Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle
Metropolitan Planning Organization (CA-MPO)
Citizens Transportation Advisory Committee (CTAC)
Wednesday, November 19, 2025, 7:00 p.m.
In - Person Meeting
407 East Water Street, Charlottesville 22902

AGENDA

Join Zoom Meeting ID: 85161002676 & Dial in +1 301 715 8592
https://us02web.zoom.us/j/85161002676
(For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Member of Public)
*† Times are approximate * Requires a vote/action of the Committee*

Item	*Description*	*Time†*
1	**Call to Order & Attendance** —*Chair Sarah Medley & Sarah Simba* a. *Remote participation Policy for Voting Board Members—if needed	7:00 – 7:05
2	**Matters from the Public** — *Chair Sarah Medley* Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	7:05 – 7:10
3	***General Administration** — *Chair Sarah Medley* a. *Review and Acceptance of the Agenda b. *Approval of Draft September 24, , 2025, Meeting Minutes	7:10 – 7:15
4	**New Business —** *Chair Sarah Medley* a. *Structure of the Citizens Transportation Advisory Committee — *Taylor Jenkins, AICP* i. Staff Memo b. *Performance Safety Targets — *Gorjan Gjorgjievski* i. Presentation ii. Staff Memo c. *Regional Transit Partnership (RTP) Dissolution – *Taylor Jenkins, AICP* i. Letter Requesting Dissolution ii. RTP Memorandum of Understanding (MOU) and Amendment iii. Charlottesville-Albemarle Regional Transit Authority (CARTA) MOU	7:15 – 7:40 7:40 – 7:50 7:50 – 8:00
5	**Informational** a. Charlottesville-Albemarle MPO Transportation Improvement Program – *Gorjan Gjorgjievski* i. TIP Adjustments: Charlottesville Area Transit (CAT) and Emmet St. Streetscape a. Staff Memo b. Active Transportation Counting in Virginia — David Cook, VDOT	8:00 – 8:05 8:05 – 8:25
6	**Staff Updates —** *Chair Sarah Medley* a. CA-MPO Policy Board Activities – *Sarah Simba* i. Staff memo b. Transportation Demand Management Study – *Taylor Jenkins* c. Next CTAC Regular Meeting Date: January 28, 2025—All Virtual Meeting	8:25 – 8:35
7	**VDOT Updates on Projects & Studies** — *Charles Proctor & Sandy Shackelford* a. STARS and Pipeline Studies	8:35 – 8:50
8	**Roundtable Updates** — *Chair Sarah Medley*	8:50 – 8:55

TJPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. TJPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, to request translation services or other accommodations, or to obtain a Discrimination Complaint Form, contact (434) 979-7310, lshannon@tjpdc.org, or www.tjpdc.org.

9	**Additional Matters from the Committee and Public**—*Chair Sarah Medley* *Members of the Committee and the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per non-Committee speaker*	8:55 – 9:00
10	**Adjourn** — *Chair Sarah Medley*	9:00

COMMITTEE MEMBERS
Sarah Medley, City of Charlottesville, Chair
Donna Chen, MPO, Vice-Chair
VOTING MEMBERS
Stuart Gardner, MPO
Jose Gomez, Albemarle County
Patrick Healy, City of Charlottesville
Ethan Heil, City of Charlottesville
Lee Kondor, Albemarle County
Marty Meth, Albemarle County
Nathan Moore, Albemarle County
Danny Yoder, City of Charlottesville
Peter Thompson, Albemarle County
Yong-Yeol (YY) Ahn, City of Charlottesville
Vacant, MPO
STAFF
Christine Jacobs, TJPDC
Taylor Jenkins, TJPDC
Lucinda Shannon, TJPDC
Ruth Emerick, TJPDC
Logan Ende, TJPDC
Isabella O'Brien, TJPDC
Gorjan Gjorgjievski, TJPDC
Gretchen Thomas, TJPDC
Sarah Simba, TJPDC
GUESTS / PUBLIC
Charles Proctor, VDOT
Sandy Shackelford, VDOT

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CA-MPO

Citizen Transportation Advisory Committee
Draft Minutes
September 24, 2025

A recording of this meeting can be found at: https://www.youtube.com/watch?v=LB9eHKwozVY

OFFICERS		STAFF	
Sarah Medley, Charlottesville, Chair	x	Taylor Jenkins, TJPDC	x
Donna Chen, MPO – Vice-Chair	x	Gretchen Thomas, TJPDC	x
		Sarah Simba, TJPDC	x
		Gorjan Gjorgjievski, TJPDC *	x
		Christine Jacobs, TJPDC *	x
VOTING MEMBERS		**GUESTS / PUBLIC**	
Stuart Gardner, MPO	x	Nagaraju Kashayi, AECOM *	x
Jose Gomez, Albemarle County		Sandy Shackelford, VDOT	x
Patrick Healy, Charlottesville	x	Pat Coleman, AECOM *	x
Ethan Heil, Charlottesville		Ruoyu Liu, VDOT *	x
Lee Kondor, Albemarle	x	Chuck Proctor, VDOT *	x
Marty Meth, Albemarle County			
Nathan Moore, Albemarle County *	x		
Danny Yoder, Charlottesville	x		
Peter Thompson, Albemarle County *	x		
Yong Yeul Ahn, Charlottesville	x		
Vacant, MPO			

** online participant*

Call to Order (Minute 3:07)

Chair Sarah Medley called the meeting to order at 7:00 p.m.

1. **Attendance (Minute 3:49)**
   Sarah Simba took attendance. Committee members introduced themselves to new member, Yong Yeol Ahn. Mr. Ahn introduced himself to the committee.

   Nathan Moore stated that he was joining remotely from home due to a work emergency.

   Motion/Action: Patrick Healy made a motion to allow Nathan Moore and Peter Tompson to participate remotely. Lee Kondor seconded, and the motion passed unanimously.

2. **Matters from the Public (Minute 6:35)**
   None.

3. **General Administration (Minute 7:00)**

Acceptance of the Agenda

Motion/Action: Lee Kondor made a motion to approve the agenda. Donna Chen seconded, and the motion passed unanimously.

Acceptance of the Minutes of July 16, 2025 minutes

Patrick Healy noted that at the last meeting he said he was talking about Boston and Minneapolis and not Madison, WI.

Motion/Action: Patrick Healy made a motion to approve the minutes with the noted change. Lee Kondor seconded, and the motion passed unanimously.

4. New Business (Minute 8:53)

CAMPO Travel Demand Model (TDM) Update

Taylor Jenkins explained that the MPO is currently undergoing an update of the Regional Travel Demand Model, a traffic forecasting tool, that occurs every five (for minor updates) or 10 years (for major updates). This TDM is a major update.

Ruoyu Liu, VDOT, explained what travel demand modeling is. Nagaraju Kashayi, AECOM, explained how the CAMPO model works.

Donna Chen noted that only auto and transit modes were considered when bike/ped is a big part of the City. Pat Coleman noted that non-motorized were taken into consideration and said the graphics provided were fairly general. Ms. Chen said it will be important to include biking and walking data, especially when there is a push for an increase in those modes in the City.

Mr. Ahn noted that it is important to be careful not to make the model the only plan.

Taylor Jenkins noted that bike/ped data was gathered in the past, but staff and volunteer hours waned, and the data collection stopped. She said she has been looking at bike/ped counters, but nothing has been completed to date.

Chuck Proctor noted that the TDM is just one piece of information that is used in travel forecasting and planning. He said it will be used in conjunction with other information to help make decisions.

Ruo said it is a tool, and how the MPO uses it is most important.

Mr. Ahn said added a statement of caution that when you use the model, it is validated. He said there should be more flexibility.

Motion/Action: Stuart Gardner made a motion to make a recommendation to the MPO Policy Board to use the 2022 demographic data presented. Lee Kondor seconded the motion. The motion passed with Lee Kondor opposed.

It was the consensus to determine what bike/ped data is being collected and how it is collected and discuss this topic at a future meeting.

CAMPO Transportation Demand Management Study (Minute 1:02:23)

Taylor Jenkins noted that the Transportation Demand Management study looks at what the current situation is today, not looking to the future.

She noted that Task 1 covers existing conditions, Task 2 Origin-Destination Analysis (primary data sources are StreetLight, Strava Metro, and VDOT), Task 3 is Mode Shit Potential and Strategies (assess potential for shifting trips from auto to non-auto modes, and identify recommended improvements and strategies to encourage mode shift, feasibility of implementation), and Task 4, Outreach and Public Engagement.

Lastly, she shared the project schedule and next steps.

It was recommended to engage with UVA, the Downtown Business Association, and the City's Parks and Rec.

Motion/Action: Lee Kondor made a motion to recommend to the MPO PB to approve the final scope of the Travel Demand Management Study. Danny Yoder seconded and the motion passed unanimously.

CAMPO FY24-27 TIP Amendments and Adjustment (Minute 1:12:14)

Gorjan Gjorgjievski covered the amendment to TIP item #13. He described the reallocation from the Autism Sanctuary 5310 funding for their transit vehicles. He said that ASI001 will decrease $33,000 from the FTA funds. Regarding the Charlottesville area transit projects, all of the TIP adjustments are considered administrative changes and do not require an action from the committees or board. He said that the modifications affected eight CAT projects and noted that the changes are in the agenda packet for the committee's review.

5. **Informational (Minute 1:17:00))**

CAMPO Administration and CTAC Participation

Taylor Jenkins gave a background on numerous CTAC and Policy Board meetings, going back to the source documents for CTAC. She also covered the CAMPO's responsibilities and decisions and the establishment of CHART which was renamed to CTAC in 2013.

She continued by reporting on the challenges of CTAC activities and their current interests.

She presented the next steps by asking questions to determine if a citizens advisory committee is still necessary and/or desired by the Policy Board. If so, what is the specific role and purpose of the CTAC? It will need to be identified how CTAC's involvement can best inform MPO's decision-making process, define the chain of communication, and a bylaw revision, and membership/appointment considerations.

Ms. Jenkins said because of this "deep dive" and research that was done, staff will be creating a document that summarizes CTAC for anyone who is interested, but especially for any new members.

6. **Staff Updates and Meeting Schedule (Minute 1:42:35)**

Safe Streets and Roads for All (SS4A) Final Plan

Gorjan Gjorgjievski mentioned that the plan linked to the agenda is the final plan adopted by all of the jurisdictions. After September 30, staff enter into the 120 day close-out period.

MPO Policy Board Activities
Sarah Simba noted there is a memo included in the packet that covers all of the activities the MPO Policy Board has been undertaking.

CAMPO and SAWMPO Joint Meeting September 30
Taylor Jenkins reported that the joint MPO meeting will be held on Tuesday, September 30 from 10 – 12 at the North Fork Business Center. She reviewed the agenda items and noted that there will be an online participation option and will send out a link to the committee if they would like to participate.

RAISE/BUILD Grant Application Update
Taylor Jenkins said the application was not selected for an award, but there will be a debrief meeting about why it was not chosen tomorrow afternoon.

Next CTAC Meeting Regular Meeting Date is November 19, 2025.

7. **VDOT Updates on Projects & Studies (Minute 1:57:35)**

STARS
Sandy Shackelford said there are two Strategically Targeted Affordable Roadway Solutions (STARS) studies, but they look like one because they run into one another. She started with study #1 (US29 Corridor study) and reviewed public survey results with over 2,300 participants. They began by looking at statewide and locally identified needs and noted that capacity preservation is one of the top priorities. She continued by the existing conditions of the corridor and highlighted the bicycle and pedestrian crossings (or lack thereof).

With Study #2, she noted the data is all from before the improvements at Hydraulic Road. She briefly covered crash data and provided an existing bike/ped summary. She gave an overview of the bike/ped red flag analysis.

She noted that there is a transit element to Study #2 and briefly gave an overview of the existing conditions.

Regarding solutions, VDOT is looking to reduce delays from the side roads, mitigate some of the crashes, and find opportunities for pedestrian crossings.

She noted that many of these suggestions will be Smart Scale applications, so it will be important to find high value and low-cost solutions.

Pipeline Studies
Ms. Shackelford said VDOT is looking at the DDI at 5th Street. The bike/ped connectivity is a major obstacle. She noted that it will be challenging to find a cost-effective solution. VDOT is looking for other alignments to get bikes/peds across the bridge.

The intersection at 29 South to I-64 East is the other study. VDOT is looking to find ways to make it safer in the next 10 years.

SMART SCALE – Round 7

Chuck Proctor noted that the MPO has to submit for capacity expansion or an interchange project. He noted that the 29 Corridor study is not something that will be done in time for an application to be submitted. Due to time constraints, Mr. Proctor briefly reviewed the potential MPO projects with a question-and-answer period.

Ms. Jenkins noted that the pre-application will be submitted in March. MPO gets four application slots, but pre-application allows for five and one will be kicked out and the other four will continue in the process.

Motion/Action: Lee Kondor moved to recommend that the Policy Board continue pursuing all of the projects presented with the exception of the US 29 Corridor Study. Parick Healy seconded and the motion passed unanimously.

8. Roundtable Updates (Minute)

Mr. Kondor said he would still like to present his solution for the Exit 118 interchange.

Mr. Heil said he has an article to share with the other committee members regarding funding for transportation in the state.

Ms. Medley stated she appreciated that the Smart Scale improvements were all interchange related.

9. Additional matters from the public

None.

The meeting was adjourned at 9:01 p.m.

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

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

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization
Citizens Transportation Advisory Committee
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: November 19, 2025
Subject: Structure of the Citizens Transportation Advisory Committee

Purpose:

To propose scenarios for the structure of the Citizens Transportation Advisory Committee (CTAC) of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO).

Background:

The CA-MPO is the federally mandated regional entity responsible for conducting a comprehensive, cooperative, and continuing transportation planning process for the City of Charlottesville and urbanized portions of Albemarle County. CTAC is an advisory committee that provides recommendations on decisions of the CA-MPO Policy Board.

Beginning in spring 2025, CTAC members began having discussions about the purpose of the Committee. Many challenges of the existing CTAC structure are recurring, including:

- Unclear purpose of the Committee to CTAC members and staff
- Unclear distinction between the roles of CTAC and CA-MPO Technical Committee
- Uncertain chain of communication
- CTAC's desire to advise bodies and processes outside of the CA-MPO Policy Board

Since March, meetings of CTAC and the Policy Board have centered around identifying overall responsibilities of the CA-MPO, past CTAC activities, and what opportunities exist to restructure CTAC. For Policy Board consideration, CA-MPO staff have developed three potential scenarios that aim to provide clarity and distinction between the roles of CTAC and the Technical Committee and propose solutions to the challenges identified above.

Proposed Scenarios for CTAC Restructuring:

<u>Scenario 1: CTAC as an Advisory Committee for the Long Range Transportation Plan</u>
In this scenario, CTAC returns to its initial structure as a Committee for the Long Range Transportation Plan (LRTP). The Committee would meet monthly during LRTP update years to match the cadence of other CA-MPO Committees. Otherwise, CTAC would meet once per year to hear updates on LRTP amendments and implementation progress.

CTAC would return to the "hub and spoke" model of bringing the LRTP process to other members of the public, including actively engaging neighbors, civic groups, and transit riders to bring input back to the CA-MPO Policy Board. CTAC recommendations are focused on citizen input for the LRTP visioning, goals, and major project trade-offs. In this scenario, no other CA-MPO work tasks would come before CTAC.

Scenario 2: CTAC as Outreach and Education Support for the CA-MPO

In this scenario, CTAC is a committee focused on increasing regional transportation education, citizen outreach, and providing input on the CA-MPO's public engagement processes. The Committee continues to meet bimonthly in this scenario, but only provides formal recommendations on the following items:

- Public Participation Plan
- Title VI Implementation Plan
- Annual Unified Planning Work Program (UPWP), the CA-MPO's work plan
- The LRTP
- SMART SCALE project submissions

Any other items would be presented as informational only, with the purpose of members disseminating information to their broader communities. If Committee members had interest in providing feedback on technical-related items (e.g., TIP amendments and adjustments, STARS and Pipeline studies, the travel demand model, functional classification, etc.), they would attend CA-MPO Technical Committee or Policy Board meetings.

Scenario 3: Conclusion of CTAC as a Formal Committee

In this scenario, CTAC is formally concluded as a CA-MPO committee. The CA-MPO continues to perform public engagement on a project-specific basis, such as conducting surveys, pop-ups events, tabling, and continuing the activities included in the Public Participation Plan. In Virginia, 60% of MPOs (9) do not have standing citizen advisory committees. Requirements for the MPO's structure are outlined in the 3-C Agreement[1], which identifies two standing committees: the Technical Committee and Policy Board.

Next Steps:

The CA-MPO Technical Committee will provide a recommendation to the Policy Board for restructuring CTAC on **December 2, 2025**. The Policy Board will take action for restructuring CTAC on **December 17, 2025**. CA-MPO staff are providing this memo to request feedback from CTAC members on the proposed scenarios.

At their October meeting, the Policy Board additionally requested that CTAC members join the Policy Board meeting in December if available. The meeting will be held virtually on Zoom, and staff will forward the invitation to all CTAC members. Revisions to bylaws for both Committees could be necessitated by any changes. Following action from the Policy Board, CA-MPO staff will identify additional levels of detail required to support the transition.

If there are any questions or comments, please contact Taylor Jenkins at tjenkins@tjpdc.org and Sarah Simba at ssimba@tjpdc.org.

[1] The 3-C Agreement is a Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Charlottesville-Albemarle Metropolitan Planning Area. It is signed by the Commonwealth of Virginia, Thomas Jefferson Planning District Commission, CA-MPO, City of Charlottesville on behalf of Charlottesville Area Transit, Albemarle County, and Jaunt.

Charlottesville-Albemarle MPO

Citizens Transportation Advisory Committee

2026 Performance Safety Target Setting

November 19, 2025

Thomas Jefferson Planning District Commission

Charlottesville/Albemarle MPO

PERFORMANCE SAFETY TARGETS BACKGROUND

- Requirements to establish performance targets included in the Moving Ahead for Progress in the 21st Century Act (MAP-21), replaced and reinforced by the FAST Act, and currently under the Bipartisan Infrastructure Law
- National targets established by the U.S. Secretary of Transportation
  - Pavement condition on the interstate system and on reminder of the National Highway System (NHS)
  - Performance of the interstate system and the reminder of the NHS
  - Bridge condition on the NHS
  - Fatalities and Serious Injuries – both number and rate per vehicle mile traveled – on all public roads
  - Traffic congestion (not applicable to CA-MPO)
  - Freight movement on the interstate system

Performance Safety Targets Purpose

States establish performance targets in support of national targets

MPO's establish performance targets in support of state targets

Establishment of targets = commitment to pursue projects/objectives that support the achievement of those targets

Overall progress towards meeting performance targets evaluated at the state level

MPO's have the option to adopt state targets or set their own targets

CA-MPO has historically adopted state targets until February of 2023, where they adopted alternative targets

In 2024 and 2025, CA-MPO adopted aspirational targets that are aligned with the Comprehensive Safety Action Plan – *Move Safely Blue Ridge*

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		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%

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		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	5.6%	16	16	16	1.0%

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

Safety Performance Targets	CA-MPO 2025 Projections Based on Aspirational Targets – Adopted in 2025	CA-MPO 2026 Projections Based on Aspirational Targets
Percentage change fatalities	-2.00%	-2.00%
Number of fatalities	12	12
Fatality rate	0.935	0.962
Percentage change serious injuries	-2.00%	-2.00%
Number of serious injuries	143	145
Serious injury rate	11.463	11.388
Percentage change non-motorized fatalities + serious injuries	-2.00%	-2.00%
Number of non-motorized fatalities + serious injuries	15	17

Differences in Aspirational Safety Targets between 2025 and 2026 proposed aspirational targets

Overview of SS4A Implementation Funding

- Final funding round (FY2026): $1 billion available
- 20% non-federal match required
- Eligible lead applicants: Counties, Cities, PDCs, MPOs
- Projects must be in an FHWA-approved Safety Action Plan (Move Safely Blue Ridge)
- 15 spot specific locations and many systemic improvements located on the high injury network in the Safety Action Plan are within the MPO Boundaries.

Questions?

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.

Thomas Jefferson Planning District Commission

Regional Vision ▪ Collaborative Leadership ▪ Professional Service

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization
PO Box 1505
Charlottesville, VA 22902

November 6, 2025

Dear Chair Gallaway and Members of Charlottesville-Albemarle Metropolitan Planning Organization:

The Thomas Jefferson Planning District Commission (TJPDC) submits this letter formally requesting dissolution of the Regional Transit Partnership (RTP) following the activation of the Charlottesville-Albemarle Regional Transit Authority (CARTA). Effective December 2025, CARTA will serve as the primary forum for regional transit discussion and decision-making and will continue working toward legislative pursuits to secure revenue-generating authority.

Following a recommendation from the Regional Transit Coordination Study, the RTP was established in 2017 to serve as an interim body and precursor for establishing a regional transit authority. Since formation, the RTP has successfully provided a strong forum for communication and coordination between transit providers and played a critical role in building consensus around regional transit priorities.

The RTP completed a strategic plan (2018), Albemarle County Transit Expansion Study/Micro-CAT (2022), Regional Transit Vision Plan (2022), and Transit Governance Study (2024) that provided the foundation for CARTA activation in 2024. As a result of the work of the RTP, the City of Charlottesville and Albemarle County have a regional transit vision that community members and transit providers support. The activation of CARTA represents a significant milestone in the region's efforts to formalize a unified approach to regional transit planning and governance.

The principal guiding document that identifies partners, roles, and responsibilities for the RTP is the attached Memorandum of Understanding (MOU), last amended in 2021. It reflects the shared commitment of its signatories, the region's transit partners:

- Albemarle County
- Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)
- City of Charlottesville, on behalf of Charlottesville Area Transit (CAT)
- Jaunt
- Thomas Jefferson Planning District Commission (TJPDC)
- University of Virginia (UVA)

According to **Article 6 – Amendments:**

> Amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT.

Pursuant to Article 6, the TJPDC is requesting action from [Board/Agency] to concur with formally dissolving the Regional Transit Partnership.

Thank you for your leadership, partnership, and participation in the RTP over the past several years. The RTP has been instrumental in laying the foundation for a stronger, more coordinated regional transit system and we look forward to continuing our collaboration through the Charlottesville-Albemarle Regional Transit Authority.

Sincerely,

Keith Smith, Chair
Thomas Jefferson Planning District Commission

11·6·2025
Date

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

11/9/25
Date

Attachments:
Memorandum of Understanding on the Jefferson Area Regional Transit Partnership (RTP)

CC:
Mr. Ned Gallaway, Albemarle County Board of Supervisors
Mr. Mike Pruitt, Albemarle County Board of Supervisors
Mr. Philip D'Oronzio, City of Charlottesville Planning Commission
Mr. Michael Payne, City of Charlottesville City Council
Mr. Tony O'Brien, Fluvanna County Board of Supervisors
Mr. Tim Goolsby, Greene County Board of Supervisors
Mr. James Higgins, Greene County Citizen Representative
Mr. Manning Woodward, Louisa County Board of Supervisors
Mr. Tommy Barlow, Louisa County Board of Supervisors
Mr. Ernie Reed, Nelson County Board of Supervisors
Mr. Jesse Rutherford, Nelson County Board of Supervisors

Charlottesville-Albemarle Metropolitan Planning Organization
of the Thomas Jefferson Planning District Commission
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • (434) 979-1597 fax • info@tjpdc.org email

MEMORANDUM OF UNDERSTANDING ON THE JEFFERSON AREA REGIONAL TRANSIT PARTNERSHIP (RTP)

This agreement is made and entered into as of June 10, 2021 by and between the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO, the City of Charlottesville hereinafter referred to as the CITY, the County of Albemarle hereinafter referred to as the COUNTY, JAUNT, Inc hereinafter referred to as JAUNT, with JAUNT and Charlottesville Area Transit together hereinafter referred to as the PUBLIC TRANSIT OPERATORS, and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the TJPDC.

WHEREAS, in 2016, the Planning and Coordination Council (PACC) asked TJPDC to review and recommend opportunities for improved communication, coordination and collaboration on transit matters; and,

WHEREAS, the TJPDC completed work on a Regional Transit Coordination Study, where the main recommendation from this study was to establish a Regional Transit Partnership (RTP) hereinafter referred to as the PARTNERSHIP, consisting of an Advisory Board and whose charge is to provide a venue for continued communication, coordination and collaboration between transit providers, localities and other stakeholders; and,

WHEREAS, City Council and the Albemarle Board of Supervisors held a joint meeting on February 14th, 2017, where both bodies voted to support development of the PARTNERSHIP and asked TJPDC to develop an MOU; and,

WHEREAS, on October 30, 2017, the Charlottesville-Albemarle Metropolitan Planning Organization, the City of Charlottesville, the County of Albemarle, JAUNT, Inc, and the Thomas Jefferson Planning District Commission did enter into an original Memorandum of Understanding defining the vision, roles and responsibilities for the Regional Transit Partnership; and

WHEREAS, on June 10, 2021, these parties amend this Memorandum of Understanding to include the University of Virginia hereinafter referred to as UVA among the PUBLIC TRANSIT OPERATORS and signatories of this agreement.

NOW THEREFORE, be it recognized and agreed that the MPO, CITY, COUNTY, JAUNT, and UVA hereby establish the Jefferson Area Regional Transit Partnership (RTP), in accordance with the following articles.

Article 1
Staffing, Funding and Boundaries

The MPO is responsible, as the lead, for staffing and programming for the PARTNERSHIP, with Section 5303 program funding from the Federal Transit Administration (FTA) and Virginia Department of Rail and Public Transportation (DRPT). Funding will be a regular item in the MPO's Unified Planning Work Program (UPWP). The PARTNERSHIP's program area is limited to the Charlottesville-Albemarle metropolitan transportation planning area (MPA) that includes the CITY and the urbanized portions of the COUNTY.

Article 2
Function and Authority

The PARTNERSHIP will be an advisory board that provides recommendations to CITY, COUNTY, PUBLIC TRANSIT OPERATORS and other stakeholders, such as the University of Virginia (UVA). The

PARTNERSHIP shall not have any inherent decision-making powers and does not supersede management over the PUBLIC TRANSIT OPERATORS.

Article 3
Membership and Voting Structure

The composition of the PARTNERSHIP may change with time, as the Advisory Board meets and identifies an improved membership structure. At a later date, the PARTNERSHIP may extend to surrounding counties and towns, as needed. Expansion of Advisory Board members will require written amendments to this MOU. The PARTNERSHIP roster includes voting and non-voting membership. Each voting member is permitted one vote on all matters addressed by the PARTNERSHIP. All individuals on the Advisory Board have equal voting powers, with no weighted privileges given to any members.

Voting membership includes *eight* representatives, including:

- Charlottesville City Council – *two representatives*
- Albemarle Board of Supervisors – *two representatives*
- JAUNT Corporation Board – *two representatives*--one urban & one rural representative with at no time having both serve from the same governmental jurisdiction.
- Department of Rail and Public Transportation (DRPT) – *one representative*
- University of Virginia – *one representative*

There shall also be a nonvoting representative as designated by the PARTNERSHIP.

The designating body of each member locality or agency, having appointed the appropriate number of representatives to the PARTNERSHIP, as indicated in this ARTICLE, whether voting or nonvoting, may appoint an alternate member(s). Voting privileges for alternates shall be the same as for the regular member in the absence of the regular member.

There are no set term-limits for members of the PARTNERSHIP Advisory Board. Each member locality or agency shall reassess membership to the PARTNERSHIP, according to their own processes.

Article 4
Meeting Schedule and Bylaws

The PARTNERSHIP will set a meeting schedule that is coordinated with the MPO Policy Board meeting schedule. The PARTNERSHIP shall convene at least four times in a given fiscal year.

This MOU will serve as the main guiding documents for the PARTNERSHIP. The PARTNERSHIP may adopt bylaws, to aid in management of meetings. Unless otherwise determined by the PARTNERSHIP, TJPDC will facilitate and manage meetings. Voting and parliamentary procedure will be conducted according to simplified Robert's Rules of Order.

Article 5
Deliverables and Roles

As recurring responsibilities, the PARTNERSHIP will be responsible for the following:

- *Building the CITY/COUNTY Relationship.* The PARTNERSHIP will help the region build relationships and momentum for future successes.
- *Create a formal means of sharing information.* Created by an MOU, the PARTNERSHIP will create and maintain a formal mechanism for exchanging information between transit providers, localities and other stakeholders.
- *Address pressing issues immediately.* The PARTNERSHIP will provide immediate attention to pressing concerns and issues, as laid out in the Regional Coordination Study, conducted by TJPDC.
- *Facilitate transit planning.* The PARTNERSHIP will provide recommendations, assessments and guidance on transit-related matters to the CITY, COUNTY and PUBLIC TRANSIT OPERATORS.

Integrating transit into other decision-making. The PARTNERSHIP will ensure that transit will receive increased consideration in regional and local planning efforts
Test an RTA structure. The PARTNERSHIP will provide a sample model version of a Regional Transit Authority (RTA) that allows all parties to become more familiar with the concept of a consolidated transit system
Preparing for an RTA. Within the PARTNERSHIP, the region will have a venue for negotiating and studying an RTA that could benefit all partners in the region

Specific deliverables include but are not limited to

Drafting Formal Agreements: The PARTNERSHIP will review existing arrangements and transit relationships, reviewing and drafting if necessary, formal contracts and agreements. The initial and primary task would be to address the most pressing problem, the complicated web of arrangements.
Integrating Transit into Decision-Making. The PARTNERSHIP will work to integrate greater transit considerations into planning efforts around the region. The PARTNERSHIP will have involvement with the MPO's Long Range Transportation Plan (LRTP), vetting transit-related recommendations. It would also provide recommendations to local planning efforts and projects.
Coordinated Transit Development Plans and Strategies: Currently, the three transit providers have entirely separate planning documents. PUBLIC TRANSIT OPERATORS must update their Transit Development Plan (TDP) or Transit Strategic Plans (TSP) every five years. Whether done through the TDP or as a document that later consolidates planning recommendations, the PARTNERSHIP is responsible for overseeing the region's transit planning process.
Update RTA Study: The PARTNERSHIP, in coordination with the MPO, will update the RTA Study and develop a new report that will help the region determine if an RTA is feasible.
RTP Bylaws and Mission: The PARTNERSHIP may develop bylaws and mission statement.

Article 6
Amendments

Amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

Signature

WITNESS BY

Michael Payne,
Chair
Charlottesville-Albemarle Metropolitan Planning Organization

_____ WITNESS BY _____

Ned L Gallaway,
Chair
County of Albemarle Board of Supervisors

_____ WITNESS BY _____

Nikuyah Walker,
Mayor
City of Charlottesville, and on behalf of the Charlottesville Transit Service

- *Integrating transit into other decision-making.* The PARTNERSHIP will ensure that transit will receive increased consideration in regional and local planning efforts.
- *Test an RTA structure.* The PARTNERSHIP will provide a sample model version of a Regional Transit Authority (RTA) that allows all parties to become more familiar with the concept of a consolidated transit system.
- *Preparing for an RTA.* Within the PARTNERSHIP, the region will have a venue for negotiating and studying an RTA that could benefit all partners in the region.

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Michael Payne,
Chair
Charlottesville-Albemarle Metropolitan Planning Organization

_____ WITNESS BY _____
Ned L. Gallaway,
Chair
County of Albemarle Board of Supervisors

_____ WITNESS BY _____
Nikuyah Walker,
Mayor
City of Charlottesville, and on behalf of the Charlottesville Transit Service

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- *RTP Bylaws and Mission:* The PARTNERSHIP may develop bylaws and mission statement.

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IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

Signatures:

_____ WITNESS BY _____
Michael Payne,
Chair
Charlottesville-Albemarle Metropolitan Planning Organization

_____ WITNESS BY _____
Ned L Gallaway,
Chair
County of Albemarle Board of Supervisors

_____ WITNESS BY Kyna Thomas
Nikuyah Walker,
Mayor
City of Charlottesville, and on behalf of the Charlottesville Transit Service

WITNESS BY _____

Randolph Parker
President
Jaunt, Inc.

_____ WITNESS BY _____

Dale Herring,
Chair
Thomas Jefferson Planning District Commission

_____ WITNESS BY _____

Jennifer Wagner Davis,
EVP-COO
University of Virginia

_____ WITNESS BY _____

Randolph Parker,
President
Jaunt, Inc.

_____ WITNESS BY _____

Dale Herring,
Chair
Thomas Jefferson Planning District Commission

_____ WITNESS BY _____

Jennifer Wagner Davis,
EVP-COO
University of Virginia

_____ WITNESS BY _____

Randolph Parker,
President
Jaunt, Inc.

_____ WITNESS BY _____

Dale Herring,
Chair
Thomas Jefferson Planning District Commission

_____ WITNESS BY _____

Jennifer Wagner Davis,
EVP-COO
University of Virginia

AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING ON THE JEFFERSON AREA REGIONAL TRANSIT PARTNERSHIP (RTP)

WHEREAS, the Regional Transit Partnership was established following a recommendation of the Regional Transit Coordination Study in 2017 to serve as an interim body and precursor for establishing a regional transit authority; and

WHEREAS, on October 30, 2017, the Charlottesville-Albemarle Metropolitan Planning Organization, the City of Charlottesville, the County of Albemarle, JAUNT, Inc, and the Thomas Jefferson Planning District Commission entered into an original Memorandum of Understanding defining the vision, roles and responsibilities for the Regional Transit Partnership; and

WHEREAS, on June 10, 2021, these parties amended this Memorandum of Understanding to include the University of Virginia among the PUBLIC TRANSIT OPERATORS and signatories of this agreement; and

WHEREAS, since its creation, the Regional Transit Partnership has successfully provided a strong forum for communication and coordination between transit providers and filled a critical role in building consensus around regional transit priorities; and

WHEREAS, the Regional Transit Partnership has completed studies including the RTP Strategic Plan (2018), Albemarle County Transit Expansion Study (2022), Regional Transit Vision Plan (2022), and Transit Governance Study (2024) and effectively followed recommendations that led to the activation of the Charlottesville-Albemarle Regional Transit Authority; and

WHEREAS, the Charlottesville-Albemarle Regional Transit Authority will assume the long-term role of regional transit planning, coordination, and decision-making; and

WHEREAS, Article 6 of the Memorandum of Understanding provides that amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT; and

WHEREAS, these parties agree that it is appropriate and most efficient to terminate this Memorandum of Understanding on the Regional Transit Partnership and transfer its roles, responsibilities, and deliverables to the regional transit authority.

NOW, THEREFORE, after thoughtful consideration and significant progress in regional transit planning, all parties agree to amend this Memorandum of Understanding with a termination date of December 2025.

Signatures:

Keith Smith, Chair
Thomas Jefferson Planning District Commission

11.6.25
Date

WITNESS BY

Brad Burdette, President
Jaunt, Inc.

Date

WITNESS BY

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization

Date

WITNESS BY

Jaundiego Wade, Mayor
Charlottesville City Council, and on behalf of Charlottesville Area Transit

Date

WITNESS BY

Jim Andrews, Chair
Albemarle County Board of Supervisors

Date

WITNESS BY

Jennifer Wagner Davis, EVP-COO
University of Virginia

Date

WITNESS BY

Thomas Jefferson Planning District Commission

Regional Vision ▪ Collaborative Leadership ▪ Professional Service

MEMORANDUM OF UNDERSTANDING ON THE CHARLOTTESVILLE-ALBEMARLE REGIONAL TRANSIT AUTHORITY

This Memorandum of Understanding (MOU) establishes a framework for collaboration and cooperation between the Thomas Jefferson Planning District Commission (TJPDC), County of Albemarle, and City of Charlottesville regarding the administration, coordination, and support for the Charlottesville-Albemarle Regional Transit Authority (CARTA). The intent of this MOU is to identify payment terms, roles, and responsibilities of each party.

PARTIES TO AGREEMENT:

Thomas Jefferson Planning District Commission
Christine Jacobs, Executive Director
401 E. Water Street/PO Box 1505
Charlottesville, VA 22902-1505

County of Albemarle
Jeffrey Richardson, County Executive
401 McIntire Road
Charlottesville, VA 22902

City of Charlottesville
Samuel Sanders, Jr., City Manager
605 E. Main Street/P.O. Box 911
Charlottesville, VA 22902

PERIOD OF AGREEMENT:

This agreement will remain in place until amended in writing by all parties. Either party to this agreement may terminate this MOU with at least one hundred eighty (180) days notice prior to the start of the next fiscal year. If this MOU is terminated in compliance with this provision and other terms of the MOU, all parties agree to cooperate on staff support service termination in a civil and appropriately timely manner. TJPDC shall provide all records, property, or other materials necessary for the effective transition no later than ninety (90) days following the conclusion of the fiscal year.

FUNDING:

The County of Albemarle and City of Charlottesville will fund TJPDC administration services outlined in this MOU at 50% each. Formal budget requests will be made each year through the City and County's annual agency budget request process.

ROLES AND RESPONSIBILITIES

The TJPDC shall serve as the lead administrative agency for CARTA, providing staffing, coordination, and technical support.

TJPDC will:

I. Provide staff support as the lead for administration and programming for CARTA, with funding from the County of Albemarle and City of Charlottesville.
II. Perform administrative support services, including but not limited to:
    a. Meeting planning and preparation, technical logistics, dissemination of meeting materials, issuance of public notices, and recordkeeping for all regular and special meetings of CARTA and its Committees as established by Bylaws or other governing documents. Meeting materials will be provided by TJPDC staff and posted for the public on the TJPDC website in accordance with § 2.2-3707 of the *Code of Virginia*.
    b. Webpage management and maintenance.

c. Annual reporting, as required or requested by the Bylaws, General Assembly of Virginia, Auditor of Public Accounts, Virginia Department of Transportation, or member jurisdictions.

III. Serve as a liaison to the Commonwealth of Virginia, including the Virginia Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT).

IV. Support grant writing and grant administration activities on behalf of CARTA.

V. Planning and technical support
   a. Provide research, data collection, and analysis to support decision-making.

VI. Contract with professional contractors and consultants on behalf of CARTA to fulfill the necessary duties and responsibilities for CARTA as identified by the Bylaws and other governing documents.

Albemarle County will:

I. Provide local funds annually committed as cash match for the administration.

II. Provide staff support to assist with project tasks, including but not limited to:
   a. Participate in regular and special meetings of the CARTA.
   b. Provide transit operational data, performance metrics, and financial information for County-supported transit services.
   c. Collaborate with TJPDC staff in developing meeting materials, grant applications, and transit planning.
   d. Support coordination of CARTA initiatives with County departments, staff, and elected officials.

City of Charlottesville will:

I. Provide local funds annually committed as cash match for the administration.

II. Provide staff support to assist with project tasks, including but not limited to:
   a. Participate in regular and special meetings of the CARTA.
   b. Provide transit operational data, performance metrics, and financial information for City-supported transit services.
   c. Collaborate with TJPDC staff in developing meeting materials, grant applications, and transit planning.
   d. Support coordination of CARTA initiatives with City departments, staff, and elected officials.

Accepted by:
County of Albemarle

_____ _____
Jeffrey Richardson, County Executive Date

City of Charlottesville

_____ _____
Samuel Sanders, Jr., City Manager Date

Thomas Jefferson Planning District Commission

Christine Jacobs
_____ 11.9.25
Christine Jacobs, Executive Director Date

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
of the Thomas Jefferson Planning District Commission
PO Box 1505, 401 E. Water St, Charlottesville, VA 22902
www.campo.tjpdc.org ● (434) 979-7310 phone ● info@tjpdc.org email

MEMORANDUM

To: The Charlottesville-Albemarle Metropolitan Planning Organization Committees
From: Gorjan Gjorgjievski, Regional Planner II, CA-MPO
Date: November 19, 2025
Subject: Administrative Modifications to Charlottesville Area Transit and Emmet St. Streetscape projects of the CA-MPO FY24-27 Transportation Improvement Program (TIP)

Purpose:
The purpose of this memorandum is to inform the CA-MPO Committees of two administrative modification requests: one from Charlottesville Area Transit (CAT) for adjustments to project CAT0003, and one from the Virginia Department of Transportation (VDOT) for the Emmet Street streetscape project. Both projects are included in the Charlottesville-Albemarle MPO FY24–27 Transportation Improvement Program (TIP). These adjustments are presented for informational purposes only and do not require formal action by the CA-MPO Policy Board.

Summary of Administrative Adjustments to CAT0003:
The requested modification reflects updated guidance and revised funding allocations from the Federal Transit Administration (FTA). MPO staff worked with CAT to incorporate these adjustments, which were implemented in September. During the September meetings the CA-MPO Technical Committee suggested that one of CAT's projects contained inaccurate funding information. The TIP document is therefore being updated to reflect the correct amount of funding for project CAT0003.

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0003**	**Title: Replacement - Rolling Stock**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	898	1,059	955	577	641	FTA 5339	3,232
State	2,180	2,571	1,256	1,401	2,622	State	7,850
Local	128	151	74	82	155	Local	462
Year Total	3,206	3,781	2,285	2,060	3,418	Year Total	11,544
Description:	**Adjustment #24:** $183,000 is moved from FY2024 to FY2025, and $255,000 is moved back from FY2027. FY2026 and FY2027 are modified to accommodate the changes in FY2024 and FY2025. These changes will allow CAT to purchase Rolling Stock to support its fixed route operations.						

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	**CAT0003**	**Title: Replacement - Rolling Stock**				**Recipient:**	**Charlottesville Area Transit**
FTA 5339	898	1,059	955	577	26	FTA 5339	2,617
State	2,180	2,571	1,256	1,401	62	State	5,290
Local	128	151	74	82	4	Local	311

Year Total	3,206	3,781	2,285	2,060	92	Year Total	8,218
Description:	**Adjustment #16:** Decrease in total funding from FY24-FY27 by $3,326,000 from which $615,000 federal 5339, $2,560,000 state, and $151,000 local funding bringing the total to $8,218,000.						

Summary of Administrative Adjustments to the Emmet St. Streetscape project:
The administrative modification for the Emmet Streetscape project pertains to GARVEE Bond funding and reflects a restructured repayment schedule for funds used on the project. Delays in project implementation have extended the project timeline, necessitating this update to ensure the TIP accurately reflects the revised financial structure.

New Table:

UPC NO		110381	SCOPE			
SYSTEM		Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO
PROJECT		#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE		FFY26-01 STIP ADJ - release $245,132 (AC-NHPP), release $388,578 (ACC-NHPP) & add $159,881 (NHPP), release $425,266 (AC-NHPP) FFY26, release $217,891 (ACC-NHPP) FFY27 Corresponding CN UPC 109551				
ROUTE/STREET		0000			TOTAL COST	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	$0	$0	$0	$0	$138,602
	Federal – NHS/NHPP	$0	$199,407	$360,268	$159,881	$0
PE	TOTAL	$0	$199,407	$360,268	$159,881	$138,602
PE AC	Federal - AC	$0	$2,424,098	$215,081	($425,266)	$0
MPO Notes		Adjustment #25: The administrative modification entry pertains to GARVEE Bond funding and reflects a restructuring of the repayment schedule for the funds used on the Emmet Streetscape project. Project delays have extended the overall project timeline, necessitating this update.				

Old Table:

UPC NO		110381	SCOPE			
SYSTEM		Urban	JURISDICTION	Charlottesville	SYSTEM	Urban
PROJECT		#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE		FFY25-01 STIP ADJ - release $182,756 (NHPP) FFY24, release $200,287 (ACC-NHPP) FFY25, add an additional $39,400 (ACC-NHPP) FFY26, add an additional $40,061 (ACC-NHPP) FFY27				
ROUTE/STREET		0000			TOTAL COST	
	FUNDING SOURCE	MATCH	FY24		FUNDING SOURCE	MATCH
PE	Federal – AC CONVERSION	$0	$0	PE	Federal – AC CONVERSION	$0

	Federal – NHS/NHPP	$0	$199,407		Federal – NHS/NHPP	$0
PE	TOTAL	$0	$199,407	PE	TOTAL	$0
PE AC	Federal - AC	$0	$2,424,098	PE AC	Federal - AC	$0
MPO Notes		Adjustment 10. The project is behind schedule which reduced the amount of money that we were borrowing. Therefore, the interest payments were reduced, allowing the release of the federal obligations for FY24 and FY25.				

Please feel free to reach out if you have any questions or would like additional details.
Sincerely,

Gorjan Gjorgjievski – gorjang@tjpdc.org
Regional Planner II
Thomas Jefferson Planning District Commission
Charlottesville-Albemarle MPO


VDOT
Virginia Department of Transportation

ACTIVE TRANSPORTATION COUNTING IN VIRGINIA: LEVERAGING DATA FOR PROJECT DEVELOPMENT

Thomas Jefferson Planning District Commission

Charlottesville/Albemarle MPO

11/19/2025

Limitations of Travel Demand Models for Bike and Pedestrian Analysis

Technical and Practical Reasons

Lack of reliable and consistent data

- There is no comprehensive, statewide database of pedestrian and bicycle volumes, trip origins/destinations, or fully attributed facility inventories that satisfy the requirements of a TDM.
- Surveys like the NHTS (National Household Travel Survey) capture very few bike/ped trips, making statistical calibration unreliable.
- Count programs for bicycles and pedestrians are sparse and inconsistent among MPOs or localities.

Scale Mismatch

- Regional TDM zones (TAZs) are typically too large to capture short bike/ped trips, which often occur within a single zone or along local street grids. This leads to intra-zonal undercounting — many walking or biking trips never appear because they start and end inside the same zone.

Technical and Practical Reasons Continued

Inadequate network representation

- Most TDMs are roadway-based and built for motorized travel, using functional class and speed as primary attributes.
- Bike and pedestrian facilities require much higher spatial resolution — e.g., sidewalk continuity, crossings, grade, slope, and buffer type — details that are rarely available or standardized across jurisdictions.
- These missing elements make it impossible to accurately represent the real path choice or perceived safety for non-motorized modes.

Limited Model Sensitivity

- Existing models cannot realistically capture the effects of small-scale improvements — such as adding a crosswalk, protected lane, or trail connection.
- These micro-level changes have localized benefits that aggregate models (built for regional congestion analysis) cannot detect meaningfully.

An Overview of Virginia's Active Transportation Count Program

Counting Nonmotorized Trips Since 2018

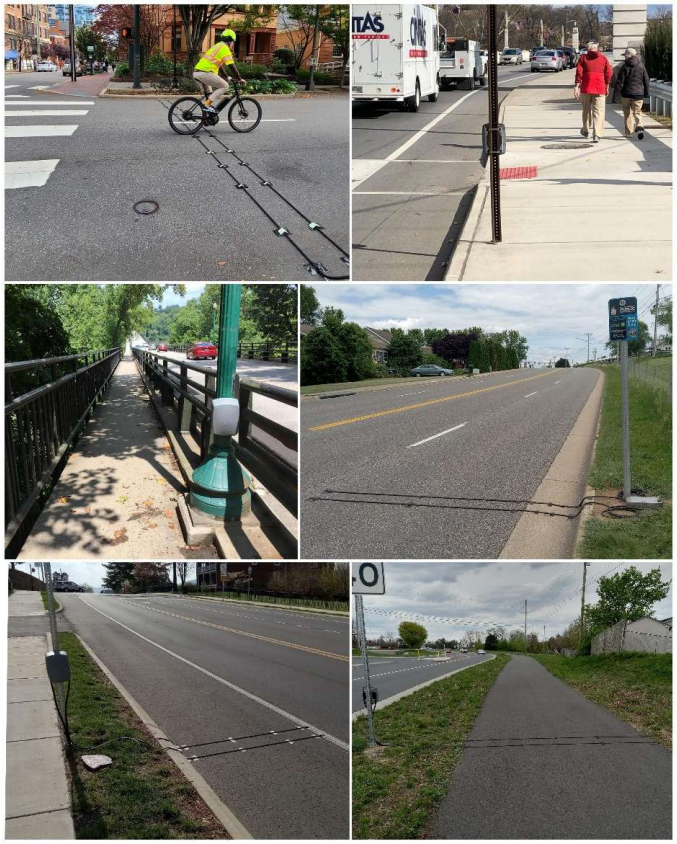
- Initiated in 2018 and managed by VDOT's Transportation and Mobility Planning Division
- Network of VDOT maintained automated counters and local partner counters with some dating back to 2012
- Utilize Eco-Counters to count pedestrians, bicyclists, and micromobility users on shared use paths, on-street bike facilities, sidewalks, and trails across Virginia
- Perform before and after counts on roadway reconfigurations, support active transportation investments, measure performance of newly built bicycle/pedestrian projects, and analyze year-over-year trends

Active Transportation Count Activities in Virginia

- **VDOT offers the following active transportation count services for localities:**
  - **Permanent counts**
  - **Year-over-year (YOY) counts**
  - **Short duration counts and technical assistance counts**
  - **Counting equipment loaner program (request form available)**
  - **Adopt-a-Counter program**
  - **Virginia Statewide Active Transportation Count Network Map**
  - **Provide raw data to localities and MPOs upon request**

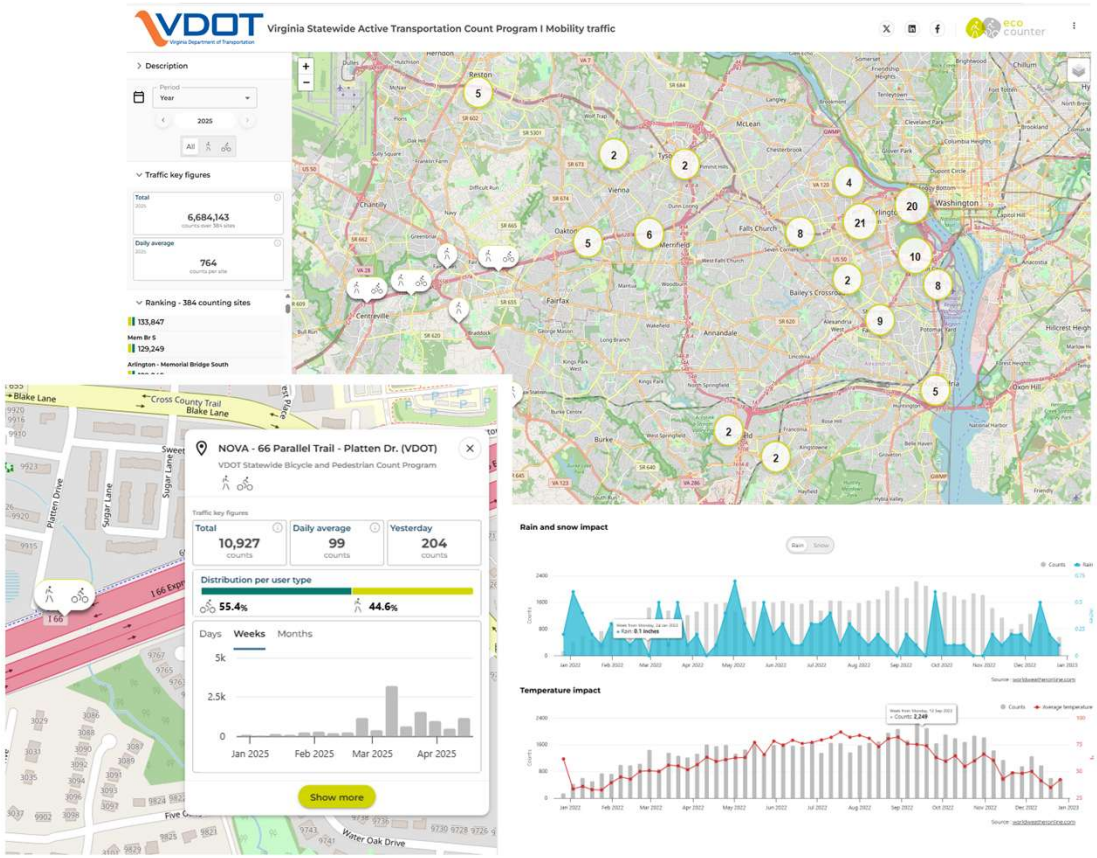
Counting Equipment

- VDOT utilizes Eco-Counter automated counting equipment to conduct counts across a range of facilities and durations
- Counters collect mode split bi-directional count data down to the 15-minute interval
- As of 2025, VDOT employs the following Eco-Counter types:
  - Infrared counters (PYRO-Box)
  - Pneumatic tube counters (TUBES)
  - Infrared and pneumatic tubes (Mobile MULTI)
  - Infrared and magnetic (zelt) loops (Urban MULTI)
- Routine equipment maintenance and testing to ensure proper functionality



Virginia Statewide Active Transportation Count Map

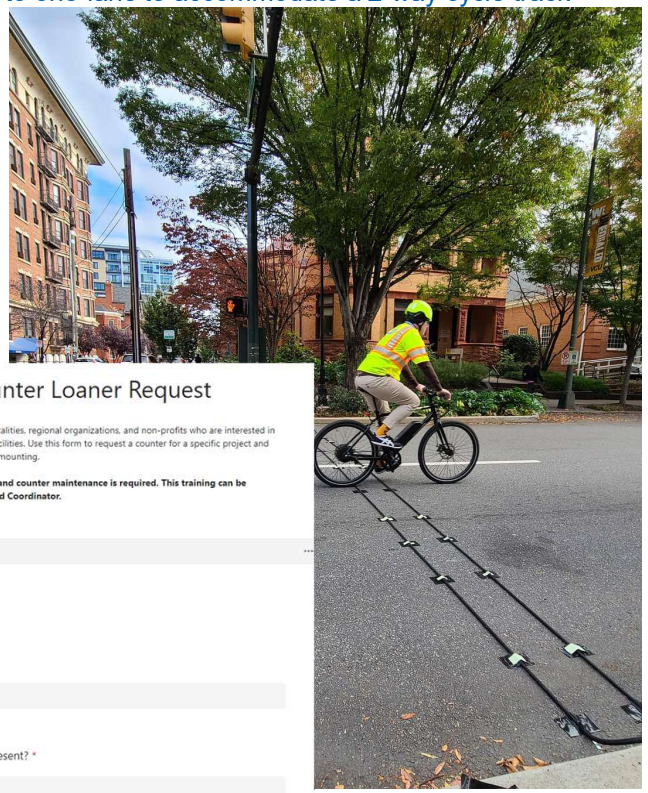
- Intuitive user interface design
- Weather and temperature impacts
- Multiple basemaps including CyclOSM to view underlying bike facilities
- Mode split distribution visualizations
- View data by year, month, or day
- New map can be viewed on VDOT's maps page publicly
- All VDOT and locality maintained short duration and permanent active trans. counters displayed (395 count locations to-date)
- View the map



Short Duration, Loaner and Technical Assistance Counts

- **Short duration, loaner, and technical assistance counts provided by TMPD to provide support for local, regional, and statewide active transportation planning efforts including:**
  - **Before and after roadway reconfiguration counts**
  - **Planning studies**
  - **Support active transportation investment**
  - **State funded project assessments**
- **Loaned counters typically perform counts for 2 – 4 weeks upon request using an online request form**
- **Free for localities and MPOs/PDCs to use**

West Franklin Street in Richmond will soon be reduced to one-lane to accommodate a 2-way cycle track



VDOT Bike/Ped Counter Loaner Request

VDOT loans Eco-Visio bike/ped counters out to localities, regional organizations, and non-profits who are interested in collecting bike/ped count data on bike and ped facilities. Use this form to request a counter for a specific project and location. Note, Counters require a secure post for mounting.

Note: some training on the Eco-Visio platform and counter maintenance is required. This training can be scheduled by reaching out to the VDOT Bike Ped Coordinator.

Section 1

Contact Information

1. Name *

Enter your answer

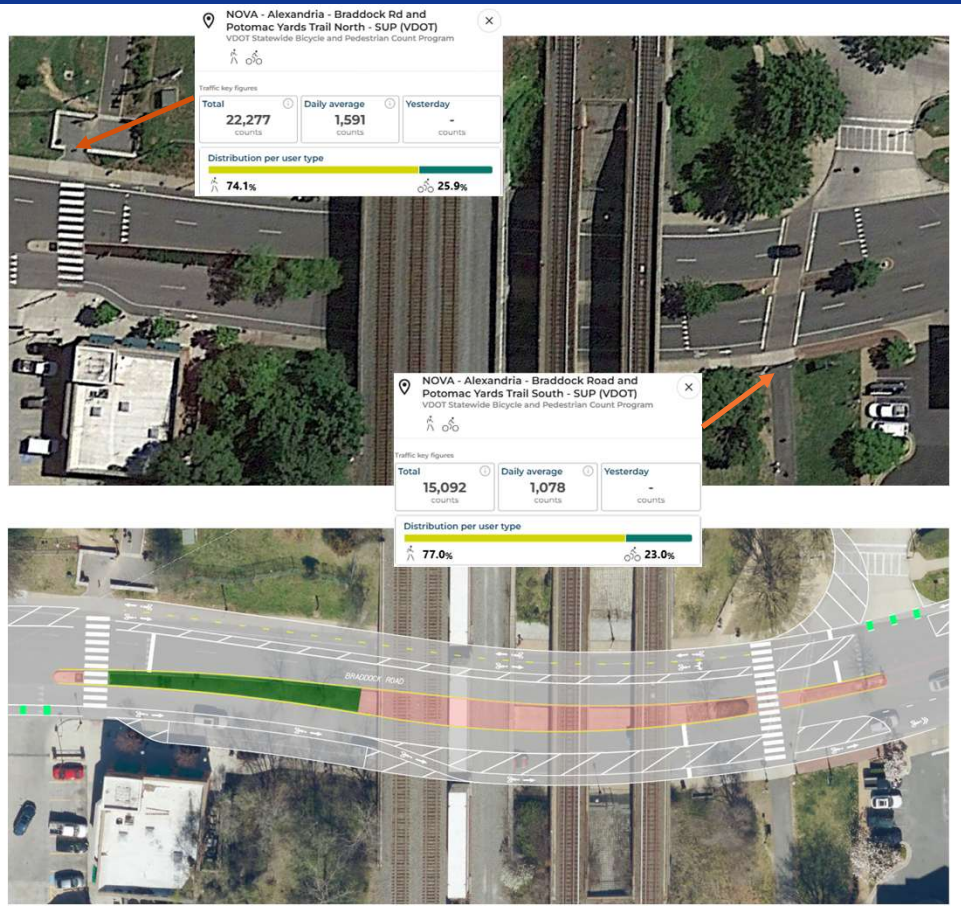
2. What organization/agency do you represent? *

Enter your answer

Virginia's Active Transportation Count Program Use Cases

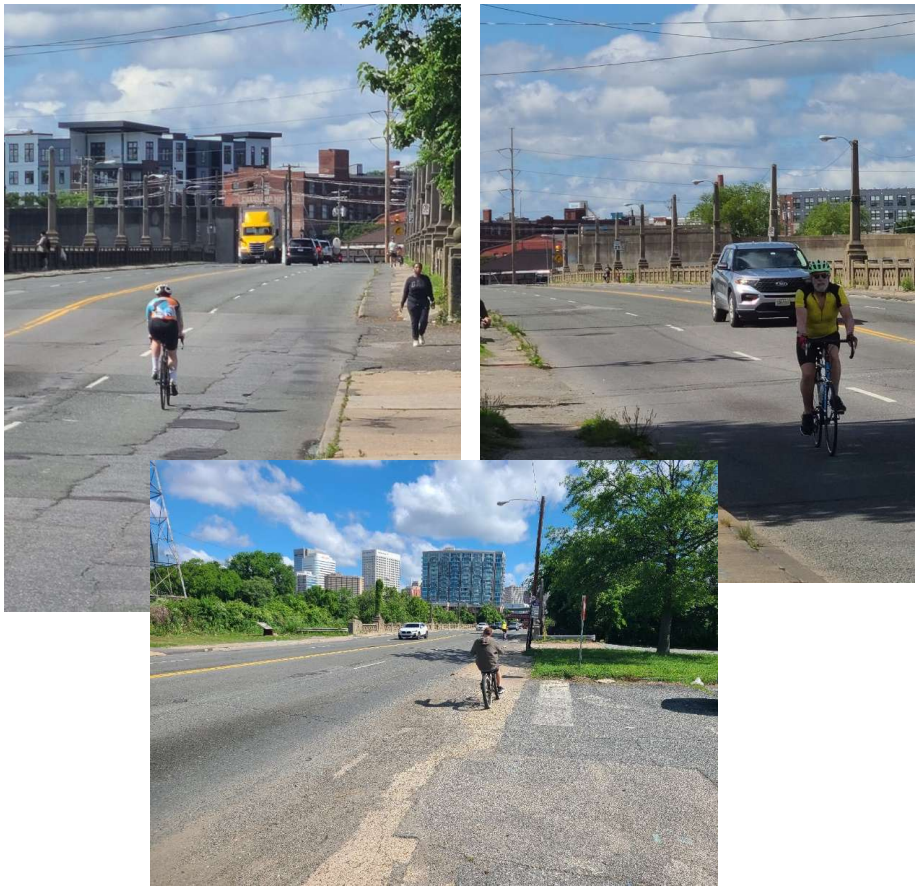
Using count data for safer crossings and complete streets: Braddock Road (Alexandria)

- Vehicle volume: 7,600 AADT
- Braddock Road Metro Station entrance located in top right (currently EB bicyclists must cross twice or travel contraflow to traffic in the WB bike lane to access from Potomac Yard Trail)
- PBSAP top 1% risk exposure segment
- Lane configuration: 3 lanes on western side and 4 on eastern side. 5’ standard bike lanes
- Active transportation count data at crossing: 1,078 - 1,591 (25% bicycle). Data collected month of April 2025
- Data presented to Alexandria planning and engineering staff as a part of a VDOT study on the corridor and used to develop a roadway reconfiguration alternative with 2-way cycle track to access Braddock Road Metro and shorter # of lane crossings. Two 11’ travel lanes, 6’ bike lanes with 4’ buffer
- Public engagement favorable. Final presentation to the Alexandria Traffic and Parking Board this Fall with implementation in Winter/Spring 2026



Using count data to support new multimodal bridge in downtown Richmond: Mayo Bridge Replacement

- Current conditions:
  - Four 11’ travel lanes
  - 5’ sidewalks that do not meet ADA requirements
  - 35 MPH posted speeds. Vehicles routinely go faster
  - No existing bicycle facilities
  - Transitions to two lanes on the southern side of the bridge after the flood wall
  - 17,000 vehicles per day
  - Three bus routes
  - 112 years old with a poor bridge rating
  - City purchased Mayo Island in 2024 to convert to large public park in 2026 (funded)
  - Replacement of bridge structure offers opportunity to connect to rapidly growing parts of the city (Manchester and downtown) with improved multimodal facilities and traffic calming improvements



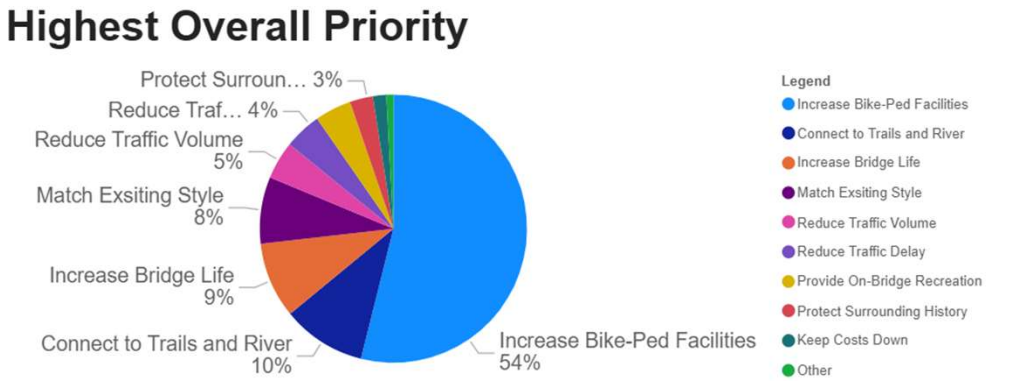
Using count data to support new multimodal bridge in downtown Richmond: Mayo Bridge Replacement

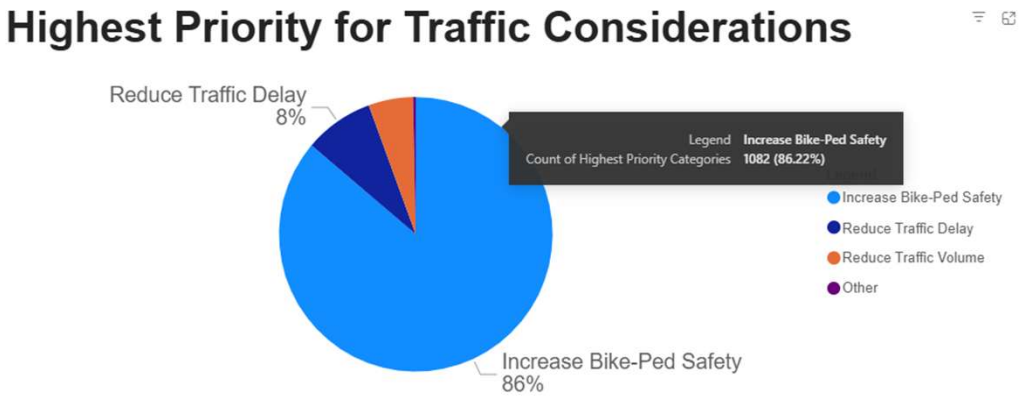
- VDOT Richmond District requested on behalf of the City of Richmond and local bike advocacy groups to collect count on the bridge and engage with the public to support expanded bike and pedestrian facilities and look into the potential for a road diet
- VDOT installed mounted Eco multi counters on both sidewalk facilities to count bicyclists and pedestrians and selective pneumatic tube counters in road to count bicyclists
- Count data collected for 2 weeks in May/June 2024
- Final bi-directional daily count average was 700 of which 25% were bicyclists (incredible given the speeds and lack of bike facilities!)



Using count data to support new multimodal bridge in downtown Richmond: Mayo Bridge Replacement

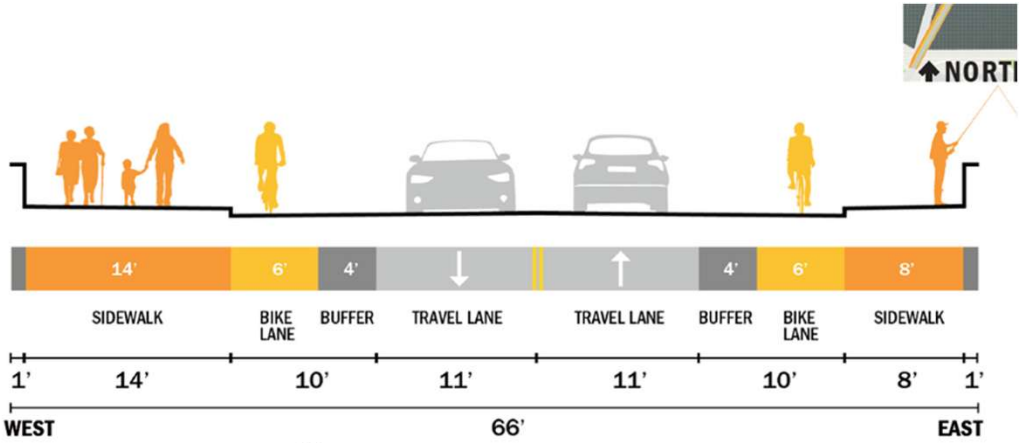
- Data was presented to the public and city officials
- Public engagement survey indicated that 1,082 survey responses (86%) considered increased bike/ped safety to be the highest priority. Only 8% indicated that reduce traffic delay was the highest priority
- 64% of survey responses would like to see increased bike/ped facilities or better connections to trails and the James River





Using count data to support new multimodal bridge in Downtown Richmond: Mayo Bridge Replacement

- Initial VDOT recommendation before data collection kept the road with four lanes and unprotected 5’ bike lanes. Count data and public feedback was key to reconsidering this configuration
- New cross section recommends reducing travel lanes from 4 to 2 to accommodate buffered bike lanes, a wide sidewalk, and shared use path
- Safety and count data was cited by city officials as key to their decision to expand bicycle and pedestrian facilities across the bridge
- New configuration endorsed by the mayor
- Currently $170 million of state and local funds has been allocated to the project
- Expected CN phase: 2032



“The current bridge very clearly does not serve the biking and walking community,” Tyndall told VPM News. “It's dangerous and crumbling, and just has a perception that it lacks safety.”

The bridge “carries nearly 36,000 person-trips per day over the James River,” including about 700 people who walk or bike across it daily,” the city said.

Richmond BizSense
February 11 ·

Newly installed Mayor Danny Avula has endorsed a design for the next incarnation of the Mayo Bridge that would be more pedestrian and bike friendly.



RICHMONDBIZSENSE.COM
Latest Mayo Bridge redesign shows two car lanes, plus bikes lanes, sidewalks and shared-use path - Richmond BizSense

Using count data to support permanent closure of roadway after pilot period: Free Bridge Lane in Albemarle County

- Albemarle County planning staff requested short duration counter assistance to count pedestrians and bicyclists before and after road closure as a part of a pilot project
- Located adjacent to the City of Charlottesville separated by the Rivanna River
- Car-free promenade pilot period is for 12 months. County planning staff aiming to make the closure permanent and add new pilot locations leveraging before and after count data and public input
- Before counts collected July 27 – August 2, 2024, required installation of counters at four locations
- Total before closure counts: 4,157 bikes and pedestrians on the shared use path and road
- After closure counts collected: May 21 – June 15, 2025
- Total after closure counts: 6,297 bikes and pedestrians on the shared use path and road
- Albemarle County BOS voted to permanently close Free Bridge Lane in August 2025



Home / Free Bridge Promenade Pilot Project

Free Bridge Promenade Pilot Project

We are running a 12-month pilot project to turn Free Bridge Lane into a car-free promenade.

On November 1, 2024, the road was closed to motor vehicles to create a safe, scenic space for walking, running, and biking. This project is part of the County's commitment to improving public spaces and making recreational areas safer and more enjoyable. Located along the Rivanna River between Darden Towe Park and Route 250, the new promenade will allow pedestrians and cyclists to enjoy the area without vehicle traffic. During the next year, we will closely monitor the usage of the



Key figures

Total	Yesterday
2025: 5,492 counts	- counts

Daily average	Week day average	Weekend day average
2025: 183 counts	2025: 168 counts	2025: 213 counts

Maximum traffic

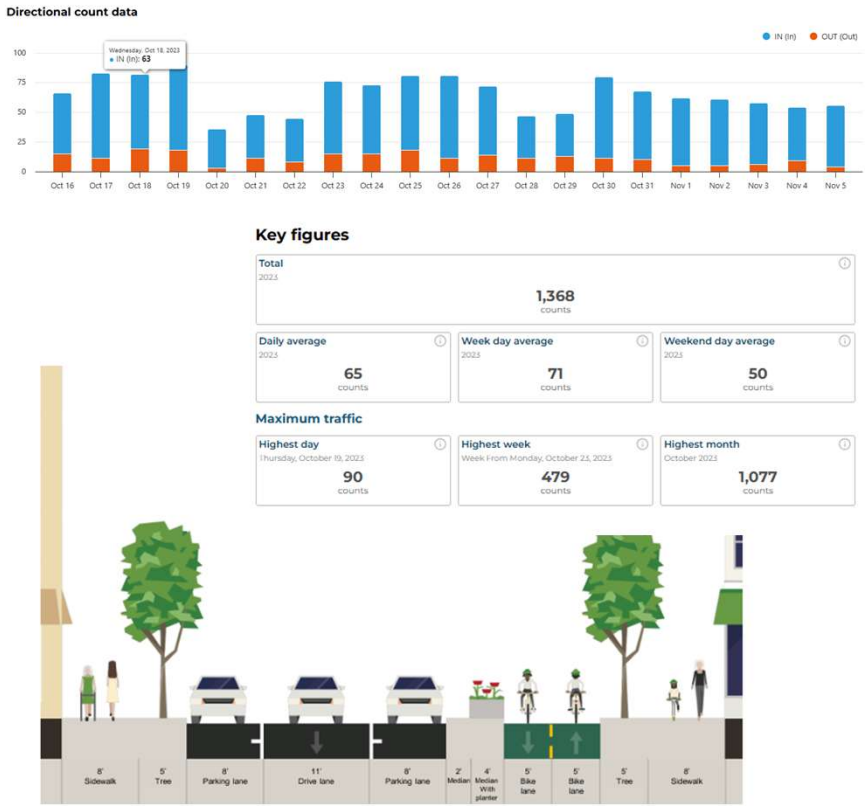
Highest day	Highest week	Highest month
Saturday, May 31, 2025: 335 counts	Week From Monday, May 19, 2025: 1,419 counts	May 2025: 2,912 counts

Distribution per user type

91.1% 8.9%

Using count data to support road diet: Franklin Street 2-way cycle track extension in the City of Richmond

- Current configuration:
  - 2 one-way traffic lanes in EB direction
  - 25 MPH posted speed
  - AADT: 5,800
  - Runs through the center of Virginia Commonwealth University in central Richmond
  - No existing bicycle facilities
- Project would extend the existing parking separated 2-way cycle track west from the existing terminus at Belvidere Street 0.6 miles to Stuart Circle to allow for 2-way bicycle traffic on a one-way street and remove a travel lane
- Existing cycle track average daily volume: 427 (2024)
- City of Richmond requested bi-directional count data to support TAP application
- 1,136 bicycles counted over 21 days (highest day was 90 counts) of which 17% were traveling contraflow to traffic
- Could see 4X that number post implementation
- City has submitted an application for current round of TAP



Questions?

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpdc.org
(434) 979-7310 phone • info@tjpdc.org email

MEMORANDUM

To: Charlottesville-Albemarle MPO Citizens Transportation Advisory Committee
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: November 19, 2025
Subject: CA-MPO Policy Board Activities

Purpose:

To inform the Citizens Transportation Advisory Committee (CTAC) of items under consideration by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Policy Board since the September 24, 2025, CTAC meeting.

Background:

CTAC is the citizens transportation advisory committee of the CA-MPO Policy Board, composed of thirteen individuals appointed by the City of Charlottesville (Five), Albemarle County (Five), and the CA-MPO Policy Board (Three). To support CTAC in providing recommendations on MPO Policy Board matters, this memo will provide an overview of CA-MPO Policy Board activities at previous and upcoming meetings.

October 22, 2025, CA-MPO Policy Board Meeting:

At their October meeting, the CA-MPO Policy Board members covered the following agenda items:

1. *Call to Order and Attendance
2. Matters from the Public
3. *General Administration
    a. *Review and Acceptance of Agenda
    b. *Approval of the Draft August 27, 2025, Meeting Minutes
4. New Business
    a. *CA-MPO FY24-27 Transportation Improvement Program
        i. Transportation Improvement Program (TIP) Document
        ii. *TIP Amendment #12: TJPDC03 – Operating Assistance
            a. Public Hearing
            b. Staff Memo and TIP Resolution
        iii. *TIP Amendment #13: Autism Sanctuary Inc.
            a. Public Hearing
            b. Staff Memo and TIP Resolution
        iv. TIP Adjustments: Charlottesville Area Transit and Autism Sanctuary Inc.
            a. Staff Memo
            b. Draft TIP Procedures Document
    b. SMART SCALE Round 7: CA-MPO Projects
        i. Presentation
        ii. Staff Memo
        iii. Project Location Document

5. Informational and Discussion Items
   a. CA-MPO Citizens Transportation Advisory Committee
      i. Link to the August 27th Policy Board Presentation
   b. Regional Transit Partnership (RTP) and CARTA Transition
      i. Staff Memo
      ii. Draft Dissolution Letter
      iii. Draft Memorandum of Understanding (MOU)
6. VDOT Update on Projects
   a. STARS and Pipeline Studies
7. TJPDC/MPO Staff Updates
   a. Safe Streets and Roads for All (SS4A)
   b. CA-MPO and SAW-MPO Joint Meeting
   c. RAISE/BUILD Debrief Meeting
   d. Travel Demand Management Study
8. Roundtable Updates from CA-MPO Policy Board Members
9. Provision for Additional Matters from the Public
10. Adjournment of the meeting

**Indicates an item requiring a vote of the Board: Action was taken*

December 17, 2025, CA-MPO Policy Board Meeting:

The next regular CA-MPO Policy Board meeting will be held on Wednesday, December 17, 2025, virtually. The Chair of the Board has invited all CTAC voting members to attend this meeting in anticipation of the Board taking action on establishing the future structure, or the role of *CTAC.* While the agenda has not yet been set, agenda items may include:

1. *General Administration
2. VDOT Funding Presentation – Item requested by Policy Board members
3. *SMART SCALE Round 7 – Action on Project Locations
4. *Status of Citizens Transportation Advisory Committee
5. *Regional Transit Partnership Dissolution
6. TIP adjustments – CAT and Emmet Street Streetscape
7. Annual Obligation Report
8. Staff Updates
9. Other VDOT Updates on Projects

If there are any questions or comments, please contact Sarah Simba at ssimba@tjpdc.org and Taylor Jenkins at tjenkins@tjpdc.org.

PROJECT PIPELINE

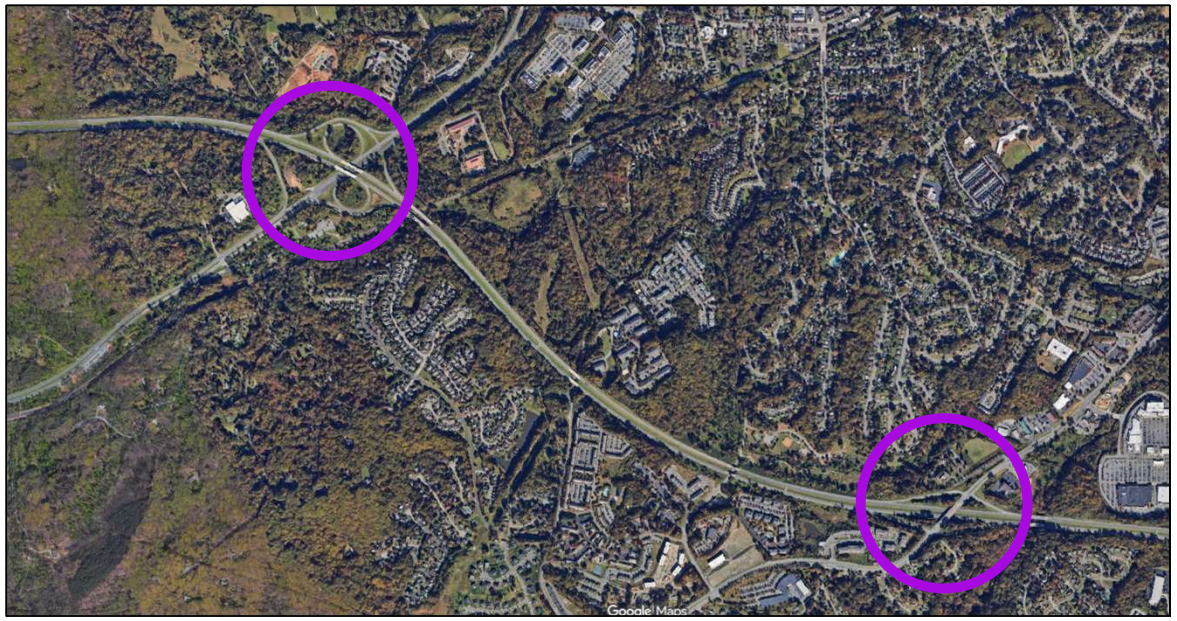
CULPEPER DISTRICT

Charles Proctor/Sandy Shackelford – POC/Culpeper District
Albemarle County Studies

November 19, 2025

Culpeper District Projects

- CU-25-01: US Route 29 from I-64 Interchange (Exit 118) to Fontaine Avenue Interchange
- CU-25-03: 5th Street from Pinehurst Court to Harris Road



CU-25-01: US 29 & I-64

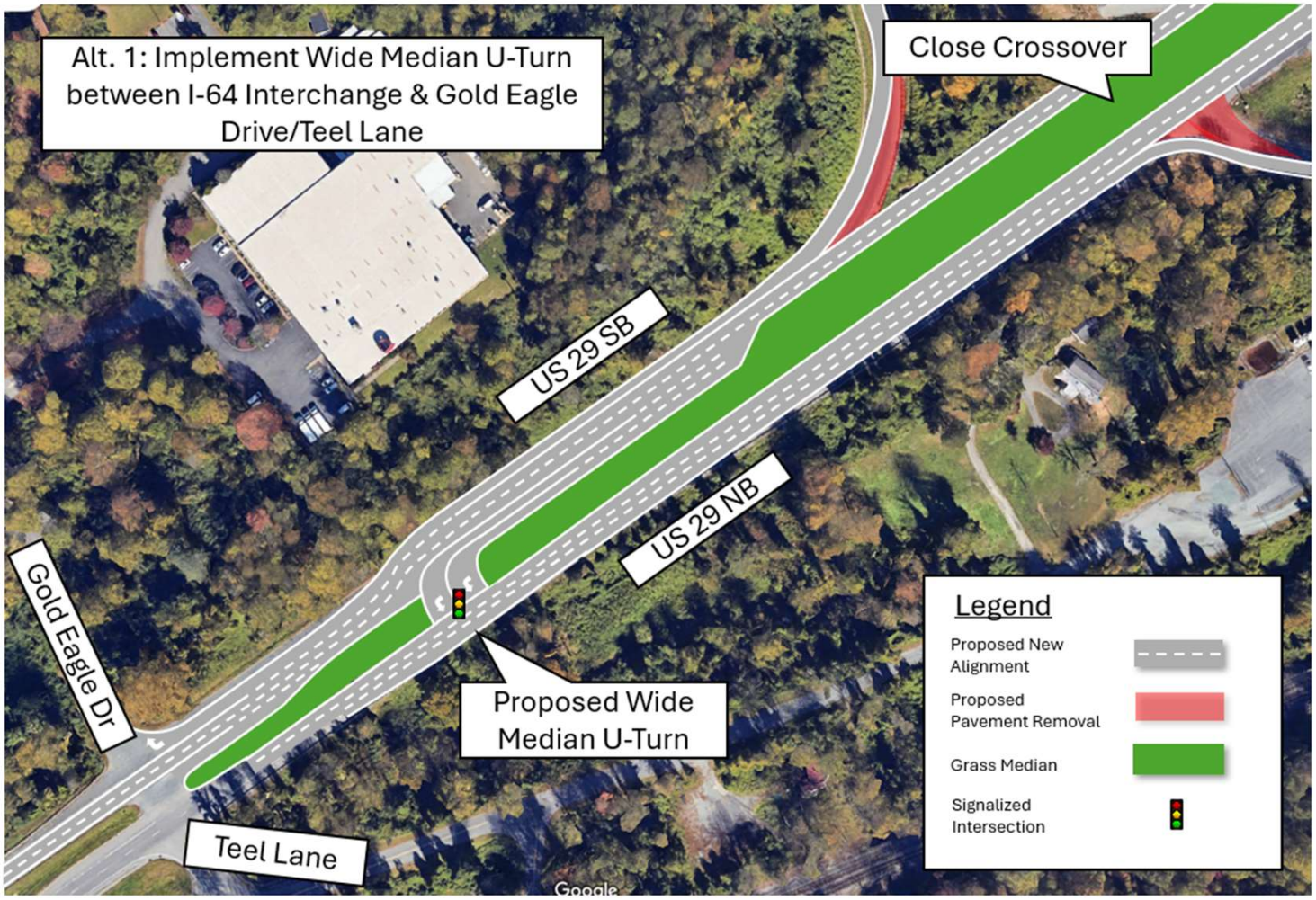


VTRANS Needs
Safety Improvement
Congestion Mitigation
Transportation Demand Management (TDM)
Transit Access
Bicycle Access
Pedestrian Access

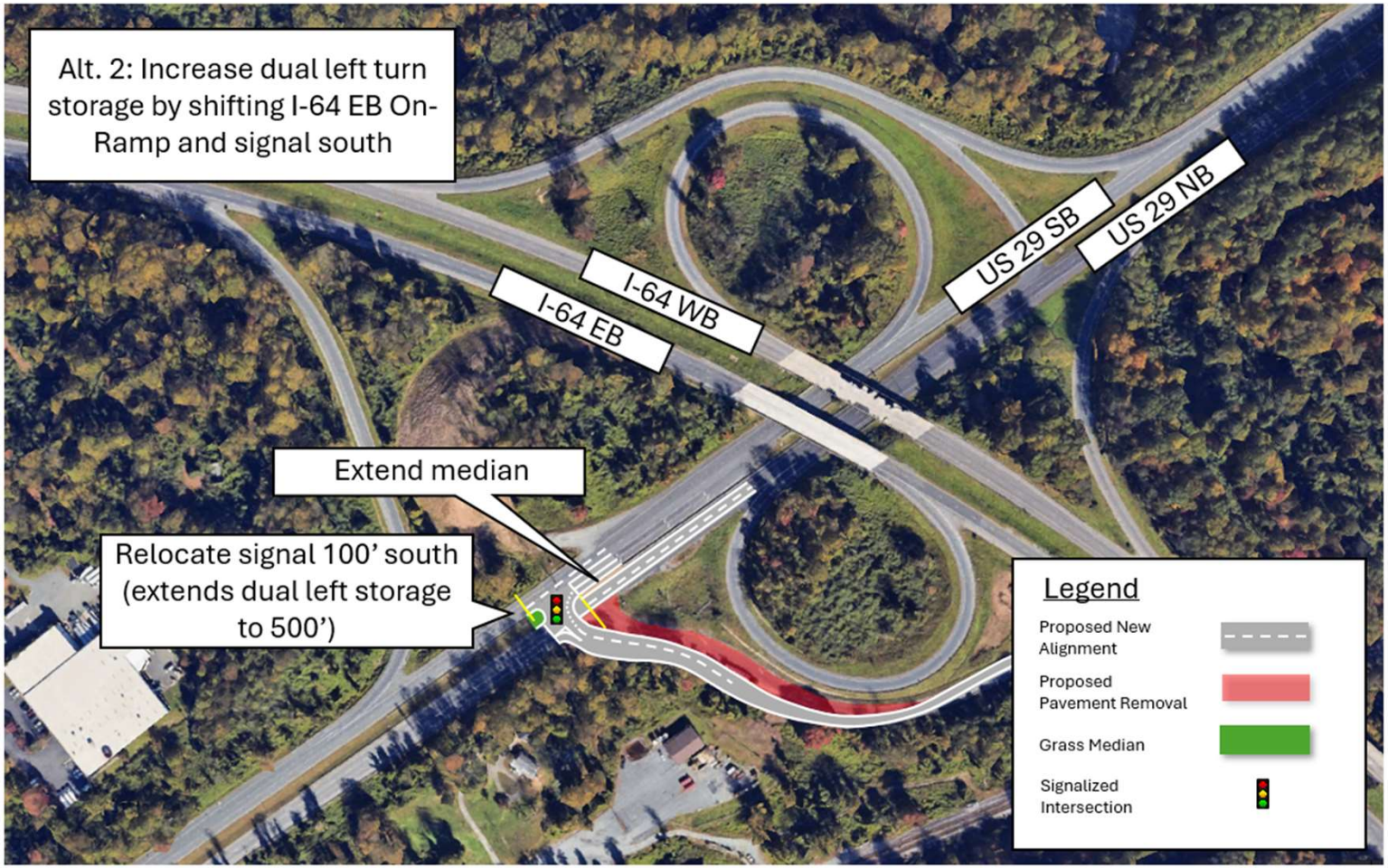
Study Purpose, Goals, and Objectives

To resolve the traffic backup of the dual left-turn lane from US Route 29 southbound to get onto I-64 eastbound. There are significant safety concerns here due to the short turn lane length. The study also aims to improve the small park and ride lot located on Teel Lane, just south of the interchange on the east side of US Route 29 southbound.

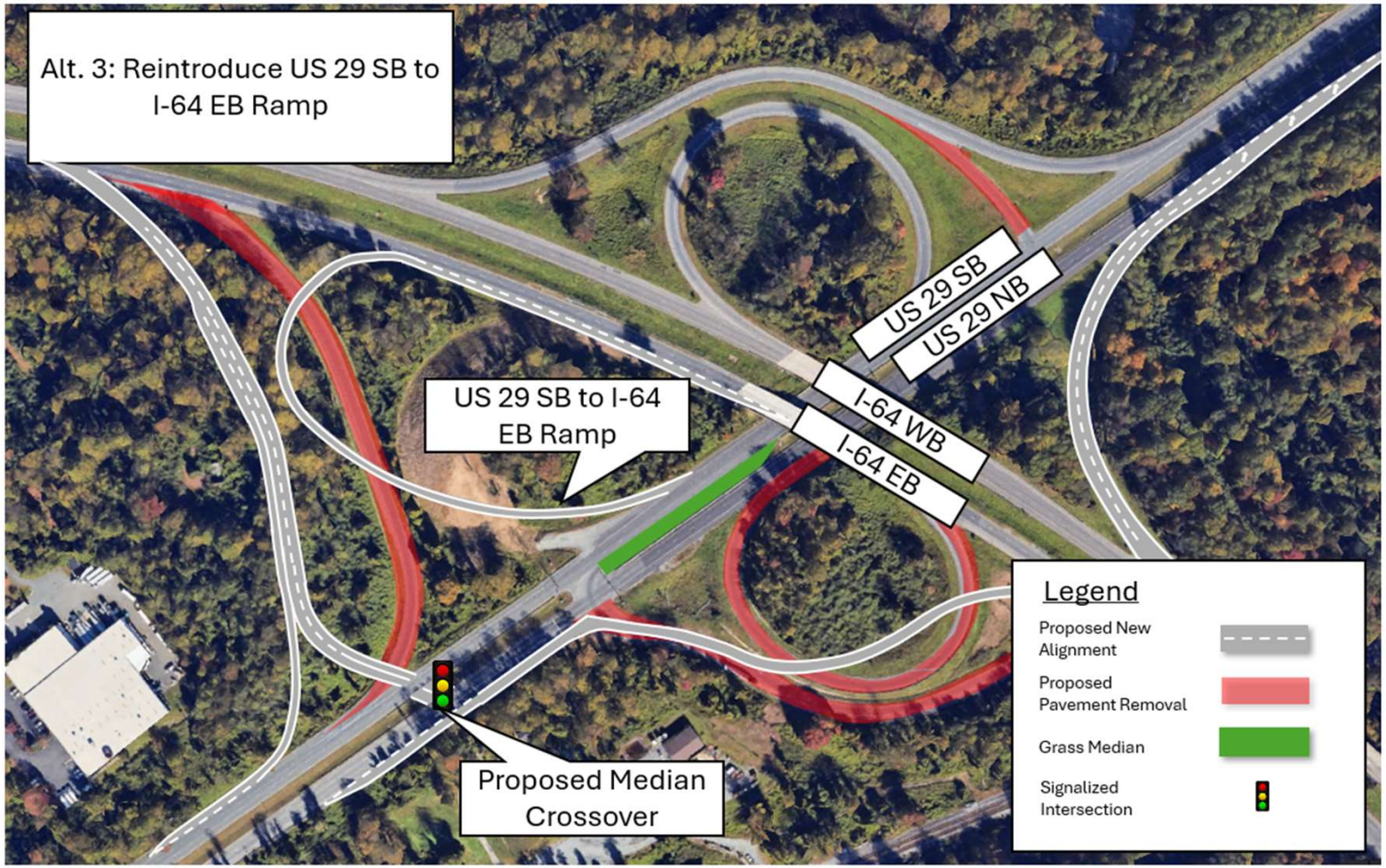
Alternative 1



Alternative 2



Alternative 3



PROJECT PIPELINE DRPT Office of INTERMODAL Planning and Investment VDOT

CU-25-03: 5th Street

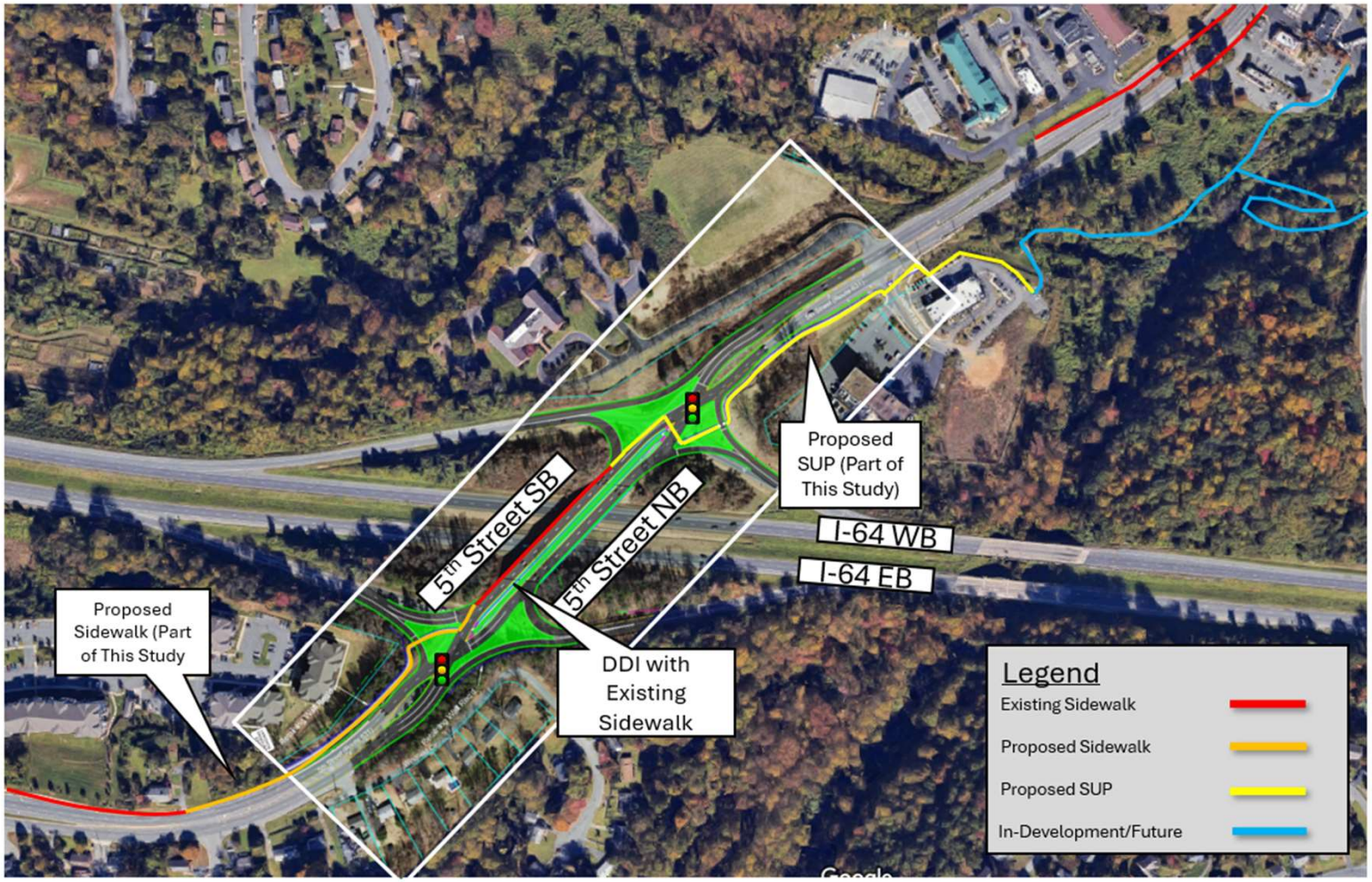


VTRANS Needs	
	Safety Improvement
	Capacity Preservation
	Transportation Demand Management (TDM)
	Rail Reliability
	Bicycle Access
	Pedestrian Access

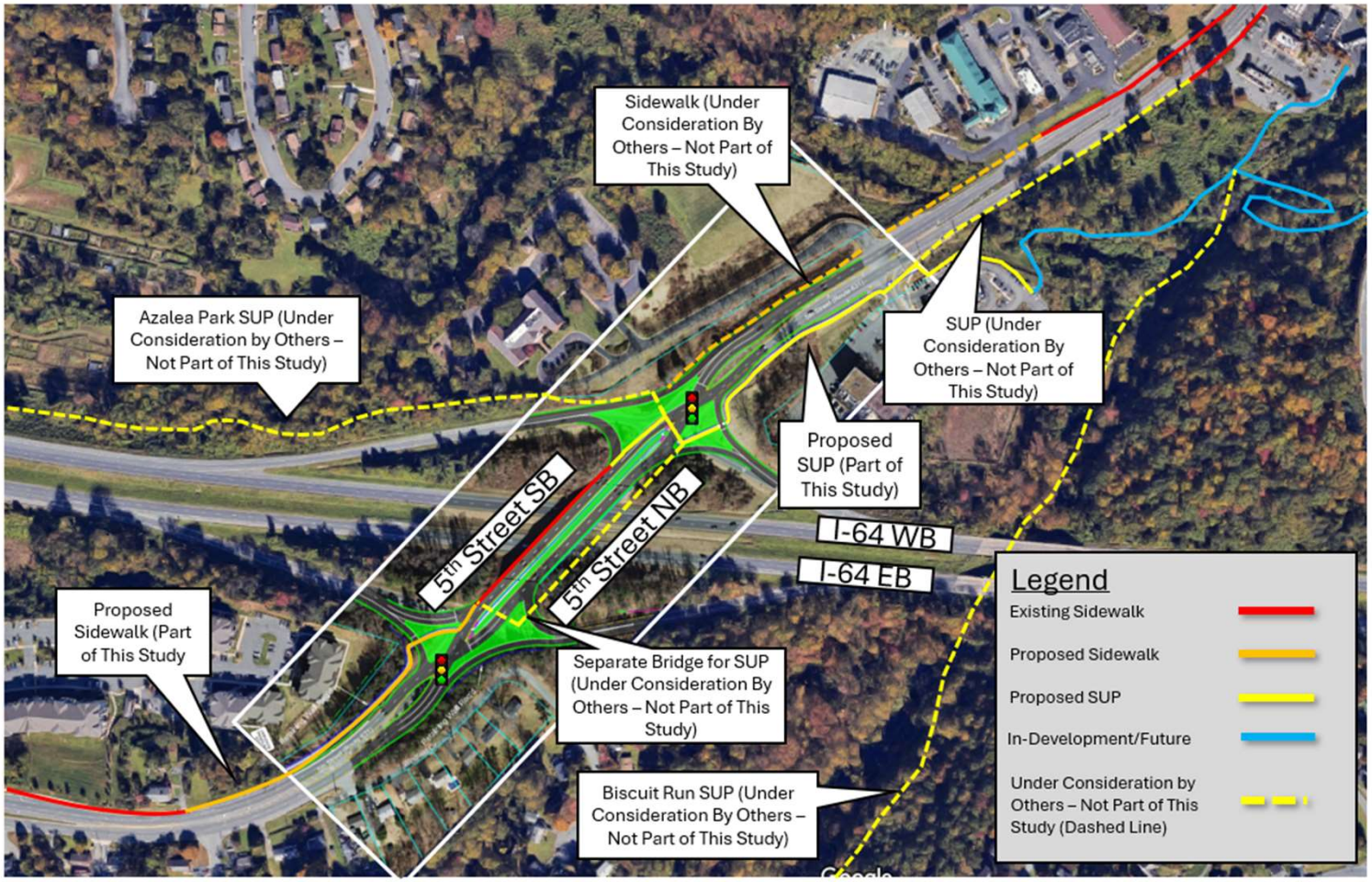
Study Purpose, Goals, and Objectives

To re-evaluate previous studies and SMART SCALE applications along the corridor to refine and value-engineer solutions with improved benefit-to-cost potential. The study will result in updated concepts for consideration in the upcoming Round 7 of SMART SCALE.

Alternative



Future Shared Use Path Locations



Next Steps

- Public Surveys running through November 21st
  - U.S. 29 (Near I-64 Exit 118)
  - 5th Street
- Study Work Group Concept Evaluation
  - Public Feedback
  - Operational Analysis
- Select Preferred Alternatives