



# Strategic Plan

Charlottesville-Albemarle MPO

May 25, 2016

# Introduction

In Fiscal Year 2016, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) adopted its first Strategic Plan, setting a vision for the ensuing three years (FY17 through FY19). This plan serves as a subsection of the Thomas Jefferson Planning District Commission's (TJPDC's) Strategic Plan, adopted in 2015, since the Planning District houses the MPO.

While Federal and State statutes set the purpose and core operations of all MPOs, each has its own focus and values. Some MPOs function as technical agencies, while others emphasize policy discussions. Many MPOs focus entirely on the mandated documents (Long Range Transportation Plan, Transportation Improvement Program and Unified Planning Work Program), while others go further by developing additional corridor studies, bike and pedestrian programs, and other initiatives.

This Strategic Plan sets the vision for the CA-MPO's vision, values, objectives, strategies and actions for serving the region. MPO staff and officials should continually review this document to:

- Guide development of the Unified Planning Work Program (UPWP);
- Developing and managing the annual budget;
- Determine the focus of special studies and grant applications;
- Identify special initiatives;
- Better manage the administration of the MPO; and,
- Generally, serve as a guide for MPO activities.

---

## **The Charlottesville- Albemarle MPO**

---

The CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City, County, University of Virginia (UVA), JAUNT, Charlottesville Area Transit (CAT), Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) officials. The City of Charlottesville and Albemarle County established the MPO in response to a federal mandate, through a memorandum of understanding signed by the Thomas Jefferson Planning District Commission (PDC), JAUNT, VDOT and the two localities in 1982.

The policy making body of the CA-MPO is its Board, which consists of five voting members. The voting membership of the Policy Board consists of two representatives from Charlottesville and two representatives from Albemarle. The fifth representative is from the Virginia Department of Transportation (VDOT). Non-voting members include the Department of Rail and Public Transportation (DRPT), Charlottesville Area Transit (CAT), JAUNT, the University of Virginia (UVA), the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), and the Citizens Transportation Advisory Committee (CTAC).

The MPO is staffed by the Thomas Jefferson Planning District Commission (TJPDC). Working in conjunction with partner and professional agencies, the staff collects, analyzes, evaluates and prepares materials for use by the Board and Committee Members at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

---

## MPO Document

---

While a Strategic Plan is optional, there are three mandated documents that all MPOs must maintain. These documents include:

### Unified Planning Work Program (UPWP):

The Unified Planning Work Program (UPWP) identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) for each fiscal year. The UPWP provides a mechanism for coordinating transportation planning activities in the region, and is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

### Long Range Transportation Plan:

One of the recurrent responsibilities of the CA-MPO is the creation of a Long Range Transportation Plan (LRTP): a federally mandated plan that outlines the region's transportation improvements over the next 20 years. It states the region's collective vision for the transportation, identifying and budgeting for federally funded transportation projects. The LRTP considers all modes of transportation. Per federal mandate, the Charlottesville-Albemarle MPO's LRTP must be updated every five years.



### Transportation Improvement Program:

The Transportation Improvement Program (TIP) is a prioritized listing/program of transportation projects that is developed and formally adopted by the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process. It is a financial document that schedules federal spending on transportation projects.

---

## Strategic Planning Process

---

CA-MPO staff first identified the need for a Strategic Plan in the FY16 UPWP. In calendar year 2015, staff conducted an analysis of federal and state mandates for MPOs. In early 2016, staff developed an online survey that went out to the MPO Policy Board, MPO committees, state agencies and local officials. After several weeks, CA-MPO staff collected 27 survey responses, which represented a broad range of stakeholders. Staff processed those responses for a joint meeting between the MPO Policy Board, Citizen Committee and MPO Technical Committee (held on February 24<sup>th</sup>). During that meeting, MPO officials participated in a facilitated discussion, which served as the foundation for the following vision and action items.

---

## Vision

---

In addition to its mandated purpose, the Charlottesville-Albemarle MPO strives to:

- Serve as the local and Statewide leader in transportation planning **innovation**;
- Provide a forum for regional partnerships and **coordination**; and,
- Advance projects and initiatives through **facilitation**.

# FY17-FY19 Strategic Plan

## *SWOT Analysis and Corresponding Actions*

---

### **Strengths**

---

#### **Well Established:**

The MPO is established through Federal mandate and receives a relatively stable funding source from FHWA, VDOT, FTA and DRPT. With these resources, the MPO is on strong financial ground.

#### **Influential Board and Committees:**

The MPO's Board and committees consist of influential representatives that include: elected officials, planning commissioners, planning directors, state officials, and community stakeholders. There are few organizations that offer such a diverse and prominent collection of decision-makers and advocates.

#### Build on strength, by:

- Ensuring that the MPO Board and committees continue to communicate CA-MPO's efforts to local officials.

#### **Active Board Involvement:**

The MPO Policy Board is active with the MPO, as seen by the strong attendance record, and in their jurisdictions.

#### **Knowledgeable Staff:**

In the online survey, MPO officials indicated that staff provides quality and timely services. While relatively small, this office provides a diverse and skilled perspective to the MPO.

#### Build on strength, by:

- Continuing to attend statewide transportation events;
- Continuing to foster training and professional certifications; and.
- Beginning to engage with national transportation officials and training opportunities.

#### **Regional Coordination:**

The MPO offers a unique opportunity for regional coordination and the exchange of information between localities.

#### Build on strength, by:

- Serving as the forum for cross-jurisdiction committees; and,
- Providing additional opportunities for officials to exchange information.

#### **Strong Partnerships:**

The MPO has strong partnerships with state agencies (VDOT and DRPT) and local organizations (JAUNT, CAT, the University of Virginia, and others).

#### Build on strength, by:

- Continuing to strengthen communication and information sharing with the state agencies;

- Continuing to be involved with local organizations; and,
- Building new relationships, such as with Piedmont Virginia Community College, the Charlottesville-Albemarle Airport and Virginia Rail Association.

### **History of Innovation:**

The TJPDC and CA-MPO have a long standing history of innovation. With efforts that are well-known statewide and nationally, the CA-MPO can compete for funds and programs that would normally be dedicated to larger regions.

#### Build on strength, by:

- Reinstating the United Jefferson Area Mobility Plan (UnJAM) approach, by unifying the rural and urban transportation planning documents;
- Encouraging CTAC to generate new ideas and approaches;
- Actively pursuing grant programs that promote innovation;
- Inviting outside experts to present new ideas to the MPO; and,
- Working more closely with UVA and the Virginia Transportation Research Council.

### **Ties with the Planning District:**

Not all MPOs are staffed by a Regional Commission, as some are housed by a locality. The overlap with a regional agency is a strength, providing a third party forum for multi-jurisdictional deliberation. Overlap with the PDC also provides access to the RideShare program, Rural Transportation Program (RTP) and TJPDC corporation, which provides opportunities for additional funding opportunities.

#### Build on strength, by:

- Renaming the Charlottesville-Albemarle MPO, to be more consistent with the TJPDC brand and in preparation for the expansion of the MPO's boundaries; and,
- Exploring ways to better communicate the overlap and difference between TJPDC and CA-MPO.

### **A Nimble Organization:**

There are certain benefits to being a small to mid-sized MPO. With less overhead, the organization can easily take a new direction and adjust to changes in funding, as opposed to a larger office.

#### Build on strength, by:

- Maintaining a relatively small core staff; and,
- Contracting with on-call consultants for times when greater staff capacity is needed.

### **Active with House Bill 2:**

The CA-MPO had active involvement with development of the State's House Bill 2 standards, providing early and detailed feedback. With consistent involvement, staff has a high level of familiarity with the new process, which will help the localities secure funding for projects.

#### Build on strength, by:

- Continuing to monitor and participate with the House Bill 2 process;
- Obtaining or recreating the House Bill 2 spreadsheet, to assess potential success of local and regional projects; and,
- Integrating the State's process and methodologies into regional and local prioritization efforts.



---

## Weaknesses

---

### **Lack of Clarity for Citizens Committee:**

Especially between Long Range Transportation Plan updates, there is a sentiment in the MPO that the Citizen's Committee (CTAC) needs more clarity of function. This was apparent in the online survey, where respondents indicated that CTAC lacks a clear mission.

#### Address weakness, by:

- Holding additional discussions with MPO Policy and CTAC about the Committee's role;
- Restructuring the Policy Board and Committee bylaws, based on conclusions from the MPO discussions and Strategic Plan;
- Developing an orientation packet to clarify the Committee's purpose and function;
- Scheduling an annual joint meeting between the MPO Policy, MPO Tech and CTAC; and,
- Strengthening CTAC's capacity for effective outreach to the public.

### **Lack of Interest in Committees:**

While the MPO Policy Board is active, there are attendance problems with the MPO Committees. The Citizens Committee continues to have unfilled vacancies, due to a lack of interest from the public and local officials. Additionally, the MPO Technical Committee occasionally has difficulties with reaching a quorum, though recent reassignments have improved attendance.

#### Address weakness, by:

- Actively assisting localities with their MPO Committee appointments;
- Marketing the importance and role of the committees; and,
- Promoting the importance of MPO committees through the LRTP update.

### **Limited Communication between MPO Bodies:**

Overall, there is limited communication between the MPO committees and with the Policy Board. This disconnect can contribute to a lack of purpose and direction with the committees.

#### Address weakness, by:

- Scheduling an annual joint meeting between the MPO Policy, MPO Tech and CTAC;
- Establishing a MPO Tech liaison on the MPO Policy Board as a non-voting member; and,
- Formalizing liaisons between the MPO Tech Committee and CTAC.

### **Limited Awareness of Organization:**

Generally, there is little awareness of the MPO throughout the region, not only with citizens but among local officials. Even within the MPO, there can be confusion over the exact purpose and function of the organization. Among many local officials, there is not a clear understanding of how the MPO and PDC are related and how their functions differ. There may also be confusion over the roles of the MPO versus State agencies.

#### Address weakness, by:

- Initiating targeted branding efforts to critical decision-makers;
- Presenting targeted messages at various community meetings;
- Bringing greater structure to the Transportation Planning Academy; and,
- Renaming the Charlottesville-Albemarle MPO to be more consistent with the TJPDC brand.

### **Overloaded Work Programs:**

In previous years, the MPO's work program (UPWP) tended to be overloaded with tasks. While the ambitious work programs attempt to meet a large demand of needs, it spread resources across too many efforts.

#### Address weakness, by:

- Prioritizing the MPO's initiatives and efforts;
- Adopting more streamlined work programs that are focused on the highest priority efforts;
- Establishing and maintaining a multi-year calendar of critical deadlines, updates and initiatives; and,
- Using the Strategic Plan as the foundation for the MPO's UPWP.

### **Disconnected Planning Efforts:**

While the Livable Communities project attempted to create greater coordination between the MPO and local plans, there were no permanent agreements that established long-term procedures. Without coordinated efforts, local plans can be inconsistent with regional priorities. Localities may also have limited awareness of regional projects and vice versa.

#### Address weakness, by:

- Formalizing procedures for coordinating MPO and local planning efforts, by using tools such as MOUs;
- Establishing an enhanced project tracking matrix that includes all transportation projects in the MPO area;
- Creating a public, online data center that provides an inventory of all available transportation information for the region; and,
- Directing the MPO committees to focus on coordination between planning efforts.

### **Limited Coordination with Rural Communities:**

While the TJPDC manages the Rural Transportation Program and the MPO, there is limited coordination between these efforts. The region once had greater urban-rural agreement, with the Unified Jefferson Area Mobility Plan (UnJAM). Greater coordination with the rural communities would also help transition the MPO into its future expansion, which may occur with the next decennial census.

#### Address weakness, by:

- Reinstating the United Jefferson Area Mobility Plan (UnJAM) approach, by unifying the rural and urban transportation planning documents;
- Enforcing the MPO bylaws, by having a nonvoting PDC member on the Policy Board;
- Establishing an MPO liaison on the Rural Transportation Council; and,
- Including select rural members in growing rural jurisdictions (such as Greene County) on MPO communications.

### **Limited Interaction with Commonwealth Transportation Board:**

Aside from brief conversations, there is little interaction between MPO officials and the Commonwealth Transportation Board (CTB). Compared with MPOs that have a CTB representative on their Policy Boards, the CA-MPO has less communication with its member.

Address weakness, by:

- Establishing a non-voting position on the Policy Board for a CTB representative;
- Holding a regular meeting with the CTB representative, to communicate regional priorities; and,
- Attending CTB meeting and preparing comments to forward to state officials.

**Inconsistencies with Administrative Documents:**

There are several inconsistencies between the MPO's administrative and guiding documents. Bylaws for the Board and committees are not fully aligned with the MPO's Memorandum of Understanding. Also, Board and committee practices are not always consistent with the bylaws.

Address weakness, by:

- Amending administrative documents to ensure greater consistency;
- Amending the Board's and committees' bylaws to be consistent with other administrative documents and Strategic Plan; and,
- Regularly reviewing bylaws to ensure consistency with Board and committee practices.

**Limited Diversity within MPO:**

In FY16, VDOT and DRPT conducted a Title VI review of the CA-MPO. Their conclusions identified a lack of diversity on the MPO Board, committees and staff. While the MPO Technical Committee now has greater diversity, due to recent appointments, the Citizens Committee still fails to represent a broad range of community groups.

Address weakness, by:

- Promoting CTAC to minority groups; and
- Actively assisting localities with their MPO Committee appointments, to ensure diversity.

**Awareness of Transportation Processes:**

Overall, local officials and the greater public have limited knowledge of the transportation planning process. Consequently, there can be frustration in the community over specific projects. Without established priorities and clear steps in the process, transportation projects can stall.

Address weakness, by:

- Bringing greater structure to the Transportation Planning Academy;
- Establishing online tools that help to explain the transportation planning process; and,
- Establishing an enhanced project matrix, for tracking the progression of local transportation project.

---

## **Opportunities**

**Building New Relationships:**

While the Charlottesville-Albemarle Airport is a major transportation node in the community, there is limited coordination between airport and MPO officials. At the February Joint Meeting, attendees communicated a desire to establish a closer relationship with the airport. MPO officials also communicated a need to continue building relationships with local planning commissions and community groups.



Support opportunity, by:

- Holding an annual MPO meeting at the Charlottesville-Albemarle Airport;
- Establishing a non-voting member of the MPO Policy Board that represents aviation;
- Establishing a non-voting member of the MPO Policy Board that represents Piedmont Virginia Community College (PVCC);
- Establishing non-voting positions for rural communities that are likely to join the MPO after the next decennial census;
- Scheduling a regular MPO presentation to local planning commissions, at least once a year;
- Engaging local planning commissions early and often in the LRTP updates; and,
- Engaging Amtrak and rail organizations, especially with opportunities with the local rail station.

**Leader of Best Practices:**

In agreement with the online survey and joint meeting, there are opportunities for the MPO to be a leader in best practices. This leadership role can help influence non-MPO projects, as well.

Support opportunity, by:

- Encouraging CTAC to generate new ideas and approaches;
- Actively pursuing grant programs that promote innovation; and,
- Inviting outside experts to present new ideas to the MPO.

**Alternative Funding Sources:**

With limited resources on the Federal and State levels, along with uncertainty with future funding legislation, there may be opportunities to secure alternative funding sources for projects and MPO programming.

Support opportunity, by:

- Actively pursuing grant opportunities to supplement MPO services;
- Establishing a well-defined project pipeline, with defined funding strategies;
- Evaluating possibilities for public-private partnerships; and,
- Identifying contract services needed by local governments and MPO (i.e. – modeling).

**Annual Evaluation:**

With a strategic plan in place, MPO officials believed there were opportunities to have regular evaluation of the MPO's progress.

Support opportunity, by:

- Regularly referring to the MPO Strategic Plan; and,
- Establishing an annual survey that tracks progress.

**Partnerships with Adjoining MPOs:**

The Staunton-Augusta-Waynesboro MPO is less than a dozen miles away from the CA-MPO's western boundary. These MPO's share a Corridor of Statewide Significance, Interstate 64, and are tied by commuting patterns. There are opportunities to partner with SAW- and other MPOs, to coordinate on projects and share information on best practices.

Support opportunity, by:

- Continuing active involvement with VAMPO; and,
- Coordinating procedures and efforts with neighboring MPOs, by establishing an MOU for joint review of LRTPs and models for regional projects.

**Facilitation of Local Transportation Projects:**

As VDOT helped to facilitate the Route 29 Solutions projects, there may be opportunities for the MPO to facilitate solutions to other challenging transportation projects in the region.

Support opportunity, by:

- Continuing to participate with the Route 29 Solutions efforts; and,
- Encouraging MPO officials to actively endorse the MPO for these efforts.

**Expansion of MPO Boundaries:**

With the next decennial census, the MPO boundaries will likely expand to Greene County, due to development patterns along the Route 29 Corridor. The Governor may also identify potential expansion to the eastern counties, towards Zion Crossroads. There are opportunities to help transition to this expansion and to take advantage of a new MPO footprint.

Support opportunity, by:

- Evaluating implications for an expanded MPO boundary;
- Preparing for the funding and procedural implications of exceeding 200,000 people in the MPO area; and,
- Establishing non-voting positions for rural communities that are likely to be integrated into the MPO after the next decennial census.

---

## Threats

---

**State Programs and Processes that Deemphasize MPOs:**

In Virginia, the CTB develops the Six-Year Improvement Program, largely independent of the MPO process. Only after the CTB adopts a SYIP are funds programmed into the TIPs. With development of the House Bill 2 process, there may be additional challenges to the MPO's importance.

Meet threat, by:

- Working with VAMPO to promote State Code changes that provide greater weight to MPO processes; and,
- Helping VAMPO communicate a need to emphasize MPOs in the House Bill 2 process.

**Potential Funding Biases:**

With the State funding several large capital projects along the Route 29 corridor, there could be a bias against other immediate investments in the region. While House Bill 2 should help to minimize political influences, a bias may still exist.

Meet threat, by:

- Integrating State processes into MPO and local projects, to strengthen HB2 applications;
- Develop history of Route 29 funding for inclusion in new project applications; and,

- Structuring and defining priority projects to identify ways to improve scores in the State's funding processes.

### **History of Extended Project Timelines:**

In the CA-MPO region, there is a tendency for project timelines to take multiple decades, from concept to construction. Extended processes could also create biases in the State's funding decisions, as they try to invest in projects with faster turnaround.

Meet threat, by:

- Establishing an enhanced project matrix, for tracking the progression of transportation project throughout the region; and,
- Establishing a well-defined project pipeline, with defined funding strategies.

### **Relative Stature of Region:**

As a smaller MPO, this region will not have as much influence over State decision-makers as larger MPOs, such as Richmond, Hampton Roads, Roanoke or Northern Virginia.

Meet threat, by:

- Continuing an emphasis on innovation, to carve out a unique status as a leader in transportation.

### **Lack of Institutional Memory:**

While MPO staff is skilled and knowledgeable, there was a complete turnover since completion of the last LRTP. With staff's lack of institutional memory, there may be a limited background on previous projects and efforts.

Meet threat, by:

- Formalizing checklists and procedures, to ensure that new staff can easily integrate into their MPO role; and,
- Tying comments and notes to projects, documenting decisions and events.

## **Action Items and Schedule**

The following schedule assigns timelines to the objectives and action items identified in this plan. The schedule should serve as a guide for the MPO's FY17-FY19 UPWPs.

---

### **Fiscal Year 2017**

*July 2016 – June 2017*

#### **Projects:**

LRTP 2045 Update

- Begin two-year planning process.
- Engage local planning commissions, early and often.
- Promoting the importance of MPO committees.

#### Jefferson Area Bike and Pedestrian Plan

- Conduct work in coordination with the LRTP update.

#### MPO Travel Demand Model

- Finalize Transportation Analysis Zones (TAZs); and,
- Assist with collecting and allocating demographic data.

#### Route 29 Solutions

- Continue to participate with the Route 29 Solutions efforts; and,
- Encourage MPO officials to actively endorse the MPO as a project facilitator.

#### Amtrak Station Redevelopment

- Engage community and rail organizations with potential redevelopment of Amtrak Station.

#### Regional Transit Study

- Complete work on Regional Transit Study.

#### Studies

- Improve regional connections between the City and County;
- Assist member jurisdictions with local projects; and,
- Assess connections with other regions and MPOs.

### **MPO Administration:**

#### Committees and Policy Board

- Restructure Policy Board and Committee bylaws, based Strategic Plan;
- Establish MPO Tech liaison on the MPO Policy Board as a non-voting member;
- Establish a nonvoting PDC representative on the MPO Policy Board;
- Establish an Aviation representative as a nonvoting member of the MPO Policy Board;
- Establish improved orientation packets for Policy Board and committees;
- Promote the CTAC to minority groups;
- Formalize liaisons between the MPO Tech Committee and CTAC;
- Include select rural members (such as Greene County) on MPO communications; and,
- Establish an MPO liaison on the Rural Transportation Council.

#### Training and Education Services

- Establish a formal structure to the Transportation Planning Academy;
- Create an enhanced project tracking matrix that maps all MPO projects online; and,
- Establish online tools that help to explain the transportation planning process.

#### Other Administrative Tasks

- Identify contract services needed by local governments and the MPO (i.e. – modeling);
- Amend administrative documents to ensure greater consistency; and,
- Formalize checklists and procedures, to ensure that new staff can easily integrate into their MPO role.

---

## **Fiscal Year 2018**

---

July 2017 – June 2018

### **Projects:**

#### L RTP 2045 Update

- Integrate findings from the Jefferson Area Bike and Pedestrian Plan;
- Coordinate procedures and efforts with neighboring MPOs, by establishing an MOU for joint review of LRTPs and models for regional projects; and,
- Continue development of the LRTP.

#### Jefferson Area Bike and Pedestrian Plan

- Develop a complete list of recommendations;
- Coordinate with local planning efforts; and,
- Complete a final prioritized list of projects and efforts.

#### Project Financing

- Evaluate possibilities for public-private partnerships; and,
- Restructure and redefine transportation projects to ensure higher scores in the State's funding processes;
- Integrate the State's process into MPO and local projects, to strengthen funding applications; and,
- Work with VAMPO to promote State Code changes that provide greater weight to MPO processes.

#### Studies

- Improve regional connections between the City and County;
- Assist member jurisdictions with local projects; and,
- Assess connections with other regions and MPOs.

### **MPO Administration:**

#### Committees and Policy Board

- Establish a non-voting member of the MPO Policy Board that represents Piedmont Virginia Community College (PVCC); and,
- Establish non-voting positions for rural communities that are likely to be integrated into the MPO after the next decennial census.

#### Outreach and Marketing

- Rename the CA-MPO, to be more consistent with the TJPDC brand and in preparation for the expansion of the MPO's boundaries.

#### Data Sharing

- Creating a public, online data center that provides an inventory of all available transportation information for the region; and,
- Establish a well-defined project pipeline, with defined funding strategies.

---

## **Fiscal Year 2019**

---

*July 2018 – June 2019*

### **Projects:**

#### LRTP 2045 Update

- Reconstitute the UnJAM approach of a unified document;
- Continue to monitor and participate with the House Bill 2 process;
- Integrating the State's process and methodologies into prioritization efforts; and,
- Adopt the 2045 Long Range Transportation Plan.

#### Transportation Improvement Program (TIP)

- Develop and adopt the FY19 TO FY22 TIP.

#### Title VI and Public Participation

- Review and update the Title VI and Public Participation Plan.

#### Studies

- Improve regional connections between the City and County;
- Assist member jurisdictions with local projects; and,
- Assess connections with other regions and MPOs.

### **MPO Administration:**

#### Committees and Policy Board

- Establish a non-voting position on the Policy Board for the CTB representative.

#### Other Administrative Tasks

- Prepare for the funding and procedural implications of exceeding 200,000 people in the MPO area.

---

## **Appendix**

---

### **Strategic Plan Survey**

#### **Results from February 24<sup>th</sup> Joint Meeting**



# Survey Respondents

- Citizen Transportation Advisory Committee (CTAC) members – 8
- MPO Technical Committee members – 5
- State and local staff – 6
- MPO Policy Board members – 4
- Local elected officials – 4
- Local planning commissioners – 4

*Overlap in categories- 5*

26 Total Respondents

# Question #3:

Please rank the importance of CA-MPO's existing and potential services?

1. Assistance with House Bill 2 applications - *4.45*
2. Providing forum to highlight transportation issues - *3.91*
3. Providing transportation modeling services - *3.81*
4. Providing best practices to transportation issues - *3.71*
5. Providing technical assistance to localities and transit providers - *3.62*
6. Helping to weigh and vet policy options - *3.59*
7. Collecting and analyzing bike and pedestrian counts - *3.55*
7. Assessing financial impacts of transportation projects - *3.55*

Answered: 26 Skipped: 0

# Question #3:

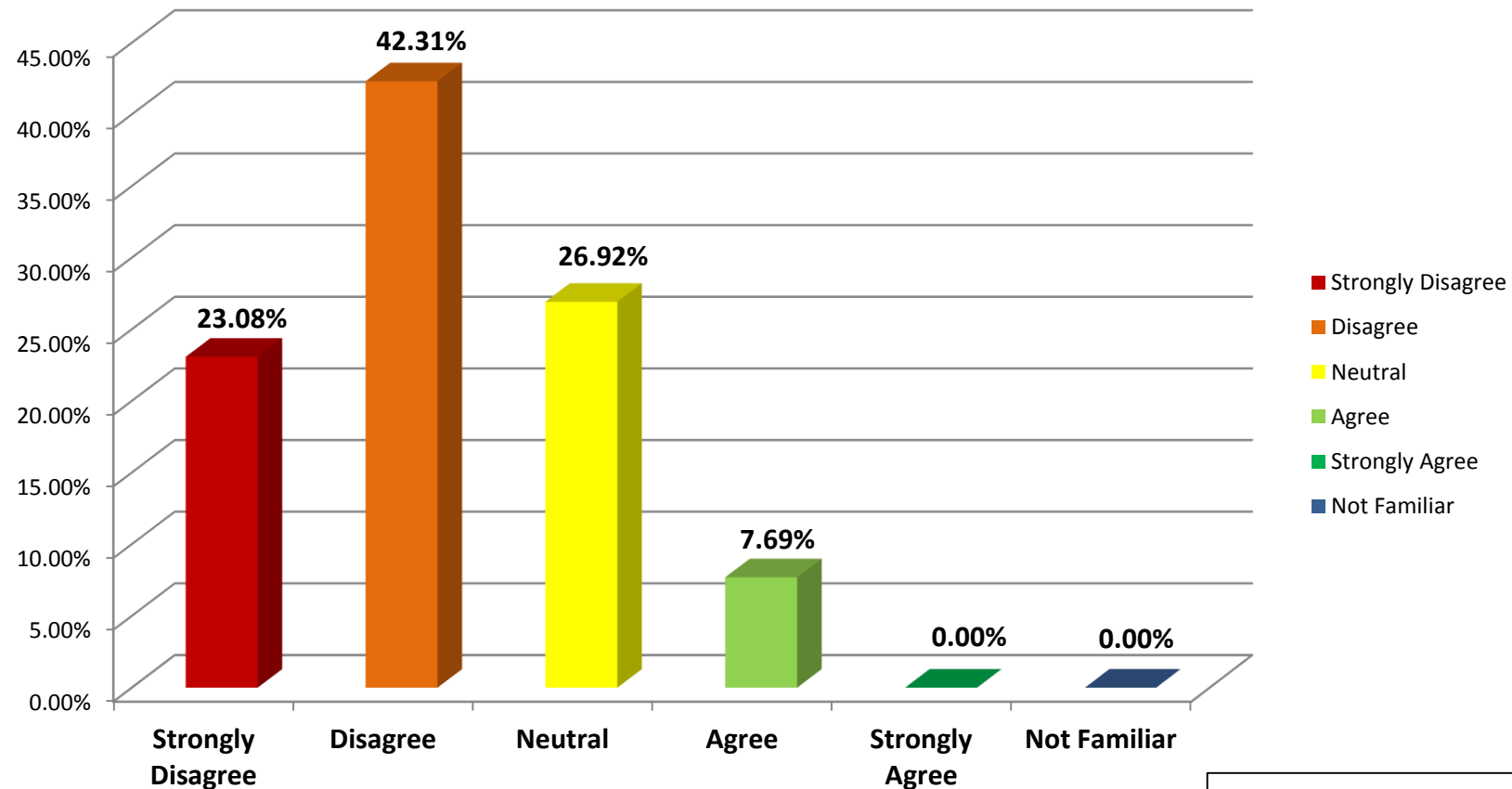
Please rank the importance of CA-MPO's existing and potential services?

9. Facilitating projects management (such as Solutions 29) – *3.50*
10. Reviewing/evaluating general land use and transportation policies – *3.43*
11. Conducting corridor studies – *3.41*
12. Assessing environmental impacts of transportation projects – *3.32*
13. Providing training to officials and public – *3.17*

Answered: 26 Skipped: 0

# Question #4: Rate your Agreement

There is a clear understanding in the community of what the MPO is and does



Answered: 26 Skipped: 0

# Question #5:

Currently, the MPO focuses too much on the following modes of transportation:

1. Highway improvements – *2.79*
2. Bike facilities – *2.15*
3. Rail and freight – *2.11*
4. Transit improvements – *2.00*
5. Pedestrian facilities – *1.95*

Answered: 23 Skipped: 3

# Question #6:

In the future, the MPO's efforts should focus more on which mode of transportation:

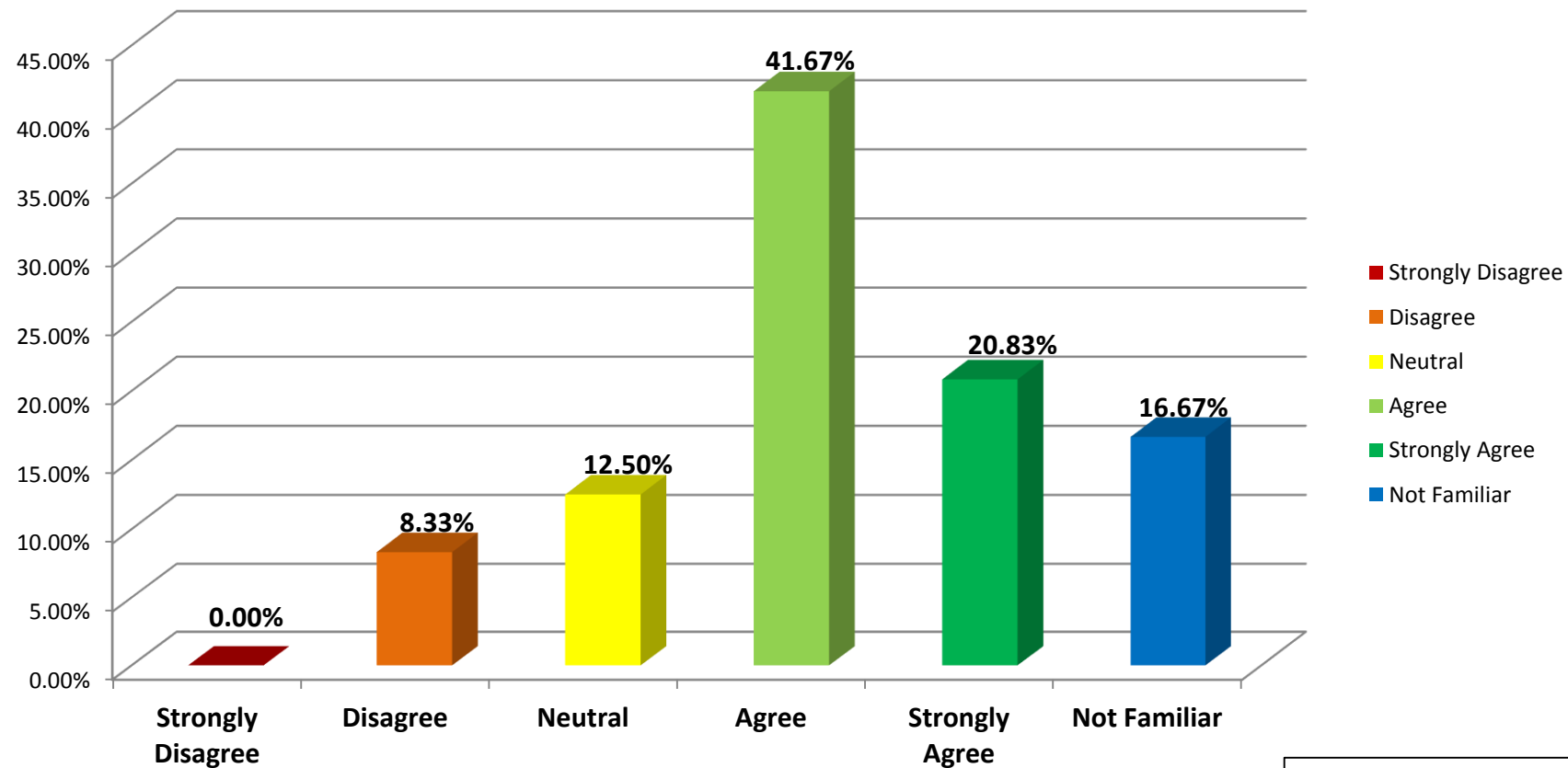
1. Transit services – *3.86*
2. Pedestrian facilities – *3.56*
3. Highway improvements – *3.00*
3. Bike facilities – *3.00*
5. Rail and Freight – *2.13*

Answered: 23 Skipped: 3



# Question #7: Rate your Agreement

The MPO effectively communicates with local officials.



Answered: 24 Skipped: 2

# Question #8:

If the MPO secured additional funds from a planning grant, staff should use those funds for which type of effort. Rank in order of priority:

1. Studies of regionally significant connections between the City and County – *2.79*
2. Studies of smaller, locally-significant projects – *1.63*
3. Studies of projects with statewide significance, connecting regions – *1.58*

Answered: 22 Skipped: 4

# Results from February 24<sup>th</sup> Joint Meeting

---

## Priority Changes:

---

- Training of Best Practices is a top priority
- 

## Strategies:

---

### Board and Committees

- Hold scheduled joint meetings between MPO Policy, MPO Tech and CTAC
- Have follow-up discussions about CTAC's role
- Help localities with committee appointments
- Build interest in committees, especially CTAC
- Have CTAC look outside the box – at best practices
- Use the LRTP as emphasis for outreach and core of CTAC's work
- Have more guest speakers at committee meetings, presenting best practices
- Have better interaction between Policy Board and committees

### Relationships

- Promote a relationship with the airport
- Coordinate with local Planning Commissions
- Attend community meetings – have outreach be more general and less technical in nature
- Be a leader with best practices and lessons learned for the community
- Have branding efforts tied to value – who are we trying reach/influence

### Activities

- Have training efforts integrated throughout MPO's work
- Explore alternate funding sources for projects and work
- Provide organizational charts of transit providers and other transportation agencies
- Continue an annual survey, to gauge the MPO's performance

### Philosophy

- Ensure a more holistic approach to transportation – integrating all modes of transportation
- Treat all modes equally