts, including charts summarizing survey responses, individual comments and map results.

5.1 Survey Advertising

The surveys and flyers advertising the surveys were distributed to the same list as the public meeting (Table 1 above) and advertised to transit riders through CAT, UTS, and Jaunt. In addition to multiple emails and committee presentations about the opportunity to participate in the survey, individual personalized emails were sent to the following agencies asking them to encourage their constituents to participate in the survey:

- University Transit Services
- Blue Ridge Area Food Bank
- Cville Clergy Collective
- Forest Lakes Home Owners Association
- JMRL Library
- Piedmont Virginia Community College
- Region 10 Community Service Board
- United Way United Way of Greater Charlottesville
- Virginia Organizing
- JABA (seniors)
- MACAA Community Action Co
- Black Professional Network of Charlottesville
- Minority Business Program
- Monticello Area Community Action Agency (MACAA)
- Independence Resource Center
- Sin Barreras Charlottesville
- Piedmont Virginia Community College
- Fluvanna County
- Fluvanna County Administrator
- Charlottesville Low Income Housing Coalition
- Nelson County
- Town of Scottsville
- Board of Supervisors - Scottsville District
- Albemarle BOS
- IMPACT Cville
- Mt. Zion First African Baptist Church
- Ebenezer Baptist Church
- First Baptist Church
- Fluvanna County

In an effort to recruit minority participants staff made additional emails and phone calls to organizations that represented mostly minority populations, like faith-based organizations. The City of Charlottesville Deputy City Manager for Racial Equity, Diversity and Inclusion assisted with distribution of the survey as well.

5.2 Transit Priorities Survey Results

673 people filled out the survey by the survey end in January 2022. The following section summarizes community feedback based on the main survey questions.

5.2.1 Respondent Characteristics

The survey collected demographic data about the respondents. Below is a summary of the characteristics of survey respondents:

- More than 30% of respondents were 65 years or older
- Nearly 90% of respondents were white or Caucasian
- More than 60% of respondents were female
- Almost 50% of respondents make \$100,000 or more a year
- More than 50% of households have 2 or more cars available for use on a typical day
- Approximately 10% of respondents reported having a disability that regularly affects their ability to travel
- The zip codes surrounding the urban areas of Charlottesville were most frequently represented.

The demographic characteristics of the survey respondents suggest there is a need for additional targeted outreach to communities with low-income households, people of color and limited access to a car in future phases of engagement to better represent the diverse needs of the region.

In an effort to elevate the responses of more traditionally transit-dependent populations, the survey results were filtered for people who identified as black, Asian, Hispanic or other persons of color (POC) or with a disability (PWD). 59 respondents identified as a person of color and 82 identified as having a disability. The results comparing all responses, POC and PWD are presented in the following subsections.

5.2.2 Transit and Quality of Life

Survey respondents were asked how “How could better transit service improve your life?” Figure 3 shows the following five dominant themes emerged among all groups:

- Improved access to stores and services to meet basic life needs (aside from work/education commuting)
- Opportunities to live without a car or with less reliance on a car
- Less traffic (or less impact from congestion) and reduced need for parking
- Reach parks and recreational facilities to enjoy nature and our community.
- Get out to more events and activities, keeping me connected to my community.

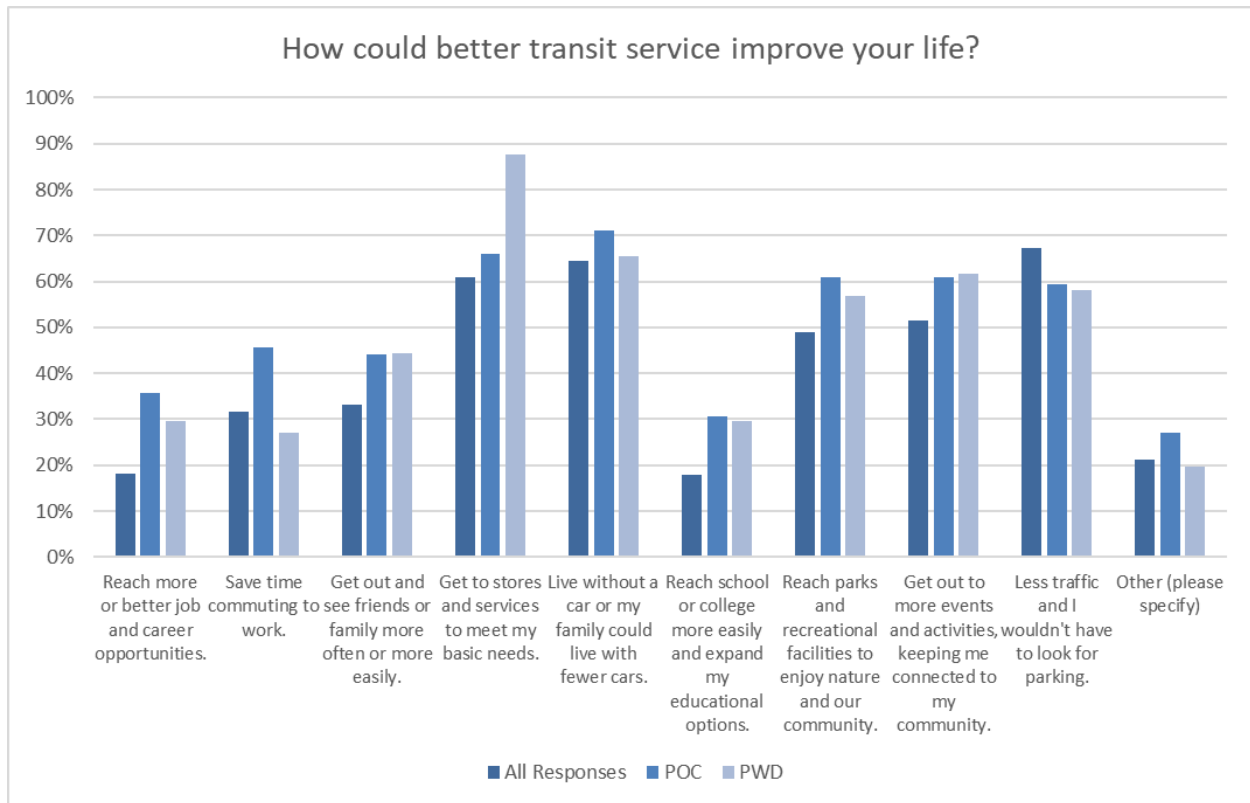


Figure 3. Transit Quality of Life

Almost 90% of people who identified as having a disability rated “get to stores and services to meet my basic needs” as a way transit would improvement quality of life. More than 70% of people of color thought transit would improve quality of life by being able to “live without a car or with fewer cars.”

5.2.3 Transit Service Benefits

Figure 4 shows the average rating for the two most important transit service benefits identified by the respondents:

- Helping low-income people access jobs and services
- Providing transportation for people with limited physical mobility.

These were the same two priorities for people who identified as POC and PWD. However, PWD rated both of these items higher than the other two groups.

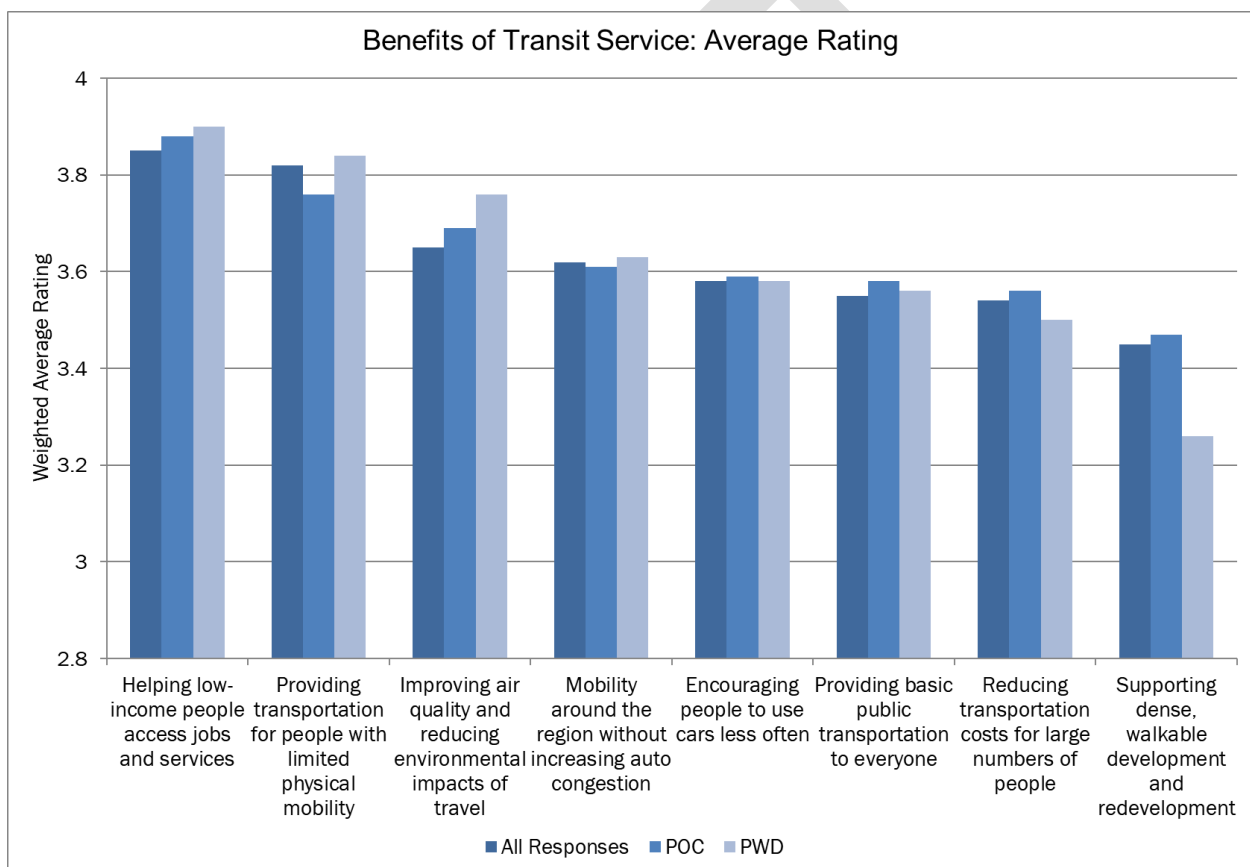


Figure 4. Transit Benefits Comparison

5.2.4 Transit Vision Goals

Survey respondents were asked to rate five goals as very important, somewhat important, less important or not important. Figure 5 compares the differences among groups who rated individual goals as “Very Important.”

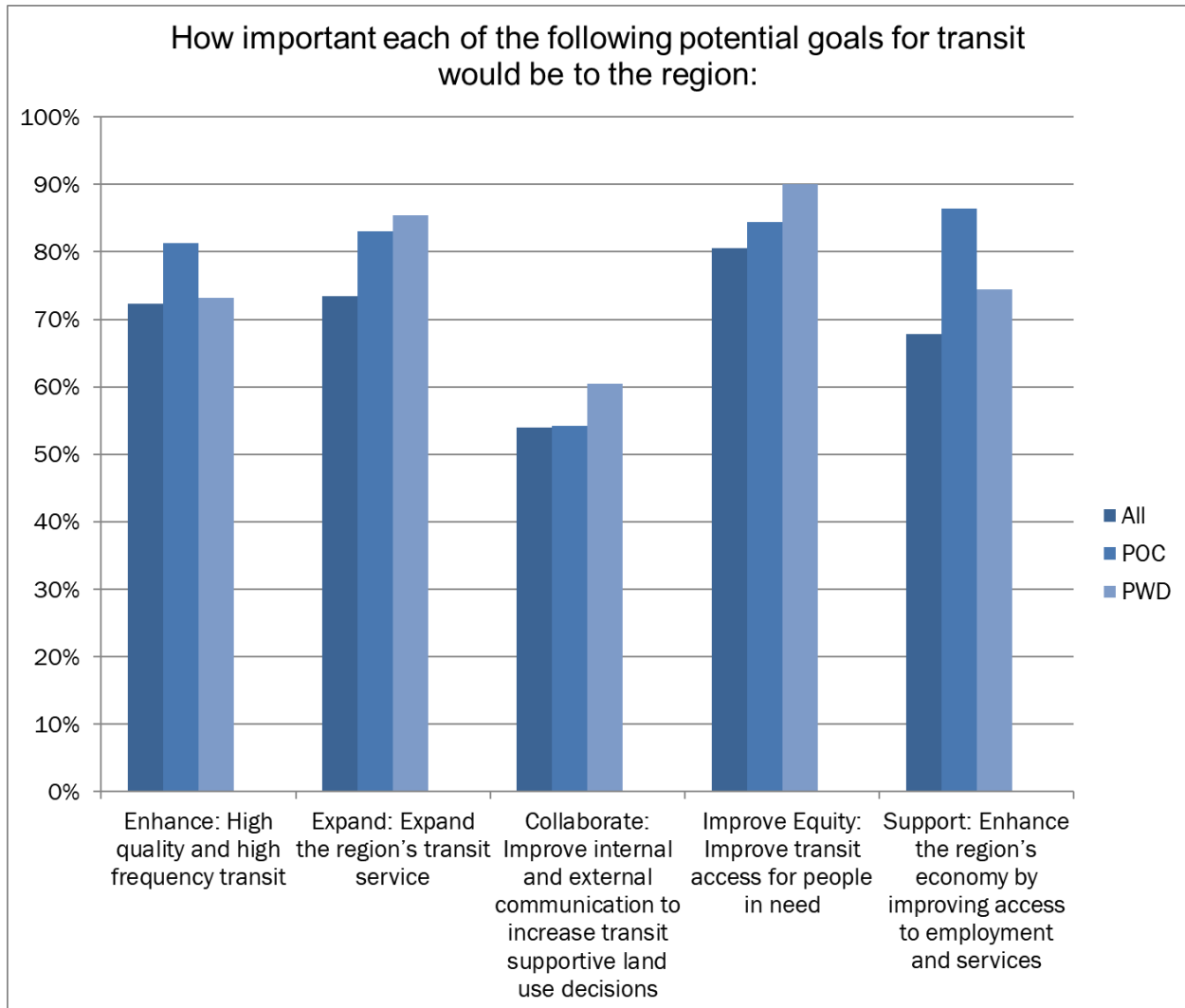


Figure 5. Very Important Goals

Improve Equity was rated with an 80% Very Important response among all responses, more than 80% among POC subset, and 90% among PWD. Three other goals received a 70% (or greater) Very Important response: *Expand* regional transit; *Enhance* high-quality and high-frequency transit; and *Support* regional economic development through improved transit access. The BIPOC subset showed greater support for *Support* regional economic development, and in fact, rated that the highest goal. In all groups, over 50% of respondents listed regional collaboration as Very Important.

5.2.5 Transit Investments

Figure 6 shows how respondents prioritized transit investments.

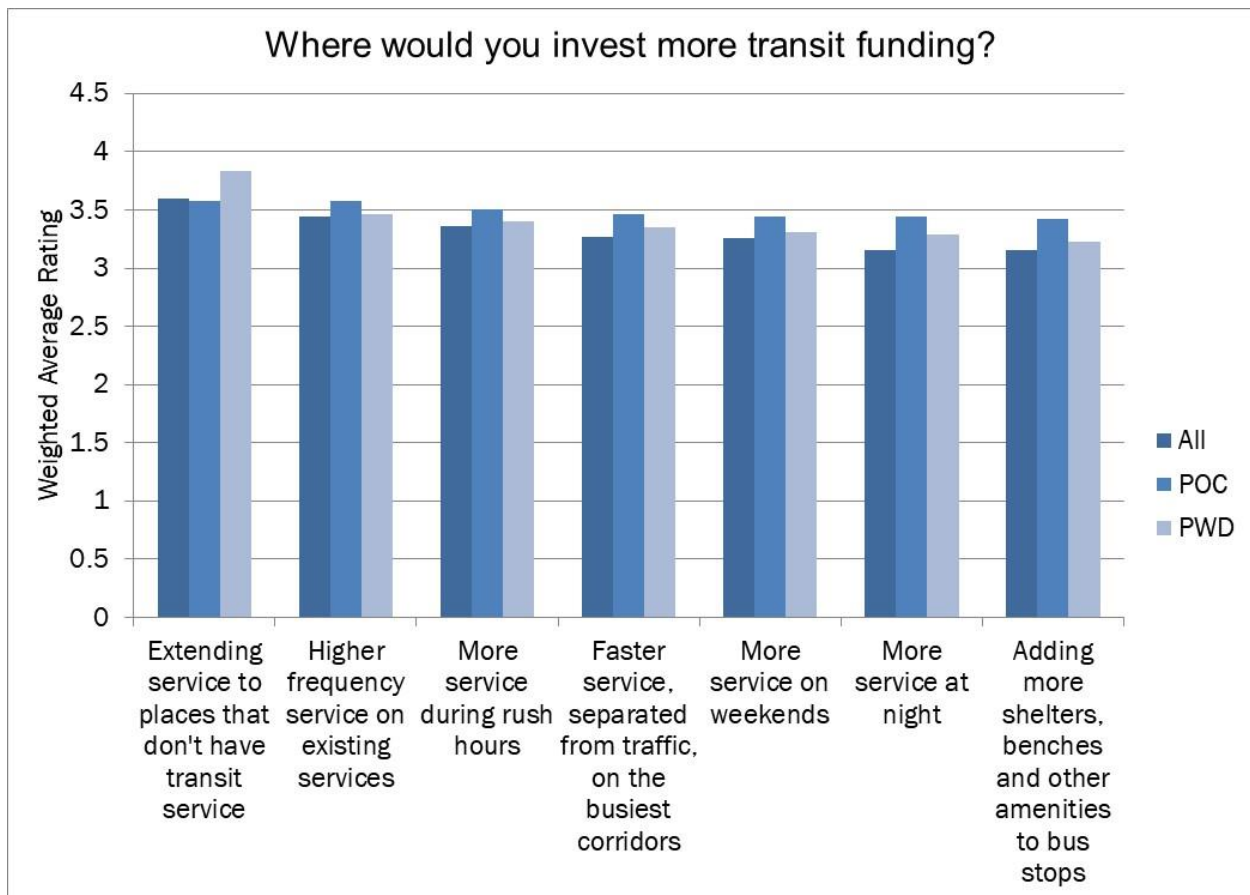


Figure 6. Transit Investments

The following priorities emerged:

- extending service to places that don't have transit service,
- higher frequency service on existing routes
- more service during peak hours,

However, all of the investments were generally weighted fairly evenly among all of the groups. PWD prioritized “extending service to places that don’t have transit service.” POC respondents prioritized those three investments more evenly than the general respondents and PWD.

5.2.6 Transit preferences/tradeoffs

Survey respondents were asked to express a preference for walking distance and wait times. Figure 7 shows that more than 65% of all respondents and POC respondents preferred shorter waits over shorter walks compared to more than 45% of PWD. More than 50% of PWD respondents preferred shorter walks.

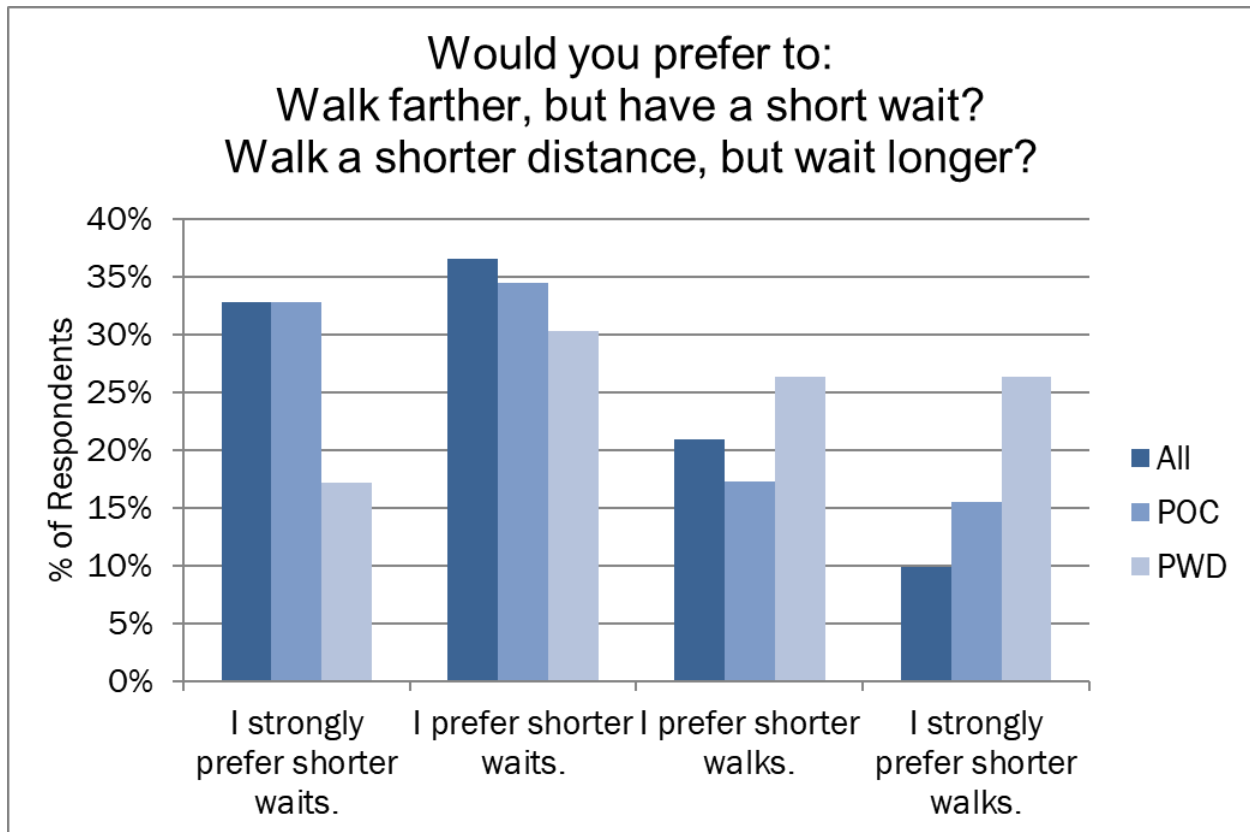


Figure 7. Transit tradeoffs

5.3 Social Pinpoint

The Social Pinpoint survey provided the opportunity to include geographic information on desired trips and match transit priorities with the respondent's geographic priorities. 328 unique users visited the site 736 times. Respondents could identify desired bus start/end points, new rapid transit corridors and new commuter bus end points. Figure 8 demonstrates the desire for additional transit connecting the Charlottesville area to Richmond, Waynesboro, Ruckersville, Scottsville and Palmyra.

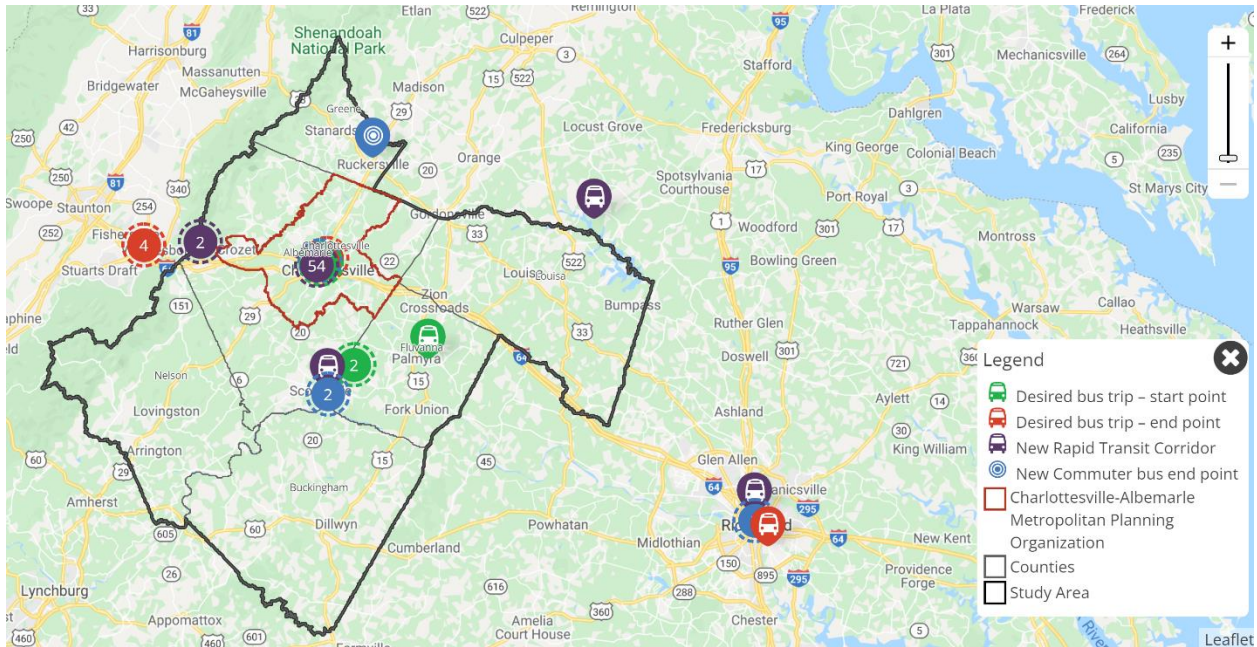


Figure 8. Social PinPoint Map Results

Figure 9 shows the desired start/end points in the TJPDC region are concentrated in Charlottesville, Crozet, Forest Lakes, North Garden, and Scottsville. Many of these locations were identified for rapid transit. Staunton, Lake Monticello and Palmyra were also mentioned as a desired start/end location.

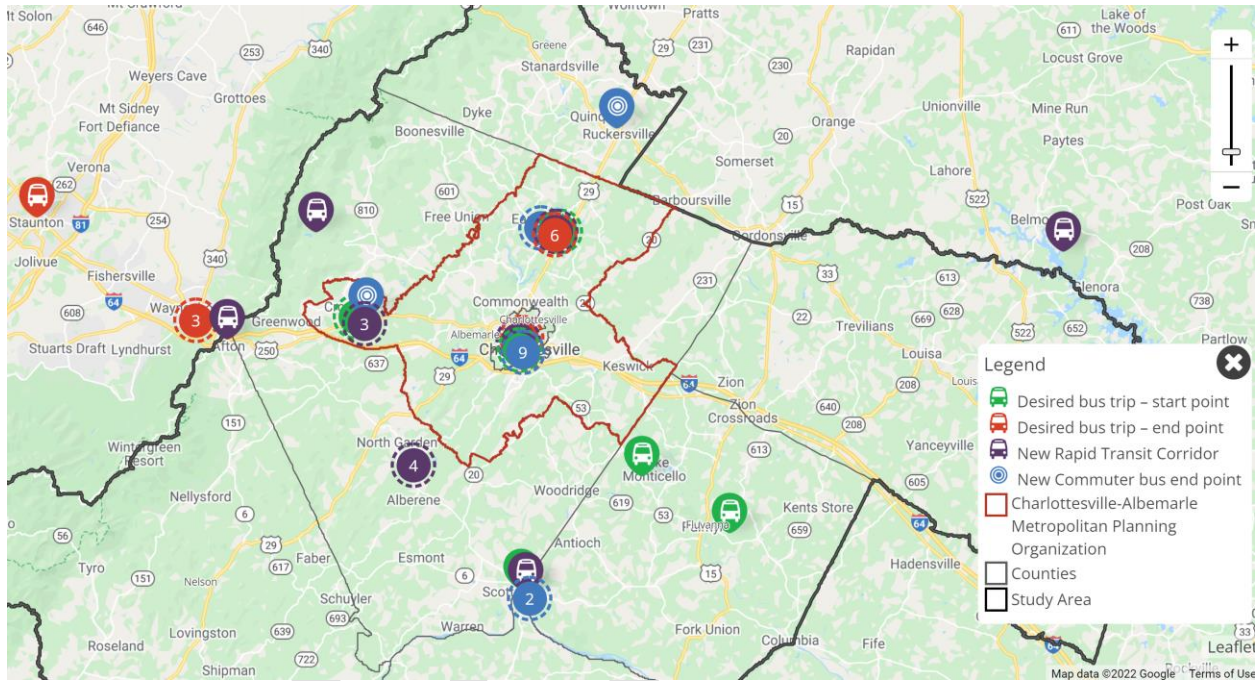


Figure 9. Social PinPoint Results for TJPDC Region

Figure 10 shows that survey respondents also expressed desire for RAPID TRANSIT to popular recreational destinations, such as Ragged Mountain, Ivy Creek and Beaver Creek, as well as RAPID TRANSIT to residential areas, such as Forest Lakes.

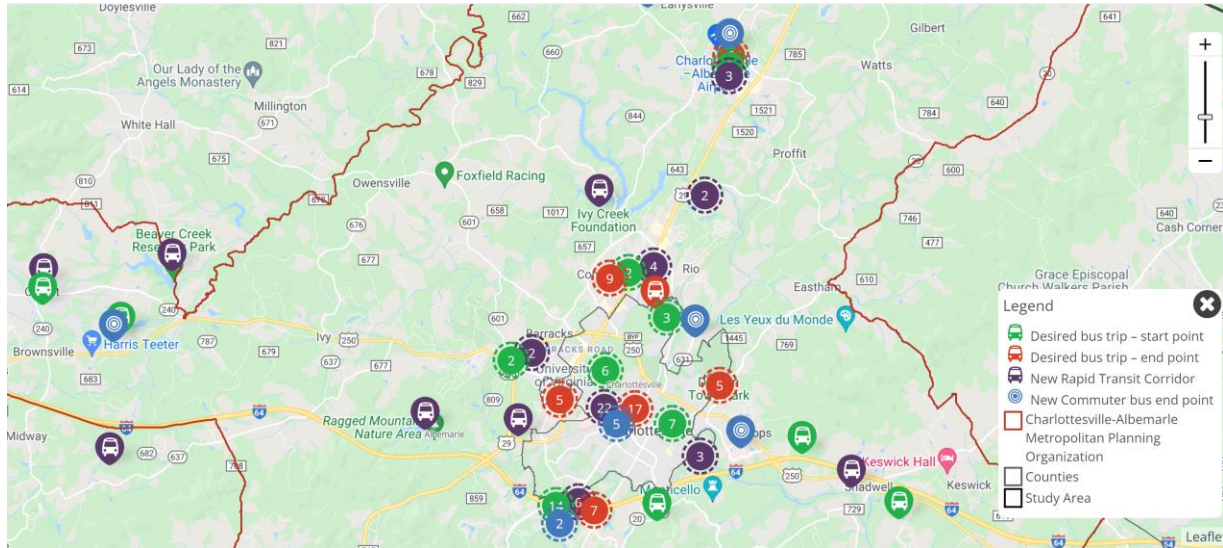


Figure 10. Circles shown in purple are desired Rapid Transit Corridors

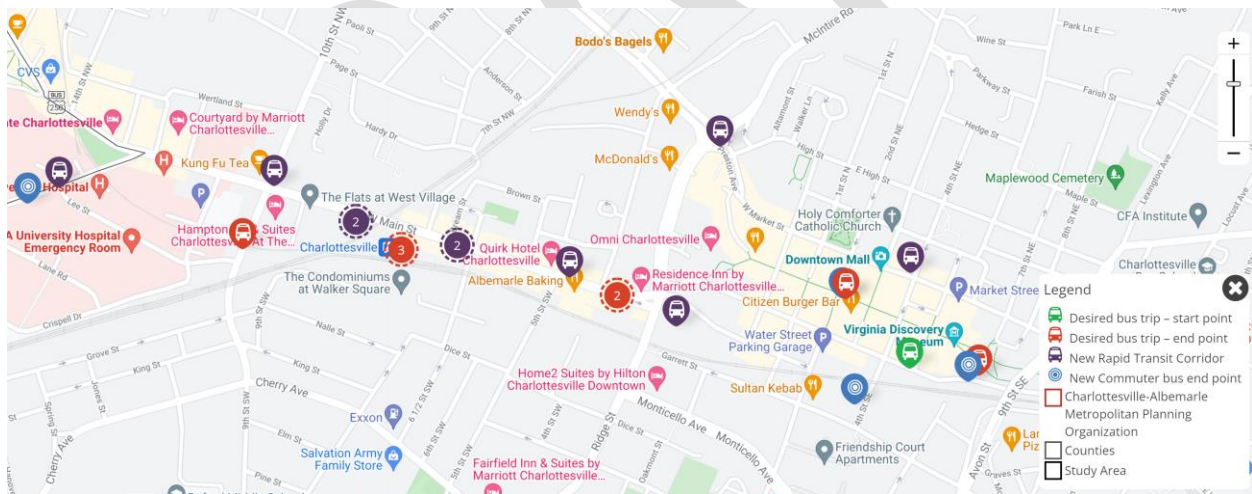


Figure 11. West Main Street Corridor

Figure 11 shows the density of comments that were received for the West Main Street Corridor (27), which received the third highest number of comments and engagement. 5th Street/Avon (35) area received the most comments followed by US29/Rio Rd (27). Charlottesville Airport (24), Recreational Areas (21) and Barracks Emmet (20) were also popular engagement areas.

Popular Comments

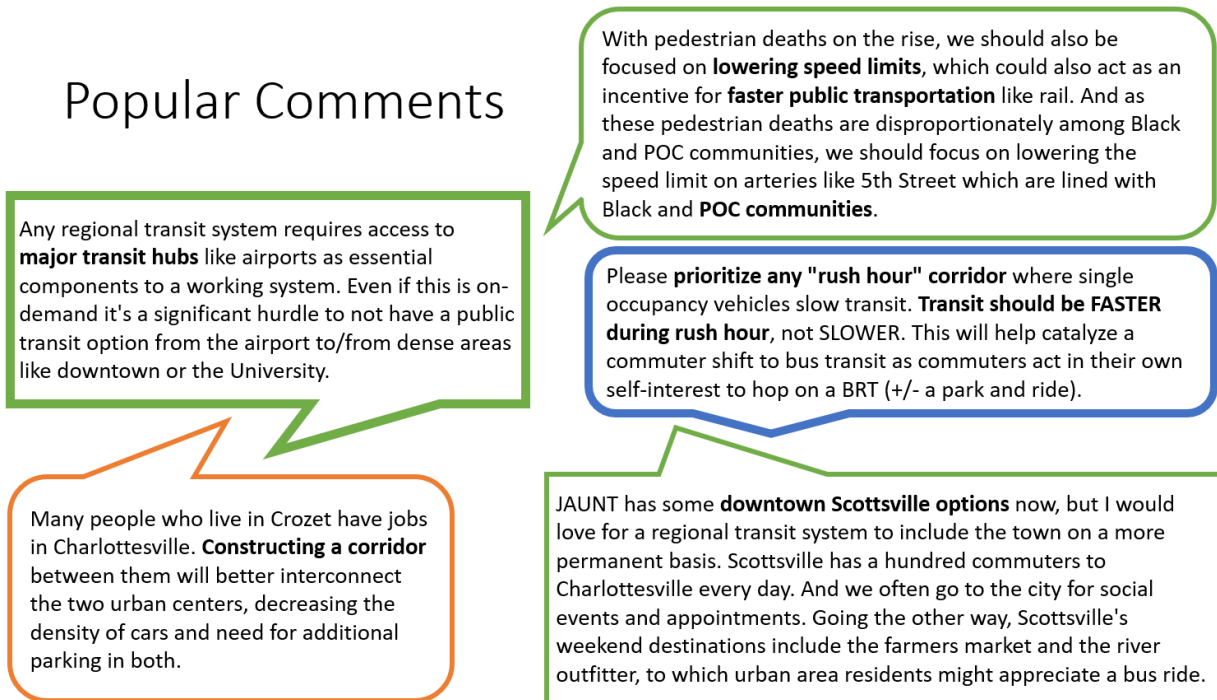


Figure 12. Popular Comments

In addition, respondents could provide comments associated with the geographic priorities. Figure 12 shows some of the popular comments. Nearly 200 additional comments were received.

The most popular comments from the Social Pinpoint map requested the following:

1. Public transportation to and from the airport, particularly routes that link downtown Charlottesville and UVA to the airport
2. A high-frequency rapid transit corridor connecting Charlottesville neighborhoods to US 29 in Charlottesville and Albemarle (dedicated bus lanes are suggested)
3. Faster public transportation options in general (light rail, bus rapid transit, etc.) in areas of heavy traffic throughout the region
4. A more robust transit corridor between Crozet and Charlottesville
5. Lower speed limits (especially on 5th Street in Charlottesville) to make streets safer for pedestrians. There is concern that POC communities are disproportionately impacted by pedestrian deaths.
6. A transit corridor on Whitewood Rd. in Charlottesville to serve the mixed-income housing and places of employment located there
7. Prioritization of "rush hour" corridors that disincentivize trips from single-occupancy vehicles and encourage people to use bus service or BRT to help alleviate traffic
8. A regional transit system that connects Scottsville and Charlottesville for work, commercial, and recreational trips

9. Converting the 250 Bypass into a “proper street” with a dedicated bus lane for commuters, protected bike lanes, sidewalks, and slower speed limits combined with dense transit-oriented development
10. General rapid transit to parks and other popular recreational/natural areas outside of the city
11. A complete bike lane from the east to the west end of the Downtown Mall, either on Market St. or Water St.
12. Hourly service to Waynesboro and Staunton
13. Improved public transit access to Wintergreen and surrounding attractions in Nelson County

Open ended comments addressed new subjects that were not necessarily emphasized in survey questions. These comments were categorized into 16 separate themes, as displayed in Figure 13. All of the individual comments can be found in the Appendix.

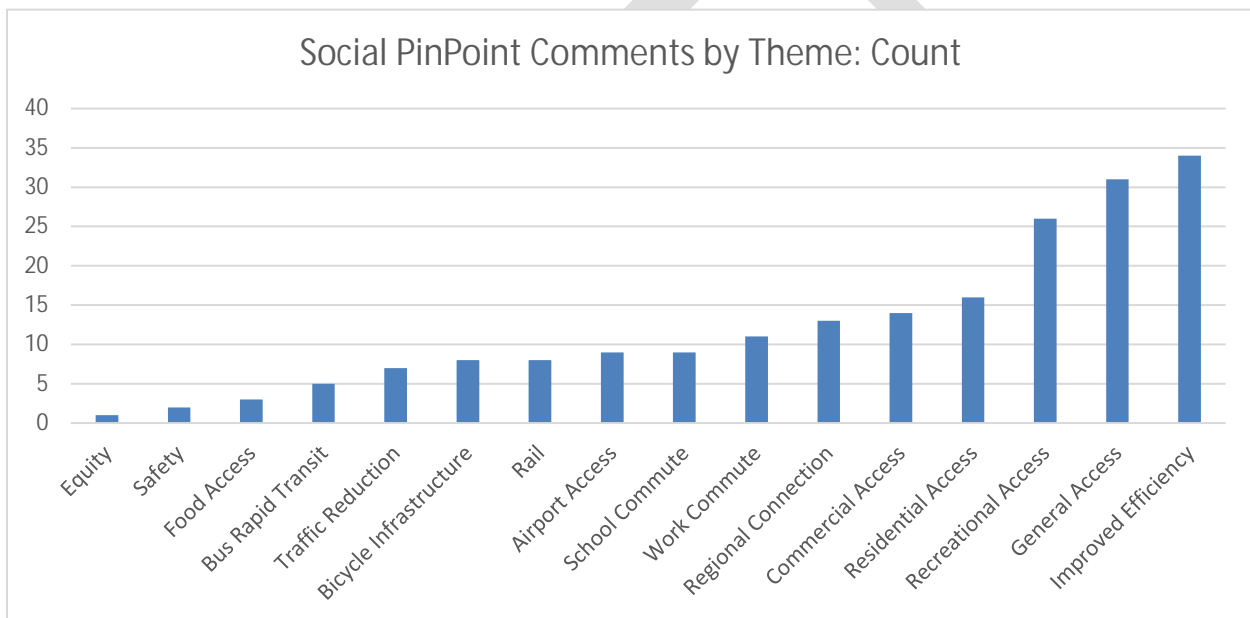


Figure 13. Social PinPoint Themes

Three themes emerged as predominant, each receiving more than 20 comments:

1. Improved efficiency (34)
2. General access (31)
3. Recreational access (26)

Other themes receiving more than 10 comments included the importance of access to both residential and commercial areas and region-wide connectivity.

Specific themes receiving more than 5 votes each included interest in access to airports, rail modes, bicycle infrastructure/access to transit, and traffic reduction.

5.4 Conclusions & Next steps

The findings in this memorandum represent a summary of the first phase of public engagement and will help to refine the study vision and evaluation criteria. The study team will use insights from the Phase 1 public engagement process to develop alternatives, conduct additional outreach and ultimately inform the study recommendations. A specific focus in the next phase of engagement will be to try to broaden representation among transit riders and traditionally underrepresented populations through a variety of outreach approaches.

DRAFT

Appendix A – October 7, 2021 Stakeholder Workshop Participants and Summary

Appendix B – November 18, 2021 Public Meeting Participant List and Summary

Appendix C – Survey Questions & Results

Appendix A – October 7, 2021 Stakeholder Workshop Participants and Meeting Summary

Appendix A contains the meeting summary and participant list provided to the TJPDC at the conclusion of the October, 7, 2021 RTP + Stakeholder Workshop.

Appendix A. October 7, 2021 Stakeholder Workshop Participants and Summary



First Virtual Stakeholder Workshop
October 7, 2021 – 9:00 am - 11:30 am
Summary

Overview

The Thomas Jefferson Planning District Commission (TJPDC) and Regional Transit Partnership hosted a stakeholder meeting for the Regional Transit Vision Plan for the Charlottesville Area. This meeting took place from 9:00 am to 11:30 am on October 7th virtually over Zoom in place of the October 28th Regional Transit Partnership meeting.

The goal of the workshop was to hear from stakeholders about their transit goals and priorities for the region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area.

The public was able to view and comment on this meeting live on [YouTube](#) and a recording is available on the [project website](#). There will be two additional public meetings, another stakeholder meeting, and multiple surveys for further public input. The [surveys are available here](#) and the next public meeting will be Thursday, November 18 at 6:30 pm.

Participants

In addition to the Regional Transit Partnership members, participants included representatives from the service operators CAT, Jaunt, and UTS, members from local city and county government, and representatives of local advocacy groups and organizations serving the community, such the Legal Aid Justice Center and Community Climate Collaborative. Approximately 30 stakeholders participated throughout the morning workshop.

Regional Transit Partnership Committee Members

This workshop substituted a meeting for the Regional Transit Partnership. The Regional Transit Partnership Committee Members are listed below, next to their attendance to indicate their presence at this meeting.

Chair

- Albemarle County – Diantha McKeel - PRESENT

Appendix A. October 7, 2021 Stakeholder Workshop Participants and Summary

Vice-Chair

- City of Charlottesville – Lloyd Snook - PRESENT

Voting Members

- Jaunt Urban – Lucas Ames
- Albemarle County – Bea LaPisto-Kirtley
- Jaunt Rural – Harold Morgan -PRESENT
- Department of Rail & Public Transportation –Neil Sherman
- City of Charlottesville – Nikuyah Walker
- UVA- Becca White - PRESENT

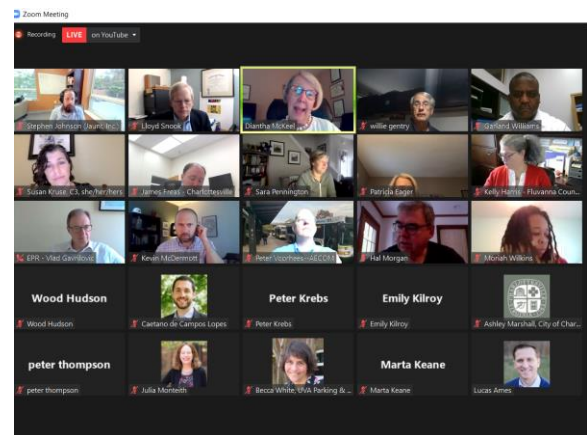
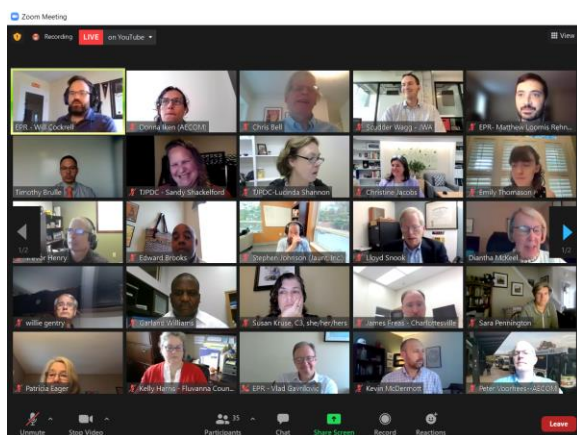
Non-voting Members

- CAT staff – Garland Williams - PRESENT
- Jaunt staff – Karen Davis
- Albemarle County Student Transportation – Jim Foley
- Charlottesville Student Transportation – Garland Williams - PRESENT
- CA-MPO staff – Sandy Shackelford - PRESENT
- RideShare – Sara Pennington -PRESENT
- UVA Hospital – Sally LeBeau
- Charlottesville Area Alliance – Peter Thompson - PRESENT
- Charlottesville’s Transit Advisory Board

Format

The workshop began with introductions from the Regional Transit Vision team and a welcome from the Regional Transit Partnership chair, Supervisor Diantha McKeel. The format of the workshop was interactive with four polls and two breakout discussion sessions interspersed with a presentation about the Regional Transit Vision process and different tradeoffs and considerations when thinking about transit. This presentation included tradeoffs such as the sometimes-competing interest of coverage (ensuring everyone throughout an area has transit access) versus frequency (regularly scheduled transit trips).

Throughout the workshop, there was robust discussion both verbally and over the chat function and multiple times for questions and answers.



A snapshot of the Zoom visioning workshop.

Discussion

What are stakeholders hoping to get out of the visioning process?

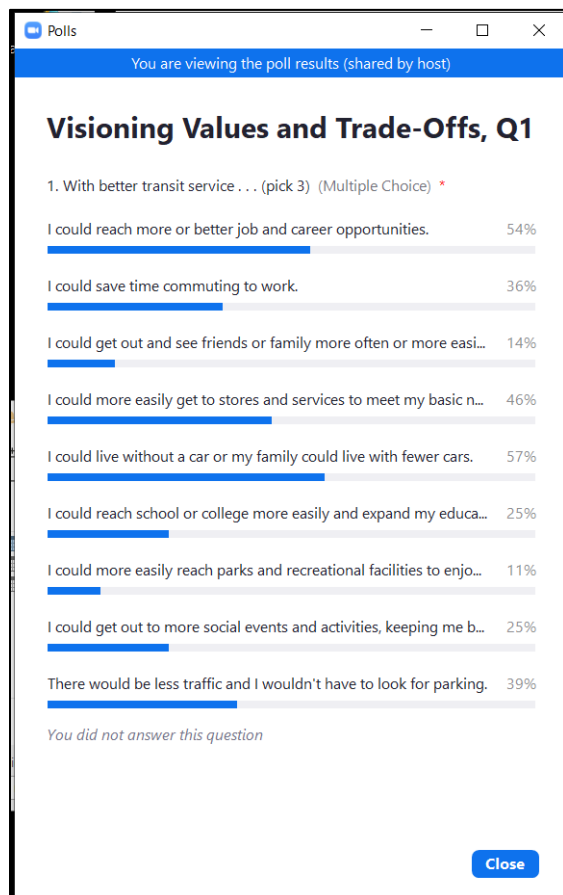
Stakeholders expressed a few priorities for what they would like to get out of the visioning process. Chief among them included: discussing multimodal access, connections addressing equity issues (for people of all ages abilities, and socio-economic status), improving mobility and economic opportunities, considering environmental outcomes in a holistic way, and discussing the connection between housing and affordability.

A common refrain heard from participants included ensuring the process is truly representative of the existing ridership, would-be riders, and broader population, and is inclusive. They also noted the value of business and political champions.

Additionally, stakeholders wanted to ensure that this visioning process and plan is integrated with other visioning processes so that it has a higher likelihood of implementation.

Visioning Values and Tradeoffs

The participants agreed that it was very difficult to narrow down poll choices to only three benefits or priorities of transit. Below is the outcome of two polls where stakeholders had to choose only three priorities.



Snapshot of polls regarding values and tradeoffs with a focus on what participants see as benefits of transit service. These polls [are/will be] included in the public meeting and are also part of the general survey.

In a discussion of these values and tradeoffs, participants reiterated earlier statements regarding the focus on equity, connection between affordable housing and land use (in terms of density, where housing and activity centers are located, and bike/pedestrian connections to transit), and environmental and air quality improvements.

While equity and environmentalism were important considerations, the participants noted the nuance needed in considering these key phrases. In terms of equity, it was highlighted that access to affordable housing and good jobs and economic opportunities are crucial, but so is frequent service so that it does not take an unnecessarily long time to get from one place to another. Similarly, while there are specific targets to lower greenhouse gas emissions, it is not as simple as using a different type of fuel, but about increasing ridership.

Appendix A. October 7, 2021 Stakeholder Workshop Participants and Summary

There was also a strong desire to both improve existing service as well as ensure rural residents have access to transit service for jobs, activity centers, and errands and medical appointments.

Though equity and environmentalism played a strong role in priorities for many stakeholders, others pointed out that enhancing and expanding the system through better collaboration, would yield the equity and environmental outcomes participants are hoping to achieve.

Another consideration is that stakeholders saw a strong need to include better collaboration between service providers for a holistic transportation system. Additionally, the stakeholders wanted to see more inter-agency coordination to ensure trust and reiterated that to see any results, the visioning plan should be integrated with other sustainability and land use visions and plans.

Primary Takeaways

The primary takeaways from the workshop included:

- a strong interest in expanded and improved service overall;
- tying together land use planning, housing affordability planning, and transit planning;
- creating a different type of service for future needs (e.g. post-COVID impacts, not focused on peak commuting hours, exploring on-demand transit);
- importance of equity in accessing high-quality transit;
- importance of environmentalism and clean air; and
- exploring what it means to have a holistic transportation system in region.

Stay Involved

The TJPDC and Regional Transit Vision team values your opinion and wants to hear from you!

The two [surveys are available here](#) and the next public meeting will be Thursday, November 18 at 6:30 pm. Please [check out the website to register](#) for the next meeting and to stay involved and up-to-date on further events and opportunities for input.

Appendix B – November 18, 2021 Public Meeting Participant List and Summary

Appendix B contains the meeting summary and participant list provided to the TJPDC at the conclusion of the November 18, 2021, Public Meeting.

Regional Transit Vision for the Charlottesville Area- Public Meeting

Attendee Report:

Report Generated:

11/19/2021 09:06 AM EST

Webinar ID	Actual Date/Time	Start Duration	# Registered
295-223-931	11/18/2021 PM EST	06:00 2 hours 2 minutes	39

Attendee Details

Attended	Interest Rating	Last Name	First Name
Yes	90	Bell	Christopher
Yes	97	Brooks	Edward
Yes	98	Brulle	Timothy
Yes	66	Burbage	Amanda
Yes	96	Fomenko	Kelly
	66		
	87		
Yes	96	Habbab	Karim
	89		
Yes		Heron	Ray
Yes		Hersh-Ballering	Jessica
Yes		Iken	Donna

Appendix B. November 18, 2021 Public Meeting Participant List and Summary

Yes	45	Johnson	Stephen
Yes	92	Keathley	Jane
Yes	97	Kondor	Lee
Yes	89	Krebs	Peter
Yes	85	McDermott	Kevin
Yes	95	Meth	Martin
Yes	41	Proctor	Charles
Yes	90	Sanders	Samuel
Yes	97	Shackelford	Sandy
Yes	98	Shannon	Lucinda
Yes	93	Silverman	Martin
Yes	68	Townsend	Judith
Yes	75	Wagg	Scudder
Yes	64	Weaver	Gregory
Yes	88	Wrabel	Allison
Yes	91	Wuensch	Bill
Yes	70	de Campos Lopes	Caetano
Yes	52	thompson	peter

Appendix B. November 18, 2021 Public Meeting Participant List and Summary

No	0	Bhosale	Mihir
No	0	Cockrell	Will
No	0	Douglas	James
No	0	Frye	Ben
No	0	Gavrilovic	Vlad
No	0	Jacobs	Christine
No	0	Jiranek	Robert
No	0	Keane	Marta
No	0	Lawless	Matt
No	0	Loomis Rehnborg	Matthew
No	0	S	B
No	0	Weir	Irene

Appendix B. November 18, 2021 Public Meeting Participant List and Summary



First Public Meeting November 18, 2021 – 6:30 pm – 8:00pm Summary

Overview

The Thomas Jefferson Planning District Commission (TJPDC) hosted a public meeting for the Regional Transit Vision Plan for the Charlottesville Area. This meeting took place from 6:30 pm to 8:00 pm on November 18th virtually over GoToMeeting Webinar. A recording of the meeting can be viewed [here](#).

This was the first of two public meetings. The goal of the meeting was to hear from the public about their transit goals and priorities for the region and to begin developing the vision for the Regional Transit Vision for the Charlottesville Area. This followed a stakeholder meeting in October.

There will be another public meeting, another stakeholder meeting, and multiple surveys for further public input. The [surveys are available here](#) and will be open for the public to take until the end of 2021.

Attendees and Outreach

There were approximately 20 attendees from the public who participated throughout the meeting.

The event was publicized in multiple formats:

- Transportation operators (CAT, JAUNT) passing out flyers and posting on screens;
- Press release and [news article in CBS local news](#);
- Social media posts;
- Direct email communications from jurisdictions involved (Counties: Albemarle, Fluvanna, Greene, Louisa, Nelson, Buckingham; City of Charlottesville);
- Announcements at public meetings (City of Charlottesville and Albemarle County); and
- Direct email communications from stakeholders, especially Regional Transit Partnership (RTP) members and Citizen's Transportation Advisory Committee (CTAC) members.

Format

The public meeting began with introductions from the Regional Transit Vision team and a welcome from the TJPDC. The format of the public meeting was interactive with three background questions, a presentation, and then another series of questions to respond to and comment on eight potential vision goals.

Appendix B. November 18, 2021 Public Meeting Participant List and Summary

The presentation included Regional Transit Vision process and different tradeoffs and considerations when thinking about transit tradeoffs, such as the sometimes-competing interest of coverage (ensuring everyone throughout an area has transit access) versus frequency (regularly scheduled transit trips).

Throughout the meeting, there were opportunities to ask questions and respond to prompts and verbal discussion at the end of the meeting.

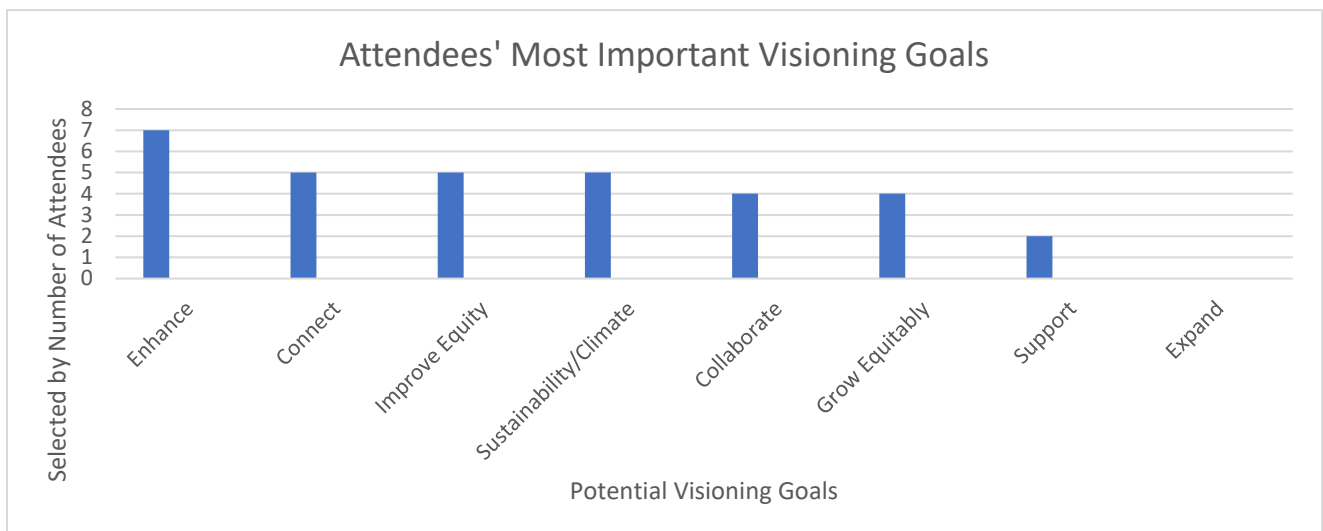
Visioning Goals

There were eight potential visioning goals that attendees were asked to consider as whether they were worthwhile as the top four goals. Attendees also considered whether anything was missing.

The eight potential goals, in no particular order, are:

- **Enhance:** Provide high quality and high frequency transit options in the busiest parts of the region
- **Expand:** Expand the region’s transit service to more neighborhoods, towns, and places and increase basic transit connectivity
- **Connect:** Promote efficient and attractive multimodal connectivity for seamless regional travel
- **Improve Equity:** Improve transit access for people with low income, limited physical mobility, or lack of access to automobiles
- **Grow Equitably:** Create a strong linkage between transit and compact, walkable, robust transit-supportive and equitable land use with safe access/egress conditions
- **Collaborate:** Improve internal and external communication with the transit agencies and with local governments to increase transit supportive land use decisions
- **Support:** Enhance the region’s economy and economic well-being of its residents by improving access to employment opportunities and community services
- **Sustainability/Climate:** Minimize the environmental impact of the region's transportation system.

The most important goals for the attendees were: enhance, connect, improve equity, and sustainability/climate. This is reflected in the chart below.



Appendix B. November 18, 2021 Public Meeting Participant List and Summary

Attendees also added comments to explain their selections and suggest adding any content to the potential visioning goals. A snapshot of those comments are reflected below:

The system needs to be solid before we expand it.

Needs to mention enhanced bus stops, sidewalks, bike lanes, crosswalks, etc.

Improve collaboration to best use the available resources.

Priority should be given to those who do not have the luxury of transportation.

Equity is also about less tangible things, such as seeking community feedback through decision-making process.

Transit plans should directly support comprehensive plans and should themselves encourage higher density housing.

Sustainability goal should be more around eliminating emissions and single family vehicle use.

Climate benefits are an extension of a successful transit system.

Stay Involved

The TJPDC and Regional Transit Vision team values your opinion and wants to hear from you!

The two [surveys are available here](#) and open until the end of 2021. Please [check out the website](#) to stay involved and up-to-date on further events and opportunities for input.

Appendix C – Survey Questions & Results

Appendix C contains the summary graphs downloaded directly from Survey Monkey, as well as screenshots of the Social PinPoint map results at various scales. In addition, this Appendix includes all of the comments received from both online survey platforms.

Regional Transit Vision for the Charlottesville Area

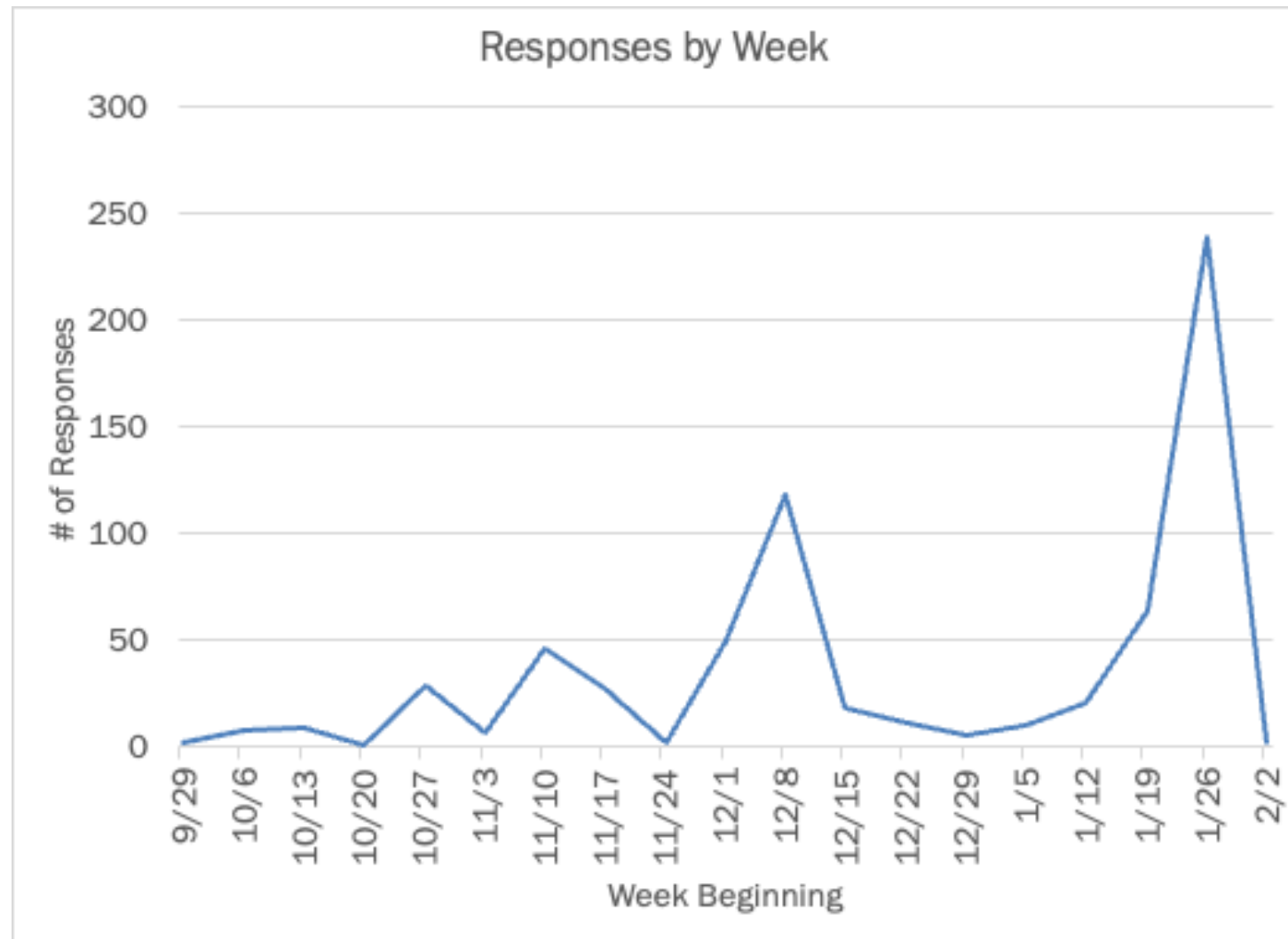
Results from Phase 1 Survey:
Priorities and Goals for Transit



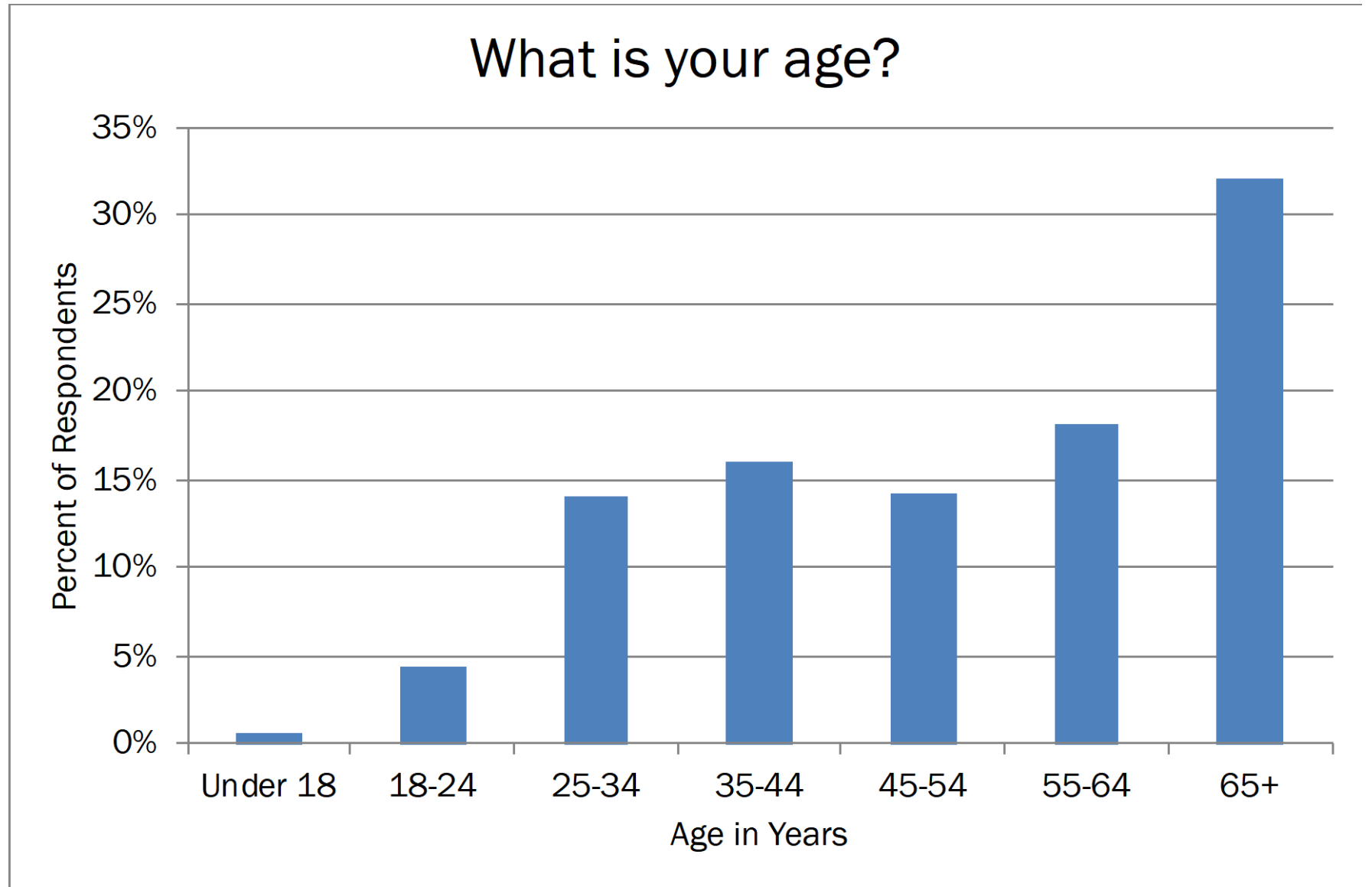
Respondents

673 Total Respondents

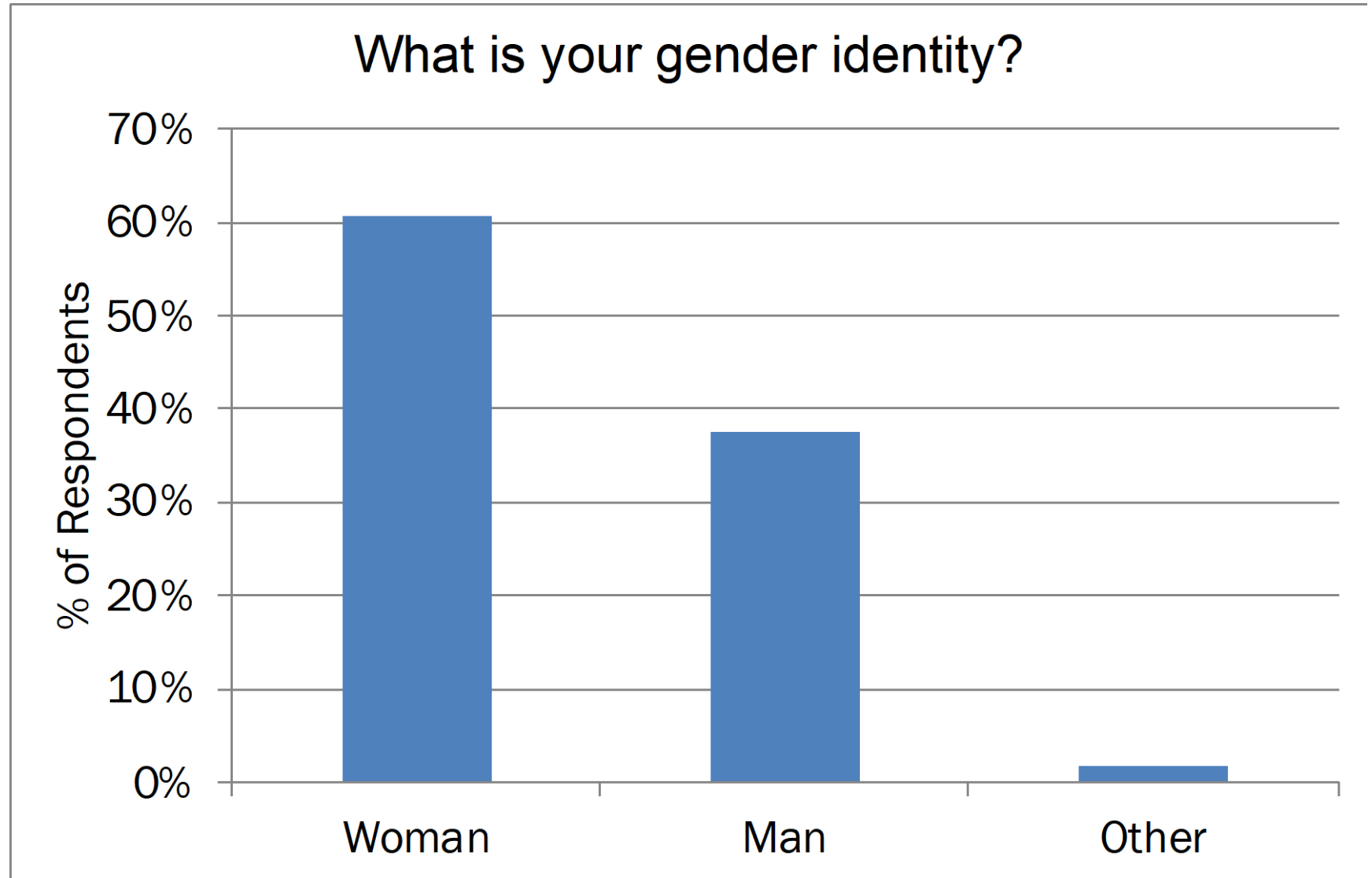
- Maximum single question had 672 responses



Respondents by Age

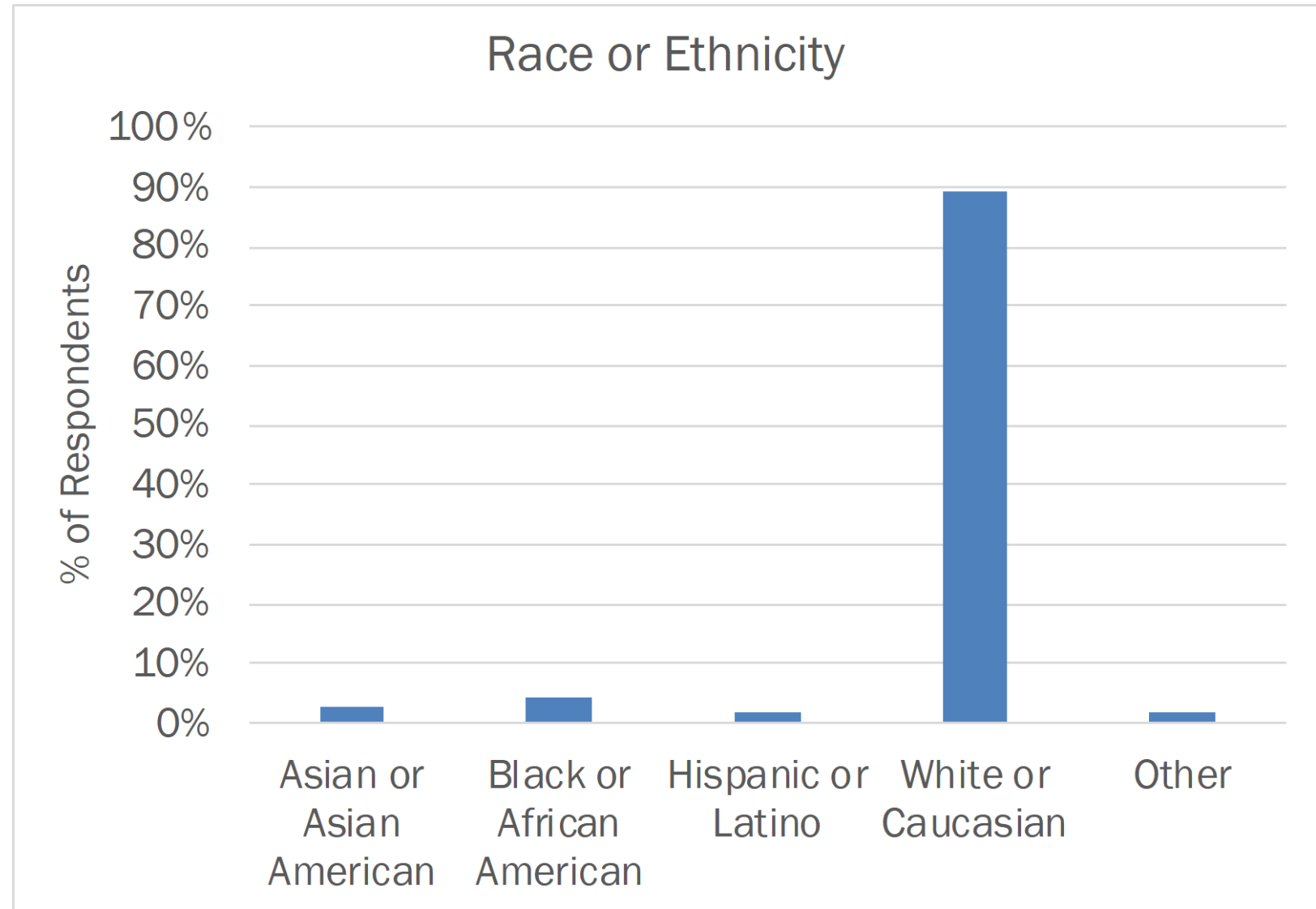


Respondents by Gender



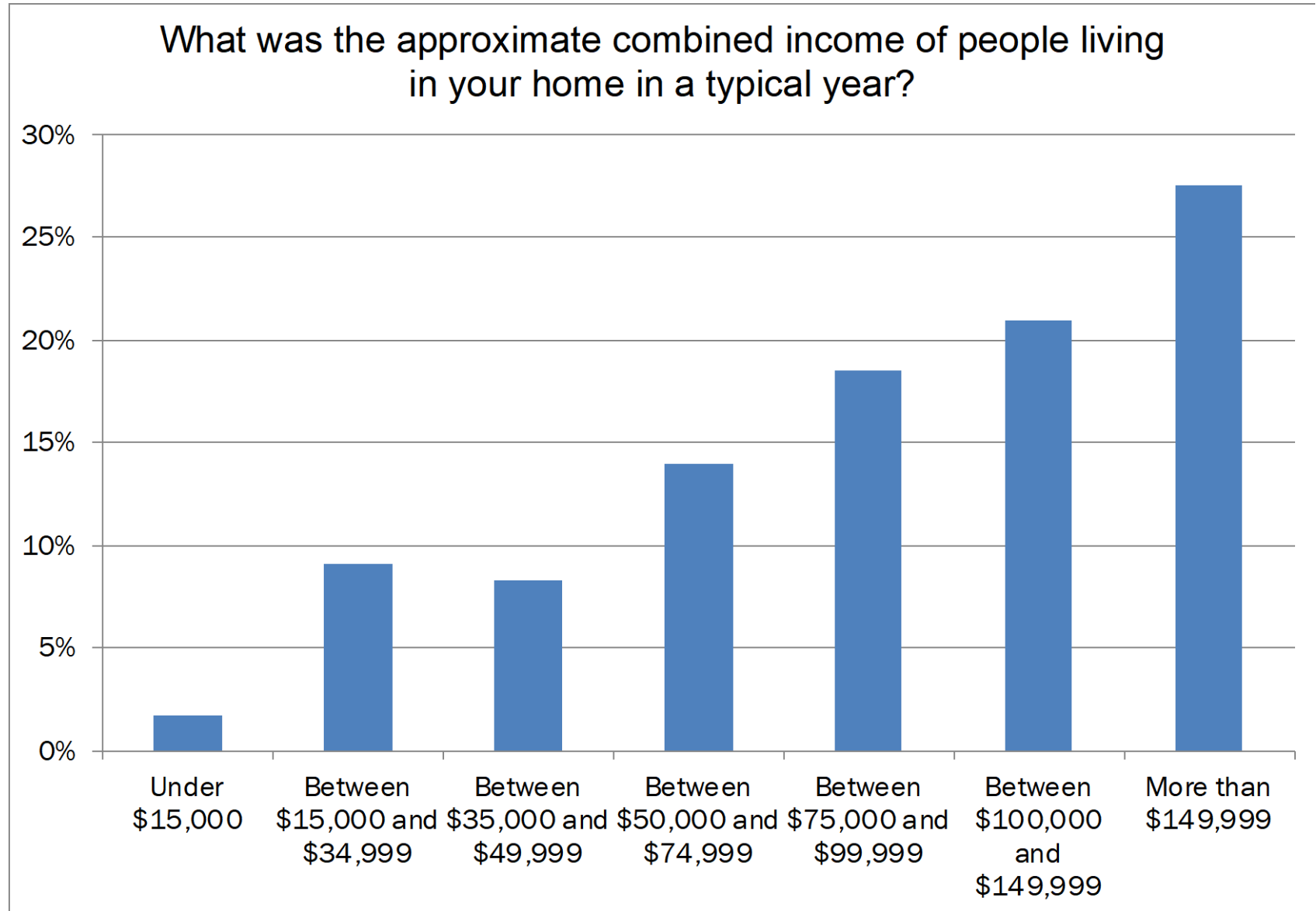
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Respondents by Race or Ethnicity



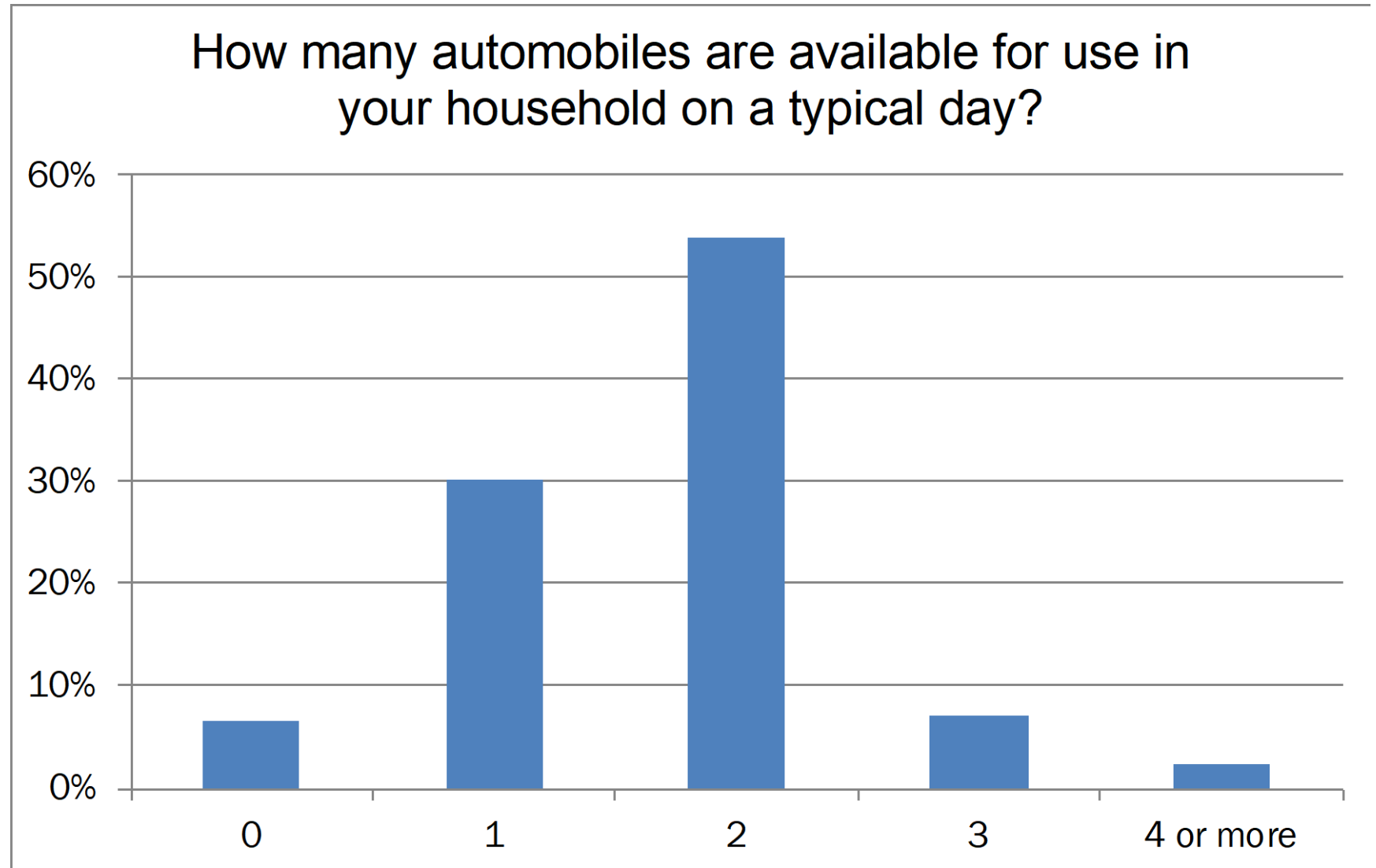
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Respondents by Household Income



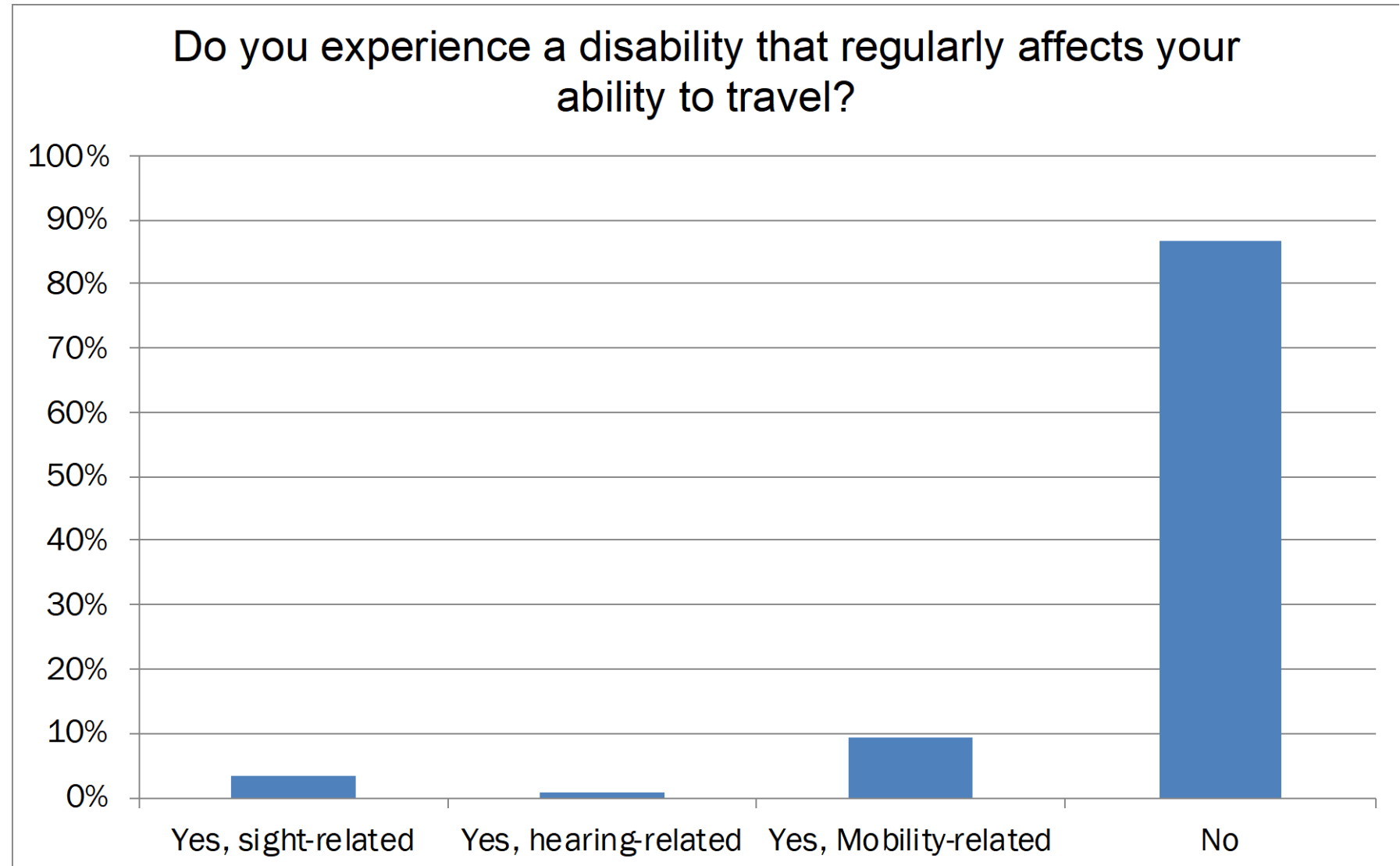
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Respondents by Number of Vehicles in Household



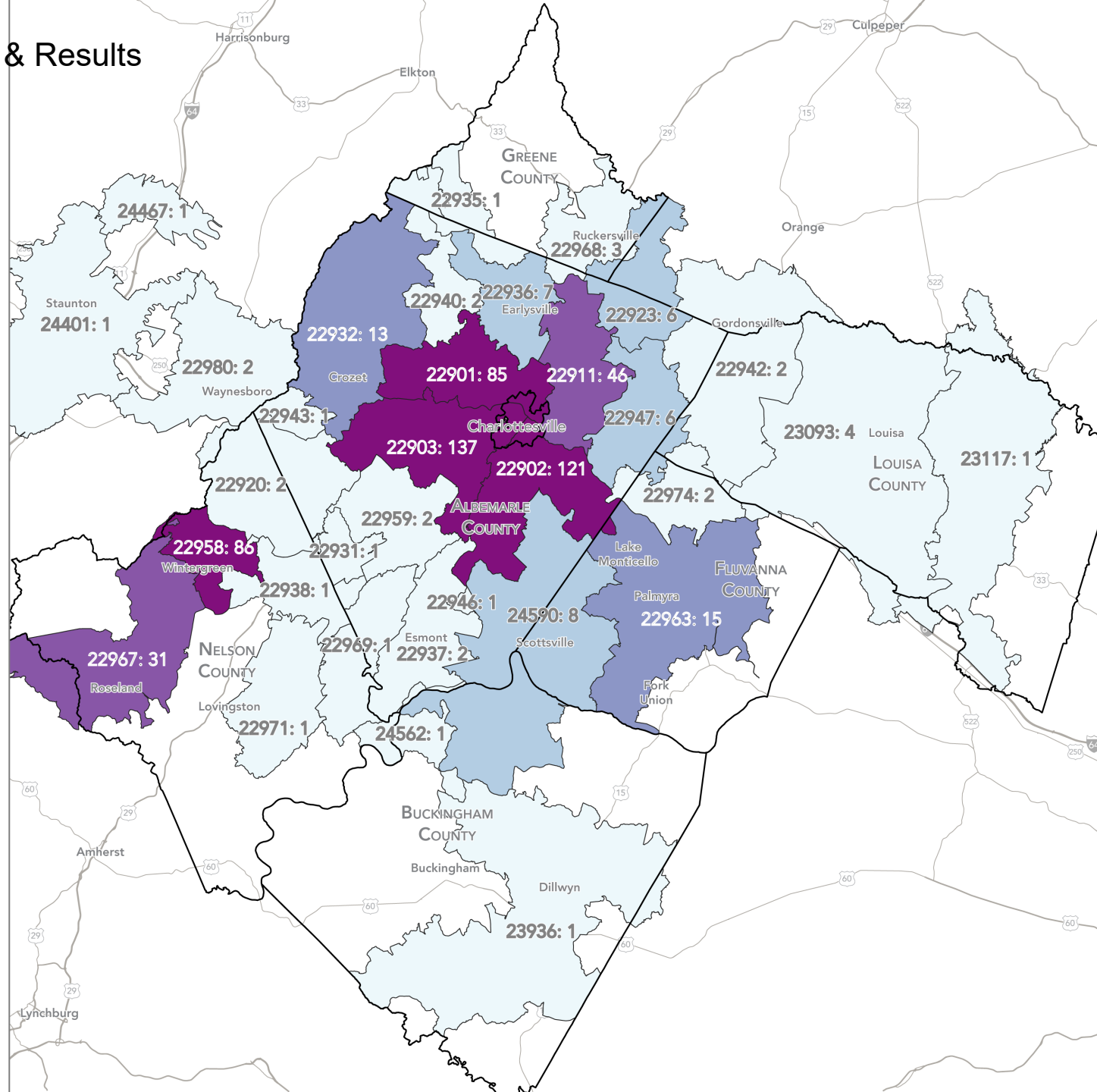
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Respondents by Disability Status

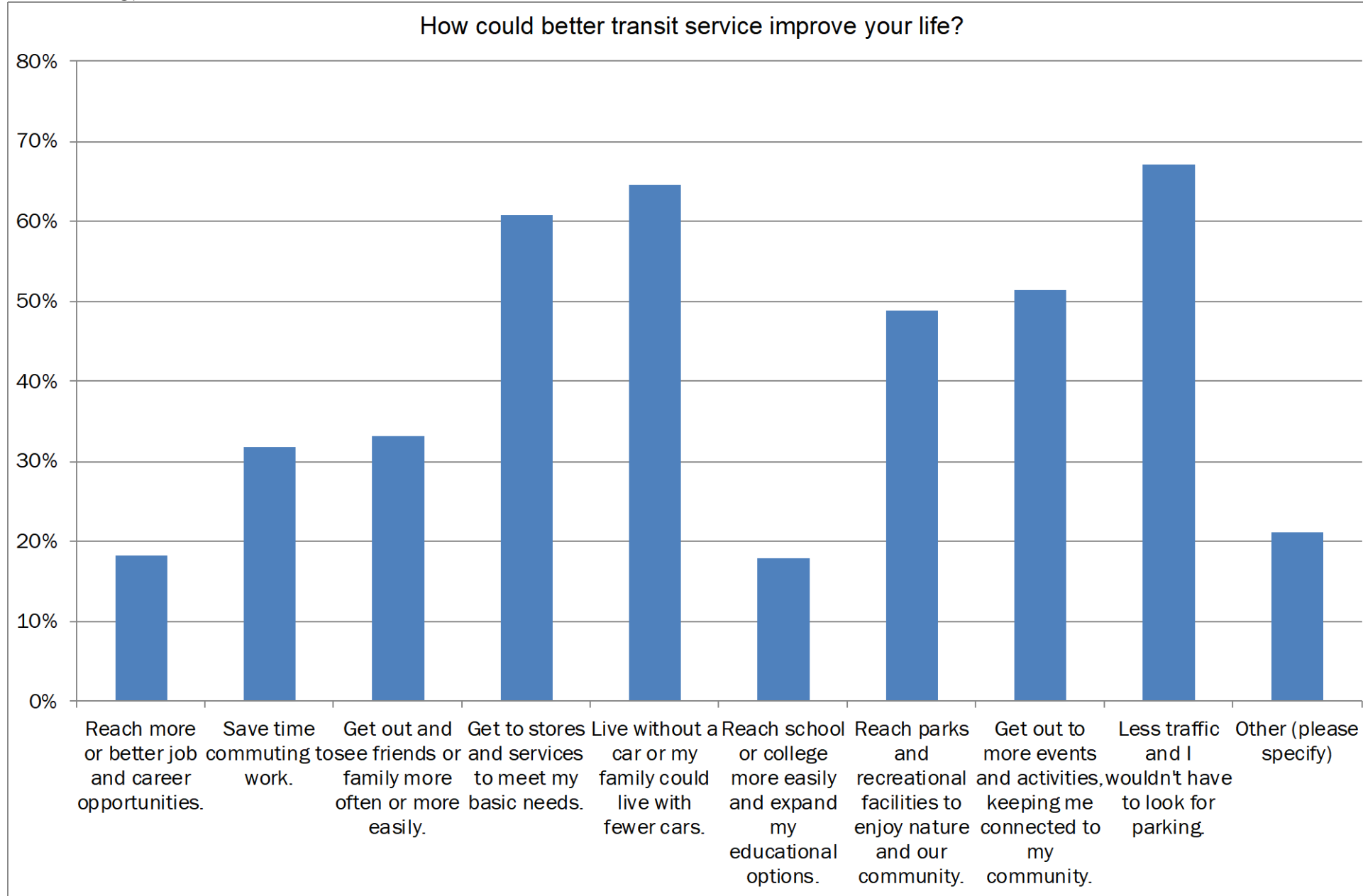


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Respondents by ZIP Code



How could better transit service improve your life?

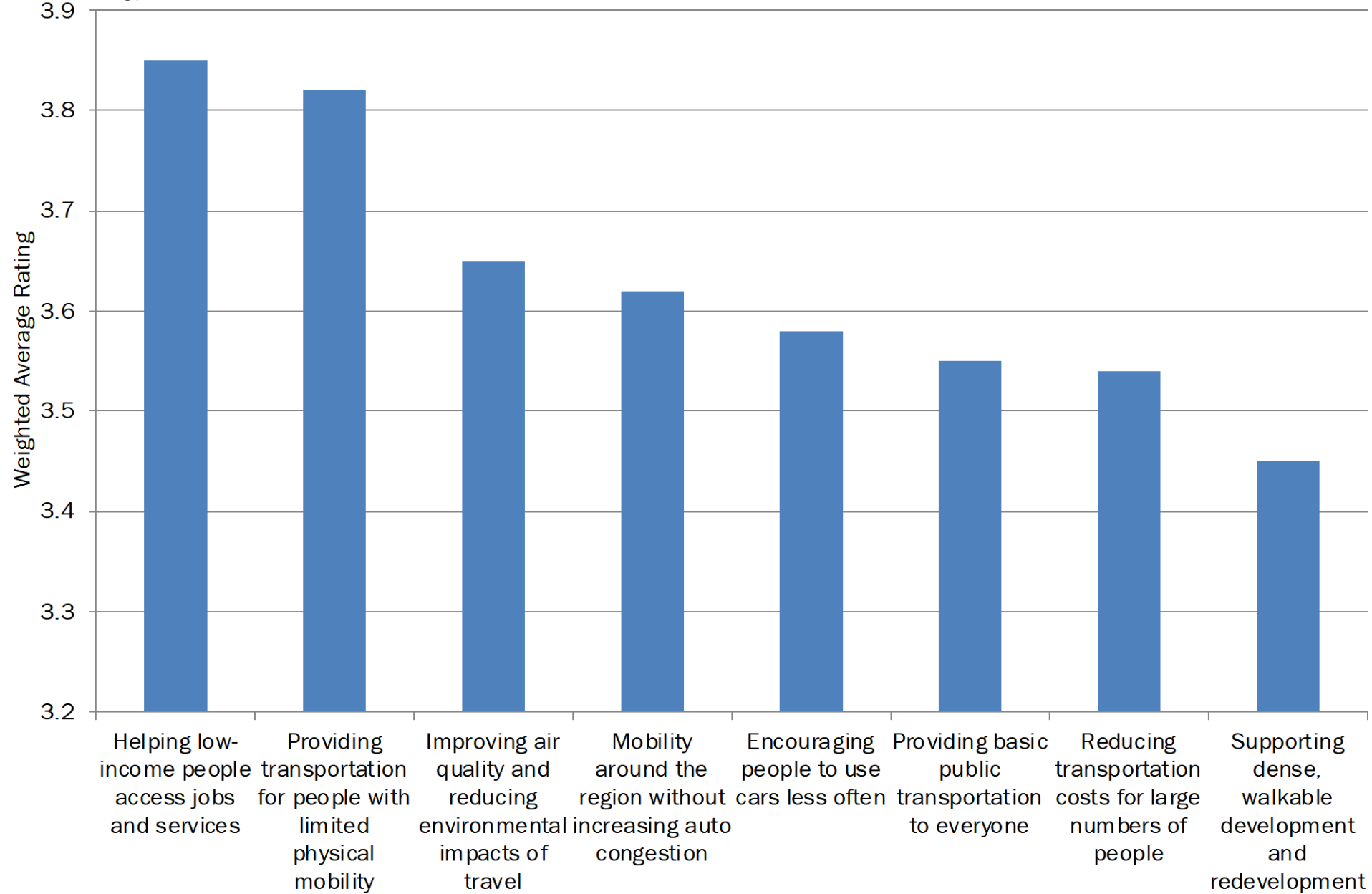


How could better transit service improve your life?

141 Respondents cited other benefits and of those:

- 23% cited environmental benefits like improve air quality or climate change mitigation
- 15% cited access to medical services
- 6% cited improved workforce access
- 6% cited improved regional transit access including access to and from rural areas

How would you rate the benefits of transit?



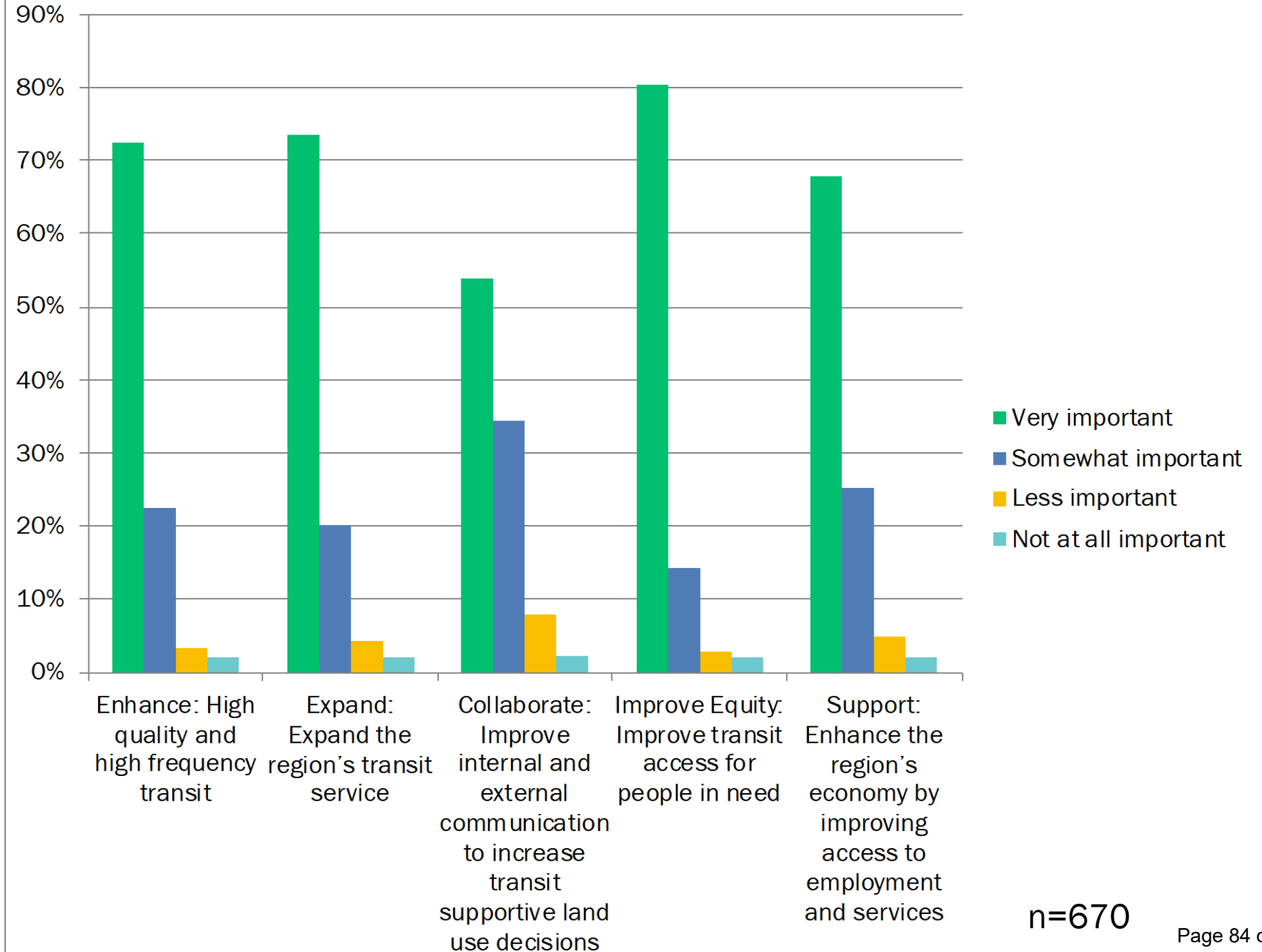
How would you rate the benefits of transit?

138 Respondents cited other benefits and of those:

- 14% cited safer streets through more walking and biking and other related improvements
- 14% cited better regional connections including to rural areas and to other regions (e.g. DC, Richmond)
- 11% cited access to medical services and better services for people with disabilities (physical, mental, and developmental)
- 11% cited environmental benefits like improve air quality or climate change mitigation
- 8% cited improving the ability to age in place

How important each of the following potential goals for transit would be to the region:

How would you rate the goals for transit?



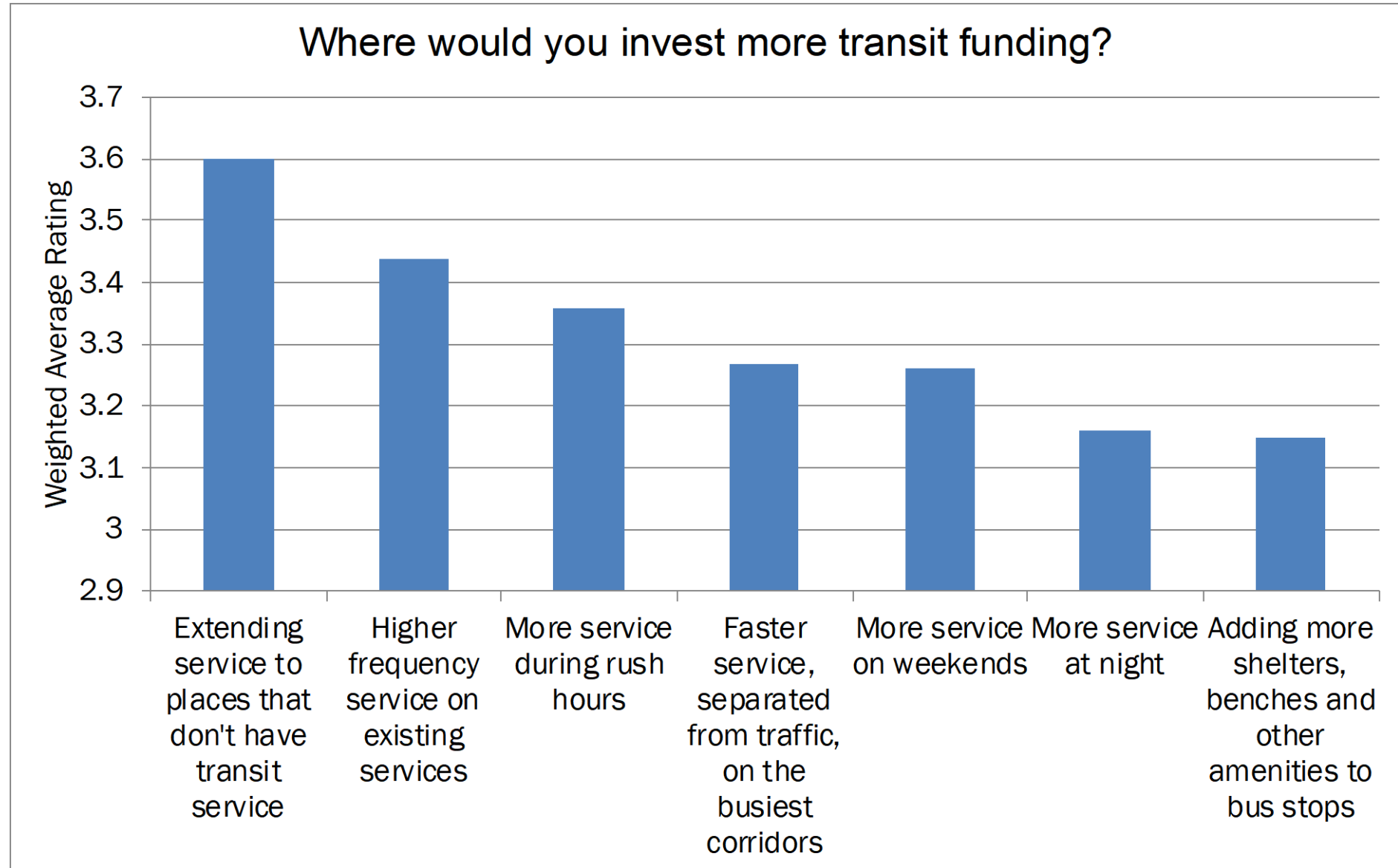
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How would you rate the goals for transit?

173 Respondents cited other possible goals and of those:

- 24% cited better regional connections including to rural areas and to other regions (e.g. DC, Richmond)
- 21% cited environmental benefits like improve air quality or climate change mitigation
- 9% cited safer streets through more walking and biking and other related improvements

If the region had additional funding for transit, where would you invest it?



**If the region
had
additional
funding for
transit,
where would
you invest it?**

198 Respondents cited other possible improvements and of these:

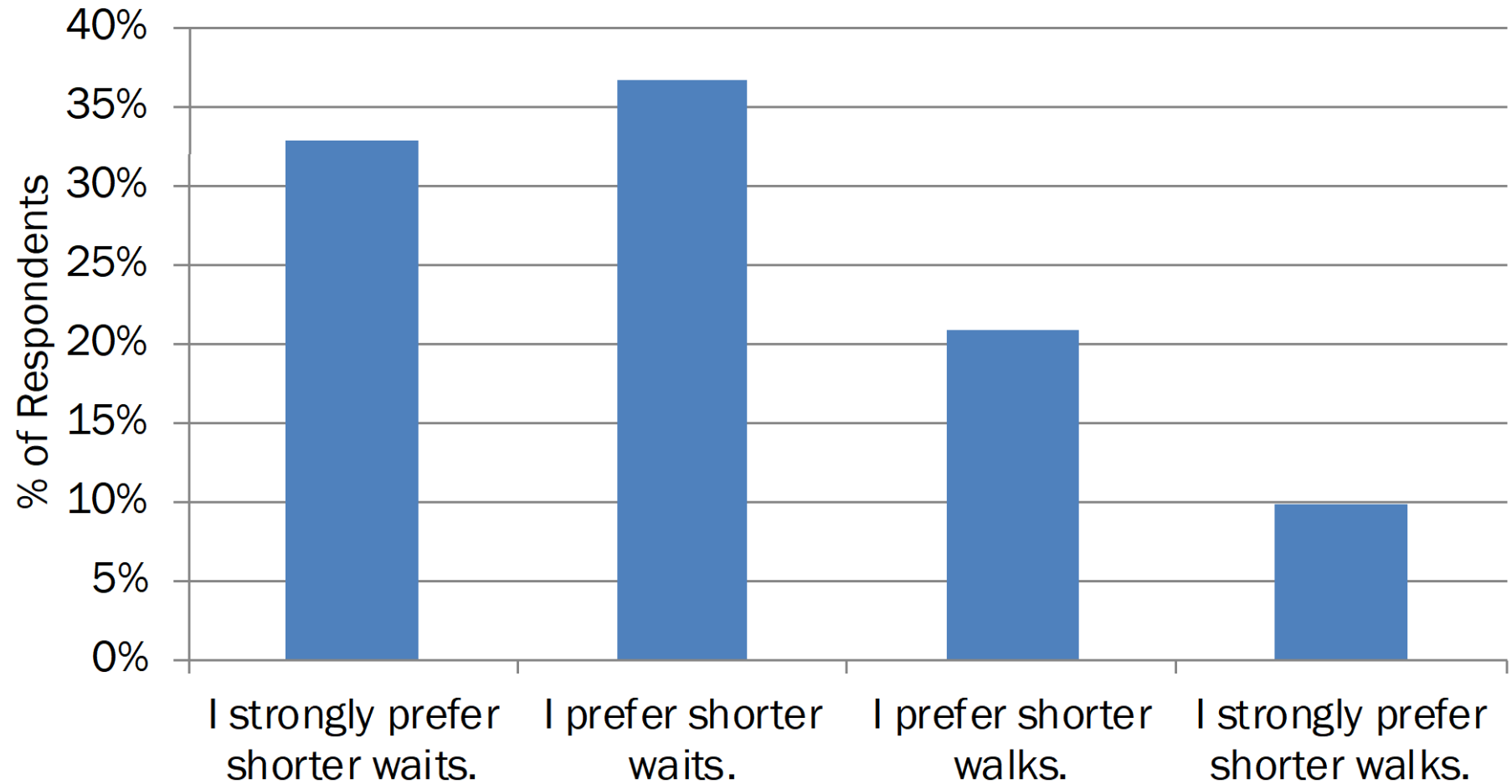
- 16% suggested better rural services and connections regional connections
- 11% suggested better walking and biking connections
- 10% suggested electric vehicles
- 9% suggested rail or light rail connections in the region
- 8% suggested more on-demand options

Would you prefer to:

Walk farther, but have a short wait?

Walk a shorter distance, but wait longer?

Would you prefer to:
Walk farther, but have a short wait?
Walk a shorter distance, but wait longer?



Appendix C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13191198681	Am retired and unlikely to use transit.			By transit you seem to be thinking only of bus transit. Why not rail transit? In 2006, the Buckingham Branch would have been willing to provide rapid transit from Crozet (possibly farther) with stops at the University, UVA Hospital, Union Station, where it could connect with city transit. CSX killed it. But such service would reduce traffic congestion on 250 and Main Street. Want more information?
13124856232	Better and more frequent transportation will get people out of cars and reduce pollution in Charlottesville.	Reducing car dependency and parking lot sprawl in urban areas.	Making public/alternative transit in public areas dense enough and of a high enough quality to reduce the total number of cars in urban areas.	Real curb-separated bike paths to better protect the lives of cyclists and dedicated transit lanes only useable by buses. Nobody will cycle if they feel unsafe and nobody will take the bus if it's slower than a car.
13299008241	Better transit means better air quality and health for everyone	better transit implies better (and more) walkable areas, which leads to better health overall for everyone and allows seniors to have a higher quality of life without endangering everyone via driving	fully connected transit networks - be they bus, sidewalk, or bike. Also, _physically-separated_ from cars should be a priority (rather than the painted bike gutters/sharrows, for example).	(again) physically separated pedestrian, bike, and/or bus infrastructure. I.e., make it safe and faster to use modes of transit other than cars, and people will use them.
13177503061	Better transit service specifically in my case to include JAUNT being better. Unclear which one I would have to use if/when car dies. However, I don't have any direct experience with JAUNT, only stories, so answers will apply more to CAT.	No but I do want to say that I do support density (while aggressively pursuing deeply affordable housing), but know it's going to take away parking places so it is super important to improve public transit first (and maybe have more material incentives to ride) instead of forcing people into a bad system. The one other thing is the "no matter where they live." It think it is nice right now to have the busses that go out to Crozet etc. but since you still need a car or whatever to get to your final destination, and since hopefully there will be more people able to live here soon, maybe ii should be a little bit more carefully though out how much money is spend on something like that. (Maybe it is fairly cheap; I don't know.)	If something can be done about private shopping centers refusing to accept bus service as was recently done at the Lowe's shopping center (whatever it is called, Woodbrook) I wish it would be. I know that is the county but it is really disgusting. So many people come to work there on the bus. They shouldn't have to walk further. It is going the wrong way. There must be some way the government can lean on them or embarrass them into reversing the decision but nothing every happened as far as I know after the announcement was made. i do not want to see any more of that happening.	Nothing but I want to say I would like every stop to have a shelter and a REAL BENCH again. It is so very important for elderly and disabled people. It is not more important than most of the other things of the list, but it is very important and needs to be emphasized and clarified. I don't know that "other services" are needed before money is spent on the other things on the list, but since I don't really don't what they are, I can't say for sure.
13293372889	Better, accessible public transit from Nelson County to surrounding bigger cities would allow better aging in place in Nelson County.			Accessible public transit both on-demand and scheduled connecting Nelson County (Nellysford, Lovingson and Arrington) to Charlottesville and Fishersville for medical appointments, shopping, etc.
13285197643	Consider the southern part of the county and not just Charlottesville	Need to think more specifically of the needs of the Scottsville/Esmont/Keene region and 20 south	Consider Southern Albemarle Region ,ore	Outlying regions provided for
13233186948	Does transit service include bike paths (not just dangerous bike lanes on high speed roads)?	We need more safe bike paths, especially around UVA and in the surrounding counties. Enabling UVA students to bike safely to school will dramatically cut down on car traffic for all. Long bike paths in the counties will provide exercise and recreation for everyone. C'ville bike options are a lost opportunity. Why can't C'ville do better?	Yes, we desperately need more bike paths separate from roads where bikes need to compete with cars.	Bike paths. We can readily cut down on the need for cars and even buses if more people could safely and comfortably ride their bikes to work or school. This is an inexpensive solution to our transportation needs. Biking helps the environment as well. Not bike lane. Bike paths.
13126164524	Environmental benefits would by my biggest priority	No	A	Better public transport to and from areas that employ the most people.
13208790919	Feel good about using less gas		Decreasing car traffic and parking concerns. Consider smaller buses with increased frequency and range of service. Keep the buses free!	Smaller buses- for routes that don't tend to fill a bus.
13292122168	get the tractor trailers off 151 and 6 so traveling is not dangerous	Decrease need for development of land for housing. This will decrease amount of traffic on roads that can't handle it.	Keeping the quality of rural life in Nelson County.	More police keeping tractor trailers off of Rt, 151, and Rt 6. Ticketing speeders on these roads.
13290304104	get to medical appointments	localities working together to improve quality of life	no	non carbon fueled vehicles
13274562742	i could consume much less gas and reduce my impact on the environment			Expanded options for rural areas
13290239659	i could get to necessary appointments easily	increased housing location options	equal access to needed services	services to satellite communities
13124989720	I could go to and from the train station easily.	Reducing the need of parking spaces and lots.	To create routes that reduce travel time and not significantly increase it.	Invest in routes that aren't funnelled through downtown as it creates a bottleneck and makes transit mainly practical to those with lots of free time or can't afford a car or cab.
13298897438	I could go to Charlottesville on the weekends	I would like to have transportation to go to and from our food store in Scottsville Virginia it's very dangerous to walk this route and I do once a month I do not drive.	Lack of Transportation hurt yourself esteem, a huge feeling of isolation Loneliness and forgotten. Along with the feeling of unneeded.	We only have two buses in the morning from Scottsville to Charlottesville and two coming back I think we need more there have been times where I have not been picked up on the correct time and there been times and I have been late for doctor's appointments.
13291170544	I could obtain medical services			Provide transit access to recreational facilities and parks
13290450665	I could obtain medical services			Provide transit access to recreational facilities and parks

Appendix C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13115856692	I ride my bike to work, so with better transit, I would have an alternative besides driving when the weather is poor.			Electrifying the fleet!
13173456765	I want to save money on gas	Saving money that cars waste and less cars on the road means hopefully fewer car crashes		In the county
13293151768	I will eventually need public transit to age in place here.	With an aging population in the area, we need dependable, fairly priced transport when we can no longer drive. We do not want to move away because we can no longer drive.	Public transport would be a safer option for folks visiting wineries, breweries etc. which is a big part of tourism in Nelson.	Coordinate transport with concerts, theater etc. to encourage folks to get out in and support community businesses such as restaurants.
13289334945	I would be less dependent on friends and neighbors having to transport me.	Improve access to health care facilities.	Look more closely at communities that have very very limited transportation access, like Nelson's 151 corridor.	A few smaller lift vans that would be available on short term notice in case of urgent need...not necessarily emergency need.
13274831923	I would feel confident that my daughter with disabilities is treated fairly and respectfully	Opportunities for individuals with cognitive disabilities		Stop that are accessible to individuals with disabilities
13175328823	I would feel safer on public transit.	People would be safer.		making shelters more comfortable and safer
13124970987	I would not need to use my car as often	To allow access to places that can't be reached on foot because of inability to cross high-traffic roads		experimenting with the use of autonomous vehicles for short distance local travel
13186725247	I would use if there were frequent swift buses	helping climate, less noise, better health from not driving	climate help and traffic help	rapid frequent service and possibly express buses
13174998651	I wouldn't have to be waiting as long for the next bus			bus electrification
13298430055	I wouldn't have to spend so much on parking for work		I would like to see much greater leveraging of rail service for intra-regional commuting.	Integrate bus and rail service so it's easy to go from one to the other.
13119083174	I'm hoping it would be more climate-friendly and improve air quality (they better be full electric if possible) and reduce traffic, which are my two main concerns.	Improving health by reducing pollution! (sort of listed but yeah)	Electric vehicles, reduce and or eliminate emissions, better plan communities and neighborhoods to be walkable/bikeable and public transit friendly	fully electric.
13188338040	it would enhance my bnb so that visitors could get around to attractions, business, shopping etc	would train a new generation to take transit if available to school children and connecting them to parks and entertainment and sports	I dont want to see zoning linked to transit	park and ride and shuttle bus/vans so that commuters and visitors could park and use transit to connect to destinations
13285171450	More service to rural areas.	Providing more services to rural areas.	Again, providing services to rural areas.	I am going to keep on rural area services.
13146461941	My family and I could reduce our carbon footprint.	With more frequent service, people's time won't be wasted. When people's time is wasted by municipal services, it says that the community doesn't value their time. People of all economic strata deserve to have their dignity and their time valued. The current system doesn't say that.	Reduce the community's greenhouse gas emissions to help us meet our climate goals.	Separated bike lanes. Extend the free trolley route to CityWalk Apartments. A way for folks to see how they are reducing air pollution / GHG emissions with each ride, either on the app or on the bus itself.
13292595067	None of the above. Would only create congestion on our rural highways.	No. Just wastes money that we don't really have without going further into debt, printing more and causing inflation.	Limit further government spending.	None. Government going further into debt is not an "investment".
13277256291	None. It will cause more traffic messes.	No	Stop transplants from moving here and messing cville up for people who were born here.	Trains to take transients away.
13294474785	Parking at some colleges is problematic			shuttle service to Wintergreen so that people don't have to drive their cars up and down the mountain
13093676476	Please no more free transit crap	No more	Goal=eliminate completely	Invest in putting people to work
13202128946	Postive environmental impact of less cars on the road	Positive environmental impacts are the most important.		Trashcans at current stops. Most I've seen don't have them, and trash litters the ground all around the stop. I recently saw a woman with a cane trying to push bottles out of her way so she could sit on a transit wait bench.
13219523918	Provide access to healthcare	None that I can think of	No	Use green vehicles
13217920901	Reduce GHG emissions, save money that today I spent in my car (far beyond fuel costs), be able live a more relaxing life (driving less and enjoying the benefits of having my own/shared "chauffeur")	Less pollution, road accidents, reducing the societal pressures of living in a "car culture".	Reduce GHG emissions (which can only be achieved with higher bus occupancy levels and/or by using battery-electric buses)	Microtransit! Out of the box solutions! (reengineering our transit system)
13186356009	Sunday accessibility is needed as well. People work on Sundays and we need access to my church on Sundays.	Getting to church on work and on Sundays is highly important in my and many others lives and wellbeing.		at least morning and early afternoon service on Sundays
13219209427	The current transit service absolutely meets my needs!	It gives people a chance to share in a community by riding with their fellow citizens.	Mitigation of climate change.	A lot of people who ride are coming from the grocery store. It sure would be nice if there were seats near an area where they could set their bags down.
13298305350	These are all such good reasons! I would add that I'd like for the planet to continue to be inhabitable for me and future generations, so whatever we can do to prevent global climate change is A+++.	Freeing people from car payments, insurance payments, and unnecessary interactions with the police.	Giving people time to relax/read/connect when they would be otherwise sitting behind the wheel.	I would like to see the buses continue to be free and I think people need to be informed about this.
13187935938	to me, the only feisible public transit in our far flung county is a jitney type of transit where one calls in a particular need and shares with others similarly situated. The full size buses here are largely or even completely empty because it takes too many buses to get from point A to point B		Provide personalized transit service to avoid the need to take multiple buses -- have a shared jitney type of service that is flexible for residents' needs	Abandon large, unfilled buses. Go to small vans that are more flexible: like public Ubers
13042471862	We need to look specifically at poor, rural teen needs	Making sure that rural teens can get to PVCC community college. Making sure rural teens can get to Charlottesville to take advantage of services.	Assist seniors and the low income who would like to go to movies, special events and museums not in their area.	Very early morning for rural areas that need to get to a job say at a McDonald's to open.

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Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13173760618	With a better transit service it's easier to leave my car in the shop when it needs repairs, and I would feel more comfortable as a bartender referring people who might have had too much to a reliable and better transit service that I can trust to get them home.	Reliable public transport I think increases public safety, it means people who don't have the ability to find or pay for something like a rideshare program and don't have a car are not put in a position where they need a ride and don't have one, don't have a reliable support network, or don't take a ride from someone they wouldn't have otherwise.	Increasing public access to the county, besides just the city of Charlottesville. even if it's a connection to another bus system.	Easier ways to keep up with bus route changes, COVID-19 related changes, or other things like that that may be time sensitive and impact routes or riders! Maybe something like an app.
13186801823	with a better transit service, my developmental disabilities wouldn't be a barrier to all of the above.	A system (training staff in particular) that accommodates individuals with Developmental Disabilities.	Accommodating individuals with developmental disabilities.	Training staff to accomodate individuals with developmental disabilities.
13277056889	With better transit I could reduce my use of fossil fuels.		Protect the environment by reducing greenhouse gas emissions.	Invest in drivers in order to assure reliability of service. The arrival and departure times along the route need to be kept tightly to the schedule for the service to be predictable and dependable.
13204890937	With better transit service community members could more easily access healthy affordable food pathways (groceries, pantries, gardens, etc)	Connecting community members with food resource pathways such as grocery stores, food pantries, etc	Connecting community members with food resource pathways such as grocery stores, food pantries, etc	Connecting community members with food resource pathways such as grocery stores, food pantries, etc
13298913953	With better transit service I could go on outings with friends who use wheelchairs and can't transfer into a car.	If we had better public transportation, I would be less concerned about aging in place.	Minimize the environmental impact of the public transportation options selected. Eliminate the dependence on petroleum products.	More medical transport options. Those who rely on Jaunt for rides to medical appointments often find the process exhausting.
13188754204	With better transit service there will be fewer deadly cars on the road. Cars kill and injure bikers and pedestrians.	Again, fewer injuries and deaths from cars hitting bikers and pedestrians.		Just want to underline the importance of dedicated bus lanes!! Also, park and ride opportunities for ppl who do need to drive into C'ville from rural areas or those underserved by transit.
13144598182	With better transit service, I could help reduce the emissions that are driving climate change	Making roads safer for bicycles and pedestrians by reducing the number of cars		Restoring street car/rail service
13297933415	With better transit service, I could hire people who can get to and from work.	Communities with solid public transportation attract good businesses, providing more work opportunities for our people.		If a primary goal of our public transportation is to get people from one place to another at the greatest convenience and least cost to taxpayers, please consider discontinuing large buses and providing Uber vouchers to riders. The private sector can provide door-to-door service on demand, which may be the most effective, cost-effective model for certain parts of the region.
13145026530	With better transit service, I could live car free reducing my carbon footprint		Reduce environmental pressures	Train connecting charlottesville to Richmond. Virginia now owns the line but we need passenger cars on it
13190781996	With better transit service, I could more easily daisy-chain my activities during a day and not have to worry about the hassle of parking, joining friends for a drink (and then having to drive), and could relax while riding instead of having to pay attention to the road.	- Not having to worry about parking & moving my car - Not having to worry about drinking & then later driving	- Reduce GHG emissions - Improve air quality within urban/dense areas - Reduce sound congestion - Increase access to social/recreational destinations (not just economic opportunities and homes, as the other options offer)	Connection to the airport
13125382547	With better transit service, I would contribute less to the global climate crisis		Reduce GHG emissions	Integrating services of different providers & facilitating transfers
13271505753	With better transit service, I would feel more connected to my community by interacting more!			ACCURATE ESTIMATES OF ARRIVAL TIMES.
13173593238	With better transit service, I would feel we were doing more of our part for a secure climate future for our children and grandchildren	Safe backups and extensions for walking and riding a bicycle, so I know I have a safe way home in case something goes wrong	Making best use of limited public resources	Signal priority, protected turns, other anti-bunching efforts complementary with or where necessary subbing for separation from mixed traffic
13125762683	With better transit service, I'll be able to commute to my doctor's appointments. Currently it takes 3 busses/2.5 hours each way.	Enabling people to go to grocery stores and doctor's appointments.		Bus routes that go as far as Walmart on Rt. 29, or one that reaches the airport, that also go all the way back to the bus station. Right now the bus to Walmart does not take you back downtown- it takes you as far as the Barracks Road shopping center.
13296422635	With better transit service, our entire community would benefit from cleaner air and reduced greenhouse gas emissions	Allowing more ppl to safely access the sheer joy of active mobility!		Improved biking and walking infrastructure, included protected (i.e., NOT paint) bike lanes, connected sidewalks thruout the city, decreased speed limits within the city — no one should be able to drive faster than 25mph anywhere in cville

Appendix C. Transit Vision Survey Comments

Respondent ID	Q1 Other	Are there transit benefits that aren't listed above and that you think are especially important?	Are there other goals for transit in this region that aren't listed above and that you think are especially important?	What new transit investment that aren't listed above do you think are especially important, if any?
13123393517	With better transit service, we could take preventative action against the impending catastrophes of climate change.	+ Helping neighbors displaced by gentrification and rising costs of living reach places of employment, entertainment, and basic amenities. + Abstractly, mass transit helps one connect with and be a part of the city/community rather than an individual in the city. + Robust mass transit is critical to combating climate change and the effects thereof. Transportation accounts for the majority of ghg emissions in our area, our state, our country. We cannot continue as a species to rely on single-family vehicles. + Eliminating reliance on air travel, both for climate's sake and for the sake of quality of life—rail is easier, more comfortable, and less expensive.	This survey completely disregards the necessity of transforming our mass transit systems to combat and account for the effects of climate change. The main goal should be completely overhauling how we get around to eliminate single-family vehicle use in a way that is equitable and sustainable. We need to be thinking big picture about how we get to and from other areas in our state and country. If we don't change our infrastructure with that in mind, as well, then we'll be wasting valuable time and will come up short.	We should be imaging a region that abolishes most local roadways in favor of pedestrian, bike, and mass transit. We should think about major state-wide rail systems connecting to regional and local light rail systems connecting to comprehensive bus routes that service areas with little to no car traffic in lieu of biking and walking.
13233221548	With better transit services, I could more easily avoid running on the shoulder of 250	Running and biking paths. Not a bike lane on a road but an actual separate, paved path. This is badly needed. The Rivanna trail is crap except for the section at Riverview park. Also, a train station in Crozet would cut down on congestion and parking at the one in Charlottesville.	Eliminate hit and runs.	Paved bike paths!
1317377661	With better transit there would be less cars, making it safer for pedestrians and bicyclists.		To contribute to our goals of reducing climate change.	Electric buses, assuming they have the range and would be practical.
13252547870	With better transit we might have a hope of curbing catastrophic climate change	Transportation for children who cannot drive themselves.	Contribute to the region's goals for carbon emissions reductions.	Transit-supportive land use and urban design
1318666735	With better transit, I would be less responsible for greenhouse gases. With better transit, I could spend my 30 minute commute to town doing other things than drive.	You only mention people with mobility issues. Many many MANY adults with developmental disabilities are unable to live independent lives because they cannot drive. JAUNT is not a good alternative because it is irregular in arrival for pick up and in spite of their claims to the contrary, is limited in it's service to rural communities. I know. I've been told they could serve our son, only to find out they can only pick him up in at certain time and place. He also hates being lumped with only other people with disabilities.	Again, please be aware of the needs of people with developmental differences. My son has high spectrum autism. He is in a four-year degree program in a reputable state college and does not fit in with the Innisfree crowd, but due to extreme executive functioning challenges, he will never be able to drive. He is too vulnerable to exploitation to use Lyft or Uber. He does very well with city buses, but they take much too long and sometimes it requires two transfers to get where he's going. And that's just once he gets to town. We live in White Hall. When he is not away at college, if he wants to do anything in town I have to take him. Before he went away, when he was at PVCC and working, I had to take him to school and then to work, because he would have had to take THREE buses to get from PVCC to Barracks Rd. Obviously, this profoundly impacted my own work schedule!	Better transportation from rural areas, and outlying counties.
13285149772	With better transit, people could get to medical appointments better. And Extend service to Scottsville and Esmont.	Providing transportation for medical appointments. Extend service to Scottsville and Esmont.	Extend transportation services to Scottsville and Esmont.	Extend service to rural areas like Scottsville and Esmont.
13296418336	With better transit, we could live in a less car reliant and safer, more comfortable neighborhood	Climate change depends on reduction of cars. Communities develop better when people get out of their cars.	No	Frequent reliable service on ALL lines - 15 minutes or less - not just during rush hour. Separated bus lanes.
13094402141	with electric transit, there'd be less pollution and CO2	European cities that banned cars in the historic districts and have adequate public (electric) transit find that the standard of living goes up in many ways--community, less noise, less pollution, public safety, fewer collisions.	Support businesses by having transit options for employees and customers.	Quiet, non-polluting transit vehicles.
13303131955		Reducing road deaths from driving	High ridership	Redesign the bus routes
13301344889		Equity	Lower cost by giving access to lower cost housing	integration with light rail, magnetic to wheeled buses
13299610934			Transit to communities outside of C'ville (many low age workers that work in C'ville live in outwards counties)	Safe bicycle routes in county (E.g. north of airport near Earlysville)
13298972082			should be economical - possibly funded by community funds	more stops
13298354909			We need to give people a reason to choose public transit (or bikes or walking) over driving to work. That means increased bus frequency, building covered shelters at every bus stop, eliminating bus fares permanently, establishing a regional transit authority, building physically protected bike lanes along major corridors through town, and improving sidewalks and accessibility.	Eventually, an electrified bus fleet. Also protected bike lanes, additional public bike racks and lockers, and improved sidewalks (many of them are completely inaccessible for wheelchairs and strollers) if those fall within the scope of this survey.
13297963209		No	No	Expand to more rural areas
13297836311		I think by creating better transportation options, you can also create jobs for the region (operators, engineers, etc.)		I think new autonomous options? I'd love a monorail system from the airport to the hospital/Fontaine, and maybe a regular transportation option from UVA to VCU to PVCC to help students/inexperienced drivers.
13297661414		We need frequent, reliable, and accessible transit services for everyone!		More frequent, reliable, and accessible transit services for neighborhoods historically marginalized in Charlottesville - 10th & Paige for example.
13297597029		Help people who choose not to own a car	Accessibility for people of ALL incomes, not just low-income	More connectors to UVA and especially PVCC

Appendix C. Transit Vision Survey Comments

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13297453212		Helping connect neighboring counties/regions in a more cohesive way. Also, taking all the affordable housing pressure off Charlottesville by making it easier for people to live in more affordable areas and still commute.	Better shelters and an easier way to know when the next bus/etc is coming. Connections with airport and train stations.	It would be great to invest in other forms of transit besides busses: streetcars, small shuttle busses, light rail, etc
13297336264		Community connection	Reduce carbon and pollution	Door to door service for everyone, not just elderly or disabled. This is possible if you consider adopting an "Uber" model of on-demand service via a fleet of small electric vehicles instead of sticking to huge busses than run mostly empty on many routes.
13297308602			Provide a higher quality of life for area residents, reduce deaths and injuries from traffic violence	Intersection improvements to prioritize transit such as reducing conflict points with turning private motor vehicles, especially left turns, giving transit priority on key corridors like Toronto's King Street pilot, and queue jump lanes at intersections that are reliably clogged at rush hour https://nacto.org/publication/transit-street-design-guide/intersections/intersection-design/queue-jump-lanes/ and eventually a full circulation plan like Ghent or Utrecht to reroute private motor vehicle traffic around key bike/ped/transit corridors entirely https://www.youtube.com/watch?v=sEOA_Tcq2XA&ab_channel=Streetfilms
13297179702				Bus lanes only throughout - make it faster than using your car.
13297003605		Transportation links to air and rail hubs in the region. Transportation support for seniors who can't/shouldn't drive.	Transportation links to air and rail hubs in the region. Transportation support for seniors who can't/shouldn't drive.	Options to get to air and rail travel hubs are nonexistent in Nelson County.
13296561576		Just want to emphasize how important it is for folks without a car to live and work in our area.		I just feel so terrible for folks who have to wait out in the freezing cold for a long time for a bus. There's a stop in back of the Kroger on berkmar that was covered in snow and ice this week and the folks waiting for the bus had to wait on the road with cars zooming by. Please fix your stops in the northern part of the county
13296453511		N/A	Expanding the transit network enough to make life without daily car commuting possible in Charlottesville. This city was not designed for auto transit and it suffers when life is made easier for cars than it is for people. (I say this as a car owner and driving enthusiast who, nevertheless, wishes she could get downtown without driving.)	Light rail or trolley-buses within the city would be a beautiful addition. But I want to emphasize that expanding the scope of service should be your top priority. More stops! More lines! Please!
13296450389				Separated bike lanes
13296422311			reduce emissions - have a transit system that is so good, fewer people drive their own cars, thus reducing congestion and pollution.	I suppose this is just a pipe dream that will never happen, but one day I would love it if this area had a light-rail/subway system.
13296028930				Service needs to be provided in rural locations not just cities.
13294827136		reliable, scheduled service to allow elderly to get to doctor appts without driving selves		scheduled bus service to Nelson Co
13294810221		fewer traffic fatalities. less dwi. police can focus more on helping people and less on traffic issues	connecting the people in rural areas with jobs and access to medical care	enabling people to move out of congested areas by linking rural and urban communities; conversely allowing rural folks to have cultural experiences
13293493012		Public transportation will make it possible for people to age in place.		Provide transit options to areas with high numbers of retirees.
13293293551			Better connection from major regional cities (Washington, Richmond, Roanoke, etc.) to Nelson County or at least Charlottesville. For example, currently no way to get to Wintergreen form Washington other than private vehicle.	Better regional connections, e.g., major cities to Charlottesville to local points
13292279902		Serving communities who cannot afford individual cars and reducing the average carbon footprint in Cville and Albemarle. Reducing bus wait times is important, with current schedules its not always a viable way for community members to get to work	Environmental responsibility: use of EVs or buses that are sized appropriately to specific routes.	Extend service specifically to areas where people who cannot afford cars would benefit from service
13292185224		No	No	Rural community access
13292117835		The ability for people to get to regional transit hubs (air, rail) without the need of a personal vehicle, to include the Wintergreen mountain community.	Safe, reliable and affordable connections to other regional transit systems.	Into some of the more distant/rural communities
13290672716		Providing outlets for outlying residential areas, ie. Rural communities.		Ride share networks
13290364885				Bases that can accommodate wheel chairs

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13290343104				Transportation to Nelson County and Nellysford
13290221836		We need to be less reliant on cars!!!! Save the environment	Would be AMAZING to be able to get to recreational places like Wintergreen and 151 wineries	People work at all hours— people without access to cars usually work nights and weekend and need transportation
13286174857		Expanding options for getting around for people in rural communities	Yes, expanding transit not only to high density areas but also rural communities	Extending service to rural communities
13285145130		assistance with people accessing healthcare	extend transportation into the rural areas	more routes to rural areas, particularly route 20 corridor south
13284586815		Mostly related to improving air quality and ensuring our lowest income neighbors have access to essentials		Regular assessment of community needs and realignment based on those assessments
13282380418		Reducing carbon emissions	Timely transportation to and from doctor appointments, not 2 hours before and up to 2 hours after	Ability to provide Door to door service to doctor appointments
13278578397			Park and ride hubs	Light rail system between UVA and downtown
13277938314		Transportation for folks who are disabled and on Medicaid. There are too few providers who would make getting from rural places to Charlottesville feasible without long ride times. JAUNT should not be allowed to discriminate against people with disabilities who need extra help. My disabled daughter has been banned from JAUNT for life because she was unable to disembark from a JAUNT van in a timely way. I would be happy to discuss if you want more information.	Rural transportation needs are not being met.	Transportation to rural areas.
13277077114			Eliminate carbon footprint of the transportation system.	Electrify the fleet as rapidly as possible
13276122555		Increases safety for individuals who need to leave their homes but do not have reliable transportation	Just want to highlight the importance of cheap or free transportation reaching people in low income areas	Lower transportation costs
13274590470		Access to more areas of the city/surrounding counties.	Na	Increased access to areas outside the city. Better access to medical care outside of UVA.
13274021058		No	No	A Cville railway/ above ground train
13272178218				More express service. think in terms of a system. Well designed comfortable Transit hubs at key areas on the outskirts, served by Jaunt, autonomous vehicles picking up in high density areas, feeding transit Center's. Transit Center's served by express bus into employment centers.
13271752695			Convert public transit vehicles to non fossil fuel vehicles.	New non-fossil fuel transit vehicles.
13271695276		Connecting different areas to build a stronger sense of overall community		Better connections to places like Richmond and DC
13271608870		Intra-county public transit would allow low-income people in counties to access better job opportunities and college.	Light rail is important, as is transfer transit. Regular, daily schedules (ie, Louisa only goes to Cville 3 days a week)	Light rail
13269050795				Rural communities like Louisa to and from Charlottesville for jobs and doctors appointments.
13267516183		Linking the community socially	Interconnect City of Charlottesville and Albemarle County building regional approach to social and economic fabric, and also linking to outlying Counties	Need more reliable schedules and shorter wait times on city of charlottesville routes.
13265664808			Bus stop amenities, particularly in densely traveled areas, eg., along multi-laned roads, is ESSENTIAL!	New designs for, ie., non-pollution and noise emitting, public transportation, eg., vehicles.
13265156878		Additional transit to transportation hubs/larger cities.		Additional transportation to larger cities/transportation hubs.
13263104395		Environmental benefits, especially if CVILLE got some electric buses.		New energy efficient buses
13262822731		No	Reduce pollution	Non gas powered buses
13262706916		Environmental impact is a major issue for me	Transitioning to renewable fuels	Renewable energy fueled vehicles
13240877943		Support the senior citizens, and low income families as well as families with family members with special needs who live in the areas outside of the cities in the more rural areas who do not have their own transportation and require help for transportation to get to appointments and access to stores for their basic needs	provide for consideration of additional safety considerations such as sidewalks, traffic lights, cross walks, bike paths, bus stops, and handicap accessibility with transportation options	include as much as possible to save the green environment such as add greenscape; plants and green grass, flowers, trees, shrubs and landscape to beautify our environment

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13232973828		SAFETY for those who use a bicycle, walk, or use other non-motorized forms of transportation: we need better bicycle and walking paths (not lanes where the bicyclist and walker have to commit suicide to use) that connect to other forms of transportation: bike paths that connect to the train station for example, or buses that will have trailers for bicycles and connect to bike paths that connect to places of work, school, and commerce. Can easily partner with utilities to use utility easements to place the paved walking and biking paths. A bike path in the location of the former pipeline in Western Albemarle will enable a biking and walking option between and along the Brew Trail.	Environmental health (Climate change), improved personal and physical health of residents, improved quality of life and desirability of the region (make the area more desirable place to live for all including those who will be able to work remotely)	Bike paths (not lanes but separate paths) that connect to bus and train stops.
13226469704			Transit provides an industry for people to gain a valuable certification. More transit means more skilled employees.	Consolidation of existing resources
13220480694			Decrease bus route frequency on routes where there are little or no passengers on a frequent basis. This would help env pollution	Redesign the transit system to create a more efficient system. Take a passenger count on existing routes and reroute areas that have few passengers
13207871046			Zero Emissions	More extensive, safe infrastructure for bikes and pedestrian transit. Car parks for private vehicles intersecting with public transit system.
13205403089			I would really like to see a unified approach to transit beyond jurisdictional boundaries	Ensuring routes get people to places that they want to go. Not every route needs to be focused at the downtown mall. Focus on large employment centers and large concentrations of housing and how to get people between those places efficiently.
13202452491				There should be park-and-ride lots surrounding the city and frequent transit service between them and the city.
13202304415				my family has a car, but live in the city and want to use public transit more. it just has to make sense, for me that means it needs to align reasonably closely with when/where i am going. not an easy problem i know, but that is what keeps me from riding it more.
13202018082				Reducing congestion by improving traffic patterns
13201363165		Interconnectedness with public schools to take children to school and home and after school activities	help the environment as you listed in earlier questions	increasing rideshare apps/carpooltoschool apps - get that advertising out there. i know about it, but only because I googled it.
13198343081		In addition to access to jobs and services, it is important to be intentional about food access including grocery stores, fresh markets, and food banks.		Low-no cost fares or incentives for ridership. Increasing pay for transit workers so there is a robust pool of consistent drivers.
13198180486		Increased focus on rural passengers.	Increased transit opportunities for rural passengers and stakeholders	Increased poinrmt-to-point service for rural passengers.
13196983808				I would really like to see a light rail system running from the airport to the university campus.
13193896711		The city can build more high density housing with less parking which makes the city more walkable and tourist/local friendly.	Alleviate traffic.	Dedicated lanes
13193759200		Linking the region together	Improving transit access for underserved areas of the region, especially job centers such as Hollymead/Airport area	Bus Rapid Transit on the 29/Barracks Rd corridor would be a game changer for the region, and is something I think CAT should seriously consider.
13193281010				Electric transit vehicles, ideally with overhead wire
13192628602		Allow for more sane housing development		Electric
13192108919		Helping low income people and decreased pollution	There should be transit to the airport - a shuttle from DT, then maybe a couple of stops before the airport (like Belk, Walmart)	Shuttle to the airport
13191808906		making bicycling around charlottesville an easier viable way to get around	making bicycling a safe, viable option	bike lanes
13191719259		I grew up in Germany. If you live in a metropolitan area, you really don't need a car to move around locally. But for a city the size of Charlottesville, it is not very different. Having many more routes that tour the outer areas of Charlottesville (for me, that would be Pantops) would help a lot	No	Connection to Airport
13190378136		No	No	Electric buses
13189799936		Environmental impacts and potential for accidents		improving clarity maps/ routes for new users

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13189619025				Biking lanes! I'd love to bike here - easily can bike from Crozet to Charlottesville, but zero paths without getting killed on the highway. We need to seriously expand biking lanes! Zero pollution, healthy alternative, and calming.
13188838780		Opportunity for more shared spaces and activities, a democracy needs shared public things!	Better access to other major metropolitan areas, like DC, Boston, and NYC	Better digital platforms for tracking, route planning, and paying for fares on apps, smart phones, etc.
13188764104		Integration of walking and transportation with improved exercise and health.	Create a transit web robust enough to allow independence from cars. If you have to have a car for a few things, you will use it for many things that you could use transit for. There's a tipping point of service you need to hit to move people into shared transportation use.	Bicycle-related amenities and transportation, including transportation on buses, bike lanes, and separate bike paths. Integration of busses and rail. Rail service from Staunton through Waynesboro, Crozet, Charlottesville, Richmond, Williamsburg, and Newport News.
13188720716		Regional connections to other cities without the need for air travel	Better connections between routes. Better bus stops, benches and cover for rain.	Technology, service disruptions are not reflected in Google maps which can lead to confusion since most people use that instead of the transit website to plan trips.
13187810910				Let me reiterate the importance of benches at ALL bus stops for those of us who cannot stand for long periods.
13187700206		Rural resident transit options		Small, electric vehicles. So many large buses only have a few customers
13187663641		no	no	more bus stops
13187176981				Make bus routes there and back rather than a loop. Reduces time spent on the bus.
13187079611			Reduce use of automobiles. Bus transportation must be frequent and reliable in order to be successful.	Flexible routes, use of vans rather than large busses.
13186982670		We would be a more attractive region for those considering relocation for work, international visitors, and retirees.	Air quality benefits.	Get young people in the habit of using public transportation.
13186860642		riding transit includes an element of exercise (walking to and from bus stops) and we should encourage everyone to exercise for better health!		sidewalks to access bus stops
13186610711		need to more focus on Jaunt type point to point service ... vs busses that go down a road and make 20 stops		jaunt type service from high density developments to/from employment centers, AM and PM. ID strategically. Most bang for the buck in getting cars off the road
13186578207				Being able to reach retirees, elderly women (single, widowed) is and will continue to grow in numbers. More and more retirees are moving to this area, transit service will become a very important.
13186418282		no	no	Better indications of when the next bus is expected: using electronic signage and GPS to tell riders when the bus will come.
13185472784			Make sure service is accessible (geographically and fare-wise) where homeless people need it to get to work, shopping for necessities, and other places. This includes places like Premier Circle on Route 29.	Have you considered getting information from Uber's Transit team and the options they can provide for a city of our size?
13175882604				light rail on 29
13175878615		Connecting Charlottesville to other cities, regions and the coast. There really should be a line to Virginia Beach.	Connecting people to nature- Shenandoah National Park, Virginia Beach, etc.	New lines- one to Virginia Beach, one to the Blue Ridge hiking would be amazing. High speed options** even the Amtrak is so slow, most people drive because of that.
13175226038		?	?	Smaller buses
13175057331		Reminding people that they live in a blinking society		Sidewalks and active electronic tools (i.e., not the police) that enforce traffic laws and encourage last-mile walking, etc.
13174232416		N/A	N/A	Budgeting to hire more bus drivers and pay them an appropriate wage I think would be helpful to them and to continuity of service.
13173937177				Connections to other statewide transit paths (i.e. Amtrak).
13173924369				Dependable drivers. Pay them enough.
13173887439		Pedestrian safety (via fewer drivers), reduced air pollution, not bein Stuck Driving	Making travel between Cville and RVA and the Valley easier without a car	FREQUENCY IS KING!!!! also consider making at least some of the roads that cut through campus bus-only -dunno if it's a transit investment per se or affordable, but signal priority at intersections and offboard fare payment if fares are kept might be a good idea to speed up waiting at stops.
13173597102				More connected bike lines and sidewalks so people can reach more areas of the city without cars, and reach transit stops more safely.

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13173574269		Less traffic is better for everyone! Cleaner air, and safer for walkers, runners, and cyclists.		More protected bike lanes too please
13173454290		This is really important!!		Separated bike lanes, continuous sidewalks and adherence to vision zero goals
13153386907			Structuring systems and infrastructure around the goal of eliminating emissions.	Multimodal transit that features express routes and rail.
13145033898		Access for people with disabilities	No	Rail
13144939242				Commuter service from surrounding communities; park-and-ride commuter service to UVA and Downtown.
13144925066		Fewer vehicles on the road would hopefully lead to safer rides for cyclists.	Increase pedestrian and cyclist safety	Dedicated bus lanes, dedicated and separated bike lanes
13144663545		Better mass transit helps fight climate change.	Combatting climate change	Rail! Put in trams or streetcars. There should be multiple modalities of public transport.
13144357215		Providing a safer environment for pedestrians, bicyclists and animals by reducing car traffic	Reduce demand for street parking from commuters to free up lanes for non-car transit including pedestrians, bicycles and buses	Connection to commuting/park-and-ride hubs to encourage commuters driving in from out of town to use public transit for last leg of commute in the city.
13140832923		Not necessarily	Not necessarily.	Expanded transit to basic needs such as the local food pantries, thrift stores, schools, and hospital
13137199620		health & safety - lower risk of harmful accidents, less cumulative stress from traffic/driving civic spirit - having an accessible, clean, convenient transit system as a local/regional point of pride	decreasing reliance on personal vehicles/increasing reliance on accessible, robust transit as more infrastructure is damaged or constrained by climate change	light rail/direct rapid systems to & from critical locations, i.e. downtown, airport, food & consumer goods hubs like pantops, 5th st., 29N
13134305688			Reduce need for cars in densely populated areas	Park and ride for remote commuters, and being able to carry bikes on transit vehicles
13132713601		Creating a more integrated and connected community		Continuing to make riding affordable
13131375107				Park and ride
13128564194			Access to transit for these in rural areas	Access to transit in rural areas
13125420809		Being a passive rider through the neighborhoods and communities might bring a greater appreciation for the area. Since I have started to take a lengthy commute on the bus regularly, I've become aware of places in and near the city that I had just never considered. Expanded worldviews, even on a small scale, are typically better than narrow ones.	Tying into my above comment, expanding the reach of the transit system in all directions that make sense geographically.	Instant, clear communication through an app and social media about what bus are/are not running. It is alarming how inactive and/or late the twitter account is in regards to when buses stop running. The app rarely has an messaging either.
13125004162				More bike/pedestrian infrastructure
13124776501				Transit-prioritized signals for congested intersections!
13124763618		N/A	N/A	Prioritizing access to transportation in lower income neighborhoods to increase job and community opportunities.
13112009148				Protected bike lanes. New bike lanes. Prioritize protected bike lanes. Dedicated bus lanes.
13098200098		No	Sporting events	Transit hubs
13097551064			Increasing commuter passenger ridership should be the primary focus of every agency in the area- congestion in and around Charlottesville is only going to get worse, and we need to begin improving things NOW.	Not just more amenities at bus stops, but more staffed locations besides the DTS- UVA Health @ The West Complex comes to mind as an ideal location
13088669686		Must connect with pedestrian and bicycle infrastructure.	Again, connections with improved pedestrian and bicycle infrastructure.	Microtransit
13088130506				Convert from diesel to electric vehicles - for drivers and riders health and the environment. Eventually saves money too.
13086069863		Do not support anything that leads to more dense development	Provide transportation to/from Charlottesville airport and Amtrak train station without need of long term parking at those locations, especially for Amtrak. Amtrak station is not designed for anything but brief parking	light rail service
13085242610		We enjoyed walking downtown, enjoying library, coffee or lunch and then taking bus home ... Before covid.	Recreation. Buses and bike lanes to all parks.	Accurate app for when bus to arrive at your stop
13085203650		Safe bike lanes	Safe bike lanes	Safe bike lanes
13085185614		As an aging resident, I would like to use my car less especially at night when it will become more difficult for me to drive.	I visited Switzerland a few years ago and I was most impressed when our train was a few minutes late in arriving at our destination prompted communication between other forms of transportation so the boat we wanted to board was held just a few minutes so we were able to get to our final destination with ease. Communication between all forms of transportation is a key factor in making public transportation viable.	Making it easier to walk or bike to public transportation and being able to put your bike on the bus or train.

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13085161548		affordable transit options, shorter wait times for buses, more buses to travel to/from	unsure	unsure, but really important to add shelters to bus stops, and places that the bus can pull off of the road and not stop traffic, or have a separate, bus only lane
13085133977		Enable development in Southern Albemarle county without creating restrictive commuting congestion		Encourging car and vanpooling
13085098184			more pedestrian and bicycle opportunities. Cville can be a dense area and our bike access is weak and unsafe	Dedicated, separate bicycle and pedestrian paths
13085061792		Commuting via transit is passive and leaves time for reading, work, mentally preparing for the day. Activities that can't be accomplished while driving.		I'm sorry if listing everything as very important gives the impression isn't the most helpful, but this is the only area i've ever lived in that I've never used public transit because it is so fundamentally lousy. Massive investment needed in all aspects if it's going to be an viable car alternative.
13054428084		Social integration / sociological benefits	Environmental benefits of reducing traffic	Investment in a "greener" fleet of vehicles
13027159466		Potential to reduce the necessity for major road improvements to accommodate increased traffic		Establishment of a regional transit authority to ensure continued partnership to execute common priorities
13024785181		None of this matters if the transit system is unreliable as it is now and has been for years	None of this matters if the transit system is unreliable and undependable as it has been for years	None of this will work if the service provided is not reliable and can not keep to the stated time table as has been the case for years.
13023985018		Transit can be a leader in reducing air pollution through bus electrification. Coordination with UTS is key. Right now they don't even use the same app.	Support the city and county's climate goals by reducing bus emissions and reducing community vehicle miles travelled.	Bus rapid transit / separated service = very very important! Transit succeeds in communities where transit is prioritized over single occupancy vehicles. A transit trip should be FASTER during rush hour, not SLOWER.

Regional Transit Vision for the Charlottesville Area

Social PinPoint Survey Responses





736

Total Visits

328

Unique Users

3:40

Avg Time (min)

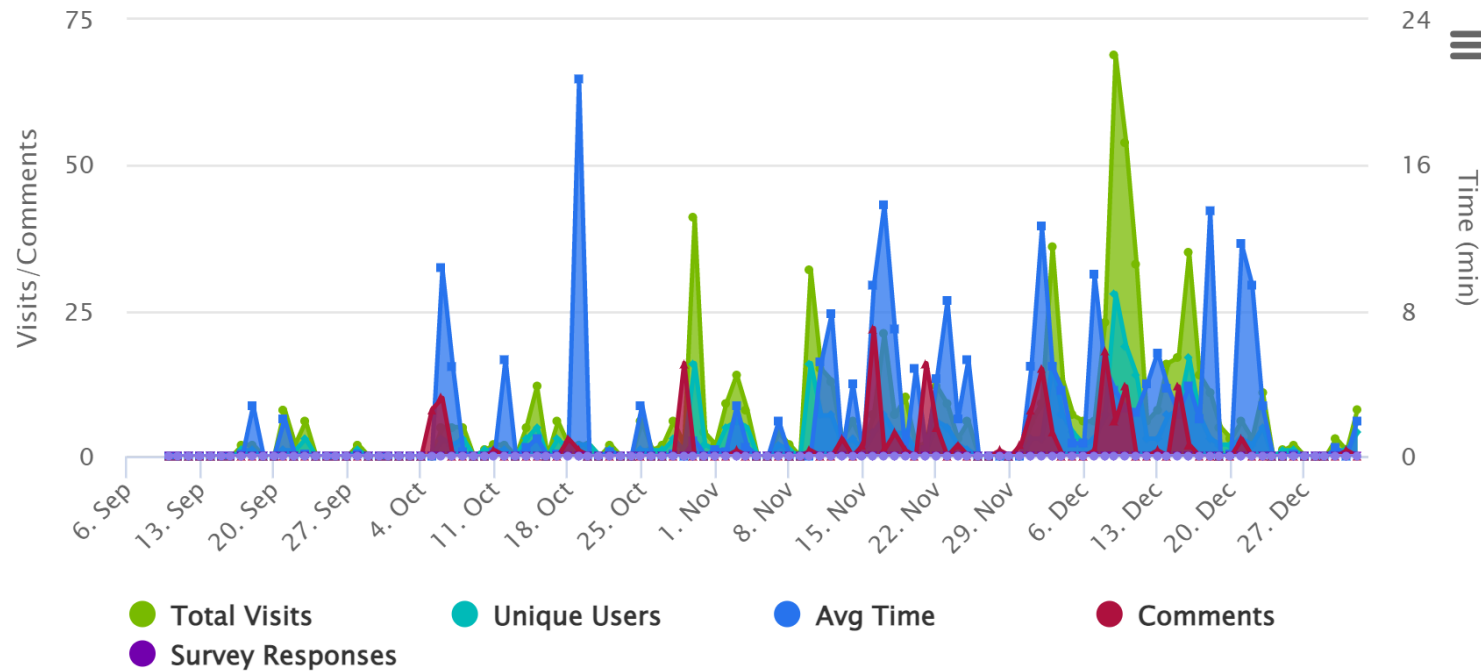
63

Unique Stakeholders

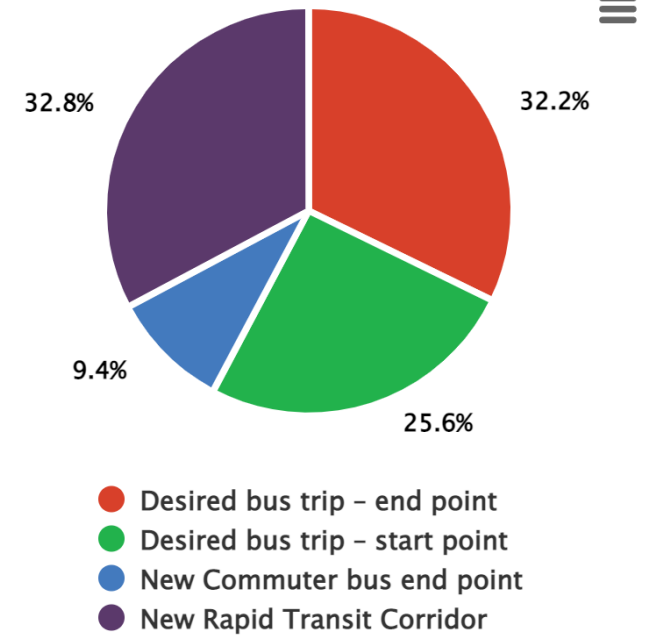
183

Comments

Stakeholder Engagement by Day



Comment Types





Popular Comments

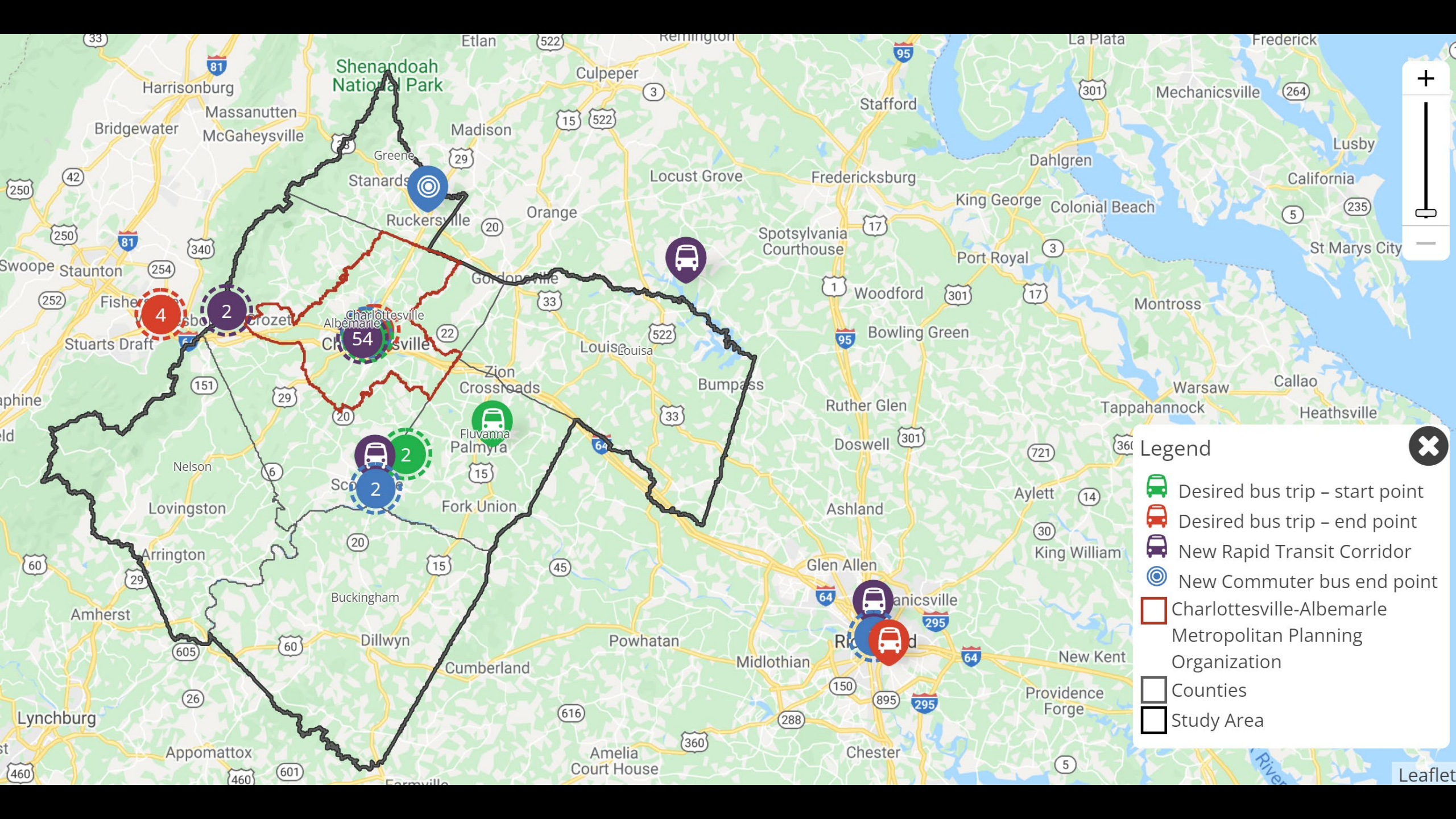
Any regional transit system requires access to **major transit hubs** like airports as essential components to a working system. Even if this is on-demand it's a significant hurdle to not have a public transit option from the airport to/from dense areas like downtown or the University.

Many people who live in Crozet have jobs in Charlottesville. **Constructing a corridor** between them will better interconnect the two urban centers, decreasing the density of cars and need for additional parking in both.

With pedestrian deaths on the rise, we should also be focused on **lowering speed limits**, which could also act as an incentive for **faster public transportation** like rail. And as these pedestrian deaths are disproportionately among Black and POC communities, we should focus on lowering the speed limit on arteries like 5th Street which are lined with Black and **POC communities**.

Please **prioritize any "rush hour" corridor** where single occupancy vehicles slow transit. **Transit should be FASTER during rush hour**, not SLOWER. This will help catalyze a commuter shift to bus transit as commuters act in their own self-interest to hop on a BRT (+/- a park and ride).

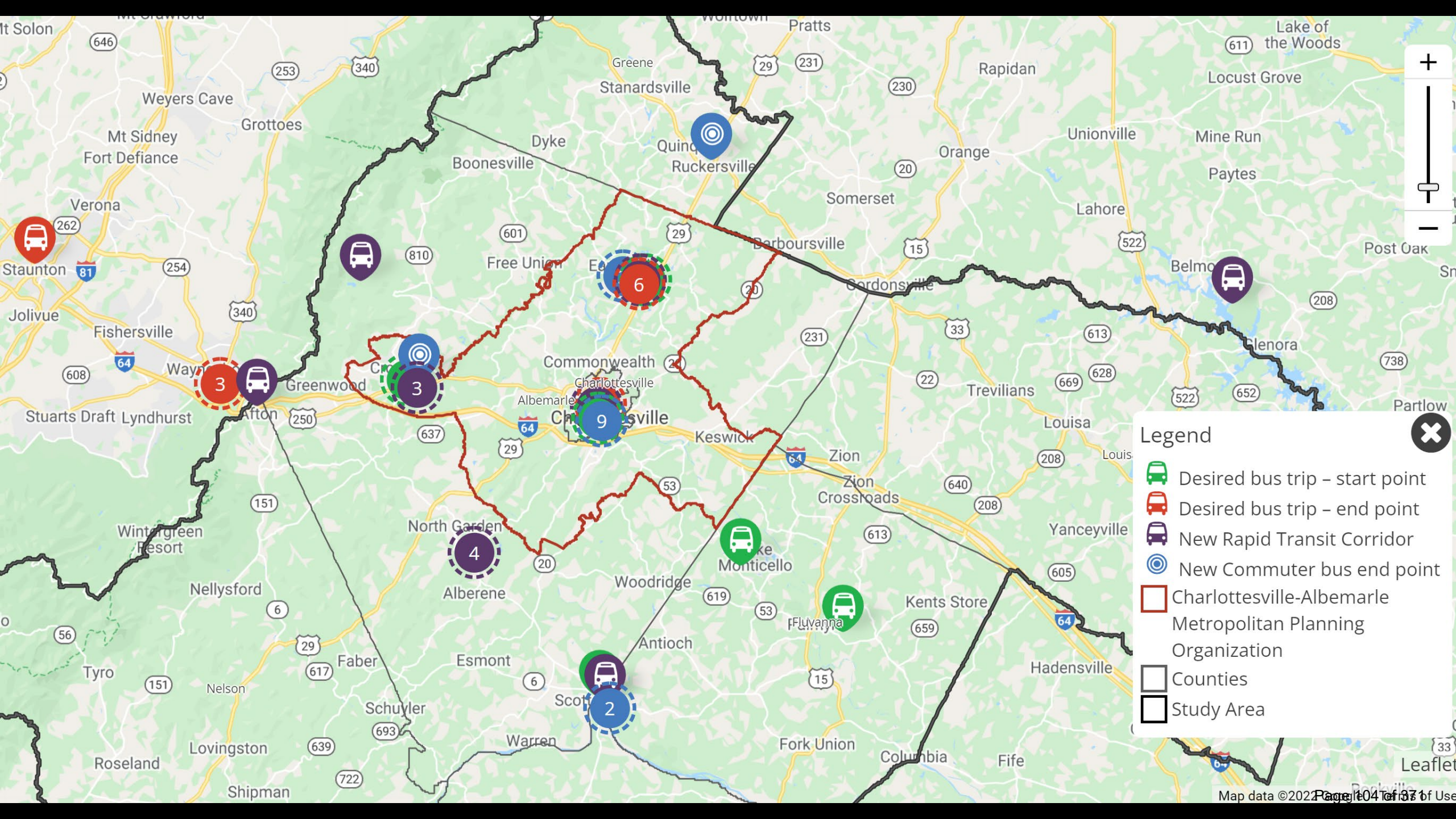
JAUNT has some **downtown Scottsville options** now, but I would love for a regional transit system to include the town on a more permanent basis. Scottsville has a hundred commuters to Charlottesville every day. And we often go to the city for social events and appointments. Going the other way, Scottsville's weekend destinations include the farmers market and the river outfitter, to which urban area residents might appreciate a **bus ride**.

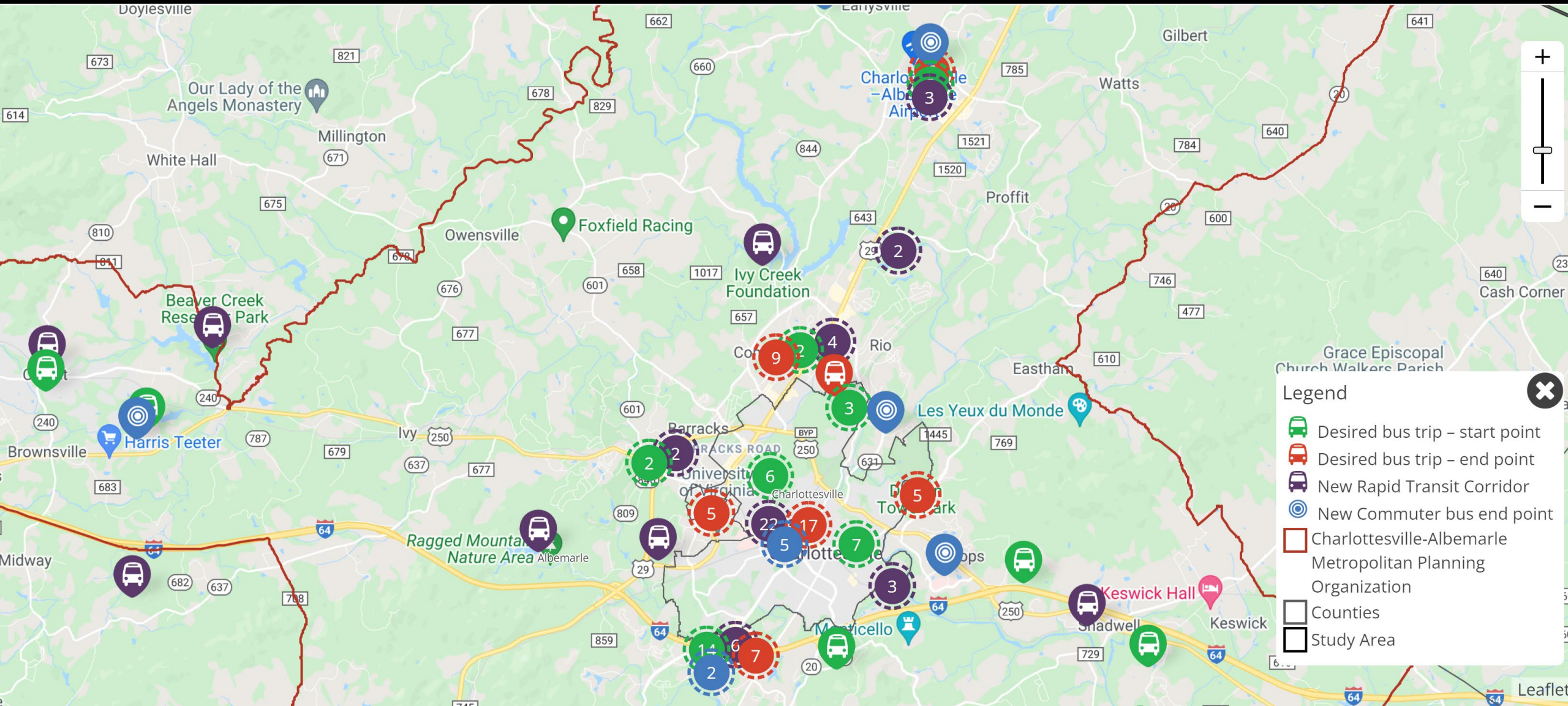


Legend








- Desired bus trip - start point
- Desired bus trip - end point
- New Rapid Transit Corridor
- New Commuter bus end point
- Charlottesville-Albemarle Metropolitan Planning Organization
- Counties
- Study Area





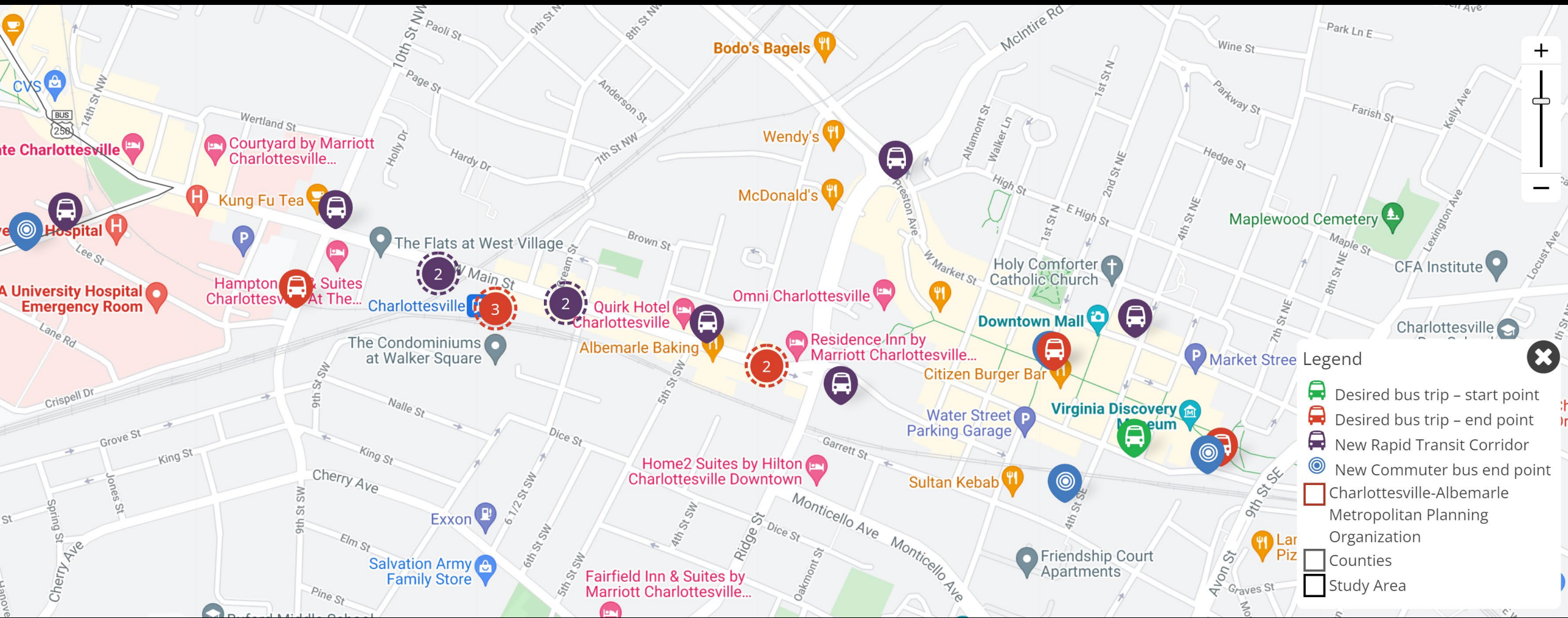









Legend

-  Desired bus trip - start point
-  Desired bus trip - end point
-  New Rapid Transit Corridor
-  New Commuter bus end point
-  Charlottesville-Albemarle Metropolitan Planning Organization
-  Counties
-  Study Area



Leaflet



- Legend**
-  Desired bus trip - start point
 -  Desired bus trip - end point
 -  New Rapid Transit Corridor
 -  New Commuter bus end point
 -  Charlottesville-Albemarle Metropolitan Planning Organization
 -  Counties
 -  Study Area

Charlottesville
- Albemarle
Airport

Long Term Parking Lot

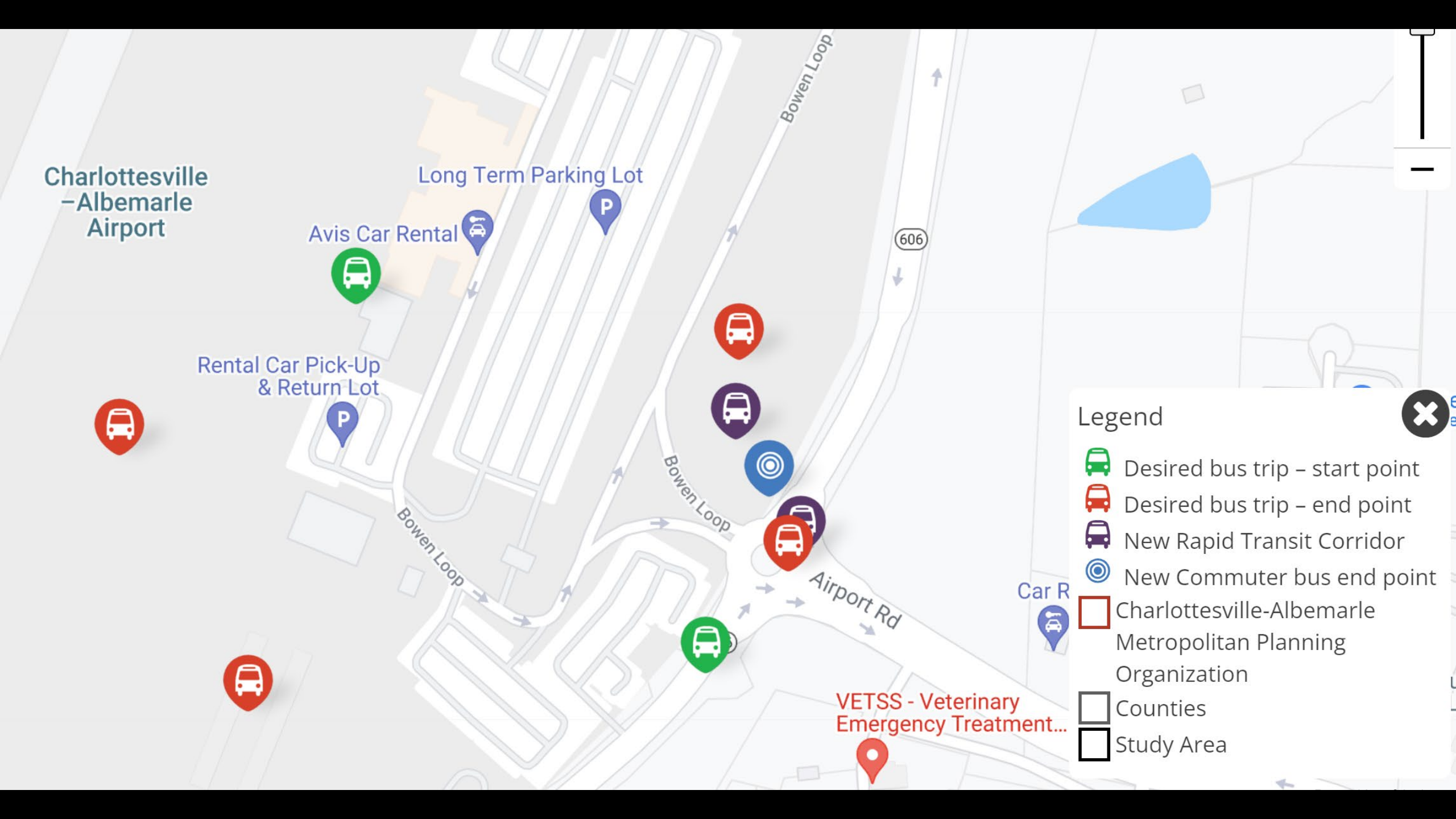
Avis Car Rental

Rental Car Pick-Up
& Return Lot

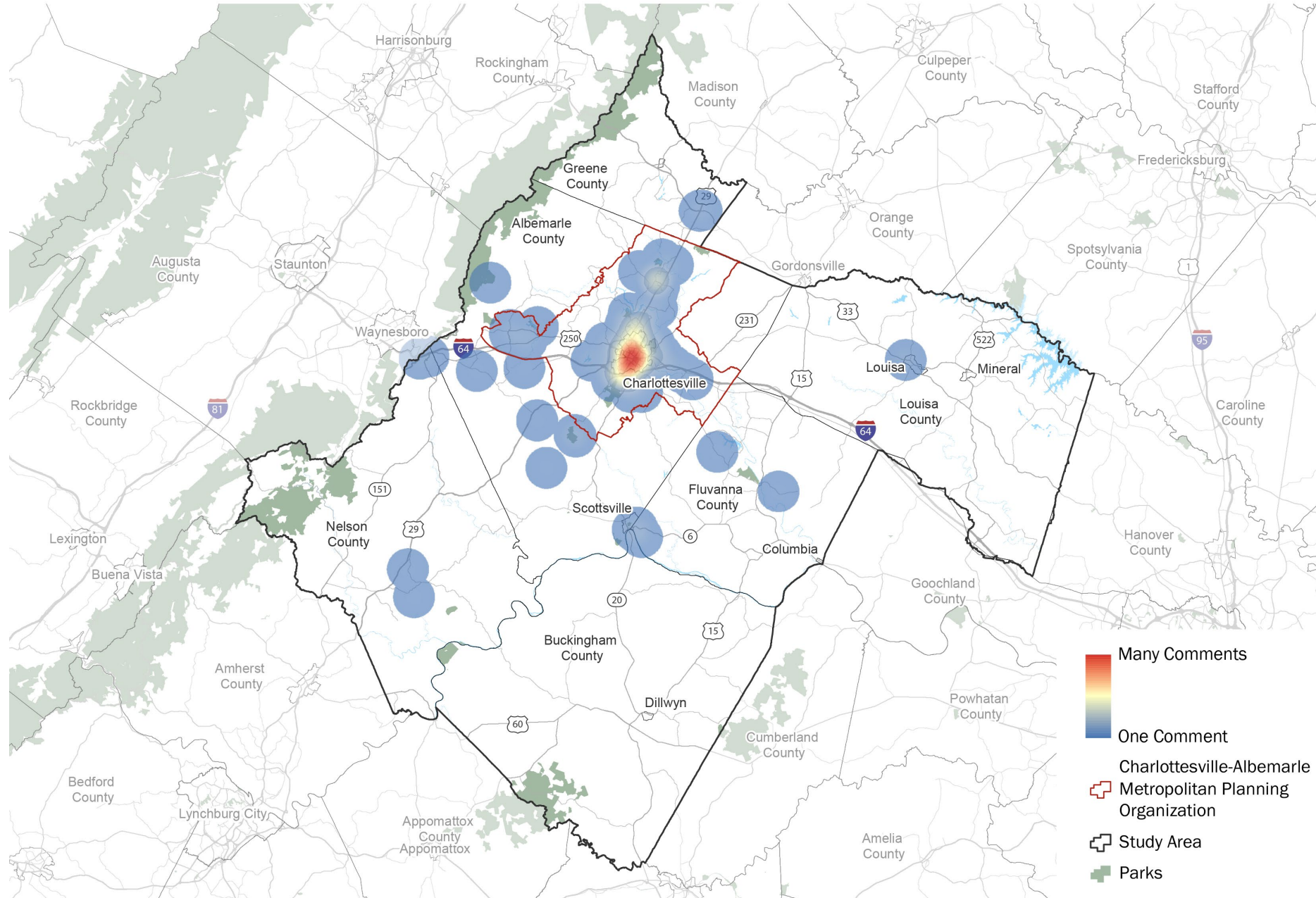
VETSS - Veterinary
Emergency Treatment...

Legend

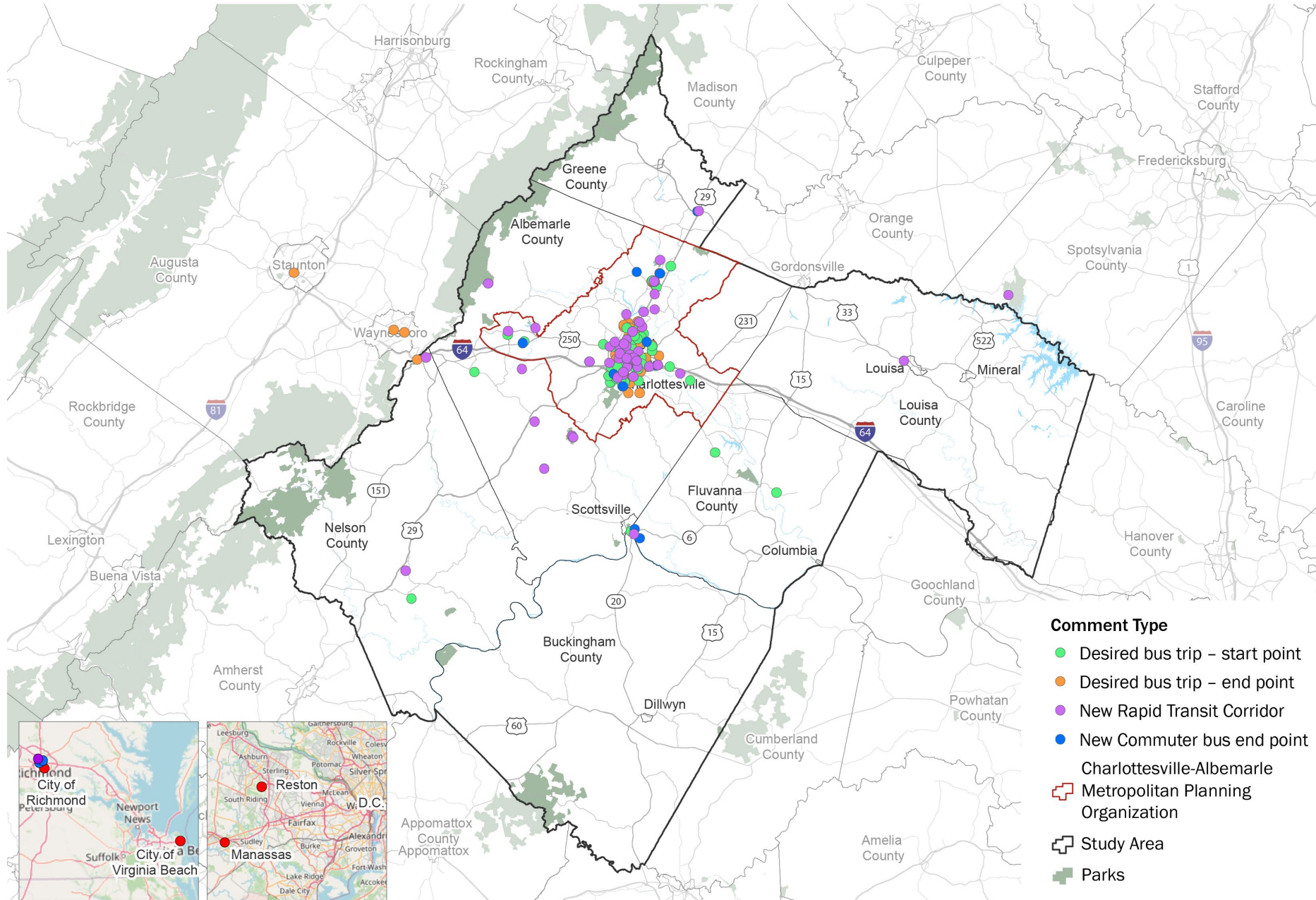
- Desired bus trip - start point
- Desired bus trip - end point
- New Rapid Transit Corridor
- New Commuter bus end point
- Charlottesville-Albemarle Metropolitan Planning Organization
- Counties
- Study Area



Heatmap of Social Pinpoint Comments in the Study Area



Social Pinpoint Survey Comments



Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-18 19:40:52 UTC	Desired bus trip – end point	22	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stops near schools to cut reliance on school buses (consider express/special routes for young kids for start/end of school?); good for activities outside of school hours	0	0
2021-12-09 02:22:55 UTC	Desired bus trip – end point	46	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Connection to Amtrak to Richmond, Hampton Roads, and Silver Service trains.	0	0
2021-12-09 01:58:27 UTC	Desired bus trip – end point	45	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Does CAT still provide free bus passes to Cville City School students? Connectivity from South of Main St. to CHS is important for students that miss the school bus and don't have a private car option. Depending on routing the YMCA and CHS could be served by only one bus stop allowing for riders to walk between the two sites	0	0
2021-11-21 21:06:14 UTC	Desired bus trip – end point	26	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stonefield outdoor mall, especially Trader Joes. But also Costco down the road.	0	0
2021-12-09 15:31:30 UTC	Desired bus trip – end point	47	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This is near fun places	0	0
2021-11-21 21:07:18 UTC	Desired bus trip – end point	27	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	If we are absolutely required to have our community's main post office out in freaking suburbia, then it absolutely must have public transit access.	0	0
2021-12-10 00:38:27 UTC	Desired bus trip – end point	49	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Color is wrong. This should just be a regular stop for Bus #10 in the way back to Downtown. There could be a second stop in the region if Chick-fil-A. I don't know why it just drives along 25 and gets stopped in traffic during rush hour	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-09 18:35:35 UTC	Desired bus trip – end point	48	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Airport	0	0
2021-11-17 01:40:47 UTC	Desired bus trip – end point	19	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	All parks should be accessible by bus.	0	0
2021-10-29 15:29:31 UTC	Desired bus trip – end point	17	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus stop for the YMCA and for the wonderful new skateboard park.	0	0
2021-12-10 21:09:21 UTC	Desired bus trip – end point	50	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The YMCA / McIntire Park deviation is detrimental to the majority of route 9. A new route serving McIntire Plaza, then up 250 to the park could be considered.	0	0
2021-10-05 18:34:17 UTC	Desired bus trip – end point	2	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA grounds west	0	0
2021-10-05 18:32:23 UTC	Desired bus trip – end point	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown	0	0
2021-10-05 18:41:36 UTC	Desired bus trip – end point	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Belmont	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-05 18:42:40 UTC	Desired bus trip – end point	4	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Jefferson Park Ave	0	0
2022-01-10 21:37:00 UTC	Desired bus trip – end point	56		Richmond and Hampton Roads	0	0
2022-01-10 21:37:56 UTC	Desired bus trip – end point	57		DC area	0	0
2021-10-06 16:02:00 UTC	Desired bus trip – end point	5	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Any regional transit system requires access to major transit hubs like airports as essential components to a working system. Even if this is on-demand it's a significant hurdle to not have a public transit option from the airport to/from dense areas like downtown or the University.	0	0
2021-10-06 16:03:49 UTC	Desired bus trip – end point	6	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	It's a shame that this new development is so pedestrian and transit unfriendly, but the reality remains that it is now a significant retail hub.	0	0
2021-12-15 20:59:04 UTC	Desired bus trip – end point	53	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work transportation	0	0
2021-12-15 20:23:07 UTC	Desired bus trip – end point	52	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	High St feels like it's ripe for development as Woolen Mills and Downtown keep growing. There's already a stop close by, but it would be nice to see more attention to it -- more space to wait, shade, bench, etc. Great way to access Rivanna River Co , CVS, restaurants, etc.	0	0
2021-12-15 20:09:52 UTC	Desired bus trip – end point	51	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Echoing the call for a connection between major transit hub like an airport and the center of town!	0	0
2021-10-19 02:00:16 UTC	Desired bus trip – end point	8	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Hollymead Town Center	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-19 01:59:04 UTC	Desired bus trip – end point	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA North Fork Discovery Park	0	0
2021-10-19 02:03:57 UTC	Desired bus trip – end point	9	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Amtrak Station	0	0
2021-12-17 02:51:57 UTC	Desired bus trip – end point	54		A bus from Charlottesville to regional airports (CHO, Dulles, Reagan, Richmond) would be helpful!	0	0
2021-10-29 15:14:25 UTC	Desired bus trip – end point	10	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Amtrack, connecting to DC	0	0
2021-10-29 15:17:01 UTC	Desired bus trip – end point	13	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Scott Stadium - sports	0	0
2021-10-29 15:23:23 UTC	Desired bus trip – end point	14	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Pen Park. Lovely park with numerous trails, exercise trail, huge playground, tennis courts, soft ball, etc. Why is the City's Pen Park so unreachable for walkers and bikers?	0	0
2021-10-29 15:16:34 UTC	Desired bus trip – end point	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	JPJ -- sports & concerts	0	0
2021-10-29 15:27:41 UTC	Desired bus trip – end point	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Monticello's Saunders Trail needs to be reachable by bus. A bus stop at the parking off US 20 would be perfect. I suspect bus already goes to the community college.	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-29 15:15:01 UTC	Desired bus trip – end point	11	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown mall	0	0
2021-10-29 15:25:04 UTC	Desired bus trip – end point	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Darden Park needs to be reachable by bus	0	0
2021-11-13 22:25:57 UTC	Desired bus trip – end point	18	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Businesses and park would benefit with a bus route	0	0
2021-11-17 01:44:27 UTC	Desired bus trip – end point	20	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be buses to all city parks.	0	0
2021-11-18 19:45:28 UTC	Desired bus trip – end point	24	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The regional jail should be accessible via bus	0	0
2021-11-18 19:39:54 UTC	Desired bus trip – end point	21	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stops near schools to cut reliance on school buses (consider express/special routes for young kids for start/end of school?); good for activities outside of school hours	0	0
2021-11-18 19:41:51 UTC	Desired bus trip – end point	23	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Stops near schools to cut reliance on school buses (consider express/special routes for young kids for start/end of school?); good for activities outside of school hours	0	0
2021-11-19 15:41:11 UTC	Desired bus trip – end point	25	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Loaves and Fishes Food Pantry	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-21 23:53:08 UTC	Desired bus trip – end point	29	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Need to rethink the hospital stops. This is a critical destination but making buses loop throughout the hospital campus to make multiple stops slows the routes and makes them less useful for everyone not going to the hospital. You could build a nice stop on a major street (RBB?) with very good pedestrian connections to the hospital to make the buses fast and the walk from the stop to the hospital nicer.	0	0
2021-11-21 23:54:14 UTC	Desired bus trip – end point	30	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Charlottesville Airport	0	0
2021-11-22 14:06:02 UTC	Desired bus trip – end point	34	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The current Rt 11 stop on Rio is too far from Pen Park (and has poor sidewalk infrastructure). This city park needs to be served directly by transit.	0	0
2021-11-22 14:01:22 UTC	Desired bus trip – end point	32	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Though there is a bus stop here (near the library), there is no route that crosses Rt 29 along Rio, so it is impossible to travel 1.5 direct miles by bus along the same road even though that is a frequent traffic direction. The nearly singular focus on downtown as the transit point misses so much of the commenter flow in this community.	0	0
2021-11-21 23:49:36 UTC	Desired bus trip – end point	28	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The transit center is not really on the center of activity downtown and the one-way loop buses make to reach the center is confusing if you aren't a regular rider. I wish buses just stopped downtown and kept going to other useful places rather than loop around the entire mall.	0	0
2021-11-21 23:55:20 UTC	Desired bus trip – end point	31	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Add major routes to Barracks and Emmet with a transfer near the shopping center. There are lots of useful things here and it would be great to have a frequent route to get there. Grocery shopping is not practical I'd the bus comes every hour.	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-22 14:04:30 UTC	Desired bus trip – end point	33	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This area (commercial and residential) is not currently served by any bus route and that is a missed opportunity.	0	0
2021-11-24 20:35:00 UTC	Desired bus trip – end point	36	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	All parks should be accessible by bus including Charlotte Yancy Humphris Park, if not at this entrance than via Hydraulic.	0	0
2021-11-24 20:30:35 UTC	Desired bus trip – end point	35	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Currently no bus line serves this part of Hydraulic. Planned Parenthood should be accessible by public transportation as should housing off of Hydraulic (like Webland Dr and Townwood Dr).	0	0
2021-11-28 16:02:19 UTC	Desired bus trip – end point	37	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This stop is being phased out (I believe) in the new CAT routes. I think this is an important stop as even the closet possible stop would still require walking down 250 to get there.	0	0
2022-01-23 14:49:28 UTC	Desired bus trip – end point	63	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Whole Foods market and other shops in Seminole shopping center from the Brandywine/Meadowbrook Heights streets area.	0	0
2021-12-02 23:13:29 UTC	Desired bus trip – end point	39		Hourly service to Waynesboro for commuters and daytrippers	0	0
2021-12-02 23:12:47 UTC	Desired bus trip – end point	38		Regional service to Staunton for commuters and day trippers	0	0
2021-12-03 01:37:48 UTC	Desired bus trip – end point	41	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	biggest distant place from main network	0	0
2021-12-03 01:36:36 UTC	Desired bus trip – end point	40	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Making it easier to reach the grocery stores up 29 by bus/BRT would be a good thing. I'm less of a park and ride fan than some other people and tbh focusing on that seems geared towards a miniscule nubbin of a BRT line, but that's the big hole in service	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-08 15:43:36 UTC	Desired bus trip – end point	44	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus stop to Loaves & Fishes Food Pantry or closer than 1/2 mile away.	0	0
2021-12-03 18:35:54 UTC	Desired bus trip – end point	42		So many folks would love a bus to the beach from Friday to Sunday or each weekend day all summer if possible. It'd be great to start out with at least one route.	0	0
2021-12-03 18:37:05 UTC	Desired bus trip – end point	43	Nelson, Study Area, Counties	So many folks hike here all year, it would be amazing to increase access.	0	0
2022-01-10 21:35:36 UTC	Desired bus trip – end point	55		Service to Waynesboro to connect with the mountain region, with at least clockface frequency.	0	0
2022-01-11 15:18:29 UTC	Desired bus trip – end point	58	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work commute end point	0	0
2022-01-19 15:48:33 UTC	Desired bus trip – end point	60	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus route from Foxcroft/Mill Creek to UVA and UVA Health	0	0
2022-01-19 15:46:32 UTC	Desired bus trip – end point	59	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus route from Lovingsston to Downtown Charlottesville	0	0
2022-01-20 03:21:55 UTC	Desired bus trip – end point	61	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Barracks Road	0	0
2022-01-22 04:09:36 UTC	Desired bus trip – end point	62	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Airport - UVA - Downtown Bus route	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-31 02:46:16 UTC	Desired bus trip – end point	70	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I work here and bike except in bad weather. A bus option would be helpful	0	0
2022-01-27 17:32:37 UTC	Desired bus trip – end point	64	Nelson, Study Area, Counties	A park and ride in this area for a small bus might be considered.	0	0
2022-01-27 20:19:27 UTC	Desired bus trip – end point	65	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA Hospital	0	0
2022-01-28 12:22:45 UTC	Desired bus trip – end point	66	Nelson, Study Area, Counties	Mountain Inn, Wintergreen Resort	0	0
2022-01-30 16:16:51 UTC	Desired bus trip – end point	68	Nelson, Study Area, Counties	So many businesses along 151 that provide alcohol. A bus service going up and down once every hour or two could allow people to hop on and hop off at local businesses easily without contributing to traffic or drunk driving.	0	0
2022-01-30 18:56:16 UTC	Desired bus trip – end point	69	Fluvanna, Study Area, Counties	Main Beach in Lake Monticello	0	0
2022-01-30 16:13:41 UTC	Desired bus trip – end point	67	Nelson, Study Area, Counties	A bus from Wintergreen Resort to Nellysford services/businesses would be valuable.	0	0
2021-12-08 21:15:22 UTC	Desired bus trip – start point	29	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Charlottesville	0	0
2021-12-09 02:21:05 UTC	Desired bus trip – start point	30	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Shift Bus stop off the busy 5th Street and bring it closer to actual residences	1	1
2021-12-09 03:37:46 UTC	Desired bus trip – start point	31	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is a lot of growth in this area and traffic is getting heavier, it would be nice to be able to pick a bus up here near some of the commercial properties	3	0
2021-12-09 04:01:17 UTC	Desired bus trip – start point	32	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Would like service to Hollymead town center and back on the same day	1	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-09 15:31:04 UTC	Desired bus trip – start point	33	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This is near my home	0	0
2021-12-09 18:35:47 UTC	Desired bus trip – start point	34	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Airport	2	0
2021-12-02 01:19:19 UTC	Desired bus trip – start point	14	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	3	0
2021-10-06 16:04:05 UTC	Desired bus trip – start point	4	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	It's a shame that this new development is so pedestrian and transit unfriendly, but the reality remains that it is now a significant retail hub.	0	0
2021-10-05 18:30:47 UTC	Desired bus trip – start point	2	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Intersection of Oxford and Wellford	0	2
2021-12-10 20:03:20 UTC	Desired bus trip – start point	36	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown area in general	0	0
2022-01-19 15:45:48 UTC	Desired bus trip – start point	47	Nelson, Study Area, Counties	Lovingston- Community Center	3	0
2021-12-10 23:07:20 UTC	Desired bus trip – start point	37	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Southwood to 29 at Rio straightaway . No turns just a straight shot. Then we can transfer to target ot walmart or costco and it won't take 3 hrs each way	2	0
2021-12-13 13:34:44 UTC	Desired bus trip – start point	38	Fluvanna, Study Area, Counties	Intersection of Courthouse Rd and Oak Hill Lane	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-05 18:29:50 UTC	Desired bus trip – start point	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Intersection of Oxford and Rugby Rd	1	2
2021-10-11 17:18:54 UTC	Desired bus trip – start point	5	Buckingham, Study Area, Counties	<p>JAUNT has some downtown Scottsville options now, but I would love for a regional transit system to include the town on a more permanent basis.</p> <p>Scottsville has a hundred commuters to Charlottesville every day. And we often go to the city for social events and appointments. Going the other way, Scottsville's weekend destinations include the farmers market and the river outfitter, to which urban area residents might appreciate a bus ride.</p>	6	0
2021-12-10 15:58:54 UTC	Desired bus trip – start point	35	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>As with the Mill Creek comment, there is a lot of growth in this area and traffic is getting heavier. It would be nice to be able to pick a bus up here, even though there are not many commercial properties. There is Mountain View school.</p> <p>I would take the bus to the Downtown Mall and back regularly.</p>	1	0
2021-12-15 19:53:32 UTC	Desired bus trip – start point	39	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I live downtown and work a 5 minute walk from this intersection. I would LOVE to be able to take the bus to work, but currently the stop by 5th St Station is too far to walk (across the bridge over 64 and past the jail) without enough/any sidewalk.	1	0
2021-12-15 20:58:10 UTC	Desired bus trip – start point	40	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work transportation	1	0
2021-10-06 16:02:38 UTC	Desired bus trip – start point	3	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Any regional transit system requires access to major transit hubs like airports as essential components to a working system. Even if this is on-demand it's a significant hurdle to not have a public transit option from the airport to/from dense areas like downtown or the University.	10	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-17 02:45:55 UTC	Desired bus trip – start point	41	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A bus from Huntley/Stribbling Ave.- will be especially important after new development.	1	0
2021-10-29 13:45:08 UTC	Desired bus trip – start point	6	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Corridor on whitewood is proximate to a lot of housing of varried income levels and employment (schools, professional offices).	7	0
2021-10-29 15:13:13 UTC	Desired bus trip – start point	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown Crozet - near access to parking and bike trails	1	0
2021-11-03 17:07:52 UTC	Desired bus trip – start point	8	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Expanding Park and Ride east of Charlottesville - with transit to Downtown and UVA - would go a long way towards reducing congestion within the city limits.	2	0
2021-11-21 21:05:12 UTC	Desired bus trip – start point	9	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Corner where JPA turns into Harris, but really anywhere on JPA through Fry's Spring	0	0
2021-11-22 13:58:08 UTC	Desired bus trip – start point	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Though I live near here and an existing bus stop, it is literally impossible to take a single bus that CROSSES Rt 29 along Rio.	0	0
2021-11-21 23:52:58 UTC	Desired bus trip – start point	10	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Fashion Square Mall (currently served by routes 5, 7 and 11)	0	0
2021-11-22 02:01:04 UTC	Desired bus trip – start point	11	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Locust	0	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-22 15:08:05 UTC	Desired bus trip – start point	13	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	CityWalk Apartments should have a Free Trolley stop at their Water Street driveway. Extend the current Free Trolley route down Market Street --> Carlton --> Water Street. There are so many unnecessary car trips between there and UVA every day from CityWalk residents.	3	0
2021-12-02 01:20:00 UTC	Desired bus trip – start point	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	0	0
2021-12-02 01:21:06 UTC	Desired bus trip – start point	17	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	0	0
2021-12-02 01:20:26 UTC	Desired bus trip – start point	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express routes to Southwood / residential developments south of 64 as the area continues to grow	0	0
2022-01-03 23:24:16 UTC	Desired bus trip – start point	43	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The Charlottesville Dairy Market is a popular destination that could possibly support large numbers. Parking is confusing and a transit supplement would become necessary here.	1	0
2021-12-02 23:43:44 UTC	Desired bus trip – start point	19	Fluvanna, Study Area, Counties	Lake Monticello shopping center.	3	0
2021-12-02 23:13:02 UTC	Desired bus trip – start point	18	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Need a southbound bus on Avon Street to Wegmans/Fifth Street Station, and Mill Creek etc. I know the #2 will get you to Wegmans eventually but it's inconvenient to take a northbound bus and sit through a detour of downtown. Maybe a new route could take Avon south, loop through 5th Street Station, then stops at Southern Pkwy, Mill Creek subdivision, and continue down Avon ext to route 20 and then perhaps to Scottsville or Lake Monticello.	0	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-03 23:17:58 UTC	Desired bus trip – start point	42	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Willoughby-bound buses do not serve the Willoughby neighborhood, a potential ridership generator.	1	0
2022-01-03 23:26:14 UTC	Desired bus trip – start point	44	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rugby neighborhood	1	0
2021-12-03 01:26:14 UTC	Desired bus trip – start point	20	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Good intersection for anyone living around North Grounds	0	0
2021-12-03 18:34:47 UTC	Desired bus trip – start point	21	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I would like to start at Darden Towe and go to the Amtrak station downtown, Shenandoah National Park, or Virginia Beach.	0	0
2021-12-08 17:19:24 UTC	Desired bus trip – start point	26	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Intersection of Rts 250 and 22.	0	0
2021-12-08 18:46:55 UTC	Desired bus trip – start point	28	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Somewhere near intersection of Boar's Head, Farmington, Ednam, Belair This could be a stop on the route from Crozet to downtown Charlottesville, with another stop at UVA	2	0
2021-12-08 01:43:09 UTC	Desired bus trip – start point	22	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Briarwood - would increase access for the growing developments in the area	1	0
2021-12-08 14:05:07 UTC	Desired bus trip – start point	25	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is no bus service in this area except at the High School and YMCA and that makes a very long trip.	1	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-08 14:00:42 UTC	Desired bus trip – start point	23	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Meadowbrook Heights Road or Yorktown needs a bus stop. They had one but then the route got changed. Was used by many medical persons who rent in the neighborhood	1	0
2021-12-08 14:03:10 UTC	Desired bus trip – start point	24	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Grienbrier road needs a stop. Seniors with no cars have no other options than to walk all the way and cross RIO road if they wish to take a bus.	1	0
2021-12-08 18:43:32 UTC	Desired bus trip – start point	27	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Central Crozet	0	0
2022-01-11 15:18:12 UTC	Desired bus trip – start point	45	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Work commute starting place	1	0
2022-01-16 19:12:18 UTC	Desired bus trip – start point	46	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Penn Park to downtown	1	0
2022-01-19 15:47:32 UTC	Desired bus trip – start point	48	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Bus stop in or near Foxcroft/Mill Creek area	0	0
2022-01-20 03:21:25 UTC	Desired bus trip – start point	49	Albemarle, Study Area, Counties	Crozet	1	0
2022-01-22 04:08:58 UTC	Desired bus trip – start point	50	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Downtown - UVA - Airport Route	1	0
2022-01-28 05:45:30 UTC	Desired bus trip – start point	54	Nelson, Study Area, Counties	We need transportation services out in Nellysford	2	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-23 14:46:01 UTC	Desired bus trip – start point	51	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Essex Rd or King Mountain Road to provide starting access on streets that are wide enough to accomodate a bus stopping without blocking traffic.	0	0
2022-01-27 17:32:50 UTC	Desired bus trip – start point	52	Nelson, Study Area, Counties	A park and ride in this area for a small bus might be considered.	5	0
2022-01-27 20:18:35 UTC	Desired bus trip – start point	53	Nelson, Study Area, Counties	Nellysford	1	0
2022-01-29 04:23:31 UTC	Desired bus trip – start point	55	Nelson, Study Area, Counties	the Market at Wintergreen Resort	1	0
2022-01-29 22:00:36 UTC	Desired bus trip – start point	56	Nelson, Study Area, Counties	Nellysford	0	0
2022-01-30 16:11:39 UTC	Desired bus trip – start point	57	Nelson, Study Area, Counties	A bus that starts/ends at Wintergreen is critical for the future.	1	0
2022-01-30 16:16:02 UTC	Desired bus trip – start point	58	Albemarle, Study Area, Counties	So many businesses along 151 that provide alcohol. A bus service going up and down once every hour or two could allow people to hop on and hop off at local businesses easily without contributing to traffic or drunk driving.	0	0
2022-01-30 18:55:51 UTC	Desired bus trip – start point	59	Fluvanna, Study Area, Counties	Food Lion in Palymra	0	0
2022-01-30 21:23:07 UTC	Desired bus trip – start point	60	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Serve Old Lynchburg all the way to 5th St Ext or Sunset all the way through to Old Lynchburg, whichever road will be upgraded for more traffic. And Old Lynchburg desperately needs streetlights with the current walking distance to the bus. That is dangerously dark!	0	0
2021-12-08 21:16:03 UTC	New Commuter bus end point	13		Lots of students and workers commute between Cville and Richmond	0	0
2021-12-10 16:01:52 UTC	New Commuter bus end point	14	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	With new construction, this area would be a great endpoint for commuters who wish to skip the long trip around the entire Mall. Stopping just shy of the mall would be very effective for time-sensitive commutes.	0	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-10 20:04:09 UTC	New Commuter bus end point	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Need a bus that goes to the airport	1	0
2021-10-06 16:05:13 UTC	New Commuter bus end point	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Consider major employment hubs as strategic destinations for commuter transit.	0	0
2021-10-06 16:05:31 UTC	New Commuter bus end point	2	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Consider major employment hubs as strategic destinations for commuter transit.	0	0
2021-10-06 16:05:54 UTC	New Commuter bus end point	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Consider major employment hubs as strategic destinations for commuter transit.	0	0
2021-12-15 19:55:39 UTC	New Commuter bus end point	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Super agree with other comments nearby! I work really close to the Mill Creek intersection, and I see soooo many cars coming into town from down here. I've been wondering for a while if there might be a good place to have a commuter lot down here so these people, if coming from farther out of town, might be able to take transit in to work.	0	0
2021-12-15 20:15:48 UTC	New Commuter bus end point	17	Fluvanna, Study Area, Counties	Seconding the suggestion to add commuter bus points in Scottsville! So much traffic onto town from Route 20 could be eased with more transit options into town	0	0
2021-10-19 17:05:31 UTC	New Commuter bus end point	4	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Communities like Earlysville might have opportunities for park-and-ride lots with bus service to UVA and downtown via the 29 corridor.	0	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-10-29 14:22:43 UTC	New Commuter bus end point	5	Fluvanna, Study Area, Counties	Literally thousands of commuters travel from the greater Scottsville area to Charlottesville every day. If part of the Transit Vision was to change attitudes towards car and van pooling, and encourage their use, it could help minimize expected extensive congestion on Rt 20 between Scottsville and Charlottesville.	2	0
2021-10-29 15:32:36 UTC	New Commuter bus end point	6	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Many people near this point work at UVA, the other end point.	0	0
2021-10-29 15:35:22 UTC	New Commuter bus end point	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	commuter bus end point is appropriate on UVA campus for many commuter buses.	1	0
2021-11-13 22:24:06 UTC	New Commuter bus end point	8	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Park and ride would be more useful with transportation availability	1	0
2021-11-22 02:02:14 UTC	New Commuter bus end point	9		We need better transit connections to Richmond to reduce the vast amount of commuter car traffic.	0	0
2021-12-02 21:59:18 UTC	New Commuter bus end point	10	Greene, Study Area, Counties	Traffic congestion on 29 during rush hour could be reduced with a Ruckersville area park and ride and bus service. There could be several stops at Ruckersville, Briarwood, and Hollymead.	3	0
2021-12-02 23:46:09 UTC	New Commuter bus end point	11	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I commute from lake Monticello to downtown as do many others	0	0
2021-12-08 18:44:10 UTC	New Commuter bus end point	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Central Crozet	0	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-22 04:10:11 UTC	New Commuter bus end point	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Commuter Bus (UVA Research Park)	0	0
2022-01-26 15:08:37 UTC	New Commuter bus end point	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I think that it would be appropriate to replace the 29-N CONNECT with an all day bus at specific locations on 29 (at least every 30 minutes with express stops on Emmet St). It's very ripe for development and could benefit from a key bus route.	1	0
2022-01-30 18:57:22 UTC	New Commuter bus end point	19	Fluvanna, Study Area, Counties	UVA Spring Creek	0	0
2021-12-08 23:18:40 UTC	New Rapid Transit Corridor	47	Albemarle, Study Area, Counties	29 N from Ruckersville to Barracks and UVA 250 to Ivy Rd/Emmet St	0	0
2021-11-17 01:42:42 UTC	New Rapid Transit Corridor	16	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	0	0
2021-11-17 01:46:03 UTC	New Rapid Transit Corridor	19	Albemarle, Study Area, Counties	General rapid transit to popular natural areas outside of the city	1	0
2021-11-17 02:23:44 UTC	New Rapid Transit Corridor	25	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Transit hub that's part of (1) the "Cville Loop"; and (2) an elevated "Sky Rail" that cuts through the center of the city to Main St. and Bellair hubs.	0	0
2021-10-06 15:59:54 UTC	New Rapid Transit Corridor	5	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The work/live density on 29 begs for a high frequency, rapid transit corridor.	5	0
2021-10-05 18:39:44 UTC	New Rapid Transit Corridor	2	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Connecting 5th St, Ridge Rd, Preston Ave and Barracks Rd	3	0
2021-12-03 18:35:17 UTC	New Rapid Transit Corridor	45	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be light rail along 29 between ground and Ruckersville.	2	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-11 04:04:30 UTC	New Rapid Transit Corridor	40	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I feel like there's enough room on Market St. if you remove the on-street parking. There's already the garage and plenty of side streets. Market is a nightmare right now since the bike lane comes and goes which is worse than not having one at all. Bonus points for a protected bike lane that goes all the way from the Belmont Bridge to the shared path being built for Barracks/Emmet.	0	0
2021-12-09 03:41:16 UTC	New Rapid Transit Corridor	48	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid transit line that went around the university, down W. main, all the way to the downtown mall would be really helpful for connecting students to cultural and culinary sites throughout the Charlottesville city area	2	0
2021-12-11 04:22:02 UTC	New Rapid Transit Corridor	39	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is a proposal from a city resident floating out there to move W. Main to have a parking-protected bike lane on both sides. This is one place where the number of single-occupancy vehicle trips working in our favor to make getting doored from the passenger side unlikely. https://www.dropbox.com/s/pw7qg68xa5jwfn5/w-main-tactical-bike-lanes0818.pdf?dl=0	0	0
2021-10-05 18:36:39 UTC	New Rapid Transit Corridor	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Preston Rd + Barracks Rd all the way to downtown	3	0
2021-12-11 04:30:04 UTC	New Rapid Transit Corridor	1	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	My understanding is that Preston is a borderline case of traffic volume in the 4 lane section, so you could put a couple BRT lanes through that section. Bonus points for a protected bike lane from the Barracks/Emmet shared path (to be constructed) to the Belmont Bridge.	0	0
2022-01-21 21:54:39 UTC	New Rapid Transit Corridor	60	Louisa, Study Area, Counties	Mineral, VA off Route 522 via a bus, taken to UVA, Charlottesville for all needs...i.e appointments, treatments and doctor visits	0	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-11 03:53:12 UTC	New Rapid Transit Corridor	50	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I'd love to see some bus rapid transit with a stop at CATEC to go from the north side of town (Kroger/Walmart) to the south end (Wegmans's). If we had frequent service orthogonal to this route you could go a lot of places quickly. I'd really love to be able to get to the Amtrak station quicker than 40 minutes from Dunlora, for example.	1	0
2021-12-10 15:59:24 UTC	New Rapid Transit Corridor	13	Albemarle, Study Area, Counties	Interesting initiative, but I'm not sure if there would be enough ridership to run as Rapid Transit. For example, Walnut Creek Park is in a rural area. However, it may be possible to send transit to Ivy Creek Park if there was a bus running through Hydraulic Road (spur off the lane.)	1	0
2021-11-17 01:35:11 UTC	New Rapid Transit Corridor	13	Albemarle, Study Area, Counties	General rapid transit to popular natural areas outside of the city, such as Walnut Creek Park, Ragged Mountain, Beaver Creek, Ivy Creek, etc.	0	0
2021-12-10 00:35:20 UTC	New Rapid Transit Corridor	49	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rapid bus from airport to anywhere in town would help a lot of people. One could discuss if the other end should rather be a large parking space, or a place with more bus connections	1	0
2021-10-06 15:58:43 UTC	New Rapid Transit Corridor	4	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Please prioritize any "rush hour" corridor where single occupancy vehicles slow transit. Transit should be FASTER during rush hour, not SLOWER. This will help catalyze a commuter shift to bus transit as commuters act in their own self-interest to hop on a BRT (+/- a park and ride).	4	0
2021-12-15 20:06:04 UTC	New Rapid Transit Corridor	52	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I would love to see a more developed transit corridor that comes down W Main, stops at the west end of the DTM, and heads back out Preston to reconnect with Emmet St at Barracks Rd	1	0
2021-12-15 20:19:58 UTC	New Rapid Transit Corridor	53	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	It seems reasonable to have more transit options near commercial areas. There is so much commercial development up the 29 corridor, and it's so difficult to access without a car	2	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-15 23:54:16 UTC	New Rapid Transit Corridor	51	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Good point. There is not much sufficient taxi service in Charlottesville, and many people arriving here may be from cities and are used to rapid transit / fixed route transportation. Also the W Main St corridor is a high generator of ridership	2	0
2021-12-15 23:58:22 UTC	New Rapid Transit Corridor	53	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Exactly, there are so many developments that could increase convenience and generate high ridership (eg Hollymead, Airport, North Fork Discovery Park, etc.)	1	0
2021-10-06 15:57:31 UTC	New Rapid Transit Corridor	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Please prioritize any "rush hour" corridor where single occupancy vehicles slow transit. Transit should be FASTER during rush hour, not SLOWER. This will help catalyze a commuter shift to bus transit as commuters act in their own self-interest to hop on a BRT (+/- a park and ride).	6	0
2021-12-31 20:13:01 UTC	New Rapid Transit Corridor	57	Albemarle, Study Area, Counties	We need bike paths to cut down on car traffic to help the environment, but they need to be safe and separate bike paths -- not bike lanes competing with fast cars, trucks and buses. Getting more UVA students to bike to classes is one simple and cheap solution to congestion and pollution. Longer bike paths in surrounding counties will promote good health for all.	0	0
2021-10-29 13:47:20 UTC	New Rapid Transit Corridor	5	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Definitely, but need good connections/bike storage because so many people live outside a reasonable walkshed to any possible hubs on 29.	2	0
2021-10-29 15:18:18 UTC	New Rapid Transit Corridor	7	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	29N - perhaps JPJ to Hollymeade/Airport	1	0
2021-10-29 14:27:47 UTC	New Rapid Transit Corridor	6	Albemarle, Study Area, Counties	route 250 from Crozet to downtown Cville/UVA	2	1
2021-12-15 20:04:08 UTC	New Rapid Transit Corridor	51	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be rapid transit between the downtown transit center and the train station. People arriving in town on the train ought to have easy access to more bus routes so they can get to their final destination.	1	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-10 19:50:12 UTC	New Rapid Transit Corridor	8	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	perhaps there is room to parallel the railroad system	2	0
2021-11-13 22:32:43 UTC	New Rapid Transit Corridor	9	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	5th into town. There are plenty of low income houses right outside of town. The amount of traffic during the rush hours and the amount of people walking down the side of the road where there is no sidewalk is crazy. Smart transit opportunities could help this, especially as the area grows. Needs fixed before it becomes an even bigger issue.	3	0
2021-11-15 15:41:15 UTC	New Rapid Transit Corridor	10	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid transit corridor up to Hollymead Town Center and the airport can reduce congestion along route 29 and get more people out of cars. Dedicated bus lanes are necessary so that buses don't get stuck in traffic.	5	0
2021-11-15 15:48:34 UTC	New Rapid Transit Corridor	11	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Many people who live in Crozet have jobs in Charlottesville. Constructing a corridor between them will better interconnect the two urban centers, decreasing the density of cars and need for additional parking in both.	8	1
2021-11-17 01:47:54 UTC	New Rapid Transit Corridor	22		General rapid transit to popular natural areas outside of the city	0	1
2021-11-17 02:21:19 UTC	New Rapid Transit Corridor	23	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Hub named Best Buy for location, not because Best Buy will exist forever :) Connected to rapid rail lines to/from the airport; "Cville Loop" (in description); and a Main St. line that goes Barracks-->Preston--> Ridge McIntire.	0	0
2021-11-17 02:16:41 UTC	New Rapid Transit Corridor	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rapid transit line to and from Airport to Best Buy. Hub for buses servicing 29.	1	0
2021-11-17 01:43:45 UTC	New Rapid Transit Corridor	17	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	2	1

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-17 01:32:54 UTC	New Rapid Transit Corridor	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	4	1
2021-11-17 01:36:06 UTC	New Rapid Transit Corridor	14	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	0	2
2021-11-17 01:39:01 UTC	New Rapid Transit Corridor	15	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	General rapid transit to popular natural areas outside of the city	3	1
2021-11-17 01:47:24 UTC	New Rapid Transit Corridor	21	Nelson, Study Area, Counties	General rapid transit to popular natural areas outside of the city	2	1
2021-11-17 01:48:46 UTC	New Rapid Transit Corridor	24	Fluvanna, Study Area, Counties	General rapid transit to popular natural areas outside of the city	0	0
2021-11-17 02:00:24 UTC	New Rapid Transit Corridor	26	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Cville Express Rail System 5th St. Hub Part of the "Cville Loop" (Best Buy --> Martha Jeff --> 5th St. --> Bellair --> Best Buy and reverse) This line should connect to statewide a shinkansen	0	0
2021-11-17 01:48:13 UTC	New Rapid Transit Corridor	23	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Cville Express Rail System Best Buy Transit Hub AlrportBest Buy "Cville Loop" Inner Loop (Clockwise): Best Buy --> Martha Jeff --> 5th St. --> Bellair --> Best Buy Outer Loop (Counterclockwise): Best Buy --> Bellair --> 5th St. --> Martha Jeff --> Best Buy	1	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-11-17 01:56:31 UTC	New Rapid Transit Corridor	25	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>Cville Express Rail System Martha Jeff Transit Hub</p> <p>Elevated "Sky Rail" Martha Jeff --&gt; Main St. --&gt; Bellair (and reverse) w/local stops (e.g., Woolen Mills, UVA Hospital, Foods of All Nations)</p> <p>"Cville Loop" Inner Loop (Clockwise): Best Buy --&gt; Martha Jeff --&gt; 5th St. --&gt; Bellair --&gt; Best Buy</p> <p>Outer Loop (Counterclockwise): Best Buy --&gt; Bellair --&gt; 5th St. --&gt; Martha Jeff --&gt; Best Buy</p>	1	0
2021-11-17 02:03:26 UTC	New Rapid Transit Corridor	27	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>Cville Express Rail System Bellair Transit Hub Connected to Elevated "Sky Rail" (Martha Jeff --&gt; Main St. --&gt; Bellair and reverse w/local stops (e.g., Woolen Mills, UVA Hospital, Foods of All Nations) Part of "Cville Loop" (Best Buy --&gt; Martha Jeff --&gt; 5th St. --&gt; Bellair --&gt; Best Buy and reverse) Connected to Crozet Hub</p>	0	0
2021-11-17 02:11:00 UTC	New Rapid Transit Corridor	28	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>Cville Express Rail System Main St. Transit Hub Connected to Elevated "Sky Rail" (Martha Jeff --&gt; Main St. --&gt; Bellair and reverse w/local stops (e.g., Woolen Mills, UVA Hospital, Foods of All Nations) Connected to Best Buy Hub</p>	0	0
2021-12-21 23:23:43 UTC	New Rapid Transit Corridor	56	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	<p>A corridor using the US-250, connecting connecting UVA Law school with the Rivanna Rivew View Park and the Pantops area (up to the Martha Jefferson Hospital).</p>	0	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-21 23:20:49 UTC	New Rapid Transit Corridor	54	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A Barracks Road corridor, connecting Barracks with the Downtown (similar to the Free Trolley).	1	0
2021-12-21 23:22:06 UTC	New Rapid Transit Corridor	55	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A corridor connection Fashion Square Mall with Barracks Mall and the UVA (particularly, with the Trolley).	1	0
2021-11-21 21:12:18 UTC	New Rapid Transit Corridor	31	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid transit corridor that starts south of 64 & has a park & ride option to carry people in 5th St SW, up Ridge to McIntire and then out 29 via Hydraulic Rd.	0	0
2021-11-21 21:15:38 UTC	New Rapid Transit Corridor	33	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Community colleges are essential to, well, the community. A rapid transit corridor that links PVCC to housing south of town, to downtown, and to the sprawl out 29 would greatly increase access	0	0
2021-11-21 21:13:14 UTC	New Rapid Transit Corridor	32	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	A rapid bus that starts at Fontaine and serves JPA to Emmet to Barracks Rd. and then out 29	1	0
2021-11-17 01:46:57 UTC	New Rapid Transit Corridor	20	Albemarle, Study Area, Counties	General rapid transit to popular natural areas outside of the city	1	2
2021-11-22 02:02:49 UTC	New Rapid Transit Corridor	35		E need to get to Richmond quickly and frequently	0	0
2021-11-21 21:18:07 UTC	New Rapid Transit Corridor	34	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Why not a dedicated bus lane that provides service around the Bypass, like the peripherique bus (now tramway) in Paris? Turn the whole mini-freeway into a proper street, with a protected bike land, sidewalk, and city speed limit, and encourage development of the land alongside to increase density, slow sprawl, and expand housing.	4	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-01 03:06:15 UTC	New Rapid Transit Corridor	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I agree that there should be rapid transit along Main Street. But let's not forget that "rush hour" can lead to inequitable distribution of resources (staff, headways, number of buses). If you think about frontline workers and those working retail, those people don't travel during "rush hour." We have to remember those people need rapid transit too.	1	0
2021-12-01 02:57:54 UTC	New Rapid Transit Corridor	36	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	With pedestrian deaths on the rise, we should also be focused on lowering speed limits, which could also act as an incentive for faster public transportation like rail. And as these pedestrian deaths are disproportionately among Black and POC communities, we should focus on lowering the speed limit on arteries like 5th Street which are lined with Black and POC communities.	6	0
2021-11-21 21:10:15 UTC	New Rapid Transit Corridor	30	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There should be a rapid transit corridor--starting with a fast bus, and then replaced with light rail--from 5th Street Station up 5th St SW to Ridge St, McIntire, Hydraulic, and then all the way out 29 to Target.	2	0
2021-11-17 15:34:25 UTC	New Rapid Transit Corridor	29	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Barracks Road for rapid transport to allow for more predictable commuting by transit for western residents to downtown.	2	0
2021-12-02 01:36:43 UTC	New Rapid Transit Corridor	37	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This road needs to be much slower. With bike lanes that are separated and protected from traffic. It is scary to bike on this major corridor because of the speed of traffic.	5	0
2021-12-02 01:38:07 UTC	New Rapid Transit Corridor	38	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	There is a bike lane on the north side that is big enough for people to park in, so cars park in it. This discourages biking from this major route through town.	4	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-02 01:41:52 UTC	New Rapid Transit Corridor	40	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Make a complete bike lane from the east to the west end of the DTM either on market or water street. There is no safe biking corridor through this area.	4	0
2022-01-03 23:29:12 UTC	New Rapid Transit Corridor	58	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The Trolley could be benefit greatly from a dedicated BRT lane, supporting its on time rates and creating opportunities for other routes.	1	0
2021-11-17 01:45:56 UTC	New Rapid Transit Corridor	18	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Cville Express Rail System Airport Transit Hub AlrportBest Buy	1	0
2021-12-02 01:40:10 UTC	New Rapid Transit Corridor	39	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The parking needs to be removed or reconfigured on this road. The bike lane is in the "get doored" zone on this road. Which means bikers can die from people opening their door after parking their car. This discourages bike traffic on this major corridor. We could at the very least do a DUTCH REACH campaign with signs to teach drivers to open their door with their far hand, forcing them the check for cars before opening their doors.	3	0
2021-12-03 01:43:56 UTC	New Rapid Transit Corridor	42	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Adding-a BRT route could be a good opportunity to remove lanes from private car use, which would help slow down speeding here.	1	0
2021-12-03 01:48:39 UTC	New Rapid Transit Corridor	43	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This part of the curve could be cleaned up to make bike travel easier.	1	0
2021-12-02 23:08:01 UTC	New Rapid Transit Corridor	41	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	UVA Hospital to Central Grounds to Barracks to 29 N to Airport, possibly to Ruckersville	2	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-03 01:40:41 UTC	New Rapid Transit Corridor	28	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Good route idea, but I'm not sure the pop. density for light rail to have major advantages over BRT is there..	0	0
2021-12-03 01:38:42 UTC	New Rapid Transit Corridor	42	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Not an obvious High Traffic Corridor but could put the stroad to good use and there's sufficiently Not Very Much between this development and the core of downtown that it could be a good express route.	1	0
2021-12-03 01:49:46 UTC	New Rapid Transit Corridor	44	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	The bike lanes get really hairy here at best to nonexistent, it would be good if they were widened and improved.	1	0
2022-01-05 18:45:19 UTC	New Rapid Transit Corridor	59	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Moving light rail, streetcar, or BRT service to neighborhoods would induce riders as they would be more attractive options compared to infrequent, 60-minute buses. A logical location to start this would be in Belmont, where neighborhood ridership is highest.	1	0
2022-01-05 18:46:50 UTC	New Rapid Transit Corridor	59	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rapid transit in this corridor could continue on W Main st, Emmett, etc., and replace Rte 7 service.	2	0
2021-12-08 17:20:35 UTC	New Rapid Transit Corridor	46	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Rt.250 East	0	0
2022-01-12 16:37:03 UTC	New Rapid Transit Corridor	12	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	This route would not be productive unless it stopped at W Main St., UVA hospital, JPA, Fontaine Research Park, Trinity church, and Ragged Mountain.	1	0

Appendix C. Social PinPoint Comments

Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2021-12-11 03:56:35 UTC	New Rapid Transit Corridor	10	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I think 29 could definitely afford to lose a lane to private vehicle traffic if it meant a BRT lane to Hollymead and the airport, especially if there was also a stop at Barracks Road Shopping Center and maybe one other spot next to campus. There's a fairly fast bus route in Colorado between Boulder and the Denver airport that was always so much nicer than worrying about parking, etc.	1	0
2022-01-18 23:11:24 UTC	New Rapid Transit Corridor	60	Louisa, Study Area, Counties	Main St. Louisa, light rail but a minimum of bus rapid transit.	2	0
2022-01-19 17:19:13 UTC	New Rapid Transit Corridor	3	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	I agree with the preceding reply. We need very frequent buses on West Main Street, but even more important than that, buses need a right of way (on or off road) lane. The travel on Main St is inconvenient during rush hour, especially because of heavy traffic. However, we should create rapid benefits for all hours, as ridership in this corridor is very high. This would also contribute to a more equitable planning process.	1	0
2022-01-19 21:38:01 UTC	New Rapid Transit Corridor	61	Nelson, Study Area, Counties	Any major route leading to Cville from outlying counties. Routes 250, 20 and 29 are some I can think of. I'm sure there are others. Also, county jaunt service could drop at specific light rail locations in each outlying county and LR drop at the main Cville terminal where people could then catch a bus to their end location. I have many more ideas.	1	0
2022-01-20 13:31:48 UTC	New Rapid Transit Corridor	62	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Start light rail at downtown transit center. Go west on Water St to W Main to University Avenue. Continue on university Ave to Emmet St. Continue north at intersection of University Ave and Emmet St. Continue north for 8 miles to airport Road. Continue west on Airport road to Cville Alb airport.	0	0
2022-01-23 14:53:14 UTC	New Rapid Transit Corridor	63	Greene, Study Area, Counties	29 North from Ruckersville to UVa	0	0

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Created on	Type	Marker Number	Map Layers	Comment	Up Votes	Down Votes
2022-01-27 17:33:58 UTC	New Rapid Transit Corridor	63	Greene, Study Area, Counties	151 corridor connecting Nellysford to Crozet Connect bus, Waynesboro Britebus, and Charlottesville transit buses.	0	0
2022-01-27 20:49:22 UTC	New Rapid Transit Corridor	34	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	That sounds like a trailblazing idea, however, you should remember that this is considered as a bypass. The JWW Pkwy could be widened to four lanes each side to allow a rapid bus and future sprawl.	1	0
2022-01-28 12:24:36 UTC	New Rapid Transit Corridor	64	Nelson, Study Area, Counties	US Route 250/Route 151 between Charlottesville and Nellysford.	0	0
2022-01-28 13:42:54 UTC	New Rapid Transit Corridor	65	Albemarle, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Express bus traveling in a priority bus lane that goes from UVA hospital, stops downtown and terminates in a Park n' Ride lot either near Pantops or Mill Creek. Priority lane could be utilized by local buses as well. Park n' Ride accessed by priority bus lane could also be a stop for regional buses.	0	0
2022-01-30 18:56:39 UTC	New Rapid Transit Corridor	66	Fluvanna, Study Area, Counties	Park and Ride at Zions to Cville	0	0
2022-01-30 18:57:04 UTC	New Rapid Transit Corridor	67	Fluvanna, Study Area, Counties	All around Lake Monticello	0	0
2022-01-31 23:13:30 UTC	New Rapid Transit Corridor	68	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	We could shorten some routes on 2nd St, others on Heather Heyer way depending on their direction. Reserve some existing stops to a few routes and the rest can use these roads, possibly improving accessibility to the DTM.	1	0
2022-01-31 17:29:27 UTC	New Rapid Transit Corridor	68	Charlottesville, Study Area, Counties, Charlottesville-Albemarle Metropolitan Planning Organization	Use this Market Street bus stop — already well equipped with shelters and a pull-off lane — as the main station for eastbound buses. Instead of having every bus waste revenue miles & time looping around the Mall to the DTS, have buses through-run — along Market eastbound and Water westbound, then onward to points beyond. Reduces transfers by consolidating routes that currently terminate downtown, and eliminates an enormous amount of route duplication and idling.	1	0

Vision Statement, Goals and Objectives

Regional Transit Vision Plan for the Charlottesville Area

1 Background and Purpose

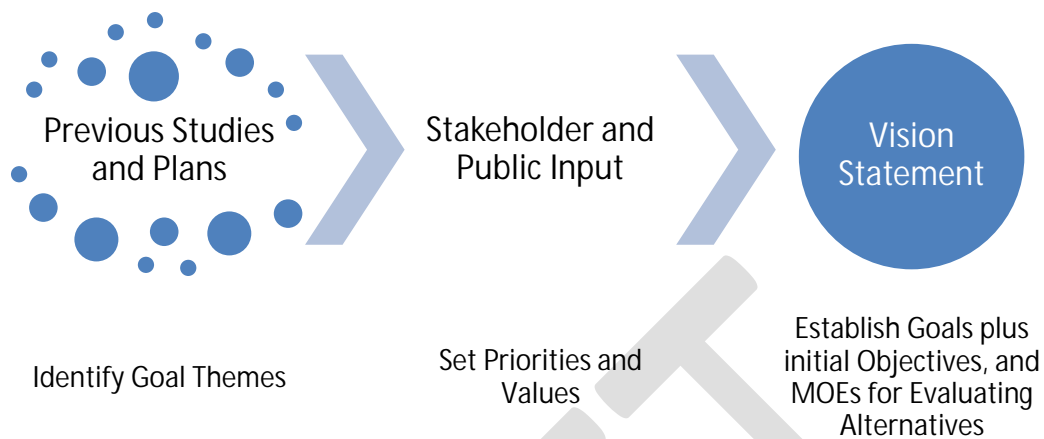
The *Regional Transit Vision Plan for the Charlottesville Area* (or “Transit Vision Plan”) is a study effort that seeks to develop a single, unified vision for the future of transit service in the Charlottesville area. The area is defined as the localities of the Thomas Jefferson Planning District (TJPD): the City of Charlottesville Albemarle, Fluvanna, Greene, Louisa and Nelson Counties. Buckingham County is also included because Jaunt serves that area. The study area is linked through recurring travel with other counties and metropolitan regions in Virginia, with strong economic and travel linkages to metropolitan Richmond, metropolitan Washington, DC, and the Shenandoah Valley. The Thomas Jefferson Planning District Commission (TJPDC), City of Charlottesville, and Albemarle County initiated this Department of Rail and Public Transportation (DRPT) supported effort to provide a basis for increased cooperation and collective action among the region’s transit providers. The Transit Vision Plan is a next step for the Regional Transit Partnership (RTP), which the City of Charlottesville, Albemarle County and JAUNT, in Partnership with DRPT formed “to provide recommendations to decision-makers on transit-related matters.”¹ Rural counties in the TJPD area are represented by a member of Jaunt’s board as a voting member and Jaunt staff as non-voting members.

The purpose of this Technical Memorandum is to document the process and rationale for the development of a Vision Statement and a set of meaningful, measurable, and appropriate Goals, Objectives, and Measures of Effectiveness (MOEs) for the Regional Transit Vision Plan for the Charlottesville area. The establishment of Goals, Objectives and MOEs for the study will help define the parameters for the development of conceptual transit services scenarios and will guide all future tasks to ensure that the recommended Transit Vision Plan provides the best solution and fully represents the values of the Charlottesville area community. The MOEs will be used to evaluate two conceptual alternative networks in order to arrive at a recommended Transit Vision Plan network. Additional and revised objectives and MOEs are expected to emerge during the development of service vision alternatives. The MOEs are a combination of both qualitative and quantitative measures.

A key mission of the Transit Vision Plan is to guide transit investments in the Charlottesville area during the upcoming 10 to 20-year period. These investments will include operating, maintenance, and equipment costs, as well as infrastructure investments that support time-competitive, robust, attractive and sustainable transit service. The ongoing study reviewed recently completed transit planning efforts in the region to identify priorities and flagged opportunities. An overview of these plans will be provided in the final Transit Vision Plan report; the study process is displayed in **Figure 1**.

¹ *Land Use Assessment Technical Memo: Transit Vision Plan for the Charlottesville Area* uploaded September 28th, 2021

Figure 1 | Transit Vision Plan Process



2 Stakeholder/Public Engagement

A key first step in the Transit Vision Study planning process was to obtain feedback on transit priorities and attitudes toward transit through a robust stakeholder engagement process. This section summarizes the outcomes of the Stakeholder/Public Engagement process to date. A more comprehensive summary of event coordination and detailed survey results will be provided in a separate Technical Memorandum.

2.1 Regional Transit Partnership (RTP)

The Regional Transit Partnership for the Charlottesville area acts as a steering committee for the Transit Vision Plan. The RTP includes representation from the City of Charlottesville, Albemarle County, JAUNT, and DRPT. TJPDC established the RTP to serve as an official advisory board to provide recommendations to decision-makers on transit-related matters. The purposes for setting up the RTP were to establish a venue for strong communications, ensure coordination between transit providers, set the region's transit goals and vision, and identify opportunities for improved transit services. The mission of this partnership is "to provide recommendations to decision-makers on transit-related matters."² The Partnership allows local officials and transit staff to work together with other stakeholders to craft regional transit goals. The RTP may also provide, through MPO staff and updates of the Transit Development Plans (TDPs), opportunities for regional transit planning."³

The RTP arose from a broadly-held perception that the provision of transit service in the Charlottesville area is disorganized, with disagreements and lack of trust between the three main operators in the region. These issues were sufficiently evident to demand a regional coordinating body that provides a forum for discussion about service needs and addressing disagreements that might arise. The proposed coordinating body would be the Regional Transit Partnership, which was recommended through the TJPDC's Regional Transit Coordination Study (2017). The RTP was intended to act as a test case, or precursor, to a Regional Transit Authority (RTA), although the implementation of an RTA could face many hurdles.

² From a summary of activities at the Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2. Source: Regional Transit Partnership.

³ Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2.

2.2 Regional Transit Partnership Stakeholder Workshop (October 7, 2021):

In October 2021, the study team organized a stakeholder workshop that included the Regional Transit Partnership as well as other jurisdictional and community stakeholders. Representatives from almost 60 community groups participated in the half-day workshop. A list of the agencies represented will be provided in the Transit Vision Plan final report. This workshop yielded a variety of takeaways and themes, including:

- Primary Themes:
 - A strong interest in expanded and improved service in the region overall;
 - Uniting land use planning with housing affordability planning and public transit; and
 - Creating a different type of transit service for future needs and conditions (e.g., post-COVID impacts, not focused on peak commuting hours, and exploring on-demand transit).
- Additional Key Themes:
 - The importance of equity in developing and designing high-quality transit;
 - Environmental considerations: climate change and air quality; and
 - Exploring what it means to have a holistic, multimodal and fully-connected transportation system in the region.

2.3 Public Meeting (November 18, 2021)

The second piece of the outreach included a general public meeting, held in a virtual format due to the COVID-19 pandemic. One hundred and forty-three agencies were sent invitations and marketing materials asking them to share the information with their constituents and networks. Invited organizations are shown in **Table 1**.

Marketing materials for the public meeting were handed out on buses and posted at the transit centers and on social media sites. Representatives from the study presented at Community Advisory Committee meetings and invited them to the public meeting. Albemarle County posted about the meeting in their eNews letter and on their website. Staff shared information at committee meetings asking members to share the marketing materials and participate in the public meeting.

The event focused on receiving feedback on participant priorities regarding transit services; a list of attendees is provided in separate documentation. The meeting presentation included a review of tradeoffs and considerations in transit planning, such as the sometimes-competing interest of coverage (ensuring everyone throughout an area has nearby fixed-route transit access, even if it is infrequent) versus frequency (high levels of transit service where demand is the highest, with enough service that customers know the next bus will always come in a few minutes).

Attendees were presented with eight initial visioning goals and asked to rank them. The most important goals identified by the attendees were:

- Enhance the regional transit system, with more and higher quality service;
- Connect to more places that customers want to travel, and knit these services together;
- Improve equity (serve the populations that most need improved transit service); and
- Promote sustainability and solutions to climate change.

Table 1 | Partners Organizations Invited to and Asked to Publicize the November 18, 2021 Public Meeting

Partner Organization Invited To and Asked to Publicize the November 18, 2021 Public Meeting	Organizational Description
Albemarle County	Staff from parks, economic development, student transportation, & community centers, Board of Supervisors
The City of Charlottesville	Planning staff, residents, businesses and chamber of commerce, City Council, Neighborhood Development staff, Deputy City Manager for Racial Equity, Diversity, and Inclusion
Charlottesville-Albemarle MPO Committees	Charlottesville Transportation Advisory Committee, CA-MPO Policy Board, CA-MPO Technical Advisory Committee
Representatives from Rural Counties	Rural Transportation Technical Assistance Committee, Staff from Fluvanna, Louisa, Greene, and Nelson Counties, Scottsville, Board of Supervisors for the Scottsville District, Scottsville Planning Commission,
Residents	Forest Lakes Board of Directors
Serving community members who are more likely to be transit dependent	Blue Ridge Area Food Bank, JMRL Library, Piedmont Virginia Community College, Region Ten Community Service Board, United Way of Greater Charlottesville, Virginia Organize, Yancey Community Center, JABA, MACAA Community Action Co., Monticello Area Community Action Agency, International Rescue Committee, Independence Resource Center, Sentara
Representing community members	Cville Clergy Collective, Community Climate Collaborative,
Minority Specific	Black Professional Network of Charlottesville, Charlottesville Minority Business Program, Crescendo Juntos, UVA Latino Student Alliance, Sin Barreras Charlottesville,
Business/Property Managers	Director of Property Operations for Great Eastern Management Company, Sentry Management Property Manager, Carriage Hill Apartments Property Manager, Northrop Grumman, Corrigan
Low-Income Housing	Charlottesville Low Income Housing Coalition, Charlottesville Redevelopment Housing Authority, Habitat for Humanity, PHAR, Piedmont Housing Alliance
Business Organizations	Charlottesville Albemarle Convention & Visitors Bureau
Public Transit	JAUNT Riders, CAT, UVA and JAUNT staff,
University of Virginia	UTS, School of Architecture, UVA Foundation,
State	Commonwealth Transportation Board, VDOT, DRPT

2.4 Survey Results (Key Takeaways)

Two online surveys were available for people to provide feedback on their transit priorities. The first was a traditional survey tool that asked respondents to provide information on themselves and their transit priorities. The second survey gathered geographic information on communities that the respondents live and travel in using an interactive map (Social PinPoint).

The surveys and flyers advertising the surveys were distributed to the same list as the public meeting (**Table 1**) and advertised to transit riders through CAT, UTS, and JAUNT. In addition to multiple emails and committee presentations about the opportunity to participate in the survey, individual personalized emails were sent to additional organizations and agencies, shown in **Table 2**, asking them to encourage their constituents to participate in the survey. In an effort to recruit minority participants staff made additional emails and phone calls to organizations that represented mostly minority populations, like the faith-based organizations. The City of Charlottesville Deputy City Manager for Racial Equity, Diversity and Inclusion assisted with distribution of the survey as well.

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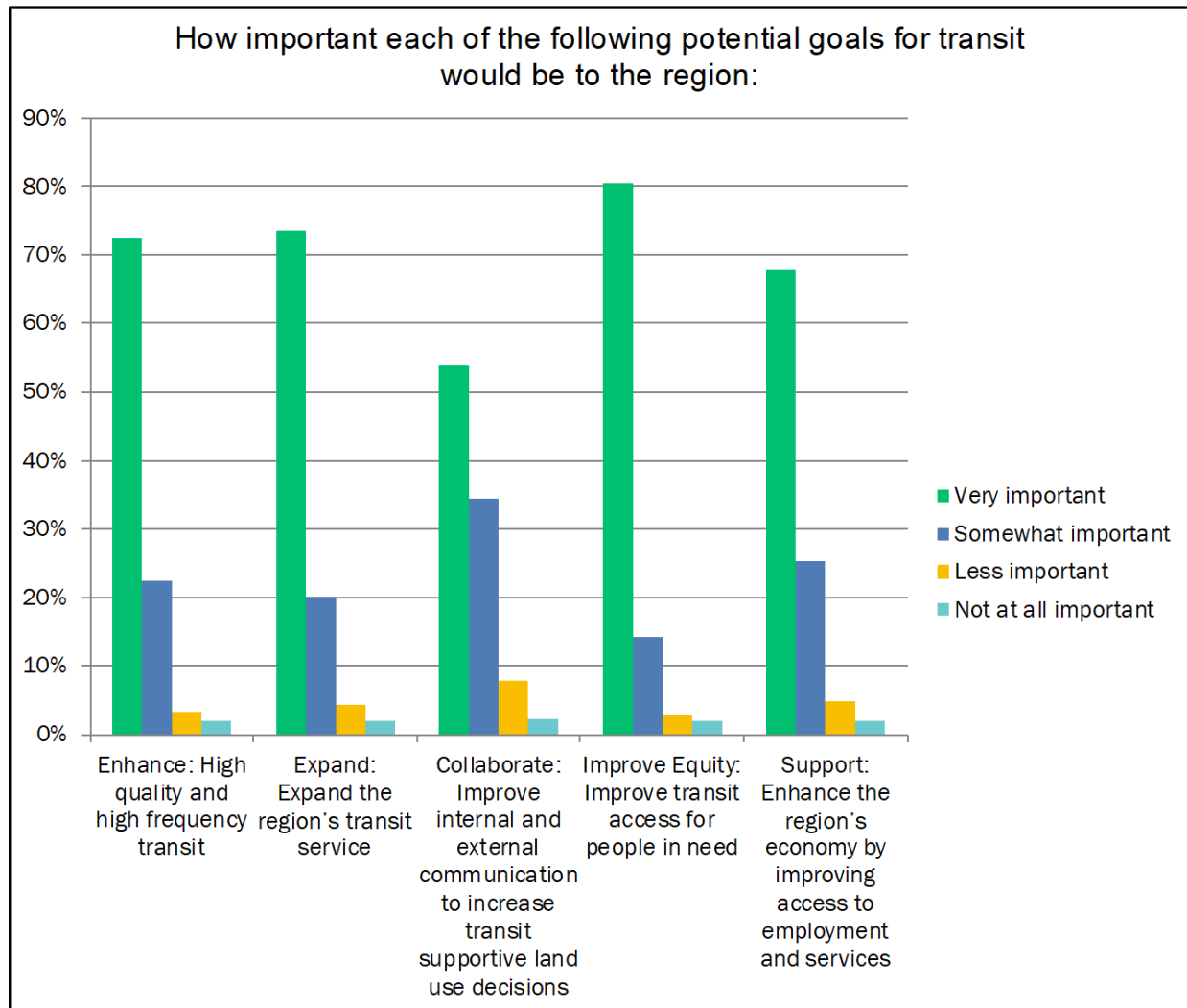
Table 2 | Additional Organizations and Agencies Contacted for Survey Response

Additional Organizations and Agencies Contacted for Survey Response
University Transit Services
Blue Ridge Area Food Bank
Cville Clergy Collective
Forest Lakes Homeowners Association
JMRL Library
Piedmont Virginia Community College
Region Ten Community Service Board
United Way United Way of Greater Charlottesville
Virginia Organizing
JABA (seniors)
MACAA Community Action Co
Black Professional Network of Charlottesville
Minority Business Program
Monticello Area Community Action Agency (MACAA)
Independence Resource Center
Sin Barreras Charlottesville
Piedmont Virginia Community College
Fluvanna County
Fluvanna County Administrator
Charlottesville Low Income Housing Coalition
Nelson County
Town of Scottsville
Board of Supervisors - Scottsville District
Albemarle BOS
IMPACT Cville
Mt. Zion First African Baptist Church
Ebenezer Baptist Church
First Baptist Church
Fluvanna County

Here is a summary of survey results:

- The traditional survey, hosted through the project website, resulted in 673 responses.
 - Results of the Transit Vision Goals prioritization questions are shown in **Figure 2**.
 - When asked about the initial Transit Vision goals:
 - Respondents prioritized Transportation Equity with an 80% Very Important response.
 - Three other goals received roughly a 70% Very Important response: *Expand* regional transit; *Enhance* high-quality and high-frequency transit; and *Support* regional economic development through improved transit access.
 - Over 50% of respondents listed regional collaboration as Very Important.

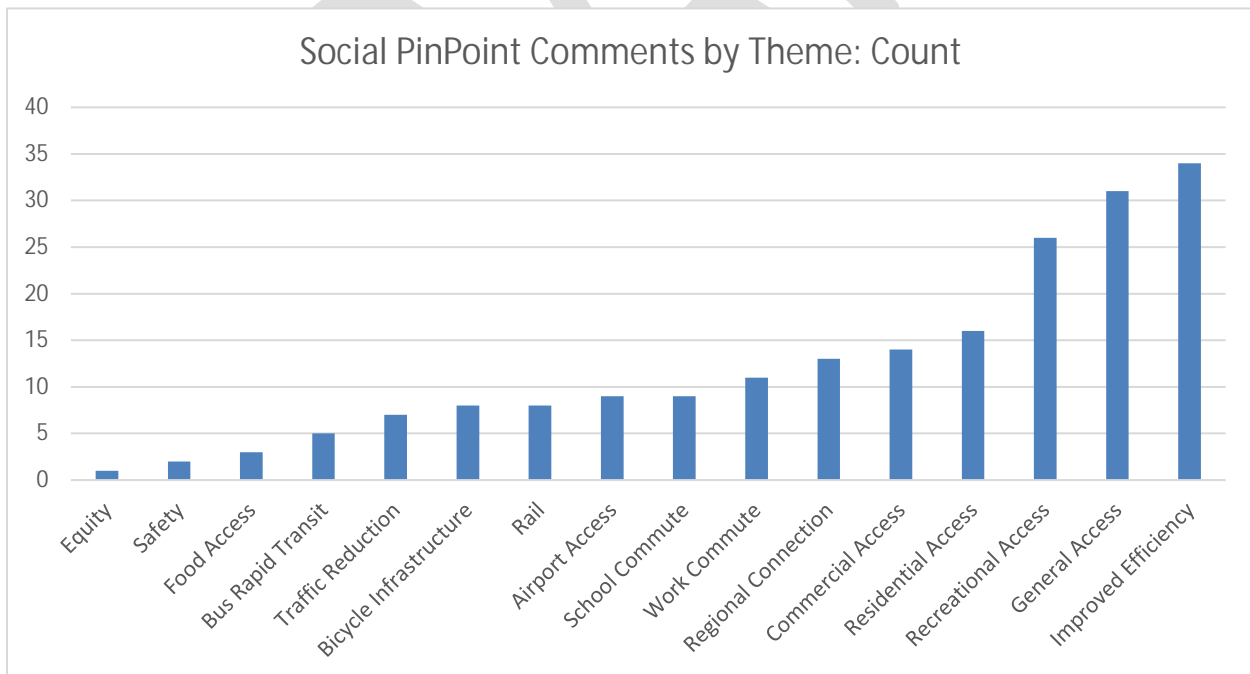
Figure 2 | Ranking of Vision Goals by Importance



- The two most important transit service benefits identified by the respondents were 1) helping low-income people access jobs and services, and 2) providing transportation for people with limited physical mobility.
- The survey identified a need for targeted outreach to communities with low income households, people of color and limited access to a car:
 - More than 30% of respondents were 65 years or older
 - Nearly 90% of respondents were white or Caucasian
 - Almost 50% of respondents make \$100,000 or more a year
 - More than 50% of households have 2 or more cars available for use on a typical day
- Regarding how transit can improve respondents' lives—three dominant themes emerged:
 - Less traffic (or less impact from congestion) and reduced need for parking
 - Opportunities to live without a car or with less reliance on a car
 - Improved access to stores and services to meet basic life needs (aside from work/education commuting)

- The top three priorities for transit investments were 1) extending service to places that don't have transit service, 2) higher frequency service on existing routes, and 3) more service during peak hours.
- Respondents expressed desire for frequent transit service:
 - More than 65% of respondents preferred shorter waits over shorter walks to bus stops.
- The second, geographic survey provided the opportunity to include location-specific information on desired trips (Social PinPoint survey) and matched transit priorities with the respondent's geographic information. Approximately 200 comments were received, with most respondents representing wealthier communities with limited ethnic diversity.
 - Open ended comments addressed new subjects that were not necessarily emphasized in survey questions. These comments were categorized into 16 separate themes, as displayed in **Figure 3**.
 - Three themes emerged as predominant, each receiving more than 20 comments: improved transit efficiency; general access to transit; and recreational trip access.
 - Other themes receiving more than 10 comments: the importance of access to both residential and commercial areas, and region-wide connectivity.
 - Specific themes receiving more than 5 votes each included interest in access to airports, rail modes, bicycle infrastructure/access to transit, and traffic reduction.

Figure 3 | Open Ended Social PinPoint Comment Themes (Subjects Not Emphasized in Survey Questions)



3 Vision Statement

3.1 2018 RTP Vision Statement

As a starting point for the development of a Vision Statement, the team evaluated a previous regional transit vision statement developed by the Regional Transit Partnership. The RTP conducted a transit visioning exercise in June 2018, soon after its inception. The purpose of this exercise was to openly discuss what RTP members desired for the future of a regional transit system and for the RTP itself. The exercise occurred at strategic planning retreat at which RTP members sought consensus on a path forward for regional transit.

The RTP exercise was guided by setting parameters for a Vision Statement, which also applies to the current ongoing Transit Vision Plan effort:

A “Transit System Vision Statement Is...A succinct statement on how a community envisions its transit system 10 to 20 years in the future. By design, a transit vision statement is aspirational – it articulates what the community wants its transit to be like in the distant future.

A Transit System Vision Statement Is Not...a brand marketing statement. A brand statement captures the relationship a community has with its transit system today. A brand statement helps direct a transit system’s current marketing efforts.

A Transit System Vision Statement Is Not...an advertising tag line. A tag line captures the essence of the transit system’s current marketing efforts.”⁴

The vision statement resulting from the June 2018 RTP exercise is outlined below:

“Long-term Vision for Charlottesville’s Regional Transit System– By 2038:

The Charlottesville Region’s transit system is an efficient, high-quality, integrated regional network of transit services that provides all residents with access to employment opportunities in a way that minimizes congestion and maximizes the region’s reputation as the best place to live, work, learn and play.”⁵

The 2018 Vision Statement offers a future view of what the system could become, in the present tense. The implied mission is work commute trips. Emphasis is placed on congestion as a driving concern and upholding the region’s reputation for excellence.

Even before the COVID-19 pandemic, during which the world applied virtual, remote and work-from-home models, transit operators nationally were placing increased emphasis on non-work trips. Examples include access to education, healthcare, shopping, recreation, and other activities not related to work. For many transit systems, distinct AM/PM peak periods have given way to increased mid-day and evening trips, with a nearly even spread of trip making throughout the day.

3.2 Proposed “New” Vision Statement

During project outreach for the active Transit Vision Study, several stakeholder and public priorities emerged that are not clearly encapsulated in the 2018 RTP Vision Statement. Among these major themes are collaboration, equity, and the environment (especially climate change).

⁴ Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2.

⁵ Regional Transit Partnership Strategic Planning Retreat on June 27, 2018, Draft #2.

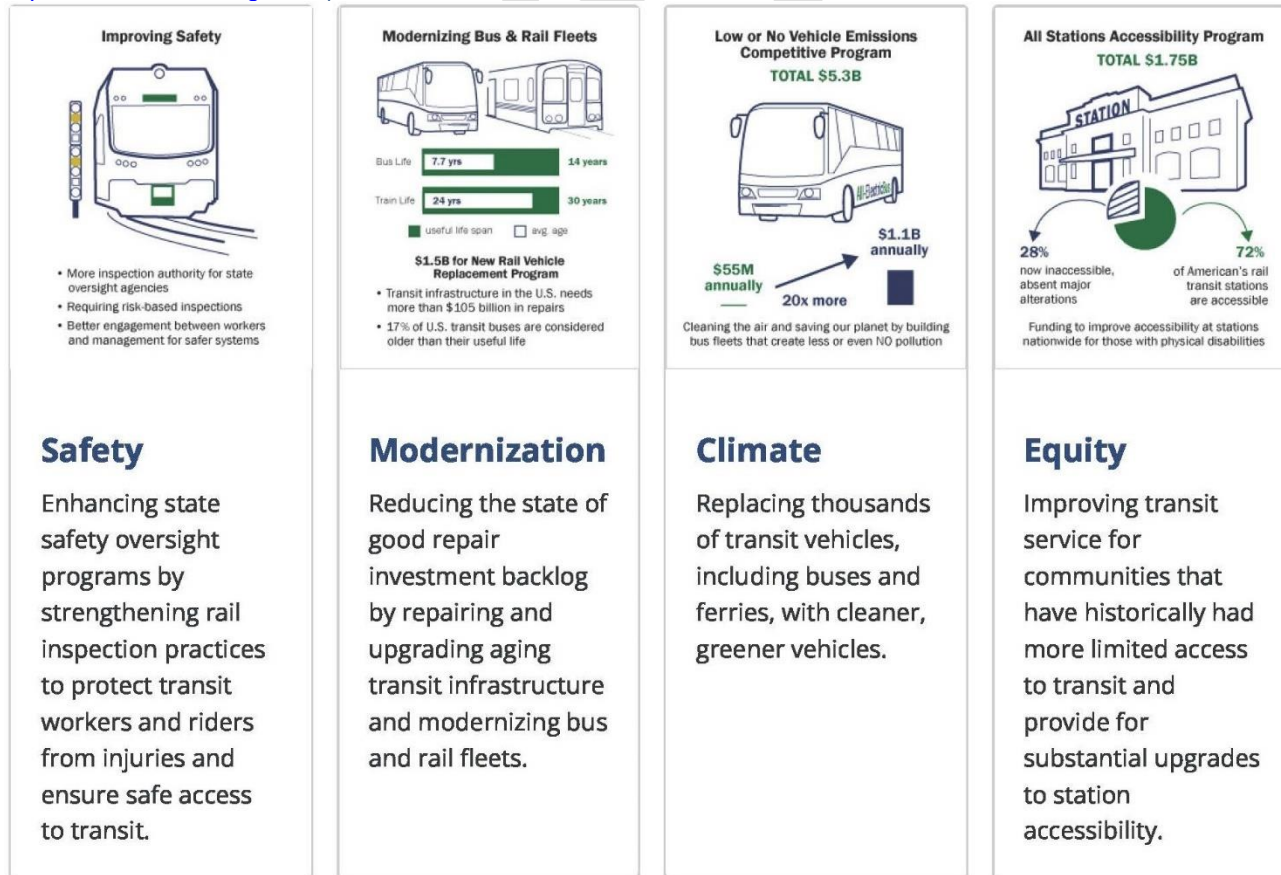
The team received feedback, including from key stakeholders, that the vision should respond to emerging priorities and concerns—thus a “new” vision is demanded. Stakeholders also commented that the vision statement should reflect the needs in both urban and rural areas of the region. These “needs” require further definition and are derived from stakeholder feedback and themes from the recently completed surveys.

Proposed Transit Vision Statement:

Develop, design, and provide transit in the Charlottesville area in a manner that reflects a collaborative, inclusive and equitable process, representing needs in both urban and rural areas. This transit system expands opportunities for all residents (Equity), reduces reliance on automobiles (Multimodality), and helps protect the environment (Climate Change Mitigation).

This proposed vision is aspirational yet intended to be implementable through a new funding and operating model. The Vision Statement aligns with Federal Transit Administration (FTA) funding criteria, including the four “key priorities” for Infrastructure Investment and Jobs Act (IIJA) allocations: Safety, Modernization, Climate and Equity (see **Figure 4**).

Figure 4 | Federal Transit Administration “Four Key Priorities” for IIJA Funding (Source: FTA website at <https://www.transit.dot.gov/BIL>)



The following sections explore major themes in the proposed Transit Vision Statement.

3.2.1 Urban and Rural Needs

The Transit Propensity Analysis conducted for this study (see separate memorandum) identified that residents and jobs are highly concentrated in Charlottesville and urbanized Albemarle County. As a rule, conditions were found to be most supportive for frequent, high-quality, fixed-route transit service in the core of Charlottesville, tapering off in the urbanized areas of Albemarle County and other TJPD counties along major transportation infrastructure.

Outside of the urban center, commuter shuttles and low-frequency fixed-route service are likely to be concentrated along major growth corridors and between Charlottesville and some larger surrounding activity centers. JAUNT operates four regional commuter connection routes serving Crozet, Lovingston, Buckingham County, and US 29 North, though Federal Transit Administration recently noted that portions of US 29 North are outside JAUNT's service area. RTP partners have discussed increasing the frequency of service along the US 29 North and adding additional routes serving growth areas in Louisa County.

In areas of the region with lighter concentrations of residents and jobs, or longer distances between concentrations, solutions other than frequent fixed-route service may be needed.

Examples may include:

- On-demand services, with shorter reservation lead times needed in concentrated activity zones;
- Long-distance regional services (such as the JAUNT commuter connections) with stops at designated activity areas. The stops provide opportunities for on-demand transit connections, as well as multimodal access including park and ride, bicycle parking, micromobility and other access provisions;
- Partnerships with potential partners such as the Commonwealth of Virginia, private intercity transportation operators and other parties to provide more frequent intercity travel options, with interface opportunities at several locations throughout the TJPD region. Even though these services would connect to places outside the TJPD region, the corridor segments within the TJPD region would provide opportunities for in-region trip making.

3.3 Transit Equity

The importance of transportation equity for minority and historically marginalized communities has been heightened by recent events sparking a national response, including the 2017 "Unite the Right" rally in Charlottesville and protests following the death of George Floyd in 2020. FTA has since identified Equity as one of its "four key priorities" for IIJA funding.

Unequal treatment on the basis of race or ethnicity is prohibited by Civil Rights Act of 1964. (Unequal treatment on the basis of other characteristics, including income and age, is also prohibited by law.). Equity in transportation is a critical element in helping disadvantaged and underserved communities to succeed. Equity is commonly measured through a programmatic Environmental Justice (EJ) analysis; findings are typically summarized in a technical report that will:

- Identify federal, state and local EJ policies, regulatory requirements, and compliance guidelines applicable to the project,
- Identify and characterize the low-income and minority communities that qualify as EJ communities,

- Assess the potential for project-related adverse health and environmental impacts, considering the type, likelihood, and magnitude of significant adverse impacts identified and their relationship with the identified EJ communities of concern, and
- Evaluate whether any significant adverse impacts would be expected to be distributed disproportionately between any of the identified EJ communities.

FTA provides several resources for considering how to deliver equitable transit service, with a focus on race and ethnicity. In one such FTA report, authors Joe Grengs et al make a case for equity analyses in transportation planning, and to emphasize “people and their relationships to places.”:

“Planners and engineers assess their success primarily through their ability or inability to alleviate roadway congestion, reflected in their mobility-based measures such as ‘level of service’ indicators...Adherence to mobility-based measures of transportation outcomes raises two problems for evaluating transportation outcomes for racial minorities and low-income households. First, mobility-based measures such as levels of congestion are attributes of transportation links, not of people...Aside from the fact that measuring attributes of transportation links offer little help in understanding equity among social groups, such measures are of little relevance to households without cars, the people who are most disadvantaged by the cities we build today.

Second, achieving success in providing congestion relief through added highway capacity may induce destinations to move farther and farther apart...Thus, transportation policy may be contributing to the sprawl that has been shown to disproportionately harm racial minorities and low-income people who tend to live near the urban core and have fewer resources to adapt to spreading land use patterns.”⁶

The Victoria Transportation Policy Institute (VTPI), a respected transportation analysis organization, recently issued recommendations for equity analysis methods. The report suggests increased emphasis on access as opposed to mobility, thus highlighting shorter distance trips and non-automobile travel needs.⁷

The Transit Vision Study’s Transit Propensity analysis documented where persons who identify themselves in Census surveys as non-white or of Hispanic or Latino origin live in the region. A person’s race or ethnicity does not tell us if they need transit, or if they have a propensity to use transit. However, we know that race and ethnicity are correlated with income. Providing equitable and supportive levels of service to people of color, even in areas that are costly to serve or that do not generate much transit ridership, can be one of the important coverage goals for transit.

The Transit Vision for the Charlottesville Area prioritizes high-quality service to underserved, disadvantaged and historically marginalized communities. These communities include but are not limited to people of color, low-income residents, people with disabilities, seniors, minors, and

⁶ Grengs, Joe et al (2013). “Evaluating Transportation Equity: An Intermetropolitan Comparison of Regional Accessibility and Urban Form.” Federal Transit Administration, FTA Report No. 0066, June 2013. Accessed in February 2022 via the FRA website at https://www.transit.dot.gov/sites/fta.dot.gov/files/FTA_Report_No._0066.pdf

⁷ Litman, Todd (2022). “Evaluating Transportation Equity Guidance for Incorporating Distributional Impacts in Transport Planning.” Victoria Transportation Policy Institute, April 1, 2022. Accessed April 11 via the VTPI website at <https://www.vtpi.org/equity.pdf>.

residents without access to a car. Stakeholder and survey respondent feedback shows broad agreement with this priority.

3.4 Multimodality

Stakeholders and survey respondents expressed the desire that Charlottesville area transit, passenger transportation, and first/last mile access modes meet seamlessly. Charlottesville has existing transit assets, such as CAT's Downtown Transit Station on Water Street, which provides a customer entrance on the Main Street pedestrian mall. The city also features a historic train depot (privately owned) where multiple Amtrak lines meet, located between downtown Charlottesville and the UVA campus. What the city lacks is a single convergence and access location, or unified transportation center, for most of the transit and intercity passenger transportation services serving the region. When customers get off a train in the city, is it obvious to them how to reach UVA locations or various parts of the region by transit? Or when they arrive at the train station to travel to DC, are they aware that a few buses may be departing for DC before the next train departs, and do they know where to catch those buses? Is information available at the station for options to get to Dulles Airport without a car?

The Transit Vision Plan reflects the priority expressed by stakeholders and the public for multimodal connectivity. These priorities have associated geographies: in the urban core (such as a single transportation center where all modes meet), along fixed routes (where safe, accessible and attractive walk/bike connections to transit should be available) and in outlying areas (where long-distance transit, on-demand services, intercity stops, and a variety of access modes can converge). These measures cooperate to reduce reliance on automobiles, support Vision Zero measures, and improve customer satisfaction for a host of services. Realizing multimodality will require partnerships between operators, jurisdictions with responsibility for managing right-of-way, and property owners.

Stakeholders and respondents also prioritized land uses that support walking, biking and riding transit. The Transit Vision can include transit services that attract transit-oriented development, such as Bus Rapid Transit and transportation centers that are well integrated into their community. Transit operators will need to partner with their operating jurisdictions to promote and realize land use policies that support sustainable transit operations. Well utilized transit, compact development, and high walk scores are only realized through such partnerships. Both the land use assessment and transit propensity analysis for this study found that development patterns in much of the Charlottesville area are too widely dispersed to support walkability and sustainable transit services. This is expected to change in some communities as planned land uses are realized.

3.5 Climate Change Mitigation

The United Nations links climate change with greenhouse gas emissions, particularly carbon dioxide (CO₂), and their levels in the global atmosphere. A major source of carbon dioxide emissions is the burning of fossil fuels, including petroleum vehicle fuels and some forms of energy generation.⁸ Measures to reduce these emissions include shifting from fossil fuel based transportation, whether in point sources (such as coal burning electricity generation plants) or non-point sources (such as cars, trucks and buses). Toward this end, another VTPI report emphasizes the importance of automobile travel reduction strategies, as opposed to low

⁸ <https://www.un.org/sustainabledevelopment/climate-change/>

emission vehicles as the central strategy.⁹ The US Environmental Protection Agency (EPA) has developed a Guide to Sustainable Transportation Performance Measures.¹⁰

The Presidential Justice40 executive action has put a spotlight on how federal investments can not only reduce the impacts of global warming, but also help the advancement of disadvantaged communities. The Justice40 initiative is “a whole-of-government effort to ensure that Federal agencies work with states and local communities to...deliver at least 40 percent of the overall benefits from Federal investments in climate and clean energy to disadvantaged communities.”¹¹ Justice40 establishes climate considerations as an essential element of U.S. foreign policy and national security, implementing – and building on – the Paris Agreement’s objectives. Investments in modern, attractive, zero-emission transit serving transit-dependent communities align with the initiative. FTA’s four key priorities respond to the Justice40 initiative, with a windfall of grant funding available for transit electrification.

The key to reducing carbon emissions is not necessarily converting vehicles to non-fossil fuel propulsion, such as batteries. The power for those batteries may come from generation that still relies on fossil fuels. As a rule, successful climate change measures reduce the energy required per capita in several societal sectors, including transportation. As an informal illustration, walking around your neighborhood requires less energy than pushing your car around your neighborhood. Also, walking trips to the grocery store are likely to require less energy in an urban neighborhood with a store than in a rural community where the store is miles away.

One need that was expressed repeatedly by the Transit Vision study stakeholders is climate-friendly transportation. For the purposes of this study, climate change measures include 1) reducing energy required per capita for transportation, and 2) converting transportation energy to climate-friendly point and non-point sources. A full transit bus requires less energy per capita to transport passengers over a given distance than a scenario where the same transit passengers make the trip in separate cars. However, a near empty bus requires more energy per capita than a few small cars driving. The Transit Vision study identifies sustainable transit as well utilized, ideally using zero emission vehicles. FTA proposes allocating IIJA funding to replace “thousands” of US transit vehicles with zero emission fleets. The study’s technical approach relies on industry best practices to deliver efficient, cost effective and environmentally sensitive transportation.

4 Goals, Objectives, and Measures of Effectiveness (MOEs)

This section identifies Transit Vision goal and objective themes found to be common among the previous plans and studies and shared among stakeholders and the public. Additionally, MOEs relevant to the goal themes are also defined for quantifying progress towards the specific goals and objectives and provided in a table following each Objective. The MOEs developed can be measured using the tools available, capture the whole range of potential project impacts, and can be easily explained to decision-makers and the public. The specific objectives and MOEs can be expected to change throughout the remaining phases of the study, and the following is not intended to be a final or comprehensive set of objectives and MOEs. Also, a few of the MOEs will be measurable as part of this study, while others are suggested for RTP monitoring in the short term (next 5 years) and longer term (next 10 years and ongoing). The MOEs for each

⁹ Litman, Todd (2022). “Comprehensive Transport Emission Reduction Planning: Guidelines for Evaluating Transportation Emission Reduction Strategies.” Victoria Transportation Policy Institute, Victoria, BC, March 3, 2022. Retrieved March 31, 2022 at <https://vtpi.org/cterp.pdf>

¹⁰ <https://www.epa.gov/smartgrowth/guide-sustainable-transportation-performance-measures>.

¹¹ <https://www.whitehouse.gov/omb/briefing-room/2021/07/20/the-path-to-achieving-justice40/>

objective below are grouped by their timeframe: Immediate, Near-Term and Long-Term. Further narrative on each goal will be provided in the Transit Vision study final report.

Goal 1—Enhance: Provide high quality and high frequency transit options in the busiest parts of the region.

The Charlottesville area and urbanized portions of Albemarle County are served today by a fairly extensive service network. The transit fleet is in good condition and well operated. The current service plan prioritizes coverage over frequency of service, and few transit-priority treatments have been implemented by jurisdictional partners to make transit service more competitive with automobile travel. Opportunities exist for faster, more frequent service in key corridors using state-of-the-industry methods for attractive and ecological service delivery.

Objective 1.1: Maximize fixed route transit service frequency in areas of high transit propensity

<u>MOEs (Objective 1.1)</u>	<u>Timeframe</u>
Ridership: Estimated	Immediate
Ridership: Ongoing monitoring	Near and Long-Term
Cost Effectiveness	Near and Long-Term
Equity	Immediate, Near and Long-Term
Safety and Security	Near and Long-Term
Accessibility, Flexibility, and Connectivity	Immediate, Near and Long-Term
Transit Productivity (measuring the average number of riders on transit vehicles)	Near and Long-Term
Access to Frequent Transit, (measured in the percent of population and jobs served by service every 30 minutes, 15 minutes or more frequently)	Immediate
Community Value (measured in support of the unique characteristics of communities through investments in healthy, safe, and walkable neighborhoods)	Long-Term
Regional Cooperation (including dedicated regional transit funding)	Near and Long-Term

Objective 1.2: Explore transit service modernization in one or more transit corridors, including high-capacity transit such as a form of Bus Rapid Transit.

<u>MOEs (Objective 1.2)</u>	<u>Timeframe</u>
Competitiveness for Federal and State Capital Grants	Near and Long-Term
Regional Cooperation (including dedicated regional transit funding)	Near and Long-Term
Strong Urban Walk/Bike Access	Immediate, Near and Long-Term
Suburban First/Last Mile Access	Immediate, Near and Long-Term
Rural Connection Opportunities	Immediate, Near and Long-Term

Goal 2—Expand: Expand the region’s transit service to more neighborhoods, towns, and places and increase basic transit connectivity

Objective 2.1: Provide more frequent fixed route transit service

<u>MOEs (Objective 2.1)</u>	<u>Timeframe</u>
Ridership: Estimated	Immediate
Ridership: Ongoing monitoring	Near and Long-Term
Cost Effectiveness	Near and Long-Term
Equity	Immediate, Near and Long-Term
Regional Cooperation (including dedicated regional transit funding)	Near and Long-Term

Objective 2.2: Extend fixed route transit service to new markets

<u>MOEs (Objective 2.2)</u>	<u>Timeframe</u>
Ridership: Estimated	Immediate
Ridership: Ongoing monitoring	Near and Long-Term
Cost Effectiveness	Near and Long-Term
Equity	Immediate, Near and Long-Term
Percent of Regional Residents and Jobs served by Fixed Route Service	Immediate, Near and Long-Term

Objective 2.3: Provide expanded transit options for lower density and rural communities in the region.

<u>MOEs (Objective 2.3)</u>	<u>Timeframe</u>
Percent of Regional Residents and Jobs served by On-Demand Services (6-day per week or more)	Immediate, Near and Long-Term
Opportunities to Schedule On-Demand Transit Service sooner to the scheduled trip time	Near and Long-Term

Objective 2.4: Explore Public-Private Partnerships (P3s) for regional and interregional travel—Work with public partners (national, state, and regional agencies; public institutions such as UVA) and private parties (for-profit service operators, companies, landowners and businesses) to expand regional and interregional passenger transportation opportunities that are fully integrated with local transit.

<u>MOEs (Objective 2.4)</u>	<u>Timeframe</u>
Expand Opportunities for Student and Employee Transit Passes	Near and Long-Term
Aggressive Institutional, Employer and Activity Generator Policies toward non-automobile access mode shares	Near and Long-Term
Regional Cooperation toward P3s for Intercity Travel	Near and Long-Term
Coordinated Service Schedules	Near and Long-Term
Provision of Urban and Rural Access Points for Intercity and Regional Long Distance Travel	Near and Long-Term
Increased Non-Automobile Access to Dulles Airport and Major Metro Areas	Long-Term

Objective 2.5: Work with state and corridor partners on a future vision for the Buckingham Branch Railroad, linking central Charlottesville and the region to central Virginia, the DC-Richmond main line, the Shenandoah Valley and mountain communities. (State acquisition of the line was included in the Transforming Rail in Virginia program.)

<u>MOEs (Objective 2.5)</u>	<u>Timeframe</u>
Regional Coordination with the Commonwealth’s East-West rail analysis for multimodal opportunities in the Charlottesville area	Immediate, Near and Long-Term
Progress toward Regional Passenger Rail Service between Staunton, the Charlottesville area, Doswell, Richmond, and potentially Richmond International Airport and Hampton Roads	Long-Term

Goal 3—Connect: Promote efficient and attractive multimodal connectivity for seamless regional travel

Objective 3.1: Improve multimodal access to transit and connectivity between transit services.

<u>MOEs (Objective 3.1)</u>	<u>Timeframe</u>
Coordinated Service Schedules with convenient and reliable connections	Near and Long-Term
Transit Accessibility (measures the ability of people to reach destinations using public transportation, including: change in jobs reachable by the average resident; change in workforce reachable from average job location)	Immediate
Improved Walkability, Bike-ability and Access Safety conditions	Near and Long-Term
Bicycle and Pedestrian Mode Share (measures the proportion of trips taken by bicycle and walking mode)	Near and Long-Term
Reduction in Hazardous Nonmotorized Crossing Conditions near transit service	Near and Long-Term
Positive Vision Zero metrics	Near and Long-Term
Complete Street Designs and Implementations	Near and Long-Term
Simultaneous Transit Priority Treatments and Nonmotorized Improvements that harmonize	Near and Long-Term

Objective 3.2: Establish a consolidated multimodal transportation center for both local and intercity transportation modes (rail and motorcoach). Local transit should be able to connect with this transportation center with minimal if any deviations from efficient and preferred route alignments.

<u>MOEs (Objective 3.2)</u>	<u>Timeframe</u>
Efficiency and Simplicity of Connections between Local, Regional and Interregional Transportation Services	Immediate, Near and Long-Term
Coordinated Local, Regional and Intercity Service Schedules	Near and Long-Term
Agreements to Establish a Unified Regional Transportation Center	Long-Term

Objective 3.3: Enhance non-automobile connectivity to major activity and cultural centers, such as the UVA, hospitals, Monticello and Shenandoah National Park.

<u>MOEs (Objective 3.3)</u>	<u>Timeframe</u>
Measurable access shifts from automobile to transit and other modes to regional destinations (Near and Long-Term).	Near and Long-Term

Goal 4—Collaborate: Improve internal and external communication with the transit agencies and with local governments to enhance transit service and increase transit supportive land use decisions.

Objective 4.1: Use the RPT as a forum to coordinate with federal and state policies in order to leverage transit investment.

<u>MOEs (Objective 4.1)</u>	<u>Timeframe</u>
Alignment of Local Policies with Federal and State Policies to remove barriers to collaboration and funding competitiveness	Near and Long-Term

Objective 4.2: Pursue intentional transit-oriented development planning along high-frequency fixed-route corridors and at major transportation centers.

<u>MOEs (Objective 4.2)</u>	<u>Timeframe</u>
Zoning Changes for increased density near high frequency transit and transportation centers	Near and Long-Term
Large percentage (50% or more) of New Regional Housing, Jobs and Services Provided near Frequent Fixed-Route Transit Service operating at least every 30 minutes throughout the day	Near and Long-Term
Change in the Accountability and Effectiveness of all levels of government to plan for Future Growth (including making smart energy choices such as locally generated renewable energy)	Near and Long-Term

Goal 5—Improve Equity: Improve transit access for people with low household incomes, limited physical mobility, or lack of access to automobiles

Objective 5.1: Balance access to in-person work opportunities (especially for disadvantaged communities) with access to services (such as grocery stores, education, social services and health care).

<u>MOEs (Objective 5.1)</u>	<u>Timeframe</u>
Increased Transit Provision to Essential Services and During Mid-Day and other Off Peak Periods	Immediate, Near and Long-Term

Objective 5.2: Serve the needs of seniors, populations of concern, rural populations, and a spectrum of community members with limited access to automobiles.

<u>MOEs (Objective 5.2)</u>	<u>Timeframe</u>
Increased transit service and/or access to transit-dependent communities	Immediate, Near and Long-Term
Transportation Affordability (measures the cost of transportation relative to income)	Near and Long-Term
Benefits by Income Group (measures transportation plan benefits by income group)	Immediate, Near and Long-Term
Increased Transit Access and Mobility for Communities of Concern	Immediate, Near and Long-Term
Change in Jobs Reachable within 30, 45, or 60 Minutes for people of color, people in poverty, people with disabilities, or other identified groups	Immediate
Change in number or percent of people of color, people in poverty, people with disabilities, or other identified groups served by any fixed route transit or by on-demand transit (operating 6-day per week or more)	Immediate

Goal 6—Grow Equitably: Create a strong linkage between transit and compact, walkable, robust transit-supportive and equitable land use with safe access/egress conditions

Objective 6.1: Improve walk and non-motorized safe access conditions to transit.

<u>MOEs (Objective 6.1)</u>	<u>Timeframe</u>
Improved Walkability, Bike-ability and Access Safety Measures	Near and Long-Term
Change in Bicycle and Pedestrian Activity	Near and Long-Term
Mixed Land Uses (measuring the proportion of residents living in locations with mixed land uses)	Near and Long-Term
Increased Density and Development in areas that are already walkable and destination-rich	Near and Long-Term

Goal 7—Support: Enhance the region’s economy and economic well-being of its residents by improving access to employment opportunities and community services

Objective 7.1: Establish expanded urban and rural transit access to employment and services.

MOEs: Explore introduction of new, innovative on-demand transit options in lower density areas (Immediate, Near and Long-Term); change in access to jobs for the average resident or key groups (Immediate); change in access to workforce from job locations (Immediate).

<u>MOEs (Objective 7.1)</u>	<u>Timeframe</u>
Consideration and introduction of new, innovative on-demand transit options in lower density areas	Immediate, Near and Long-Term
Change in Access to Jobs for the average resident or key groups	Immediate
Change in Access to Workforce from job locations	Immediate

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Objective 7.2: Improve regional competitiveness for economic development, business generation, talent retention and livability.

<u>MOEs (Objective 7.2)</u>	<u>Timeframe</u>
Economic Competitiveness (measured through reliable and timely access to employment centers, educational opportunities, services and other basic worker needs)	Near and Long-Term
Change in Business Access to Labor and Market Sectors	Immediate, Near and Long-Term
Regional and Intercity Transit Access Points in Urban and Rural areas	Long-Term
Support of Existing Communities (measured in federal and state funding targeting existing populations through strategies like transit-oriented, mixed-use and affordable housing)	Near and Long-Term
Land Recycling and Infill Development to increase community revitalization and the efficiency of public works investments	Near and Long-Term
Policies that safeguard Vulnerable Populations and Natural Resources such as Rural Landscapes	Near and Long-Term
Land Consumption (measures the amount of land consumed by new transportation infrastructure and/or new development served by new transportation infrastructure)	Near and Long-Term

Goal 8—Sustainability/Climate: Minimize the environmental impact of the region's transportation system

Objective 8.1: Decrease regional dependence on cars and energy consumption for transportation.

<u>MOEs (Objective 8.1)</u>	<u>Timeframe</u>
Reduced Transportation Energy Required Per Capita (measured in high transit ridership and a mode shift to effective transit)	Near and Long-Term
Clean Energy Generation (green energy sources) and an Increase in Non-Fossil Fuel Transit Vehicles	Near and Long-Term
Reduced Automobile Vehicle Miles Traveled (VMT), regardless if these are petroleum powered or clean energy vehicles	Near and Long-Term
Reduced VMT Per Capita (measures the amount of vehicle activity normalized by population. VMT also factors in traffic congestion and air pollution, impacting carbon dioxide and particulate matter emissions)	Near and Long-Term
Improved Walk/Bike Conditions measured in miles of facility type, count of crossing and street treatment types, walk scores, safety measures, etc.	Near and Long-Term

Objective 8.2: Reduce the region’s climate footprint.

<u>MOEs (Objective 8.2)</u>	<u>Timeframe</u>
Carbon Intensity (measures the amount of CO2 emitted from transportation per person)	Near and Long-Term
Change in Transportation Energy Required Per Capita (high transit ridership and a mode shift to effective transit)	Near and Long-Term
Clean Energy Generation (green energy sources) and an Increase in Non-Fossil Fuel Transit Vehicles	Near and Long-Term
Change in Opportunities for Walking and Biking to Destinations through land use, site design, and infrastructure improvements	Near and Long-Term

DRAFT

Regional Transit Vision Draft Vision Framework

MAY 2022

For Thomas Jefferson Planning District Commission



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1 Introduction

What is the Regional Transit Vision?

The Charlottesville Area Regional Transit Vision Plan is a collaborative effort to evaluate transit service in the City of Charlottesville and the Counties of Albemarle, Green, Louisa, Fluvanna, Buckingham, and Nelson and to establish a clear, long-term vision for efficient, equitable and effective transit service in the region.

This project is being led by the **Thomas Jefferson Planning District Commission** and is funded by the Virginia Department of Rail and Public Transit. It supports the work of the **Regional Transit Partnership (RTP)**, which strives to improve communication and collaboration between the three transit providers that operate in the region.

The goal of the Transit Vision Plan is to establish a single unified vision for transit service in the Charlottesville area that can be shared and supported by all the members of the RTP and its constituents. The planning effort will include a study of the region's existing conditions, including transit services, transportation patterns, and land development practices. It will also include asking the community about its values and priorities for the future of the region's public transit. The project will result in the development of strategies and integrated transit network concepts to reach the community's goals.

Why focus on transit?

The the Charlottesville region there are a range of transportation needs and challenges. In particular, housing costs have recently become a major challenge for people who work in Charlottesville, forcing people to endure longer commutes from more affordable locations outside the city and the urbanized area. Even within the urbanized area, topography, historic red lining practices, and a range of other challenges mean that there can be long distances between homes, schools, shops and jobs. Most people cannot meet their transportation needs on foot, scooter or bicycle alone. This suggests a significant opportunity for public transit.

Of course, transit isn't the only alternative to owning and driving a car. Ridehailing (like Uber and Lyft) and taxis are available in some parts of the region. But these options are more expensive per mile than driving a private car, so very few people can afford to use them on a daily basis. Other alternatives like carpooling

and vanpooling only work when several people who know each other come from and go to the same place at the same time. These options may work for some commuters going to the University or to downtown Charlottesville, but they rarely work for workplaces and destinations in more suburban areas, or for non-traditional commute times.

Another alternative could be on-demand dial-a-ride service, similar to the paratransit service that is required for eligible disabled users by the Americans with Disabilities Act (ADA), or subsidized ridehailing. Both options are extremely expensive to extend to the general public, because each trip would cost nearly the equivalent of a taxi ride. JAUNT currently operates a general public dial-a-ride like service, but its hours of service are extremely limited and it requires a reservation one-day in advance. These limitations exist, in part, to reduce the total cost of the service by limiting its use.

Public transit on fixed routes can help bridge the gap, particularly in the urbanized area, where it can do two critical things:

- Extend how far people can go on foot, or on a bicycle, providing some of the benefits of access to a private vehicle but at a much lower cost and without relying on friends or family.
- Replace driving trips in times and places where driving a car is inconvenient or too expensive.

In rural areas, where people, jobs, and destinations are much farther apart, it is harder for transit to cost-effectively deliver significant improvements in access to opportunity purely because it takes so much more time between destinations. The primary cost of transit is paying the operator to drive the vehicle. Therefore, when destinations are far apart, it costs far more per trip to serve with transit. Nevertheless, transit can play an important role in rural areas by providing an insurance against social isolation, a critical link to essential services like shopping and medical services, and access to jobs for those with no other transportation options.

About This Report

This report is the culmination of our work thus far on developing the Vision and is broken down into several sections:

- 1. Introduction**, the section you're currently reading, that provides background and context for this study.
- 2. How Did We Get Here?**, which shows the work we did to evaluate where transit would perform well, where transit is needed, and what the people of Charlottesville think about transit and what its goals should be.
- 3. The Constrained Vision Concept**, a network concept based on an increased investment in transit.
- 4. The Unconstrained Vision Concept**, a network concept that imagines what transit could look like if we built a network to maximize important transit goals.
- 5. What's Next**, which shares the next steps for the Regional Transit Vision and the engagement process to allow the community and stakeholders to respond to this Draft Vision Framework.

This report complements past work done by the Regional Transit Vision project team, including:

- Development of the Vision Statement, Goals, and Objectives ([summary available here](#))
- Phase One of Public Engagement on the Vision ([summary available here](#))
- A Land Use Assessment of the region ([report available here](#))
- A Transit Propensity Assessment for the region ([report available here](#))

This Draft Vision Framework report provides some content from these prior reports to clarify how the study team developed the two Vision Concepts.

Transit in the Region Today

Transit in the Urbanized Area

The map at right shows the existing transit network in Charlottesville and the urbanized areas of Albemarle County. Every route is color-coded based on its frequency during midday on a weekday.

Frequency is often the dominant element of travel time, particularly for shorter trips in urbanized areas. More frequent service dramatically improves how far you can go, by providing several linked benefits:

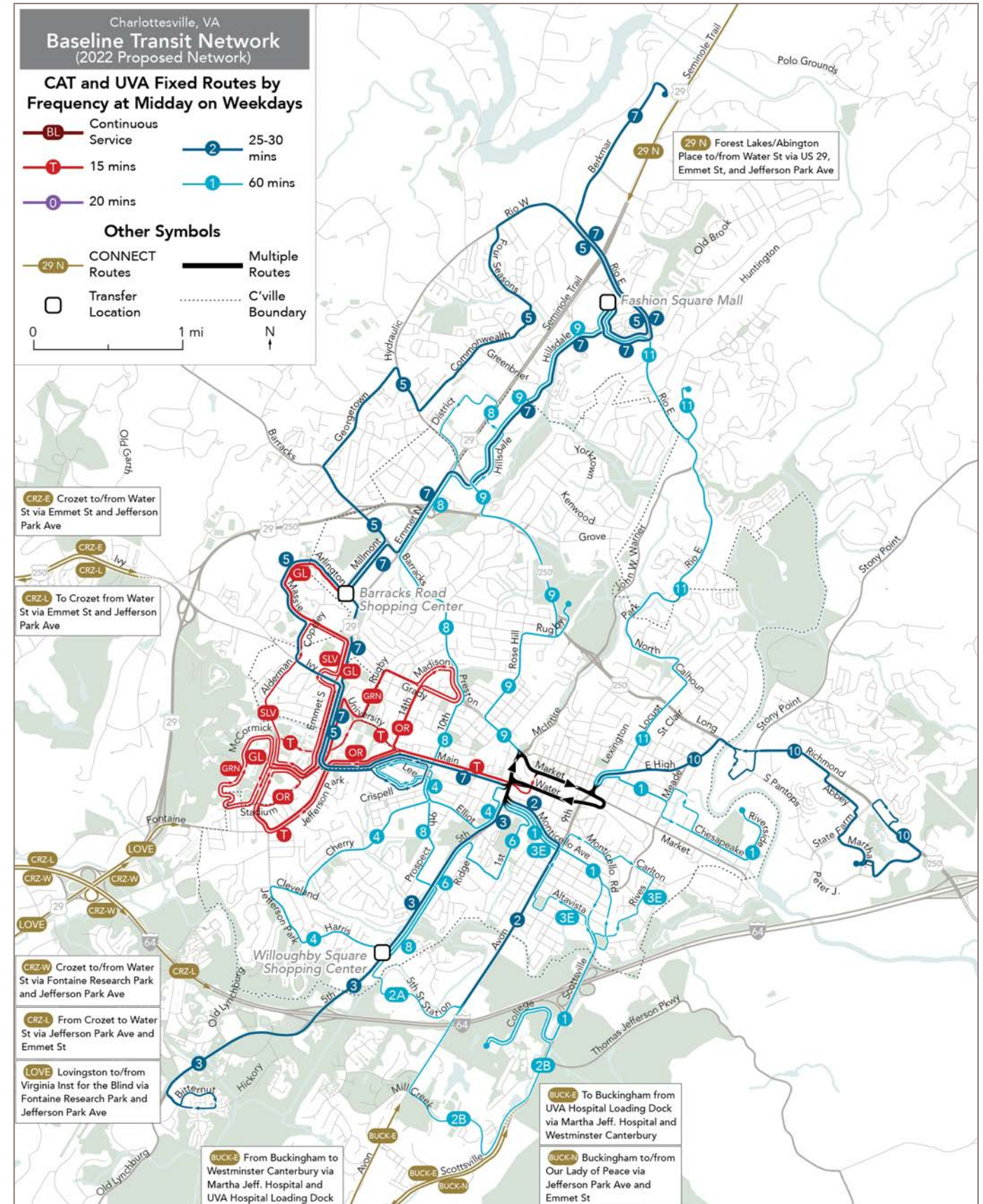
- **Shorter Waits.** Waiting for the bus may be the most onerous part of using transit, since you're not moving at all. The more often the bus comes, the less time you wait.
- **Faster Connections.** Connections are the glue that combines a pile of individual routes into a network. The ability to change from one route to another is critical to reach all the places that are inevitably not on the line you happen to be on. Frequency makes connections easy, because the next bus is always coming soon.
- **Easier Recovery from Disruption.** Frequent service is more reliable. If a bus breaks down, the next bus is coming soon.
- **Spontaneity.** Rather than building your life around a bus schedule, you can turn up at the stop and go.

Because these benefits are independent of each other, transit becomes exponentially more useful as frequency improves. Low frequencies and limited hours of service are one of the main ways that transit fails to be useful, because it means service is simply not there when the customer needs to travel. In the case of transit in Charlottesville and Albemarle, most routes operated by CAT only come every hour, with some routes coming slightly more frequently at every 20-30 minutes. CAT makes extensive use of timed transfers to improve connections between these less-frequent routes.

Our analysis of the two Vision concepts is based on a Baseline Network that CAT has created as part of its System Optimization Plan and is set to launch later in 2022. In this network, frequencies on some lines are improved, including 15 minute frequency on the Trolley. In the transit world, routes that come every 15 minutes or more often are the most useful, for the reasons

explained above.

The map also shows the circulator routes that the University of Virginia operates around the university grounds. These circulators operate every 15 minutes or better most of the day, providing very useful service between the various university facilities. Many universities operate their own circulator services since universities have high internal demand and specialized needs. There are opportunities in the long-term where IF the region invested more heavily in transit and provided all-day frequent service through the University grounds, some internal circulation within the University could be handled by those regional transit services. Today, however, only the CAT Trolley service is frequent enough to be useful for internal circulation on the grounds.



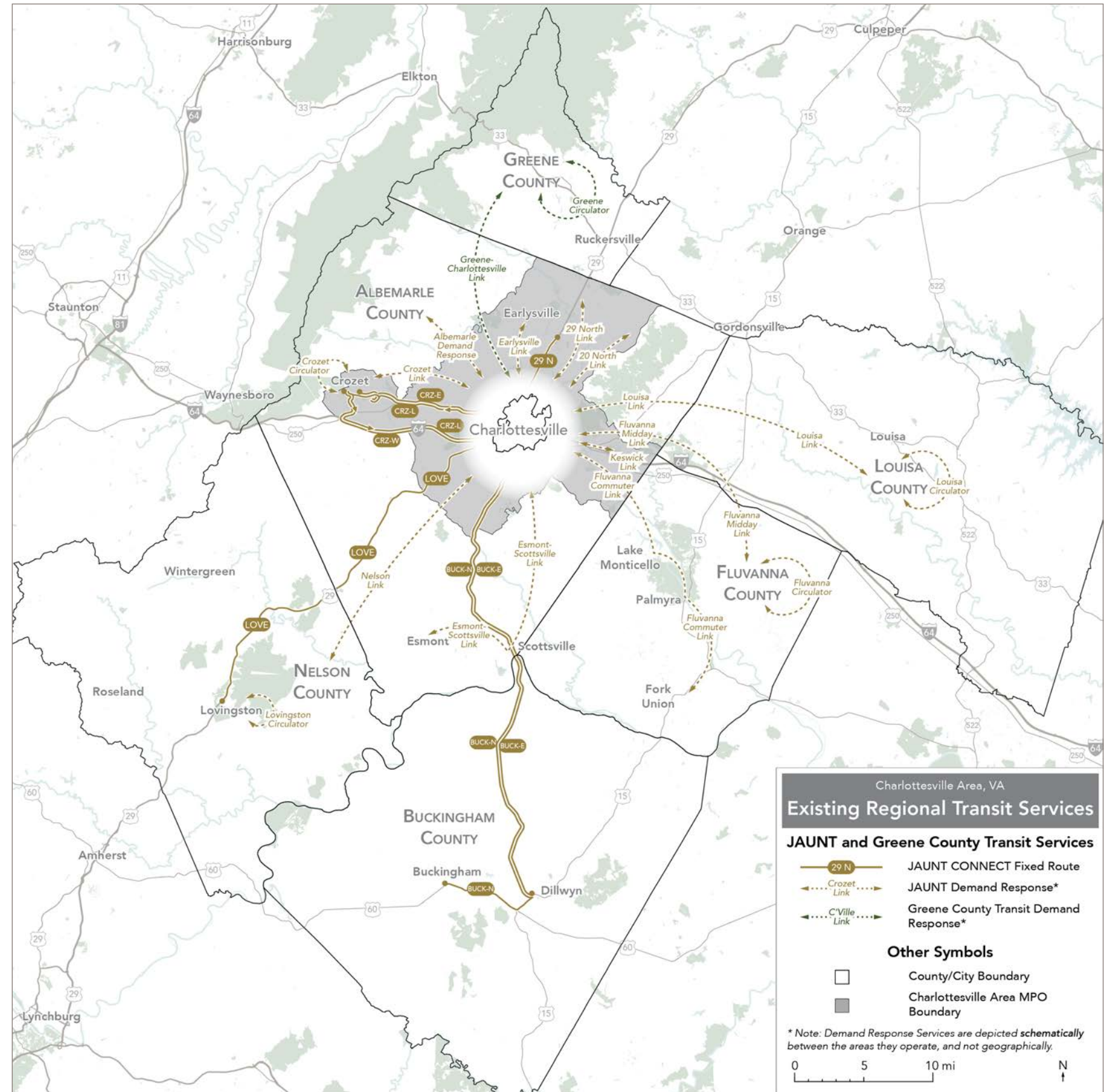
Existing Transit in Rural Areas

Since the Regional Transit Vision is meant to encompass all of the region, we have also looked at services operated by Jaunt within Albemarle County and in the surrounding counties: Green, Louisa, Fluvanna, Buckingham, and Nelson.

Most Jaunt services are *demand-response* or *dial-a-ride* services. For most Jaunt services, a rider must call ahead, **at least one day in advance**, and book a time to be picked up, dropped off, and then picked up again once they're done. While these kinds of services make sense in a service area with the size and relatively low population density of much of the rural area in the region, these services put severe limitations on a person's ability to travel around the region, or even within one's own county. Scheduling trips a day ahead takes out spontaneity, which means that you have to build your life around when you've booked a trip.

Jaunt also operates several CONNECT services. These services connect Crozet, Buckingham, the US 29 North corridor, and Lovingston with Charlottesville. However, these services do not operate all day. They have only one or a few trips in the morning toward Charlottesville and return trips in the afternoon. If you have to make a trip between those times, some areas are served by a Jaunt demand-response when CONNECT is not operating.

Changes in technology may enable Jaunt to switch to a more on-demand model, where trips can be booked on very short notice. Such a change would significantly improve access for rural customers and free people in rural areas from having to so carefully schedule their daily travel if they rely on transit. Providing that greater level of flexibility, however, would require additional resources so that Jaunt could have vehicles ready and waiting to respond to spontaneous requests.



What Is Transit's Goal?

Transit can serve many different goals. Different people and communities value these goals differently. It is not usually possible to excel towards all of these goals at the same time, and certainly not within a limited budget.

Understanding which goals matter most in Charlottesville is a key step in imagining a better transit system.

Possible goals for transit include:

- **Economic:** transit can give businesses access to more workers, and workers access to more jobs, and give students more access to education and training. Transit can also allow for continued economic growth beyond what congestion would prevent.
- **Environmental:** increased transit use can reduce air pollution and greenhouse gas emissions. Transit can also support more compact development and help conserve land.
- **Social:** transit can help meet the needs of people who are in situations of disadvantage, providing lifeline access to services and jobs.
- **Health:** transit can be a tool to support physical activity by walking. This is partly because most riders walk to their bus stop, but also because riders will tend to walk more in between their transit trips.
- **Personal Liberty:** By providing people the ability to reach more places than they otherwise would, a transit system can be a tool for personal liberty, empowering people to make choices and fulfill their individual goals.

Some of these goals are served by high transit ridership. For example, transit can only support continued economic growth without congestion if many people ride the bus rather than drive. The environmental benefits of transit also only arise from ridership.

Other goals are served by the simple presence of transit. A bus route through a neighborhood provides residents insurance against isolation, even if the route is infrequent and few people ride it. A route may fulfill political or social obligations, for example by getting service close to every taxpayer or into every municipality.

Transit agencies often have to maximize both of these goals with limited funds. In the Charlottesville area, most of the funding that is dedicated to transportation goes to roads. While roads do have a role to play in the broader transportation system, when they are over-prioritized for funding, that can leave other modes behind

The Role of Land Use

Land use patterns and transportation systems are always inter-related subjects. However, the connection between the two is especially significant for transit services. Traditional transit systems are almost always most efficient and successful in places with land use patterns featuring characteristics such as mixed-uses, relatively high densities, and widely available bicycle and pedestrian infrastructure. Transit service can still be offered in places without those characteristics but may require innovative or alternative service approaches.

Much of the Charlottesville region is largely rural, with the exception of the City of Charlottesville proper and parts of Albemarle County near Charlottesville proper.

What's Possible with Better Transit?

How Transit Creates Freedom

On transit, the extent of your freedom is determined by:

- The network of transit lines with their frequency and speed, which determines how long it takes to get from A to B.
- The layout of the city and region. How many destinations are near each transit stop? Access to places where there are more useful destinations to jobs, services, etc. is valuable to more people.

We define access as “the places and people you can reach within a given amount of time”. It can also be thought of as the “wall around your life”.

The way the network and a city's layout determine access from any point is simple math, but it's very important:

- Access is key for keeping people employed. If you are deciding where to live based on how you'll reach your job, school, or relatives, you are asking a question about access.
- Access from any location gives that location value. Real estate firms routinely study where you can get to by car from a property, and this is the same analysis for transit.

From Better Access to Higher Ridership

As an individual, transit becomes more useful when it provides you with more freedom. So planning for useful transit means planning for more freedom. More broadly, transit ridership arises from providing useful access to many people. So while increasing many peoples' freedom does not in itself predict ridership, it is a necessary foundation.

In planning for better transit, increasing the number of places many people can reach in a reasonable amount of time is the source of ridership that can be influenced the most.

Expanding where people can go quickly on public transit helps meet many other useful goals, thanks to:

- **Higher Ridership.** People will only use transit if transit is useful. The essence of usefulness is that it's possible to make many trips that need to be made in a person's life. When we make more trips possible in a reasonable amount of time, we

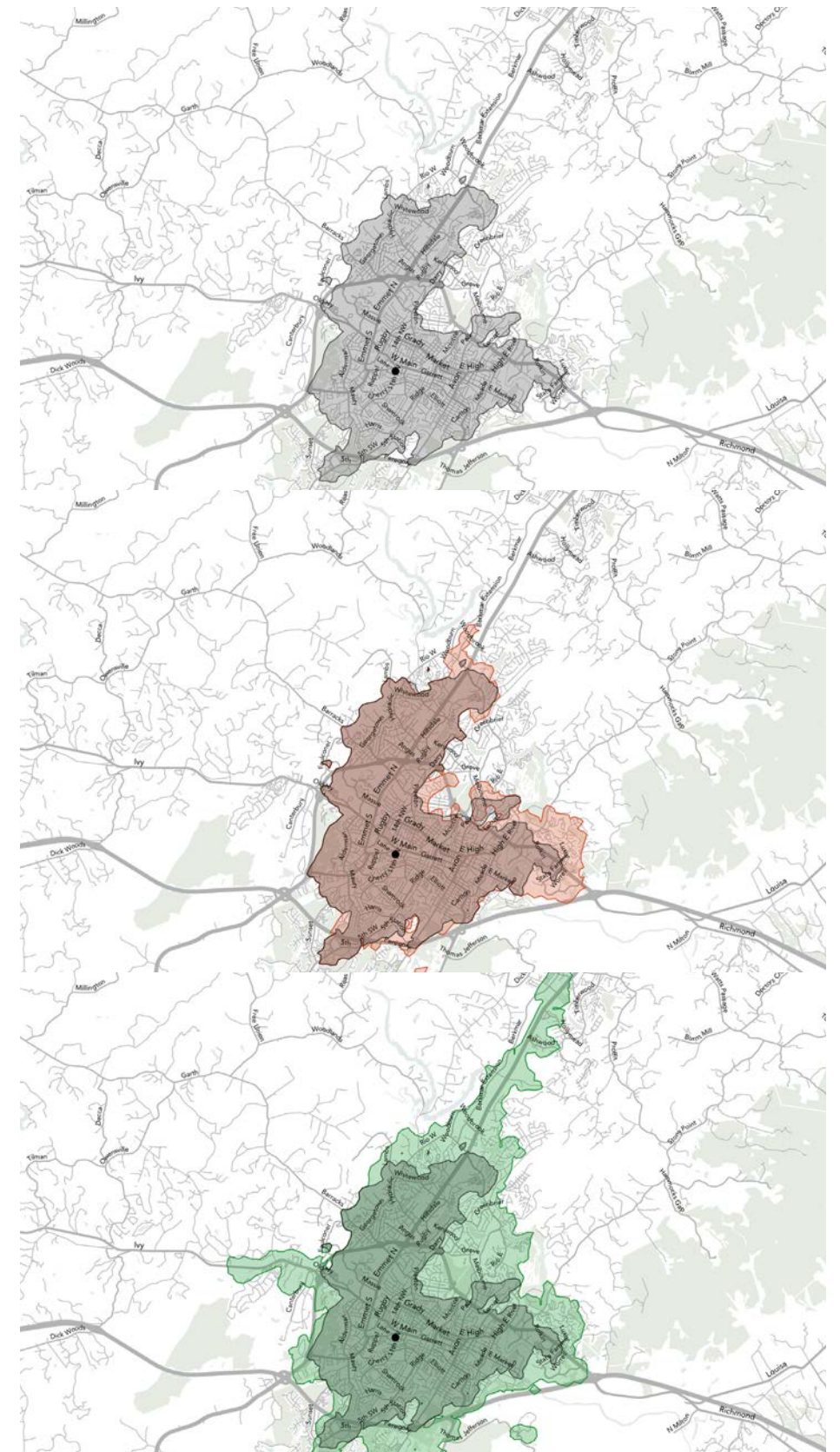
increase the likelihood that transit will be useful. Greater ridership also means:

- » **Protecting the Economy from Congestion.** Higher ridership means fewer cars on the road.
- » **Environmental Benefits** including reducing emissions that cause air pollution and climate change. These benefits depend on people using transit instead of driving, so they become greater as more people ride transit.

• **Increased Access to Opportunity.** This is an important policy outcome independent of transit ridership, for several reasons:

- » **Access to Basic Needs.** People who do not or cannot drive need to have means to access essential tasks like food shopping and medical appointments. Expanding where people can go expands how many of these trips are possible on transit.
- » **Economic Opportunities for Low-Income People.** For many people, lack of transportation is a primary barrier to accessing jobs. To empower people to improve their lives, useful transportation must be available to those who either can't afford a car or aren't able to drive.
- » **Reduced Isolation.** Lack of transportation is also a barrier for people at risk of social isolation, including many senior citizens.
- » **Civil Rights.** The ability to move around the city is a measure of physical freedom. People who lack transportation are effectively less free. For a variety of reasons, people with low incomes and people of color are less likely to own a car. Improving the ability of transit to get people to useful places means increasing the rights and freedoms of those who are most disadvantaged.

The maps on the right show how many places someone can reach from UVA Hospital in 60 minutes in the baseline network (in grey), the Constrained concept (in orange), and the Unconstrained concept (in green). These maps are one of the ways we measure the success of a transit network and are key to our analysis of a future for transit in Charlottesville.



2 How Did We Get Here?

The Market for Transit

A “strong transit market” is mostly defined by where people are, and how many of them are there, rather than by who people are. We learn about transit needs mostly by examining who people are and what life situation they are in.

One of the first questions we asked was: where would transit make the most sense, either in terms of providing access to the most people overall or in terms of where it’s needed the most?

The Demand for Transit

To determine where transit is most likely to be in demand (and is therefore the most likely to generate higher ridership), we look at several factors

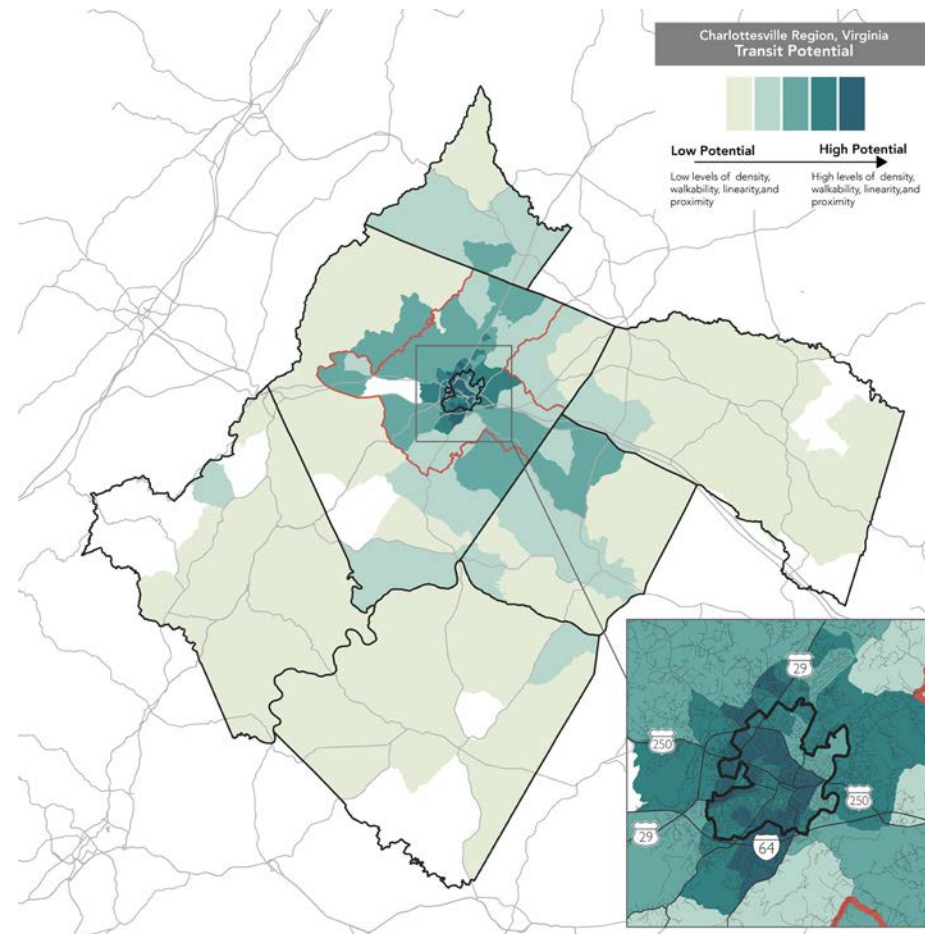
- **Residential density**, which is the number of people per square mile,
- **Job density and type**, which is the number of jobs per square mile and what types of jobs there are per square mile
- **Walkability**, which is how well-connected and complete is the street network for pedestrians (and by association, transit riders),
- **The number of zero-vehicle households, and**
- **The number of low-income households**

In the Charlottesville area, residential density is at its most highest in the City of Charlottesville and urban Albemarle County. Job density is even more concentrated in this “urban core”, with the exception of low-wage and retail jobs, which are in the outer parts of the urban core or in more suburban parts of the region, owing to the land use of the region.

Walkability is concentrated in the urban core as most of the Charlottesville area is either highly rural with limited street connectivity, or highly suburban with high street connectivity, but only for automobiles.

Zero-vehicle households tend to be clustered within the City of Charlottesville, and mostly in fairly walkable areas of the city.

These factors relate to each other to create areas of transit “potential”, or areas where a combination of density, walkability, and proximity to destinations can enable higher ridership.



The Need for Transit

While demand tells us where transit is most likely to “wanted”, it doesn’t tell us the whole story. There are also indicators of need where good quality transit service is needed the most by the people who live or work there. Some of these indicators include:

- **The number of low-income households,**
- **The number of seniors,** and
- **The number of residents under the age of 18.**

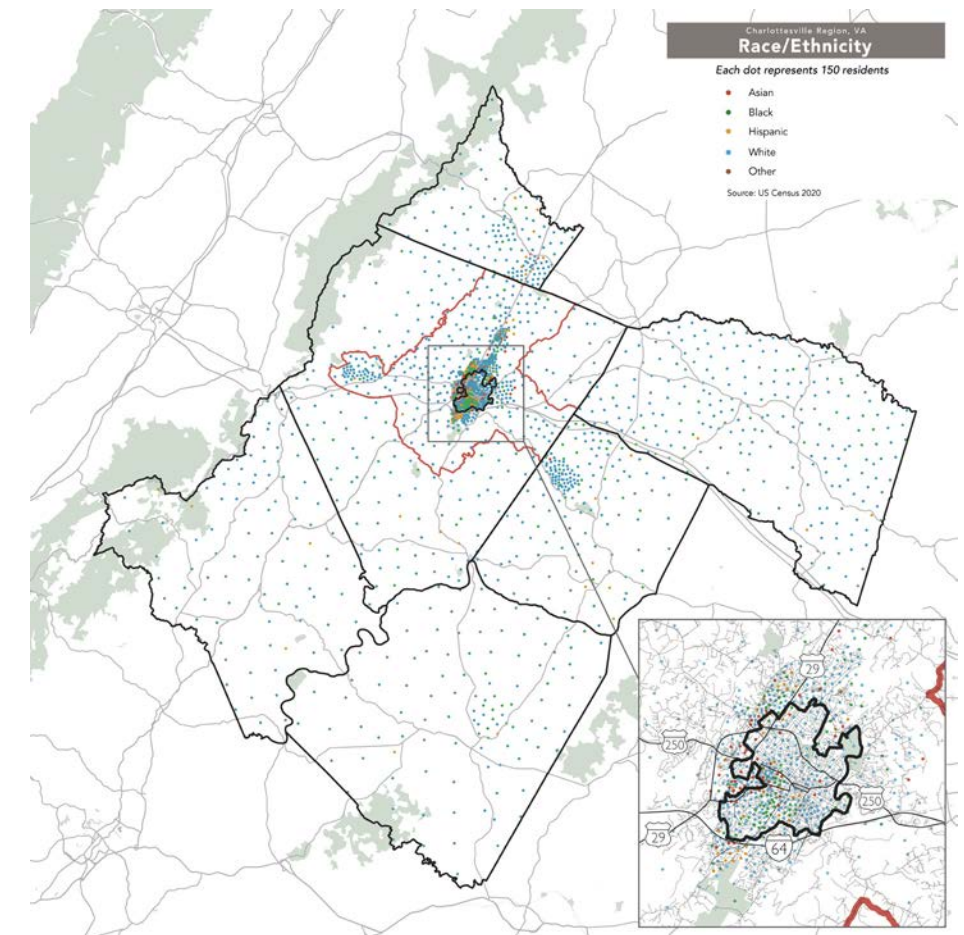
Members of these groups of people tend to have either limited access to a private automobile or are not able to drive.

In the Charlottesville area, these groups are clustered within the city of Charlottesville, with some pockets in the outer counties.

Notably, both Crozet and Lake Monticello in Fluvanna County have higher than average densities of both seniors and residents under 18.

Civil Rights

Another factor we consider is race and ethnicity. While it is not indicative of need, transit agencies like CAT and Jaunt are required to ensure that their service does not disproportionately disadvantage any one group, as enshrined by Title VI of the Civil Rights Act. The map below shows roughly the density of residents per racial/ethnic group in the study area.



While data can tell us where transit would be the most beneficial and who transit would benefit the most, it doesn’t tell the full story. We also need to ask the community what they value about transit and where they see its benefits.

Land Use Plans in the Region

For a Regional Transit Vision, the existing density and land use pattern is important but not the only defining factor in thinking about the long-term markets and needs for transit. Much will change throughout the region as it grows over the next 20 years. Therefore, the study team looked at the region's land use plans to consider what might change.

Of particular interest are designated growth areas in the region. The map at right shows designated growth areas across the region as described in the land use plans from each jurisdiction in the region. These growth areas define places that are more likely to be key destinations for transit in the future or region hubs where different transit services might connect.

Urban Core

The City of Charlottesville's comprehensive plan aspires to create a more vibrant community, bringing together places where its residents live, work, and play. It seeks to accomplish these using strategies such as increasing the number and styles of housing units, encouraging in fill development on under utilized properties, and increasing commercial vitality and density in appropriate areas. The City is currently updating its comprehensive plan. While these policies will continue into the next update, Charlottesville also envisions greater densities throughout its municipal boundaries.

The urbanized areas of Charlottesville extend beyond the city limits into neighboring Albemarle County. To preserve its natural resources and rural character, Albemarle County has established development areas as the primary locations for future growth. Three of the development areas—the Southern and Western Neighborhoods, Pantops, and Places 29—are immediately adjacent to Charlottesville. The remaining development areas include Crozet and the Village of Rivanna, located short distances west and east, respectively, of Charlottesville on US 250.

Growth Corridors

Moving beyond the Charlottesville urban core, localities designate their future growth areas around major interregional transportation corridors. These corridors include US 29, which follows a north-south alignment, and I-64/US 250, which follows an east-west orientation.

The primary growth areas along US 29 are north of Charlottesville. One of the previously mentioned development areas of Albemarle County (Places 29) extends north along US 29 to the Hollymead area. Beyond Hollymead, the corridor continues north into Greene County, which expects continued growth in the Ruckersville area near the intersection of US 29 and US 33.

The I-64/US 250 corridor features growth areas both west and east of Charlottesville. The community of Crozet is on US 250 several miles west of Charlottesville. To the east of the region's urban core, localities established multiple growth areas along this corridor. These include the Village of Rivanna in Albemarle County, and Zion Crossroads in Louisa and Fluvanna Counties. Proceeding east is the Ferncliff, Shannon Hill, and Gum Springs growth areas in Louisa County. Local comprehensive plans envision nodes along the I-64 corridor that consist of mixed-use cores surrounded by low-density residential neighborhoods.

Designated Rural Growth Areas

Localities expect that most of the remaining future development will concentrate around existing towns, unincorporated villages, and other designated growth areas identified by each County. Most localities express a strong desire to preserve their rural lands and utilize these growth areas to contain future development and avoid sprawl.

Buckingham County located its primary growth areas along the Route 15 corridor surrounding the Town of Dillwyn. It also has designated growth areas around Buckingham Courthouse.

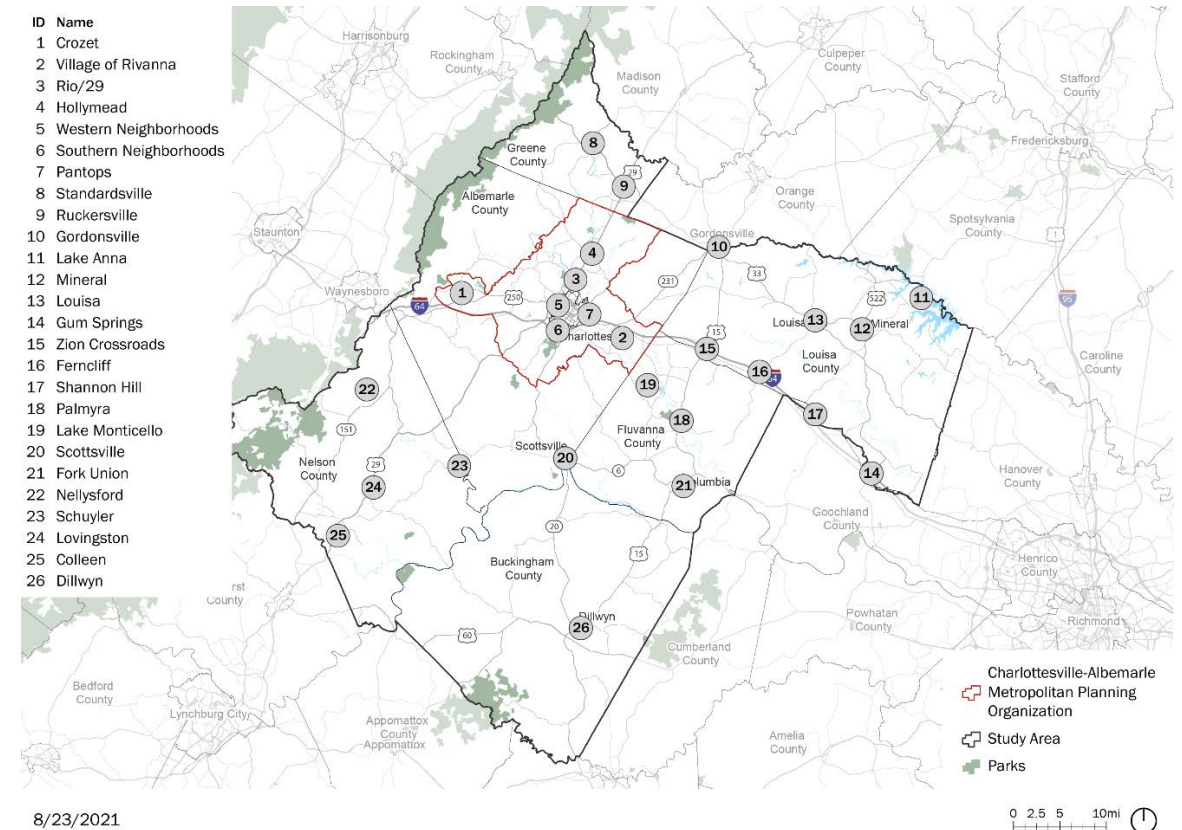
Fluvanna County has established community planning areas surrounding Fork Union, Palmyra, and Scottsville. However, its largest community planning areas are those in the areas of Lake Monticello and Zion Crossroads. The comprehensive plan also designated much of the remaining northern portions of the County as rural residential development areas.

Louisa County located most of its higher density growth areas along the I-64/US 250 corridor. It also designated areas for mixed-use and residential development in the central portion of the County

surrounding the towns of Mineral and Louisa. Additionally, there is a small area designated for mixed-use development in the northwestern corner of the County adjacent to the Town of Gordonville, located on US 33. Finally, Louisa County also designated a large growth area around Lake Anna. In addition to County residents, this area will likely attract significant numbers of tourists and second-home buyers.

Greene County has only established one growth area outside of the previously described corridor of US 29 at Ruckersville. This additional area is in and around the Town of Stanardsville on US 33.

Nelson County intends to concentrate its future growth around Lovingston and in the areas around Colleen and Schuyler. It also anticipates an area of mixed-use development along Route 151 in Nellysford and Wintergreen. Due to the popularity of its adult beverage attractions and the Wintergreen Resort, the Route 151 corridor attracts significant numbers of outside visitors and county residents.



The Community

What Does The Community Value?

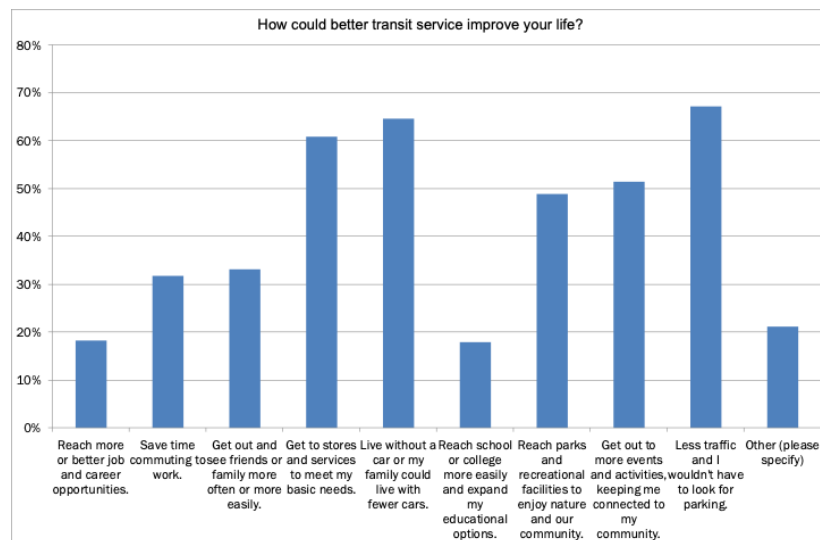
To find out what residents of the Charlottesville area thought about the role transit plays in their lives and what better transit could bring them, we put out a survey to find out. 673 people responded to this survey to tell us what they think about transit's role in the region.

We asked them about:

- How better transit service would improve their lives,
- How they rank the benefits of transit,
- Which goals transit should aim to prioritize,
- Where they would want additional funding for transit spent,

How could better transit service improve your life?

We asked people how better transit service could improve their lives and the benefits it would bring them. Most people responded by saying that better transit would help them live without a car or help their family live with fewer cars, or that better transit would reduce their time spent in traffic and looking for parking. Others responded by saying that better transit would make it easier to get to stores and services for their basic needs.

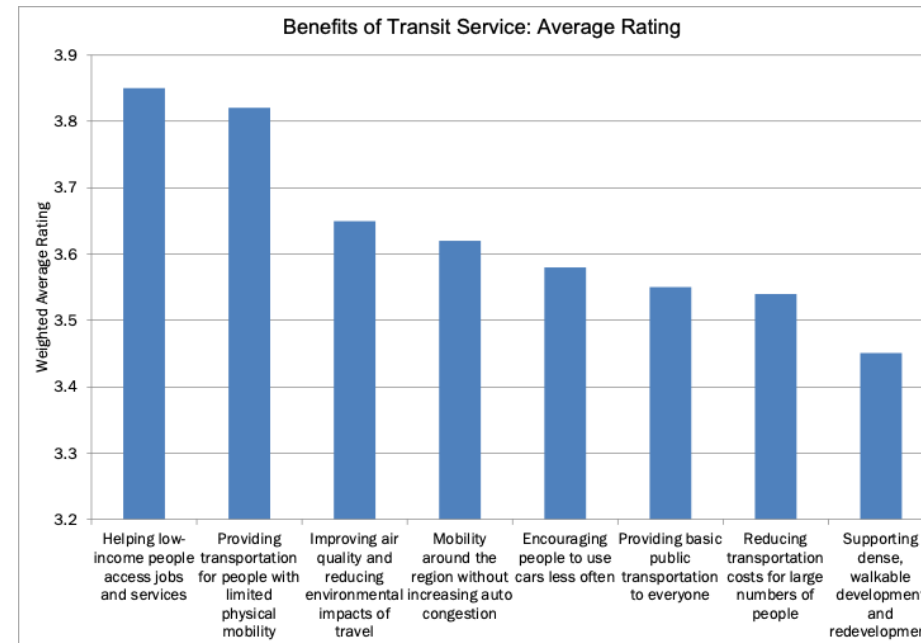


How would you rate the benefits of transit?

We asked respondents about the benefits that transit brings and asked them to rank how important they are. Some of these benefits included:

- Helping people access jobs and services,
- Improving air quality and reducing environmental impacts,
- Reducing transportation costs,
- Reducing traffic and congestion, among others

Most respondents ranked "Helping low-income people access jobs and services" highly, with "Providing transportation for people with limited physical mobility" as the second-highest benefit.

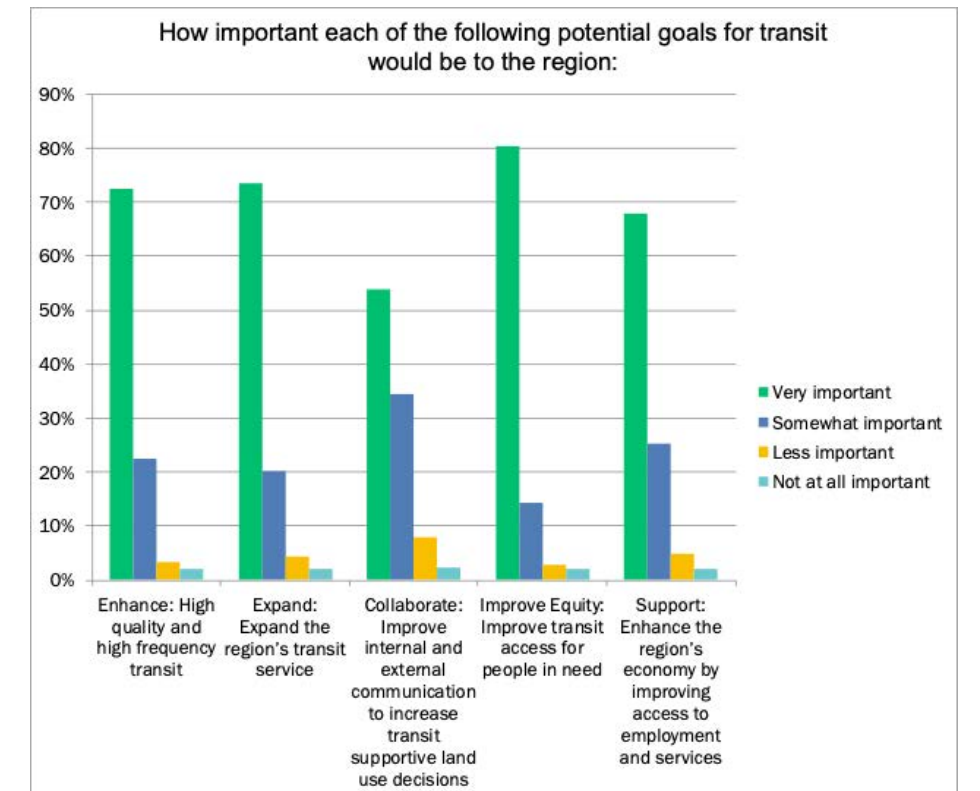


What goals should transit aim to prioritize?

We gave respondents a set of five (5) potential goals for transit and asked them to prioritize how important they would be. They are:

- **Enhance:** High quality and high frequency transit
- **Expand:** Expand the region's transit service
- **Collaborate:** Improve internal and external communication to increase transit-supportive land use decisions
- **Improve Equity:** Improve transit access for people in need
- **Support:** Enhance the region's economy by improving access to employment and services

Most people put Improve Equity as a top priority for transit, with 70% of respondents marking it as "Very Important". The next two were Expand and Enhance, showing an appetite for better transit service in the region.

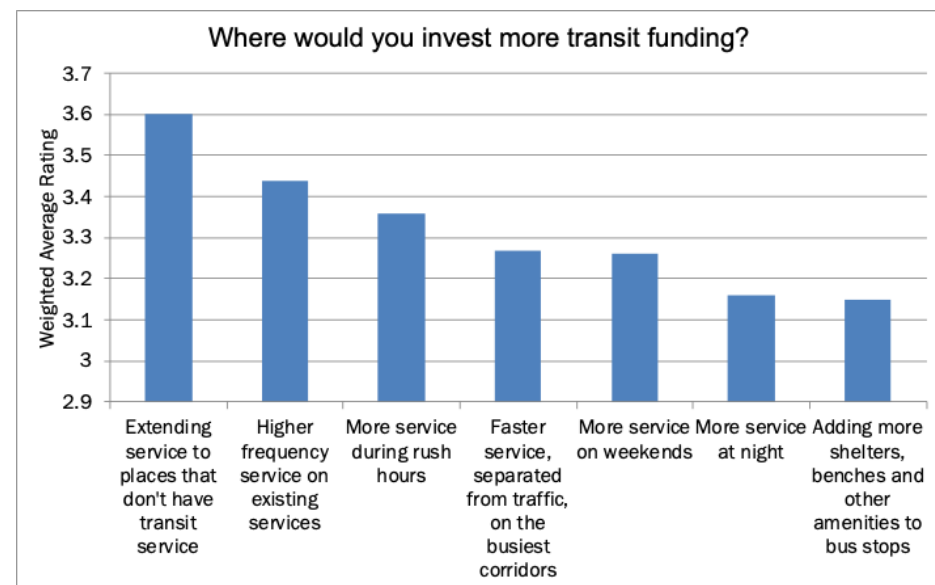


If the region had more money for transit, how would you invest it?

We asked respondents what they would prioritize if there were more funding for transit. Some of the choices included:

- Extending service to places that don't have transit service
- Higher frequency service on existing services
- More service during rush hours
- Faster service, separated from traffic, on the busiest corridors
- More service on weekends
- More service at night
- Adding more shelters, benches, and other amenities to bus stops.

Most people ranked "Extending service to new places" highly on what they'd prioritize for additional funding. Others wanted to prioritize improving frequencies. Interestingly, people tended to rank improving the amenities at bus stops lowest.



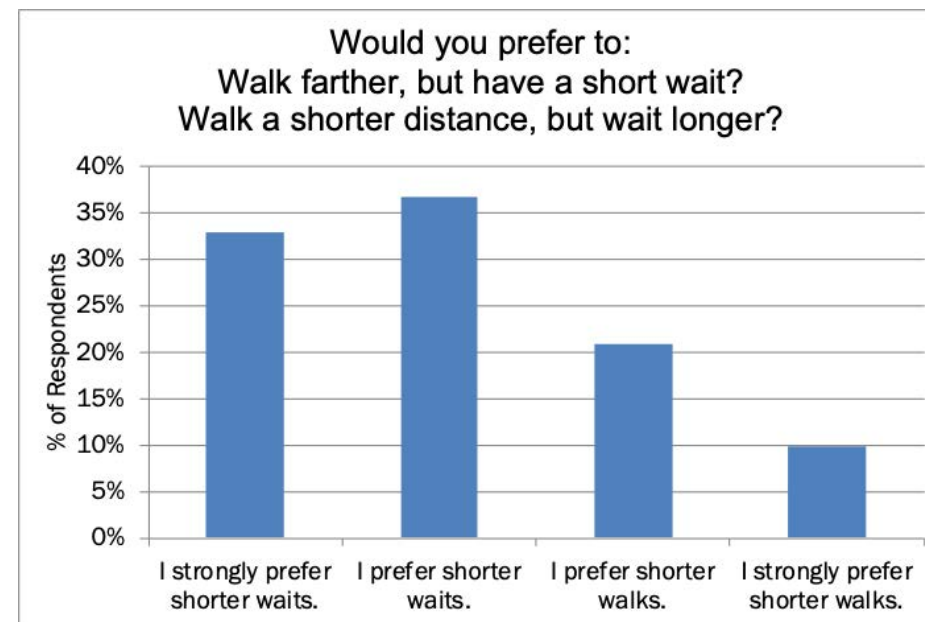
Wait or Walk?

Finally, we asked respondents to consider whether they'd rather:

- Walk further, but spend less time waiting for transit, or
- Wait longer for transit, but spend less time walking

We ask about this tradeoff because transit can reach people in two different ways: by concentrating a higher amount of service (more buses coming more often) onto fewer streets, or by getting closer to people by distributing lower amounts of service across several streets. When we consider how we design transit networks, we have to consider how willing people are either to walk to service or wait to service.

Respondents overwhelmingly preferred to spend less time waiting and would be willing to walk further to do so.



By putting together what the data tells us about where transit would be in the most demand, where transit is the most needed, where it has the best potential to improve the lives of people, and how people value transit, we can then start envisioning a network that meets those needs going into the future.

3 Constrained Vision Concept

What is the Constrained Vision Concept?

The Constrained Vision Concept would create a network that improves upon the existing system—but is limited by cost. It assumes the creation of a new regional funding mechanism for transportation in the Charlottesville area. This new regional funding mechanism would provide a new transit funding resource for the region. This type of regional funding mechanism is new to Charlottesville, but is already in use elsewhere in Virginia. For example, the Central Virginia Transportation Authority (CVTA) provides new funding opportunities for transportation projects in the Richmond area. For the purposes of constructing a Constrained Vision Plan for the region, the study team discussed various potential assumptions with the Regional Transit Partnership and key stakeholders. Based on those conversations, the Constrained Vision Plan is built on the following financial assumptions:

- A regional funding framework similar to the CVTA in the Richmond region and most funding dedicated to the regional transit system. Using tax revenue sources (sales and fuels taxes) similar to the CVTA, the region could produce about \$26 million annually to support transit services.
- The new regional funding would supplant most existing local funding sources for transit, so that most local contributions to transit funding would no longer be needed. The primary downside to this assumption is that currently local governments contribute about \$8 million per year, collectively, to CAT and JAUNT. If regional funding mostly supplants this local funding, then the net new dollars available to increase transit service is only about \$18 million.

What Changes for the Entire Network?

In the Constrained Vision, we expanded the hours that every service operates on (or span of service). Most fixed-route services and several regional services in this concept will now run seven days a week. We've also maximized the amount of "all day" service—that is, service that runs consistently both during the morning and evening peak periods and during the middle of the day.

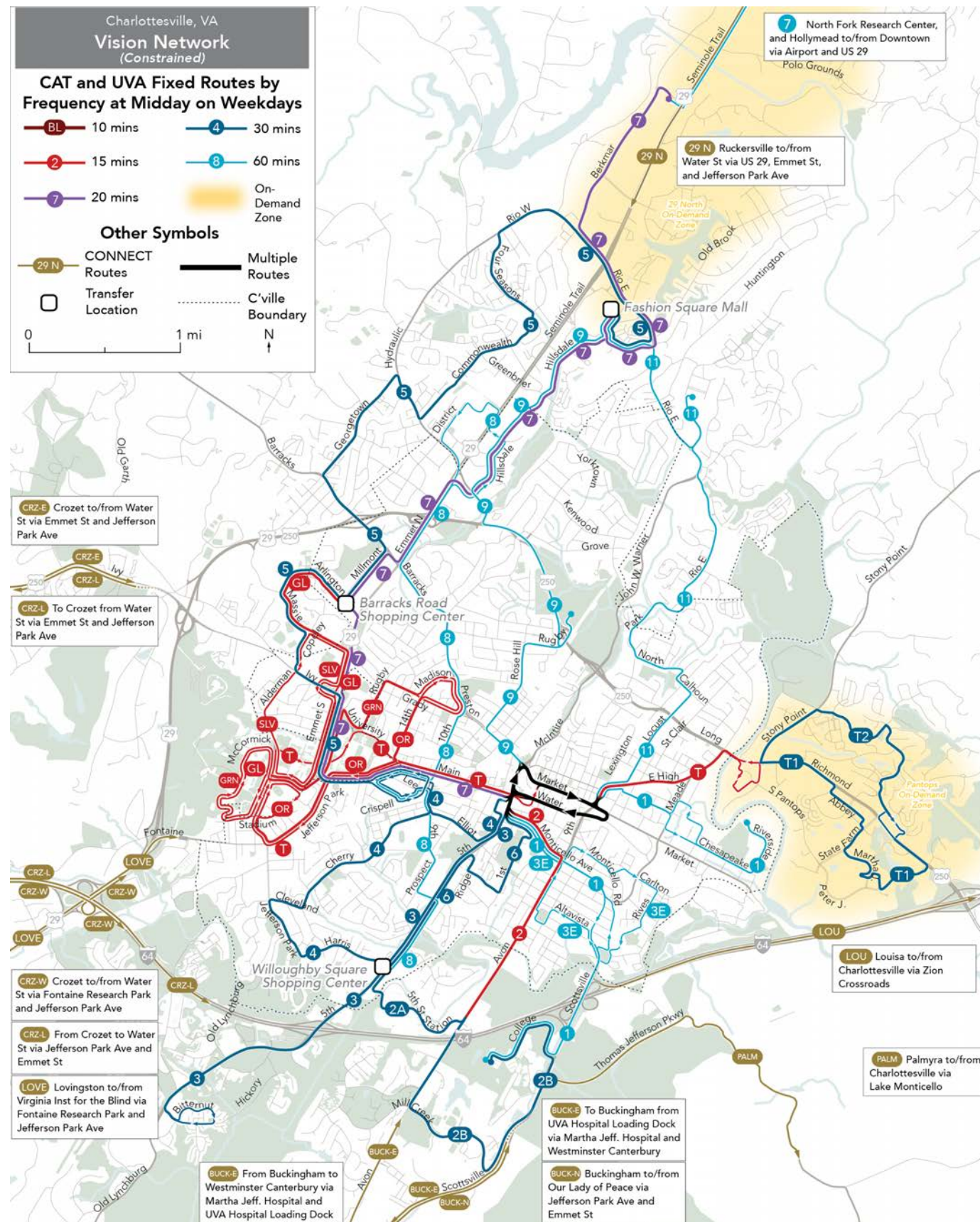
What Would It Cost?

Because a transit agency's costs can vary widely, we look at revenue hours as one way to determine how much transit service costs. Revenue hours are defined as each hour a vehicle spends running on the street, picking up and dropping off passengers. Revenue hours generally track with an agency's operating costs.

For services operated by CAT, the Constrained Vision would represent a 113% increase in the total amount of revenue hours compared to the existing service. For services operated by Jaunt (excluding ADA paratransit service), the Constrained Vision would represent a 154% increase in the total amount of revenue hours compared to the existing service. These figures only represent the cost of running the service and do not take into consideration any capital costs.

The next pages will show maps of the constrained network with commentary on changes made to the network as compared to the Baseline Network. Subsequent pages will discuss the changes in access, proximity, and span of service in the concept.

What is the Constrained Vision Concept?



What Changes in the Urban Network?

The urban network is largely based on the baseline network with some key changes to the network where they would be the most beneficial.

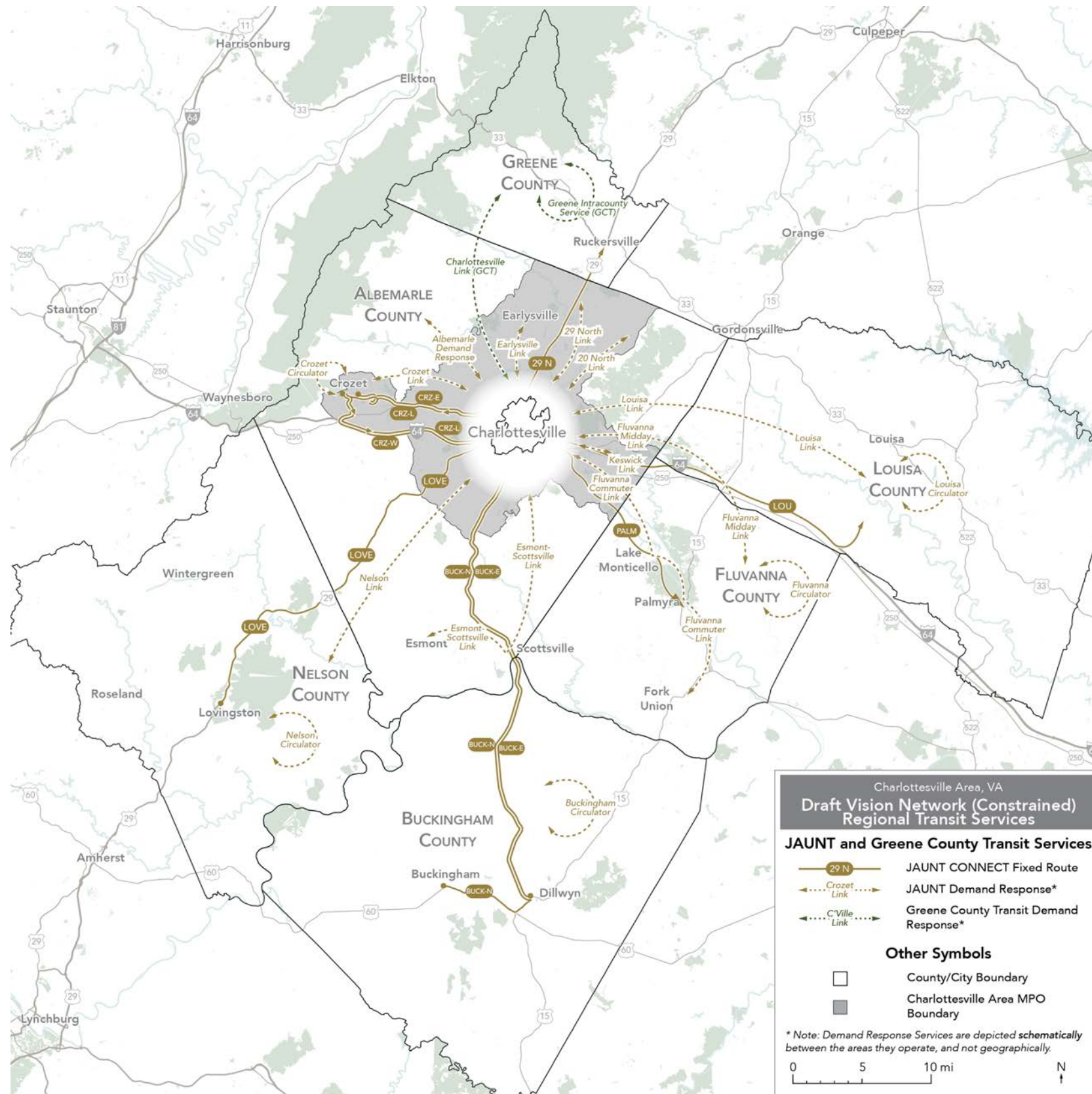
This includes improvements to the frequency on Route 7 to provide service every 20 minutes and enhancing service on the 2A and 2B to provide 15-minute frequencies along Avon Street. This concept would also extend the Trolley to Pantops and create two new branches of the trolley, greatly expanding transit service in Pantops.

The concept would provide hourly all-day service to the airport, UVA's North Fork Research Park, and Hollymead with an extended Route 7. This means that once an hour, one bus on the 7 will run between downtown Charlottesville and the North Fork Research Park.

We've assumed that the on-demand zones as proposed in the Albemarle Transit Expansion Study would be in place in this network.

No changes have been made in this scenario to routes currently operated by UVA.

Constrained Vision Concept - Regional



What Changes in the Regional Network?

The regional network in the Constrained Vision Concept looks similar to the Baseline Network in terms of the name and types of services, but the span (how many days and hours each service runs) and the number of trips changes.

CONNECT routes

All CONNECT routes would now run seven days a week and provide two additional trips a day compared to the Existing network. This concept would also create new CONNECT lines to Louisa and Palmyra. Changes made to the urban network would also enable the extension of the 29 North CONNECT from Hollymead all the way to Ruckersville.

Circulator services (intra-county)

Existing county-wide circulator services provided by Jaunt would be expanded in Nelson, Greene, Louisa, and Fluvanna counties, as well as an expansion of the Albemarle County rural demand response service. There would also be a new circulator service in Buckingham County. These services would now run all day, seven days a week, but would still require a reservation the night before.

Link services (intra-county to and from Charlottesville)

Link services connecting to Charlottesville and urban Albemarle County would be the same as in the existing network.

Changes to Regional Services

Because the Constrained Concept does not dramatically change the types of services operated outside the urban area (only how long a service is operational for during the day), proximity isn't a useful way to demonstrate the change in service. Instead, we visualize how the service has changed either by how many hours each service runs during the day (for Circulator services) or how many trips per day each service makes (for CONNECT services). The charts below demonstrate how the Constrained Concept affects regional services.

In the Constrained Concept, we have scaled up all Circulator services to operate seven days a week, from 6 am to 7 pm. We've also expanded CONNECT services by providing an additional 5 one-way trips (or 2.5 round-trips) for each service and have introduced services to Louisa and Palmyra. Link services (services from regional destinations to and from Charlottesville) remain similar to today.

Existing Regional Network								Constrained Regional Network							
Hours of Service per Jaunt service								Hours of Service per Jaunt service							
 High service (8+ hours/day) Moderate service (4-8 hours/day) Limited service (0-4 hours/day) No service								 High service (8+ hours/day) Moderate service (4-8 hours/day) Limited service (0-4 hours/day) No service							
Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Albemarle County Demand Response	10am-2pm	10am-2pm	10am-2pm	10am-2pm	10am-2pm			Albemarle County Rural Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Lovington Circulator	8am-4pm	8am-4pm						Lovington Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Fluvanna County Circulator	8:30am-4pm		8:30am-4pm		8:30am-4pm			Fluvanna County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Louisa County Circulator	6am-5pm	6am-5pm	6am-5pm	6am-5pm	6am-5pm			Louisa County Circulator	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm	6am-7pm
Greene County Circulator	8:30am-5pm	8:30am-5pm	8:30am-5pm	8:30am-5pm	8:30am-5pm			Greene County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm
Buckingham County (No Circulator)								Buckingham County Circulator	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm	7am-8pm

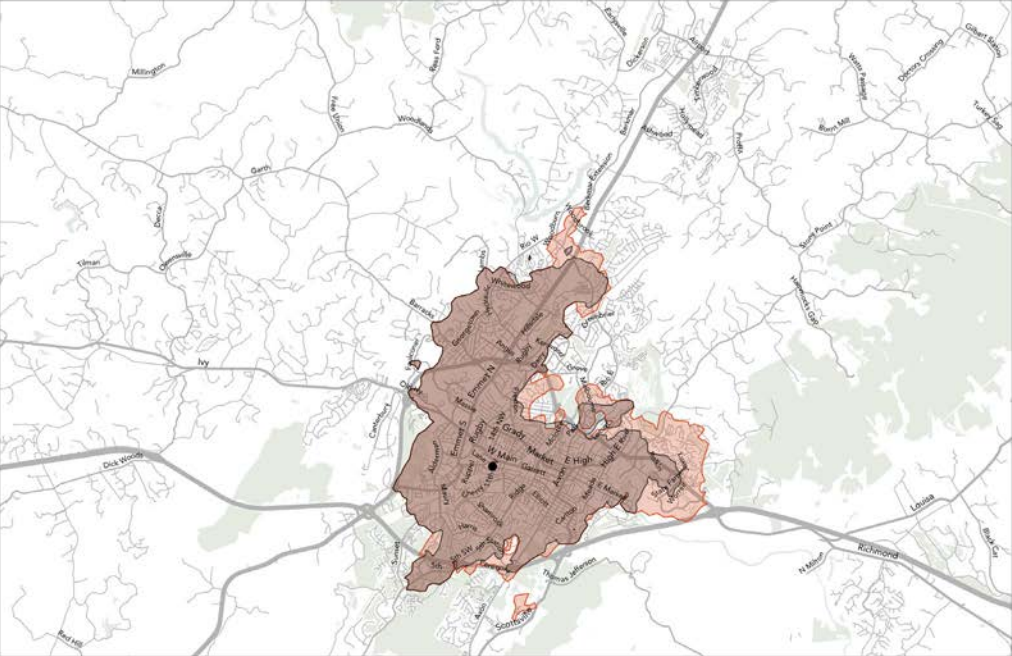
Existing Regional Network								Constrained Regional Network							
Trips per day per Jaunt CONNECT service								Trips per day per Jaunt CONNECT service							
 7+ trips per day 4-6 trips per day 1-3 trips per day No service								 7+ trips per day 4-6 trips per day 1-3 trips No service							
Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Service	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
CRZ-E Crozet East	7 trips	7 trips	7 trips	7 trips	7 trips			CRZ-E Crozet East	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips
CRZ-W Crozet West	7 trips	7 trips	7 trips	7 trips	7 trips			CRZ-W Crozet West	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips	12 trips
CRZ-L Crozet PM Loop	1 trip	1 trip	1 trip	1 trip	1 trip			CRZ-L Crozet PM Loop	6 trips	6 trips	6 trips	6 trips	6 trips	6 trips	6 trips
29N 29 North	6 trips	6 trips	6 trips	6 trips	6 trips			29N 29 North	11 trips	11 trips	11 trips	11 trips	11 trips	11 trips	11 trips
BUCK-E Buckingham East	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	BUCK-E Buckingham East	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips
BUCK -N Buckingham North	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	2 trips	BUCK-N Buckingham North	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips
LOVE Lovington	2 trips	2 trips	2 trips	2 trips	2 trips			LOVE Lovington	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips	7 trips
Palmyra								PALM Palmyra	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips
Louisa								LOU Louisa	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips	5 trips

Access in the Constrained Vision Concept

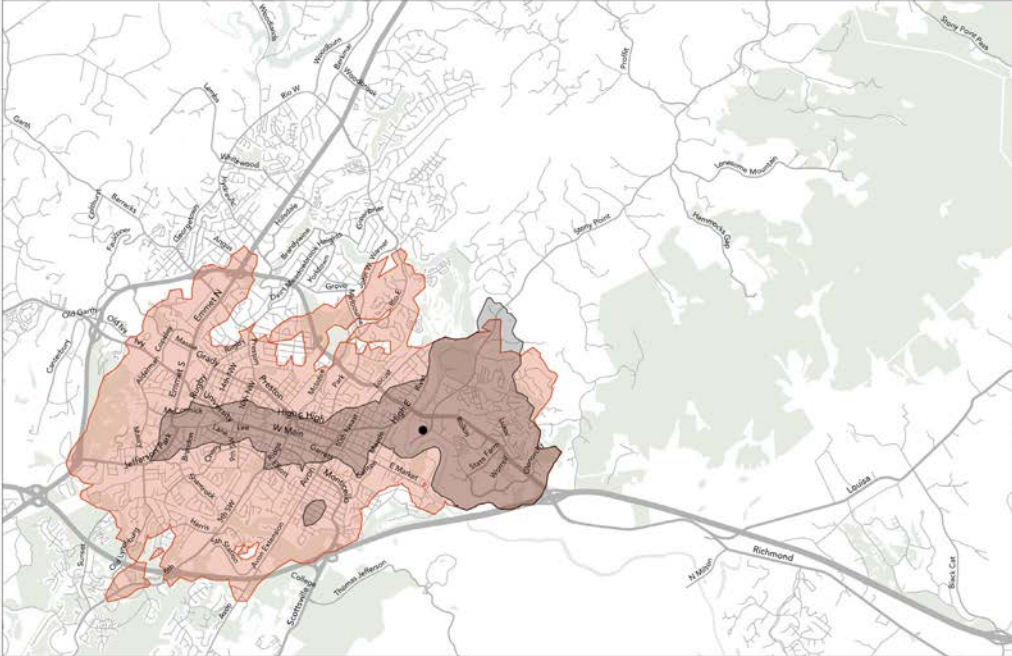
Isochrones

One way we visualize the usefulness of transit and how it connects people to places is with isochrones. Each isochrone shows how far you can go from a given location in a reasonable amount of time, as an area on a map. We can then calculate the number of people and jobs in this area

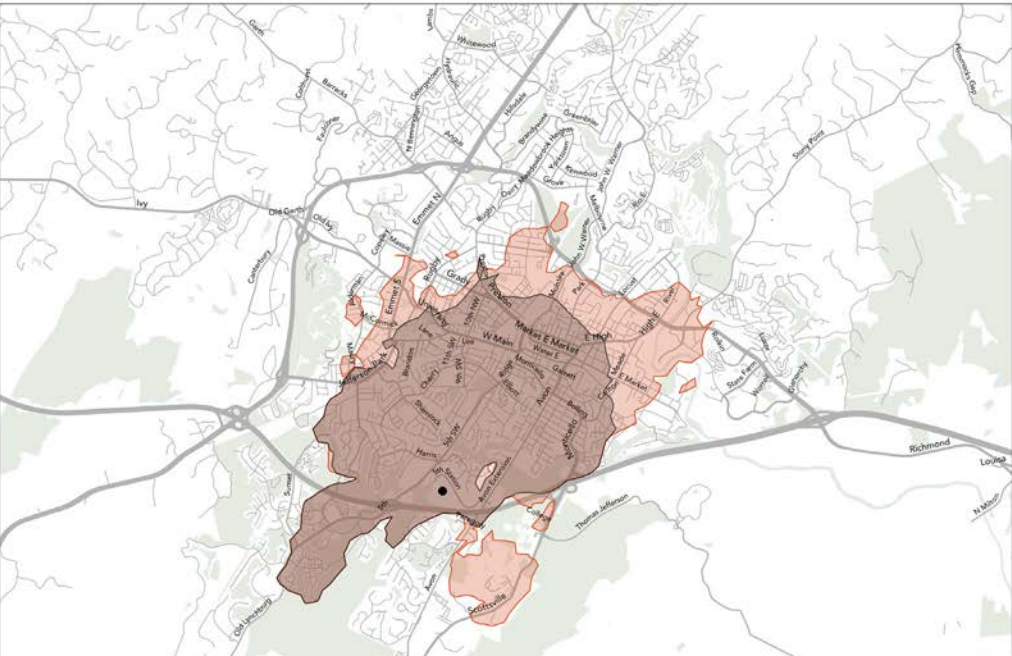
In the Constrained Vision, the places you can reach does increase from the Baseline Network, but not significantly in certain areas. Because the Constrained Vision is based on what is proposed to operate in 2022, **no one would be worse off** compared to baseline.



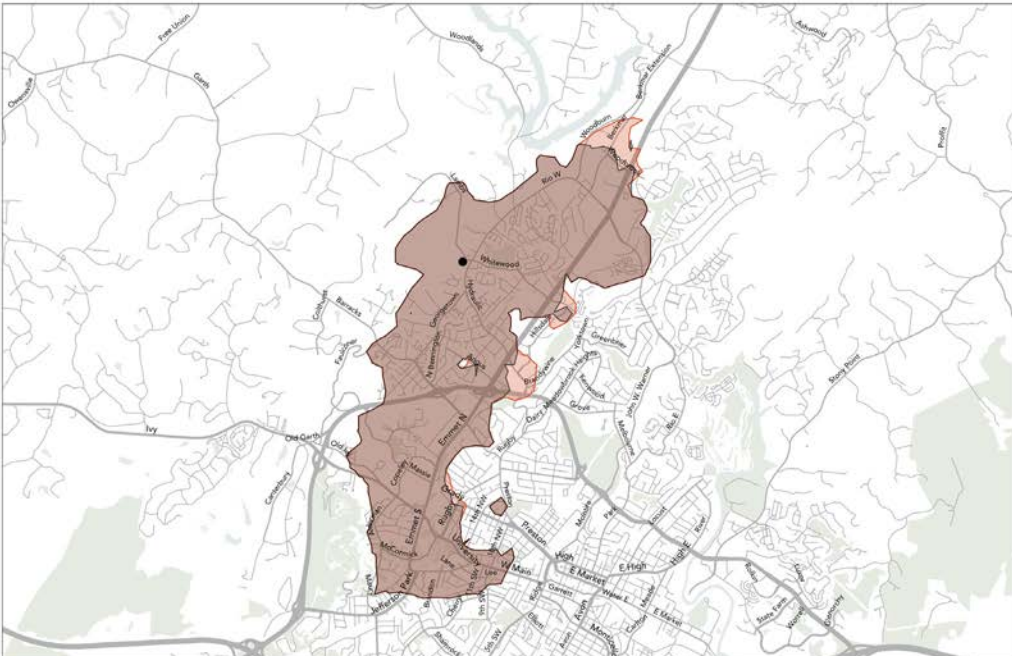
From
UVA Hospital
in the
**Constrained Vision
Network**
on weekdays at noon,
using transit, you can reach
62,400 **67,200**
Jobs **Residents**
in 60 minutes



From
Pantops Shopping Center
in the
**Constrained Vision
Network**
on weekdays at noon,
using transit, you can reach
44,600 **53,200**
Jobs **Residents**
in 60 minutes



From
5th Street Station
in the
**Constrained Vision
Network**
on weekdays at noon,
using transit, you can reach
37,500 **41,200**
Jobs **Residents**
in 60 minutes



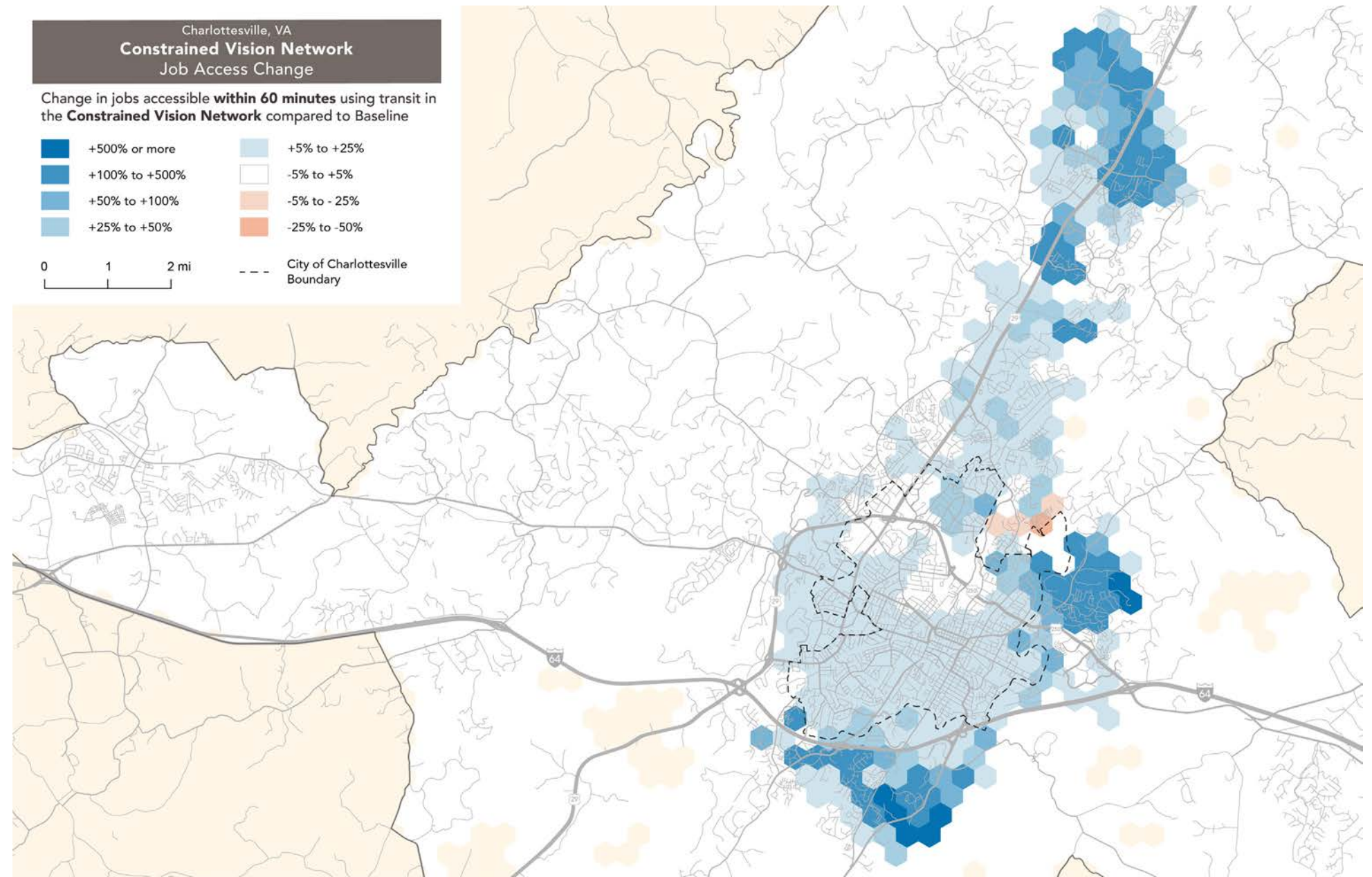
From
Albemarle High School
in the
**Constrained Vision
Network**
on weekdays at noon,
using transit, you can reach
36,300 **24,300**
Jobs **Residents**
in 60 minutes

Access to Jobs

A key measure of the usefulness of transit is how it connects people to employment. Job access is an indicator of both the work opportunities that can be reached by transit, and the businesses and services customers or clients could choose to travel to.

The map to the right shows the change in the number of jobs someone can reach by walking and transit in 60 minutes when comparing the Baseline and Constrained Vision Concept networks. Each hexagon on the map is shaded by the percentage increase or decrease in jobs reached.

In the Constrained Vision, most places see minor increases in access, with some areas to the south and in the north of the study area seeing more significant changes, largely due to increased frequencies. Note that as this concept was based on the Baseline Network, **no one would be worse off compared to Baseline** and any decreases are related to a lack of detail on timed transfers between routes.



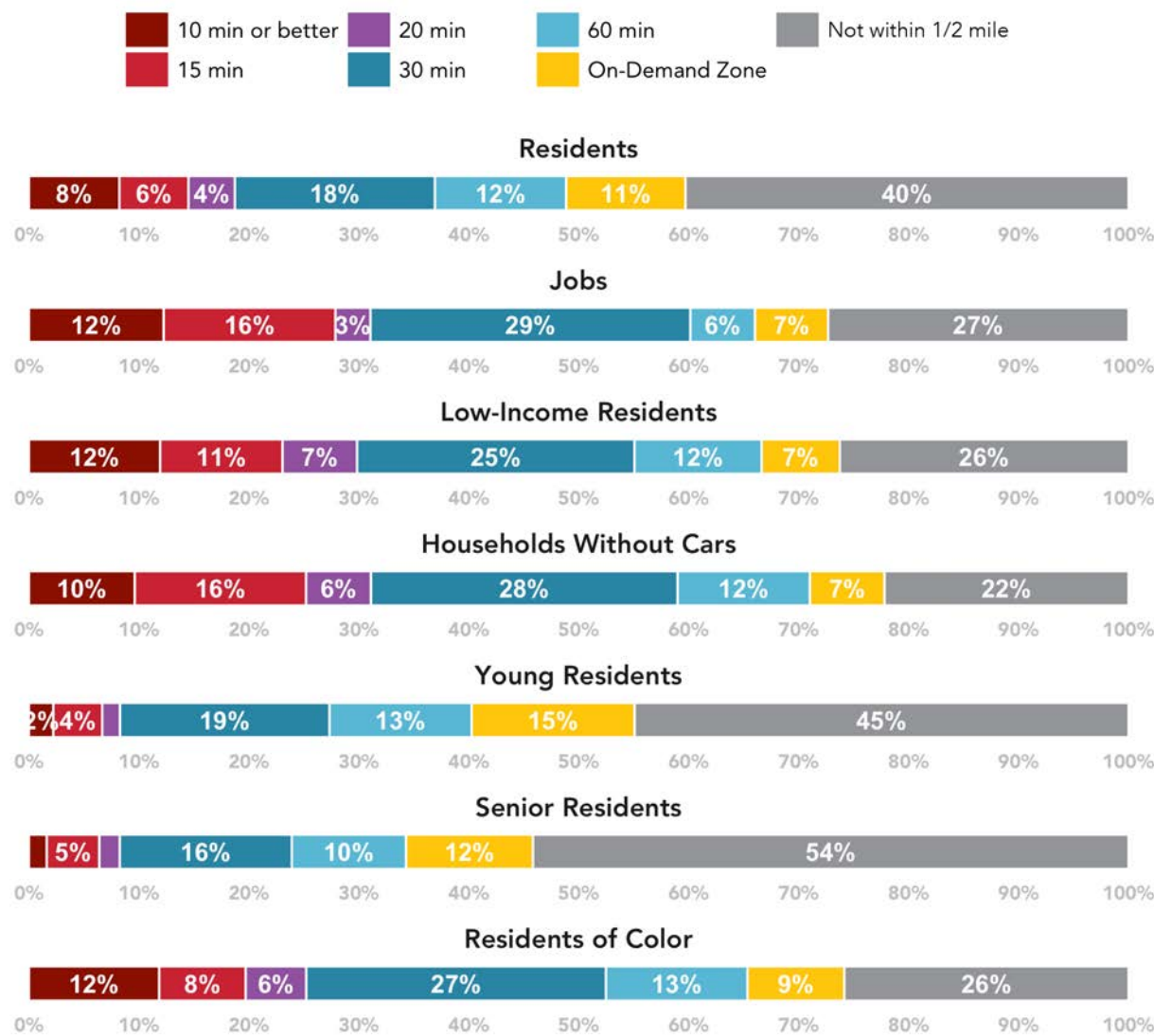
Proximity To Transit - Urban

If access measures the different places people can get to on transit, proximity measures how close people are to transit. We measure proximity as the number of people that are within a 1/2 mile to a stop on a route. Proximity is also a valuable measure for more rural/regional areas as the places one can walk to and from a transit stop are more spread out.

In the Constrained Vision, proximity to *higher-frequency transit (service that comes every 15 minutes or better)* is improved within Charlottesville and urban Albemarle County (noted here as the Charlottesville/Albemarle MPO), but *proximity to any transit* does not change, as the network has not significantly changed compared to baseline.

Proximity to Transit at Midday - Weekday

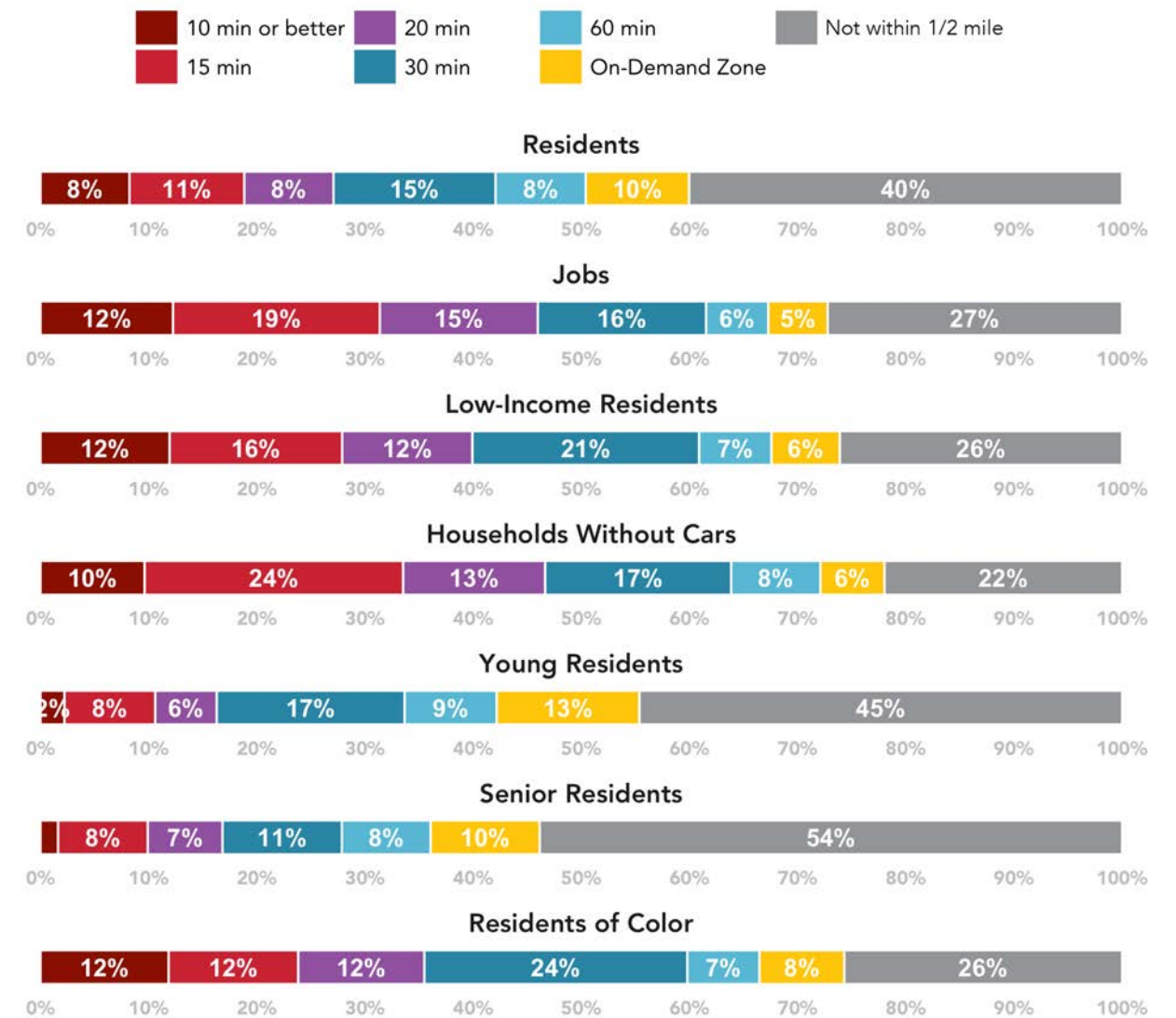
What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Baseline Network?



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Constrained Vision Network?



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

4 Unconstrained Vision Concept

What is the Unconstrained Vision Concept?

The Unconstrained Vision Concept is a fundamental rethink of transit service in the Charlottesville area. It imagines a future where the transit network is substantial enough to meet the key community goals around economic development, land use, housing affordability, climate, and other policy goals. In this sense, one could also call this the Policy Network, as it supports many community policies.

What Changes for the Entire Network?

In the Unconstrained Vision, we expanded the hours that every service operates on (or span of service) and the days that every service operates on. Every service in this concept will now run seven days a week. On weekdays, most services on both the urban and regional networks would run at minimum from 7 am to 8 pm, with some services running to midnight. We've also maximized the amount of "all day" service—that is, service that runs consistently both during the morning and evening peak periods and during the middle of the day.

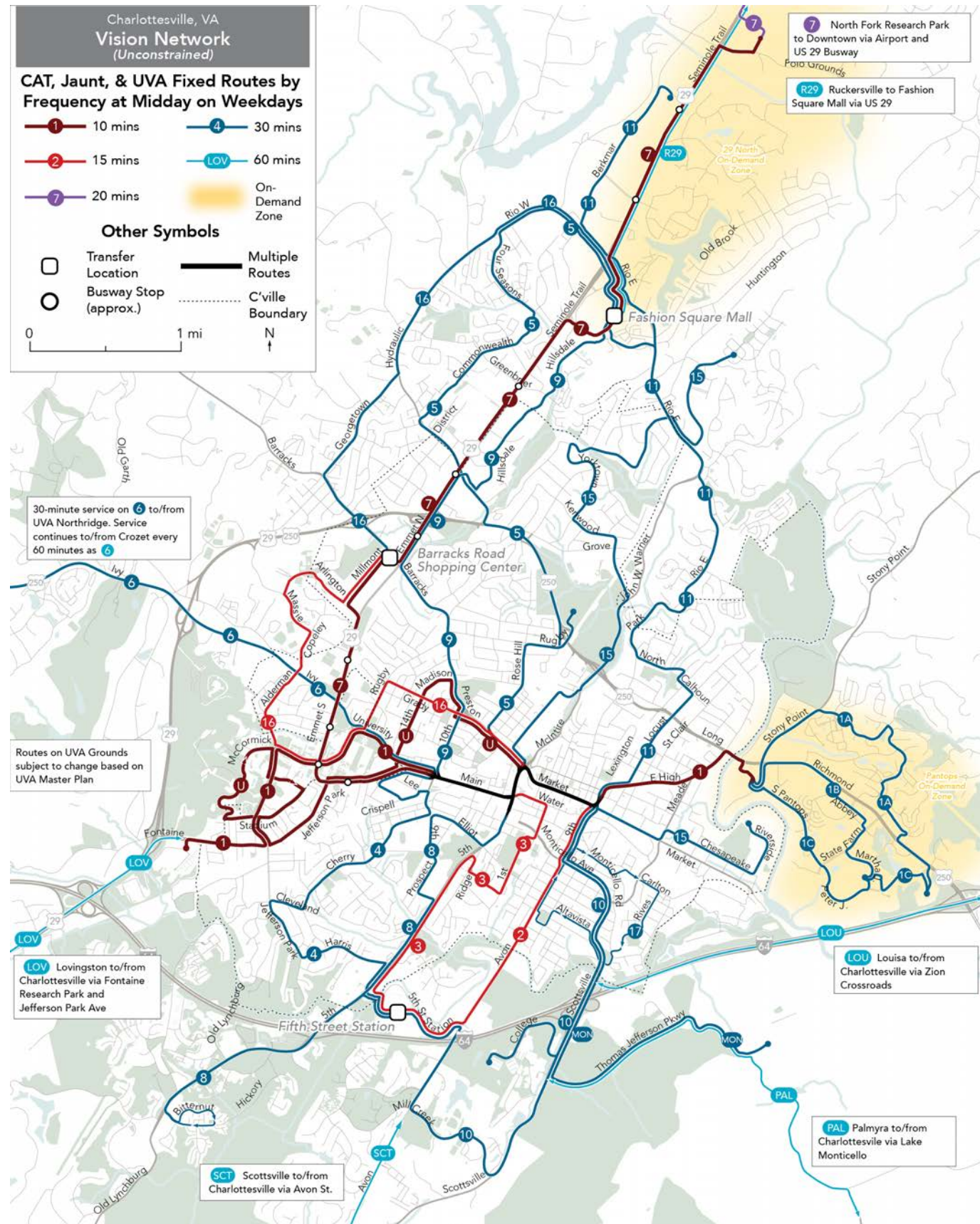
What Would It Cost?

Because a transit agency's costs can vary widely, we look at revenue hours as one way to determine how much transit service costs. Revenue hours are defined as each hour a vehicle spends running on the street, picking up and dropping off passengers. Revenue hours generally track with an agency's operating costs.

For services operated by CAT, the Unconstrained Vision would represent a 310% increase in the total amount of revenue hours as compared to the existing service. For services operated by Jaunt (excluding ADA paratransit service), the Unconstrained Vision would represent a 704% increase in the total amount of revenue hours as compared to the existing service. These figures are for operations only and would exclude any capital cost.

The next pages will show maps of the constrained network with commentary on changes made to the network as compared to the Baseline Network. Subsequent pages will discuss the changes in access, proximity, and span of service in the concept.

Unconstrained Vision Concept - Urban



What Changes for Urban Services?

High-Frequency Routes and Corridors

We've introduced a network of high-frequency corridors with several routes that run every 15 minutes or more during the day, seven days a week. These high-frequency routes include:

- A new Route 1 (formerly the Trolley), connecting Fontaine Research Park, UVA, UVA Hospital, Downtown Charlottesville, and Pantops;
- Routes 2 and 3, converging at Fifth Street Station, connecting Avon Street (on Route 2) Fifth Street and Crescent Hall (on Route 3)
- Route 16 between Barracks Road and Downtown Charlottesville, connecting with the North Grounds of UVA, and
- Route 7, connecting the US-29 Corridor via Fashion Square Mall, Barracks Road, UVA, UVA Hospital, and Downtown,

Route 7 is unique as it will be part of a Bus Rapid Transit (BRT) corridor along US-29. This BRT corridor would provide a higher level of transit service and priority for buses travelling along the corridor. The investment in higher speeds on this corridor reflects its importance in the overall network, and that this corridor is much longer than others in the region, and therefore speed of service is important to improving access.

The rest of the fixed-route network in Charlottesville and urban Albemarle County would operate at 30-minute frequencies during the day.

More Routes to New Places

This network would also provide all-day service to the airport, UVA's North Fork Research Park, and Hollymead every 20 minutes. In addition, new hourly services to and from regional destinations would improve connectivity between Charlottesville proper and the rest of the area.

Key Transfer Locations

Four points would enable transfers between services: a redeveloped Fashion Square Mall, Barracks Road Shopping Center, Fifth Street Station, and a new facility near Market Street in downtown.

UTS and Services Through UVA

In the Unconstrained Vision, service in and around UVA's main campus and satellite facilities is bolstered by fixed-route transit. Thus, UVA has the opportunity to reallocate its service hours into the U route as shown in this concept that complements the rest of the transit network and provides connectivity that is similar to some of the existing UTS routes. As UVA is concurrently preparing its Master Plan, which will inform future directions on land use and mobility corridors, routes travelling through UVA are subject to change.

What is Bus Rapid Transit?

A Higher Standard of Transit

Bus rapid transit, or BRT, is a type of transit service where buses have priority over general traffic through a set of measures like dedicated lanes, queue jump lanes, and signal priority. Often these measures are paired with wider stop spacing to increase the average speed of service. When done properly, and with frequent service, bus rapid transit can provide many of the benefits of rail transit, namely higher capacity, higher speed, and improved customer experience, with more flexibility.

What Does Good BRT Look Like?

High-Quality Operations

Bus rapid transit services are often on routes with high ridership or passenger demand. Therefore, the quality of service along the route should be high as well. This often means running a service that is available at least every 15 minutes, seven days a week, from morning to evening. At this level of service, there's no need to consult a schedule or timetable - a bus will be there soon.

BRT services often have widely-spaced stops compared to traditional bus services. Stops are often spaced every 1/2 mile, while vehicles on conventional bus services may stop as often as every 1/4 mile or less.

Transit Priority

Transit priority is what helps bring many of the benefits of bus rapid transit. There are many interventions that can be implemented along a BRT corridor, especially at intersections, to improve transit speed and reliability. **Without transit priority measures, a bus rapid transit line risks being delayed by traffic and cannot be considered "rapid"**. Transit priority can consist of:

- **Dedicated lanes**, either in the center of the road (median) or on the sides of the road next to the curb;
- **Signal priority** at intersections, including but not limited to: dedicated lights for transit vehicles, early or extended green signals triggered by transit vehicles; and/or
- Physical measures like **queue jumps**, which allow transit vehicles to get a "head start" at intersections.

Any number of these priority measures can and should be implemented along a BRT corridor or route, often with specific interventions at certain areas (like dedicated lanes in an area more likely to be congested).



An example of dedicated transit lanes in suburban Toronto, Canada.

Amenities For Improved Efficiency and Passenger Experience

BRT systems often include a higher set of passenger amenities compared to the conventional bus network. These amenities both improve the customer experience, and may improve the speed and reliability of service. These amenities often include:

- **Distinct stops or stations** with shelters, real-time passenger information displays, ample seating, and other high quality amenities;
- **All-door boarding**, with off-board fare payment and proof of payment, enabling passengers to buy a ticket in advance and board at any door, reducing the time spent at a stop;
- **Level boarding** at stops and stations, which enables passengers to board faster and improves the accessibility for passengers travelling with strollers, wheelchairs, or other mobility devices;
- **Distinctly-branded vehicles**, often with special seating layouts, dedicated spaces for bicycles, or other amenities.

Connectivity With Other Modes

High-quality transit like BRT should connect easily with other modes of travel. At BRT stations, there are often ample sidewalks

and crosswalks connecting to those sidewalks. As part of a broader transit network, BRT should also enable connections to other routes and can serve as a "backbone" for the rest of the transit network.

Where is BRT?

Bus rapid transit is being used by cities around the US and the world to provide higher-quality transit service. In Virginia, the most notable examples are GRTC's Pulse line in Richmond and the Metroway corridor in Arlington and Alexandria.



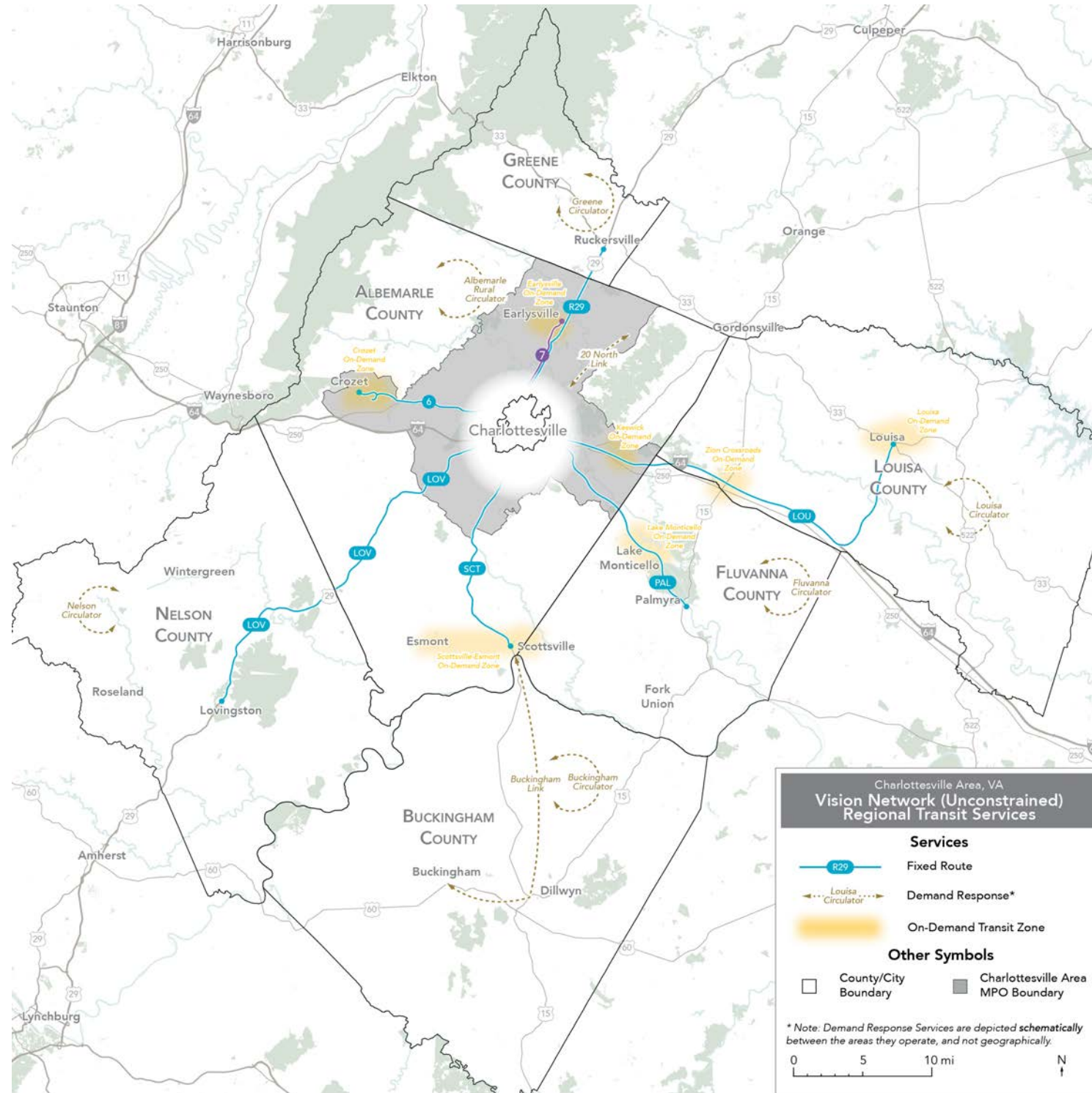
GRTC's Pulse line, showing some of the features of BRT like dedicated stops, dedicated lanes, distinct buses, and improved pedestrian access.

What could BRT look like in Charlottesville?

Given the importance of US-29 to the region and its long and continuously developed path, the Unconstrained Vision includes BRT from downtown through UVA to Fashion Square Mall and onward to the airport. Service would be operated by Route 7 every 10 minutes at midday along the core of the route from downtown to Brookhill with 20 minute service north to the airport.

The region has choices into the level of investment it wants to put to transit along US-29. A BRT service along US-29 with a high level of transit priority and a high quality of delivered service would improve access in the region, both directly along its route and throughout the rest of the network.

Unconstrained Vision Concept - Regional



What Changes for Regional Services?

New All-Day Fixed Routes

There would be six new fixed-route services operating seven days a week between Charlottesville and these destinations:

- Crozet
- Scottsville
- Lovingston
- Palmyra
- Louisa
- Ruckersville

These services would largely replace the CONNECT services provided by Jaunt in the baseline network and the Constrained Concept.

New On-Demand Zones

Fixed-route services services would be complemented by seven new on-demand transit zones, enabling people within these zones to book a ride on the same day and travel within the zone or connect to a fixed-route service. These zones would be in:

- Crozet
- Esmont and Scottsville
- Lake Monticello
- Zion Crossroads
- the town of Louisa
- Earlysville (with connections to Hollymead)
- Keswick (with connections to Pantops)

Enhanced Circulator Services

Finally, existing county-wide circulator services provided by Jaunt would be expanded in Nelson, Greene, Louisa, and Fluvanna counties, as well as rural Albemarle County. There would also be a new circulator service in Buckingham County. These services would now run all day, seven days a week, but would still require a reservation the night before.

Proximity in the Unconstrained Vision Concept

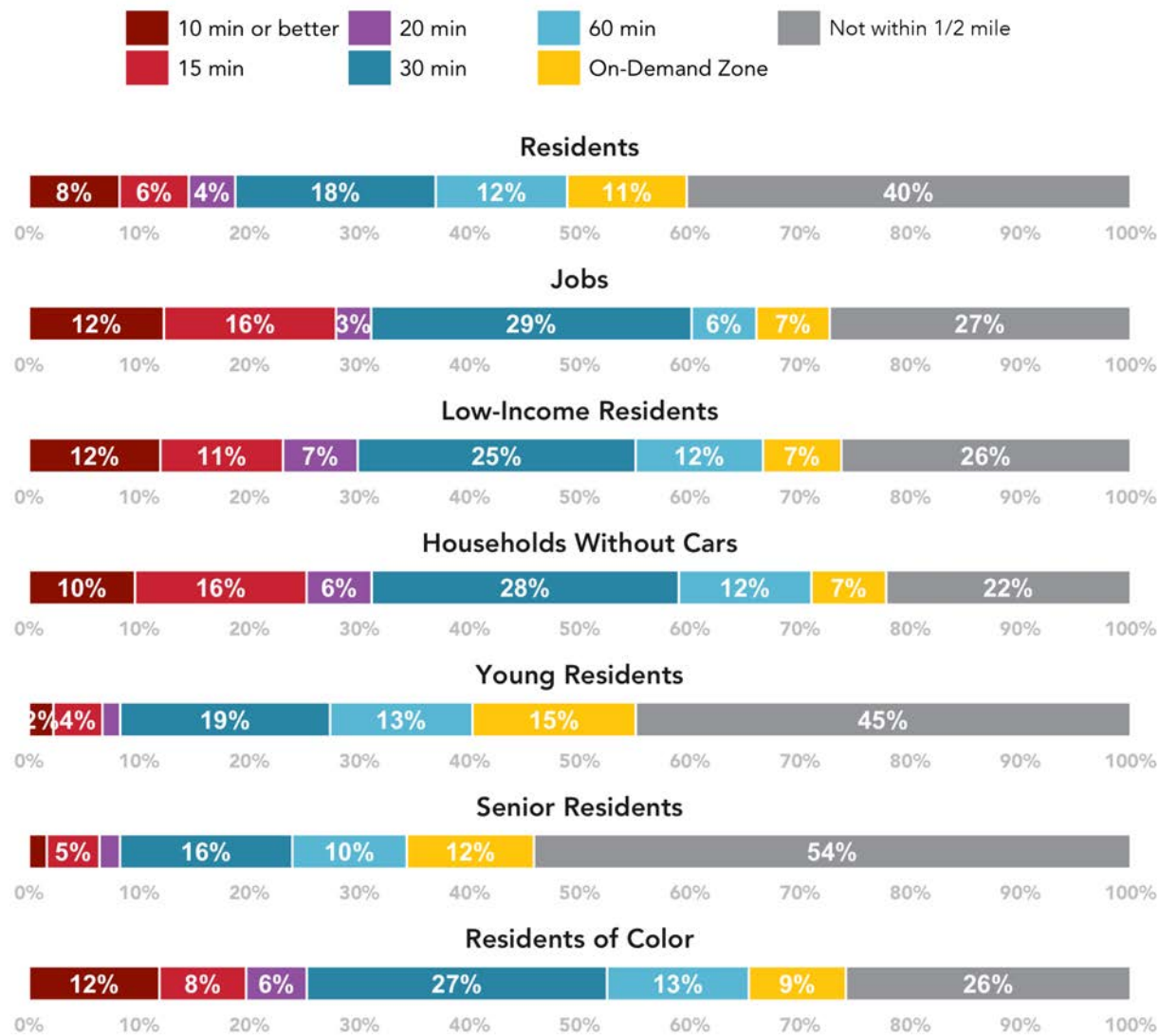
Proximity To Transit - Urban

If access measures the different places people can get to on transit, proximity measures how close people are to transit. We measure proximity as the number of people that are within a 1/2 mile to a stop on a route. Proximity is also a valuable measure for more rural/regional areas as the places one can walk to and from a transit stop are more spread out.

In the Unconstrained Vision, both proximity to higher-frequency transit (service that comes every 15 minutes or better) and proximity to any transit is improved within Charlottesville and urban Albemarle County (noted here as the Charlottesville/Albemarle MPO). More groups of people are now served by transit and especially by high-frequency transit.

Proximity to Transit at Midday - Weekday

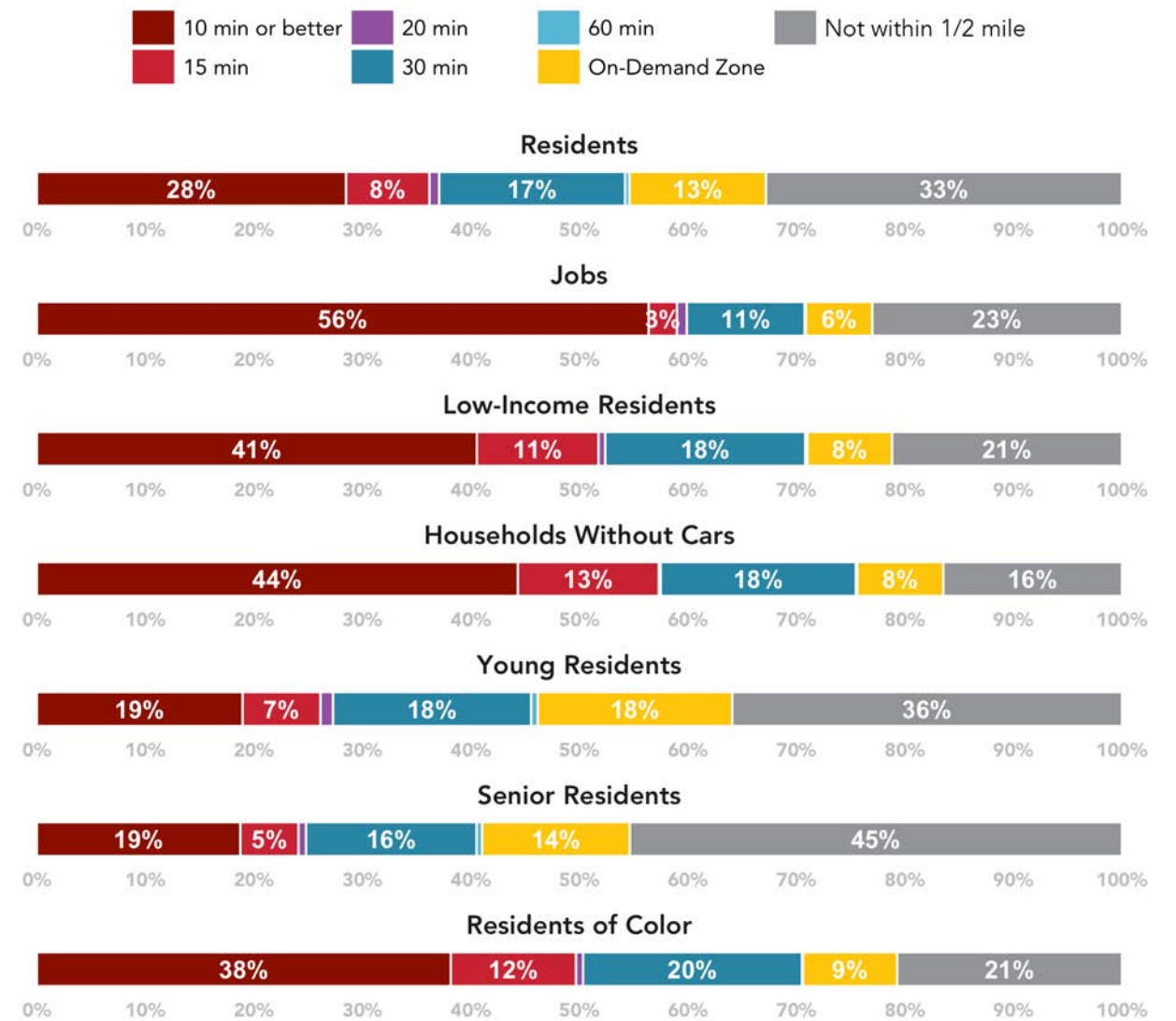
What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Baseline Network?



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Proximity to Transit at Midday - Weekday

What percentage of each group in Charlottesville/Albemarle MPO is near transit in the Unconstrained Vision Network?



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Proximity To Transit - Regional

In the Unconstrained Vision, proximity to transit is also improved in the rest of the Charlottesville region.

In these charts, we only show residents and jobs as our analysis is based on block groups and block groups are not fine-grained enough in rural areas to allow for any significantly useful demographic measures.

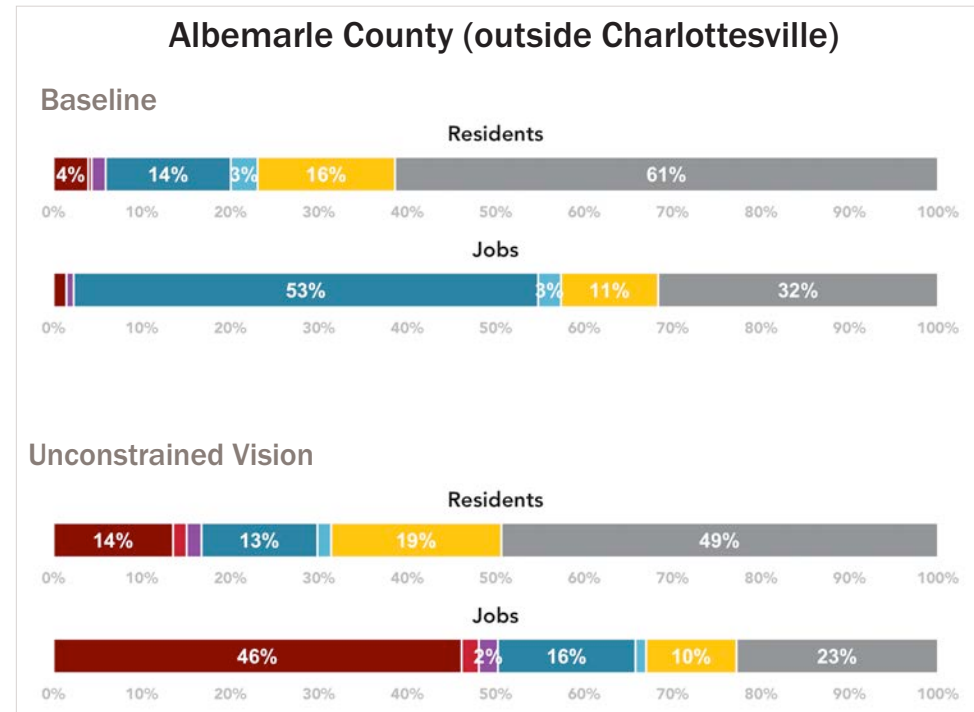
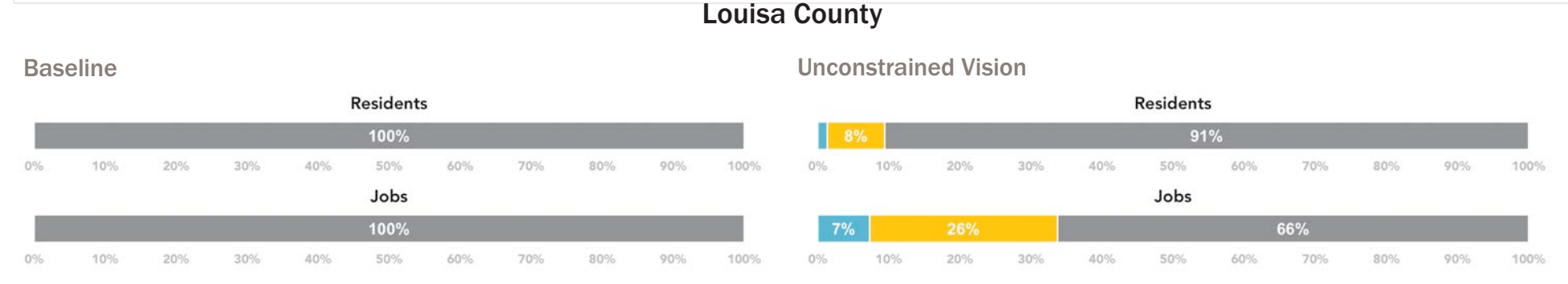
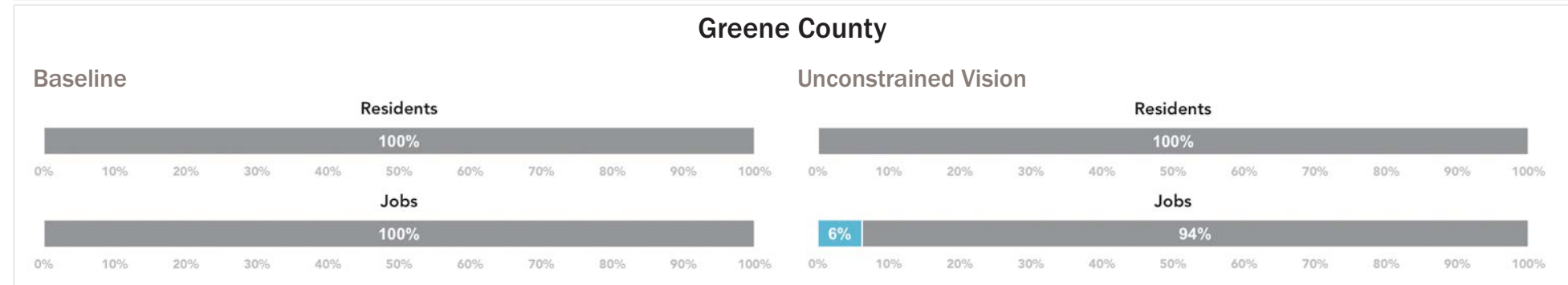
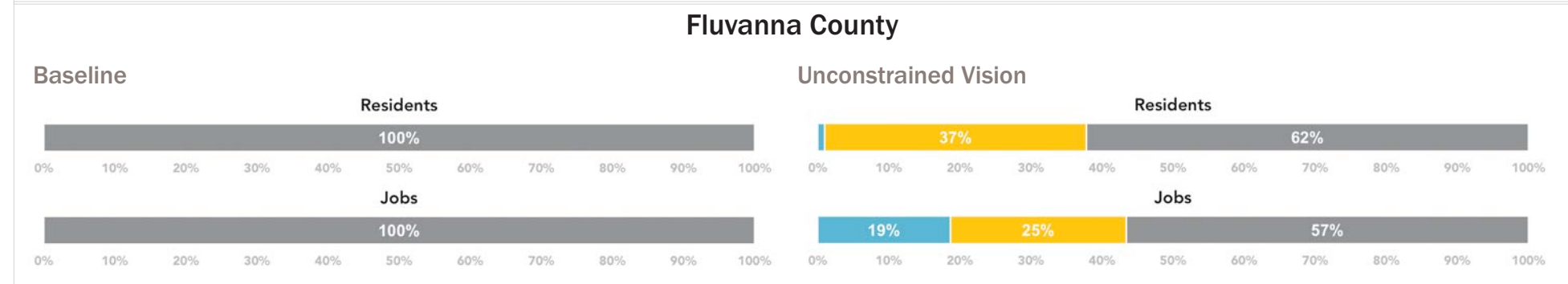
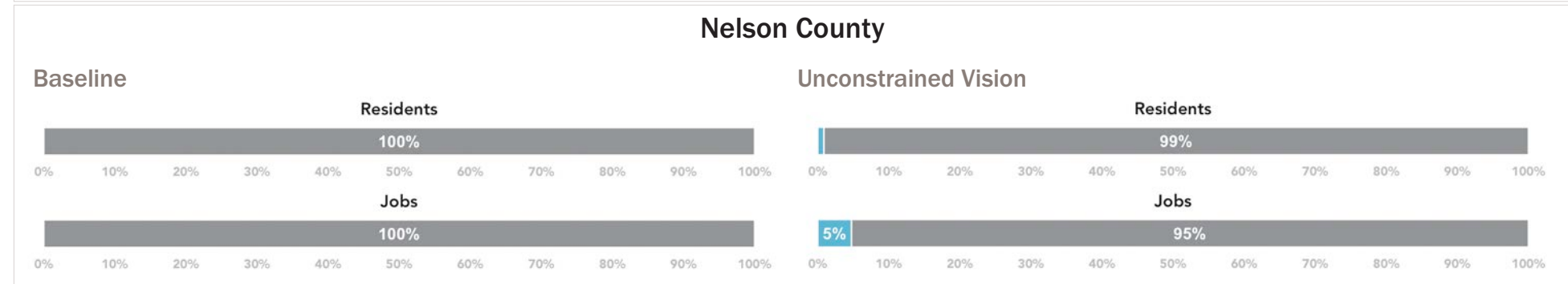
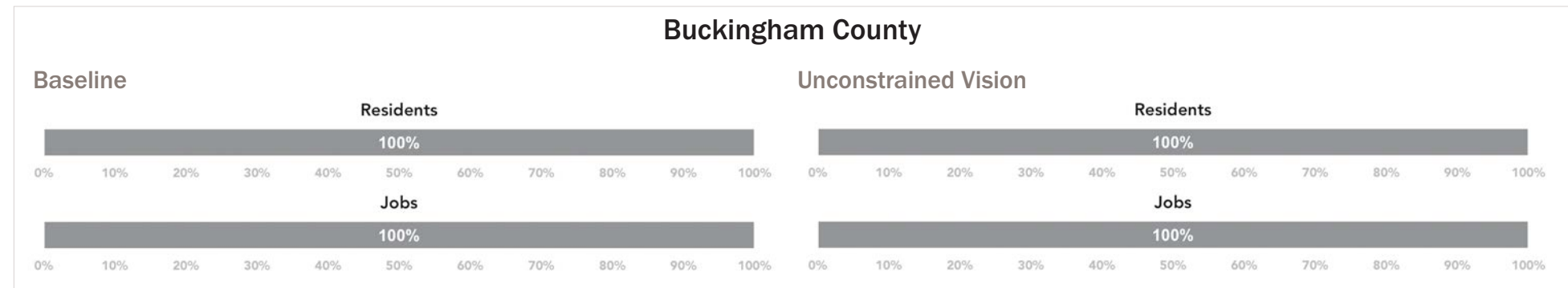
Legend



Notes

Proximity is measured as being located within 1/2 mile of a bus stop or within 1/2 mile of potential on-demand service. Proximity is measured on the midday of the week.

*24-Hour Reservation service indicates a service similar to the Jant Link or Circulator services today. Riders must call the day before to schedule service.



Proximity To Transit - Regional

In the Unconstrained Vision, proximity to transit improves in the rest of the Charlottesville region.

In these charts, we only show residents and jobs as our analysis is based on block groups and block groups are not fine-grained enough in rural areas to allow for any significantly useful demographic measures.

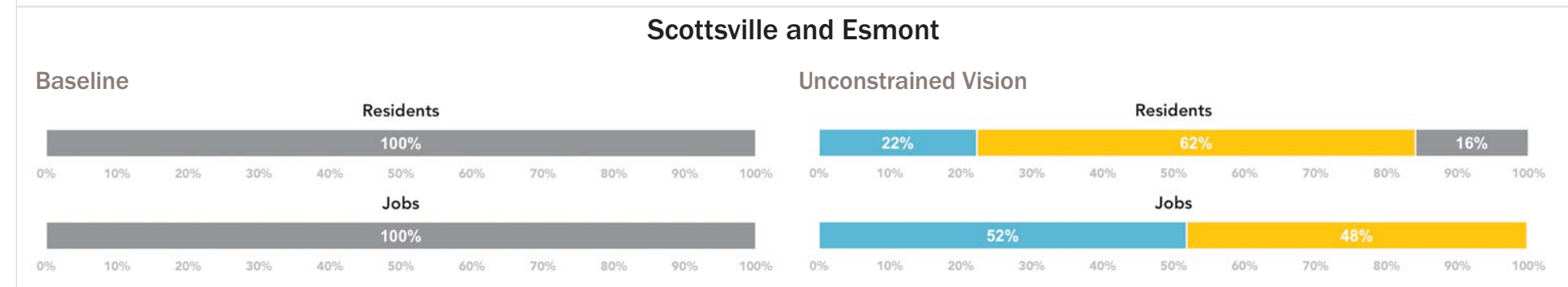
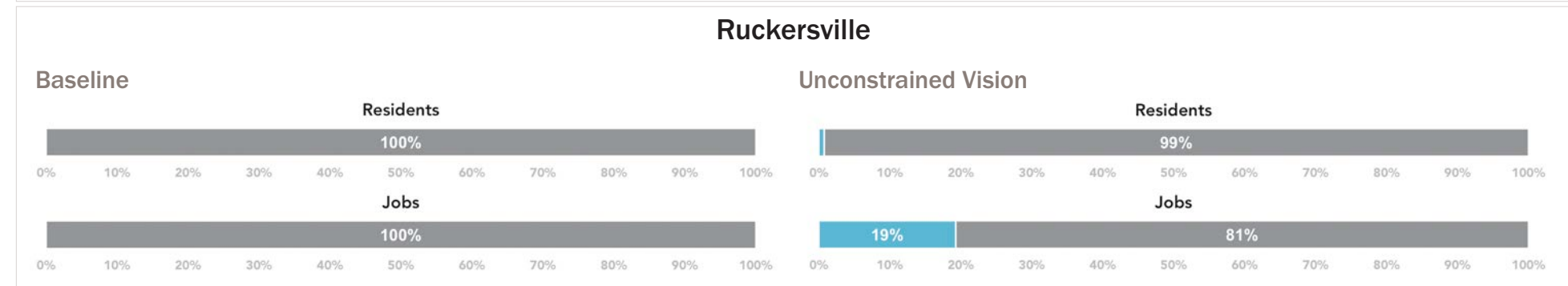
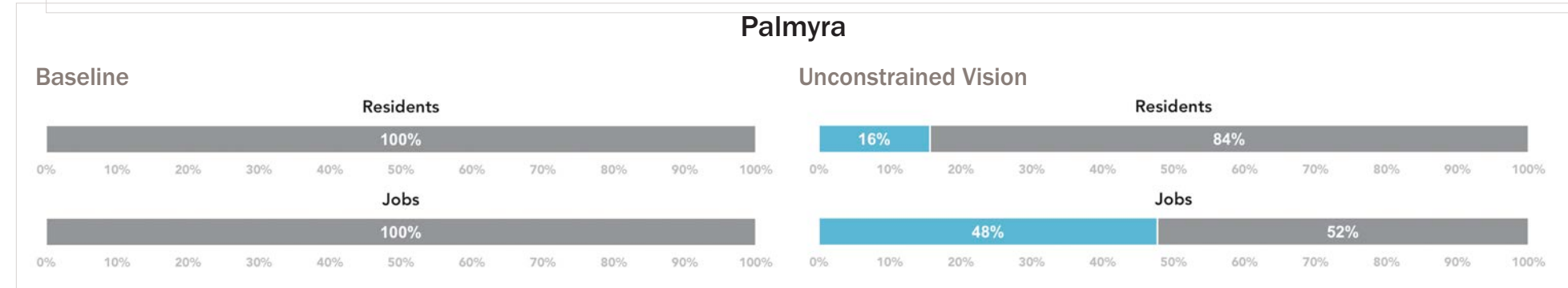
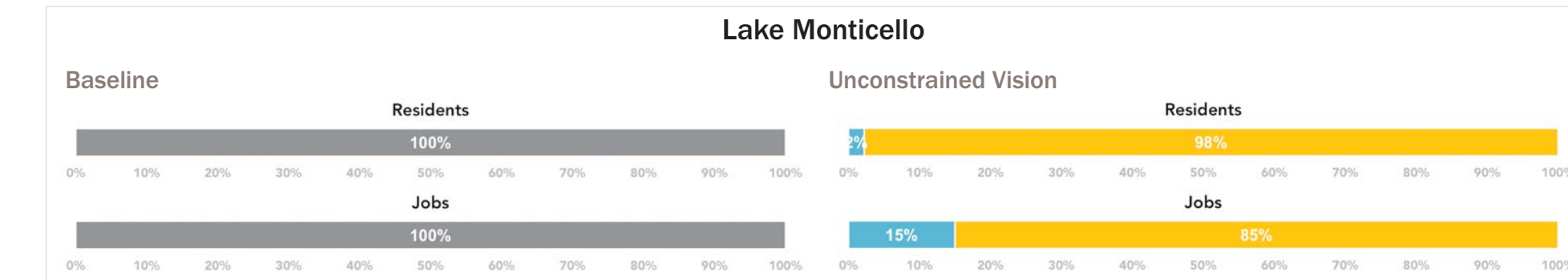
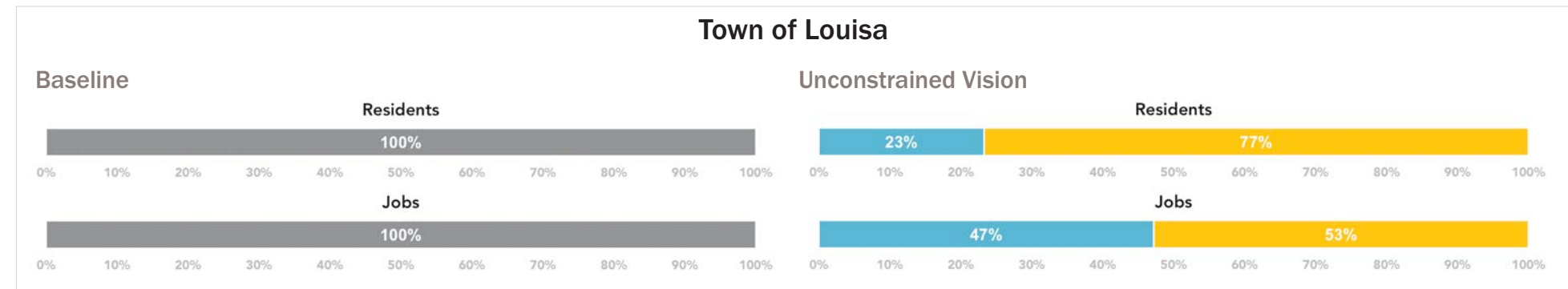
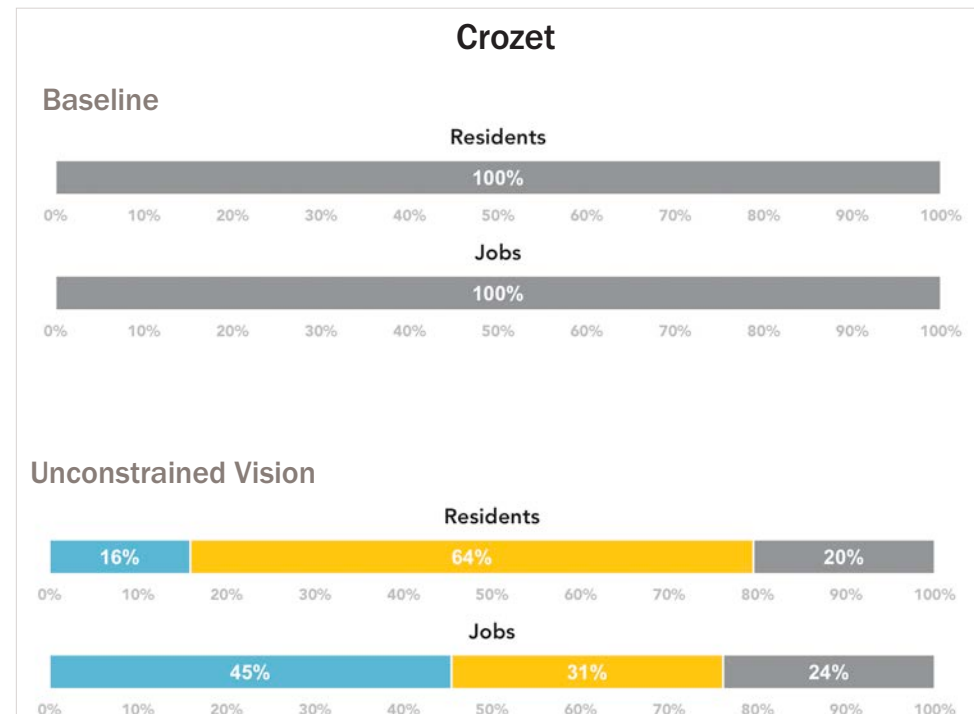
Legend



Notes

Proximity is measured as being located within 1/2 mile of a bus stop or within 1/2 mile of potential on-demand service. Proximity is measured on the midday of the week.

*24-Hour Reservation service indicates a service similar to the Jaunt Link or Circulator services today. Riders must call the day before to schedule service.

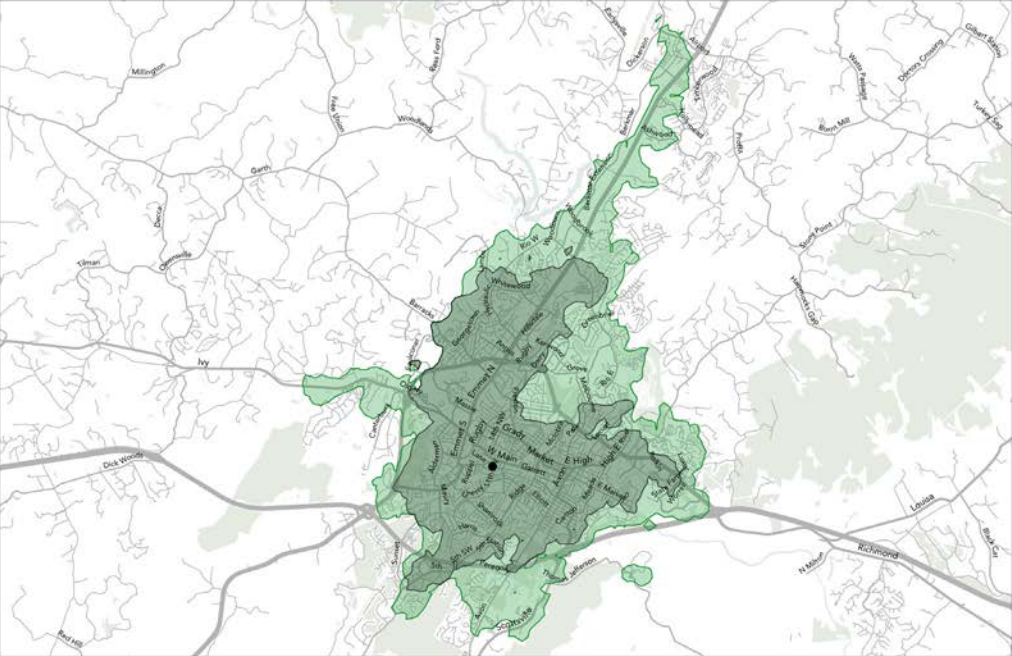


Access in the Unconstrained Vision Concept

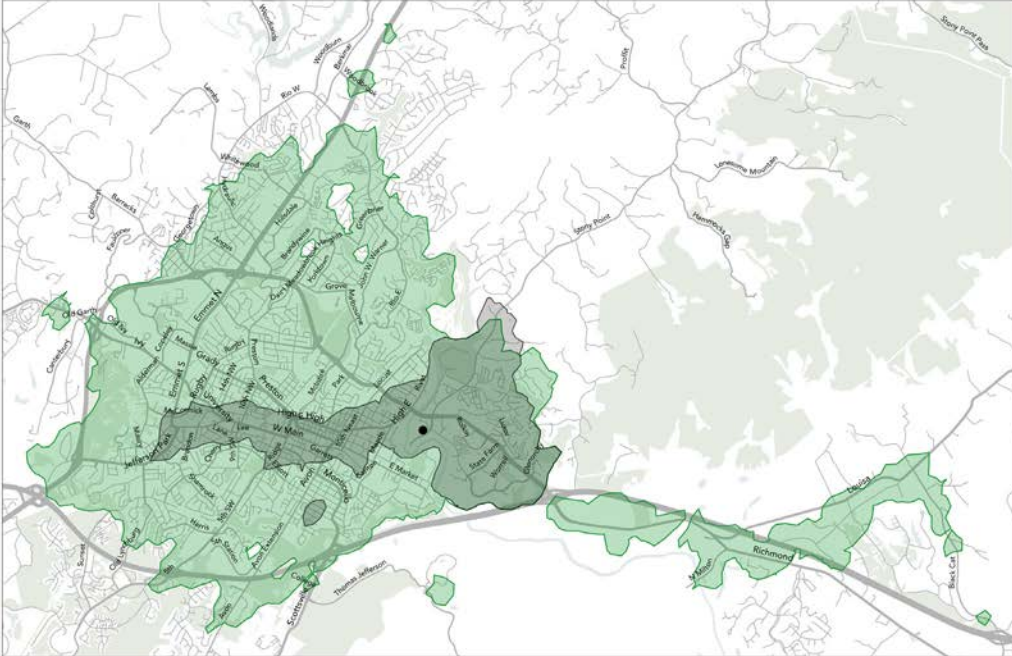
Isochrones

One way we visualize the usefulness of transit and how it connects people to places is with isochrones. Each isochrone shows how far you can go from a given location in a reasonable amount of time, as an area on a map. We can then calculate the number of people and jobs in this area

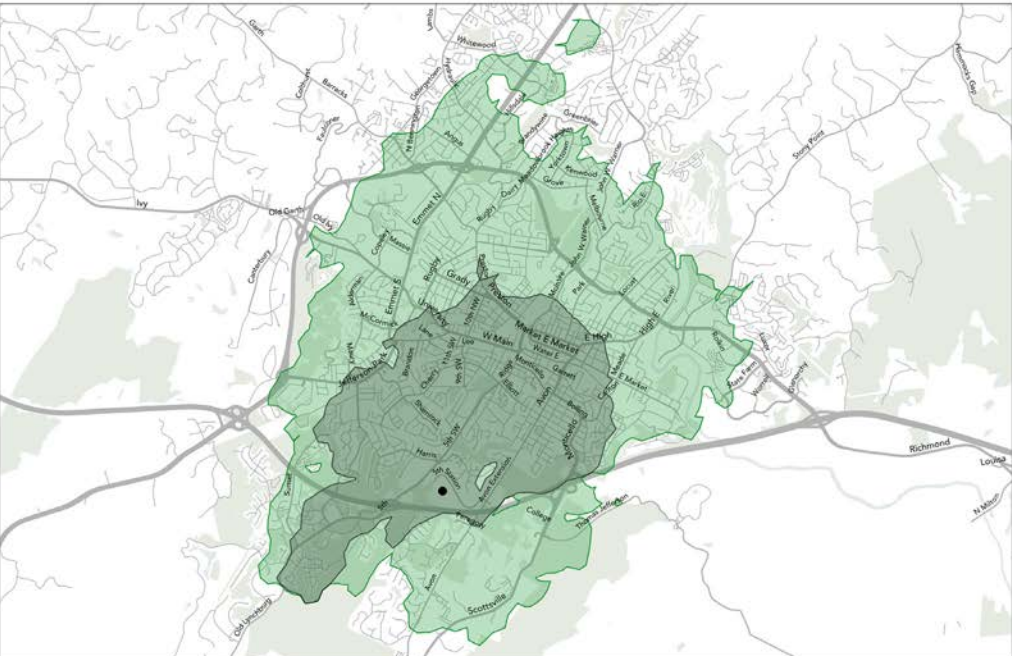
In the Unconstrained Vision, the places you can reach change dramatically from the Baseline Network, in large part due to high-frequency routes that make connecting to other places faster and more reliable.



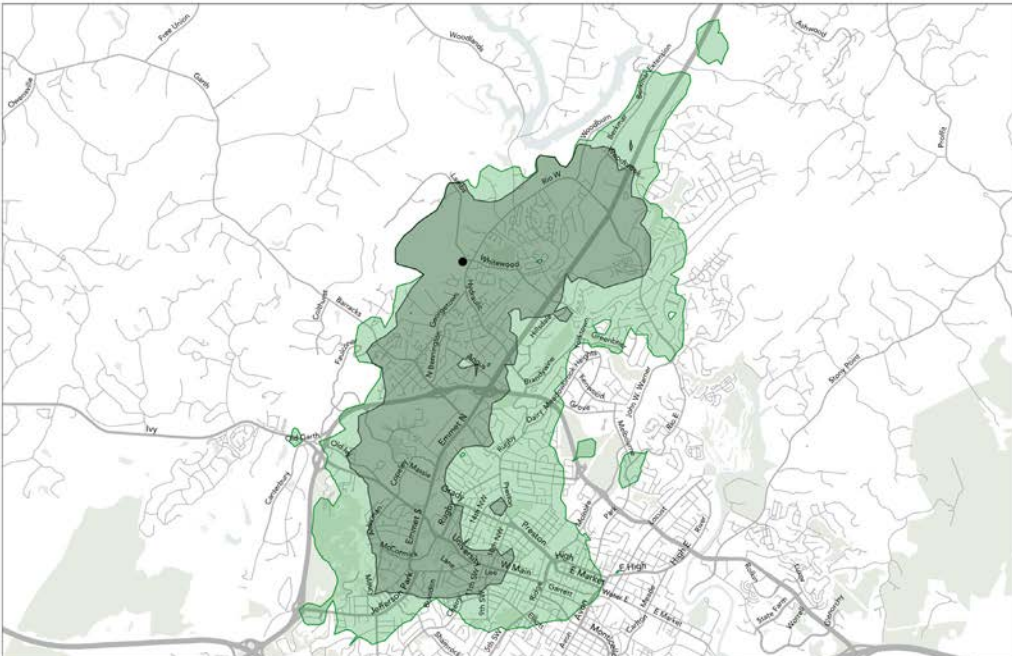
From
UVA Hospital
in the
Unconstrained Vision Network
on weekdays at noon,
using transit, you can reach
76,500 **82,900**
Jobs **Residents**
in 60 minutes



From
Pantops Shopping Center
in the
Unconstrained Vision Network
on weekdays at noon,
using transit, you can reach
56,900 **70,500**
Jobs **Residents**
in 60 minutes



From
5th Street Station
in the
Unconstrained Vision Network
on weekdays at noon,
using transit, you can reach
51,300 **66,600**
Jobs **Residents**
in 60 minutes



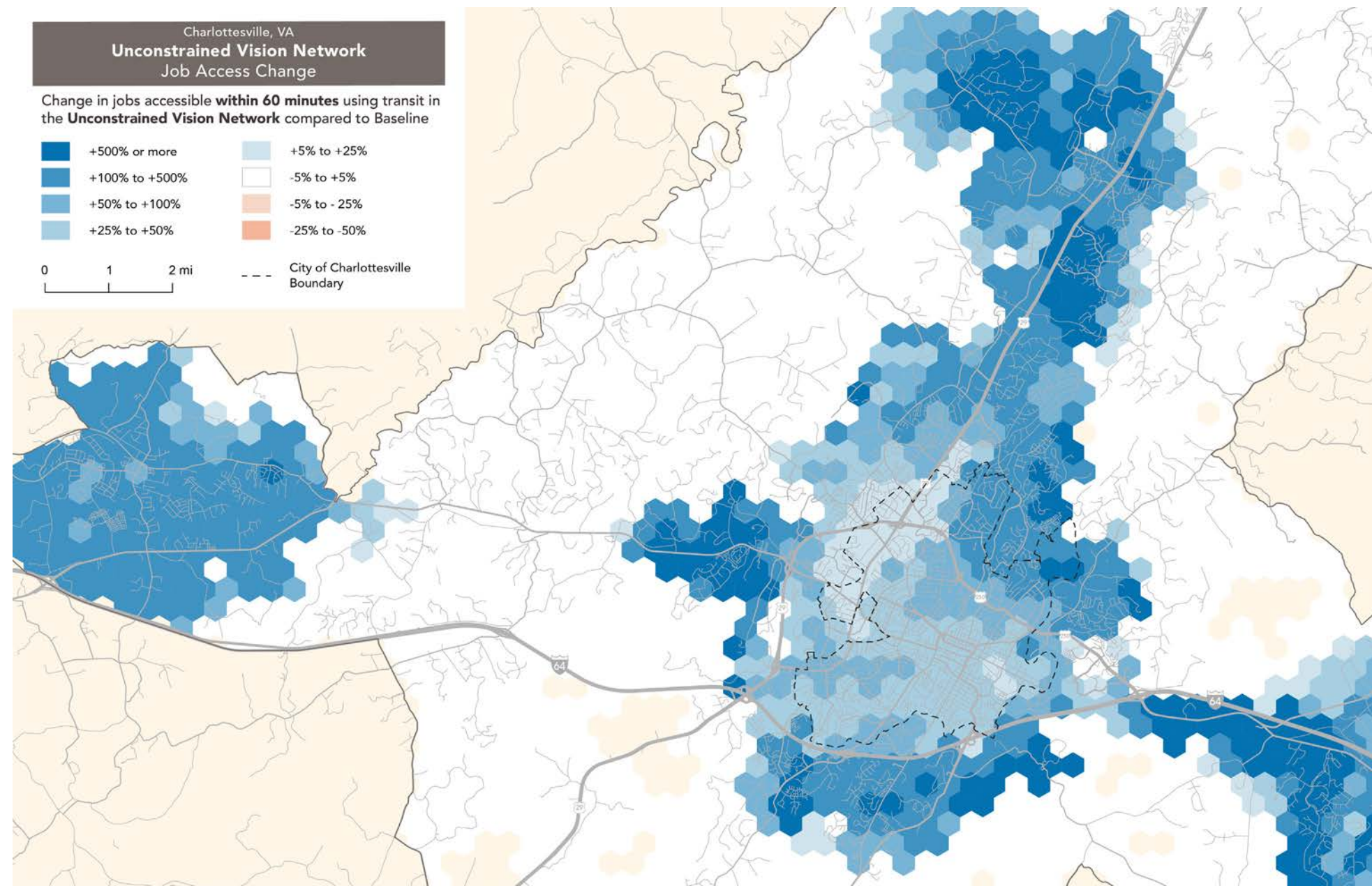
From
Albemarle High School
in the
Unconstrained Vision Network
on weekdays at noon,
using transit, you can reach
57,500 **46,000**
Jobs **Residents**
in 60 minutes

Access to Jobs

A key measure of the usefulness of transit is how it connects people to employment. Job access is an indicator of both the work opportunities that can be reached by transit, and the businesses and services customers or clients could choose to travel to. The Unconstrained Vision Concept vastly expands the number of jobs accessible to most people in Charlottesville and across most of the city compared to the Baseline Transit Network. The map to the right shows the change in job access across the city.

Large areas of the city see job access increases of over 100%, with some parts of the city seeing increases of 500% or more.

Portions of the map that did not show change in the Constrained Vision would experience significant changes in access. This is due to the greatly expanded reach of the network and the improved frequencies as a whole. In the case of Crozet and Keswick, most of these changes are driven by new on-demand transit zones that provide internal circulation and connect to the broader fixed-route network.



5 What's Next?

What's next for the Regional Transit Vision?

These are Draft Concepts

It's important to note that the two network concepts presented in this report are draft concepts. That means that there are more conversations to be had with both stakeholders in the Charlottesville area and with the public on what we should prioritize going forward. We hope that these concepts will facilitate discussion on transit's role in Charlottesville and what the future could bring.

Funding Transit

Transit costs money to maintain and operate. In the Regional Transit Vision, the Constrained Concept considers its budget for service in the context of a Regional Transportation Authority or RTA. This RTA would manage funds that would provide continued reliable investment for transportation projects throughout the region. RTAs are present in Virginia, most notably in Northern Virginia as the NVTA and in the Richmond area as the CVTA. The exact mechanism by which a Charlottesville area RTA would get these funds is subject to continued discussion, but is vital to delivering on the recommendations of the Regional Transit Vision.

It is clear that the Charlottesville region has an appetite for better transit service and ensuring transit is well-funded will support this desire.

Land Use and Transit

In many places, the ability of transit to run quickly and reliably is most often the result of things outside the transit agency's control. High transit ridership results from a four legged stool:

- **Transit Service:** a well-connected network with high frequency, long spans, reasonable speeds, high reliability and sufficient capacity.
- **Land Use:** the density, walkability, linearity and proximity of residents, jobs, and other land uses.
- **Street design:** the ability of transit to use certain streets, to make turns, and whether transit has priority that protects it from congestion.

- **Pricing:** the cost of transit fares relative to competing modes.

The transit agency only has complete control of the first element (service). It has partial control over the fourth (price) but only in terms of the transit fare. In general, local or state governments have complete or partial control over the other three elements.

Cities and state governments control the density of land by determining the zoning and approving or not approving development. They set parking policies, which dramatically affect both the density of land use and the cost of competing modes. They control walkability through land use decisions and the management of streetscapes, signal timing, and crossing locations. They manage curbs and determine parking locations, parking enforcement, loading zone locations, and traffic enforcement. They manage street priority by allocating lanes among competing uses. Overall, cities have as much control, if not more, over the success of transit than transit agencies.

Some key policies that the City of Charlottesville and the counties in the region can focus on in improving the ability of transit to carry many riders include:

- Prioritizing pedestrians and safe crossings along frequent transit corridors;
- Prioritize transit movement on frequent corridors so that buses full of people are not delayed by lower occupancy vehicles;
- Prioritize connected streets and connected pedestrian paths near frequent transit corridors to maximize the walkable area around bus stops with frequent service;
- Reducing or eliminating parking requirements near frequent transit corridors;

Close coordination between the City of Charlottesville, the TJPDC, the counties, and the transit agencies will be required to ensure that development and land use is supportive of high-quality transit.

In the Charlottesville region, CAT is in a unique position being a division of the City of Charlottesville, which means there is a potential opportunity for the planning department to work more closely with the transit department to prioritize both access

to transit service and focusing development closer to transit service.

The Regional Transit Vision Process

Development of the Regional Transit Vision is a three-step process, with each step designed to build off the progress made in each previous phase

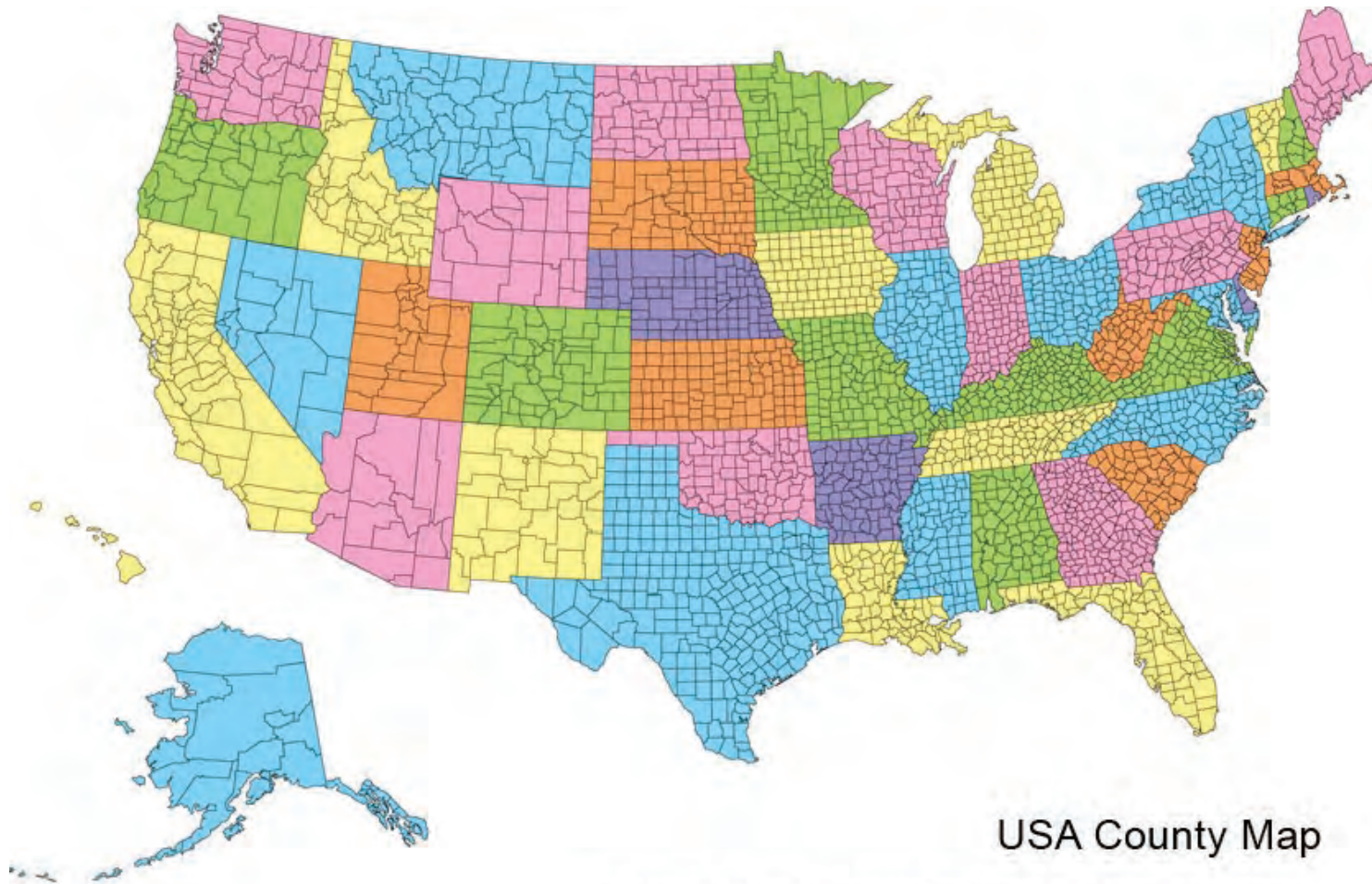
- 1. Listen:** This stage focuses on educating the public and stakeholders on the existing conditions and influences that will likely have an impact on transit in the region and listening to and striving to understand local aspirations and ideas for future transit service
- 2. Envision:** Building off the Listen phase, this stage focuses on confirming the draft vision and goals and exploring long-term transit alternatives for the region. These alternatives will provide an opportunity to explore and test different approaches to serving the region's long-term needs and learning about the tradeoffs and choices.
- 3. Affirm:** Building off the Envision phase, the Affirm phase will confirm reactions to the alternatives and related policy direction. It will focus on developing the draft Regional Transit Vision Plan based on the prior stages and public and stakeholder input.

This report is part of the Envision phase and content from this report, including the Draft Concepts, will go out to the public for feedback in the summer of 2022.



City Council Presentation 2022





USA County Map

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Mission

The mission of the Charlottesville Albemarle Convention and Visitors Bureau (CACVB) is to enhance the economic prosperity of City and County by promoting, selling and marketing the City of Charlottesville and County of Albemarle as a destination, in pursuit of the meetings and tourism markets.

Vision for 2025

Albemarle County and Charlottesville will create a better quality of life for residents by being the most inclusive, diverse, welcoming, thriving destination for visitors in the Southeast.





Values

Creativity, Diversity, Unity, Resiliency, Responsibility

Equity and Inclusivity Statement

Albemarle County and Charlottesville equitably welcome visitors, including but not limited to/irrespective of all races, ethnicities, religions, sexual orientations, gender identities, age, mental/physical disability and citizenship. The CACVB pledges to create inclusive content, share diverse local stories and provide equitable opportunities for local partners in its work.



Strategic Imperatives

- **Resiliency**: As defined by its mission, the primary function of the CACVB is to **Drive Overnight Visitation**, which fuels the rest of the strategic imperatives.
- **Unity**: This destination is only as strong as the partners it represents and how well those partners work together to **Increase Visitor Spending** as a unified place.
- **Diversity**: Our community has a diverse range of people, places and experiences. The CACVB helps to **Develop New Visitor Opportunities** (tourism product) by fostering strong partnerships with tourism-related businesses and non-profits.
- **Creativity**: Destinations are defined by what makes them unique, and we have the opportunity and responsibility to **Tell Stories that Uplift and Inspire**.
- **Responsibility**: As a governmental body, the CACVB has the responsibility to **Utilize Public Funds with Transparency and Efficiency** to optimize its impact.



The CACVB is an innovative, collaborative and service-oriented destination marketing and management organization that welcomes all visitors to Charlottesville and Albemarle County with the goal of improving the quality of life for residents and supporting a robust tourism ecosystem. This ecosystem is sustained and enhanced through partnerships with all tourism-related businesses and attractions in Charlottesville and Albemarle County.

The CACVB is funded through a portion of the Lodging Tax, generated through overnight stays in our wide variety of accommodations. Therefore, welcoming visitors from all backgrounds to stay overnight is the primary mission of our organization.





- **Marketing:** The CACVB promotes our community through inclusive and welcoming Marketing, Public Relations and Sales efforts. These efforts are enhanced by our team’s individual passion for telling authentic stories, our destination’s wealth of amenities, diverse businesses and attractions, and emphasizing partnerships.
- **Visitor Services:** The CACVB proactively serves our tourism partners, potential visitors, and visitors by responding to inquiries, providing brochures individually and in bulk, and at our Mobile Visitor Center locations in the City and County.





- **Administrative:** The CACVB staff is the most knowledgeable, approachable and accurate resource for wholistic visitor information in Charlottesville and Albemarle County. The CACVB is a responsible steward of public funds and supports its team internally to work collaboratively, joyfully and effectively.
- **Community Support & Service:** The CACVB acts as a resource to serve all tourism-related businesses/attractions and the community in Charlottesville and Albemarle County.





9 Full-time staff
15 Board directors

The CACVB Executive Board (15 voting members)

- One members of the Albemarle County Board of Supervisors
- One members of the Charlottesville City Council
- The Albemarle County Director of Economic Development or their designee
- The Charlottesville Director of Economic Development or their designee
- The Executive Vice President or Chief Executive Officer of the University of Virginia or their designee
- One tourism industry organization representative appointed by the Albemarle County Board of Supervisors
- One accommodations representative appointed by the Albemarle County Board of Supervisors
- One food and beverage representative appointed by the Albemarle County Board of Supervisors
- **One tourism industry organization representative appointed by the Charlottesville City Council**
- One accommodations representative appointed by the Charlottesville City Council
- One food and beverage representative appointed by the Charlottesville City Council
- The President or Chief Executive Officer of the Charlottesville Regional Chamber of Commerce or their designee
- **One representative of the arts community jointly appointed by designated members of the County Board of Supervisors and the Charlottesville City Council**
- One representative of the recreation community jointly appointed by designated members of the County Board of Supervisors and the Charlottesville City Council
- The President or Chief Executive Officer of the Thomas Jefferson Foundation or their designee.

REVENUES	FY23 Budget	FY22 Budget
Contribution from Charlottesville	\$711,092	\$946,848
Contribution from Albemarle	\$605,771	\$606,281
Fund Balance	\$400,000*	\$500,000
Miscellaneous	\$12,000	\$10,000
TOTAL	\$1,728,863	\$2,053,129

ARPA – VTC Pass-Through Funding

ARPA VTC Proposal				
Project	Vendor (if applicable)	Jurisdiction	Spending Type	Estimate
Local Palate	Local Palate	City	Paid Media	\$100,000
Essence	Essence	City	Paid Media	\$60,000
DEI Action Plan	RFP	City	Tourism Product Development	\$75,000
Winter event sponsorship	RFP	City	Tourism Product Development	\$25,000
Downtown mall lighting	TBD	City	Tourism Product Development	\$20,000
Wine Enthusiast	Wine Enthusiast	County	Paid Media	\$90,000
Saveur	Saveur	County	Paid Media	\$100,000
Baltimore Sun	Baltimore Sun	County	Paid Media	\$30,000
Charlotte Observer	Charlotte Observer	County	Paid Media	\$30,000
Zartico	Zartico	County	Tourism Product Development	\$100,000
DEI Action Plan	RFP	County	Tourism Product Development	\$25,000
Winter event sponsorship	RFP	County	Tourism Product Development	\$25,000
TOTAL				\$680,000

ARPA – County

Marketing Project	Vendor (if applicable)	Estimate
TripAdvisor Partner Promotion & Training	TripAdvisor	\$ 100,000
Canada PR/Sales Rep	RFP	\$ 50,000
Evolution of Marketing Campaign (Historic Vines New Roots)	Quick Quote	\$ 30,000
MVC rewraps	Quick Quote	\$ 15,000
Wine Marketing	TBD	\$ 200,000
Outdoor Recreation Marketing	Blue Ridge Outdoors	\$ 50,000
Special Event Sponsorships	Various	\$ 200,000
Copywriting services	Quick Quote	\$ 20,000
Social media advertising	Facebook/Instagram	\$ 55,000
Accessibility assessments	Quick Quote	\$ 30,000
TOTAL		\$ 750,000

REVENUES	2023 Budget
Contribution from Charlottesville	711,092
Contribution from Albemarle	605,771
Fund Balance	400,000
Miscellaneous	12,000
TOTAL	1,728,863

EXPENDITURES	2023 Budget
Full Time Salaries	530,636
Overtime/Holiday	4,000
FICA	41,232
Virginia Retirement System	74,516
VLDP - Disability	2,700
VRS Hybrid Retirement	7,500
Health Insurance	63,020
Dental Insurance	2,160
HSA Contributions	2,000
VRS Group Life	6,280
Worker's Comp Ins	4,000
Salary and Benefit Total	738,044

Other Contractual Services	4,000
Professional Services	11,000
Website Development	30,000
I.T. Infrastructure	9,843
Printing/Duplicating	25,000
Advertising/Marketing	734,238
Research	23,000
Comp Software (Non-Cap)	3,000
Postage	8,000
Telephone	6,500
Cell Phone Stipend	500
Insurance Liability	6,000
Equipment Rental	2,500
Lease	28,000
Education/Training	20,000
Local Travel	2,000
Non-Local Travel	25,000
Meals	2,000
Dues/Subscriptions	6,000
Office Supplies	4,000
Fuel for Vans	4,000
Repairs for Vans	6,400
Furniture	2,000
Machinery	1,500
GF Admin Charges	26,338
Other Expenses Total	990,819
TOTAL	1,728,863

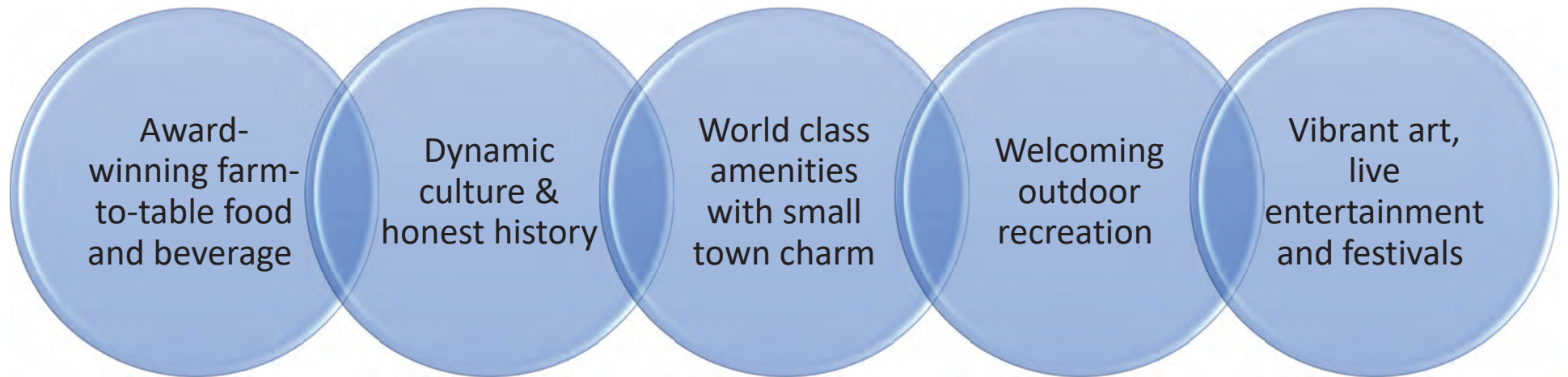
City Council Presentation



Marketing Savings Analysis

- Creative agency costs would have been **\$146,663** (July 2021 – May 2022)
 - These costs would have included graphic design, videography, photography, media buying and media placements
- FY22 graphic design/videography/photography costs to date: **\$16,245**
- All media buys/placements are made in-house, with exception of paid search
- Total savings to date (through May 31): **\$130,418**
- **100% of the savings are invested back into promoting the destination through advertising**

CACVB Brand Pillars



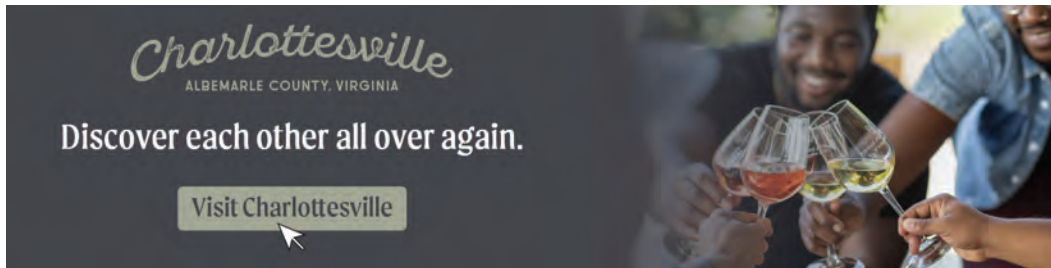
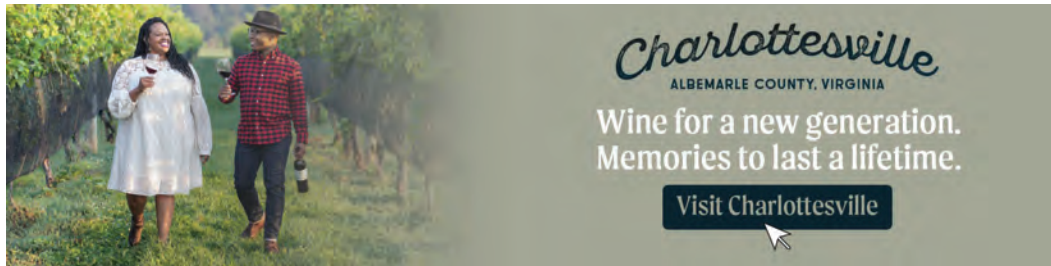
CACVB Public Relations Efforts

- **Fodor's Travel:** [How to Use Travel as a Tool to Talk to Your Kids About Race](#)
- **Fodor's Travel:** [These 8 Virginia Wineries Are Creating Inclusive Spaces For All Wine Lovers](#)
- **Travel + Leisure:** [Why This East Coast State Is the Perfect Destination for a Girls Getaway](#)
- **Main & Broad/Cary Magazine:** [Wine Down Weekend in Charlottesville](#)
- **HuffPost.com:** [The Most Underrated Travel Destinations in the U.S.](#)
- **SouthernLiving.com:** [The South's Best College Towns](#)
- **Northern Virginia Magazine:** [Here's How To Experience the Posh Side of Charlottesville](#)

CACVB Marketing & Advertising Efforts

- Travel + Leisure
- Food & Wine
- Wine Enthusiast
- The Local Palate
- Blue Ridge Outdoors
- Northern Virginia Magazine
- Virginia Living
- Leisure Group Travel
- Search engine marketing (Google AdWords)
- Facebook and Instagram

Travel + Leisure Banner Ads



- Series of banner ads running on Travel + Leisure's website
- Click-through rate of 0.21% is running 40%+ above publisher's benchmark

Discover Black Cville National Launch

- CACVB hosted 7 travel writers and content creators from around the country for 3 nights to cover the launch of Discover Black Cville (March 25-27)
- Press conference with mural unveiling followed by media familiarization tour of Charlottesville and Albemarle County



Discover Black Cville mural artists James (Jae) Johnson and Laura Lee Gulledge at press conference

Discover Black Cville Digital Passport



- Discover Black Cville Digital Passport is LIVE!
- 20+ Black-owned businesses and attractions are a part of the passport, with more on the way
- After 5 check-ins, visitors will be directed to the Jefferson School to receive a prize

CACVB Executive Director, Courtney Cacatian, announcing the launch of the Discover Black Cville Digital

Passport
City Council Presentation



VIDEO

Discover Black Cville Press Coverage

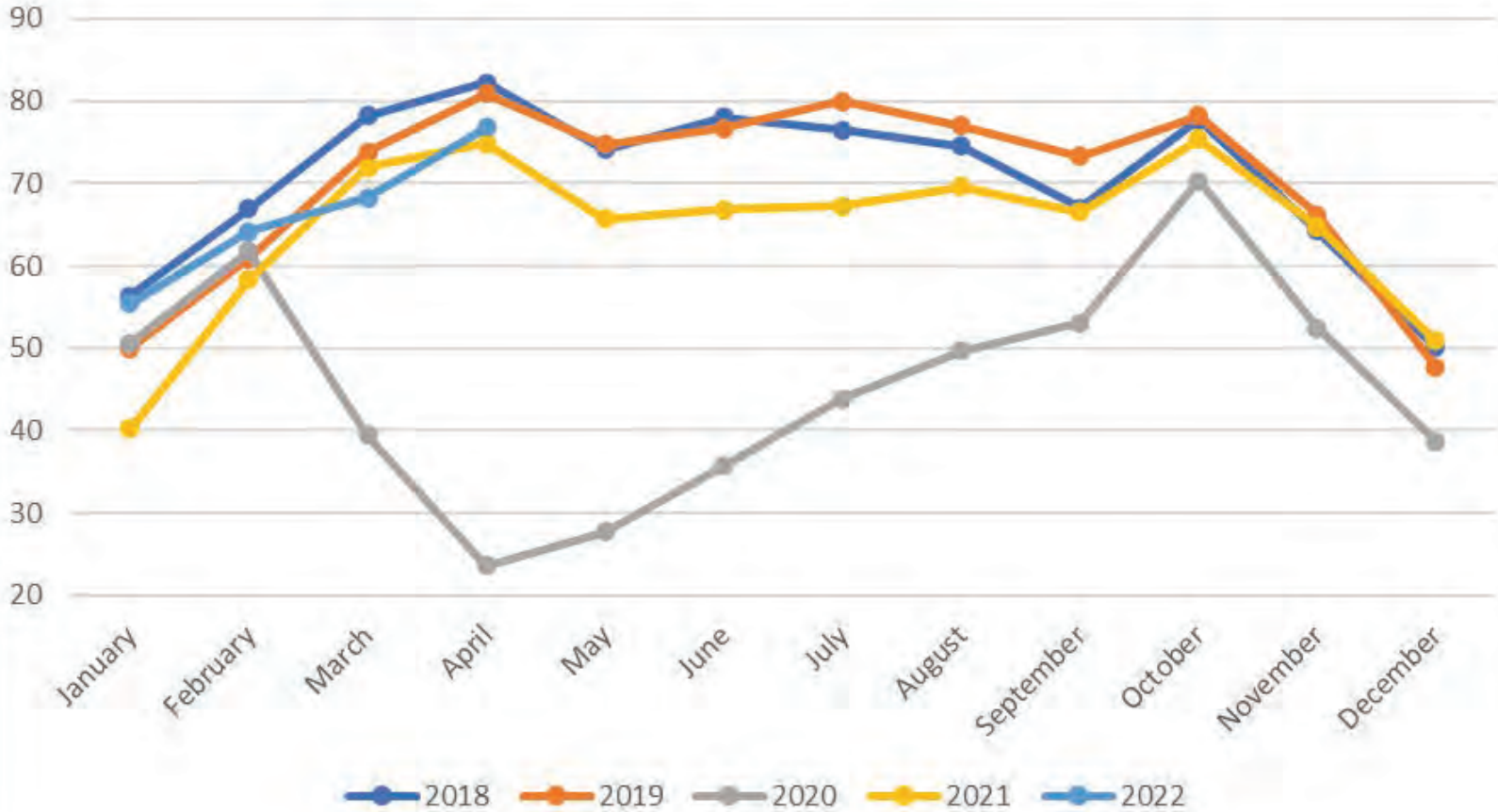
- Secured several media placements from Discover Black Cville media tour & press release to include:
 - **Hello Beautiful:** [My Trip to Charlottesville, Virginia Taught Me the Importance of Black Ownership in America](#)
 - **Travel Noire:** [Charlottesville, VA, to Highlight Black-Owned Businesses Through Community-Led Initiative](#)
 - **Global Traveler Magazine:** [Charlottesville Celebrates Launch of Discover Black Cville](#)
 - **Social Media Content:** [Instagram Reel from Brian Oliver](#)



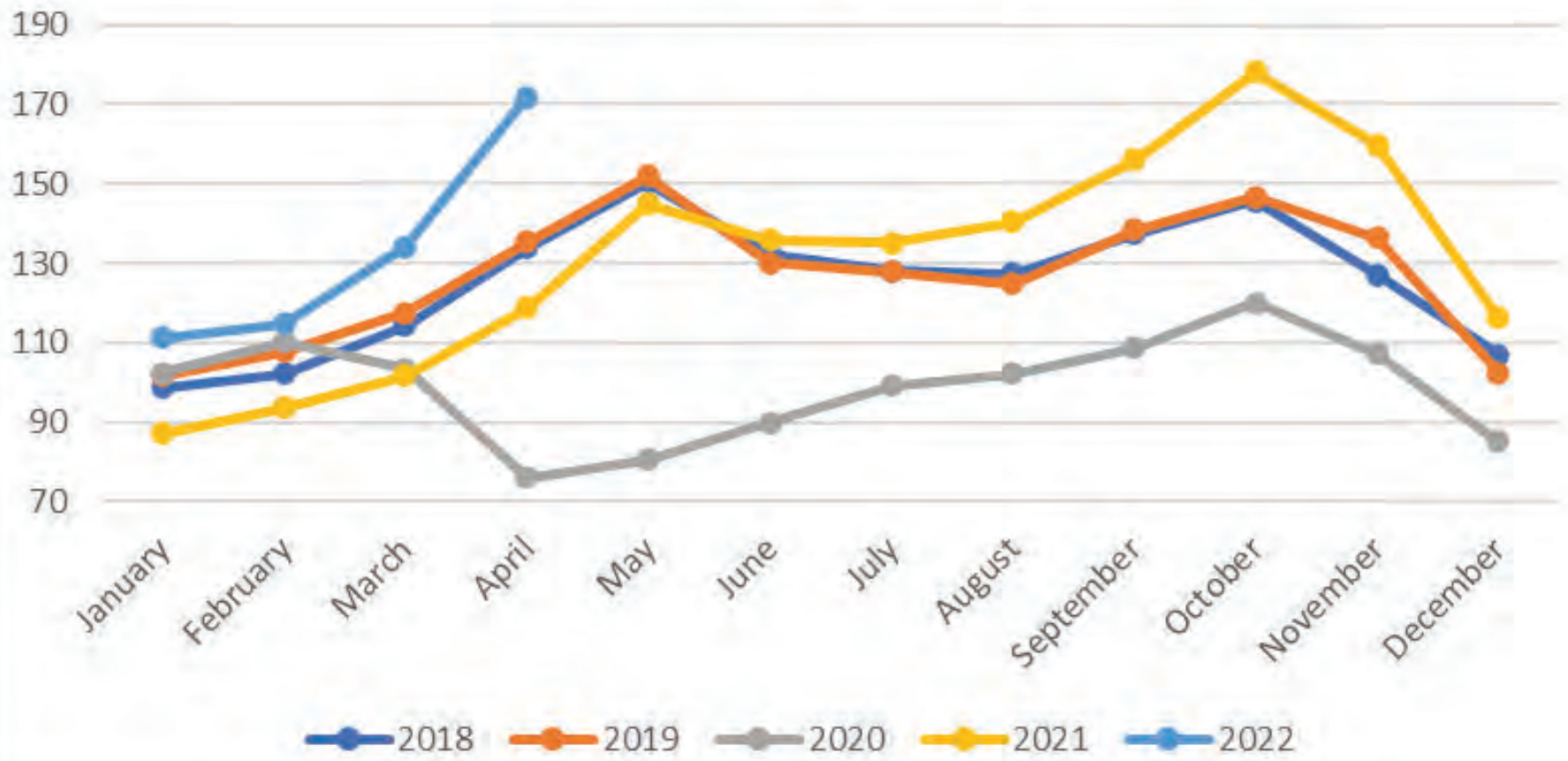
Destination Sales



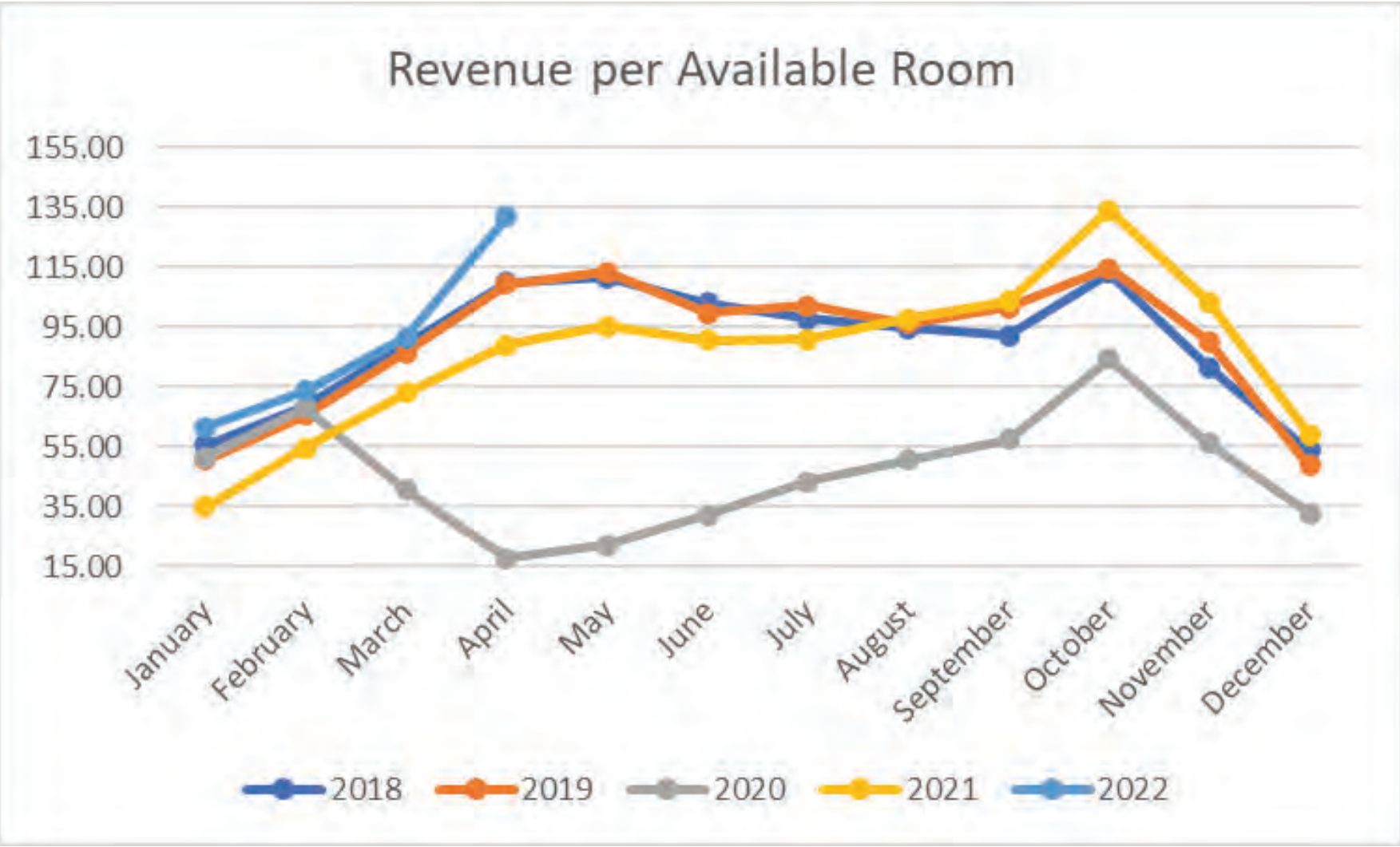
Hotel Occupancy Rates



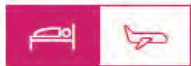
Average Daily Rate



Revenue per Available Room



ADARA Impact – 2021



3,717

Total Travelers

3,952

Total Nights

\$ 757,803

Total Revenue

8.1

Avg. Search to Booking

28.7

Avg. Advance Purchase

2.1

Avg. Length of Stay

1.9

Avg. # of Travelers

\$ 191.75

Avg. Daily Rate (ADR)

Site Impact is tracking an estimated 43.2% of website traffic for the selected website pixel.

ADARA Impact – 2021 Enriched



59,067	62,801	\$ 12,042,202	8.1	28.7	2.1	1.9	\$ 191.75
Total Travelers	Total Nights	Total Revenue	Avg. Search to Booking	Avg. Advance Purchase	Avg. Length of Stay	Avg. # of Travelers	Avg. Daily Rate (ADR)

Site Impact is tracking an estimated **43.2%** of website traffic for the selected website pixel.

CACVB Sales Efforts

- Generates group leads for local accommodations and event spaces
- Distributes Requests for Proposals to appropriate partners
- Attends trade shows to build relationships and generate leads representing group tour, reunion, student and youth and military markets
- Hosts familiarization tours with group and event planners to showcase local partners and close business
- Provides materials and occasionally visitor services to groups
- Networks locally to encourage businesses and groups to host conferences and meetings in community
- Hosted 2022 Sales Strategy meeting with local hotel partners to educate them on the above process and solicit feedback



Visitor Services



Visitor Guide Requests 2021

Inquiry Type	
In-Person	8,642
Phone Call	762
Email to Info@	112
Website Submission	2,801
Other	2
Total: 12,319	

Requester	
Visitor	8,998
Resident	3,181
Local Business	67
Sales	44
UVA/UVA Parent	16
Travel Writers/News	13
Total: 12,319	

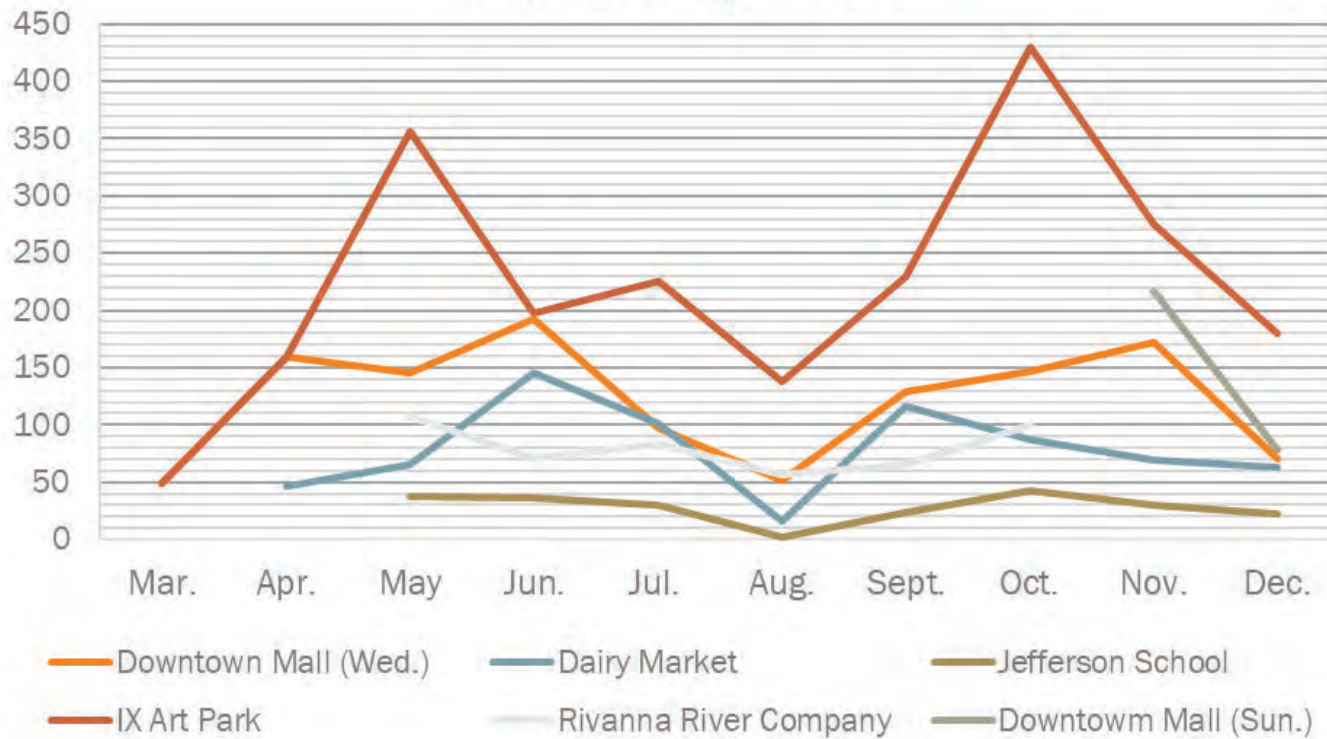
Total Reach	
All Locations	8,672
Emails and Calls	876
Special Events	1,105
Website Submissions	2,801
Bulk Orders	8,691
Total: 22,145	

Mobile Visitor Center Locations Performance

Location	Total Visit.	Month/ H	Month/ H#	Month/ L	Month/ L#	Location by Highest Tabling
IX Art Park	2,241	October	430	March	49	1. Kings Family Vineyard (37)
Michie Tavern	1,325	October	187	March	8	2. Michie's Tavern (35)
Downtown Mall (Wed.)	1,215	June	192	March	49	3. Shops at Stonefield (34)
Kings Family Vineyard	902	October	166	April	32	4. IX Art Park (32)
Shops at Stonefield	751	April	122	August	27	5. Downtown Mall (Wed.) (30)
Dairy Market	711	June	146	August	16	5. Dairy Market (30)
Rivanna River Co.	489	May	108	August	56	6. Scottsville (28)
Scottsville	449	Sept.	79	March	3	7. Jefferson School (28)
Downtown Mall (Sun.)	289	Nov.	216	Dec.	78	8. Rivanna River Co. (25)
Jefferson School	225	October	43	August	2	9. Wool Factory (10)
Wool Factory	112	May	62	July	21	9. CHO (10)
CHO	106	October	57	Dec.	14	10. Downtown Mall (Sun.) (5)

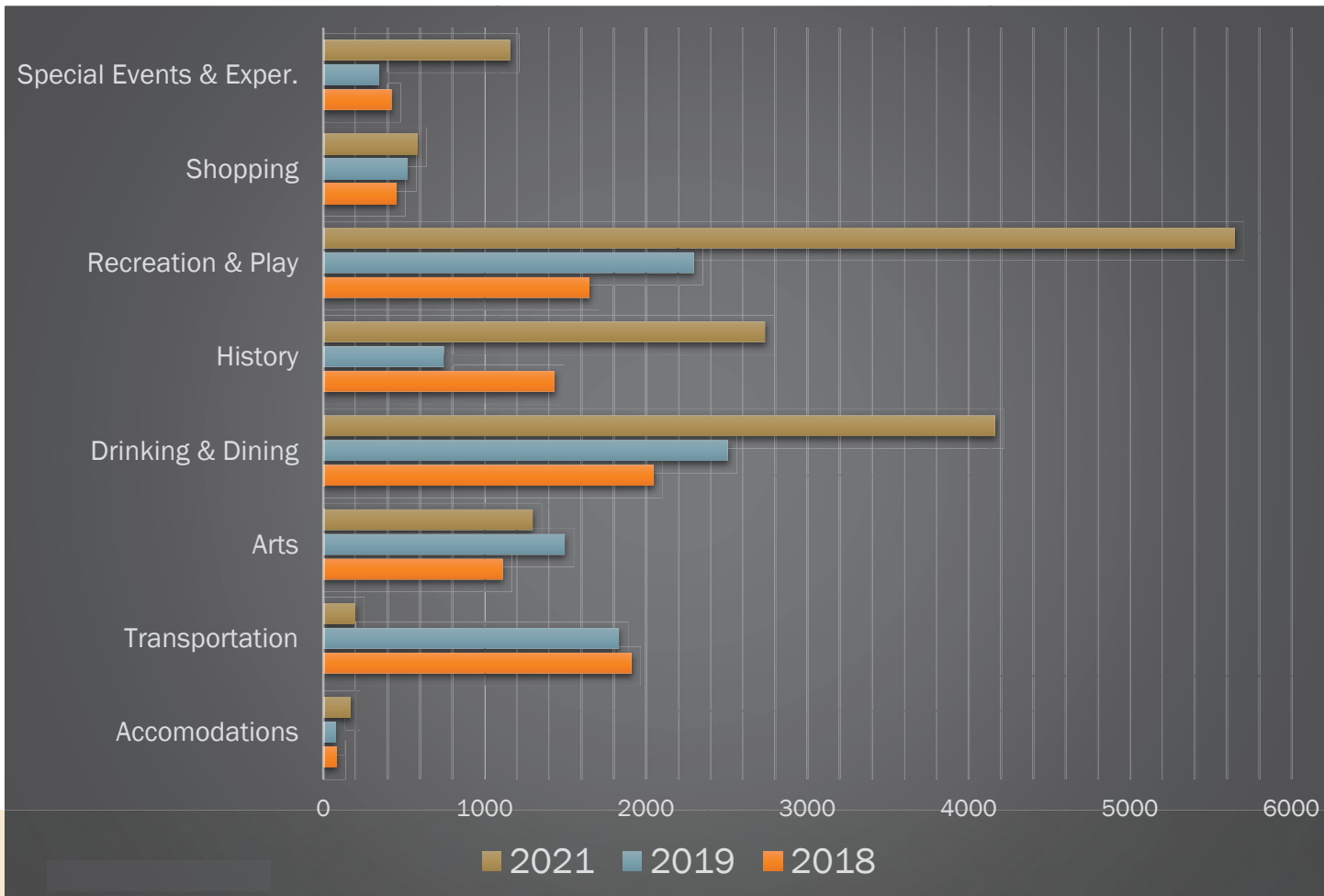
MVC Location Trends

City Sites by Month



CITY: 5,167
 COUNTY: 3,475
 TOTAL: 8,642

MVC Requests by Subject



2021 SEASON: 15,952

2019 SEASON: 9,814

2018 SEASON: 9,106

This doesn't include all categories from the 2019 & 2018 tally sheets. Items like "Hospitals/Medical" were not measured because they didn't have a 2021 equivalent.

2019 and 2018 number do not include referrals based on emails and phone calls. 2018 and 2019 "Season" data is an equivalent representation of the 2021 season.



Words from Our Partners

“Having the mobile visitors center at Stonefield was such an awesome collaboration. We were able to support providing an awesome service to the residents and visitors at Stonefield, while bringing to visitors to the shopping center. The display was as aesthetic as it was helpful and informative, and Regal requested that the unit remain in front of the theater even after opening! I am excited to keep this partnership going into 2022 and beyond.”

*Samantha Strong, General Manager
The Shops at Stonefield*

“We loved hosting Visit Charlottesville’s MVCs. Our location gave the MVCs great exposure, and working with Visit Charlottesville helps us to introduce visitors (and locals!) to the Dairy Market. We consider it a very valuable partnership”.

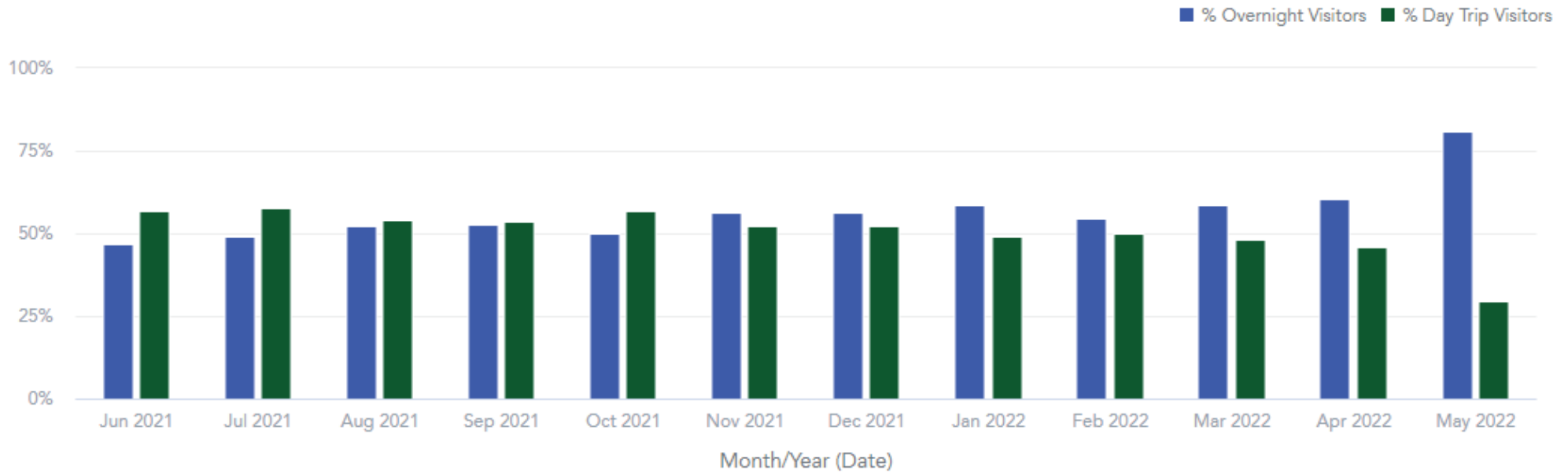
*Don Davis, Market General Manager
The Dairy Market*



COVID Recovery



Share of Overnight & Day Trip Visitors



Visitor & Resident Mix by POI Category





Thank You!





COUNCIL UPDATE

June 6, 2022



ABOUT US



What is economic development?

The goal of economic development is to improve the standard of living and quality of life of the citizens. As such, economic development is a process, not an end product. It is a long-term approach to building community capacity. (Bevins, 1999)

OED's Mission

We are the catalyst for public and private initiatives that create employment opportunities and a vibrant and sustainable economy.

OED's Vision

Building a stronger economy one business, one job at a time.

In FY 2022, it cost the
Office of Economic
Development \$680,000
to operate.



RECOVERY ROADMAP



RECOVERY ROADMAP A PLAN FOR BUSINESS RECOVERY IN CHARLOTTESVILLE			
<p>The City of Charlottesville Office of Economic Development initiated a process to establish a Recovery Roadmap: A Plan for Business Recovery in Charlottesville beginning in the spring of 2021. With the participation and input from Charlottesville businesses and stakeholders, the Office of Economic Development established this written plan with a series of practical initiatives to assist the recovery of the Charlottesville economy. The plan's purpose is to holistically and thoughtfully assist businesses throughout the City of Charlottesville as they recover from the COVID-19 pandemic by identifying key local economic development efforts that will help strengthen and sustain the Charlottesville entrepreneurial ecosystem in the next 12-18 months.</p>			
1) FINANCIAL ASSISTANCE	2) TRAINING & RESOURCES	3) INFRASTRUCTURE NEEDS	4) MARKETING & ADVERTISING
<p>1.1 Execute two rounds of the BRACE grant, focused on business model pivots and resilience capacity, to assist existing City businesses with full recovery. ⊙ / \$\$ / !!!</p> <p>1.2 Provide technical assistance grants for services critical to business recovery (e.g., marketing/advertising, marketing collateral, social media, photography, videography, websites, strategic planning, etc.). ⊕ / ⊙ / \$\$ / !!!</p> <p>1.3 Execute two rounds of the GO Start-Up program to help new businesses successfully launch in the next 12 months. ⊙⊙ / \$\$ / !!!</p> <p>1.4 Execute the Advancing Charlottesville Entrepreneurs (ACE) grant to encourage growth of small businesses in Charlottesville. ⊙⊙ / \$\$ / !!!</p>	<p>2.1 Execute a targeted GO HIRE initiative that helps City employers reach pre-COVID employment levels. ⊙ / \$\$ / !!!</p> <p>2.2 Offer a free Business Training Series with recovery focused topics quarterly. ⊙ / \$\$ / !!!</p> <p>2.3 Connect employers to qualified job candidates through services at the Downtown Job Center (e.g., employer spotlights, bi-weekly communication to job seekers, targeted recruitment events, etc.). ⊙ / \$ / !!</p> <p>2.4 Explore creating a specific hospitality focused training program that prepares and connects employees with job opportunities in this sector. ⊕ / ⊙⊙⊙ / \$\$\$ / !!!</p> <p>2.5 Enhance communication and implement stakeholder management system for better business outreach on training opportunities and available resources. ⊙⊙ / \$ / !!</p>	<p>3.1 Explore the creation of Designated Outdoor Refreshment Areas in concert with internal and external stakeholders as a tool to help revive business areas. ⊕ / ⊙ / \$ / !!!</p> <p>3.2 Advocate for a dedicated team of city resources to conduct a bi-annual "CleanUp Day" for the public right of way along key business corridors. ⊙ / \$ / !!!</p> <p>3.3 Update and refresh commercial corridor maps to make it easier to find locations and provide customers with QR codes to provide additional assistance. ⊙ / \$ / !!!</p>	<p>4.1 Create a marketing leverage grant program to extend the reach of already-planned marketing dollars and assist with messaging on reopening. ⊕ / ⊙ / \$\$ / !!!</p> <p>4.2 Create a Co-op program that allows access to reduced-cost advertising and production assistance. ⊕ / ⊙ / \$\$ / !!!</p> <p>4.3 Execute a Buy Local campaign to encourage understanding and awareness of supporting local businesses. ⊙⊙ / \$\$ / !!!</p>
<p>⊕—NEEDS FUNDING ⊙—TIME INVESTMENT \$—MONETARY INVESTMENT !—IMPACT</p>			
July 1, 2021			



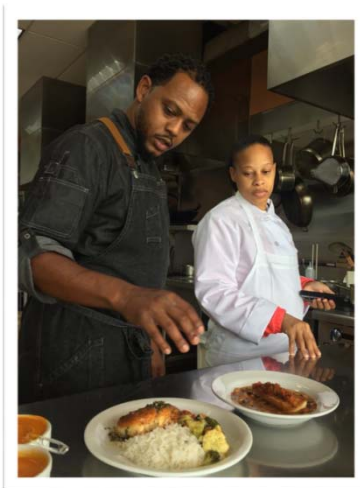
RECOVERY INITIATIVES



- 1,700 applications processed
- \$3.4M dispersed
- 700 businesses assisted



BRACE & BEF RECIPIENTS



Culinary Concepts
AB



Fringe Collective



Cavalier Barbers

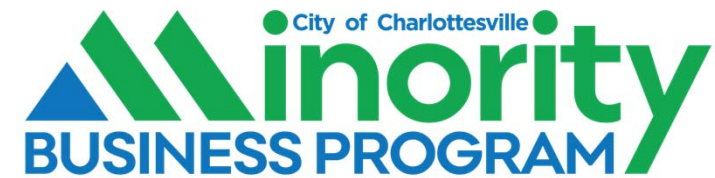


Liferview Marketing

ONGOING INITIATIVES



- GO Startup 2.0
- GO Hire/GO Cook
- Minority Business activities
 - Minority Business Month Planning
 - Minority Business Directory
 - Vendor registration efforts
 - Minority Business Commission
- Buy Local partnership with Albemarle County



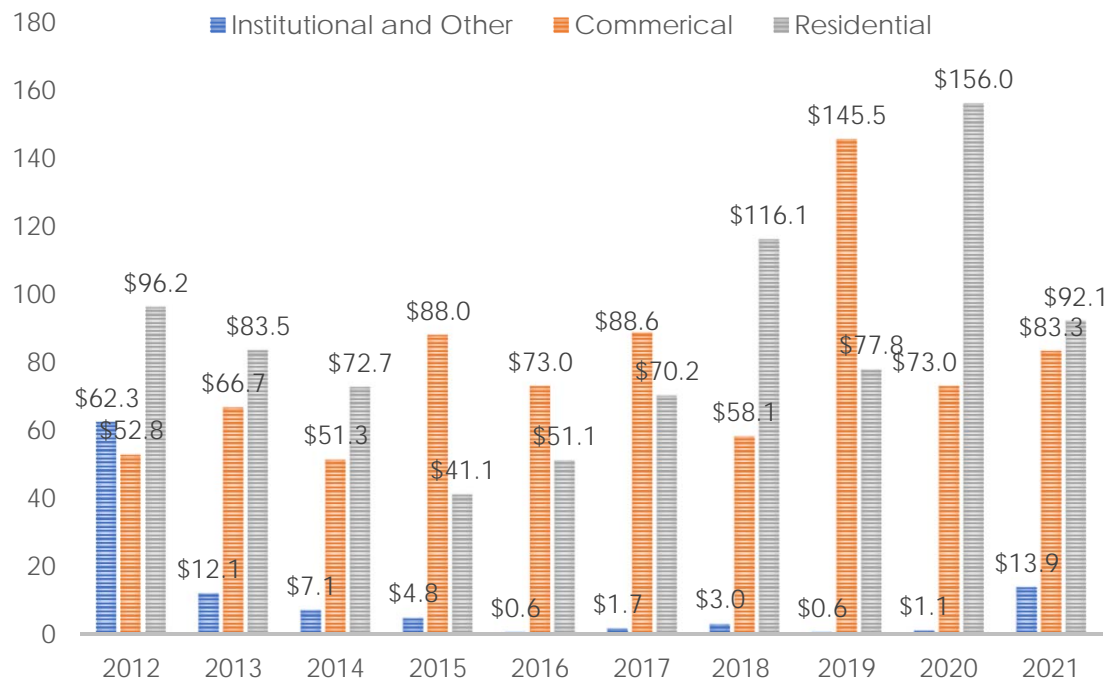
ANNUAL REPORT



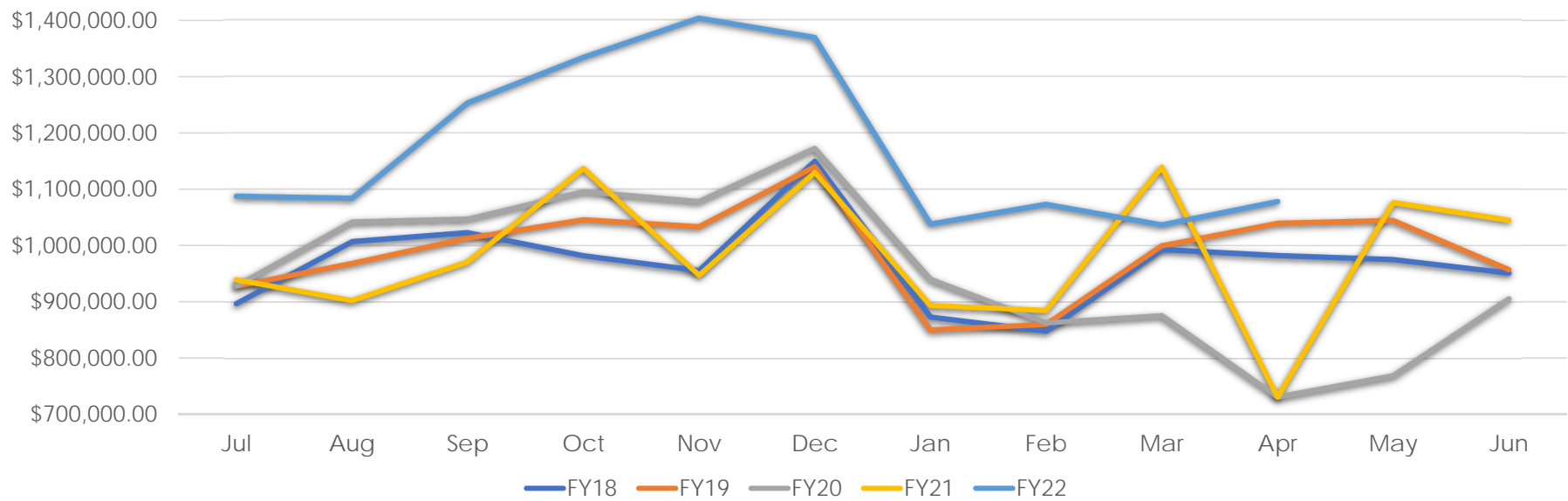
MAJOR DEVELOPMENTS



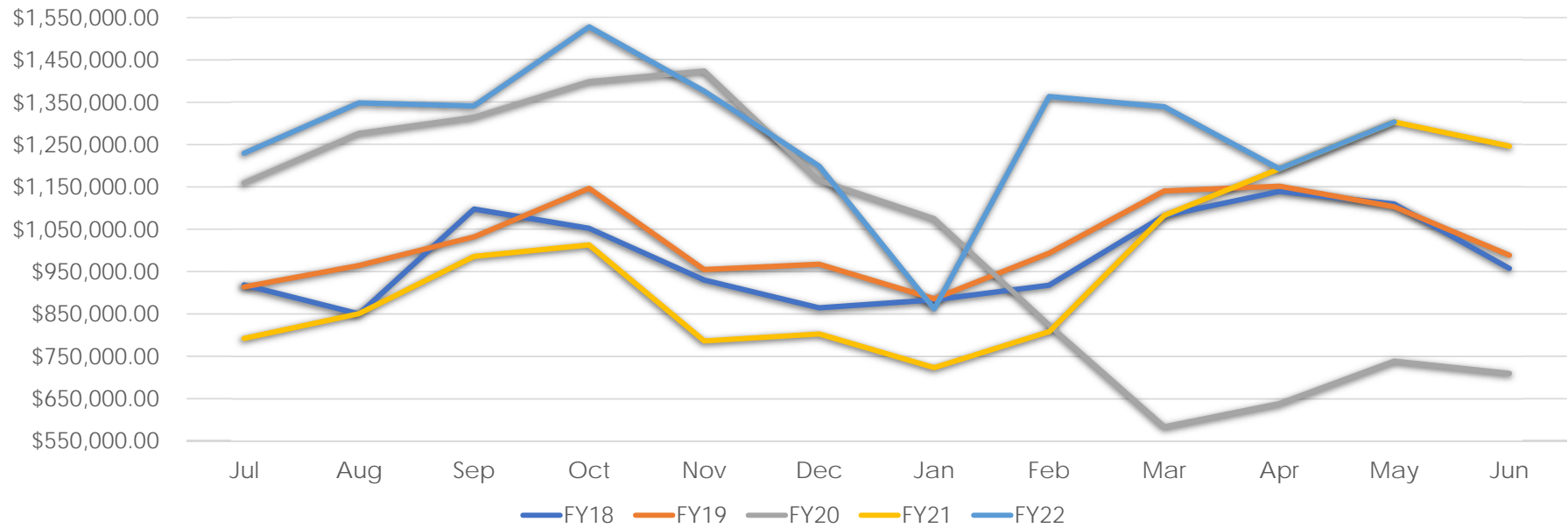
CAPITAL INVESTMENT



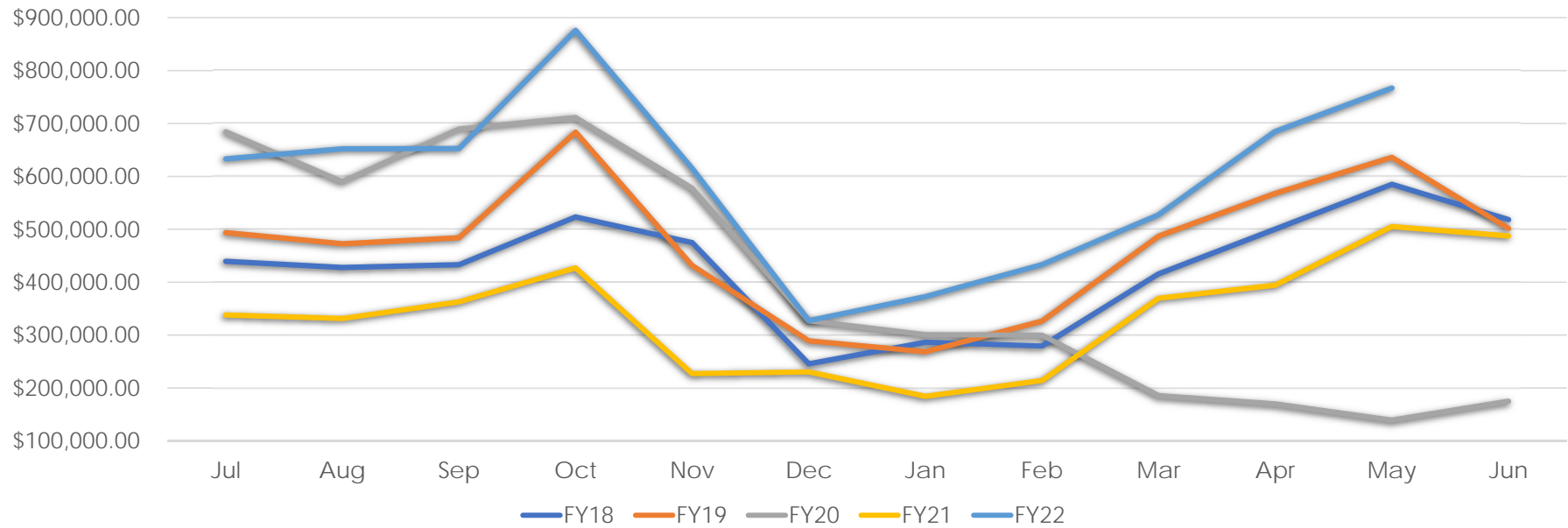
SALES TAX



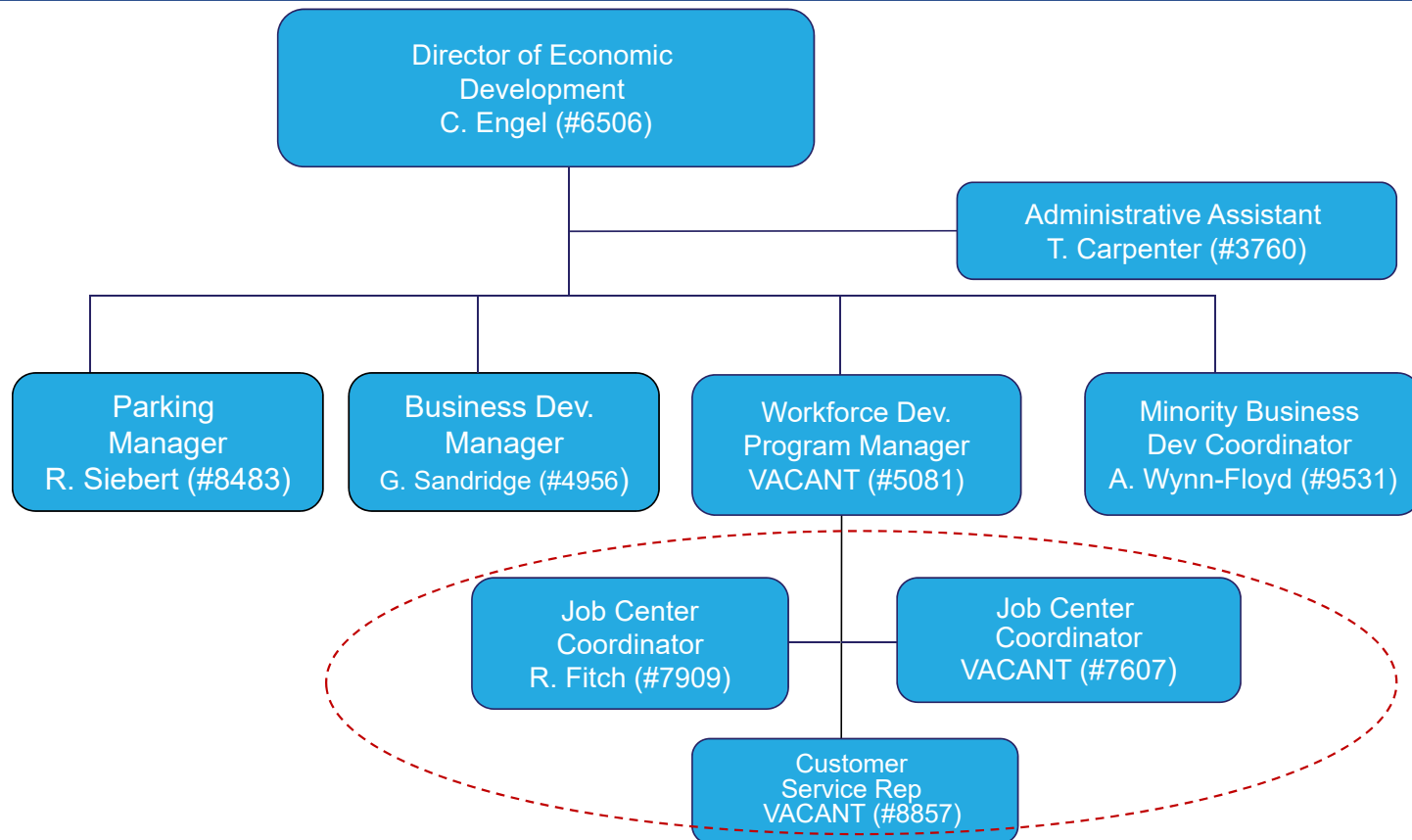
MEALS TAX



LODGING TAX



ORG. CHART



NEXT STEPS



- Complete Recovery Roadmap
- Continue to Rebuild team
- Develop new 5 year plan for Economic Development
 - Engage consultant
 - Full environmental scan/data analysis/best practice review
 - Recommend a comprehensive series of Strategies/Goals/Actions/Metrics



QUESTIONS & FEEDBACK



CITY OF CHARLOTTESVILLE



PROCLAMATION

GUN VIOLENCE AWARENESS DAY JUNE 3, 2022

WHEREAS, in 2020 more than 45,000 Americans were killed by firearms, including about 26,000 by suicide and more than 19,000 by homicide, an average of about 70 gun suicides and 50 gun homicides a day in this country; and

WHEREAS, hardly a week goes by in this country without news of another mass shooting, whether in a church, a synagogue, a grocery store or an elementary school; and

WHEREAS, in recent years Virginia has had more than 1,000 gun deaths and more than 330 gun homicides annually, or approximately 1 gun homicide a day in Virginia; and

WHEREAS, localities across the nation, including Charlottesville, are working to end the senseless violence with evidence-based solutions; and

WHEREAS, in January 2013, 15-year-old Hadiya Pendleton was shot and killed in Chicago in what has been described as a mistaken gang rivalry, and June 3, 2022 will be the 25th anniversary of Hadiya's birth; and

WHEREAS, on June 3, 2022, people across the United States will recognize National Gun Violence Awareness Day and wear orange – the “don't shoot” color for hunters – in tribute to Hadiya Pendleton and other victims of gun violence; and

WHEREAS, by wearing orange on June 3, 2022 Americans will raise awareness about gun violence and honor the lives of gun violence victims and survivors; and

WHEREAS, we renew our commitment to reduce gun violence and pledge to do all we can to keep firearms out of the wrong hands and encourage responsible gun ownership to help keep our children safe.

NOW, THEREFORE BE IT RESOLVED, that the Charlottesville City Council declares **June 3, 2022**, to be **Gun Violence Awareness Day** in the City of Charlottesville to honor and remember all victims and survivors of gun violence and to declare that we as a City must do more to reduce gun violence. We encourage all Charlottesville citizens to advocate for meaningful legislation, at the state and federal levels, to stop mass shootings and gun violence, to support our local efforts to prevent the tragic effects of gun violence, and to honor and value human lives.

Signed and sealed this 1st day of June 2022.

J. Lloyd Snook, III, Mayor

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	May 16 th , 2022
Action Required:	Approval and Appropriation
Presenter:	Misty Graves, Interim Director, Human Services
Staff Contacts:	Misty Graves, Interim Director, Human Services
Title:	Housing Opportunities for People with AIDS/H.I.V. (H.O.P.W.A.): \$10,098 (grant amendment)

Background:

The City's Department of Human Services, in coordination with the Thomas Jefferson Area Coalition for the Homeless (T.J.A.C.H.) and the Service Provider Council (S.P.C.), previously received a grant of funding from the Virginia Department of Housing and Community Development, to support Housing Opportunities for People with AIDS/H.I.V. (H.O.P.W.A.). Recently the City's DHS received notice of an additional (supplemental) award of H.O.P.W.A. funding, in the amount of \$10,098, which is a supplemental grant based on the COVID-19 pandemic awarded for expenditure during the period from July 01, 2020 to April 30, 2023.

Discussion:

The City of Charlottesville has staff from Human Services and Social Services taking leadership roles in the governance of T.J.A.C.H. H.O.P.W.A. is an important resource in our community's efforts to end homelessness. The grant provides services in four key areas.

1. **Tenant-Based Rental Assistance (TBRA):** The Thomas Jefferson Health District (T.J.H.D.) partners with The Haven to provide T.B.R.A. to eligible participants. The T.J.H.D. screens participants for eligibility and inspects the proposed property to ensure that it meets H.U.D. requirements. Upon successful screening, The Haven contacts the landlord to arrange monthly rent payment, similar to rapid re-housing.
2. **Short-term Rental, Mortgage and Utility Assistance:** T.J.H.D. screens eligible participants for short-term assistance including emergency utility payments to avoid shut-off. .
3. **Supportive Services:** T.J.H.D. provides supportive services including crisis intervention, case management and service referrals.
4. **Homeless Management Information System(H.M.I.S.):** The City of Charlottesville as the award recipient will ensure that H.M.I.S. data is complete through an agreement with T.J.A.C.H. to have the Executive Director ensure data quality. Our Continuum of Care(C.O.C.) has a well-populated database for individuals experiencing homelessness.

HMIS collaboration provides real-time monitoring of the needs and progress of individuals and households facing homelessness. Collaborative use of H.M.I.S. among T.J.A.C.H. C.o.C. Service Providers expedites communication and reduces the need to interface disparate documentation systems.

5. **Administration:** The City of Charlottesville as the award recipient is eligible for an administrative fee. Staff proposes that we pass these dollars through to T.J.H.D. & The Haven to support the supervision of assigned staff.

Community Engagement:

This grant and plan are the product of extensive engagement of the service provider community for persons experiencing homelessness. This partnership is reflective of the new governance model for T.J.A.C.H. and the priority requests of the Interfaith Movement Promoting Action by Congregations Together (IMPACT).

Alignment with City Council's Vision and Strategic Plan:

This grant advances the City of Charlottesville's Strategic Plan Goal #1 of enhancing the self sufficiency of our residents. Specifically, it will facilitate the objective of increasing affordable housing options. This item primarily aligns with Council's vision for Quality Housing Opportunities for All.

Budgetary Impact:

This grant will be entirely State, and Federal pass-through funds. No local match is required. There is no budget impact for the City of Charlottesville. All funds will be distributed to sub-recipients for service provision.

Alternatives:

Council may elect to not accept the funds and the community will not have the capacity to administer the following services to persons experiencing a housing crisis while managing AIDS/H.I.V.: short-term rental assistance, utility assistance, rapid rehousing, H.M.I.S., and administration.

Recommendation:

Staff recommends approval and appropriation of grant funds.

Suggested Motion: I move the RESOLUTION Appropriating Supplemental Funding in the Amount of \$10,098 Received from Virginia Department of Housing and Community Development for H.O.P.W.A.

Attachments:

Resolution for Appropriation

RESOLUTION
Appropriating Supplemental Funding in the Amount of \$10,098
Received from Virginia Department of Housing and Community Development for
H.O.P.W.A.

WHEREAS, The City of Charlottesville, through its Department of Human Services, has received a supplemental H.O.P.W.A. Grant from the Virginia Department of Housing and Community Development in the amount of \$10,098, for expenditure during the period July 01, 2020 to April 30, 2023.

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Charlottesville, Virginia that, upon receipt of the supplemental grant funds from the Virginia Department of Housing and Community Development, the sum of \$10,098 is hereby appropriated in the following manner:

Revenues

\$10,098 Fund: 209 IO: 1900390 (H.O.P.W.A.) G/L: 430120 Federal Pass-Thru State

Expenditures

\$10,098 Fund: 209 IO: 1900390 (H.O.P.W.A.) G/L: 530550 Contracted Services

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	May 16 th , 2022
Action Required:	Approval and Appropriation
Presenter:	Misty Graves, Director, Human Services
Staff Contacts:	Misty Graves, Director, Human Services
Title:	Virginia Housing Solutions Program Grant Award (\$141,000)

Background:

The Department of Human Services in coordination with the Thomas Jefferson Area Coalition for the Homeless (T.J.A.C.H.) and the Service Provider Council (S.P.C.), applied for and received a grant from the Virginia Department of Housing and Community Development. The Virginia Housing Solutions Program award is \$141,000 and is a renewal contract for the program for July 1, 2021 – June 30, 2022.

Discussion:

The City of Charlottesville has staff from the departments of Human Services and Social Services taking leadership roles in the governance of T.J.A.C.H. V.H.S.P. is an important resource in our community's efforts to end homelessness. The grant provides services in several points along the local continuum of services:

1. **Coordinated Assessment:** The Haven serves as the physical front door to the homelessness system of care, using an evidence-based tool for determining priority access to available resources.
2. **Emergency Low Barrier Shelter** P.A.C.E.M. provides a low-barrier shelter for adults using rotating local churches for support.
3. **Rapid Re-Housing & Housing Navigation:** The Haven screens and administers rapid re-housing assistance and housing navigation to households experiencing homelessness.
4. **Case Management:** The Haven provides supportive services including crisis intervention, case management and service referrals.
5. **Homeless Management Information System(H.M.I.S.):** The City of Charlottesville as the award recipient will ensure that H.M.I.S. data is complete through an agreement with T.J.A.C.H. to have the Executive Director ensure data quality. Our Continuum of Care(C.O.C.) has a well-populated database for individuals experiencing homelessness. HMIS collaboration provides real-time monitoring of the needs and progress of individuals and households facing homelessness. Collaborative use of H.M.I.S. among T.J.A.C.H. Continuum of Care Service Providers expedites communication and reduces

the need to interface disparate documentation systems.

6. **Coalition Coordination:** The Thomas Jefferson Area Coalition for the Homeless provides leadership and coordination for the required local homelessness continuum of care.
7. **Administration:** The City of Charlottesville as the award recipient is eligible for an administrative fee. Staff proposes that we pass these dollars through to T.J.A.C.H. in recognition of staff time spent processing checks and managing this grant process.

Community Engagement:

This grant and plan are the product of extensive engagement of the service provider community for persons experiencing homelessness. This partnership is reflective of the new governance model for T.J.A.C.H. and the priority requests of the Interfaith Movement Promoting Action by Congregations Together (IMPACT).

Alignment with City Council’s Vision and Strategic Plan:

This grant advances the City of Charlottesville’s Strategic Plan Goal #1 of an inclusive community of self-sufficient residents. Specifically, it will facilitate the objective of increasing affordable housing options.

Budgetary Impact:

This grant will be entirely State, and Federal pass-through funds. No local match is required. There is no budget impact for the City of Charlottesville. All funds will be distributed to sub-recipients for service provision.

Recommendation:

Staff recommends approval and appropriation of grant funds.

Suggested Motion: I move the RESOLUTION Appropriating Supplemental Funding in the Amount of \$141,000 Received from V.H.S.P. to T.J.A.C.H..

Alternatives:

Council may elect to not accept the funds and the community will not have the capacity to administer the following services to persons experiencing a housing crisis: Emergency low-barrier shelter, coordinated assessment, rapid rehousing, H.M.I.S., coalition coordination and administration.

Attachments:

Resolution for Appropriation

RESOLUTION
Appropriating Supplemental Funding in the Amount of \$141,000 To Be Received from Virginia Housing Solutions Program

WHEREAS, The City of Charlottesville, through the Department of Human Services, has been notified that it will be awarded an additional grant from the Virginia Housing Solutions Program (V.H.S.P.) Fund of the Virginia Department of Housing and Community Development, in the amount of \$141,000.

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Charlottesville, Virginia that, upon receipt of the additional VHSP funding from the Commonwealth, said funding, anticipated in the sum of \$141,000, is hereby appropriated in the following manner:

Revenues

\$455,982	Fund: 209	IO: 1900370	G/L: 430110 State Grant
\$83,218	Fund: 209	IO: 1900370	G/L: 430120 Federal Pass-Thru State

Expenditures

\$141,000	Fund: 209	IO: 1900370	G/L: 530550 Contracted Services
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CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	May 16, 2022
Action Required:	Approve Resolution for Appropriation
Presenter:	Misty Graves, Director Dept. of Human Services
Staff Contacts:	Misty Graves, Director Dept. of Human Services
Title:	United Way reimbursement of Community Resource Hotline Staff Costs - \$35,311.50 (Appropriation)

Background:

As a response to the COVID-19 pandemic, the Community Resource Hotline expanded their services to provide economic financial assistance through the Pathways program, a collaborative effort of the Charlottesville Department of Human Services, Albemarle County, and United Way of Greater Charlottesville. Residents call the hotline Monday through Friday between 9 a.m. and 5 p.m. and requests are verified and approved by Department of Human Services staff working on the community resource hotline. Financial support will be distributed by the United Way of Greater Charlottesville.

Discussion:

As a result of call volume and requests, the Community Resource Hotline required hiring additional staff to serve as operators. The Department of Human Services maintains the operations and oversight of the program. The City of Charlottesville covers 40 percent of staff costs, while the County of Albemarle covers 60 percent of those costs. The appropriation is the reimbursement of the County's portion of staff costs from September 24, 2021 to March 18, 2022. Future invoices to United Way will be submitted quarterly.

Alignment with City Council's Vision and Strategic Plan:

This appropriation supports City Council's "Community of Mutual Respect" vision. It contributes to Goal 1: an inclusive community of self-sufficient residents. It also contributes to Goal 5: A well-managed and responsive organization.

Community Engagement:

From April 2021 to April 2022, the Community Resource Hotline has distributed \$700,846 in Pathways Funds to City residents. We have fulfilled 854 requests from City residents for financial assistance during that time. Through the first three quarters of fiscal year 22, the Community Resource Hotline has distributed \$667,684.09 of Albemarle County funds to 809 county households.

Budgetary Impact:

Funds will be posted as revenue to the Department of Human Services.

Alternatives:

Council may elect to not accept the funds and the community resource hotline will be understaffed and therefore will not have the capacity to administer the financial assistance to people experiencing hardship.

Recommendation:

Staff recommends approval and appropriation of funds.

Suggested Motion: “I move the RESOLUTION Appropriating the Amount of \$35,311.50 Received from The United Way, as reimbursement of Community Resource Hotline Staff Costs”

Attachment (1) Resolution:

RESOLUTION

Appropriating the Amount of \$35,311.50 Received from The United Way, as reimbursement of Community Resource Hotline Staff Costs

WHEREAS, The City of Charlottesville, through the Department of Human Services, has received reimbursement from the United Way of Greater Charlottesville in the amount of \$35,311.50;

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Charlottesville, Virginia that the sum of \$35,311.50 is hereby appropriated in the following manner:

Revenues

\$35,311.50 Fund: 213 Cost Center: 3411001000 G/L: 451022

Expenditures

\$35,311.50 Fund: 213 Cost Center: 3411001000 G/L: 599999

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	May 16, 2022
Action Required:	Appropriation and Approval (multiple)
Presenter:	Erin Atak, Grants Coordinator Sam Sanders, Deputy City Manager for Operations
Staff Contacts:	Erin Atak, Grants Coordinator Alex Ikefuna, Interim Director, OCS
Title:	Approval and Appropriation of CDBG & HOME Budget Allocations and Annual Action Plan for FY 2022-2023

Background:

Each year, the City of Charlottesville receives federal funding from the U.S. Department of Housing and Urban Development (HUD), for the Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs. Federal law and regulations require this funding to be spent through a very detailed and specific planning process.

- **May 7, 2018:** City Council approved a **Consolidated Plan** for the City/Planning District, covering the period 7-1-2018 through 6-30-2023. A Consolidated Plan sets forth how various actors will provide support for certain community development needs. The Consolidated Plan includes public engagement provisions, in the form of a **citizen participation plan** (which says that, once Council has approved a particular program, any changes to the program must be reviewed in accordance with the citizen participation plan).
- **May 3, 2021:** by resolution, City Council approved an **Action Plan** for FY 2021-2022. An Action Plan sets out the means by which the Consolidated Plan will be carried out during a specific period of time. Each Action Plan identifies programs to be funded with annual allocations. The persons/entities carrying out the funded programs are referred to as grant “sub-recipients”. The programs/sub-recipients are selected using a competitive process designed to reflect City Council’s stated priorities.
- **September 20, 2021:** City Council voted to establish the following **Priorities** to be applied in awarding funds for the FY 2022-2023 Action Plan: (i) access to affordable housing (including but not limited to low-income housing redevelopment); (ii) workforce development (including but not limited to efforts to bolster Section 3 training opportunities and partnerships with the City’s GO programs); (iii) microenterprise assistance; (iv) access to quality childcare; (v) homeowner rehabilitation, and (vi) down payment assistance for homeownership.

- **Spring 2022:** the City of Charlottesville advertised a Request for Proposals (RFP), inviting proposals seeking CDBG/HOME funding based on the priorities set by Council on September 21, 2021.

Discussion:

This agenda item seeks City Council approval of the Action Plan for FY2022-2023. Any programs approved by City Council will collectively comprise the FY 2022-2023 Action Plan.

To date, the City has not yet received its allocation letter from HUD. Therefore, for the purpose of carrying out the FY 22-23 Action Plan on time (the FY 22-23 Action Plan must be commenced on July 1, 2022, and approved programs/ services completed on or before June 30, 2023, staff will estimate allocations using previous FY allocations.

The City received three applications (requests totaling \$226,071) categorized as affordable housing projects; three applications (requests totaling \$111,807.00) categorized as public service projects; and two applications (requests totaling \$55,130) categorized as economic development projects. A summary of applications received is included in this packet.

On February 16 and March 21, 2022, the CDBG/HOME Task Force reviewed the applications received, and recommended housing, public service projects, and economic development activities for funding. Minutes from the Taskforce meetings are attached which outline the recommendations made. It is important to note that all projects went through an extensive review by the CDBG/HOME Task Force because of the RFP process.

On April 12, 2022, these items came before the Planning Commission and Council for a joint public hearing. The Planning Commission unanimously recommended the Task Force's recommendations for approval by City Council. The Planning Commission recommended approval of the proposed budget with any percent changes to the estimated amounts being applied equally to all programs. All Planning Commissioners present at the meeting voted unanimously to approve the recommendations.

The recommendations approved by the Task Force and Commission are referred to as the City's "Draft Action Plan for FY 2022-2023". The Draft Action Plan was advertised for a thirty-day public comment period (March 30 – April 30, 2022) and also from May 3, 2022 to May 12, 2022. The plan is in draft form pending approval from Council at the May 16, 2022, meeting. Following City Council approval of the Action Plan, the approved applications will be entered into the HUD IDIS database which will then create a final formatted version of the Action Plan. and this final version will be sent to HUD for final approval as required within the CDBG/HOME Citizen Participation Plan.

The Housing Directors Council and Regional Partners had an opportunity to make comments on the Draft Action Plan during their March 16, 2022, and April 20, 2022, meetings and during the 30-day public comment period. Comments received from all parties have been incorporated into the Draft Action Plan for FY 2022-2023. The Participation section of the Action Plan summarizes all community engagement efforts, as

well as all comments received and incorporated into the plan.

CDBG and HOME Project Recommendations for FY 2022-2023:

Staff estimates that the CDBG program total will have an estimated \$433,471 for the 2022-2023 program year. Staff estimates that the HOME total will have an estimated \$84,576.88, plus another \$21,144.22 of local funding which is a 25% required match for the City.

Recommendation #1: Priority Neighborhood – On September 21, 2021, Council approved Ridge Street to be the Priority Neighborhood. On March 15, 2021, City Council approved activities for the Ridge Street priority neighborhood to be carried out with CDBG funds. All chosen activities went through extensive community participation selection and engagement process through the Ridge Street priority neighborhood Taskforce that occurred in September of 2020 through February 2021.

Staff recommends that the Ridge Street Priority neighborhood activities proceed with construction using funds other than federal CDBG dollars. City departments were consulted on the projects proposed by the Ridge Street Priority neighborhood and expressed concerns with constructability and environmental impacts, which may eventually significantly impact timeliness of the three activities approved with completion under HUD guidelines 24 CFR 570.902. Staff recommends the surplus funds be placed for a request for proposal for an alternative activity.

Recommendation #2: Economic Development – Council set aside FY 22-23 CDBG funding for Economic Development Activities. The CDBG/HOME Taskforce recommended that two organizations, the Community Investment Collaborative and the Local Energy Alliance Program, receive funding. Funds are proposed to be used to provide Community Investment Collaborative Microenterprise scholarships assistance to 10-20 entrepreneurs to develop their businesses through a 16-session workshop through technical assistance mentorship and financial management training program. The Taskforce also recommended the Local Energy Alliance Program to receive funding for the Workforce Development program. Estimated benefits include hiring 2 staff members from the Home to Hope or CRHA's Section 3 program for their Weatherization Technician Workforce Development program.

Recommendation #3: Public Service Programs – The CDBG/HOME Task Force recommended several public service programs. Funds are proposed to assist the Literacy Volunteers of Charlottesville/Albemarle to prepare 32 illiterate City residents for the workforce through individualized instruction; and assist the Public Housing Association of Residents to fund the resident outreach and community organization of public housing redevelopment

Recommendation #4: Administration and Planning: On September 21, 2021, Council approved the admin and planning portion of the CDBG budget to be set at 20% of the entitlement budget. Funds are proposed to help pay for CDBG citizen participation, environmental reviews, staffing, and other costs directly related to CDBG funds. Approximately \$86,694.20 is budgeted to administer the program.

Recommendation #5: HOME Funds: The CDBG/HOME Task Force recommended funding the Local Energy Alliance Program that support homeowner energy maintenance rehabilitation. Estimated benefits include ten homeowner rehabilitations.

Recommendation #6: Adjusting for Actual Entitlement Amount: Because actual entitlement amounts are not known at this time, it is recommended that all recommendations are

increased/reduced at the same pro-rated percentage of actual entitlement to be estimated. No agency will increase more than their initial funding request.

Adjusting for Timeliness: Because several subrecipients are still in the process of completing their 2021-2022 CDBG/HOME contracts (which must be fulfilled no later than June 30, 2022); 2022-2023 contract awards to those sub-recipients will be made subject to reprogramming, if any of the 2021-2022 CDBG/HOME subrecipients fail to fulfill their current sub-recipient contract obligations by June 30, 2022.

Community Engagement:

A request for proposals was held for housing, economic development, public facilities and public service programs. Applications received were reviewed by the CDBG Task Force during their two public meetings. Priority Neighborhood recommendations will be made by members who serve on the Priority Neighborhood Task Force.

A notice of the April 12, 2022 joint Planning Commission-City Council Public Hearing was published in the Daily Progress for a 15-day public comment period on March 22, 2022. The public was also given the opportunity to voice their opinions during the 30-day public comment period published on March 30, 2022, and at the Thomas Jefferson Planning District Commission Public Hearing on May 5, 2022. The draft Action Plan was posted online through the following [link](https://tjpc.org/wp-content/uploads/pdf/Housing/HOME-Consortium/FY22-23-Charlottesville-HOME-Consortium-Draft-Action-Plan.pdf). (<https://tjpc.org/wp-content/uploads/pdf/Housing/HOME-Consortium/FY22-23-Charlottesville-HOME-Consortium-Draft-Action-Plan.pdf>)

Alignment with City Council’s Vision and Strategic Plan:

Approval of this agenda item aligns directly with Council’s vision for Charlottesville to have **Economic Sustainability and Quality Housing Opportunities for All.**

Budgetary Impact:

The HOME program requires the City to provide a 25% match (HOME match equals ¼ of the entitlement amount). The sum necessary to meet the FY 2022-2023 match is \$21,144.22, which will be appropriated out of the Charlottesville Affordable Housing Fund (CP-084).

Alternatives:

No alternatives are proposed.

Recommendation:

Staff, the Task Force, and the Planning Commission all recommend approval of the CDBG and HOME projects, as well as the reprogramming of funds for FY2022-2023. Funds included in this budget will not be spent until after July 1, 2022 when HUD releases the entitlement and the final Action Plan is approved by HUD.

Attachments (6, total):

- Appropriation Resolution for CDBG funds:
Suggested motion: “I move the RESOLUTION appropriating Community Development Block Grant funding received from the U.S. Department of Housing and Urban Development for the FY 2022-2023 Action Plan, in the amount of \$433,471.
- Appropriation Resolution for HOME funds:
Suggested motion: “I move the RESOLUTION appropriating the HOME Investment Partnership Program funding received from the U.S. Department of Housing and Urban Development for FY 2022-2023, in the amount of \$84,576.88
- Resolution: Approval of the 2022-2023 Annual Action Plan:
Suggested Motion: “I move the RESOLUTION approving the FY 2022-2023 Annual Action Plan for the City of Charlottesville’s CDBG/HOME Programs”
- 2022-2023 Proposed CDBG and HOME Budget
- Summary of RFPs submitted
- Minutes from CDBG Task Force meetings

RESOLUTION

Appropriating Community Development Block Grant funding anticipated from the U.S. Department of Housing and Urban Development for the FY 2022-2023 Action Plan, in the amount of \$433,471

WHEREAS the City of Charlottesville has been advised of the approval by the U.S. Department of Housing and Urban Development of a Community Development Block Grant (CDBG) for the 2022-2023 fiscal year in the total amount of \$433,471; and

WHEREAS City Council has received recommendations for the expenditure of funds from the CDBG Task Force, and Ridge Street Priority Neighborhood Task Force and the City Planning Commission; and has conducted a public hearing thereon as provided by law; now, therefore

BE IT RESOLVED by the City Council of Charlottesville, Virginia, upon receipt of the sums hereinafter set forth from the U.S. Department of Housing and Urban Development, the said funds are hereby appropriated to the following individual expenditure accounts in the Community Development Block Grant Fund for the respective purposes set forth; provided, however, that the City Manager is hereby authorized to transfer funds between and among such individual accounts as circumstances may require, to the extent permitted by applicable federal grant regulations.

FUND	ACCOUNT CODE	DESCRIPTION	AMOUNT
218	1900464	Ridge ST Priority Neighborhood	\$186,376.16
218	1900465	Community Investment Collaborative Microenterprise Scholarships	\$25,000.00
218	1900466	LEAP – Workforce Development	\$30,130.00
218	1900467	PHAR – Resident Involved Redevelopment	\$37,510.32
218	1900468	LVCA – Workforce Tutoring	\$27,510.32
218	1900469	LEAP – Solar Maintenance	\$40,250.00
218	3914001000	Administrative and Planning	\$86,694.20
TOTAL			\$433,471.00

BE IT FURTHER RESOLVED that this appropriation is conditioned upon the receipt of \$433,471 from the Department of Housing and Urban Development, and all sub-recipient awards are also conditioned upon receipt of such funds.

BE IT FURTHER RESOLVED that the amounts appropriated above within this resolution will be provided as grants to public agencies or private non-profit, charitable organizations (individually and collectively, “sub-recipients”) and shall be utilized by the sub-recipients solely for the purpose stated within their grant applications. The City Manager is authorized to enter into agreements with each sub-recipient as deemed advisable, to ensure that the grants are expended for the intended purposes and in accordance with applicable federal and state laws and regulations. Toward this end, the City Manager, the Director of Finance, and public officers to whom any responsibility is delegated by the City Manager pursuant to City Code Section 2-147, are authorized to establish administrative procedures and provide for guidance and assistance in the sub-recipients’ execution of the funded programs.

RESOLUTION

Appropriating the HOME Investment Partnership Program funding to be received from the U.S. Department of Housing and Urban Development for FY 2022-2023, in the amount of \$84,576.88

WHEREAS, the City of Charlottesville has been advised of the approval by the U.S. Department of Housing and Urban Development of HOME Investment Partnerships (HOME) funding for the 2022-2023 fiscal year;

WHEREAS, the region served by the Thomas Jefferson Planning District Commission will be receiving an award for HOME funds for fiscal year 2022-2023, of which the City will receive the sum of \$84,576.88 to be expended on affordable housing initiatives such as energy maintenance and homeowner rehabilitation.

WHEREAS, it is a requirement of this grant that projects funded with HOME initiatives money must be matched with local funding in varying degrees; now, therefore,

BE IT RESOLVED by the Council of the City of Charlottesville, Virginia that the local match in the amount of \$21,144.22 is hereby appropriated from the Charlottesville Housing Fund (accounting code CP-084 to Fund 210/ Account Code 1900463, for expenditure as the local match for HOME funding received from the U.S. Department of Housing and Urban Development for FY 2022-2023; and,

BE IT FURTHER RESOLVED THAT, upon receipt, HOME funding received from the U.S. Department of Housing and Urban Development for FY 2022-2023 is hereby appropriated to Fund 210/ Account Code 1900463, to be expended in accordance with the program(s) to be funded as the City’s FY 2022-2023 Action Plan, as set forth below:

FUND	PROJECTS	Account Code	HOME EN	MATCH	TOTAL
210	LEAP – Assisted Home Energy Performance	1900463	\$84,576.88	\$21,144.22	\$105,721.10

BE IT FURTHER RESOLVED that this appropriation is conditioned upon the receipt of \$84,576.88 from the Department of Housing and Urban Development, and any sub-recipient award(s) are also conditioned upon receipt of such funds.

BE IT FURTHER RESOLVED that the amounts appropriated above within this resolution will be provided as grants to public agencies or private non-profit, charitable organizations (individually and collectively, “sub-recipients”) and shall be utilized by the sub-recipients solely for the purpose stated within their grant applications. The City Manager is authorized to enter into agreements with each sub-recipient as deemed advisable, to ensure that the grants are expended for the intended purposes and in accordance with applicable federal and state laws and regulations. Toward this end, the City Manager, the Director of Finance, and public officers to whom any responsibility is delegated by the City Manager pursuant to City Code Section 2-147, are authorized to establish administrative procedures and provide for guidance and assistance in the sub-recipients’ execution of the funded programs.

RESOLUTION
Approving the 2022-2023 Annual Action Plan for the City of Charlottesville’s
CDBG/HOME Programs

BE IT RESOLVED by the Council of the City of Charlottesville THAT the fy 2022-2023 Action Plan for implementation of the City’s 2018-2019 CDBG/HOME Consolidated Plan is hereby approved, as follows:

ACCOUNT CODE	PROJECTS	AMOUNT
1900464	Ridge ST Priority Neighborhood	\$186,376.16
1900465	Community Investment Collaborative Microenterprise Scholarships	\$25,000.00
1900466	LEAP – Workforce Development	\$30,130.00
1900467	PHAR – Resident Involved Redevelopment	\$37,510.32
1900468	LVCA – Workforce Tutoring	\$27,510.32
1900469	LEAP – Solar Maintenance	\$40,250.00
3914001000	Administrative and Planning	\$86,694.20
	\$433,471.00	

Account Code	PROJECT	HOME EN	MATCH	TOTAL
1900463	LEAP – Assisted Home Energy Performance	\$84,576.88	\$21,144.22	\$105,721.10

In the event that funding received by the U.S. Department of Housing and Urban Development for FY 2022-2023 differs from the amounts referenced above, all CDBG and HOME project estimates shall be increased or reduced at the same pro-rated percentage in relation to actual CDBG/ HOME funding received by the City. No sub-recipient’s grant may be increased above their initial funding request.

2022-2023 CDBG & HOME BUDGET ALLOCATIONS
RECOMMENDED BY CDBG/HOME TASKFORCE: 2/16/22 & 3/21/22
RECOMMENDED BY PLANNING COMMISSION
APPROVED BY CITY COUNCIL

A. PRIORITY NEIGHBORHOOD

A. Ridge Street Priority Neighborhood **\$ 186,376.16**

B. ECONOMIC DEVELOPMENT PROJECTS

A. Community Investment Collaborative - Micro Scholarships **\$ 25,000.00**

B. Local Energy Alliance Program - Workforce Development **\$ 30,130.00**

C. PUBLIC SERVICE PROJECTS (15% CAP)

A. Public Housing Association of Residents **\$ 37,510.32**

B. Literacy Volunteers of Charlottesville/Albemarle **\$ 27,510.32**

D. HOUSING PROJECTS

A. Local Energy Alliance Program - Solar Energy Maintenance **\$ 40,250.00**

E. ADMINISTRATION/PLANNING (20% CAP)

A. Admin/Planning **\$ 86,694.20**

Grand Total **\$ 433,471.00**

Estimated Entitlement **\$ 433,471.00**

2022-2023 HOME BUDGET ALLOCATIONS

A. Local Energy Alliance Program - Assisted HOME Performance **\$ 84,576.88**

Total **\$ 84,576.88**

Estimated Entitlement **\$ 84,576.88**

Local Match **\$ 21,144.22**

CDBG FY22-23 Submissions

CDBG	Econ	Organization, Program Title	Project Contact	Program Description	Funding Requested
		Local Energy Alliance Program (LEAP)	Chris Meyer	Assisted Home Performance Workforce Development	\$ 30,130.00
		Community Investment Collaborative (CIC)	Stephen Davis	CIC Entrepreneur Program	\$ 25,000.00
		Total Amount of Request			\$ 55,130.00
CDBG	Public Services (15% Cap)	Organization, Program Title	Project Contact	Program Description	Funding Requested
		Public Housing Association of Residents (PHAR)	Shelby Edwards	Capacity Building, Empowerment, Protecting Affordable Housing	\$ 35,000.00
		PACEM	Jayson Whitehead	Referrals Specialist	\$ 39,375.00
		Literacy Volunteers Charlottesville/Albemarle	Ellen Osborne	Beginning Workforce Development Services	\$ 37,432.00
		Total Amount of Request			\$ 111,807.00
		Total Projected Budget			\$ 65,020.65
		Request Overage			\$ 46,786.35
CDBG	Housing	Organization, Program Title	Project Contact	Program Description	Funding Requested
		Local Energy Alliance Program	Chris Meyer	Low-Income Roof Repairs	\$ 40,250.00
		Total Amount of Request			\$ 40,250.00

HOME FY22/23 RFP Submissions

HOME	Organization, Program Title	Project Contact	Program Description	Funding Requested
		Local Energy Alliance Program (LEAP)	Chris Meyer	Assisted Home Performance
			Friendship Court Early Learning	
	Piedmont Housing Alliance (PHA)	Sunshine Mathon	Center	\$105,721
	Total Amount of Request			\$185,821
	Total Projected Budget			\$84,576.88
	Request Overage			\$101,244



Community Development Block Grant/HOME Taskforce

Wednesday, February 16th, 2022

4-5PM

Virtual Meeting (Zoom)

Meeting Minutes

1. Introductions/Housekeeping/Minutes

Grants Coordinator, Erin Atak (EA), took Roll Call.

Name	Attendance
Nancy Carpenter	<i>Present</i>
Helen Sporkin	<i>Present</i>
Matthew Gillikin	<i>Present</i>
Connor Brew	<i>Present</i>
James Bryant	<i>Present</i>
Kem Lea Spaulding	<i>Present</i>
Howard Evergreen	<i>Present</i>
Emily Cone Miller	<i>Absent</i>
Taneaia Dowell	<i>Absent</i>

All Taskforce members introduced themselves and their neighborhood designation/role on the CDBG/HOME Taskforce

2. CDBG/HOME Background

EA shared the CDBG/HOME introductory technical assistance PowerPoint for the Taskforce. The PowerPoint serves as the training slideshow that all CDBG and HOME applicants are required to sit through in a mandatory 30-45 training session with the grants coordinator prior to applying for CDBG and HOME. EA walks through the following topics with the Taskforce:

- a. 2022-2023 CDBG/HOME Priorities selected by City Council
- b. Three CDBG/HOME HUD National Objectives

Staff Contact:

Erin Atak, Grants Coordinator (atake@charlottesville.gov), (434) 970-3093

- c. CDBG/HOME program income guidelines posted on the City of Charlottesville website that all CDBG/HOME applicants adhere to.
- d. The updated CDBG/HOME Priority Neighborhood Map on the City Website: <https://www.charlottesville.gov/DocumentCenter/View/6760/2021-CDBG-Priority-Neighborhood-Map>
- e. The HOME HUD Program Definition, eligible activities, and ineligible activities.
- f. Projected HOME allocation for FY2022-2023
- g. Federal and Local requirements subrecipients are required to adhere to (submitting quarterly reports, getting environmental reviews done, spending requirements, documentation requirements for invoices, etc.)
- h. And submitting an internal controls checklist required by HUD as listed in the City's CDBG Guidelines by application date: current annual audit, policies and procedures manual, financial statements, Evidence of 501(c)3, etc.

EA explained to the Taskforce that there was a total of six technical assistance meetings prior to application submittal with the following organizations:

- i. Piedmont Housing Alliance
- j. Thomas Jefferson Community Land Trust
- k. Local Energy Alliance Program
- l. Literacy Volunteers of Charlottesville/Albemarle
- m. Virginia Supportive Housing
- n. Charlottesville Redevelopment and Housing Authority

Two organizations submitted applications for the FY2022-2023 HOME request for proposal:

- Local Energy Alliance Program (LEAP)
- Piedmont Housing Alliance (PHA)

EA explained to the Taskforce that HUD reviewed the applications and advised the City that the Piedmont Housing Alliance Application and a portion of the LEAP application would be better suited for other funding sources. The Taskforce would only be able to review one portion of LEAP's application for funding consideration this afternoon.

Nancy Carpenter (NC) asks about whether the HUD national objective #2 (blight/slum) wording can be updated. NC also brings up whether organizations submit policies on diversity, equity, and inclusion within the attachments that subrecipients were required to submit with applications.

3. Scores

EA asks the Taskforce is there were any concerns reviewing the applications. No concerns were brought up.

EA outlines LEAP's performance history. No concerns were brought up with audit history, timeliness, and documentation requirements.

Staff Contact:

Erin Atak, Grants Coordinator (atake@charlottesville.gov), (434) 970-3093

Discussion with the Taskforce revolved around LEAP’s FY2021 financial and performance workload. EA explains that LEAP is currently performing 16-20 energy efficiency audits with the same amount of funding that is being requested in the current application.

NC, Howard Evergreen (HE), and Connor Brew (CB) discuss the energy savings and impact on utility bills.

The Taskforce unanimously voted on the following funding recommendation for the LEAP assisted home performance application.

Applicant	Average Score	Funding Request	TF Funding Recommendations	
LEAP	32.14	\$80,100.00	\$84,576.88	Assisted Home Performance (Only)
<hr/>				
Funding Available			\$ 84,576.88	

4. Public Comment

None

Individuals with disabilities who require assistance or special arrangements to participate in the public meeting may call the ADA Coordinator (434)-970-3182 or submit a request via email to ada@charlottesville.gov. The City of Charlottesville requests that you provide a 48-hour notice so that proper arrangements can be made.

Staff Contact:

Erin Atak, Grants Coordinator (atake@charlottesville.gov), (434) 970-3093



Community Development Block Grant/HOME Taskforce

Monday, March 21, 2022

4-5PM

Virtual Meeting (Zoom)

Meeting Minutes

1. Introductions/Housekeeping

Grants Coordinator, Erin Atak (EA), took Roll Call.

Name	Attendance
Nancy Carpenter	<i>Present</i>
Helen Sporkin	<i>Present</i>
Matthew Gillikin	<i>Present</i>
Connor Brew	<i>Present</i>
James Bryant	<i>Absent – sent in funding recommendations</i>
Kem Lea Spaulding	<i>Absent</i>
Howard Evergreen	<i>Present</i>
Emily Cone Miller	<i>Absent</i>
Taneaia Dowell	<i>Absent</i>

Guests Observing review process:

Shirese Franklin, TJPDC Planner III

Hunter Allen Smith, City Staff, Vibrant Communities Fund

EA explained to the Taskforce about how many applicants she met with during the pre-application technical assistance meetings. There was a total of eleven applicants that met with EA during the RFP process. 6 applications were received at the end of the RFP process.

1. Community Investment Collaborative
2. Local Energy Alliance Program
3. Literacy Volunteers of Charlottesville/Albemarle
4. Thomas Jefferson Area Coalition for the Homeless

Staff Contact:

Erin Atak, Grants Coordinator (atake@charlottesville.gov), (434) 970-3093

5. Charlottesville Redevelopment and Housing Authority
6. Piedmont Housing Authority
7. Region 10
8. Habitat for Humanity of Greater Charlottesville
9. Public Housing Association of Residents
10. People and Congregations Engaged in Ministry (PACEM)
11. The HAVEN

EA explained the CDBG timeliness concerns for current applicants to the Taskforce.

- 2021-2022 subrecipients with CDBG/HOME contracts were eligible to apply for new rounds of funding for CDBG as long as they are able to fully spend their 2021 contract by the end of their contract year.
- EA explained that the contract year ends June 30, 2022. All funds must be spend by then in order to be eligible for their 2022 CDBG awards. If the subrecipient is not able to fulfill their end of the contract obligation, the City can reprogram the 2021 and 2022 CDBG awards for timeliness purposes.
- EA explained three organizations fell into this category: LEAP, CIC, and PHAR.

2. Scores

Taskforce begins to look over the economic development scores first.

- EA gives an audit history for both applications in the economic development category. No concerns are listed from staff side.
- Nancy Carpenter (NC) makes a motion to fully fund both Community Investment Collaborative (CIC) and the Local Energy Alliance Program (LEAP). She explains that in LEAP's application she appreciates the initiative to re-acclimate people to the workforce with housing; and CIC's application was good and large in scope.
- Matthew Gillikin (MG) seconds the motion and wonders if CIC would be able to take on additional funding.
- Howard Evergeen (HE) asks what happens to any undesignated funds at the end of the awarding process
- EA explains several options to the taskforce:
 - o There is the option to issue another RFP
 - o There is the option to fund an unfunded project within the CDBG priority neighborhood that the City is looking for funding for
 - o There is the option to give the extra funds to the priority neighborhood taskforce budget
- NC states that the Taskforce should proceed with awarding the rest of the CDBG categories and then coming back and seeing if there are any extra funds remaining. The committee agrees.

Taskforce begins to look over the housing applications.

- EA gives an audit history for both applications in the economic development category. No concerns are listed from staff side.

Staff Contact:

Erin Atak, Grants Coordinator (atake@charlottesville.gov), (434) 970-3093

- MG and NC states that this proposal was interesting and different from the typical housing application that LEAP generally requests for funds for. NC states that the application addresses the need for families to stay in their homes and addresses financial concerns.
- NC moves to fully fund the LEAP application.
- Connor Brew (CB) seconds the motion.

Taskforce begins to look over the public service applications.

- EA reminds the committee that the public service section has a HUD cap of 15% with CDBG funds.
- EA gives an audit history for applications in the public services category. No concerns are listed from staff side. EA gives several options to the Taskforce about how to fund the applications because there is a finite amount of funds to give out to the applicants.
- MG makes a motion to fully fund Literacy Volunteers of Charlottesville/Albemarle (LVCA) as they ranked the highest among the public service category.
- HE and NC seconds the motion.
- Helen Sporkin (HP) states that LVCA had the most thorough application among all that was submitted.
- NC makes the motion to fully fund Public Housing Association of Residents.
- NC states that there was not anything sustainable in the PACEM application about keeping the staff position long term past the one-year contract agreement.
- EA states that generally previous taskforces have also tended to stray away from funding staff positions for that reason.
- CB, MG, and HS support fully funding PHAR and LVCA.
- EA offers the option of adding the remaining additional \$5,020.64 split between the two funded programs. The Taskforce agrees. This uses the full 15% of the funding for public services.

The CDBG/HOME Taskforce unanimously votes on the following budget:

Applicant	Average Score	Funding Request	TF Recommendation
CIC	37.33	\$25,000.00	\$25,000.00
LEAP Workforce	33.17	\$30,130.00	\$30,130.00
LEAP Solar Roof	33.50	\$40,250.00	\$40,250.00
PACEM	32.17	\$39,375.00	\$0.00
LVCA	39.67	\$25,000.00	\$27,510.32
PHAR	34.17	\$35,000.00	\$37,510.32

- Shirese Franklin (SF): Makes a comment to the comment about how the review process on shovel ready projects is a great idea the City does and should be implemented to the region.
- Hunter Allen Smith (HAS) noted that it was great getting to shadow along the review process and the budget making process with the Taskforce.

Staff Contact:

Erin Atak, Grants Coordinator (atake@charlottesville.gov), (434) 970-3093

- MG stated that the process had a learning curve to it and the technical assistance trainings are always helpful.

3. Public Comment

- Shelby Edwards: Shared her appreciation for the dialogue from the Taskforce and the Grants Coordinator and is looking forward to the future funding.
- Joy Johnson: Shared her concerns for the review process of the applications and asked whether the Taskforce received training.

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Staff Contact:

Erin Atak, Grants Coordinator (atake@charlottesville.gov), (434) 970-3093

SCORING RUBRIC FOR HOME PROPOSALS

Name of Applicant:

Name of Project:

	Exemplary (3 Points)	Adequate (2 Points)	Needs Improvement (1 Point)	Missing Information (0 Points)	Score	Comments
Program/Project Description	Provides a clear description and clearly explains how it will address a Council Priority	Provides a description that adequately explains how it will address a Council Priority	Program/project description needs improvement	Proposal does not describe how it will address a Council Priority		
Program/Project Goal	Provides a clear explanation of the goal. Identifies what will be provided to whom, how many. Provides demographic information of the beneficiaries and how they will meet the income guidelines	Provides an adequate explanation of the goal	Program/Project goal needs improvement. Barely identifies what will be provided to whom and how many. Barely provides demographic information and how the beneficiaries will meet the income guidelines	Goal is missing and/or not explained. Identification of beneficiaries, number of beneficiaries, demographic information, and information about how the beneficiaries will meet the income guidelines is missing		
Need	Clearly describes how the program will directly address the needs.	Adequately describes how the program will directly address the needs using some local	Description of need needs improvement. Only state, regional, or national data	Does not describe how the program will directly address the needs and/or		

	Provides local data to describe the needs of the community <u>and</u> the beneficiaries	data to describe the needs of the community <u>and</u> the beneficiaries	provided, data not specific to clients	does not provide data to describe the needs of the community and the beneficiaries		
Outcomes	Clearly explains how proposed outcomes will be meaningful, client-focused and related to the service	Adequately explains how proposed outcomes will be meaningful, client-focused and related to the service	Explanation of how proposed outcomes will be meaningful, client-focused and related to the service needs improvement	Does not explain how proposed outcomes will be meaningful, client-focused and/or related to the service		
Strategies	Provides evidence-based strategies for how the program/project will address the need	Adequately describes how strategies address need using researched best practices strategies at a minimum	Describes how strategies address need without information about best practices or research	Does not identify how strategies directly address need		
Implementation Timeline	Timeline is detailed and realistic	Timeline is adequate	Timeline is limited or not realistic	No timeline provided and information is missing		
Evaluation Plan	Provides a rigorous evaluation plan which informs ongoing work, explains metrics and why they are used	Provides a solid evaluation plan	Evaluates some elements of its work, but the evaluation is not thorough	Proposal does not provide an evaluation plan or the plan is insufficient		
Demographic Verification	Proposal clearly describes how the agency will collect and verify <u>all</u> required information	Proposal adequately describes how the agency will collect and verify all required information	Proposal describes how the agency will collect and verify <u>some</u> required information	Proposal does not describe how the agency will collect and verify any required information		

Financial Benefits	Proposal describes how the program fully meets two financial benefits	Proposal describes how the program fully meets one financial benefit	Proposal describes how the program <u>partially</u> meets one to two financial benefits	Proposal does not describe how the program will provide a financial benefit		
Collaboration	Proposal describes how the program collaborates with other organizations to achieve a common goal using defined deliverables and metrics (ex. Clear accountability, shared management, such as MOU's or formal partnership agreements)	Proposal describes formal agreements with more than two organizations describing how they cooperate, but does not share common deliverables or metrics.	Proposal describes collaboration informally with other organizations (ex. information sharing, resource sharing)	Proposal does not describe collaboration with other entities		
Engagement/ Outreach Strategy	Proposal describes complete outreach and engagement strategies and explains how it will serve needy and underserved populations	Proposal describes some outreach and engagement strategies and how it will serve needy and underserved populations	Proposal explains that services are available to needy and underserved populations but program/project does not conduct outreach or engagement	Proposal does not provide strategies for outreach and engagement to needy and underserved populations		
Priority Neighborhood Ridge Street	Proposal describes complete outreach strategies and program/project serves residents in the Priority Neighborhood	Proposal describes some outreach and program/project serves residents in the Priority Neighborhood	Proposal explains that services are available to priority neighborhood residents but program/project does not conduct outreach	Proposal does not provide strategies for outreach to priority neighborhood residents		

Organizational Capacity (STAFF ONLY)	Organization demonstrated sufficient capacity and fully met projected outcomes in previous grant year	Organization demonstrated adequate capacity and almost met projected outcomes in previous grant year	Organization capacity needs improvement, did not meet projected outcomes	The organization demonstrated a lack of a capacity		
Organizational Capacity	Proposal provides clear evidence of the capacity and ability to ensure timely performance and reporting	Proposal provides adequate evidence of the capacity and ability to ensure timely performance and reporting	Evidence of capacity and ability needs improvement. Does not address the question fully	Proposal does not provide evidence of the capacity and ability		
Budget	<p>Proposal clearly demonstrates:</p> <ul style="list-style-type: none"> A. How requested funds will be applied to expense line items B. How the amount requested is reasonable C. That the overall program budget shows a direct relationship with proposed service items 	<p>Proposal provides an adequate budget. Adequately addresses A, B, and C</p>	<p>Proposed budget needs improvement and barely addresses A, B, and/or C. Proposed budget needs improvement.</p>	<p>The proposal does not demonstrate how the requested funds will be applied to expense line items, how the amount requested is reasonable, and does not show a direct relationship with proposed service items</p>		
TOTAL SCORE (MAX SCORE = 42 PTS)						

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date:	June 6, 2022
Action Required:	Approval of Resolution
Presenter:	Lauren Hildebrand, Director of Utilities
Staff Contacts:	Lauren Hildebrand, Director of Utilities Lisa Robertson, City Attorney
Title:	Rivanna Water and Sewer Authority Northern Area Projects Allocation Agreement

Background:

Rivanna Water and Sewer Authority’s (RWSA) was formed in 1972 by a joint resolution of Albemarle County (County) and the City for the purpose of acquiring, financing, constructing, and maintaining facilities to supply drinking water to both communities under terms set out in the “Four Party Agreement” dated June 12, 1973 among the City, the County, Albemarle County Service Authority (ACSA), and RWSA. The Four Party Agreement provides RWSA shall also undertake the provision of such additional facilities as may be agreed upon from time to time by the City, ACSA, and RWSA.

Discussion:

A proposed agreement has been developed allocating the costs associated with current and future Northern Area Projects for the urban water system. The proposed agreement also confirms the cost allocation for the North Rivanna Water Treatment Plant Decommissioning Project previously allocated among the City and ACSA that was included in the “South Rivanna Water Treatment Plant Agreement” of 2003. The City’s Director of Utilities, ACSA Executive Director, and RWSA Executive Director have collaborated and coordinated since early 2021 to establish the cost allocation agreement. Costs to the City and ACSA will be allocated annually in RWSA’s debt service charges as part of RWSA’s capital improvement projects.

The costs associated with four drinking water projects, as well as all future water infrastructure projects planned in the northern area of the County are as follows:

1. The Airport Road Water Pump Station and Piping Project, which will provide redundancy and reliability to the portion of the Urban Area Water System located north of Towncenter Drive within the County. RWSA shall allocate 100% of the debt service charges for this project to the ACSA.
2. The South Rivanna River Crossing Project, which will provide a water main under the South Fork Rivanna River as a second redundant pipe to connect the South Rivanna Water Treatment Plant to the portions of the Urban Area Water System located north of the South Fork Rivanna River in the northern area of the County. RWSA shall allocate 100% of the debt service charges

for this project to the ACSA.

3. The North Rivanna River Crossing Project, which will provide a water main under the North Fork Rivanna River as a second redundant pipe to connect the portions of the Urban Area Water System located north and south of the North Fork Rivanna River. RWSA shall allocate 100% of the debt service charges for this project to the ACSA.
4. The Water Storage Tank Project for the Airport Road Water Pump Station, which will provide an estimated one million gallons of finished water storage. This tank will be constructed when demand conditions require water storage to support the Airport area and the overall Urban Area Water System, including the City of Charlottesville. RWSA shall allocate 10% the debt service charges for this project to the City, and 90% to the ACSA.

The Agreement also specifies that RWSA shall allocate 100% of the debt service charges for all future capacity and non-capacity water facilities located north of the South Fork Rivanna River to the ACSA, and confirms that RWSA shall allocate 48% of the debt service charges to the City and 52% to ACSA for the North Rivanna Water Treatment Plant Decommissioning Project, originally constructed in 1974.

Alignment with City Council’s Vision and Strategic Plan:

The project supports City Council’s “Green City” vision. It contributes to Goal 3 of the Strategic Plan: Beautiful Environment, and Objective 3.2: Provide reliable and high quality infrastructure.

Community Engagement:

The agreement for the Northern Area Drinking Water Projects Agreement was discussed and approved at the RWSA Board meeting on April 26, 2022. It was also discussed at the ACSA Board meeting on April 21, 2022.

Budgetary Impact:

Costs to the City will be allocated annually in RWSA’s debt service charges for the capital improvement projects. These costs are then incorporated in the City’s utility rates that are approved by City Council.

Recommendation:

Staff recommends approval of the resolution authorizing the Interim City Manager to execute the Northern Area Drinking Water Projects Agreement between the City, ACSA and RWSA.

Alternatives:

Council could choose to modify or not execute the Northern Area Drinking Water Projects Agreement.

Attachments:

Resolution
Proposed Agreement

RESOLUTION

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, that the Interim City Manager is hereby authorized to sign the following document, attached hereto, in form approved by the City Attorney or her designee.

An agreement among the City of Charlottesville, the Albemarle County Service Authority, and the Rivanna Water and Sewer Authority regarding the Northern Area Drinking Water Projects for the urban water system.

Prepared by:
Valerie W. Long, Esq., VSB # 42968
Williams Mullen
321 E. Main Street,
Suite 400
Charlottesville, VA 22902

NORTHERN AREA DRINKING WATER PROJECTS AGREEMENT

THIS NORTHERN AREA DRINKING WATER PROJECTS AGREEMENT (this “Agreement”) is made as of _____, 2022, by and between the **CITY OF CHARLOTTESVILLE, VIRGINIA**, a municipal corporation (the “City”), the **ALBEMARLE COUNTY SERVICE AUTHORITY**, a public body politic and corporate (the “ACSA”), and the **RIVANNA WATER AND SEWER AUTHORITY**, a public body politic and corporate (the “RWSA”).

WITNESSETH:

- A. RWSA was formed in 1972 by a joint resolution of Albemarle County (the “County”) and the City for the purpose of acquiring, financing, constructing, and maintaining facilities to supply drinking water to both communities under terms set out in the “Four Party Agreement” dated June 12, 1973 among the City, the County, ACSA, and RWSA (the “Four Party Agreement”).
- B. RWSA owns and/or operates facilities for the supply of raw water and treatment of potable water pursuant to the terms of the Four Party Agreement and several supplementary agreements thereto.
- C. Paragraph 7.2 of the Four Party Agreement directed RWSA to establish an urban area which shall include all of the City and designated portions of the County, and further provided that the boundaries of the urban area may be changed from time to time (the “Urban Area”). RWSA owns and operates three water treatment plants that

serve the Urban Area, which are the Observatory Water Treatment Plant, the South Rivanna Water Treatment Plant, and the North Rivanna Water Treatment Plant (collectively, the “Urban Area Water System Plants”) (sometimes referred to as the “Urban Water System Plants”). RWSA operates three reservoirs that serve the Urban Area, which are the South Rivanna Reservoir, the Ragged Mountain Reservoir, and the Sugar Hollow Reservoir (collectively, the “Urban Area Reservoirs,” and, collectively with the Urban Area Water System Plants and all dams, pipelines, pumping stations, storage tanks, and other equipment, facilities, and appurtenances related to each, the “Urban Area Water System”).

- D. The Urban Area currently consists of all of the City and designated portions of the County that are served by public water that has been treated at one of the three Urban Area Water System Plants. Other areas within the County that are served by public water that is not treated at one of the Urban Area Water System Plants (such as areas in Crozet, Red Hill, and Scottsville, each of which is served by a water treatment plant owned and operated by RWSA) are not part of the Urban Area as that term is referred to in Section 7.2 of the Four Party Agreement, and as that term is used in this Agreement.
- E. Pursuant to Article IV of the Four Party Agreement, which provides that RWSA shall also undertake the provision of such additional facilities as may be agreed upon from time to time by the City, ACSA, and RWSA (collectively, the “Parties”), the Parties have agreed upon an allocation of costs for construction of four new drinking water infrastructure projects, all planned within the northern area of the County, which four projects are identified and described as follows:

1. The Airport Road Water Pump Station and Piping Project, which will provide redundancy and reliability to the portion of the Urban Area Water System located north of Towncenter Drive within the County (the “Airport Road Water Pump Station and Piping Project”).

2. The South Rivanna River Crossing Project, which will provide a water main under the South Fork Rivanna River as a second redundant pipe to connect the South Rivanna Water Treatment Plant to the portion of the Urban Area Water System located north of the South Fork Rivanna River in the northern area of the County (the “South Rivanna River Crossing Project”).

3. The North Rivanna River Crossing Project, which will provide a water main under the North Fork Rivanna River as a second redundant pipe to connect the portions of the Urban Area Water System located north and south of the North Fork Rivanna River (the “North Rivanna River Crossing Project”).

4. The Water Storage Tank Project for the Airport Road Water Pump Station, which tank will provide an estimated one million gallons of finished water storage, and will be constructed when demand conditions require water storage to support the Airport area and the overall Urban Area Water System, including the City of Charlottesville (the “Airport Road Water Storage Tank”).

F. The four facilities listed in paragraph E herein, along with all future capacity and non-capacity water facilities located north of the South Fork Rivanna River (except as expressly provided to the contrary herein), are collectively referred to as the “Northern Area Drinking Water Projects.”

G. The City and the ACSA have reached an agreement concerning the sharing of costs for design and construction of, and for the acquisition of property and/or easements necessary for the Northern Area Drinking Water Projects, on the terms and conditions contained herein.

NOW, THEREFORE, for and in consideration of the premises, and other good and valuable consideration, the receipt of all which is hereby expressly acknowledged, the City, ACSA and RWSA hereby agree as follows:

AGREEMENT

1. Pursuant to Article IV of the Four Party Agreement, the City and ACSA agree to and hereby direct RWSA, and RWSA hereby agrees, to proceed with the design and construction of, and the acquisition of property and/or easements for, the Northern Area Drinking Water Projects.
2. RWSA shall allocate the debt service charges for the Airport Road Water Pump Station and Piping Project as follows: 100% to ACSA.
3. RWSA shall allocate the debt service charges for the South Rivanna River Crossing Project as follows: 100% to ACSA.
4. RWSA shall allocate the debt service charges for the North Rivanna River Crossing Project as follows: 100% to ACSA.
5. RWSA shall allocate the debt service charges for the Airport Road Water Storage Tank Project as follows: 10% to the City, and 90% to ACSA.

6. Except as expressly provided in paragraph 7 herein, RWSA shall allocate the debt service charges for all future capacity and non-capacity water facilities located north of the South Fork Rivanna River as follows: 100% to ACSA.
7. The costs for a project known as the North Rivanna Water Treatment Plant Decommissioning, which will demolish and remove the existing North Rivanna Water Treatment Plant constructed in 1974, and transfer service requirements thereof to the two other water treatment plants comprising the Urban Area Water System Plants (the South Rivanna and Observatory Water Treatment Plants) (the “North Rivanna Water Treatment Plant Decommissioning Project”) have previously been allocated among the City and ACSA pursuant to paragraph 4 of that certain untitled Agreement between the parties dated December 1, 2003, commonly referred to as the “South Rivanna Water Treatment Plant Agreement of 2003” (the “2003 Agreement”), which 2003 Agreement provides in paragraph 4 thereof that as a non-capacity related project of the Urban Area Water System, that RWSA shall allocate 48% of the debt service charges of the project to the City, and 52% to ACSA. Although the North Rivanna Water Treatment Plant Decommissioning Project has not yet commenced as of the date of this Agreement, the provisions of paragraph 6 of this Agreement shall not apply to that project. Instead, the terms of paragraph 4 of the 2003 Agreement shall continue to apply to the cost allocations for the North Rivanna Water Treatment Plant Decommissioning Project, such that RWSA shall allocate 48% of the debt service charges to the project to the City, and 52% to ACSA.

8. In the event any one or more of the terms or provisions contained in this Agreement should be held invalid or unenforceable in any respect, the validity and enforceability of the remaining terms and provisions will not in any way be affected or impaired. Any invalid or unenforceable term or provision will be deemed to be void and of no force and effect only to the minimum extent necessary to cause such term or provision to become valid and enforceable, and the balance of this Agreement will be fully enforceable.
9. This Agreement shall be binding upon, inure to the benefit of, and be enforceable by the Parties and their respective successors and assigns.

IN WITNESS WHEREOF, the duly authorized officers of the City, the ACSA, and RWSA have executed this Agreement as of the date written above.

[SIGNATURE PAGES IMMEDIATELY FOLLOW]

[SIGNATURE PAGE 1 of 3 OF
NORTHERN AREA WATER PROJECTS AGREEMENT]

CITY OF CHARLOTTESVILLE, VIRGINIA

By: _____
Michael C. Rogers, Interim City Manager

COMMONWEALTH OF VIRGINIA
CITY OF CHARLOTTESVILLE, to wit:

The foregoing instrument was acknowledged by me this ____ day of _____,
2022, Michael C. Rogers, as Interim City Manager of the City of Charlottesville, Virginia.

Notary Public

Registration No.: _____

My Commission expires: _____

APPROVED AS TO FORM:

Lisa Robertson, City Attorney

[SIGNATURE PAGE 2 OF 3 OF
NORTHERN AREA WATER PROJECTS AGREEMENT]

ALBEMARLE COUNTY SERVICE AUTHORITY

By: _____
Gary B. O'Connell, Executive Director

COMMONWEALTH OF VIRGINIA
COUNTY OF ALBEMARLE, to wit:

The foregoing instrument was acknowledged by me this _____ day of _____,
2022, by Gary B. O'Connell as Executive Director of the Albemarle County Service
Authority.

Notary Public

Registration No.: _____

My Commission expires: _____

[SIGNATURE PAGE 3 OF 3 OF
NORTHERN AREA WATER PROJECTS AGREEMENT]

RIVANNA WATER AND SEWER AUTHORITY

By: _____
William I. Mawyer, Jr. P.E., Executive Director

COMMONWEALTH OF VIRGINIA
CITY OF CHARLOTTESVILLE, to wit:

The foregoing instrument was acknowledged by me this _____ day of _____,
2022, by William I. Mawyer, Jr. P.E. as Executive Director of the Rivanna Water and
Sewer Authority.

Notary Public

Registration No.: _____

My Commission expires: _____

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	June 6, 2022
Action Required:	Motion to Authorize Hybrid Meetings of PC and BAR
Presenter:	Michael Rogers, Interim City Manager
Staff Contact:	Sam Sanders, Deputy City Manager James Freas, Director of NDS
Title:	Authorization for Regular Meetings of PC and BAR to be held in hybrid format

Background

On March 12, 2020 the Charlottesville City Council authorized the City Manager, as its Director of Emergency Management, to declare a local state of emergency due to COVID. This locally-declared state of emergency commenced on March 12, 2020, and continues in effect. (Although the City Manager declares the state of emergency with Council’s authorization, only City Council can *end* the local declaration. (According to Va. Code §44-146.21(A): “*The governing body, when in its judgment all emergency actions have been taken, shall take appropriate action to end the declared emergency.*”)

Because the locally-declared state of emergency remains in effect: on March 7, 2022 City Council unanimously approved Ordinance #O-22-029, to amend and re-enact the City’s Continuity of Government (COG) Ordinance, for a six month period beginning March 8, 2022 (“Revised COG Ordinance”).

The Revised COG Ordinance, within ¶2 directs that all meetings of the City Council, and all of the City’s boards and commissions will continue to be held only by electronic means. The Revised COG Ordinance provides only two exceptions to the electronic meetings requirement (see ¶3):

- City Council itself may physically assemble for a meeting, or a hybrid electronic/ in-person meeting, subject to a safety plan approved in advance of the meeting by the Mayor and City Manager, or
- ***By motion*** City Council may authorize another public body (a board or commission) to physically assemble for a meeting in a specific location, or a hybrid electronic/ in-person meeting, subject to a safety plan approved by the Mayor and City Manager in advance of the approved meeting.

Discussion

The board of architectural review (BAR) and the City Planning Commission (“Commission”) desire to have hybrid electronic/ in-person meetings for the duration of the locally-declared state of emergency. The hybrid meetings will take place in City Space and by electronic meeting (Zoom), with members of the BAR and Commission, and necessary staff, physically assembled in

City Space, with a limited number of members of the public attending in person and the opportunity for others to participate electronically by registering in advance.

The City Manager and the Mayor have already approved Safety Plans for these meetings.

Budgetary Impact

None

Alignment with Council Vision Areas and Strategic Plan

Yes

City Manager Recommendation

The City Manager recommends approval.

Suggested Motion: “I move to approve meetings of the City’s BAR and Planning Commission taking place during the six-month period beginning March 8, 2022, in a format that combines in-person attendance and electronic means, in accordance with Paragraph 3 of City Council Ordinance Number O-22-029.”

Community Engagement

N/A

Attachments

None

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	June 6, 2022
Action Required:	Approve Resolution Amending the Contract for City Manager Services to Extend the Time for Performance (1 Reading only)
Presenter:	Lloyd Snook, Mayor
Contacts:	Robert Bobb, Principal, The Robert Bobb Group
Title:	Extension of the Contract for City Manager Services

Background:

By resolution (#R-21-184) dated December 20, 2021, City Council awarded a contract to The Robert Bobb Group, for the provision of city manager services. The contract executed by the City and The Robert Bobb Group (RBG) required RBG to perform services through June 30, 2022. The RFP (RFP#22-81), incorporated into the Contract by Reference, contemplates a renewal term.

Discussion:

City Council is considering extending the contract with the Robert Bobb Group (working through Michael Rogers, designated as Interim City Manager) continue in place, to provide leadership during a process for selection of a police chief. At the conclusion of the process of hiring a permanent Police Chief, Council would expect to move forward expeditiously with selecting a permanent City Manager. Council is considering this action for the following reasons:

1. Council has been impressed with Mr. Rogers' performance as Interim City Manager.
2. Council feels that the City Manager's Office is currently stable and functioning at a high level. The Police Department, though having stabilized in recent months during the initial term of the contract with The Robert Bobb Group, remains in a more fragile situation.
3. Councilors believe that the Interim City Manager and Council should move forward with hiring a permanent Police Chief immediately, and the Interim City Manager has initiated a competitive process to engage a consultant to assist with the hiring process.
4. Councilors believe that it would be unwise to be advertising to hire both a permanent City Manager and a permanent Police Chief at the same time, and that if Council is going to move forward with the selection of a permanent Police Chief first, the City Manager and Council should make that selection before City Council hires a permanent City Manager.

Budgetary Impact: None.

Alignment with Council Vision Areas and Strategic Plan: Yes.

Community Engagement: N/A

Attachment:

- Proposed Resolution

Suggested Motion: "I move the RESOLUTION to amend the Contract for City Manager Services with The Robert Bobb Group, to extend the contract through December 31, 2022"

RESOLUTION

To amend the Contract for City Manager Services with The Robert Bobb Group, to Extend the Contract through December 31, 2022

BE IT RESOLVED by the Council of the City of Charlottesville, Virginia, that the January 6, 2022 contract for City Manager Services entered into between the City Council for the City of Charlottesville and The Robert Bobb Group (“Contract”), is hereby amended as follows:

Section 2 (Time for Performance)

(A) RBG shall commence performance of Services effective as of the date this Contract is executed by City Council, and shall continue its performance through **December 31,** ~~**June 30,**~~ 2022 (“Term”)

All terms and conditions of said Contract shall be and remain in effect throughout the extended term of the Contract, with the above-referenced amendment.

BE IT FURTHER RESOLVED that, on behalf of City Council, the Mayor is hereby authorized to sign an instrument reflecting this contract amendment, and the City Attorney shall prepare said instrument for signature of the Mayor and The Robert Bobb Group.

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date:	June 6, 2022
Action Required:	Approval of Resolution (Appropriation)
Presenter:	Emily Pelliccia, Deputy Chief; Charlottesville Fire Department
Staff Contacts:	Emily Pelliccia, Deputy Chief; Charlottesville Fire Department
Title:	Local Emergency Management Performance Grant (LEMPG) - \$15,000

Background:

The Virginia Department of Emergency Management has allocated \$7,500 in 2021 Emergency Management Performance Management Grant (LEMPG) funding from the Federal Emergency Management Agency to the City of Charlottesville. The City’s local share is \$7,500 (required local funding contribution), for a total project cost of \$15,000.

Discussion:

The City of Charlottesville is the grant administrator for this grant, which will used to enhance our local government preparedness for future major emergencies and disasters. The grant award period is July 1, 2021 to June 30, 2022. The objective of the LEMPG is to support local efforts to develop and maintain a comprehensive emergency management program. A key element of that program is continuity of operations planning (COOP) for the City of Charlottesville. The 2021 LEMPG funds will be used by city staff to complete an enterprise COOP.

The COOP is the document that “keeps the heart of the City beating” during major emergencies or disasters. In 2019 Launch! Consulting was contracted by the City of Charlottesville and the Regional Office of Emergency Management to assist with the facilitation of the City’s first enterprise COOP. A draft COOP was developed at that time through a series of workshops and follow-up activity however the pandemic and turnover of key City leadership prevented finalization of the COOP. It is recommended that the final draft be revisited and updated with the new leadership in place. The citywide effort, inclusive of all City departments will be facilitated once again by Launch! Consulting through City-wide workshops in which each department will be represented by a staff member who understand the details of departmental procedures, and who has decision-making authority for their department. Launch will lead at least two workshops to

re-acquaint departments with their COOP documents and the concept of citywide COOP planning. An updated enterprise COOP will be the final product.

Alignment with Council Vision Areas and Strategic Plan:

COOP planning and this request supports City Council’s America’s Healthiest City vision, specifically, “Our emergency response system is among the nation’s best,” as well as Goal 2 of the City’s Strategic Plan, specifically sub-elements 2.1 (Provide an effective and equitable public safety system) and 2.4 (Ensure families and individuals are safe and stable). Maintaining our response and recovery capability is an on-going process that requires regular planning discussions and updates to our plans as well as training and exercising of our plans.

Community Engagement:

Continuity of operations during times of major emergencies and disasters ensures that there are no major disruptions to any City services or assistance to our community. By preparing our local government for future events we align with the Federal Emergency Management Agency’s vision for continuity to be “a more resilient Nation through whole community integration of continuity plans and programs to sustain essential functions under all conditions.”

Budgetary Impact:

The locality match of \$7,500 will be covered by the citywide reserve.

Alternatives:

If grant and matching funds are not appropriated, the COOP will not to be completed at this time.

Recommendation:

Staff recommends approval and appropriation of grant funds as well as Council approval of the transfer of citywide reserve funds to be appropriated for expenditure for the COOP.

Suggested Motion “I move the RESOLUTION Appropriating the amount of \$7,500 to be expended for the City’s share of a State Local Emergency Management Performance Grant”

Attachment (1):

Proposed Resolution

RESOLUTION
Appropriating the amount of \$15,000 to be expended for the
Local Emergency Management Performance Grant (LEMPG)

WHEREAS, the City of Charlottesville has received funds from the Virginia Department of Emergency Management in the amount of \$7,500 in federal pass-through funds;

WHEREAS, the grant award covers the period from July 1, 2021 through June 30, 2022;

WHEREAS, the City of Charlottesville will be required to provide matching funds (\$7,500) and that amount is available within the Citywide Reserve;

WHEREAS, the total funds, in the amount of \$15,000, will be used to support the update and finalization of an enterprise continuity of operations plan (COOP);

NOW, THEREFORE BE IT RESOLVED by the Council of the City of Charlottesville, Virginia, that the sum of \$7,500, be received as grant funding and the sum of \$7,500, be allocated from citywide reserves and be appropriated in the following manner:

Revenues – \$15,000

\$7,500	Fund: 209	Internal Order: 1900471	G/L: 430120 State/Fed pass thru
\$7,500	Fund: 209	Internal Order: 1900471	G/L: 498010 Transfer from Other Funds

Expenditures – \$15,000

\$15,000	Fund: 209	Internal Order: 1900471	G/L: 599999 Lump Sum
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Transfer Sender - \$7,500

\$7,500	Fund: 105	Cost Center: 1631001000	G/L: 561209 Transfer to State Grants
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BE IT FURTHER RESOLVED, that this appropriation is conditioned upon the receipt of \$7,500 from the Virginia Department of Emergency Management.

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date:	June 6, 2022
Action Requested:	1st of 2 Readings of Ordinance/Public Hearing
Presenter:	Chris Cullinan, Director of Finance Lauren Hildebrand, Director of Utilities
Staff Contacts:	Chris Cullinan, Director of Finance Lauren Hildebrand, Director of Utilities
Title:	Proposed Utility Rates for FY2023 (effective July 1, 2022)

Background:

The City of Charlottesville owns and operates public utilities for water, wastewater, natural gas, and stormwater. Utility services are essential on a daily basis to both individuals and to the entire community. Thoughtful, deliberate planning and sufficient financial resources ensure efficient and orderly maintenance and operation of these systems. This need for investment in our utility systems is not without cost, but our utility rates must also be balanced with the need for continued affordability for our customers.

Each of the City's utilities is accounted for separately as enterprise funds. Enterprise funds are operated on a self-supporting basis, meaning that each utility is required to cover the full costs of providing its service. The City's utilities are funded solely through their rates and related fees and charges and are not subsidized with general tax revenues. The utilities do not operate on a for-profit basis. As such, utility rates are calculated annually to bring each fund to a break-even point; however, variable factors such as weather, usage, and number of customers may result in an unexpected and unanticipated operating surplus or deficit during any given year. If so, the surpluses or deficits are accounted for and remain within their respective utility fund.

Rivanna Water and Sewer Authority (RWSA), which provides the treatment services for the City, is one of the largest fixed cost elements for the water and wastewater budgets. For FY'23, the rates for RWSA have increased and they are incorporated in the City's proposed utility rates.

Discussion:

Proposed Utility Rates for FY'23

The budgets for each of the utilities have been thoroughly examined for opportunities to minimize costs without sacrificing service. Based on the revenue requirements needed to operate and maintain each utility and the above recommendations, the City is proposing the following rates in the water, wastewater, and gas utility:

- \$69.75/1,000 cubic feet (cf) of water (average annual composite rate of seasonal rates),

- \$83.80/1,000 cf of wastewater, and;
- \$97.65/8,000 cf of natural gas.

In addition, the City is proposing a modification of the facility fees for water meters 3-inches and larger to reflect the additional capacity provided by a new type of meter. The table below reflects the current facility fees and proposed facility fees associated with each meter size.

Water Meter Facility Fees				
Meter Size	Current ERC	Proposed ERC	Current Facility Fee	Proposed Facility Fee
5/8"	1	1	\$3,100	\$3,100
1"	2.5	2.5	\$7,750	\$7,750
1 1/2"	5	5	\$15,500	\$15,500
2"	8	8	\$24,800	\$24,800
3"	15	25	\$46,500	\$77,500
4"	25	50	\$77,500	\$155,000
6"	50	80	\$155,000	\$248,000

Wastewater Facility Fees				
Meter Size	Current ERC	Proposed ERC	Current Facility Fee	Proposed Facility Fee
5/8"	1	1	\$5,350	\$5,350
1"	2.5	2.5	\$13,375	\$13,375
1 1/2"	5	5	\$26,750	\$26,750
2"	8	8	\$42,800	\$42,800
3"	15	25	\$80,250	\$133,725
4"	25	50	\$133,725	\$267,500
6"	50	80	\$267,500	\$428,000

For the stormwater utility, there are minimal changes to the budget and stormwater fees are proposed to remain unchanged for the coming year at \$1.20 per 500 square feet of impervious surface.

Impact on Average Customer

Utility customers continue to conserve water and natural gas, which is both good for the environment and for their utility bill. The average residential water customer is using 400 cubic feet (cf) per month. Similarly, the average residential gas customer is using 4,600 cf. Based on these usage figures and the proposed utility rates, the average residential customer is projected to spend the following per month:

<u>Service</u>	<u>Current</u> (based on rates adopted 7/1/21)	<u>Proposed</u> (Effective 7/1/22)	<u>Change</u>	<u>Percent</u>
Water ¹	\$29.76	\$33.40	\$3.64	12.23%
Wastewater ¹	\$38.04	\$39.02	\$0.98	2.58%
Natural Gas ¹	\$50.60	\$49.80	-\$0.80	-1.58%
Stormwater ²	\$5.86	\$5.86	\$0	0%
TOTAL	\$124.26	\$128.08	\$3.82	3.07%

(1) Rates include monthly service charge.

- (2) The budget impact shown reflects a residential monthly average fee and provides consistency with other utilities. Stormwater fees are rounded to the next whole billing unit and are billed to property owners biannually.

For City residential customers who receive water, wastewater, stormwater and natural gas (87.5% of City residents), their total utility bill is projected to rise by \$3.82 per month, or 3.07%. For residential customers who receive just water, wastewater and stormwater service, their utility bill will increase by \$4.62 per month, or 5.90%. The proposed rate report can be found at <https://www.charlottesville.gov/602/Utility-Billing>.

Alignment with City Council’s Vision and Strategic Plan:

City Utilities operations supports City Council’s “A Green City” vision. It contributes to the Strategic Plan’s Objectives:

- 3.2 - To provide reliable and high-quality infrastructure,
- 3.4 - Be responsible stewards of natural resources,
- 5.1 - Integrate effective business practices and strong fiscal policies.

Community Engagement:

The public hearing is being held at tonight’s Council meeting to establish the rates for City utility services (water, sanitary sewer, natural gas and stormwater). These rates would be effective as of July 1, 2022, if approved by Council on June 21, 2022. The notice for the public hearing was advertised in the newspaper during the weeks of May 16, 2022 and May 23, 2022.

Budgetary Impact:

The Utility Funds (water, wastewater, and natural gas) are self-sustaining enterprise funds that are supported by the revenues from customers’ usages. The stormwater fee is based on the impervious surface of the property.

Note: The approval of the utility rates has no impact on the General Fund.

Recommendation:

Staff recommends approval of the proposed rates.

Alternatives:

As noted above, the utilities operate on a self-sustaining, break-even basis. If the proposed rates are not adopted, the utilities would not financially perform in this manner which in turn would impact the City’s ability to efficiently and reliably operate these systems. The City’s ability to invest in these critical infrastructure systems would be negatively impacted as well. Additionally, the City would not meet its long-term financial policy by not having sufficient working capital for its utilities.

Attachments:

Ordinance
At a Glance
Utilities Operations Overview

**AN ORDINANCE
 AMENDING AND REORDAINING CHAPTER 31 (UTILITIES) OF THE CODE
 OF THE CITY OF CHARLOTTESVILLE, 1990, AS AMENDED,
 TO ESTABLISH NEW UTILITY RATES AND SERVICE FEES
 FOR CITY GAS, WATER AND SANITARY SEWER.**

BE IT ORDAINED by the Council of the City of Charlottesville, Virginia, that:

1. Sections 31-56, 31-57, 31-60, 31-61, 31-62, 31-102, 31-106, 31-153, 31-156 and 31-158 of Chapter 31, of the Code of the City of Charlottesville, 1990, as amended, are hereby amended and reordained as follows:

CHAPTER 31. UTILITIES

ARTICLE II. GAS

DIVISION 2. TYPES OF SERVICE; SERVICE CHARGES

Sec. 31-56. Rates - Generally.

The firm service gas rates based on monthly meter readings shall be as follows:

Basic Monthly Service Charge	\$ 10.00	
First 3,000 cubic feet, per 1,000 cubic feet	\$8.9908	<u>\$8.8087</u>
Next 3,000 cubic feet, per 1,000 cubic feet	\$8.5198	<u>\$8.3559</u>
Next 144,000 cubic feet, per 1,000 cubic feet	\$8.0489	<u>\$7.9031</u>
All over 150,000 cubic feet, per 1,000 cubic feet	\$7.5779	<u>\$7.4504</u>

Sec. 31-57. Air conditioning.

(a) Gas service at the rate specified in this paragraph (“air conditioning rate”) shall be available to customers who request such service in writing and who have installed and use air conditioning equipment operated by natural gas as the principal source of energy. The air conditioning rate will be ~~\$7.3421~~ \$7.3471 per one thousand (1,000) cubic feet of gas used per month.

(b) The director of finance may, when it is impracticable to install a separate meter for air conditioning equipment, permit the use of one (1) meter for all gas delivered to the customer, in which instance the director of finance shall estimate the amount of gas for uses other than air conditioning and shall bill for such gas at the rates provided in applicable sections of this division.

...

Sec. 31-60. Interruptible sales service (IS).

(a) *Conditions. . . .*

(b) *Customer's agreement as to discontinuance of service. . . .*

(c) *Basic monthly service charge.* The basic monthly charge per meter for interruptible sales service (“IS gas”) shall be sixty dollars (\$60.00).

(d) *Rate.* For all gas consumed by interruptible customers the rate shall be ~~\$7.2178~~ \$7.0120 per one thousand (1,000) cubic feet for the first six hundred thousand (600,000) cubic feet, and ~~\$6.6937~~ \$6.5125 per one thousand (1,000) cubic feet for all volumes over six hundred thousand (600,000) cubic feet.

(e) *Annual Minimum Quantity.* Interruptible rate customers shall be obligated to take or pay for a minimum quantity of one million two hundred thousand (1,200,000) cubic feet of gas annually. Each year, as of June 30, the director of finance shall calculate the total consumption of each interruptible customer for the preceding twelve (12) monthly billing periods and shall bill any customer that has consumed less than the minimum quantity for the deficient amount at the rate of ~~\$7.2178~~ \$7.0120 per one thousand (1,000) cubic feet. Any new customer shall be required to enter into a service agreement with the City prior to the start of service. If an interruptible customer terminates service, the annual minimum requirement shall be prorated on the basis of one hundred thousand (100,000) cubic feet per month for each month the customer has received service since the last June 30 adjustment.

(f) *Contract required. . . .*

Section 31-61. Interruptible Transportation Service (TS).

(a) *Generally. ...*

(b) *Rates.* The rates for interruptible transportation service (“TS gas”) shall be as follows:

(1) ~~\$2.6462~~ \$2.6287 per dekatherm for a customer receiving only TS gas, and

(2) ~~\$1.5877~~ \$1.5772 per dekatherm, for customers who transport 35,000 or more dekatherms per month (“large volume transportation customers”), regardless of whether such large volume transportation customer receives only TS gas, or also receives IS service.

(c) *Basic Monthly Service Charges. ...*

(d) *Special terms and conditions. ...*

(e) *Extension of facilities. . . .*

(f) *Billing month. . . .*

- (g) *Lost and unaccounted-for gas. . . .*
- (h) *Combined IS and TS customer using more than provided or scheduled by customer....*
- (i) *TS Customer providing more gas, or less gas, than customer's usage. ...*
- (j) *Other terms and conditions. . . .*

Section 31-62. Purchased gas adjustment.

In computing gas customer billings, the basic rate charges established under sections 31-56, 31-57, 31-60 and 31-61 shall be adjusted to reflect increases and decreases in the cost of gas supplied to the city. Such increases or decreases shall be computed as follows:

(1) For the purpose of computations herein, the costs and charges for determining the base unit costs of gas are:

- a. Pipeline tariffs;
- b. Contract quantities; and
- c. Costs of natural gas, in effect or proposed as of ~~April 1st, 2021~~, April 1st, 2022

(2) Such base unit costs are ~~\$4.2810~~ \$5.1715 per one thousand (1,000) cubic feet for firm gas service and ~~\$2.8498~~ \$3.4986 per one thousand (1,000) cubic feet for interruptible gas service.

(3) In the event of any changes in pipeline tariffs, contract quantities or costs of scheduled natural gas, the unit costs shall be recomputed on the basis of such change in accordance with procedures approved by the city manager. The difference between the unit costs so computed and the base unit costs shall represent the purchased gas adjustment to be applied to all customer bills issued beginning the first billing month after each such change.

ARTICLE III. WATER AND SEWERS GENERALLY

Sec. 31-102. - Application for water service; water connection charges generally; installation of meters, etc.

(a) Whenever any person owning or leasing property for which water service has been installed desires the initiation of water delivery, they shall make written application to the director of finance on forms prescribed by the director.

(b) Whenever any person owning or leasing property along an existing city water main desires to provide a service connection from such main to such property, they shall make application to the director of finance on forms prescribed by the director. The charge for a water connection for a meter provided, installed and set by the city under this subsection. The cost of connecting to the city water shall be determined based on the water meter size or equivalent residential connections (ERC), whichever fee is greater, shall be as follows:

Water Meter Size (inch)	ERC	Water Meter Set Fee	Water Facility Fee
5/8	1	\$325.00	\$3,100.00
1	2.5	\$495.00	\$7,750.00
1 1/2	5	\$565.00	\$15,500.00
2	8	\$635.00	\$24,800.00
3	15-25	\$825.00	\$46,500.00 \$77,500.00
4	25-50	\$965.00	\$77,500.00 \$155,000.00
6	50-80	\$1,145.00	\$155,000.00 \$248,000.00

(c) In new subdivisions or any portion thereof the city may, if the city manager deems it to be in the best interest of the city, install water connections at the same time the water main or mains are installed in the new streets and prior to the time that the streets are paved, provided:

- (1) The subdivider so requests;
- (2) The subdivider gives assurance in writing that the lots will be built upon within a reasonable time; and
- (3) The subdivider designates on a plat the desired location of such connections. The charge for a water connection shall be as indicated in subsection (b) of this section.

(d) All installations made pursuant to subsections (b) and (c) of this section, from and including the meter to the main, shall be the property of the city, and the city shall maintain such service line and meter.

(e) In new subdivisions, such as apartment or office complexes or shopping centers, the city may, if the city manager deems it to be in the best interest of the city, install water meters at approximately the same time the water main or mains are installed in the project, provided:

- (1) The subdivider or developer so requests;
- (2) The subdivider or developer gives assurance in writing that the project will be built within a reasonable time;
- (3) The subdivider or developer designates on a plat the desired location of any main or mains, service lines and meters; and
- (4) The subdivider or developer installs at their expense any required mains and service lines in accordance with city standards.

The charge for a water connection shall be as indicated in subsection (b) of this section.

Sec. 31-106. - Sewer connections generally.

(a) All sanitary sewer connections shall be done by the applicant; extensions of all lines in city streets shall be performed by or approved in advance by the city. The cost of connecting to the city sewer shall be determined based on the water meter size or equivalent residential connections (ERC), whichever fee is greater, as follows:

Meter Size (inch)	ERC	Sewer Facility Fee
5/8	1	\$5,350.00
1	2.5	\$13,375.00
1 1/2	5	\$26,750.00
2	8	\$42,800.00
3	15-25	\$80,250.00 \$133,725.00
4	25-50	\$133,725.00 \$267,500.00
6	50-80	\$267,500.00 \$428,000.00

For the purposes of this subsection, multi-family housing shall equal 0.5 ERC per unit and hotels shall equal 0.33 ERC per room. "Multi-family housing" shall include all buildings or structures with three (3) or more dwelling units, regardless of whether the units are individually owned or leased.

As used herein, a "sewer facility fee" is defined as a charge levied to offset existing or planned future capital costs necessary to meet the service needs of city sanitary sewer customers. The amount of the sewer facility fee is based on the customer's water meter size, or the number of equivalent residential connections as indicated above.

(b)Connections shall be made only upon application in writing on a form provided by the director of finance, to whom applications shall be made, and the payment above mentioned shall be made at the time of application.

(c)All applicant connections to the city's sewer lines shall be made only by a certified master plumber after securing a proper permit. All such connections must be inspected and approved by the city.

(d)All connections to mains of the city sewerage system, whether inside or outside of the city, shall be made only by the use of a mechanical tapping saddle with straps or bands circling the entire pipe compressing a rubber seal against the main line, or a polyvinyl chloride or ductile iron wye in the line. Any portion of the house sewer line within any street or road right-of-way shall be ductile iron, polyvinyl chloride or cast iron.

(e)In new subdivisions or any portion thereof, the city may, if the city manager deems it to be in the best interest of the city, install sewer connections at the same time the sewer main or mains are installed in the new streets and prior to the time that the streets are paved; provided:

- (1) The subdivider so requests;
- (2) The subdivider gives assurance in writing that the lots will be built upon within a reasonable time; and
- (3) The subdivider designates on a plat the desired location of such connections.

The charge for sewer connections shall be as indicated in subsection (a) of this section.

ARTICLE IV. WATER AND SEWER SERVICE CHARGES

Sec. 31-153. Water rates generally.

(a) Water rates shall be as follows:

(1) Monthly service charge....

	<u>May-September</u>	<u>October-April</u>
(2) Metered water consumption, per 1,000 cu. ft.	\$70.08 <u>\$80.59</u>	\$53.91 <u>\$62.00</u>

(b) This section shall not apply to special contracts for the consumption of water which have been authorized by the city council.

Sec. 31-156. Sewer service charges generally.

(a) Any person having a connection directly or indirectly, to the city sewer system shall pay therefor a monthly charge as follows:

(1) Monthly service charge ...

(2) An additional charge of ~~eighty one dollars and thirty four cents (\$81.34)~~ eighty-three dollars and eighty cents (\$83.80) per one thousand (1,000) cubic feet of metered water consumption.

(b) Any water customer not discharging the entire volume of water used into the city's sanitary sewer system shall be allowed a reduction in the charges imposed under this section, provided such person installs, at his expense, a separate, City-approved water connection to record water which will not reach the City sewer system. The cost and other terms of City Code section 31-102 shall apply. For customers with monthly water consumption in excess of thirty thousand (30,000) cubic feet, where the director of finance considers the installation of a separate meter to be impracticable, the director may establish a formula which will be calculated to require such person to pay the sewer charge only on that part of the water used by such person which ultimately reaches the city sewers.

2. The foregoing amendments shall become effective July 1, 2022.

At A Glance

City of Charlottesville

Utility Rate Report

FY2023



The following material provides a brief summary of the rate and fee recommendations for water, wastewater, stormwater, and natural gas for FY2023. All rates will go into effect July 1st, 2022. For a thorough explanation and details of the recommendations, please refer to the FY2023 Utility Rate Report.

The table below illustrates the monthly impact on an average City residential customer using 400 cubic feet (cf) of water and wastewater, owning a property with approximately 2,440 square feet of impervious surface, and using 4,600 cubic feet (cf) of gas. This information is based on utility rates and charges adopted July 1st, 2021, and proposed rates and charges.

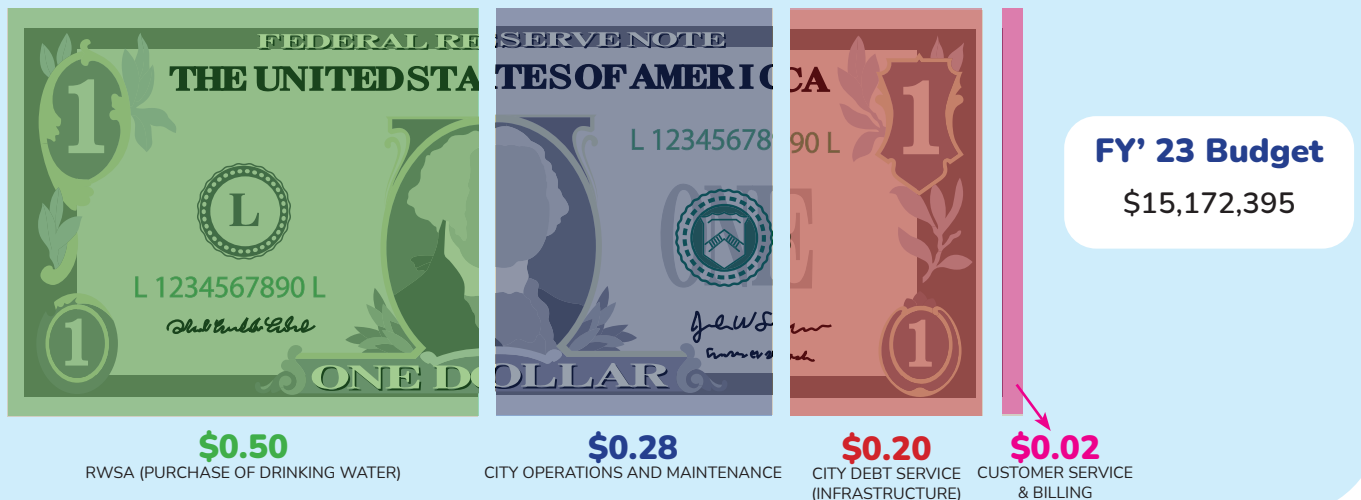
	Current Based on rates adopted 7/1/21	Proposed Effective 7/1/22	Change	Percent
Water ¹	\$29.76	\$33.40	\$3.64	12.23%
Wastewater ¹	\$38.04	\$39.02	\$0.98	2.58%
Gas ¹	\$50.60	\$49.80	(\$0.80)	-1.58%
Stormwater ²	\$5.86	\$5.86	\$0	0%
Total	\$124.26	\$128.08	\$3.82	3.07%

(1) Rates include monthly service charge

(2) The budget impact shown reflects a residential monthly average fee and provides consistency with other utilities. Stormwater fees are rounded to the next whole billing unit and are billed to property owners biannually.

Water Rates

Where your Water Dollar goes ...



Usage Rate

Water rates are proposed to increase by \$9.10 per 1,000 cf based on the amount of water used, which is a 15.0% increase.



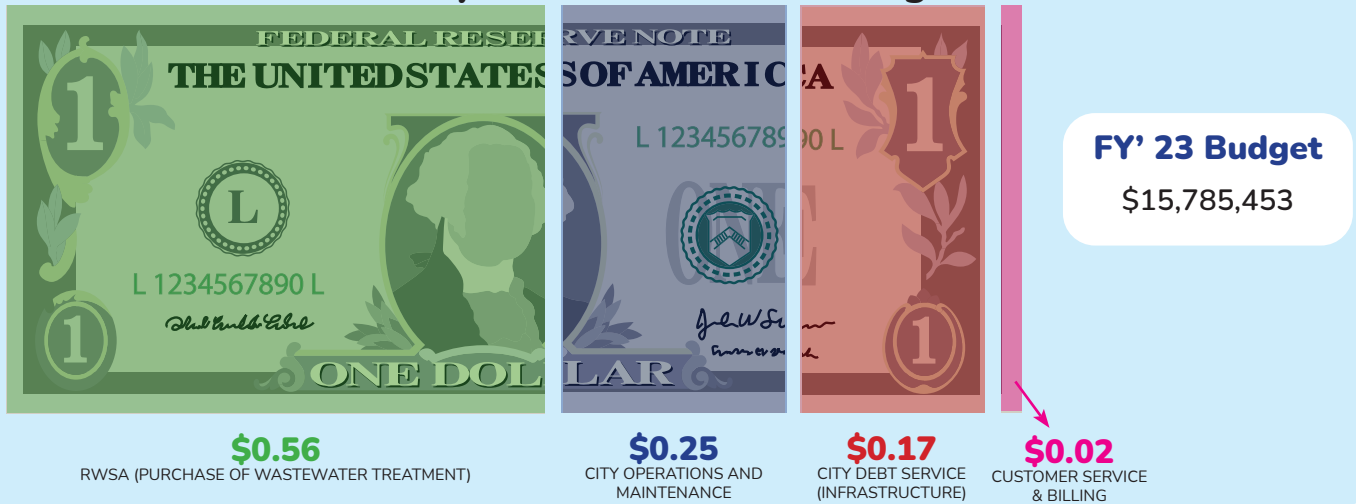
Impact on the Customer

The impact on a customer's bill will depend on how much water is consumed. The average single-family household uses 400 cf/month (2,992 gallons/month; approximately 100 gallons/day). To the extent an individual customer's usage differs from the average will determine the impact of the proposed rate on their bill. The table below shows the monthly impact on water customers at different amounts of usage.

	Water Use (cf per month)	Current Composite Water (per 1,000 cf)	Current Water Usage (charge per month)	Proposed Composite Water (per 1,000 cf)	Proposed Water Usage (charge per month)	\$ Change	% Change
Minimal User (10 th Percentile)	140	\$60.65	\$8.49	\$69.75	\$9.76	\$1.27	14.96%
Small User (25 th Percentile)	250	\$60.65	\$15.16	\$69.75	\$17.44	\$2.28	15.04%
Median User (50 th Percentile)	400	\$60.65	\$24.26	\$69.75	\$27.90	\$3.64	15.00%
Large User (75 th Percentile)	610	\$60.65	\$37.00	\$69.75	\$42.55	\$5.55	14.99%
High Volume User (90 th Percentile)	880	\$60.65	\$53.37	\$69.75	\$61.38	\$8.01	15.01%

Wastewater Rates

Where your Wastewater Dollar goes ...



Usage Rate

Wastewater usage rates are proposed to increase by \$2.46 per 1,000 cf based on the amount of water used, which is a 3.0% increase.



Impact on the Customer

The impact on a customer's bill will depend on how much water is consumed. The average single-family household uses 400 cf/month (2,992 gallons/month; approximately 100 gallons/day). To the extent an individual customer's usage differs from the average will determine the impact of the proposed rate on their bill. The table below shows the monthly impact on wastewater customers at different amounts of usage.

	Water Use (cf per month)	Current Wastewater (\$ per 1,000 cf)	Current Wastewater Usage (charge per month)	Proposed Wastewater Rate (\$ per 1,000 cf)	Proposed Wastewater Usage	\$ Change	% Change
Minimal User (10 th Percentile)	140	\$81.34	\$11.39	\$83.80	\$11.73	\$0.34	2.98%
Small User (25 th Percentile)	250	\$81.34	\$20.34	\$83.80	\$20.95	\$0.61	3.00%
Median User (50 th Percentile)	400	\$81.34	\$32.54	\$83.80	\$33.52	\$0.98	3.01%
Large User (75 th Percentile)	610	\$81.34	\$49.62	\$83.80	\$51.12	\$1.50	3.02%
High Volume User (90 th Percentile)	880	\$81.34	\$71.58	\$83.80	\$73.74	\$2.16	3.02%

Water & Wastewater

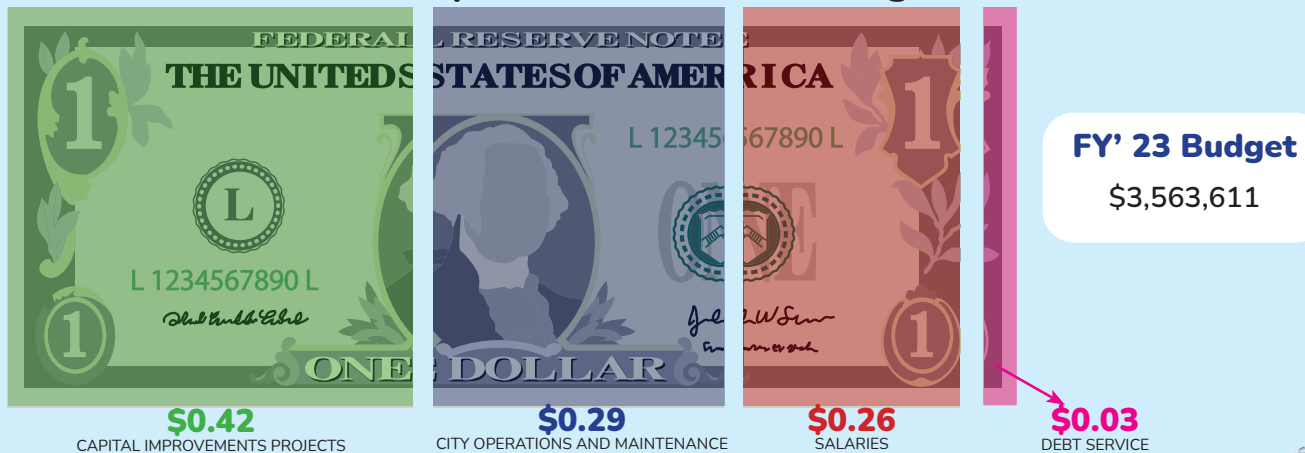
Facility Fees

The City is modifying the facility fees for water meters 3-inches and larger to reflect the additional capacity provided by a new type of water meter. The base cost per ERC will remain the same. The table below reflects the current facility fees and proposed facility fees associated with each meter size.

Water Meter Size (in inches)	ERC		Water Facility Fees		Wastewater Facility Fees	
	Current	Proposed	Current	Proposed	Current	Proposed
5/8	1	1	\$ 3,100	\$ 3,100	\$5,350	\$5,350
1	2.5	2.5	\$ 7,750	\$ 7,750	\$13,375	\$13,375
1 1/2	5	5	\$15,500	\$ 15,500	\$26,750	\$26,750
2	8	8	\$ 24,800	\$ 24,800	\$42,800	\$42,800
3	15	25	\$ 46,500	\$77,500	\$80,250	\$133,725
4	25	50	\$77,500	\$ 155,000	\$133,725	\$267,500
6	50	80	\$ 155,000	\$ 248,000	\$267,500	\$428,000

Stormwater Rates

Where your Stormwater Dollar goes ...



Stormwater rates are proposed to remain constant for the coming year at \$1.20 per 500 square feet of impervious surface (or part thereof) per month.

Stormwater fees are billed concurrently with real estate tax assessments and are due in June and December.

Modernize and maintain infrastructure integrity while pursuing environmental stewardship.

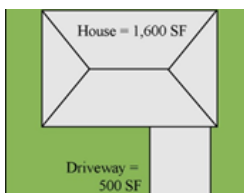
As part of the larger Water Resources Protection Program (WRPP), the City has adopted a stormwater utility fee to provide a dedicated and stable source of funding for stormwater management activities. Funds received are used to help the City comply with federal and state stormwater regulations, rehabilitate the City's aging stormwater infrastructure, address drainage and flooding problems, and pursue environmental stewardship.

Impact on the Customer

The stormwater utility fee is charged to property owners based on the amount of impervious area on their property (areas covered by hard surfaces, such as: buildings, concrete, gravel, etc.).

An example fee calculation is provided below:

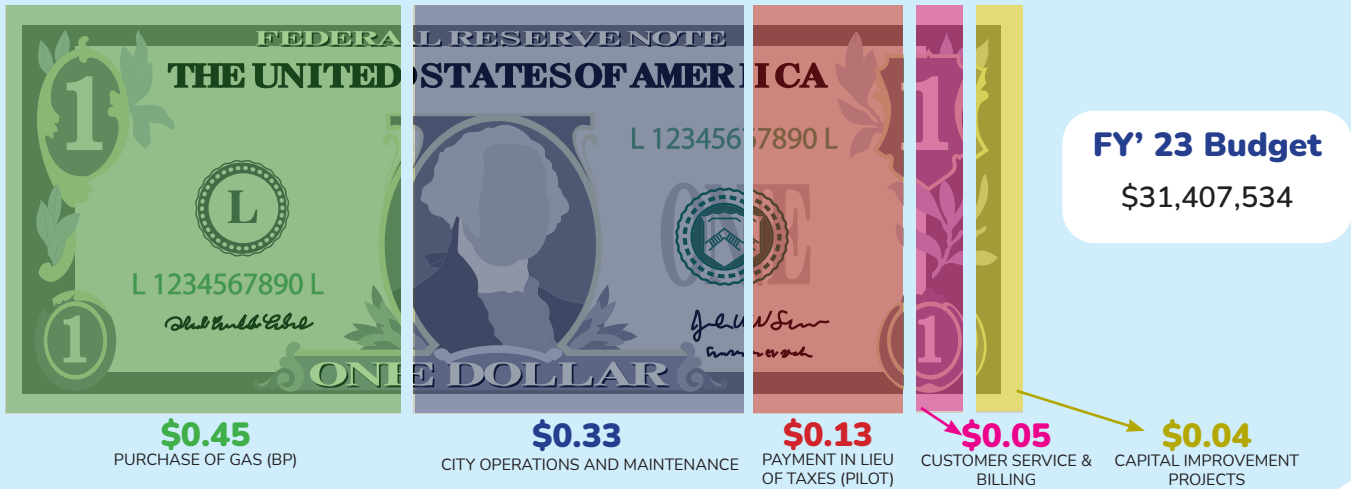
Example Fee Calculation



- Total impervious area (house and driveway): 2,100 SF
- Divide by 500 square feet: $2,100 / 500 = 4.2$ billing units
- Round to the next whole number: 4.2 rounds to 5 billing units
- Multiply the number of billing units by the rate (\$1.20 per billing unit per month) to determine annual fee: $5 \times \$1.20 \times 12 = \72 annual fee, billed \$36 due in June and December

Gas Rates

Where your Natural Gas Dollar goes ...



Usage Rate

Gas rates are proposed to decrease for all natural gas customers. For the average residential gas customer, gas rates are proposed to decrease by 1.58%



Impact on the Customer

The impact on a customer's bill will depend on the volume of gas that the customer uses. The average single family household uses 4,600 cubic feet of natural gas per month. The table below shows the monthly impact on gas customers at different amounts of usage.

	Gas Used (cf per month)	Current Monthly Gas Bill (using FY22 base rate)	Proposed Monthly Gas Bill (using FY23 base rate)	\$ Change	% Change
Minimal User	4,000	\$45.49	\$44.78	(\$0.71)	-1.56%
Average User	4,600	\$50.60	\$49.80	(\$0.80)	-1.58%
Large User	20,000	\$175.22	\$172.14	(\$3.08)	-1.76%
High Volume User	60,000	\$497.17	\$488.26	(\$8.91)	-1.79%

The base rate is set on July 1st each year. This base rate is calculated using the cost of gas at that time. However, gas is purchased throughout the year and the cost per cubic foot of natural gas varies by month due to various factors (weather, economics, etc) which are hard to predict. The purchased gas adjustment (PGA) acts as a "true up" to account for the differences between the current market cost of gas and the gas cost used to calculate the base rate. This ensures that customers are not over or underpaying and that the City is not over or under collecting.

	Gas Used (cf per month)	Recent Monthly Gas Bill with April 2022 PGA	Proposed Monthly Gas Bill with April 2022 PGA	\$ Change	% Change
Minimal User	4,000	\$55.67	\$54.96	(\$0.71)	-1.27%
Average User	4,600	\$62.31	\$61.50	(\$0.80)	-1.28%
Large User	20,000	\$226.10	\$223.02	(\$3.08)	-1.36%
High Volume User	60,000	\$649.82	\$640.91	(\$8.91)	-1.37%

Utilities Operations Overview



FY23

The Charlottesville Department of Utilities provides the Charlottesville community with safe and reliable natural gas, drinking water, and wastewater services at a reasonable cost in an environmentally responsible manner.

Core Programs & Services

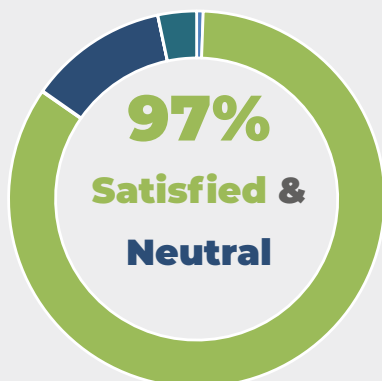
Department-Wide

- **Utility Location Oversight**
Protecting infrastructure & critical facilities, including utility locating: **17,252** tickets in 2021.
- **24/7/365 Utilities Call Center**
The Utilities Call Center handles approximately **25,000** calls per year.
- **Customer Service**
Last year, we processed **7,273** Move-ins and **7,181** Move-outs.
- **Online Bill Pay Services**
In October 2021, we launched a new bill pay portal. To date, **2,236** customers have registered for Autopay, and **5,968** customers receive paperless billing.
- **Emergency Operations**
Emergency response to water and gas leaks as well as sewer backups. Over **560** leaks checked per year.
- **GIS Mapping and Maintenance**
37,588 feet of utility lines entered and **1,098** CCTV videos cataloged last year.
- **Meter Reading and Maintenance**
We performed **479,895** meter readings including **2,411** implausible meter readings and **1,040** ERT replacements in 2021.
- **Development Site Plan Review**
Our engineers reviewed and followed the implementation of **194** site plans in 2021.

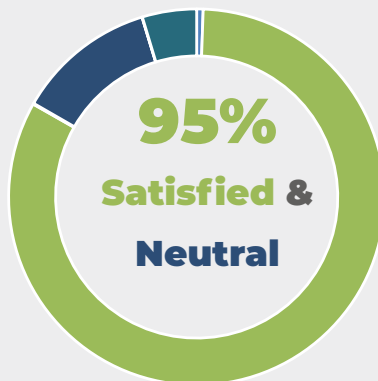
Customer Satisfaction

Experience Interacting with Utilities Department Staff (% Satisfied)*

Staff knowledge and technical competence



Overall responsiveness to your request, question, or concern



How satisfied you are with the new Utility Billing Online Payment Portal?



*Department of Utilities Customer Satisfaction Survey - SurveyMonkey – February, 2022



Water & Wastewater by numbers



14,500
CUSTOMERS
SERVED



4.5 million
GALLONS OF WATER
SOLD DAILY



183 miles
OF WATER
MAINS



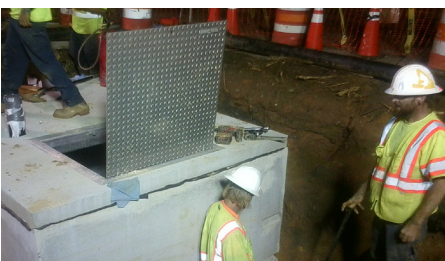
172 miles
OF WASTEWATER
MAINS



8,572
WORK ORDERS
COMPLETED

Water Quality

- The quality of our drinking water meets and exceeds all regulatory requirements and expectations for safety and reliability.
- Cross-contamination:
 - The situation in which water flows in a direction that is opposite from the intended flow is called backflow and presents a serious hazard to our water supply.
 - The City's Department of Utilities currently maintains inspection records for **850 backflow devices** in an effort to protect and provide the highest quality water to the City residents.

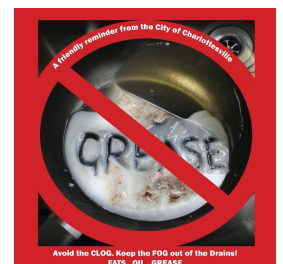


Water Loss Prevention

- Meter testing and replacement program:
 - Over **323** large water meters have been completed since the program's inception.
- Annual system-wide leak detection survey:
 - In 2021, **13 leaks** totalling **534,240 GPD** were detected and repaired.
- Ultrasonic meter installation:
 - Is more accurate and measures low flow rates.

Fats, Oils, and Grease Program

- The City of Charlottesville prohibits the discharge of fats, oils, and grease (FOG) down the drain into the City's wastewater system.
- The City of Charlottesville maintains an active FOG program that routinely inspects and advises best management practices to over **300 city food service establishments** on an annual basis on how to properly dispose of FOG.
- We provide FOG Kits to residents to help properly dispose fats, oils, and grease from cooking.



Water & Wastewater Asset Management

- Water main replacement program:
 - **10,812 linear feet** in 2021 and **112,054 linear feet** of water lines have been replaced since 2010 or **11.6%** of the entire water system.
 - Total construction cost: **\$27.7 million**
- Water service line replacement:
 - **5,273 linear feet** in 2021 and **47,513 linear feet** of water services have been replaced since 2010 (**15%** of the City-owned water services).
- Wastewater main rehabilitation program:
 - **6,449 linear feet** of wastewater lines were rehabilitated or replaced in 2021 and over **251,834 linear feet** of main have been rehabilitated or replaced since the program's inception in 2009 (**28%** of the wastewater system).
 - Total construction cost: **\$22.2 million**
- Manhole rehabilitation or replacement:
 - **1,182 manholes** have been rehabilitated or replaced since the program's inception (**20%** of the City's wastewater manholes).



Customer Satisfaction

In our recent Utilities Customer Satisfaction Survey, our customers show high levels of satisfaction with the dependability of our services.

Reliability of your water service to your home

Reliability of your wastewater service to your home



Rate the value that you pay for your water service

Rate the value that you pay for your sewer service



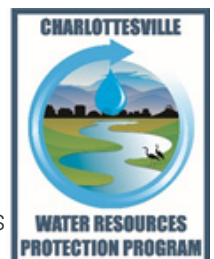
Also in this survey, the vast majority of our customers rated the value of their water and sewer service as fair and above (good and excellent).



Stormwater CIP

Stormwater Improvement

- Utilities has had an active Stormwater Conveyance System Rehabilitation Program since 2010.
- Stormwater rehabilitation program:
 - **5,685 linear feet** of stormwater lines rehabilitated or replaced in 2021 and **71,445 linear feet** rehabilitated or replaced or **10.4%** of the system since the program's inception.
 - Total construction cost: **\$10.8 million**
- Structure rehabilitation or replacement:
 - **440** structures rehabilitated or replaced since the program's inception (**5%** of the system's storm structures).





Gas System

Natural Gas by numbers



21,300
CUSTOMERS
SERVED



342 miles
GAS MAIN
LINES



300 miles
GAS SERVICE
LINES



32
REGULATOR
STATIONS



11,585
WORK ORDERS
COMPLETED

Greenhouse Gas Reduction Strategy

Adoption of a two-pronged strategy to help reduce greenhouse gas emissions (GHG) in our community due to natural gas usage.

1) Energy-efficiency programs:

- Energy Saving Trees - this partnership with the Arbor Day Foundation provides Charlottesville Utilities customers with a free tree to strategically plant on their property, delivering energy- and cost-saving benefits to their home.
 - Almost all **250** available trees were reserved in 48 hours, with the few remaining claimed shortly thereafter.
 - The successful planting of these trees will provide the community with **823,418 lbs.** of carbon sequestration over 20 years.
- Popular energy-efficiency rebates includes **\$100 Programmable Thermostat**, **\$200 Tankless Water Heater** and **\$300 Attic Insulation Rebates**.
- Charlottesville Gas Energy Efficiency Program (CGEEP) program offering energy efficiency upgrades at no cost to income-qualified households.
 - Since its launch, **124** gas customers have benefited from the program. Of the total CGEEP recipients, **68%** were Charlottesville homeowners, and **73%** had at least one family member age 60 years or older living in the same household.
 - The energy-saving varies a lot from home to home (from 3% to 51% reduction). On average, we noticed a **20%** reduction in gas consumption during the winter months.
 - To date, the Charlottesville Department of Utilities has invested **\$173,066** in the CGEEP program.



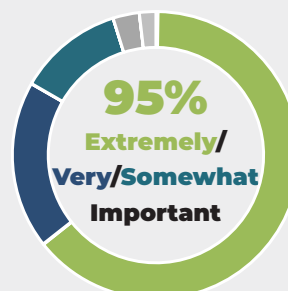
2) Carbon offset program:

- This program allows Utilities to invest in various carbon sequestration projects all around the world.
 - Charlottesville Gas currently offsets **25%** of its emissions through this program.
 - According to the 2019 City's GHG Inventory by Sector and Fuel Type Report (Released 2022), there has been a reduction of natural gas emissions in our community of **30%** (baseline 2011). This reduction is consistent with the City-wide GHG reduction.
 - Carbon Offset program allows Utilities to meet the citywide climate action goals of a **45%** reduction by 2030.

In our recent Utilities Customer Satisfaction Survey, our customers show high levels of satisfaction with access to gas service, and value of natural gas.

How important is it to have gas available to your home?

Rate the value that you pay for your gas service



Customer Satisfaction Survey - 2022

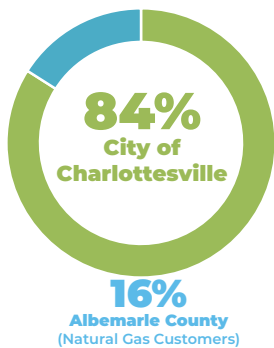


We're Listening

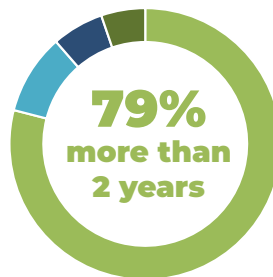
Thank you for helping us with the 2022 Customer Satisfaction Survey - we received over 320 submissions! Utilities appreciates everyone's feedback and the valuable insights from the comments provided. Areas in need of improvement have been identified and are in the process of being prioritized and addressed.

Profile of Survey Respondents

Where is your residence?



How long have you been our customer?



The majority of respondents to the 2022 Utilities Customer Satisfaction Survey are residents of the City of Charlottesville (84%), with the remaining respondents comprised by residents of Albemarle County who are natural gas customers (16%). A majority of all respondents have been Utilities customers for more than two years (79%).

Customer Service Ratings

Experience Interacting with Utilities Department & Utility Billing Office Staff (% Satisfied/Neutral)

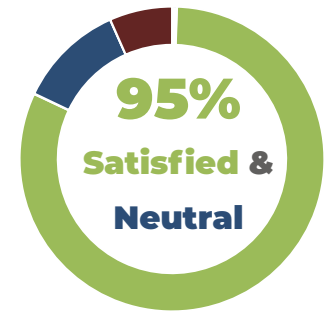
Politeness & courteousness of staff



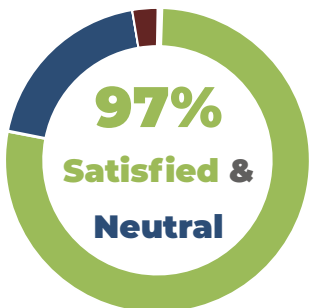
Staff knowledge and technical competence



Overall responsiveness to your requests, questions or concerns



Ease of contacting department staff



Overall resolution to your issue or request



Results of the survey reveal high levels of satisfaction with customer service and with the experience customers have had with Utilities staff. Politeness and courteousness of staff, knowledge and technical competence, and ease of contacting department staff, each received a satisfied and neutral rating from 97% of respondents. Overall responsiveness to requests, questions or concerns received a satisfied and neutral rating from 95% of respondents, and 93% of respondents were satisfied and neutral with the overall resolution to issues or requests.

Reliability

Reliability of your water service



Reliability of your sanitary sewer service



Reliability of your natural gas service



Survey responses reveal high levels of satisfaction with the reliability of water, wastewater, and gas services. Of those surveyed, 99% are satisfied and neutral with the reliability of water service, 99% are satisfied and neutral regarding the reliability of wastewater service, and 100% are satisfied and neutral with the reliability of gas service.

Value

Rate the value that you pay for your water service



Rate the value that you pay for your sewer service



Rate the value that you pay for your natural gas service

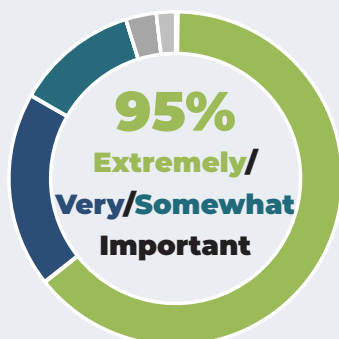


Results of the survey show high levels of satisfaction with the value of water, wastewater, and gas services. Among respondents, 95% rate the value of their water service as fair and above (good and excellent), 92% rate the value of their wastewater service as fair and above, and 91% rate the value of their gas service as fair and above.

Natural Gas Service

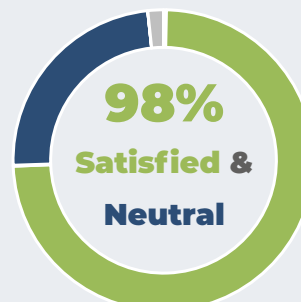
Survey answers revealed that for 95% of respondents the availability of gas to their home or business is important, with a majority stating that the availability of gas is extremely important.

How important is it to have gas available to your home?



Online Bill Pay Services

How satisfied you are with the new Utility Billing Online Payment Portal?



In response to feedback from last year's Customer Satisfaction Survey, a new online bill pay portal was launched in October 2021. This portal provides customers with new and improved methods to receive their bill, pay their bill, and review their utility account. Results of the survey show high levels of satisfaction with the portal, and it received a satisfied and neutral rating from 98% of respondents.

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	June 6, 2022
Action Required:	Public hearing, adoption of resolution
Presenter:	Michael Rogers, City Manager
Staff Contact:	Michael Rogers, City Manager Lisa Robertson, City Attorney
Title:	Concurrent Resolution to Extend the Existence of the Rivanna Water and Sewer Authority

Background:

The Rivanna Water and Sewer Authority (RWSA) is an independent legal authority (public corporation) created pursuant to state law. RWSA was originally created in June 1972 and, by statute, this type of authority must be re-authorized every 50 years.

RWSA's primary mission in relation to the City of Charlottesville and Albemarle County is to provide a safe and adequate supply of drinking water to the City's water utility. The City's water utility then supplies that water to individual households, businesses, or other customers through metered service connections. Like any corporation, RWSA has a governing board and decisions made by RWSA in support of its mission, and projects undertaken to further its mission, are determined [voted on] by RWSA's Board of Directors. Three officials of the City of Charlottesville hold seats on RWSA's board: one City Councilor, the City Manager, and the City's Director of Utilities. Separately, RWSA also provides services to the City Council for state-mandated water supply planning. Following a severe statewide drought in 2001-2002, the Commonwealth of Virginia enacted a law that required each and every locality to produce a Water Supply Plan, either individually or as part of a regional planning unit. In this undertaking, RWSA is analogous to a consultant, in that City Council (not RWSA) vote as to whether or not to approve the state-mandated Community Water Supply Plan.

Discussion:

As noted above RWSA plays an important role in relation to the City's current and future water supply. The purpose of this agenda item is to bring forth a resolution that will re-authorize RWSA's corporate existence for an additional 50-year period.

Budgetary Impact: None.

Alternatives: None

Recommendation: Approval.

Suggestion: "I move the CONCURRENT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA AND THE BOARD OF SUPERVISORS OF THE COUNTY OF ALBEMARLE, VIRGINIA TO EXTEND THE EXISTENCE OF THE RIVANNA WATER AND SEWER AUTHORITY"

Community Engagement: a public hearing is required.

Attachment (1): Proposed Resolution

**CONCURRENT RESOLUTION OF
THE CITY COUNCIL OF THE CITY OF CHARLOTTESVILLE, VIRGINIA AND
THE BOARD OF SUPERVISORS OF THE COUNTY OF ALBEMARLE, VIRGINIA
TO EXTEND THE EXISTENCE OF THE RIVANNA WATER AND SEWER
AUTHORITY**

WHEREAS, by concurrent resolution of the City Council of the City of Charlottesville, Virginia (the “City”) and the Board of Supervisors of the County of Albemarle, Virginia (the “County”) and a certificate of incorporation issued by the Virginia State Corporation Commission pursuant to the Virginia Water and Sewer Authorities Act (currently enacted as the Virginia Water and Waste Authorities Act, Virginia Code Section 15.2-5100 et seq.), the Rivanna Water and Sewer Authority (the “Authority”) was incorporated as a public body politic and corporate on June 7, 1972; and,

WHEREAS, pursuant to Virginia Code Section 15.2-5114, the Authority can only be authorized to exist for a period of up to 50 years as a corporation, and for such further period or periods as may from time to time be provided by resolution of the political subdivisions which are members of the Authority; and

WHEREAS, the City and the County, as the political subdivisions which are members of the Authority, now wish to extend the existence of the Authority for an additional 50 years; and

WHEREAS, pursuant to Virginia Code Section 15.2-5104, the City and the County caused to be advertised in a newspaper of general circulation in the City and the County a descriptive summary of this Concurrent Resolution with a reference to the location in the City and the County where a copy of the Resolution could be obtained, and giving notice of the date on which public hearings would be held on the proposed Concurrent Resolution; and,

WHEREAS, public hearings on the proposed Concurrent Resolution were held by the Charlottesville City Council and by the Albemarle County Board of Supervisors, prior to consideration of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of

Charlottesville, Virginia and the Board of Supervisors of Albemarle County, Virginia that:

(1) The existence of the Authority is hereby extended for an additional fifty (50) years from the date of approval and adoption of this Concurrent Resolution.

IN WITNESS WHEREOF, the City Council of the City of Charlottesville and the Board of Supervisors of the County of Albemarle have extended the existence of the Authority pursuant to Virginia Code Section 15.2-5114 in the name of the City of Charlottesville and the County of Albemarle, respectively, by their presiding officers and attested by their Clerks as set forth below.

CITY OF CHARLOTTESVILLE, VIRGINIA

By: _____
Lloyd Snook, Mayor

Attest:

Kyna Thomas, Clerk, City Council

COUNTY OF ALBEMARLE, VIRGINIA

By: _____
Donna P. Price, Chair

Attest:

Claudette K. Borgersen, Clerk, Board of Supervisors

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	June 6, 2022
Action Required:	Consideration of an application for a Special Use Permit
Presenter:	Matt Alfele, AICP, City Planner
Staff Contacts:	Matt Alfele, AICP, City Planner Jeff Werner, AICP, Historic Preservation and Design Planner
Title:	SP22-00001 – 2005/2007 Jefferson Park Avenue and 104 Observatory Avenue, request for a Special Use Permit.

Background:

Aspen Topco II Acquisitions, LLC (Contract Purchaser) represented by Mitchell/Matthews Architects and Planners has submitted an application requesting a Special Use Permit (SUP) pursuant to Code Sec. 34-420, 34-353(3), and Sec. 34-162(a), which allows increased residential density, additional height, and modifications to parking and setbacks for properties located at 2005/2007 Jefferson Park Avenue and 104 Observatory Avenue (collectively referred to as “2005 JPA,” or the “Subject Properties”). The Subject Properties are identified as Tax Map and Parcels 170104000, 170103100, and 170103000, respectively, and owned by Norman Lamson, Trustee of the Gadiant Land Trust Agreement. The Subject Properties have street frontage on Jefferson Park Avenue, Observatory Avenue, and Washington Avenue, and a by-right density of 21 dwelling units per acre (DUA). The applicant is looking to increase density to 70 DUA, increase height from a by-right 45 feet to 75 feet, reduce the rear-yard setback from the required 75 feet to 36 feet, and reduce the onsite parking by 22% from what is required under Sec. 34-984. The SUP is required in order to accommodate the development being proposed for a 119-unit multifamily building with underground parking. The Subject Property is zoned R-3 (medium-density residential with an Entrance Corridor overlay).

Discussion:

The Planning Commission held a hybrid virtual and in-person joint Public Hearing with City Council on May 10, 2022, on this matter. In addition to the Public Hearing, the Planning Commission, in the role of Entrance Corridor Review Board (ERB), also deliberated on this proposal. The Planning Commission and City Council had the following comments and concerns:

- Although parking along Washington and Observatory is controlled by permits, the current regulations allow anyone to park during the evenings and weekends. Thought should be given to amending the code to make permit parking in this area 24/7.
- Concern was raised regarding the limited sight distance cars have when turning on to JPA from Washington and Observatory. This issue can be alleviated during site plan review according to the City’s Traffic Engineer.
- Trash storage and removal is a concern, given the large size of the project.

- Concern was raised related to massing and scale of the building and the impact it could have on the surrounding neighborhood.
- Concerns were raised with the Streets That Work guidelines for only three (3) feet of planting space between the sidewalk and JPA. Consideration should be given to five (5) feet of planting space in order to better accommodate streetscape trees.

The Planning Commission and City Council had a long conversation related to this project. They recognized the need for more dwelling units in the City, particularly in the University area, but expressed concerns with the massing and scale of the building and how this project would relate to the existing homes in the neighborhood. It was determined that most of the massing and scale issues could be addressed and mitigated when the project comes back to ERB for design review and a Certificate of Appropriateness (COA). The inclusion of affordable housing units on-site was also a major point of discussion. Pursuant to Code Sec. 34-12, the applicant must either provide affordable housing units, on- or off-site, or pay into the City's affordable housing fund. City Council would prefer affordable housing units over a cash-in-lieu payment, or a larger payment to better reflect the true cost of building affordable units. The overall takeaway from the Public Hearing for both City Council and the Planning Commission was that a by-right development on the Subject Properties would not meet the City's needs, but the SUP request could be adjusted to create a better development.

Link to the recording of the Public Hearing. <https://boxcast.tv/channel/iweiogrihxlennvn2sxqx>

Much of what the ERB discussed is reflected in the notes above. Regarding specific design elements, the ERB expressed that the impact of increased height (primarily, the building's *massing*) is a concern at the side elevations, along Observatory Avenue and Washington Avenue, respectively, which must be addressed during the design review. The ERB acknowledged the impact can be mitigated during the design review process. However, they sought to clarify whether *having to mitigate* an impact established it as adverse or if *being able to mitigate* an impact established it was not adverse. In brief, they discussed whether the recommendation to City Council should stress the adverse impact or the positive result of mitigation, with staff suggesting the latter. Ultimately, as represented in the approved motion, the ERB concluded the increased height will result in an adverse impact, but the impact can be mitigated during design review process.

The ERB voted 7-0 to find the impacts of increased height and related massing and scale will adversely impact the Fontaine Avenue/Jefferson Park Avenue Entrance Corridor; however, these impacts can be mitigated during the required design review process [and recommend staff's recommended conditions].

Staff note: The ERB discussion, as timed on the video, occurred between 04:05:00 and 04:24:00, approximately. <https://boxcast.tv/channel/vabajtzezyv3iclkx1a?b=ogmw08ocp7i5kixnkhnf>

Alignment with City Council's Vision and Strategic Plan:

If City Council approves the rezoning request, the project could contribute to **Goal 3: A beautiful and Sustainable Natural and Built Environment, 3.1 Engage in robust and context sensitive urban planning and implementation**, and the City Council Vision of *Quality Housing Opportunities for All*.

Community Engagement:

Per Sec. 34-41(c)(2), the applicant held a community meeting on December 7, 2021, and was well-attended by twelve (12) members of the community. (A City Planner was able to attend as a NDS representative). A recording of the meeting can be found at the below link:

<https://transcripts.gotomeeting.com/#/s/9e98af90f4404d2dd2a2a7d7cca2cfaff77ec76ae4c36d12fdfbebef6788c32>

Staff received a number of emails and phone calls expressing concerns with the development. Below is an outline of these concerns:

- Lack of on-street parking: Observatory and Washington Avenues already deal with a lack of on-street parking that impacts everything from trash pickup to blocking driveways.
- Parking will be inadequate for the development and impact the surrounding neighborhood.
- The scale of the building will be much larger than any of the surrounding buildings.
- The project will place too much density in one place.
- The development will remove existing trees that are part of the urban forest.
- Students living in the development will increase car traffic, and not walk or take the bus.
- The residents will have visitors, which will further impact parking in the neighborhood.
- The new development will create too much impervious surface and not be environmentally friendly.
- The setback should not be reduced.

Any emails received by staff regarding this project have been forwarded to Planning Commission and City Council or can be found as attachment D to the staff report.

On May 10, 2022, the Planning Commission and City Council held a joint Public Hearing. The Public Hearing was a hybrid meeting, allowing the public to participate online or in person. During the Public Hearing, fourteen (14) members of the public participated. Below is an outline of their comments:

- Parking, trash, traffic, and shadows cast by the building will be major issues.
- Pedestrians will cross JPA across from the Subject Properties, regardless of whether a crosswalk is located there, potentially creating a dangerous situation.
- Removing the large existing trees will contribute to climate change and potentially create a “heat island.”
- The proposed development will alter the charm and character of the neighborhood.
- The proposed development is too large and does not match the scale of the neighborhood.
- Fire and Rescue will have problems getting down Observatory Avenue.
- The development will create much-needed student housing close to the University.
- The proposed development needs more affordable housing units but would help address some of the City’s housing needs.
- More housing is needed in this part of the City and this development will help with that.

Budgetary Impact:

No direct budgetary impact is anticipated as a direct result of this Special Use Permit.

Recommendation:

The Planning Commission voted 4-3 to recommend the application be approved.

Alternatives:

City Council may approve, deny, or indefinitely defer the requested Special Use Permit:

(1) Approval:

Suggested motion: *“I move the RESOLUTION Granting a Special Use Permit for Property Located at 2005 - 2007 Jefferson Park Avenue and 104 Observatory Avenue, City Tax Map 17 Parcels 103, 103.1 and 104”*

(2) Denial:

“I move to deny the special use permit requested within zoning application no. SP22-00001”

(3) Deferral:

“I move to defer Council action on zoning application no. SP22-00001”

Attachment (1):

Proposed Resolution for approval

RESOLUTION
Granting a Special Use Permit (SUP) for Property Located at
2005/2007 Jefferson Park Avenue and 104 Observatory Avenue

WHEREAS Norman Lamson (“Landowner”) is the owner of certain land identified within City real estate assessment records by Parcel Identification numbers 170104000, 170103100, and 170103000, respectively, currently addressed as “2005/2007 Jefferson Park Avenue and 104 Observatory Avenue” (collectively referred to as the “Property”), and the Landowner, through its authorized representative, proposes to redevelop the Property to accommodate a 119-unit multifamily building with underground parking, and to facilitate this redevelopment the Landowner seeks this Special Use Permit to increase density to 70 DUA, increase height from a by-right 45 feet to 75 feet, reduce the rear-yard setback from the required 75 feet to 36 feet, and reduce the onsite parking by 22% from what is required under Sec. 34-984 (the “Project”); and

WHEREAS the Applicant seeks a Special Use Permit under City Code Secs. 34-420, 34-353(3), and 34-162(a) which allow the requested increased residential density, additional height, and modifications to parking and setbacks for the Project; and

WHEREAS the Property is located within the R-3 zoning district, a district in which, according to the Use Matrix set forth within City Code §34-420, the Project as proposed may be authorized by City Council by means of a special use permit; and

WHEREAS the Project is described in more detail within the Landowner’s application materials submitted in connection with SP22-00001, as required by City Code §34-158 (collectively, the “Application Materials”); and

WHEREAS, the Planning Commission and City Council conducted a joint public hearing, after notice and advertisement as required by law, on May 10, 2022; and

WHEREAS the Planning Commission considered and recommended approval of this application at their May 10, 2022 meeting; and

WHEREAS upon consideration of the Planning Commission’s recommendation, the City Staff Report, comments received at the public hearing, as well as the factors set forth within Sec. 34-157 of the City’s Zoning Ordinance, this Council finds and determines that granting the proposed Special Use subject to suitable regulations and safeguards would serve the public necessity, convenience, general welfare or good zoning practice; now, therefore,

BE IT RESOLVED by the Council for the City of Charlottesville, Virginia, THAT a Special Use Permit is hereby granted to allow the Project to be established on the Property, subject to the following conditions:

- (1) Not more than seventy (70) dwelling units per acre (DUA) shall be permitted within the area of the Property.
- (2) The rear-yard setback applicable within the Property shall be thirty-six (36) feet, and a twenty-five (25) foot buffer shall be provided within the rear yard, to include mature trees and shrubs at the time of planting consistent with the plant materials prescribed for an “S-3” buffer (as listed in City Code §34-871, as in effect on the date of approval of this SUP). The S-3 buffer, and plant materials, shall be detailed within the final Site Plan. Within the rear setback Landowner shall consider construction of a multipurpose path (for bicycles and pedestrians) linking Washington Avenue and Observatory Avenue within the rear setback, in order to

establish the block-level scale of the Project as represented within the Application Materials.

- (3) The Landowner shall construct within the Project shall a new seven (7) foot sidewalk with a three (3) foot curbside buffer along Jefferson Park Avenue in accordance with the City's Streets that Work plan.
- (4) The Landowner, in consultation with the City's Traffic Engineer, shall develop a Master Parking Plan for the site related to the reduction of onsite parking by 22% from what is required under Sec. 34-984, as in effect on the date this SUP is approved. This Master Parking Plan shall be provided as a component of the final approved site plan for the Project, and any subsequent amendments of the Master Parking Plan shall be made in consultation with the City's Traffic Engineer and a copy provided to the City's Zoning Administrator to be maintained within the zoning file for the Property. The Master Parking Plan shall indicate how available parking spaces will be distributed within the Project, how residents of the Project are informed of their parking opportunities, any offsite parking options for residents, and other potential issues associated with parking.
- (5) The Landowner shall upgrade the pedestrian crossing of Jefferson Park Avenue at Harmon Street during construction of the Project, to provide residents within the Project safe access to public transit options. The Landowner shall work with the City's Traffic Engineer to determine the scope of improvements.
- (6) The arrangement of the buildings within the Property shall be generally consistent with the design presented within the Application Materials for SP22-00001.

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date:	June 6, 2022
Actions Required:	(1) Adoption of Resolution (1 Reading only) and (2) Resolution Approving Alternate for City Manager
Presenter:	Ashley Marshall, Deputy City Manager
Contacts:	Sena Magill, City Councilor Ashley Marshall, Deputy City Manager
Title:	Amendments to the Service Agreement for the Albemarle-Charlottesville Regional Jail Authority, and Designation of Alternate for City Manager

Background:

Prior to 1995 the City of Charlottesville and Albemarle County provided a jail facility through a regional jail board. At that time the jail facility was referred to as the parties’ “Joint Security Complex”. In 1990 the Virginia General Assembly enacted legislation which authorized two or more counties, cities or towns to create a jail authority, *see* Va. Code §§ 53.1-95.2 *et seq.* By action of the member jurisdictions, the current Regional Jail Authority was created in 1995, along with the original Service Agreement that set forth the obligations of the member jurisdictions.

Within Section 2.2 (Board) the Service Agreement also specifies that one of the City’s representatives on the governing board of ACRJ is the City Manager, and the Service Agreement allows that the City Manager may designate other staff members to act as an alternate, who—if approved by City Council—may attend and vote in place of the City Manager.

Discussion:

City Council recently received a presentation from Colonel Martin Kumer, briefing Council on the planned ACRJ Renovation Project. Colonel Kumer made City Council aware that a revised Service Agreement would be forthcoming for Council’s consideration at a later date. The modifications proposed to the current Service Agreement are shown in underlined text (blue) and ~~strikeout text~~, within the attached Proposed Resolution.

The City Manager’s office also desires to update the documentation of authorization for an alternate to attend ACRJ board meetings on behalf of the City Manager. With this updating of the Service Agreement also comes an opportunity for City Council to document the authority of deputy city managers to attend and vote at ACRJ board meetings as the City Manager’s alternate.

Budgetary Impact: As with the prior Service Agreements, the City’s financial obligations to ACRJ are calculated on the basis of “per diem” charges for both debt service and operational costs. Nelson County, however, previously paid a flat rate for the debt service component. The amended service agreement provides for the funding of debt service and operational costs based on each member’s proportional usage of the jail—now to include Nelson County. While the City’s obligations may change slightly from one year to the next, the proposed Amended and Restated Service Agreement does not change the funding methodology with respect to the City; therefore, as a practical matter, there is no budgetary impact on the

City of Charlottesville specific to this Agreement.

Alignment with Council Vision Areas and Strategic Plan: Yes.

Community Engagement: N/A

City Manager Recommendation: Approval.

Attachments (2): Proposed Resolutions

Resolution One: suggested Motion “I move the RESOLUTION to approve, and authorize the City Manager to sign, an amended and re-stated Service Agreement for the Albemarle-Charlottesville Regional Jail Authority”

Resolution Two: suggested Motion “I move the RESOLUTION authorizing any deputy city manager to attend and vote in place of the City Manager at meetings of the Albemarle-Charlottesville Regional Jail, as the alternate for the City Manager

RESOLUTION

To approve, and to authorize the City Manager to sign, an amended and re-stated Service Agreement for the Albemarle-Charlottesville Regional Jail Authority

WHEREAS, the City of Charlottesville and other member jurisdictions of the Albemarle-Charlottesville Regional Jail Authority wish to amend and restate their current service agreement, to provide for the funding of debt service and operational costs based on each member's proportional usage of the jail and replace the joint representative with an additional member from Nelson County along with other technical amendments;

WHEREAS, an Amended and Restated Albemarle-Charlottesville Regional Jail Authority Service Agreement has been drafted and presented to the Charlottesville City Council, as set forth within this Resolution;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Charlottesville that the Amended and Restated Albemarle-Charlottesville Regional Jail Authority Service Agreement is hereby approved, and the City Manager is hereby authorized to sign said agreement.

AMENDED AND RESTATED

ALBEMARLE-CHARLOTTESVILLE REGIONAL JAIL AUTHORITY SERVICE AGREEMENT

By and Among

THE COUNTY OF ALBEMARLE,

THE COUNTY OF NELSON

and

THE CITY OF CHARLOTTESVILLE

and

THE ALBEMARLE-CHARLOTTESVILLE REGIONAL JAIL AUTHORITY

~~Initially adopted November 15, 1995~~

~~Amended as of March 12, 1998 Further
amended as of November 12, 1998~~

AGREEMENT

THIS AMENDED AND RESTATED SERVICE AGREEMENT (the "Agreement") is made this May 2022 by and among the COUNTY OF ALBEMARLE, the COUNTY OF NELSON and the CITY OF CHARLOTTESVILLE, all of

which are political subdivisions of the Commonwealth of Virginia (collectively the "Member Jurisdictions"), and the ALBEMARLE-CHARLOTTESVILLE REGIONAL JAIL AUTHORITY (the "Authority").

RECITALS

~~WHEREAS, the Member Jurisdictions are currently operating, through a Regional Jail Board, Authority has been created to provide secure confinement, at the Albemarle-Charlottesville Joint Security Complex (the "Security Complex"), which serves as the Jail local level, for both Member Jurisdictions; local and~~

~~WHEREAS, the Member Jurisdictions intend to authorize and create a regional jail authority, as provided in Chapter 3, Article 3.1 of Title 53.1 of the Code of Virginia, to replace the existing Regional Jail Board and assume its powers and responsibilities for the operation of the Jail; state-responsible inmates, and to enhance the public safety and welfare within the region; for the protection of its citizens, by the financing, construction, equipping, maintenance and operation of an addition and improvements for the Jail; and; and~~

~~WHEREAS, to pay the cost of operating the Jail Authority and financing, constructing, equipping, maintaining and operating additions or improvements to the Jail, the Member Jurisdictions agree to pay certain amounts initially adopted a Service Agreement on certain terms as set forth herein; November 15, 1995 with amendments adopted on March 12, 1998 and November 12, 1998 (together, the "Original Service Agreement"); and~~

WHEREAS, the Member Jurisdictions desire to amend and restate the Original Service Agreement containing the authority governing the parties' respective obligations.

NOW, THEREFORE, the parties agree as follows:

ARTICLE I Definitions

The capitalized terms in this Agreement have the meanings set forth below unless the context otherwise requires.

"Annual Budget" has the meaning given to such term in Section 4.7.

"Applicable Laws"" means all applicable laws, ordinances, judgments, decrees,

injunctions, writs and orders of any court, arbitrator or governmental agency or authority and all rules, regulations, orders, interpretations, licenses and permits of any Federal, state, county, municipal, regional, foreign or other governmental body, instrumentality, agency or authority.

"Authority" means the Albemarle-Charlottesville Regional Jail Authority, as created ~~in and by this Agreement~~ the Original Service.

"Authority Default" has the meaning given to such term in Section 9.1.

"Bonds" means revenue bonds issued by the Authority ~~for~~ to finance or refinance the design, construction, equipping and other costs of the Jail and any additions or improvements thereto.

"Capital Expenses" means all costs, including but not limited to costs for architectural, engineering, planning, legal, financial or other professional services; land acquisition, labor, materials and equipment, contractors' fees, utility connection and building permit fees, capitalized interest, and other charges incurred for demolition, excavation, construction, equipping, paving, or landscaping, incurred or required for building and otherwise completing any addition or renovation to the existing Jail, or for building any future replacement for the Jail. Unless the context clearly indicates otherwise, "Capital Expenses" shall also include "Debt Service."

"Debt Service" means the amounts of principal and interest payable by the Authority ~~to retire any bonds, notes or other obligations issued by the Authority~~ under any Obligations. The Member Jurisdictions shall reimburse the Authority for its Debt Service attributable to Capital Expenses, ~~partially~~ through the per diem rate paid by the Member Jurisdictions for their prisoners, and ~~partially through Additional Payments for Debt Service~~, in accordance with the provisions of Section ~~5.1~~ 5.1 below.

"Expenses" means all expenses which may reasonably be determined by the Authority to be attributable directly or indirectly to the ownership or operation of the Jail and payable as operating expenses in accordance with generally accepted accounting principles and shall also include debt service payments and other capital expenses, required payments to the Operating Reserve Fund established in Section 5.3, required payments to any debt service reserve established in connection with any Bonds and other reasonable or necessary payments required to comply with debt service coverage requirements imposed in connection with any Bonds in Section 5.3.

"Facilities Charge" and "Facilities Charges" means the amounts payable by the Member Jurisdictions as determined in accordance with the provisions of Section 5.1(a)(2).

"Facilities Charge Percentages" has the meaning given such term in Section 5.1 (a)(2)(ii).

"Fiscal Year" means the annual accounting period from July 1 of one year to June 30 of the following year.

"Jail" means the existing regional Joint Security Complex located at 1600 Avon Street Extended, Charlottesville, Virginia, together with any additions or improvements constructed and equipped by

the Authority at that location or any future replacement for such facility at such other location as may be determined by the Authority ~~in the future~~.

"Member Jurisdiction" means the County of Albemarle ~~and~~, the City of Charlottesville, and the County of Nelson, each a political subdivision of the Commonwealth of Virginia, and any other political subdivision that may hereafter join the Authority, but excluding any political subdivision that may have withdrawn from the Authority, as provided in Section 6.7 and 6.8, respectively.

"Member Jurisdiction Default" has the meaning given to such term in Section 9.2.

"Net Debt Service" means the total annual Debt Service on ~~obligations of the Authority~~ Obligations, less any reimbursements for such Debt Service received from the Commonwealth of Virginia.

"Net Operating Expenses" means Operating Expenses reduced by an amount equal to revenue from (i) non-member jurisdictions (including the state or federal government), (ii) Operating Expenses of the Authority reimbursed by the Commonwealth of Virginia, and (iii) all other non-member revenue.

"Non-Member Jurisdictions" means political subdivisions or agencies thereof, including but not limited to, the federal government and the District of Columbia, which utilize the Jail.

"Non-Member Per Diem Rate" means the daily charge to Non-Member Jurisdictions for each Prisoner as determined from time to time by the Authority.

"Notes" means revenue anticipation notes issued by the Authority.

"Obligations" means ~~the any~~ Notes ~~or~~, Bonds, lease financing obligations or other instruments of debt issued by the Authority to finance or refinance the Jail serving the Member Jurisdictions.

"Operating Expenses" means all expenditures for salaries, goods, services, utilities, routine maintenance and other items incurred by the Authority in the daily ownership and operation of the ~~jail~~ Jail, but excludes any Capital Expenses.

"Operating Reserve Fund" means the reserve fund established in Section 5.3.

"Per Diem Rate" means a uniform daily rate equal to Net Operating Expenses plus Debt Service for the relevant Fiscal Year divided by the total number of beds used by Member Jurisdictions in the preceding Fiscal Year divided by 365 or 366 days, as the case may be.

"Placed in Service" means the first day on which the Jail or any addition thereto has been certified by the appropriate authority of the Commonwealth to accept Prisoners.

"Prisoner(s)" has the meaning given in such term in Section 4.1.

ARTICLE II

Creation of Authority

Section 2.1 Regional Jail Authority. By their approval and execution of this Agreement, the Member Jurisdictions hereby ~~establish~~ reaffirm the establishment in the Original Service Agreement of a regional jail authority pursuant to Chapter 3, Article 3.1 of Title 53.1 (Sections 53.1-95.2 et. seq.) of the Code of Virginia, as amended. The name of the Authority shall be the ALBEMARLE-CHARLOTTESVILLE REGIONAL JAIL AUTHORITY (the "Authority"). The principal office of the Authority shall be located at the Office of the Superintendent of the Albemarle-Charlottesville Joint Security Complex, 1600 Avon Street Extended, Charlottesville, Virginia 22902.

Section 2.2 Board. The powers of the Authority shall be exercised by a Board (the ~~Board~~)

“Board”) consisting of eleven (11) members. Four members shall be from the City of Charlottesville, four members from each of the Member Jurisdictions, as described below; and one member appointed jointly by shall be from the governing bodies County of Albemarle, and three members shall be from the Member Jurisdictions. County of Nelson. The first member from ~~each Member Jurisdiction~~ the City of Charlottesville, the County of Albemarle, and the County of Nelson shall be its duly elected sheriff. The second member from ~~each Member Jurisdiction~~ the City of Charlottesville and the County of Albemarle shall be a currently serving member of the Jurisdiction's governing body appointed by the ~~government body.~~ governing body. The second member from Nelson County shall be either a currently serving member of the Jurisdiction's governing body or a non-serving citizen of Nelson County. The third member from ~~each Member Jurisdiction~~ the City of Charlottesville, the County of Albemarle, and the County of Nelson shall be its current county executive, city manager or other chief executive officer, provided that such officers may designate other staff members to act as their alternates, who, if approved by their respective governing bodies, may attend and vote in place of the chief executives. The fourth member from ~~each Member Jurisdiction~~ the City of Charlottesville and the County of Albemarle shall be any other citizen of ~~that a~~ Member Jurisdiction appointed by its governing body. The Sheriffs' service on the Authority shall be coterminous with their elected terms, and executive officers' terms shall be coterminous with their employment. Other members shall be appointed for three-~~year~~ terms. Members may be removed by their appointing authorities for failure to attend meetings or for other sufficient cause. The membership of the Authority may be increased or decreased by joint agreement of the governing bodies of the Member Jurisdictions, subject to the limits imposed by applicable state statutes. Alternates may be appointed as provided by state law.

~~Upon execution of the Agreement, the current appointees to the Regional Jail Board shall serve as the initial Board of the Authority, and shall continue in such office until their successors are appointed. Such Regional Jail Board members shall be eligible for appointment to full terms as members of the Authority, provided that no person's service (except that of the sheriffs or of any city manager or county executive or county administrator appointed by a Member Jurisdiction) as a member on the Board of the Authority, or combined service on the Authority's Board and the Regional Jail Board, shall exceed three full terms.~~

Any officer or employee of a Member Jurisdiction, appointed to the Board by that

Member Jurisdiction, who ceases to hold office or be employed in the Member Jurisdiction shall ~~likewise~~ vacate his or her seat on the Board, unless reappointed by the governing body of the Member Jurisdiction.

The Board shall establish bylaws governing the election of officers, the conduct and scheduling of meetings and giving notice thereof, and other procedural matters.

Section 2.3 Purpose of Authority. The purpose of the Authority shall be to operate the Jail ~~as set forth in paragraph 2.5 hereof~~ and to finance, design, construct and operate additions or renovations to the existing jail facility, subject to all zoning and other legal requirements, as described in Article III of this Agreement. The general scope and nature of such improvements and additions and the estimated cost of designing, financing and constructing same are set forth in Section 3.1. It is anticipated that this Capital Expense will be financed through ~~Notes and/or Bonds~~ Obligations issued by the Authority, and that reimbursement of a portion of the annual Debt Service on these Obligations will be paid by the Commonwealth of Virginia.

Section 2.4 Powers of Authority. The Authority shall have all powers as set forth in Chapter 3, Article 3.1 of Title 53.1 (Sections 53.1-95.2 et. seq.) of the Code of Virginia, or its successor statutes, as amended from time to time, as well as all other powers conferred by state law upon regional jail authorities, and all powers necessarily and reasonably implied from such expressly granted powers.

~~**Section 2.5 Operation of the Jail and Transfer of Property.** Upon the approval of this Agreement, the Authority shall assume full management and control over the operation of the Jail, and succeed to all rights, privileges and obligations of the Regional Jail Board. The Member Jurisdictions agree to transfer all real and personal property associated with the Jail, including title to any fund balances and accounts receivable, to the Authority at no cost to the Authority, and further agree to execute all necessary deeds or other documents to effect such transfer. Notwithstanding the foregoing, the County of Albemarle shall continue to serve as the fiscal agent for the jail until such time as the Authority acts as its own fiscal manager, either independently or by contract with the City or the County or a private entity, but in any event with the objective of securing these services for the Authority in a streamlined, cost-effective and professional manner. The Authority shall assume this responsibility on or before July 1, 1996, unless the County of Albemarle agrees to an extension of this deadline.~~

Section 2.5:1

Section 2.5 Future disposition of Jail Property. In the event the Authority is to be dissolved or its powers and obligations are to be transferred by operation of law to some other public entity, the Authority shall, if consistent with outstanding bond indentures or other obligations, convey all its real and personal property to such other entity for a consideration of One Dollar. In the ~~even event~~ the Authority determines that the real estate and improvements comprising present Jail property are no longer needed for jail purposes, the Authority shall reconvey the same to the County of Albemarle and the City of Charlottesville, and the County of Nelson or their successors and assigns, as tenants in common.

Section 2.6 Prior Agreement. This Agreement supersedes the ~~regional jail agreement dated October 18, 1977, previously entered into by the Member Jurisdictions.~~ Original Service Agreement and all other prior agreements and amendments. Any provision of such earlier agreement inconsistent with this Agreement shall be of no further effect upon the adoption of this Agreement by all of the parties hereto. The Member Jurisdictions agree to consider amending their existing ordinances, and taking such other actions as may be necessary to reflect the transfer of ownership of and responsibility for the Jail from the Regional Jail Board to the Authority consistent with this Agreement.

Section 2.7. ~~Addition of Nelson County as Member Jurisdiction.~~

~~Effective July 1, 1998, or as soon thereafter as the amended Service Agreement may be executed by all parties, the County of Nelson shall become a Member Jurisdiction, under the following terms and conditions:~~

~~(a) Notwithstanding the provisions of Section 2.2, Nelson shall be represented on the Authority's Board by its sheriff and one other person appointed by the governing body of the county. Alternates may be appointed as provided by state law.~~

~~(b) Within 30 days following its admission, Nelson shall pay the Authority the sum of Two Hundred Ninety Two Thousand Dollars (\$292,000.00) as agreed compensation for its share of the equity value of the Authority's existing land and facilities. The Authority shall transfer this amount to Albemarle and Charlottesville in proportion to their respective original contributions to the cost of acquiring, constructing and equipping such land and existing facilities, as nearly as the same can~~

~~be determined. In the event of a dispute between Albemarle and Charlottesville about the appropriate distribution the decision of the Authority shall be final.~~

~~(c) Until such time as the Authority's expanded facility is Placed in Service, Nelson shall pay the Authority a rate of Fourteen Dollars (\$14.00) per diem to house its prisoners. After the expanded facility is Placed in Service, Nelson shall pay the same Prisoner Per Diem Payments as the other Member Jurisdictions, including both the Operating and Debt Service Components, calculated and paid as set forth in Section 5.1(a). In addition, after the expanded facility is Placed in Service, Nelson shall pay the Additional Payment for Debt Service as required by Section 5.1(b), calculated at the rate of four percent of the Authority's Net Debt Service not included in the Per Diem Charge.~~

~~(d) Nelson agrees to commit all of its jail prisoners to the Authority on the basis set forth in Section 4.2, and to be responsible for their transportation as set forth in Section 4.3.~~

~~(e) In the event the Authority is dissolved or its powers and obligations are transferred by operation of law, and the Authority's property is reconveyed to the Member Jurisdictions, as contemplated by Section 2.5:1, the Member Jurisdictions' shares of such reconveyed property shall be in direct proportion to their respective capital contributions to the Authority's facilities, including both their initial capital contributions to the existing facility (including Nelson's payment under Section 2.7(b) above), and the respective totals of their payments of the Debt Service Component and Additional Payments for Debt Service under Section 5.1, as nearly as all such amounts can reasonably be determined using available records.~~

~~(f) Except as provided in this Section, Nelson shall have the same rights and obligations under the Service Agreement as the other Member Jurisdictions.~~

ARTICLE III **New Construction**

~~**Section 3.1 Construction of Jail Improvements.** The Member Jurisdictions hereby approve expansion of the Jail by construction of a 115-bed addition, together with an intake center, additional program space, updated HVAC system, and other related improvements, which will serve both the existing jail facility and the additional 115 beds. The Board of Corrections has approved a preliminary budget estimate for the entire improvement project of approximately \$13.75 million dollars. Upon approval of this Agreement, the Authority will proceed with the financing, design and construction of this project which shall constitute a Capital Expense as defined in this Agreement, subject to approval by the Member Jurisdictions, of the general construction contract following receipt of bids by the Authority. The Authority further agrees not to incur any other future Obligation to finance any other Capital Expense for any other improvement, expansion or replacement of the Jail without similar prior approval from the Member Jurisdictions.~~

~~**Section 3.2 Compliance.** The Authority agrees to construct the addition and improvements to the Jail in accordance with the requirements of all Applicable Laws. The Member Jurisdictions agree to provide reasonable assistance to the Authority in complying with any such requirements, and will provide the Authority with any and all information that may be necessary in this regard.~~

~~**Section 3.3 Agreement to Finance.** The Authority agrees to finance the Capital Expenses for the approved addition and improvements, including expenses associated with the financing, through the issuance of revenue bonds. In addition, the Authority may issue revenue bond anticipation notes or other short-term obligations for this purpose.~~

~~One-half of eligible Capital Expenses for the approved addition and improvements, or of the Debt Service on such Capital Expenses, is expected to be funded by the Commonwealth of Virginia pursuant to Section 53.1-81 of the Code of Virginia. The Authority agrees to~~

~~pursue this and any other state or federal reimbursements that may be available to it. In the event the Commonwealth does not agree to fund one-half of the eligible Capital Expenses or of the Debt Service thereon, the Authority shall not proceed to construct the addition or improvements unless further approval is received from each of the Member Jurisdictions.~~

Section 3.1 Construction of Jail Improvements. Any Obligations for future improvements to or expansion of the Jail shall require the approval of the governing bodies of each of the Member Jurisdictions.

ARTICLE IV

Provision of Services, Operation and Maintenance

Section 4.1 Acceptance of Prisoners. The Authority will accept Prisoners from each Member Jurisdiction (and to the extent space is available, from other jurisdictions, including the federal government and its agencies) who have been (i) duly arrested for committing a criminal offense and held over pending trial or (ii) duly convicted of committing a criminal offense and sentenced to a term of incarceration by a court having proper jurisdiction (the "Prisoners"). If the Jail is at capacity, as defined by the Authority, the Authority shall be responsible for securing alternative housing for all Prisoners from the Member Jurisdictions. The Authority shall first, however, have a duty to remove all Prisoners other than those from Member Jurisdictions from the Jail.

Section 4.2 Commitment of Prisoners.— Each Member Jurisdiction agrees to offer to commit all of its Prisoners to the custody of the Authority. Each Member Jurisdiction's prisoners shall be defined as those persons being held for offenses committed in that jurisdiction. To encourage compliance with the provisions of this Section, each Member Jurisdiction hereby agrees that it will refuse to pay for the incarceration of any of its Prisoners committed to custody in any jail other than the Jail unless (i) the Jail is full, (ii) the Authority refuses to accept such Prisoner, (iii) commitment of such Prisoner to a correctional facility other than the Jail is ordered by a court of competent jurisdiction or (iv) a court of competent jurisdiction orders the Member Jurisdiction to make such payment.

Section 4.3 Transportation of Prisoners. Unless the Authority agrees otherwise, each Member Jurisdiction shall be responsible for the initial transportation of Prisoners from such Jurisdiction to the Jail for processing into the Jail population, and for transporting its prisoners from the Jail to court appearances and back. The Authority shall be responsible for transporting Prisoners for medical and dental care and other required purposes and for all costs, expenses and security relating to such Prisoners during transportation.

Section 4.4 Operation and Maintenance. The Authority will operate and maintain the Jail in accordance with all other Applicable Laws. The Authority shall be an equal opportunity employer.

Section 4.5 Insurance. The Authority will maintain hazard, liability or such other insurance as may be required by Applicable Law, or which the Authority may deem advisable.

Section 4.6 Annual Report. The Authority will provide to each Member Jurisdiction on or before each October 1 a report showing the activities of the Authority and its revenues, expenditures, and employee compensation schedules and other similar data for the preceding Fiscal Year.

Section 4.7 Annual Budget. The Authority will provide to each Member Jurisdiction on or before dates in the fiscal year specified by the Member Jurisdictions the Authority's preliminary Annual Budget for the next Fiscal Year and its final Annual Budget for the next Fiscal Year. For each Fiscal Year in which the Jail will be in operation, such Annual Budget shall set forth the ~~per diem charge~~Facilities Charge Percentage for each Member Jurisdiction, the Per Diem rate for each Prisoner committed to the Authority by the Member Jurisdictions, ~~and the Additional Payment for Debt Service to be made by each Member Jurisdiction,~~ as well as the projected number of Prisoners from each Member Jurisdiction, all for the next ~~fiscal year~~Fiscal Year. The Authority agrees to set, and revise at least quarterly, if necessary, ~~per diem charges and Additional Payments for Debt Service~~Facilities Charges that are sufficient to generate revenue adequate to pay Net Operating Expenses and ~~Net~~ Debt Service for the current Fiscal Year, and to fund any required reserves. Within ten days of any such revision the Authority shall notify each member Jurisdiction of the revised charges and payments required. Any such revision will be based on factors affecting the Jail's revenues or expenditures, including but not limited to changes in assumed or actual occupancy levels, operating expenses, State operating or capital cost reimbursement, and any nonpayment by any Member Jurisdiction or other jurisdiction housing prisoners at the Jail. The Authority will promptly provide copies of any amendments to its Annual Budget to each Member Jurisdiction.

Section 4.8 Books and Records. The Authority will maintain proper books of record and account in which ~~property~~proper entries shall be made in accordance with general accepted accounting principles for governmental bodies, consistently applied, of all of its business and affairs related to the Jail. ~~As long as the County of Albemarle or some other governmental entity continues to serve as the fiscal agent for the Authority, however, as provided in Section 2.5, the Authority shall be obligated to maintain only those financial records prescribed by the chief financial officer of such fiscal agent, with the fiscal agent maintaining the remaining~~The Authority shall have an annual audit conducted by an independent outside auditor, with copies being provided to the Member Jurisdictions.

~~necessary records.~~ All books of record and account documents in the Authority's possession relating to the Jail shall at all reasonable times be open to inspection by such agents or employees of the Member Jurisdictions as they may designate. ~~If and when the Authority assumes full responsibility for its own fiscal management, it shall have an annual audit conducted by an independent outside auditor, with copies being provided to the Member Jurisdictions.~~

Section 4.9 Majority Required for Authority Decisions. A majority of the members of the Board ~~shall constitute a~~ quorum for the transaction of its business. An affirmative ~~vote of a~~ majority of the full membership of the Board shall be required to adopt the Annual

Budget, to amend the ~~per diem~~Per Diem charges as set forth in Section 4.7, or to approve the creation of any Obligation or ~~any~~ other contract obligating ~~the Authority~~ ~~for~~ ~~longer~~ ~~than~~ one year. All other decisions of the Board may be made by affirmative vote of a majority ~~of~~ the members present and voting.

ARTICLE V

Payments

Section 5.1 Payment from Member Jurisdictions.

~~(a) Per Diem Prisoner Payments.~~

~~(1) In preparing its Annual Budget, the Authority shall establish a per diem charge for the care, maintenance and subsistence of Prisoners from Member Jurisdictions during the next Fiscal Year. This per diem charge shall consist of two components, including an Operating Component, and a prisoner based Debt Service Component. The Operating Component shall be calculated to produce revenues that equal the Authority's projected Net Operating Expenses for such Fiscal Year and the Debt Service Component shall be calculated to produce revenues equal to the portion of the Authority's Net Debt Service for such Fiscal Year includable in such per diem charge under the provisions of subsection (c) of this section. Such per diem charge will be adjusted by the Authority periodically as provided in Section 4.7.~~

~~(2) The Operating Component shall be invoiced by the Authority to the Member Jurisdictions not later than the 15th day of the month following the month in which the service was provided. The Member Jurisdictions shall pay the amount invoiced not later than the last day of the month in which billed.~~

~~The Debt Service Component~~ **(a) Facilities Charges.**

(1) In each Annual Budget, the Authority shall establish the Facilities Charge for the following Fiscal Year which shall be revised as necessary as provided in Section 4.7.

(2) The Facilities Charge shall be invoiced quarterly by the Authority and shall be payable no later than the last day of the first month of each quarter beginning in July 1999 (or such earlier or later date as to which debt service on the Authority's Bonds and Notes has been capitalized). To facilitate the successful financing of the Jail, the 30 days in advance.

~~(3)~~ (A) The Member Jurisdictions agree to **advance** pay their ratable ~~share~~share of the **Debt Service**

~~Component~~ Facilities Charge as budgeted by the Authority in accordance with the percentages established annually ~~as set forth in pursuant to~~ this Section, (the “Facilities Charge Percentages”) notwithstanding the actual number of Prisoners committed or expected to be committed ~~to the Jail~~, subject to ~~later~~ Fiscal Year-end adjustment to reflect actual use ~~of the Jail as provided in paragraph (a)(3.1) of this section.~~

~~(3.1) The Debt Service Component percentages~~ (B) The Facilities Charge for each Member Jurisdiction shall be based upon the actual Prisoner count at the end of the fiscal year after reconciliation subject to Paragraph 5.7(a). For the period commencing on the date of this Agreement through the Fiscal Year ending June 30, 2022, the proposed Facilities Charge will be paid in accordance with the following percentages:

<u>Member Jurisdiction</u>	<u>Estimated Bed Usage</u>	<u>Facilities Charge Percentage</u>
<u>Albemarle County</u>		_____ %
<u>City of Charlottesville</u>		_____ %
<u>Nelson County</u>		_____ %
<u>Total</u>	_____	<u>100.00%</u>

(C) Beginning with the Fiscal Year that commences July 1, 2023, the budgeted Facilities Charge Percentages shall be adjusted each Fiscal Year to approximate the actual proportionate use of the Jail by the Member Jurisdictions as of the end of the immediately preceding ~~calendar year; provided, however, the percentages to be paid by Albemarle County and the City of Charlottesville shall at notime equal in the aggregate less than one hundred percent (100%) of the Debt Service Component payment for the Fiscal Year in question, and provided further that the advance payment of the Debt Service component requested from Albemarle and Charlottesville for each quarter shall reflect a credit (applied in proportion to their respective usages) for the amounts actually received from other Member Jurisdictions, if any, during the preceding quarter~~ Fiscal Year. Such actual proportionate use for each Member Jurisdiction shall be determined by a fraction the numerator of which shall be the number of Prisoner beds used by the Member Jurisdiction during the immediately preceding Fiscal Year and the denominator of which shall be the total number of Prisoner beds used by all Member Jurisdictions in the immediately preceding Fiscal Year. Notwithstanding the foregoing, the Authority and the Member Jurisdictions may use such other method for annually adjusting budgeted Facilities Charge Percentages as may be mutually agreeable.

~~(4)~~ (3) If not paid when due, the Per Diem Facilities Charge ~~and Additional Payments for Debt Service provided in subsection (b) below~~ shall bear interest at ~~the rate established under Section 11-62.10 of the Code of Virginia~~ 3/4% per month until paid; provided, however, that this provision shall not apply in instances where ~~applicable law~~ Applicable Law prescribes some other due date or late payment charge.

~~(5)~~ Within sixty (60) days of (4) By the end of ~~the~~ each [October] following the immediately

~~preceding~~ Fiscal Year, the Authority shall ~~adjust~~reconcile the ~~Debt Service Component for~~total amount of each ~~member Jurisdiction~~Member Jurisdiction's payments to reflect the amount each Member Jurisdiction should have paid during such year based upon actual proportionate use of the Jail and compare it to the amount paid by each Member. ~~Any Member Jurisdiction that. Any Member Jurisdiction which~~ has underpaid shall be ~~billed~~notified by the Authority ~~for~~of the amount of the shortfall, which amount shall be paid as an additional sum in equal quarterly installments over the next Fiscal Year. Any Member Jurisdiction that has overpaid shall be entitled to a refund or a credit, as such Member Jurisdiction may elect, in the amount of such overpayment to be applied ~~against~~in equal quarterly installments over the next ~~Debt Service component payment due from such Member~~Fiscal Year; provided, however, no Member Jurisdiction shall be entitled to a full credit until such time as the Authority has ~~receive~~received payment of all underpaid amounts. In the event the Authority receives a portion, but not all of the payments due for underpaid bills, the Authority shall apply the amount received ratably as a partial credit to ~~Members that~~the Member Jurisdictions which overpaid.

~~(b. — Additional Payment for Debt Service.~~

~~In addition to the Per Diem Charges for their respective prisoners, Albemarle and Charlottesville each shall pay, in equal shares, an amount sufficient in the aggregate to fund 100% of that portion of the Authority's Net Debt Service not being included in the Authority's Per Diem Charge as provided in subsection (c) of this section. Any other Member Jurisdiction shall likewise pay a percentage of such portion of Net Debt Service not included in the Per Diem Charge, with such percentage being established at the time the additional Member Jurisdiction joins the Authority. These Additional Payments for Debt Service shall be paid by~~

~~the Member Jurisdictions quarterly on the same schedule as the Debt Service Component of the Per Diem Charge becomes due, provided that the Additional Payment for Debt Service requested from Albemarle and Charlottesville for each quarter shall reflect a credit (applied in equal shares) for the amounts of such Additional Payments for Debt Service actually received from other Member Jurisdictions, if any, during the preceding quarter.~~

~~(c) Method for Allocating Debt Service Costs:~~

~~The Authority's Net Debt Service costs shall be allocated between the Debt Service Component of the per diem rate charged to the Member Jurisdictions and the Additional Payments for Debt Service in the following manner:~~

~~(1) Upon the awarding of a contract or contracts for construction of any addition or improvements to the Jail or replacement for the Jail, the chief administrative officers of the Member Jurisdictions shall determine the relative proportions of the total projected Capital Expenses for such project that are attributable respectively to (i) the construction or improvement of cells or other prisoner housing areas and (ii) the construction or improvement of administrative, program and support areas. The relative proportions of Capital Expenses for these two categories shall be expressed as percentages. In the event the chief administrative officers are unable to agree on this allocation, the dispute shall be resolved by majority vote of all members of the Authority, whose determination shall be binding.~~

~~(2) Collection of the Authority's Net Debt Service for the project shall then be accomplished through the Debt Service Component of the Per Diem Charge and the Additional Payment for Debt Service in the same proportions, so that the Net Debt Service attributable to cells or prisoner housing space is collected through the Per Diem Charge, and the Net Debt Service for other parts of the project is collected from the Member Jurisdictions in equal shares. For example, if 65% of the total Capital Expense is determined to be attributable to the cells and prisoner housing areas, then the Per Diem Charge for Member Jurisdictions shall be calculated to include 65% of the annual Net Debt Service, with the remaining 35% of the Net Debt Service being collected equally from the Member Jurisdictions through the Additional Charges for Debt Service.~~

~~(d) Payment for Costs of Discontinued Capital Project:~~

~~) If for any reason any new capital project previously improvements to the Jail approved by the Member Jurisdictions is~~ Jurisdiction but not ~~constructed~~ ultimately placed in service, the Member Jurisdictions shall reimburse the Authority, ~~in shares determined as provided in paragraph (b) of this section, for any Capital Expenses the Authority has already incurred in connection with such discontinued project;~~ for all expenses, including debt service on the Authority's interim financings, not previously paid by the Member Jurisdictions pursuant to the percentages contained in the table in Section 5.1(a)(2); provided, however, that the payment required by any Member Jurisdiction ~~under this subsection,~~ will be subject to the appropriation of funds for such purpose ~~of~~ by the governing body of ~~the~~ such Member Jurisdiction.

~~(e) — Additional Payments to Cover Debt Service Shortfalls.~~

~~After the issuance of the Bonds, if~~

~~(c) If~~ the Authority lacks sufficient funds to pay scheduled debt service on the Notes any Obligations, or to pay any debt service reserve funding requirements, the Authority ~~will~~ shall promptly notify the Member Jurisdictions of the amount of ~~such~~ each insufficiency. Upon such notification, ~~the~~ each Member ~~Jurisdictions each agree~~ Jurisdiction agrees to pay, subject to the conditions contained in this paragraph, a portion of such deficit equal to its ~~Debt Service Component percentage~~ Facilities Charge Percentage then in effect ~~for the then current Fiscal Year as determined pursuant to Section 5.1(a)(32).~~ Any such payment under this paragraph ~~will~~ shall be subject to the appropriation of funds by the governing body of each Member Jurisdiction ~~and shall constitute a moral, non-binding payment obligation. The obligations of the Members under this paragraph shall expire only upon the payment of the Notes.~~ In no event shall the obligation of any Member Jurisdiction, under this paragraph ~~(e)~~ or the immediately preceding paragraph ~~(d)~~ be deemed to constitute a debt within the meaning of the Constitution of Virginia.

Section 5.2 Payments from Other Jurisdictions. Within the limits allowed by law, the Authority shall establish a ~~per diem charge~~ Non-member Per Diem Rate or ~~charges~~ Rates for the care, maintenance and subsistence of Prisoners from ~~non-member jurisdictions, including from the state, federal government, and other states or localities; provided, however, that in no event shall such charge or charges be less than the per diem charge for Member~~ Non-member Jurisdictions ~~established by the Authority for the same period pursuant to Section 5.1 of this Agreement.~~ Such ~~non~~ Non-member ~~per diem Prisoner~~ Per Diem Rate charges shall be due and payable to the Authority from ~~non~~ Non-member ~~jurisdictions~~ Jurisdictions having Prisoners in the Jail no later than 30 days after receipt of the Authority's periodic billing for such charges and if not paid when due shall bear interest at such rate as the Authority shall establish until paid; provided, however, that this provision shall not apply in instances where applicable law prescribes some other due date or late payment charge.

Section 5.3 Operatin2 Operating Reserve Fund. The Authority agrees to provide for an Operating Reserve Fund in each of its Annual Budgets in an amount equal to not less than ~~90~~ daystwenty percent of its projected Annual Budget for each year, less debt service. The Operating Reserve Fund will be established as a separate account and will be used to cover

periods of revenue shortfall when the Authority's revenues are not sufficient to cover its Operating Expenses or Debt Service, or in such other instances as may be approved by the Authority and concurred in by the chief administrative officers of all member jurisdictions. If such withdrawals reduce the Operating Reserve Fund below twenty percent of the Annual Budget, the Authority shall adopt a plan to restore it to that level over a period not exceed three fiscal years.

Section 5.4 Commonwealth Reimbursement Grants. Any funds that the Authority receives from the Commonwealth of Virginia as reimbursement for Debt Service or other Capital Expenses incurred by the Authority for constructing additions or improvements to the Jail or any replacement Jail will be applied as required by the terms of the Indenture for any Obligations issued to fund such projects.

Section 5.5 Limitation of Liability. The only obligations of the Member Jurisdictions to pay for the establishment, operation or maintenance of the Jail arise out of this Agreement. No such payment responsibility shall constitute a debt of any Member Jurisdiction within the meaning of any constitutional or statutory limitation.

ARTICLE VI

Additional Agreements

Section 6.1 Sale or Other Conveyance. The Authority will not sell, lease, sublease, assign, convey or otherwise voluntarily dispose of the Jail unless all ~~Notes, Bonds, and other~~ Obligations incurred by the Authority have been or will be paid or deemed defeased in accordance with the agreements under which they were issued.

Section 6.2 Further Documents and Data. The parties to this Agreement will execute and deliver all documents and perform all further acts that may be reasonably necessary -to perform the obligations and consummate the transactions contemplated by this Agreement.

Section 6.3 ~~Rieht~~Right to Access. Each Member Jurisdiction will have reasonable access to the Jail and its records in order to monitor the Authority's compliance with the terms of this Agreement.

Section 6.4 Confidentiality. The Authority will maintain all records and files on the Prisoners on a confidential basis in accordance with all Applicable Laws. Each Member Jurisdiction will maintain the confidential nature of all records -and files -relating- to the Prisoners of other Member Jurisdictions in accordance with all Applicable Laws.

Section 6.5 Notification. The Authority will promptly furnish to each Member Jurisdiction a copy of any notice or order of any governmental authority asserting that the Authority or the Jail is not in compliance in any material respect with any Applicable Law.

Section 6.6 Tax-Exemption Covenant.

~~(a)~~ (a) The Authority intends to issue its Notes and Bonds in a manner such that their interest is excludable from gross income for Federal income tax purposes under Section 103(a) and related provisions of the Internal Revenue Code of 1986, as amended, and applicable rules and regulations. The Authority and each Member Jurisdiction agree that after the Notes and Bonds have been issued, they will not take any action or omit to take any action which would adversely affect such exclusion.

~~(b)~~ (b) Pursuant to Section 15c2-12(b) of regulations issued by the Securities and Exchange Commission, the Authority and the Member Jurisdictions will be required to agree with the owners of the Bonds, for as long as the bonds are outstanding, to supply certain national securities information repositories (1) annually certain financial and statistical information, and (2) periodically, notification of certain specified material events affecting the Authority, the Member Jurisdictions and the Bonds. The particulars of this ongoing disclosure requirement will be set forth in the Indenture and in a continuing disclosure agreement for the Bonds. Each Member Jurisdiction agrees to execute and deliver a continuing disclosure agreement and to cooperate with the Authority in fulfilling this requirement, including providing the Authority with timely notice of the occurrence of any of the specified events which are material to its operations.

Section 6.7 Additional Members. Any city, county or town in Virginia may, with the approval of its governing body and with the consent of all of the Member Jurisdictions, join and participate in the Authority under such additional terms and conditions for membership as may be prescribed by the Member Jurisdictions.

Section 6.8 Withdrawal of Membership. Any Member Jurisdiction may withdraw from membership in the Authority by resolution or ordinance of its governing body; however, no Member Jurisdiction shall be permitted to withdraw from the Authority as long as any Obligations of the Authority are outstanding except by unanimous vote of all Member Jurisdictions. No Member Jurisdiction withdrawing without unanimous consent of the other Member Jurisdiction(s) shall be entitled to any reimbursement for its equity in the Jail.

Section 6.9 Change in Independent Status of City. The parties acknowledge that the obligations of the City of Charlottesville under this Agreement presume Charlottesville's continued existence as an independent city. If Charlottesville ceases to be an independent city and

becomes a town or other governmental unit that is part of Albemarle County, Charlottesville's obligations under this agreement shall be subject to modification in one of three (3) ways: (a) as prescribed by then-applicable state statutes for such towns or the governmental unit; or (b) as ordered by a court of competent jurisdiction; or (c) as determined by agreement of the parties.

ARTICLE VII
Representations, Warranties and Covenants of Authority

In addition to the covenants in other Articles of this Agreement, the Authority represents, warrants and covenants as follows:

Section 7.1 ~~Organization~~ Organization, Authorization and Validity. The Authority is a political subdivision of the Commonwealth duly organized and validly existing under the laws of the Commonwealth and has duly authorized and delivered this Agreement.

Section 7.2 Authority. The Authority has all requisite authority under the Act to execute and deliver and perform its obligations under this Agreement and is not a party of any indenture, contract or other agreement or arrangement, the performance of which by the Authority would prevent or materially and adversely affect the Authority's ability to perform the terms of this Agreement.

Section 7.3 Non-Contravention. The execution and delivery of this Agreement by the Authority and the consummation of the transactions contemplated in it will not conflict with or result in a breach of or constitute a default under or violate any of the terms, conditions or provisions of the Act, the bylaws of the Authority or any material indenture, contract or other agreement or arrangement to which the Authority is a party or by which any of its properties are bound, or any Applicable Law by which the Authority or the Jail is bound.

Section 7.4 ~~Litigation~~ Litigation. The Authority is not a party to any legal, administrative, arbitration or other proceeding or controversy pending, or, to the best of the Authority's knowledge, threatened, which would materially adversely affect the Authority's ability to perform under this Agreement.

Section 7.5 Approvals. Except for approvals that may be expressly required by this Agreement, or by the Virginia Board of Corrections, -the Authority -does- not require the consent or approval of any governmental body to carry out the terms of this Agreement.

ARTICLE VIII
Representations, Warranties and Covenants of Member
Jurisdictions

Each Member Jurisdiction represents, warrants and covenants for itself as follows:

Section 8.1 ~~Ori:anization~~ Organization, Authorization and Validity. Each Member ~~jurisdiction~~ Jurisdiction is a political subdivision of the Commonwealth duly organized -and validly existing -under -the laws of the Commonwealth, and each has duly authorized, executed and delivered this Agreement.

Section 8.2 Authority. Each Member Jurisdiction has all requisite authority to execute and deliver and perform -its obligations -under -this Agreement -and -is not a party- to any indenture, contract or other agreement or arrangement, the performance of which by it would prevent or materially and adversely affect its individual performance under this Agreement.

Section 8.3 Non-Contravention. The execution and delivery -of- this Agreement by each Member Jurisdiction and the consummation of the transactions contemplated in it will not conflict with or result in a breach of or constitute a default under or violate any of the terms, conditions -or -provisions of any charter, -resolution or -ordinance, -any material -indenture, contract or agreement -or arrangement -to which -it -is a party -or -by- which any of its properties are bound, or any Applicable Law by which it is bound.

Section 8.4 ~~Litii:ation~~ Litigation. No Member Jurisdiction is a party to any legal, administrative, arbitration, or other proceeding or controversy pending, or, to the best of -its knowledge, threatened, which would materially and adversely affect its ability to perform under this Agreement.

ARTICLE IX
Defaults and Remedies

Section 9.1 Default by Authority. The occurrence of any one or more of the following events will constitute an "Event of Default" by the Authority (~~"("Authority Default")."~~).

~~(b)~~(a) failure of the Authority to pay principal of or interest when due on any Notes, Bonds or other temporary or permanent financing for the Jail issued or obtained by the Authority pursuant to this Agreement;

~~(d)~~(b) if the Authority is for any reason rendered incapable of performing any of its material obligations under this Agreement;

~~(e)~~(c) if the Authority makes an assignment of all or a portion of its obligations under this Agreement without the prior consent of the Member Jurisdictions;

~~(f)~~(d) if the Authority defaults on any of its material obligations under any agreement pursuant to which any ~~Note, Bonds or other temporary or permanent financing for the Jail is issued or obtained by the Authority~~ Obligations have been issued pursuant to this Agreement and such default is not cured within the applicable cure period;

~~(g)~~ if any proceeding is instituted, with the consent or acquiescence of the Authority, ~~(e)~~ for the purpose of effecting a composition between the Authority and its creditors or for the purpose of adjusting the claims of such creditors pursuant to any federal or state statute now or hereafter enacted, if the claims of such creditors are under any circumstances payable from the bonds of the Authority; or

~~(h)~~(f) if the Authority defaults in the due and punctual performance of any other of the covenants, conditions, agreements and provisions contained in this Agreement, and the default continues for thirty days after written notice specifying the default and requiring it to be remedied has been given to the Authority by any Member Jurisdiction.

Section 9.2 Default by Member Jurisdictions. The occurrence of any one or more of the following events will constitute an "Event of Default" by any Member Jurisdiction ("Member Jurisdiction Default").

~~(b)~~(a) failure of any Member Jurisdiction to make payments of ~~per diem Prisoner charges~~ Facility Charges in accordance with its respective Facilities Charge Percentage when due;

~~(e)~~(b) if any Member Jurisdiction shall for any reason be rendered incapable of fulfilling its obligations under this Agreement; or

~~(d)~~(c) if any proceeding is instituted, with the consent or acquiescence of any Member Jurisdiction, for the purpose of effecting a composition between such Member Jurisdiction and its creditors or for the purpose of adjusting the claims of such creditors pursuant to any federal or state statute now or hereafter enacted, if the claims of such creditors are under any circumstances payable from the funds of such Member Jurisdiction; or

~~(e)~~(d) if any Member Jurisdiction defaults in the due and punctual performance of any of the other covenants, conditions, agreements and provisions contained in this Agreement, and the default continues for thirty days after written notice specifying the default and requiring it to be remedied has been given to such Member Jurisdiction by the Authority.

Section 9.3 Remedies of Member Jurisdictions. Upon the occurrence of an Authority Default, any Member Jurisdiction, after giving notice of such Authority Default to all parties, may bring suit by mandamus or other appropriate proceeding to require the Authority to perform its duties under the Act and this Agreement or to enjoin any acts in violation of the Act or this Agreement.

Section 9.4 Remedies of Authority. Upon the occurrence of a Member Jurisdiction Default, the Authority, after giving notice of such Member Jurisdiction Default to all parties, may bring suit by mandamus or other appropriate proceeding to require the Member Jurisdiction to perform its duties under the Act and this Agreement or to enjoin any acts in violation of the Act or this Agreement.

Section 9.5 Remedies Not Exclusive. No remedy in this Agreement conferred upon or reserved to the parties is intended to be exclusive of any other remedy, and each remedy is cumulative and in addition to every other remedy given under this Agreement or now or hereafter existing at ~~law~~law, in equity or by statute.

ARTICLE X

ARTICLE X

Miscellaneous

Section 10.1 Severability of Invalid Provisions. If any clause, provision or section of this Agreement is held to be illegal or invalid by any court, the invalidity of the clause, provision or section will not affect any of the remaining clauses, provisions or sections, and this Agreement will be construed and enforced as if the illegal or invalid clause, provision or section has not been contained in it.

~~section has not been contained in it.~~

Section 10.2 Notices. Any notice or other communication under or in connection with this Agreement shall be in writing, and shall be effective when delivered in person or sent by first class United States mail to the following persons and addresses or to such other persons and addresses as any of such persons may from time to time specify in writing.

If to the Authority:

Chairman

Chair

Albemarle-Charlottesville Regional Jail Authority
1600 Avon Street Extended
Charlottesville, VA 22901

If to Albemarle County:

County Executive
Albemarle County Office Building 401 McIntire
Road
Charlottesville, VA 22902-4596

If to City of Charlottesville:

City Manager
P.O. Box 911
Charlottesville, VA 22902

If to Nelson County:

County Administrator
P.O. Box 336
Lovingson, VA 22949

Section 10.3 ~~Execution of Agreement. A sufficient number of copies for each party approving this~~ Counterparts. This Agreement may be executed in several counterparts, each of which shall be deemed to be an original having identical legal effect, and all of which together shall be executed by constitute but one and the parties, this being copy number ~~1~~ same instrument.

Section 10.4 ~~Governin~~ Governing Law. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the Commonwealth of Virginia.

Section. 10.5 Amendments. This Agreement may be changed or amended only with

the consent of the Authority and each Member Jurisdiction. No such change or amendment may be made which will affect adversely the prompt payment when due of all monies required to be paid by the Member Jurisdictions under the terms of this Agreement, and no such change or amendment shall be effective which would cause a violation of any provision of any resolution, indenture or agreement pursuant to which any ~~Notes, Bonds or other temporary or permanent financing for the Jail is~~ Obligations have been issued or obtained by the Authority.

Section 10.6 Effective Date of Agreement. ~~As to the creation of the Authority, this Agreement. This~~ Agreement will be effective from the date of its approval by each of the Member Jurisdictions. ~~As to all other matters, it shall be effective upon subsequent approval by the Board of the Authority. The financial provisions of this Agreement shall be implemented on a schedule agreed upon by the chief financial officers of the Member Jurisdictions, but in no event later than July 1, 1996.~~ and the Authority

Section 10.7 Waiver. Any waiver by any party of its rights under this Agreement must be in writing, and will not be deemed a waiver with respect to any matter not specifically covered. Nothing in this Agreement authorizes the waiver of any Member ~~Jurisdiction's~~ Jurisdiction's obligation to make payments when due of all moneys required to be paid by the Member Jurisdictions under the terms of this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officers on the dates indicated.

COUNTY OF ALBEMARLE _____ APPROVED AS TO FORM:

~~Original Approval Date: November 1, 1995~~

~~Amendments Approved: February 12, 1998~~

~~Nelson Amendments Approved: November 4, 1998~~

County Executive

County Attorney

CITY OF CHARLOTTESVILLE _____

APPROVED AS TO FORM:

~~_____ City Attorney Original Approval Date: November 6,
1995~~

~~Amendments Approved: March 2, 1998
Nelson Amendments Approved: October 19, 1998~~

City Manager

County Attorney

COUNTY OF NELSON _____

APPROVED AS TO FORM:

~~By~~—

~~County Administrator~~

~~Approved as Amended to Include Nelson County: October 13,
1998~~

County Executive

County Attorney

**ALBEMARLE-CHARLOTTESVILLE-
REGIONAL JAIL AUTHORITY** _____

APPROVED AS TO FORM

~~Original Approval Date: November 15, 1995
Amendments Approved: March 12, 1998
Nelson Amendments Approved: ~~None, , , , ,~~ #.~~

'if"o

+

Chair

Attorney

RESOLUTION

Authorizing any deputy city manager to attend and vote in place of the City Manager at meetings of the Albemarle-Charlottesville Regional Jail, as the alternate for the City Manager

BE IT RESOLVED by the Council of the City of Charlottesville that the City Manager is hereby authorized to delegate to any staff member who holds a deputy city manager position the responsibility for attending any meeting(s) of the governing board of the Albemarle-Charlottesville Regional Jail Authority, and any such deputy city manager may attend and vote in place of the City Manager, as the City Manager's alternate.

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date: June 6, 2022

Action
Required:

Presenter:

Staff
Contacts:

Title: Approving, and authorizing the City Manager to sign, an amended and re-stated Service Agreement for the Albemarle-Charlottesville Regional Jail Authority (1 reading)

Background

Discussion

Alignment with City Council's Vision and Strategic Plan

Community Engagement

Budgetary Impact

Recommendation

Alternatives

Attachments

None

CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA



Agenda Date: June 6, 2022

Action
Required:

Presenter: Ashley Marshall

Staff
Contacts: Ashley Marshall

Title: Authorizing any deputy city manager to attend and vote in place of the City Manager at meetings of the Albemarle-Charlottesville Regional Jail, as the alternate for the City Manager (1 reading)

Background

Discussion

Alignment with City Council's Vision and Strategic Plan

Community Engagement

Budgetary Impact

Recommendation

Alternatives

Attachments

None

**CITY OF CHARLOTTESVILLE, VIRGINIA
CITY COUNCIL AGENDA**



Agenda Date:	June 6, 2022
Action Required:	Resolution
Presenter:	Jack Dawson, City Engineer
Staff Contacts:	Stacey Smalls, Director of Public Works Director Tony Edwards, Public Works Development Services Manager Jeanette Janiczek, UCI Program Manager
Title:	Administration Change – Route 250/Hydraulic Road Turn Lane Extension Cancellation – West Main Streetscape (Phases 1, 2 & 3), Emmet Street Signal Coordination, Pedestrian Improvements at Monticello Avenue/Ridge Street & Preston Avenue/Grady Avenue Intersection Improvements

Background: On May 16, 2005, the City entered into an agreement with the Virginia Department of Transportation (VDOT) to participate in the Urban Construction Initiative (“First Cities”) Program (UCI). Through this program, the City is responsible for administering its urban system construction program – design, right-of-way acquisition, utility relocation, and construction. The roadway program is funded through a variety of state and federal grant programs (ex. SmartScale, Revenue Sharing, State of Good Repair, Highway Safety Improvements) as well as local funding. VDOT continues to be an important partner providing guidance, oversight for the Federal Highway Administration as well as other regulatory agencies, authorization to advance projects throughout the development process as well as the aforementioned grant opportunities to fund the program. The City may also request for VDOT to provide support activities (ex. survey, coordination for historic resources) or to administer a project in its totality as a means for the City to successfully deliver projects in a timely manner for the public’s benefit.

Discussion: Since 2005, the City’s transportation program has grown to 34 projects totaling approximately \$185 million. City staff has reviewed and will continue to review the overall portfolio of projects to evaluate these projects in relation to current as well as future local funding obligations, schedule commitments/deadlines, staffing capacity and current as well as forecasted bidding/pricing environment within the transportation industry. A work session with City Council and the Planning Commission was held on May 24, 2022 to identify steps forward to ensure priority transportation projects are allocated the necessary resources to steadily advance.

As a result of this meeting, the following actions are being proposed to streamline the portfolio and ensure projects are aligned with the City’s Vision and Strategic Plan for the City as a whole:

1) Request VDOT Administer the Route 250/Hydraulic Road Turn Lane Extension project (UPC 116906)

The City applied to VDOT for X funding to extend the eastbound Route 250 Bypass left turn lane onto Hydraulic Road to eliminate the safety conflict of vehicles blocking the mainline lanes in the FY2021-22 Revenue Sharing Grant Program. The City was awarded \$118,277 in state funding which will require \$191,723 in local funding to fully fund the \$300k project when funding is available in FY2025. \$150k in local CIP funds has been identified under P-01038 with the remaining \$41,723 coming from Citywide Traffic Improvements under P-00697.

VDOT is currently administering several projects within the Route 29/Hydraulic Road/Route 250 Bypass triangle. Staff proposes to request VDOT also administer the Route 250/Hydraulic Road Turn Lane Extension project, to benefit from efficiencies gained in adding a task/construction activity to projects already being administered in the area as well as better pricing due to economies of scale. This would also remove the burden of the City administering another standalone project.

2) Cancel the Pedestrian Improvements at Monticello Avenue/Ridge Street project (UPC 113915)

The City applied for a project to improvement pedestrian facilities at Monticello Avenue/Ridge Street in the FY2019 Bicycle and Pedestrian Safety program. The City was awarded \$209,500 in state and federal funding to begin design in FY2020. The City also applied for a SmartScale grant in FY2022 for 5th Street SW Corridor Improvements between West Main Street and Cherry Avenue/Elliott Avenue and was awarded \$8,738,020 in federal and state funding. Since the award of the SmartScale project which includes the Monticello Avenue/Ridge Street intersection, City staff and the VDOT has been researching means to combine the grant funding to no avail.

Therefore, it is recommended to cancel the Pedestrian Improvements at Monticello Avenue/Ridge Street project to avoid constructing improvements now that would need to be removed and reconstructed with the larger SmartScale 5th Street SW Corridor Improvements project. Work product created to date would be used in the larger project.

3) Cancel the Emmet Street Signal Coordination project (UPC 106529)

The Emmet Street Signal Coordination project was created when the state fully funded the Route 29/Route 250 Bypass Interchange (Best Buy) project. The former Revenue Sharing funds totaling \$2 million (\$1 million state, \$1 million local) were used to create the Emmet Street Signal Coordination project which was originally proposed to upgrade signal equipment to improve communication and coordination between signals controlled by the VDOT and signals controlled by the City along the Route 29 corridor. The project's scope has been evolving since its inception as different technologies were explored, existing signal infrastructure evaluated, the number of signals needed to institute the needed improvements increased and the bidding/pricing environment escalating faster than expected. An additional \$550,000 in local funding also still needs to be identified.

It is recommended that this corridor wide component project be cancelled, and individual intersections be identified for full signal replacements to ensure the City address its infrastructure and maintenance needs in a holistic, prioritized manner rather than replace individual components.

4) Cancel the West Main Streetscape project - Phases 1, 2 & 3 (UPC 113176, 113177 & 118874)

The City created a four part phasing plan for the West Main Streetscape project to construct viable, functional segments while improving its ability to compete for grant funding opportunities. Phase 1 was funded with \$3,275,891 in state Revenue Sharing funds and \$13,422,859 in local funding. Phase 2 was partially funded with \$4,009,265 in state Revenue Sharing and SmartScale funding as well as \$3,138,388 in local funding leaving a shortfall of \$6,376,130 still needed. Phase 3 was fully funded with \$10,874,697 in state and federal SmartScale funding. Phase 4 is estimated at \$14,375,050 without any funding identified or committed.

Based on direction from City Council, it is recommended that the \$55.5 million West Main Streetscape project be cancelled.

5) Cancel the Preston Avenue/Grady Avenue Intersection Improvements project (UPC 118873)

The City submitted a grant application to improve safety and operations for the vehicular, pedestrian and bicyclist facilities for the Preston Avenue/Grady Avenue Intersection. This project was awarded \$7,743,498 in state and federal funding with an estimated start date for design of FY2026. During the public participation process before an application was officially submitted, it was determined that the City should conduct a corridor planning study of Preston Avenue to determine a holistic plan for the corridor and allow for additional public input. A Capital Improvement Plan request for \$125,000 was submitted in the FY2023 Budget Process and it was denied for the next 5 years in the budget cycle.

It is recommended that this project be cancelled until a corridor study can be completed for Preston Avenue.

Community Engagement: Each of these projects has had public meetings regarding their development and grant submission which includes City Council meetings. The recommended actions above were discussed and developed during the public work session with City Council and the Planning Commission on May 24, 2022.

Alignment with City Council's Vision Areas and Strategic Plan: Approval of this agenda item upholds the City's commitment to create "a smart, citizen-focused government" by "continually working to employ the optimal means of delivering services, and our decisions are informed at every stage by effective communication and active citizen involvement." In addition, it would contribute to Goal 2 of the Strategic Plan, Be a safe, equitable, thriving, and beautiful community; Objectives 2.3. Provide reliable and high quality infrastructure and 2.6. Engage in robust and context sensitive urban planning.

Budgetary Impact: The VDOT may request reimbursement of previously expended state and federal funds on cancelled projects.

- By requesting the VDOT administer the **Route 250/Hydraulic Road Turn Lane Extension project**, there is no change in the budgetary impact. However, there is a local funding match required in the amount of \$190,000, that will be funded by reprogramming local dollars previously budgeted for the Hydraulic/250 Turn Lane project and the Citywide Traffic Improvements projects.

- By cancelling of the **Pedestrian Improvements at Monticello Avenue/Ridge Street project**, there would be no budgetary impacts, as only a minimal amount of local funds have been expended on this project.
- By cancelling of the **Emmet Street Signal Coordination project**, the VDOT may request reimbursement of \$103,216 in previously expended state funding. The remaining \$92,784 in local funding would be available for reappropriation by City Council to another priority projects.

By cancelling of the **West Main Streetscape project - Phases 1, 2 & 3**, the VDOT may request reimbursement of \$63,178.87 in previously expended state funding.

- By cancelling of the **Preston Avenue/Grady Avenue Intersection Improvements project**, there would be no budgetary impact as no funding has been expended.

Alternatives: City Council may alter the resolution to have the City administer the Route 250/Hydraulic Road Turn Lane Extension project or proceed with administering any or all of the following four projects: 1) Pedestrian Improvements at Monticello Avenue/Ridge Street project, 2) Emmet Street Signal Coordination project, 3) West Main Streetscape project - Phases 1, 2 & 3 **and/or** 4) Preston Avenue/Grady Avenue Intersection Improvements project.

Recommendation: Staff recommends approval of the attached resolution outlining the actions contained within this memo.

Suggested motion: "I move the RESOLUTION authorizing changes to or cancellation of various state-funded transportation projects locally administered by the City of Charlottesville"

Attachment (1): Proposed Resolution

RESOLUTION

Authorizing changes to or cancellation of various state-funded transportation projects locally administered by the City of Charlottesville

WHEREAS the Virginia Department of Transportation (VDOT) and the City of Charlottesville (City) are committed to the delivery of transportation projects for the public's use and safety with the City of Charlottesville; and

WHEREAS the City desires to reduce the number of projects for which local administration is required by contract or agreement with VDOT; now therefore,

BE IT RESOLVED by the Council of the City of Charlottesville THAT:

1) The City Manager is authorized to request that VDOT administer the Route 250/Hydraulic Road Turn Lane Extension project (UPC 116906). If VDOT agrees, any local City funding previously appropriated for UPC 116906 are hereby re-appropriated for expenditure as any local funding match required in connection with VDOT's administration of this project;

2) The City Manager is authorized to cancel the Pedestrian Improvements at Monticello Avenue/Ridge Street project (UPC 113915);

3) The City Manager is authorized to cancel the Emmet Street Signal Coordination project (UPC 106529);

4) The City Manager is authorized to cancel the West Main Streetscape project - Phases 1, 2 & 3 (UPC 113176, 113177 & 118874);

5) The City Manager is authorized to cancel the Preston Avenue/Grady Avenue Intersection Improvements project (UPC 118873);

The Charlottesville City Manager is hereby authorized, on behalf of the City of Charlottesville and the Charlottesville City Council, to execute all documents and to take any and all other actions, including, without limitation, reimbursement of state funding previously received by the City for a project, as may be necessary to cancel or terminate any locally administered project agreements, to cancel or terminate any grant agreements, and to take any other actions necessary to implement the actions authorized by this Resolution.