Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

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Memorandum

To: Charlottesville-Albemarle MPO Citizens Transportation Advisory Committee (CTAC)
From: Gorjan Gjorgjievski, Regional Planner II
Date: November 19, 2025
Reference: Charlottesville-Albemarle MPO Safety Targets

Background:
The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, established requirements for states to develop performance measures aligned with nationally defined goals, directing resources toward projects that advance these goals. It was succeeded by the Fixing America's Surface Transportation (FAST) Act in 2015, and by the Bipartisan Infrastructure Law (BIL) in 2021, which significantly reinforced and expanded federal requirements for Metropolitan Planning Organizations (MPOs) to establish and coordinate safety performance targets.

Table 1. National Performance Goals

Goal Area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The U.S. Secretary of Transportation, in consultation with States, MPOs, and other stakeholders, establishes performance measures in the following areas:

- Pavement condition on the Interstate System and the remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both total numbers and rates per vehicle mile traveled—on all public roads

- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Within one year of the U.S. Department of Transportation's publication of the final rule establishing these measures, states must set performance targets in support of them. Within 180 days of the state's adoption of its targets, MPOs are required to establish corresponding targets that support both state and national goals, as applicable. The deadline for submission of the MPO's adopted Performance Safety Targets is February 28, 2026.

Purpose:
Performance targets are a fundamental component of performance-based planning and programming. By adopting safety performance targets, the Charlottesville-Albemarle MPO demonstrates its commitment to aligning regional planning efforts with state and national safety goals, tracking progress toward reducing crashes, and ensuring that investment decisions contribute to safer travel for all road users. These targets provide a framework to guide project prioritization, monitor performance trends, and coordinate regional strategies with those established by the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA).

Safety performance targets are established annually. Based on the state's model-based projections, current forecasts indicate that the number of fatalities is expected to increase, while the number of serious injuries is projected to experience only a minor decline, suggesting limited improvement from prior years.

In response to these trends, the Commonwealth Transportation Board (CTB) has adopted aspirational safety goals, consistent with the 2022–2026 Strategic Highway Safety Plan, to reduce fatalities and serious injuries by two percent (2%) per year. The CTB also directed the Office of Intermodal Planning and Investment (OIPI), VDOT, and the Department of Motor Vehicles (DMV) to identify actionable strategies that can improve safety performance and advance these aspirational goals.

VDOT has provided MPOs with a safety performance workbook containing regionally specific data and trend analyses to support informed decision-making at the local level. Regardless of the target ultimately adopted, the Charlottesville-Albemarle MPO continues to emphasize safety as a core element of its regional transportation planning framework. The MPO remains actively engaged in:

- Advancing the multi-jurisdictional Safety Action Plan through the Safe Streets and Roads for All (SS4A) program
- Coordinating with the Highway Safety Improvement Program (HSIP) to identify and address regional safety priorities
- Supporting SMART SCALE project applications that demonstrate significant safety benefits.

Table 2. Short-term and long-term trends of motorized fatalities and serious injuries for the Charlottesville-Albemarle MPO area.

		RECENT TRENDLINE				LONG-TERM TRENDLINE			
Projected Five-Year Average Based on Historical Trendline	**Description**	**2024**	**2025**	**2026**	**Average Percent Change**	**2024**	**2025**	**2026**	**Average Percent Change**
Notes: This table projects the five-year average for future years based on the historical trendline.	**Fatalities**	14	15	16	6.65%	11	12	12	2.27%
	Fatality Rate	1.262	1.345	1.428	6.36%	1.003	1.020	1.037	1.69%
	Serious Injuries	151	162	170	4.76%	151	119	118	-0.31%
	Serious Injury Rate	12.446	13.229	13.578	2.64%	12.446	9.878	9.718	-1.61%

*A positive value represents an increase, and a negative value represents a reduction in five-year averages from 2024 to 2026

Table 3. Short-term and long-term trends of non-motorized fatalities and serious injuries for the Charlottesville-Albemarle MPO area.

		RECENT TRENDLINE				LONG-TERM TRENDLINE			
Projected Five-Year Average Based on Historical Trendline	**Description**	**2024**	**2025**	**2026**	**Average Percent Change**	**2024**	**2025**	**2026**	**Average Percent Change**
Notes: This table projects the five-year average for future years based on the historical trendline.	**Non-Motorized Fatalities + Serious Injuries**	20	21	22	5.60%	16	16	16	1.00%

*A positive value represents an increase, and a negative value represents a reduction in five-year averages from 2024 to 2026

As part of the annual target-setting process, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) will consider four options for establishing the 2026 regional safety performance targets. These options are designed to allow the MPO to evaluate the balance between aspirational improvement and data-informed realism, ensuring alignment with the Commonwealth's statewide safety framework while acknowledging local crash trends and conditions.

Each option reflects a different analytical approach using the data provided through the VDOT Safety Performance Workbook:

- **Option 1 – Aspirational Targets (Orange)**: Aligns with the Move Safely Blue Ridge project to significantly reduce the number of fatalities and serious injuries by approximately two percent (–2%) per year until 2045. This option is consistent with the state's Strategic Highway Safety Plan supported by Virginia Department of Transportation's (VDOT) Highway Safety Program.

- **Option 2 – Long-Term Trendline (Green)**: Uses a thirteen-year trendline based on historical data to project future outcomes, providing a more stable, long-range view of safety performance within the MPO area.

- **Option 3 – Recent Trendline (Blue)**: Emphasizes shorter-term trends reflecting recent changes in safety conditions, such as fluctuations in crash frequency and severity, to project outcomes that capture current local realities.

- **Option 4 – State Targets (Red)**: Adopts the state's officially established safety performance targets, reflecting a baseline alignment with VDOT's projections and statewide performance management process.

Table 4. Safety Performance Targets showing the difference in expected outcomes between existing local trends and statewide trends.

Safety Performance Targets	CA-MPO 2026 Projections Based on Aspirational Targets	CA-MPO 2026 Projections Based on Long-term Trendline	CA-MPO 2026 Projections Based on Recent Trendline	CA-MPO 2026 Projections Based on State Targets
Percentage change fatalities	-2.00%	2.27%	6.65%	-1.31%
Number of fatalities	12	14	16	12
Fatality rate	0.962	1.093	1.240	0.983
Percentage change serious injuries	-2.00%	-0.31%	4.76%	-1.31%
Number of serious injuries	145	150	165	147
Serious injury rate	11.388	11.784	13.013	11.549
Percentage change non-motorized fatalities + serious injuries	-2.00%	1.0%	5.60%	-0.96%
Number of non-motorized fatalities + serious injuries	17	19	21	18

Numbers in orange indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect aspirational safety performance targets.

Numbers in green indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized long-term trends.

Numbers in blue indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized recent trends.

Numbers in red indicate the actual targets that would be adopted based on the MPO adopting the state's established safety performance targets.

These options will be presented to the CA-MPO Technical Committee and the CA-MPO Policy Board for review, discussion, and selection of a preferred approach to adopt for the 2026 target year in their February 2026 meetings. The selected targets will guide the MPO's planning and programming activities, ensuring that regional transportation investments continue to advance the shared objective of reducing traffic fatalities and serious injuries across the Charlottesville-Albemarle region.

If there are any questions or comments, please contact Gorjan Gjorgjievski at gorjang@tjpdc.org.