

AGENDA

Join Zoom Meeting

<https://us02web.zoom.us/j/83543174168>

(For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public)

Meeting ID: 835 4317 4168

Dial in: 1-646-558-8656

Item	Description	Time†
1	Call to Order & Attendance — Chair Galloway	4:30 – 4:35
2	Matters from the Public — Chair Galloway Members of the public are welcome to provide comments on any transportation-related topic, including the items listed on this agenda (<i>limit three minutes per speaker</i>)	4:35 – 4:45
3	*General Administration — Chair Galloway a. *Review and Acceptance of the Agenda b. *Approval of Draft October 23, 2024, Meeting Minutes	4:45 – 4:50
4	* New Business a. Performance Safety Targets — Gorjan Gjorgjevski i. CA-MPO Performance Safety Targets - Presentation ii. *CA-MPO Performance Safety Targets - Staff Memo iii. CA-MPO Performance Safety Targets - Letter Response b. TIP Adjustment — Lucinda Shannon (Adjustment 10 Memo TIP FY24-27) c. RAISE 2025 — Christine Jacobs i. *RAISE 2025 — Resolution of Support	4:50 – 5:20
5	Staff Updates & Meeting Schedule — Sarah Simba a. Safe Streets and Roads for All Presentation — Gorjan Gjorgjevski b. *5310 DRPT Grant — Lucinda Shannon c. Dates & Meeting Schedule February 26, 2024: 4pm to 6pm—in person	5:20 – 5:35
6	VDOT Update on Projects — Chuck Proctor & Sandy Shackleford a. MPO Smart Scale Projects b. STARS and Pipeline Studies	5:35 – 5:45
7	Roundtable Updates — Chair Galloway	5:45 – 5:55
8	Additional Matters from the Public — Chair Galloway Members of the Public are welcome to provide additional comments on any transportation-related topic, including the items listed on this agenda (limit of 3 minutes per speaker)	5:55 – 6:00
9	Adjourn — Chair Galloway	6:00 pm

† Times are approximate * Requires a vote of the Board

VOTING MEMBERS
Ann Mallek, Albemarle
Ned Gallaway, Albemarle
Brian Pinkston, Charlottesville
Natalie Oschrin, Charlottesville
Sean Nelson, VDOT (Alternate, <i>Stacy Londrey, VDOT</i>)
NON-VOTING MEMBERS
Mike Murphy, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Wood Hudson, DRPT
Steven Minor, FHWA
Daniel Koenig, FTA
Lee Kondor, CTAC Liaison
Christine Jacobs, TJPDC
STAFF
Christine Jacobs, TJPDC
Lucinda Shannon, TJPDC
Ruth Emerick, TJPDC
Logan Ende, TJPDC
Isabella O'Brien, TJPDC
Gorjan Gjorgjievski, TJPDC
Gretchen Thomas, TJPDC
Sarah Simba, TJPDC

MPO Policy Board Meeting

Minutes, October 23, 2024

DRAFT

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=BAqhXEb6sO4>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle *	x	Gretchen Thomas, TJPDC	x
Ned Gallaway, Albemarle	x	Sara Pennington, Rideshare	
Brian Pinkston, Charlottesville	x	Lucinda Shannon, TJPDC	x
Natalie Oschrein, Charlottesville	x	Sarah Simba, TJPDC *	x
Sean Nelson, VDOT		Gorjan Gjorgjievski, TJPDC *	x
Stacy Londrey, VDOT (alternate)	x		
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Jason Espie, Jaunt	x	Ben Chambers, City of Charlottesville	x
Christine Jacobs, TJPDC	x	Jessica Hersh-Ballering, Albemarle	x
Julia Monteith, UVA		Sean Tubbs *	x
Garland Williams, CAT		Jay Taylor *	x
Steven Minor FHWA *	x	Richard Minturn *	x
Dan Koenig, FTA		Charles Proctor, VDOT *	x
Lee Kondor, CTAC *	x	Peter Krebs, PEC	x
Chuck Proctor, VDOT *	x		
Mitch Huber, DRPT (alternate) *	x		
Mike Murphy, Jaunt			
Sandy Shackelford, VDOT	x		

* attended online via Zoom

1. CALL TO ORDER (0:00)

The MPO Policy Board Chair, Mr. Gallaway, presided and called the meeting to order at 4:03 p.m. Christine Jacobs called roll.

Ann Mallek stated that she was joining remotely because she was sick.

Motion/Action: Brian Pinkston made a motion to allow Ms. Mallek to join the meeting. Natalie Oschrein seconded and the motion passed unanimously.

Ms. Jacobs called roll.

2. MATTERS FROM THE PUBLIC (MINUTE 4:02)

- a. **Comments from the Public:** Bill Emory, resident from East Market Street in Charlottesville, noted that there was no listing of this meeting on the TJPDC home page and suggested that the meetings be more

“up front” and accessible to the public. He noted that it is online, but it takes a little while to find it.

He noted that in 1988, the Woolen Mills neighborhood started asking for traffic calming measures. He noted that 36 years later, they are continuing to ask. He said their local neighborhood pathways existed prior to the invention of the automobile. If they are now FF classified as collector roads, that will weigh against the neighborhood’s use of the commons for the next 100 years. He said there is a stark difference between applying labels thoughtful planning. He noted that long-time Route 20 commuters use Free Bridge Lane as a shortcut between Route 20 and Charlottesville. He said hundreds of drivers turn right onto Elk Drive and left onto Free Bridge Lane and then turn right onto 250 to enter Charlottesville. November 1, Free Bridge Lane will begin a one-year trial to make Free Bridge Lane available to only people. That is planning. He asked the board to consider the counterfactual: Free Bridge Lane is still in use and is carrying 3,000 vehicles per day and is proposed to be classified as a minor collector. County elected officials and staff make assurances to residents and property owners that the classifications don’t mean much of anything and perhaps the classifications will be positive for the VDOT paving schedule funding or possible grants. That is applying a label.

Responding quantitatively to the inappropriate use of using local neighborhood streets and applying a label doesn’t benefit anyone. It masks issues at play. A qualitative response is needed. A thoughtful response. Not a spreadsheet. Not a road to hell paved with professional credentials and automatic advice. So I ask you to listen to the people who have invested their lives in this neighborhood. I ask that you experience the ground truth. Walk the streets. I ask that you examine the merits and deficiencies of this FFC process as applied to Chesapeake and Market and as not applied to Broadway.

If approved today, the collector designation will paper over and further pile onto an existing problem. Woolen Mills doesn’t have an HOA or a neighborhood association and our City Councilors are at large. The petition (attached), was walked around the neighborhood and 99% of the residents signed it. Please hear us. Please respond clearly to the questions citizens have submitted via email. Vote for 25 of the 27 FFC proposed today. He asked that the Board refrain from requesting 47% of Woolen Mills neighborhood’s local streets (Chesapeake, Market, and Franklin Streets) be federally functionally reclassified as “minor collector streets.”

Kevin Cox, resident on Fairway Avenue close to Market Street, said he is a resident of 27 years. He said every day of those 27 years he has either walked or driven on those streets and said they are neighborhood streets and are not connector streets. They may periodically provide that function, but by design they are neighborhood streets, and that is what they should remain. He is concerned that the change in classification is only for funding, but he said he suspects that it is not what it is for. He said the pedestrian who was just hit and killed had requested a marked crosswalk at Elliott and 2nd. That request was denied by City staff because that road is classified as an arterial street. “Arterial” is a much higher use than Elliott sees. City staff used that classification to deny a critical marked crosswalk at a dangerous, but legal, crossing that people use every day. Don’t make promises you can’t keep and that the change in designation won’t change design.

He also said he has a problem with transportation planners who are separated from the community, because they only see a map and they do not see the people who that decision impacts. He asked to Board to reconsider the designation and the impact it will have on the neighborhood and on the people who reside there.

Peter Krebs, Piedmont Environmental Council, announced that they are hosting a community Halloween-

themed, costumed bike ride that starts at 4:00 p.m. at Ix Park this Sunday. There will be prizes and sees it as a fun way to experience the roads and do a little street-level intelligence. He also said several people in the room participated in the walk audit in May. He said the CAA is back with locally-focused webinars about walkability. They will be held at noon on Wednesdays, starting on October 30 and ending on November 20. If there are any questions, please contact him at pkrebs@pec.org. There is a flyer at the back of the room with additional information.

Comments provided via email, online, web site, etc.: There was an email from Judy Marie Johnson. She is a resident of East Market in Charlottesville and asked that the Woolen Mills neighborhood not be used as a connector route. She is travelling now and could not attend in person. (attached)

Mr. Gallaway asked that any other emails received be put into the minutes for official recording.

3. GENERAL ADMINISTRATION (MINUTE 15:14)

Review and Acceptance of the Agenda

Motion/Action: Natalie Oschrein made a motion to approve the agenda, Brian Pinkston seconded the motion, and the motion passed unanimously.

Approval of the August 28, 2024 Meeting Minutes

Motion/Action: Ann Mallek noted in the public comment section, the gentleman's last name is "Pfaltz" and needs to be amended. Briant Pinkston made a motion to approve the minutes as amended. Ann Mallek seconded and the motion passed unanimously.

4. HIGHWAY SYSTEMS FUNCTIONAL CLASSIFICATION (FFC) FINAL RECOMMENDATION FOR CONSIDERATION & ADOPTION (MINUTE 16:34)

Christine Jacobs gave a brief introduction to the FFC, and the reasoning for the development of the new guidance, the process that is underway thus far.

Mr. Pinkston asked Ms. Jacobs to describe what the MPO Technical committee does and who comprises its members and what they considered for making their recommendations on the FFC to the Policy Board.

Ben Chambers, Charlottesville Transportation Planner and member of MPO Tech, spoke in more detail about the decisions made about the streets.

Jessica Hersh-Ballering, from Albemarle County Community Development, said they have a similar process as the City.

Ann Mallek said on a procedural basis, one of the problems the County has is the speed limits and the potential need to reduce them in necessary.

Sandy Shackelford, VDOT Culpeper District, gave a high-level answer on how that might be considered. Ben Chambers said that is not the process for the City.

Chuck Proctor, VDOT, said as long as the road is below an arterial classification, the locality can do a lot of things for traffic calming. Once you go above that classification, it is more difficult. He gave additional details on the difference between collector roads and arterial roads.

There was an extended discussion about how the City has come to their conclusions on the classifications. He said that the majority of the reasons to change street classifications is to affect funding for the maintenance.

VDOT is collecting the information from the MPOs and then they send it to FHWA who makes the final decision about the classifications.

There was a discussion about specific roads in the area.

If the Market Street and Chesapeake roads are approved as an arterial collector road, Mr. Chambers said that they would consider asking for funding for sidewalks for Market Street. He was not certain of the long-term plans for Chesapeake Street. He said the classification was primarily for funding.

Ms. Oschrein said she has been struggling with the re-classifications, because she feels like, in the past, cities have been destroyed by being more car-friendly and less bike and ped friendly. She feels like this isn't that.

Brian Pinkston noted the City Manager, at their last Council meeting, spoke to the need for safety on the streets.

Motion/Action: Brian Pinkston made a motion to approve the FFC classifications resolution with the proposed updates. Ann Mallek seconded, and the motion passed unanimously.

6. VDOT UPDATE ON PROJECTS (MINUTE 50:48)

DDI at 5th St/I64

Chuck Proctor reviewed the I-64/5th Street Diverging Diamond Interchange (DDI). He gave an overview of the project, including the application development process and constraints. He continued with the issues identified during the study, the project goals, and the alternatives that were identified.

He then reviewed the alternatives identified including the optimized diamond interchange, diverging diamond interchange, single point urban interchange, and existing conditions plus a sidewalk.

He showed the concept included with the application, the diverging diamond interchange (DDI), as preferred by the public. The cost estimate was \$79 million because of the inclusion of the bridge repair.

He continued with the application development timeline for the DDI application, and then shared the next steps including waiting on Smart Scale funding award announcement and if not funded, VDOT can evaluate other alternatives.

Ivy Corridor Study Update

Mr. Proctor continued with the Ivy Road study update. He said they are wrapping up the study and gathering up all the comments. He presented the preferred solution He said there are other long-term considerations, but presented what the public comments most focused on.

He presented the other Ivy Rd Corridor Improvements, including potential long-term western, middle and eastern corridor scenarios. These were included for future consideration as needs change.

He said the next steps are to review the analysis for the eastern underpass scenario to ensure it will not overly impact travel on BUS250 to validate the preferred solution, developing planning level cost estimates for the preferred scenarios, and then compiling the final report.

There was an extended question and answer session with members of the Board and Chuck Proctor about the Ivy Corridor Study.

STARS and Pipeline Studies – Locations and Processes

Mr. Proctor gave a brief background on STARS and the locations chosen for the study.

He said the study locations are Emmet St/US29 between Barracks Rd and Hydraulic Rd and include the 250 interchange. The second study location is tUS29 between Hydraulic Rd and Woodbrook Rd. The third location is W. Main St/Ridge McIntier/W Water St/South St intersection. He gave a brief description of each project.

He continued with the project pipeline proposed locations which include 5th Street including further analysis on 5th St/I64 DDI and re-examine the 5th St/5th St Station Intersection. The other study is US29 at the I64 Exit 118 interchange.

7. STAFF UPDATES (MINUTE 1:41:33)

Safe Streets and Roads for All (SS4A) Update

Gorjan Gjorgjevski gave an update on the SS4A program. He said they have visited numerous jurisdictions. They are working on prioritizing solutions. They will be going out to the public for a second round of engagement. There will be a formal presentation on this topic in December.

Sarah Simba said they will be having public engagement events throughout the County and City and asked the Board to be on the lookout for them.

December Meeting Date & Time

Ms. Jacobs noted the change in the meeting schedule. The December meeting will be on December 18 from 4:30 – 6:00 p.m. in the Water Street Center.

8. ROUNDTABLE UPDATES (MINUTE 1:44:56)

CTAC – Lee Kondor had nothing to report .

DRPT – Mitch Huber had nothing to report.

Jaunt – Jason Espie said they are presenting the results from numerous studies they have completed. The next presentation will be mobility on demand, which is a micro-transit study. The last one is the bus electrification study, but that will not be presented until after the new calendar year starts. He said he will be travelling to Champaign-Urbana tomorrow to see their hydrogen fuel fleet in action.

Albemarle County – Jessica Hersh-Ballering the Free Bridge Lane promenade pilot project will begin on November 1 at 10:00 a.m.

City of Charlottesville – Mr. Chambers reported there was a pedestrian fatality with large ripples throughout the community. There have been changes along that road to help mitigate any other accidents in the future. He said they are looking to reduce speed limits throughout the city. That includes traffic calming. He said it is time to do a comprehensive plan in the City.

He also said they are working on traffic calming with the fire department. He is looking to get funding from the SS4A grant. If they get that funding, they will have more money for traffic calming projects. They are wrapping up their Tier 1 sidewalk designs. West Main striping designs will begin in the next few months. He said they are

working with VDOT on 5th Street and is working with County for the Regional Transit Authority. Lastly, he said the City is working on e-bike subsidies in the form of a voucher through a lottery system at the beginning of the year.

VDOT – Stacy Londrey said the Hydraulic project construction on the road will be completed in November and they are working on the pedestrian bridge. Next is the Albemarle bundle of improvements starting with the 240/250 roundabout in Crozet. She said they are working on funding deficits for the Fontaine Avenue project.

FHWA – No report.

9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:53:57)

None.

The meeting was adjourned at 5:56 p.m.

**Committee materials and meeting recording may be found at
<https://campo.tjpd.org/committees/policy-board/>**

+From: bill emory <billemory@gmail.com>

Sent: Wednesday, October 23, 2024 5:01:10 PM

To: Christine Jacobs <cjacobs@tjpd.org>; Natalie Oschinn <oschinn@charlottesville.gov>; Brian Pinkston <pinkstonb@charlottesville.gov>; Ned Gallaway <ngallaway@albemarle.org>; Ann Mallek <amallek@albemarle.org>; Stacy (<Stacy.Londrey@vdot.virginia.gov> <Stacy.Londrey@vdot.virginia.gov>)

Subject: 241023 MPO Policy Board, FFC comments and petition

In 1988 the Woolen Mills neighborhood began to ask for traffic calming measures. Thirty six years later we continue to ask. Our local neighborhood pathways existed prior to the invention of the automobile. If they are now federally functionally classified as collector roads that designation will weigh against the neighborhood's use of the commons for the next 100 years.

There is a stark difference between applying labels and thoughtful planning. Long time route 20 commuters know Free Bridge Lane as a short cut between route 20 and Charlottesville. In the past, hundreds of drivers daily turned right on Elk Drive, turned left on Free Bridge Lane, turned right on 250 and entered Charlottesville.

November 1st Free Bridge Lane will begin a one year trial as a space for people. That is planning.

Consider the counterfactual. Free Bridge Lane is still in use, carrying 3000 vehicles per day. It's proposed to be labeled a minor collector. County elected officials and staff make assurances to residents and property owners that the classification doesn't mean much of anything. That perhaps the collector designation will be a positive for the VDOT paving schedule funding or possible grants. That is applying a label.

Responding quantitatively to the inappropriate use of local neighborhood streets and applying a label doesn't benefit anyone, it masks the issues at play.

A qualitative response is needed. A thoughtful response, not a spreadsheet, not a road to hell paved with professional credentials and automatic advice.

So I ask you to listen to the people who have invested their lives in this neighborhood. I ask that you experience the ground truth, walk the streets. I ask that you examine the merits and deficiencies of this FFC process as applied to Chesapeake and Market and as not applied to Broadway.

If approved today, the collector designation will paper over and further pile on to an existing problem.

The Woolen Mills doesn't have an HOA, or a neighborhood association and our City Councilors are at large.

This petition. I walked around with sheets of paper and the ninety-nine percent signed. Please hear us. Please respond clearly to the questions citizens have submitted via email.

Vote for 25 of the 27 FFC reclassifications proposed today. As you know, this is a decennial process. After the public's questions have been answered, after meditation and contemplation, vote on the Market and Chesapeake classifications in the spring.--Bill Emory



bill emory <billemory@gmail.com>

Chesapeake and Market Streets federal reclassification

Beverly Wann <bevwann@gmail.com>

Wed, Oct 23, 2024 at 10:37 AM

To: bill emory <billemory@gmail.com>

I ask the Thomas Jefferson Planning District Commission MPO Policy Board to refrain from requesting 43% of the Woolen Mills Neighborhood's "local streets" (Chesapeake and Market Streets) be Federally functionally reclassified as "minor collector streets. Bev Wann [1733 Chesapeake St 22902](#)

[Quoted text hidden]



bill emory <billemory@gmail.com>

Chesapeake and Market Streets federal reclassification

Will Kerner <will@willkerner.com>

Tue, Oct 22, 2024 at 5:51 PM

To: bill emory <billemory@gmail.com>

I ask the Thomas Jefferson Planning District Commission MPO Policy Board to refrain from requesting 43% of the Woolen Mills Neighborhood's "local streets" (Chesapeake and Market Streets) be Federally functionally reclassified as "minor collector streets".

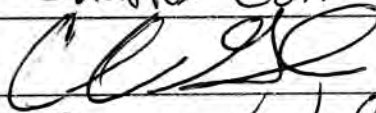
On Oct 22, 2024, at 5:29 PM, bill emory <billemory@gmail.com> wrote:

[Quoted text hidden]

We, the undersigned, appeal to the Thomas Jefferson Planning District Commission MPO Policy Board. We ask that you refrain from requesting 47% of the Woolen Mills Neighborhood's "local streets" (Chesapeake, Market and Franklin streets) be Federally functionally reclassified as "minor collector streets".

Name	Address	Date
Lise Stoesel	413 Arbor Cir, Cville 22902	10/11/24
Margaret Perritt	3803 Richmond Rd, Keswick	10/11/24
Jacob Melton	525 caroline ave,	10/11/24
M. CHANDLER-MELTON	" "	10/11/2024
Robin Hanes	1709 E Market St	10/11/24
RYAN JONES	1606 E Market St.	10/12/24
MADISON FAIRBURN	3406 13TH ST NE	10/12/24
Katie Chester	1812 East Market St	10/12/24
Allison James	1717 East Market St	10/12/24
Jessica Voisine	1907 E. Market St 22902	10/12/24
Taylor Herman	100 Norwich St #205	10/12/24
Rachel Moschler	2889 Angus Rd. #9	10/12/24
Roger Voisine	1907 East Market St	10/12/24
Betty Dominich	1610 East Market St.	10/12/24
Tennifer Adelman	1611 E. Market St.	10/12/24
Bill Lankford	1400 East Market Street	10/12/24
Kathleen Clark-Gelburt	1612 E. Market St	10/12/24
Pete Syme	1600 E. Market St	10/12/24
Michele Martin	1600 E Market St	10/17/24
Mary K. Bulee	1607 E. Market St.	

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Name	Address	Date
Lindsay Mully	1517 East Market ST	10.13.24
David Eddy Spicer	1515 E Market St	10.13.24
Nancy Murphy Spicer	1515 E. Market St.	10.13.24
Carolyn Ruocco	1513 E. Market St.	10.13.24
Charles Cox	1513 E. Market St.	10.13.24
	1507 E. Market St	10/13/24
Robert Gordon	1507 E. Market St	10/13/24
Robert Gordon	1507 E. Market St	10/13/24
Kri-Pang A.	1507 E. Market St	10/13/24
Richard S. Minton	1504 E. Market St	10/13/24
Suzanne Freeman	1504 E Market St	10/13/24
Joe Akman	1411 E. Market St	10/14/24
Jeanne Hargreaves	1470 DECATUR DR	10/14/24
Greg Gelburd	1612 E Market	10-14-24
Steve Riggs	1610 E Market	10/14/24
Sonya Silver	1412 Chesapeake St.	10/15/24
Mikaela Silver		
Susan Allison	1705 E. Market St	10/15/24
BARRY UMBERGER	1701 E. Market St.	10/15/24
David Mijer	1602 E Market St	10/16/24

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Name	Address	Date
MATTHEW BENEDICT	1607 E MARKET ST	10/18/24
Ben Thompson	1601 E Market St.	10/18/24
CONNIE WARRICK	209 KENNEDY ST	10/19/24
DAVID PUCKETT	1509 E. MARKET ST.	10/20/24
Roger Bryant	1511 E Market St	10/20/24
Margaret Howe	210 18th St NE	10/20/24
Ashley Ribon	1406 Short 18th Street	10/20/24
SUSAN MCKINNON	1501 SHORT 18TH ST	10/20/24
Kay Slaughter	1503 Short 18th St	10/20/24
ELIZABETH JENNINGS	1502 SHORT 18TH ST	10.20.24
Mary Cassell	1510 Short 18th St	10-20-24

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[illegible]

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[illegible]

Performance Safety Targets Background

- Requirements to establish performance targets included in the Moving Ahead for Progress in the 21st Century Act (MAP-21)
- National targets established by the U.S. Secretary of Transportation
 - Pavement condition on the interstate system and on 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 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, CA-MPO adopted aspirational targets that are in line with the comprehensive safety action plan

		RECENT TRENDLINE				LONG-TERM TRENDLINE			
Projected Five-Year Average Based on Historical Trendline	Description	2023	2024	2025	Average Percent Change	2023	2024	2025	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	Fatalities	14	15	16	8.20%	11	11	11	1.80%
	Fatality Rate	1.254	1.362	1.471	8.33%	0.934	0.858	0.957	1.69%
	Serious Injuries	149	163	174	6.87%	149	109	107	-1.30%
	Serious Injury Rate	12.730	14.158	15.046	6.27%	12.730	9.259	9.019	-2.59%

		RECENT TRENDLINE				LONG-TERM TRENDLINE			
Projected Five-Year Average Based on Historical Trendline	Description	2023	2024	2025	Average Percent Change	2023	2024	2025	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	Non-Motorized Fatalities + Serious Injuries	19	21	22	7.3%	15	15	15	0.5%

Safety Performance Targets	CA-MPO 2025 Projections Based on Aspirational Targets	CA-MPO 2025 Projections Based on Long-term Trendline	CA-MPO 2025 Projections Based on Recent Trendline	CA-MPO 2025 Projections with State Targets
Percentage change fatalities	-2.00%	1.80%	8.20%	0.00%
Number of fatalities	12	13	16	12
Fatality rate	0.935	1.048	1.258	0.993
Percentage change serious injuries	-2.00%	-1.30%	6.87%	0.00%
Number of serious injuries	143	145	170	149
Serious injury rate	11.463	11.627	13.631	11.935
Percentage change non-motorized fatalities + serious injuries	-2.00%	0.5%	7.3%	0.00%
Number of non-motorized fatalities + serious injuries	17	18	22	18

Safety Performance Targets	CA-MPO 2024 Projections Based on Aspirational Targets – Adopted in 2024	CA-MPO 2025 Projections Based on Aspirational Targets
Percentage change fatalities	-2.00%	-2.00%
Number of fatalities	11	12
Fatality rate	0.962	0.935
Percentage change serious injuries	-2.00%	-2.00%
Number of serious injuries	137	143
Serious injury rate	12.106	11.463
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 2024 adopted aspirational targets and 2025 proposed aspirational targets

Memorandum

To: CA-MPO Committee Members
From: Gorjan Gjorgjievski, Regional Planner II
Date: December 18, 2024
Reference: Charlottesville-Albemarle MPO Safety Targets

Purpose:

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 that would align with nationally established performance goals and be used to direct resources to projects that support the achievement of the national goals, which are listed below.

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, Metropolitan Planning Organizations (MPOs) and other stakeholders, establishes performance measures in the following areas:

- Pavement condition on the Interstate System and on 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 number and rate 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 final rule on the established performance measures, states must establish their performance targets in support of those measures. Within 180 days of the states' establishment of their targets, MPOs are required to also establish performance targets that support the state and national targets where applicable.

Background:

In establishing the MPO's performance targets, the MPO is committing to pursuing projects and objectives that support the adopted targets. Because the Virginia Department of Transportation (VDOT) maintains the majority of the transportation infrastructure and sets priorities for ongoing infrastructure maintenance and repair and establishes the prioritization process for approving new transportation infrastructure, the MPO has generally adopted the state's targets. However, the MPO does have the discretion to adopt targets that are different from the state's. The targets are developed using a data-driven process.

Safety Performance Targets

The safety targets are established annually. Based on the projected safety outcomes developed using the state's model-based approach, the targets that the state has set indicate that the number of fatalities will continue to increase and that the number of serious injuries will show a very minor decline, reflecting almost stagnant change from previous years.

In response to these anticipated outcomes, the Commonwealth Transportation Board (CTB) has adopted aspirational performance goals reflecting the stated goals of the 2022-2026 Strategic Highway Safety Plan to reduce fatalities and serious injuries by two percent (2%) per year and to direct the Office of Intermodal Planning and Investment (OIPI), VDOT, and the Department of Motor Vehicles (DMV) to evaluate and identify actionable strategies to improve safety performance and evaluate how such strategies will help to achieve the aspirational safety performance goals.

VDOT has provided a workbook to assist the MPOs in understanding the local trends to develop and establish safety targets. Regardless of the safety target that is adopted for the Charlottesville-Albemarle MPO area, prioritizing projects that promote safe travel has been and will continue to be of the utmost importance. The MPO continues to pursue projects that will promote safe travel through our regional network, and is actively engaged in identifying local strategies to support a more comprehensive approach in improving safety outcomes through such efforts as the development of a multi-jurisdictional Safety Action Plan through the Safe Streets and Roads for All Grant, coordination with the state's Highway Safety Improvement Program to better understand and respond to factors that contribute to unsafe outcomes, and consideration of SMART SCALE project applications that have significant safety benefits.

The workbook provided by VDOT provides regionally specific data to demonstrate what influences different potential targets. Using a long-term trendline over a thirteen-year period yields a predicted positive change in the number of projected fatalities of 1.80%. The trendline shows that the fatality rates are unfortunately increasing in the five-year average, but serious injuries are predicted to go down. This indicates that while fewer crashes may result in serious injuries, the overall severity of incidents is increasing, likely due to factors such as vehicle speeds, increased vulnerability of road users, driver behavior, and evolving crash dynamics, all of which highlight the urgent need for targeted safety interventions.

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

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2023	2024	2025	Average Percent Change	2023	2024	2025	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	Fatalities	14	15	16	8.20%	11	11	11	1.80%
	Fatality Rate	1.254	1.362	1.471	8.33%	0.934	0.858	0.957	1.69%
	Serious Injuries	149	163	174	6.87%	149	109	107	-1.30%
	Serious Injury Rate	12.730	14.158	15.046	6.27%	12.730	9.259	9.019	-2.59%

*A positive value represents an increase, and a negative value represents a reduction in five-year averages from 2023 to 2025

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

Projected Five-Year Average Based on Historical Trendline	Description	RECENT TRENDLINE				LONG-TERM TRENDLINE			
		2023	2024	2025	Average Percent Change	2023	2024	2025	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	Non-Motorized Fatalities + Serious Injuries	19	21	22	7.3%	15	15	15	0.5%

*A positive value represents an increase, and a negative value represents a reduction in five-year averages from 2023 to 2025

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

Safety Performance Targets	CA-MPO 2025 Projections Based on Aspirational Targets	CA-MPO 2025 Projections Based on Long-term Trendline	CA-MPO 2025 Projections Based on Recent Trendline	CA-MPO 2025 Projections with State Targets
Percentage change fatalities	-2.00%	1.80%	8.20%	0.00%
Number of fatalities	12	13	16	12
Fatality rate	0.935	1.048	1.258	0.993
Percentage change serious injuries	-2.00%	-1.30%	6.87%	0.00%
Number of serious injuries	143	145	170	149
Serious injury rate	11.463	11.627	13.631	11.935
Percentage change non-motorized fatalities + serious injuries	-2.00%	0.5%	7.3%	0.00%
Number of non-motorized fatalities + serious injuries	17	18	22	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.				

Recommendation:

On December 10, 2024, the CA-MPO Tech Committee recommended that the CA-MPO Policy Board adopt the aspirational safety targets, reaffirming the CA-MPO's commitment to safety and pursuit of project funding.

Alternatively, the Policy Board may choose to adopt targets associated with either the regional long-term trendline, the recent trendlines, or the state's safety targets, as referenced in Table 4.

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

Insert Date

Mr. Stephen Read, P.E.
State Highway Safety Engineer
Traffic Operations Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Read:

The Charlottesville – Albemarle MPO (CA-MPO) submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO's plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

☐ The MPO plans to adopt the statewide annual goal percent changes

☐ The MPO chooses to set safety targets using a different methodology

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	0.00%	%
Serious Injuries	0.00%	%
Non-Motorized Fatalities and Serious Injuries	0.00%	%
Vehicle Miles Traveled (VMT)	+2.4%	+2.4%

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2023 to 2025

Additional Information on Methodology

The Charlottesville-Albemarle MPO adopted these targets based on goals established by Albemarle County and the City of Charlottesville through the development of a Comprehensive Safety Action Plan and in alignment with the safety goal established in the state's Strategic Highway Safety Plan to reduce deaths and serious injuries by half by 2045, which indicates an average annual reduction in deaths and serious injuries of between 2 and 4%.

2025 Safety Performance Targets

The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

Target Description	Target Value
Fatalities	
Fatality Rate	
Serious Injuries	
Serious Injury Rate	
Non-Motorized Fatalities and Serious Injuries	

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2025 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 28, 2025**.

For questions or comments, please contact me at gorjang@tjpd.org and 434-422-4198

Respectfully,

Gorjan Gjorgjievski

401 E. Water St.
Charlottesville, VA 22902

Memorandum

To: MPO-Policy Board
From: Lucinda Shannon, Senior Regional Planner
Date: November 17, 2024
Reference: Adjustments to the Transportation Improvement Program (TIP) FY24-27

Purpose: Notify the MPO Policy Board of adjustments to the Transportation Improvement. No action is needed. These adjustments are updating funding sources for a previously awarded Smart Scale project for an Emmet Streetscape and intersection improvements.

Adjustment 10 UPC: 110381 Urban Projects

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.

Old 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		Includes \$1,552,308 GARVEE Debt Service Interest Prev, \$382,163 GARVEE Debt Service Interest FFY24, \$380,421 GARVEE Debt Service Interest FFY25, \$349,178 GARVEE Debt Service Interest FFY26, \$316,432 GARVEE Debt Service Interest FFY27, \$1,378,067 GARVEE Debt Service Interest FFY28-38. Total GARVEE Debt Service Interest \$4,358,569. Corresponding CN UPC 109551				
ROUTE/STREET		0000			TOTAL COST	\$8,138,624
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$0	\$0	\$380,421	\$349,178	\$316,432
	Federal – NHS/NHPP	\$0	\$382,163	\$0	\$0	\$0
PE	TOTAL	\$0	\$382,163	\$380,421	\$349,178	\$316,432
PE AC	Federal - AC	\$0	\$2,424,098	\$0	\$0	\$0
MPO Notes		Smart Scale project				

New/Adjusted 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	FFY25-01 STIP ADJ - release \$182,756 (NHPP) FFY24, release \$200,287 (ACC-NHPP) FFY25, add an addit'l \$39,400 (ACC-NHPP) FFY26, add an addit'l \$40,061 (ACC-NHPP) FFY27					
ROUTE/STREET	0000			TOTAL COST		
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$0	\$0	\$0	\$388,578	\$356,493
	Federal – NHS/NHPP	\$0	\$199,407	\$180,134	\$0	\$0
PE	TOTAL	\$0	\$199,407	\$180,134	\$388,578	\$356,493
PE AC	Federal - AC	\$0	\$2,424,098	\$215,081	\$0	\$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.					

Action Item: No Action Needed. Adjustments do not need to be approved by the Policy Board.

If there are any questions, please contact Lucinda Shannon at lshannon@tjpd.org (434) 979-7310 Ext.113.

**RESOLUTION
SUPPORTING FY2025 RAISE GRANT APPLICATION
TO FUND PRELIMINARY ENGINEERING PHASE
FOR THE RIVANNA RIVER BICYCLE AND PEDESTRIAN BRIDGE**

WHEREAS, the US Department of Transportation released a Notice of Funding Opportunity on November 1, 2024, for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program - formerly Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants; and

WHEREAS, the proposed Rivanna River Bicycle and Pedestrian Bridge between Pantops and Woolen Mills has been identified as a high-priority regional project in multiple planning documents prepared by the City of Charlottesville, Albemarle County, the Charlottesville-Albemarle Metropolitan Planning Organization (CA- MPO), and the Thomas Jefferson Planning District Commission (TJPDC); and

WHEREAS, substantial effort has been invested through collaboration among the TJPDC, the CA-MPO, the City of Charlottesville, Albemarle County, the Virginia Department of Transportation, and the general public to evaluate potential bridge locations and select a preferred alignment; and

WHEREAS, the unknown risks associated with construction costs for the bridge have resulted in significant contingencies that need to be applied to baseline project costs in any funding application through existing state funding programs; and

WHEREAS, the completion of the preliminary engineering phase would result in better project understanding to develop more accurate estimates of the project construction costs; and

WHEREAS, TJPDC staff submitted a 2023 RAISE grant application for this same project that was identified as a 'Project of Merit' as well as a 2024 grant application that was 'Recommended' through the RAISE grant program; and

WHEREAS, TJPDC staff will submit a 2025 grant application to complete the preliminary engineering phase of the project to reduce the contingencies and identify opportunities for project construction;

THEREFORE, BE IT RESOLVED, that the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board is in full support and endorses the RAISE planning grant funding application for the Rivanna River Bicycle and Pedestrian Crossing Preliminary Engineering Phase.

Adopted this 18th day of December 2024.

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization

Date

move **SAFELY** blue ridge

...the region's community
driven plan to reduce
roadway fatalities and serious
injuries for all road users



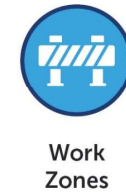
Safe Streets and Roads for All (SS4A)

- Bipartisan Infrastructure Law established SS4A discretionary program
- Supports USDOT National Roadway Safety Strategy
- Long-term goal of zero traffic fatalities using a Safe Systems Approach



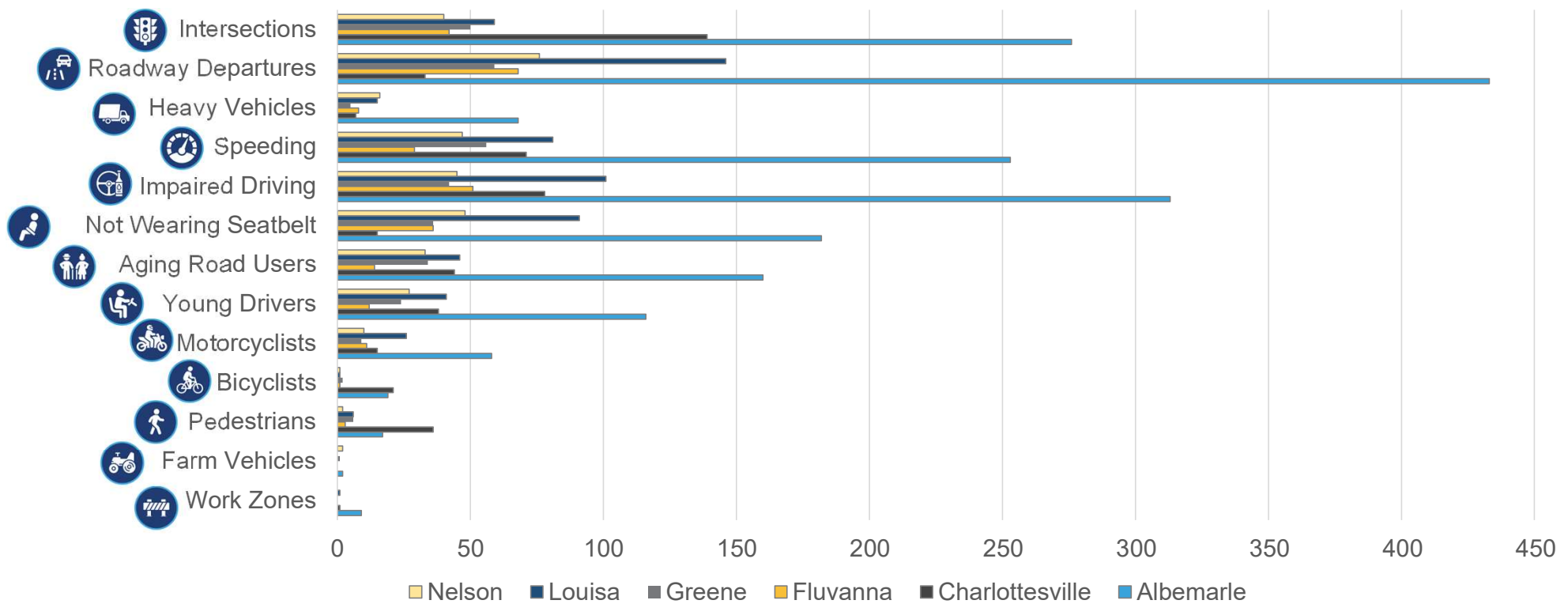
Emphasis Areas

- Evaluated trends and contributing factors to fatal and serious injury crashes within established emphasis areas — — — — — ➔
- Developed high injury network to identify intersections and roadway segments in need of safety improvement



- Emphasis area from SHSP
- New emphasis area for Move Safety Blue Ridge

Fatalities & Serious Injuries by Emphasis Areas, 2018 - 2022



Comprehensive Safety Action Plan Components

Leadership commitment

Oversight group to
develop, implement, and
monitor

Comprehensive safety
data analysis

Robust public and
stakeholder engagement

Inclusive and
representative process in
the plan development

Evaluation of processes
and policies

Comprehensive
identification/prioritization
of projects and strategies

Ongoing monitoring and
Reporting

Specific Components and Funding opportunities

- Locality contribution for regional components were assessed on a per capita basis
- Albemarle-specific Components: \$84,000
 - \$33,000 for public engagement
- Charlottesville-specific Components: \$205,000
 - \$121,000 estimated for charrette and project design demonstration
- Fluvanna, Greene, Louisa and Nelson counties-specific components: \$72,000
 - \$33,000 for public engagement
- This Safety Action plan will enable future funding opportunities for roadway safety.

Countermeasure Identification

- Countermeasures and strategies will be focused on the 4 Es of roadway safety



ENGINEERING

Designing safer facilities for all users



EDUCATION

Building a culture of traffic safety



ENFORCEMENT

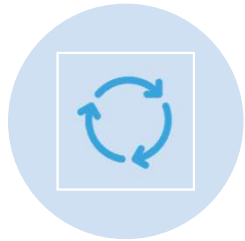
Reinforcing safe travel behaviors



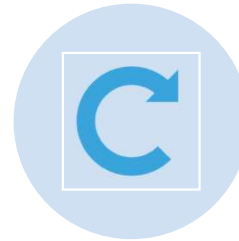
EMERGENCY RESPONSE

Saving lives through rapid response

Process Overview



Step 1: Identify Issues
and Opportunities
(Winter 2024/Spring
2024)



Step 2: Establish
Priorities (Summer
2024/Fall 2024)



Step 3: Develop
Strategies (Winter 2024)



Step 4: Plan
Development and
Review (Spring 2025)

Activities to Date

- **Project Coordination:**
 - Working group member meetings
 - Partner coordination meetings
- **Public Engagement – Round I:**
 - Six in-person public meetings (one in each jurisdiction)
 - One virtual meeting for all jurisdictions
 - 21 pop-up events across the TJPDC jurisdictions
- **HIN Site Visits:**
 - Project team conducted site visits in each of the six participating jurisdictions.

Survey Results Overview

- 300+ total responses – collected both online and on paper
- Driver behavior is a concern
 - Over 60% of respondents disagree or strongly disagree that “people drive safely” in the region
- Respondents want safe facilities for all road users
 - 46% of respondents mentioned a need for additional sidewalks and/or bike lanes in the survey

Survey Results Overview

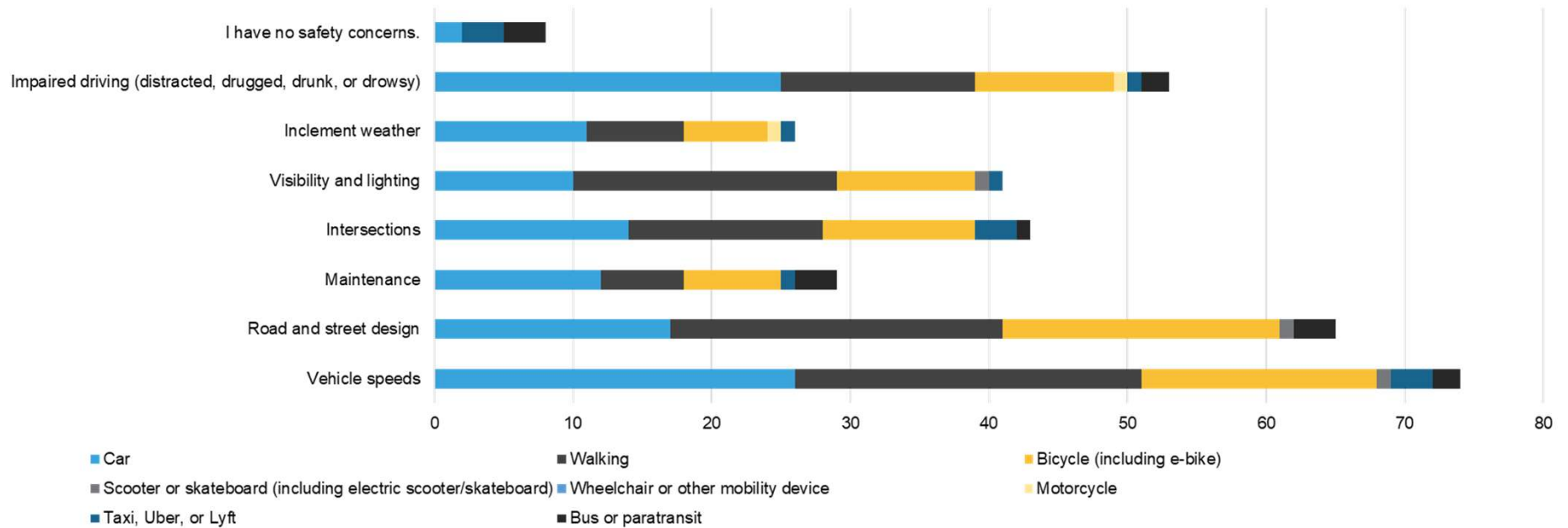
- Road and street design is the most common concern for respondents when walking, biking, or rolling
- Vehicle speeds are the most common concern for respondents when driving a car
- Impaired driving is the most common concern for respondents when driving a motorcycle

Survey Response Highlights - Albemarle

- Over 70% of respondents disagree or strongly disagree that “people drive safely.”
- Over 60% of respondents disagree or strongly disagree that “I feel safe traveling on both urban and rural streets and roads.”
- Top concerns include vehicle speeds, road & street design, and impaired driving, across users of different travel modes.

Survey Response Highlights - Albemarle

Concerns by Travel Mode

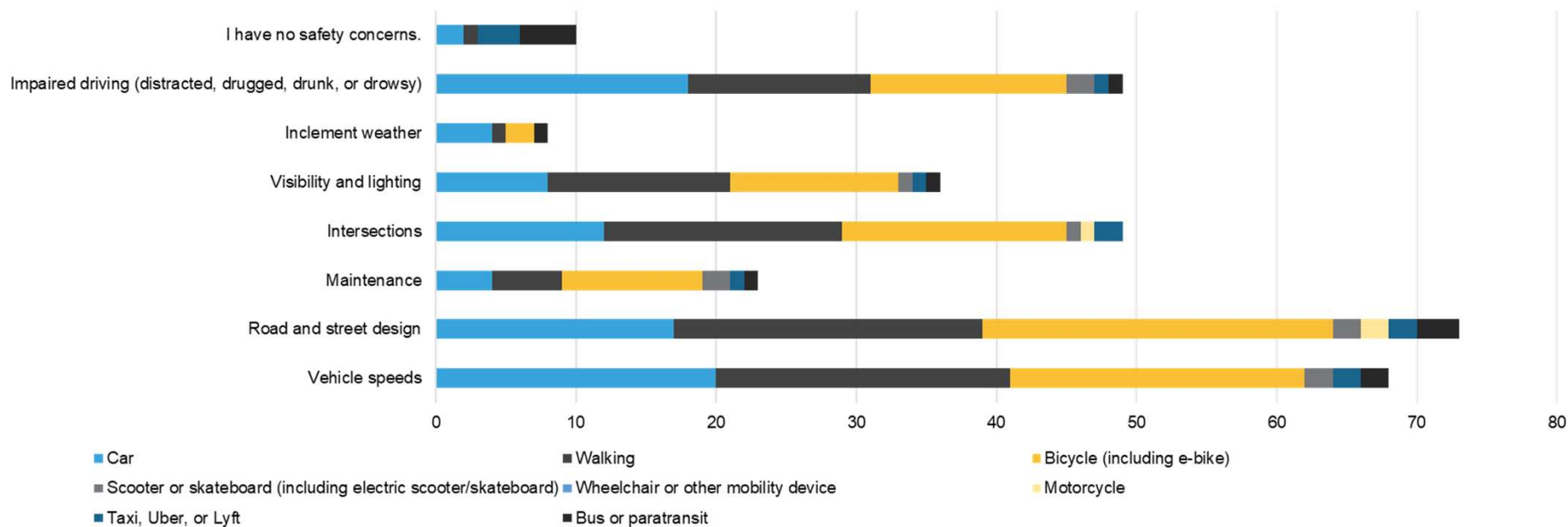


Survey Response Highlights - Charlottesville

- Over 70% of respondents disagree or strongly disagree that “people drive safely.”
- Over 45% of respondents disagree or strongly disagree that “information about safe driving practices is readily available and easy to understand.”
- Road and street design is a concern for respondents across travel modes, especially pedestrians and bicyclists.

Survey Response Highlights - Charlottesville

Concerns by Travel Mode

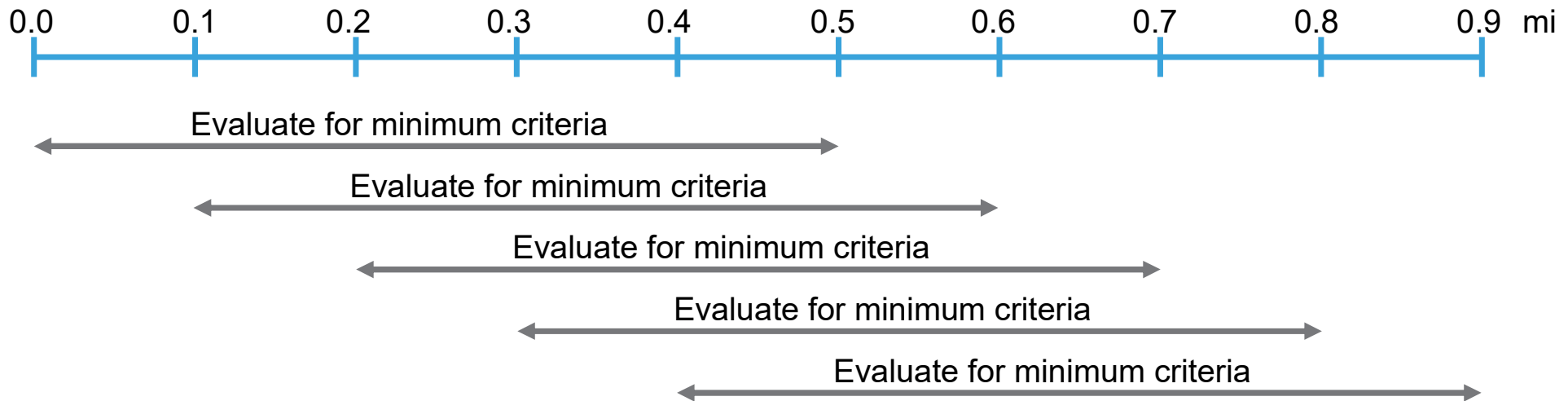


Ongoing Work

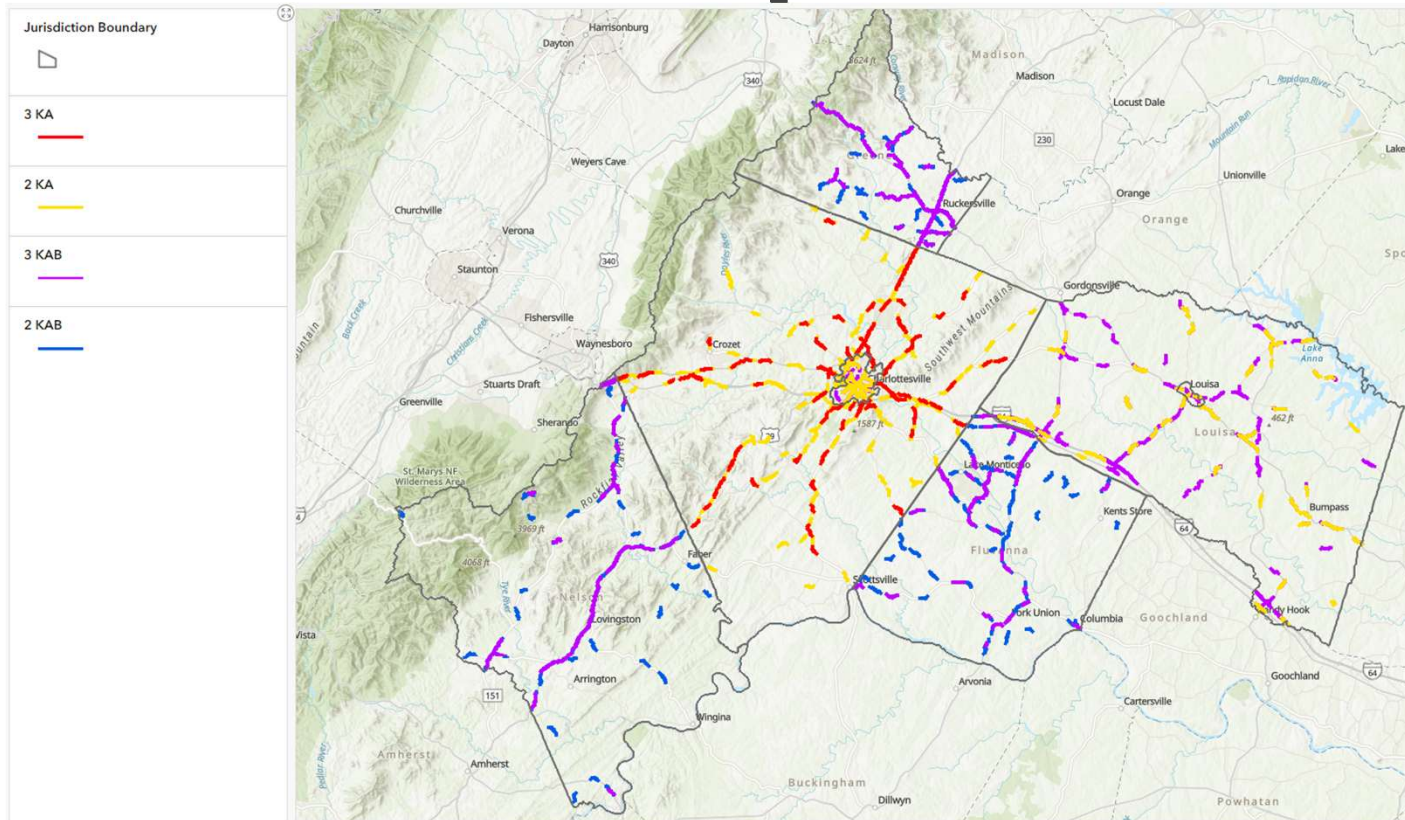
- **Presenting Roadway-Specific Solutions**
 - **Survey Outreach:** Collecting public input on preferred transportation safety solutions for the region through an online survey.
 - **Pop-Up Events:** Held across all jurisdictions from November 11 to November 23 to engage directly with residents.
 - **Virtual Public Meetings:** Two sessions scheduled for December 11 to provide additional opportunities for community input.
 - **City of Charlottesville Initiatives:** Coordinating a project demonstration and design charrette to gather focused feedback.

HIN Methodology

- Roadway segments divided into 0.1-mile segments
- Sliding window analysis used to identify 0.5-mile segments that meet minimum crash criteria



HIN Criteria Options



- Each jurisdiction using the larger network (ex. 2KA criteria for Albemarle) as the HIN for the purpose of funding applications, etc.
- Each jurisdiction prioritizing countermeasures on the smaller network (ex. 3KA criteria for Albemarle)

HIN Criteria Options – Albemarle

Albemarle Criteria	Segment Miles	% Miles	Crashes	% Crashes
2 KA Crashes	125	7%	560	72%
3 KA Crashes	56	3%	365	47%

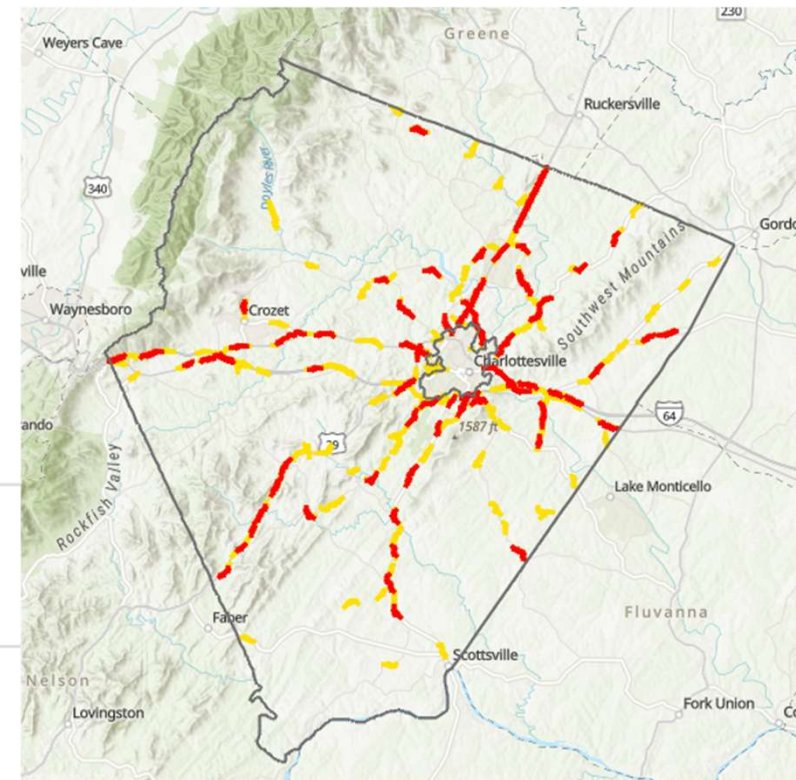
Jurisdiction Boundary



3 KA



2 KA



HIN Criteria Options - Charlottesville

C'ville Criteria	Segment Miles	% Miles	Crashes	% Crashes
2 KA Crashes	22	14%	147	77%
3 KAB Crashes	26	17%	342	84%

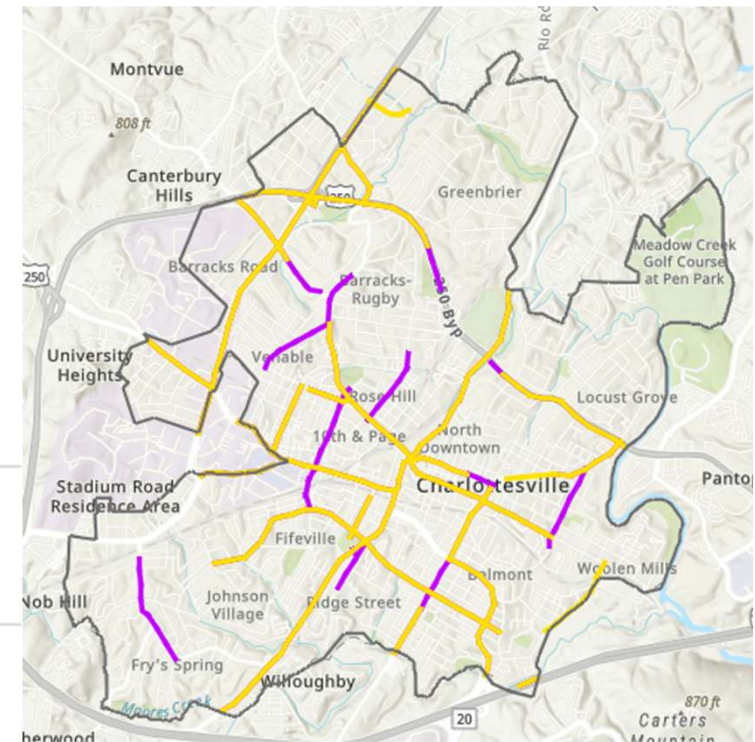
Jurisdiction Boundary



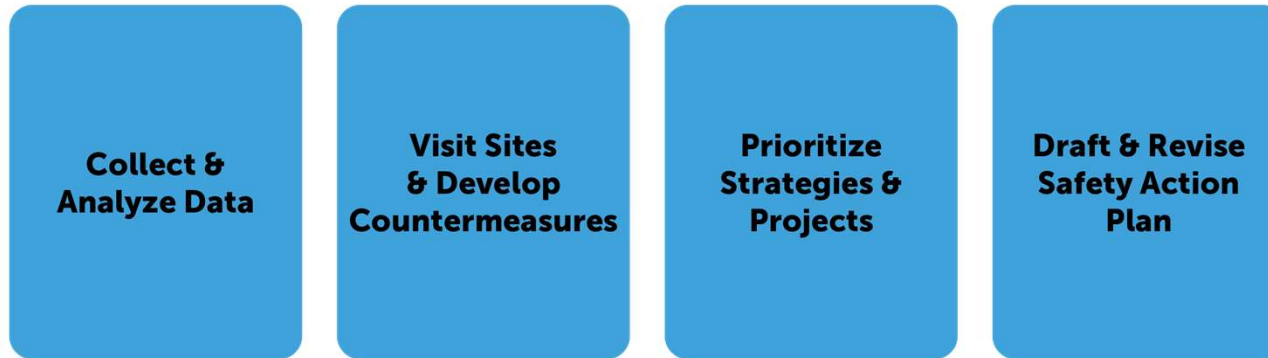
2 KA



3 KAB



Plan Development



Fall 2023 — Spring 2024 — Fall 2024 — Spring 2025 →

Engagement



Stakeholder Meetings



Regional Safety Summit



Virtual Meetings



Pop-Up Events



Public Survey





Questions?

Thank you



December 18, 2024

Dear CA-MPO Policy Board,

The Thomas Jefferson Planning District Commission (TJPDC) plans to apply for an FTA 5310 Program grant for mobility management. If funding is received, the TJPDC will continue to work with transportation and human service providers to enhance transportation services for older adults and people with disabilities. The TJPDC intends to continue providing one-click-one-call information and referral services to assist older adults and people with disabilities in finding transportation services. The service area covers Region 10 and works with the human services network to reach those most in need.

The TJPDC's mobility management program works with transportation providers in the region by referring callers to transit services and assisting with coordination or other types of support as needed, within the confines of the FTA Section 5310 Program. Funds are being requested from the Commonwealth of Virginia's Department of Rail and public Transportation to support staff to run the call center and provide referrals through the FTA Section 5310 Program. It is the intent of this federal program to maximize coordination amongst transportation providers to the greatest extent possible to enhance resource-sharing opportunities. Staff recommends that the Policy Board entertain a motion to support the application and authorize the policy board chair to execute a letter of support to accompany the TJPDC's application for the FTA 5310 Program mobility management grant.

Sincerely,

A handwritten signature in black ink, which appears to read "Christine Jacobs".

Christine Jacobs
Executive Director

Thomas Jefferson Planning District Commission



Tiffany Robinson, Director
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Dear Director Robinson,

Congratulations on your new position as Director of the Department of Rail and Public Transportation. The Charlottesville Albemarle Metropolitan Transportation Organization is pleased to send you this letter of support for the Thomas Jefferson Planning District Commission's (TJPDC) application to the FTA 5310 Program to provide ongoing mobility management services for Region 10.

As a regional planning agency, the TJPDC is uniquely qualified to host a regional mobility management program. The TJPDC was an essential actor in the establishment of the Regional Transit Partnership (RTP), an official advisory board providing recommendations to decision-makers on transit-related matters, and the Charlottesville Area Alliance (CAA), an alliance of organizations established to promote an age-friendly community. Through its facilitation of the RTP and its close involvement with the CAA, the TJPDC is well-positioned to navigate among transit service providers, human service providers, volunteer organizations, and local government members to enhance mobility options for older adults and people with disabilities.

The TJPDC's partnership with the Charlottesville Area to host a walk audit and bus field trip through AARP's Livable Communities grant program demonstrates both community support and the TJPDC's ability to collaborate with national and regional service partners. Financial contributions made by the Charlottesville Area Community Foundation and the University of Virginia further indicate community support for a comprehensive, regional approach to mobility management services.

The Charlottesville Albemarle Metropolitan Planning Organization enthusiastically supports TJPDC's application and the addition of much needed mobility management services.

Sincerely,

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization

Date: _____

MPO MM Notification Letter 12.10.24

Final Audit Report

2024-12-10

Created:	2024-12-10
By:	Lucinda Shannon (lshannon@tjpd.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAI6MKMcF92dMAdyngNYkGMatAR1tFqcsk

"MPO MM Notification Letter 12.10.24" History

-  Document created by Lucinda Shannon (lshannon@tjpd.org)
2024-12-10 - 3:28:08 PM GMT
-  Document emailed to cjacobs@tjpd.org (cjacobson@tjpd.org) for signature
2024-12-10 - 3:28:12 PM GMT
-  Email viewed by cjacobs@tjpd.org (cjacobson@tjpd.org)
2024-12-10 - 4:14:07 PM GMT
-  Document e-signed by cjacobs@tjpd.org (cjacobson@tjpd.org)
Signature Date: 2024-12-10 - 4:14:19 PM GMT - Time Source: server
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