

AGENDA

Policy Board Members and Guests – Join Zoom Meeting:

<https://us02web.zoom.us/j/82602538512>

Meeting ID: 826 0253 8512 and **Dial in** 1-301-715-8592

Charlottesville CitySpace
100 5th St NE, Charlottesville, VA 22902

† Times are approximate * Requires a vote of the Board

Item	Description	Time†
1	Call to Order a. Call to Order, Roll Call – <i>Chair Gallaway & Sarah Simba</i> b. Introduction of new Policy Board Member, Jen Fleisher, Charlottesville City Council	4:00 – 4:05
2	Matters from the Public – <i>Chair Gallaway</i> 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>)	4:05 – 4:10
3	*General Administration – <i>Chair Gallaway</i> a. *Review and Acceptance of the Agenda b. *Approval of the Draft December 17, 2025, Meeting Minutes c. *Election of Officers	4:10 – 4:20
4	*New Business – <i>Chair Gallaway</i> a. *Travel Demand Model 2050 Demographics i. Presentation – <i>Nagaraju Kashayi, AECOM</i> ii. Staff Memorandum b. *Performance Safety Targets i. Presentation – <i>Gorjan Gjorgjievski</i> ii. Staff Memorandum iii. Response Letter to VDOT c. *Citizens Transportation Advisory Committee i. Presentation ii. Staff Memorandum d. Draft CA-MPO FY27 Unified Planning Work Program (UPWP) i. Presentation – <i>Taylor Jenkins</i> ii. Draft UPWP FY27 Document	4:20 – 4:35 4:35 – 4:45 4:45 – 5:15 5:15 – 5:30
5	Staff Updates – <i>Chair Gallaway</i> a. Staff Report – <i>Taylor Jenkins</i>	5:30 – 5:35
6	VDOT Updates on Projects – <i>Sandy Shackelford and Charles Proctor</i> a. SMART SCALE Round 7 Application Status Update b. STARS and Pipeline Studies	5:35 – 5:45
7	Other Business – <i>Chair Gallaway</i> a. Roundtable Updates	5:45 – 5:55
8	Additional Matters from the Public – <i>Chair Gallaway</i> Members of the public are welcome to provide additional comments on any transportation-related topic, including the items listed on this agenda (<i>limit of 3 minutes per speaker</i>)	5:55 – 6:00
9	Adjourn – <i>Chair Gallaway</i> a. Next Meetings i. CA-MPO Special Meeting: SMART SCALE Workshop on March 20, 2026, at 3pm ii. Next Regular Meeting – April 22, 2026, at 4:00pm (Virtual)	6:00 pm

VOTING MEMBERS
Chair: Ned Gallaway, Albemarle County Board of Supervisors, Chair
Vice-Chair: Natalie Oschrin, Charlottesville City Council, Vice Chair
Ann Mallek, Albemarle County Board of Supervisors
Jen Fleisher, Charlottesville City Council
Sean Nelson, VDOT Culpeper District
Stacy Londrey, Alternate, VDOT Culpeper District
NON-VOTING MEMBERS
Christine Jacobs, TJPDC
Ivan Rucker, FHWA
Vacant, FAA
Daniel Koenig, FTA
Mitch Huber, DRPT
Wood Hudson, DRPT Alternate
Julia Monteith, UVA Office of the Architect
Mike Murphy, Jaunt
Sarah Medley, CTAC Liaison
Garland Williams, Charlottesville Area Transit (CAT)
TJPDC/CA-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
VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) DISTRICT STAFF
Charles Proctor, VDOT – Culpeper District
Sandy Shackelford, VDOT – Culpeper District
GUESTS

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MPO Policy Board Meeting – All Virtual Meeting

Minutes, December 17, 2025

DRAFT

A video of this meeting can be found at: <https://www.youtube.com/watch?v=gRN6TgTb0k>

VOTING MEMBERS & ALTERNATES		STAFF	
*Ann Mallek, Albemarle	x	*Gretchen Thomas, TJPDC	x
*Ned Gallaway, Albemarle	x	*Sara Pennington, Rideshare	x
*Brian Pinkston, Charlottesville	x	*Lucinda Shannon, TJPDC	x
*Natalie Oschrin, Charlottesville	x	*Sarah Simba, TJPDC	x
*Sean Nelson, VDOT	x	*Gorjan Gjorgjievski, TJPDC	x
*Stacy Londrey, VDOT (alternate)	x	*Taylor Jenkins, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
*Jason Espie, Jaunt	x	James Higgins	
*Christine Jacobs, TJPDC		*Ben Chambers, City of Charlottesville	x
*Julia Monteith, UVA	x	*Sean Tubbs	x
*Garland Williams, CAT	x	*Tonya Swartzendruber	x
Steven Minor FHWA		Donna Chen, MPO Tech	
Daniel Koenig, FTA		*Peter Krebs	x
*Sarah Medley, CTAC	x	*Jen Fleischer	x
*Chuck Proctor, VDOT	x	*Yong-Yeol Ahn, CTAC	x
*Mitch Huber, DRPT	x	*Diantha McKeel	x
Mike Murphy, Jaunt			
*Sandy Shackelford, VDOT	x		
Wood Hudson DRPT (alternate)			

* attended online via Zoom

1. CALL TO ORDER (MINUTE 0:00)

The MPO Policy Board Chair, Ned Gallaway, presided and called the meeting to order at 4:00 p.m. Sarah Simba read the electronic meeting notice and then called roll.

2. MATTERS FROM THE PUBLIC (MINUTE 4:10)

Comments from the Public: None.

Comments provided via email, online, website, etc.: None.

3. GENERAL ADMINISTRATION (MINUTE 4:37)

Approval of the Agenda

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



Approval of October 22, 2025 Meeting Minutes

Motion/Action: Ann Mallek made a motion to approve the minutes. Brian Pinkston seconded, and the motion passed unanimously.

Regional Transit Partnership Dissolution

Motion/Action: Ann Mallek made a motion to move forward with the dissolution of the Regional Transit Partnership. Natalie Oschrein seconded, and the motion passed unanimously.

4. NEW BUSINESS (MINUTE 6:39)

Statewide Transportation Funding

Stacy Londrey started the presentation by giving overview of the process. She began with a funding process overview. (listen) She explained the Six-Year Improvement Program (SIP) and what is involved. She presented a graph with the revenues in FY2026 and reviewed a number of the items.

She continued with a flow chart describing additional funding. She started with federal revenue. The estimated funding from federal funding is \$1.7 billion.

The next source of funding she discussed is major state revenues. The Code of Virginia establishes types and amounts of taxes and fees and how they are used. Tax on Motor Fuels which is \$.32/gallon for a total for \$1.6 billion). The next highest is retail sales tax (\$1.5 billion) and the third highest is motor vehicle tax (new car tax) at \$1.3 billion. Other state revenues are tolls on express lanes (i-66 and I-64) and Powhite Parkway. Tolls are expected to cease in December 2026. She continued by stating that there are bond programs that help generate other state revenues. Those bond programs vary from year to year and this year (FY2026) the estimate is \$74 million, which is lower than other years.

Ms. Londrey continued with regional revenues. She noted that they are essentially pass-throughs and most of them are urban. The Regional fuels tax goes to transportation authorities and to I-81. In all other localities, including all of Culpeper District, the revenue is for "supplemental DGP". The FY26 estimate is \$1.3 billion.

She moved on to the discussion of allocations. She presented a graph with the FY26 allocations. She continued by reviewing the Commonwealth Transportation Fund. She reviewed the highway maintenance and operating fund as the first part of this fund. She continued with the Transportation Trust Fund (TTF) and gave numerous details on the revenue in it. She briefly covered the TTF Sub funds, the Transportation Partnership Opportunity Fund (TPOF) and the Virginia Transportation Infrastructure Bank (VTIB).

She continued with state funding that gets distributed first to cover supporting other agencies, debt service, rail programs, overhead funding for several categories, capital outlay projects at VDOT, and the revenue sharing program. She continued by reviewing the federal funding pre-formula distributions that cover MPO distributions in TMAs, transportation alternatives set-asides (TAP programs), metropolitan planning (PL funds), state planning & research (SPR – VDOT planning), and rail and highway crossings.

The last part of the TTF is the Construction funding, which Ms. Londrey reviewed. The first is the State of Good Repair (SGR). The next two, the High-Priority Projects (HPP) Program and the highway construction district grant program, are the Smart Scale program. There will be \$25 million for unpaved road (from DGPs), and \$25 ITTF from (HPP). The next allocation goes to Interstate Operations and Enhancement Program (IEOP), and lastly, the Virginia Highway Safety Improvement Program (VHSIP).

Additional links include:

VDOT budget and financing at www.vdot.virginia.gov/about/budget-finance/ ;
How Projects are Funded www.vdot.virginia.gov/projects/roads-funded/ ; and
Funding Program One-Pagers at www.vdot.virginia.gov/media/vdotvirginiagov/projects/how-projects-are-funded/funding-programs-fact-sheets-2025-updated_acc.pdf

There was a brief question and answer session.

SMART SCALE Round 7 (Minute 1:13:00)

Sandy Shackelford began by talking about the Smart Scale project selection principles. She said VDOT considers the alignment of a project with different funding programs and they consider the Smart Scale scoring methodology.

She noted that project cost matters (the higher the cost, the lower the score) and everything is relative. Scores are normalized against the highest score in each category every round. The project benefits are re-evaluated each round based on the most current data available. Lastly, she reminded the members that when resubmitting applications, past performance is an indicator, not a guarantee.

Ms. Shackelford continued by laying out how to align projects with funding programs including statewide, construction districts, regional, and local priorities.

Chuck Proctor picked up the presentation by reviewing the applications under consideration. The first application he reviewed was the Ridge/McIntire/W. Main/W. Water Street Intersection Improvement & Bikeway. There was a discussion about the bike line implications, the one-way roads, and the intersection.

The second project is the US250 & Old Trail Roundabout. The third project is the Barracks Road Corridor Study. That project will be a joint project with the MPO taking one part of it and the County taking the other. There was a brief discussion about the Old Trail Roundabout.

Mr. Proctor continued with the Ivy Road Corridor study as the next joint application. The MPO will take a part of the application with both the off-ramp and the on-ramp extensions at Ivy Road, and Albemarle County will take the two roundabouts that are included in the study (one at Boars Head and one at Canterbury Road).

The next project is the 5th Street Diverging Diamond Interchange (DDI). Last round it scored well, but it was too expensive. This round, VDOT is proposing changes/options that reduce the price for the project.

Mr. Proctor continued with the I-64 Exit 118 interchange. This application has been submitted numerous times. The project has been broken down into pieces and submitted them as separate projects. He presented the Round 7 preliminary alternative, but it is not complete yet. He is hoping to come back in February with another solution for it.

Taylor Jenkins presented the concerns of the MPO Tech committee. She said they did move to recommend the projects as presented noting that they had concerns/questions.

There was a discussion about which projects to recommend focusing VDOT's efforts on for the MPO's applications.

Ms. Jenkins noted that staff recommend that project #3 (the off-ramp at Ivy Road) being the 5th option.

Motion/Action: Ann Mallek made a motion to accept the MPO Smart Scale projects as presented with project #3 (the off-ramp at Ivy Road) as the 5th option. Natalie Oschrein seconded and the motion passed unanimously.

5. STAFF UPDATES (MINUTE 1:58:49)

Taylor Jenkins gave a brief overview of the adjustments to the TIP which were informational and did not require any action. There was an adjustment for a CAT project, one for Emmet Street for the debt service, and also for an Autism Sanctuary 5310 for the purchase of a vehicle. She also included a draft of the MPO's federal FY25 annual obligation report. She said that document is due December 29, 2025.

Ms. Taylor reported that the PDC offices will be undergoing renovations starting on January 5. The renovations are expected be completed in 6 weeks, but staff is looking for places to meet just in case the Water Street Center is not available for the next meeting.

Mr. Gallaway presented the 2026 meeting schedule, which consists of the fourth Wednesday of every other month at 4:00 p.m. starting on February 25, 2026.

6. ROUNDTABLE UPDATES (MINUTE 2:00:25)

Stacy Londrey and Sean Nelson had nothing more to report.

Jason Espie reported that Jaunt is working with the TJPDC to submit a demo grant to get extended services for a Fluvanna and Louisa and are hoping to get an RTAP grant and/or a DRPT grant to extend commuter services up to Greene County. Jaunt also has a new Chief Operating Officer on staff and a new Senior Director of Operations. They are continuing to work on their software upgrades and are going to take on a demo ADA mobility on demand software next year.

Julia Monteith had nothing to report.

Sarah Medley did not have any updates. She is looking forward to the CTAC meeting in January with members of the Policy Board represented by the Chair Gallaway and Vice Chair Oschrein re: the future of CTAC.

Mitch Huber reported that grant season has started and to get applications in by February 1.

Ben Chambers said the City will be getting their Rose Hill Drive corridor repaving project underway in January. He said there will be an onboard survey through CAT in the spring. They will be engaging with the Capstone class at UVA to have the students help the City execute the onboard survey, which will take place in late February or early March.

Garland Williams did not have anything to report. He thanked staff for the TIP adjustment.

Christine Jacobs said the dates for the 2026 meetings are solid except for the December meeting which is scheduled for December 23. There will be an email sent out to members to get that date changed.

9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 2:04:18)

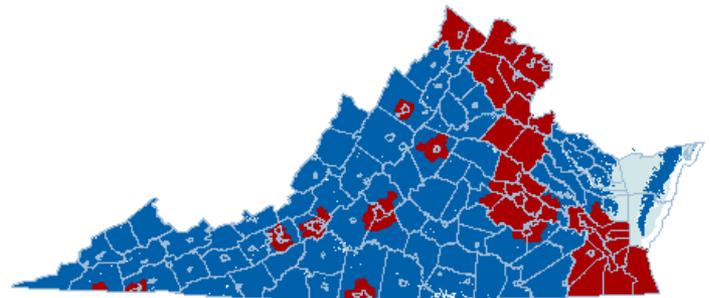
Peter Krebs thanked Brian Pinkston for his service on the committee.

The meeting was adjourned at 6:07 p.m.

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



**MPO Policy Board Meeting
February 25, 2026
2050 Demographics**



Charlottesville Regional Travel Demand Model Update

- **Regional travel demand model in the process of being updated**
- **Model base year 2022 and future year of 2050**
- **Updated demographics for year 2050**

Data Sources used to forecast 2050 Sociodemographic Data

- **Weldon Cooper (WC) 2050 Population Forecasts as of July 2025**
 - **Total Population**
- **Woods & Poole (W&P) 2050 Sociodemographic Forecasts**
 - **Housing Units**
 - **Household Income**
 - **Populations by Age**
 - **Employment**
- **Employment for the City of Charlottesville provided by City**
- **Population and Employment changes suggested by Albemarle County added**
- **Various Decennial Census (DEC) and American Community Survey (ACS)**
 - **Group Quarters Population**
 - **Populations by Age**
 - **Populations by Working Status**
 - **Populations by Student Status**
 - **Household Vehicle Availability**
 - **Households by Age**
- **University of Virginia (UVA) Provided Data and Trending**
 - **University Enrollment and Parking**

Data development and Model Input Updates

- Updated 2050 population to use the Weldon Cooper Data (July 2025)

Geography	Weldon Cooper Data			Model*		
	2022	2050	Growth	2022	2050	Growth
Charlottesville city	51,278	57,832	13%	51,239	57,787	13%
Albemarle County	115,495	152,770	32%	95,157	125,868	32%
Fluvanna County	27,843	33,885	22%	17,706	21,549	22%
Greene County	21,165	27,366	29%	16,445	21,263	29%
Louisa County	39,725	54,467	37%	3,656	5,012	37%

**Model area includes City of Charlottesville, most of Albemarle County and portions from Greene, Louisa and Fluvanna counties*

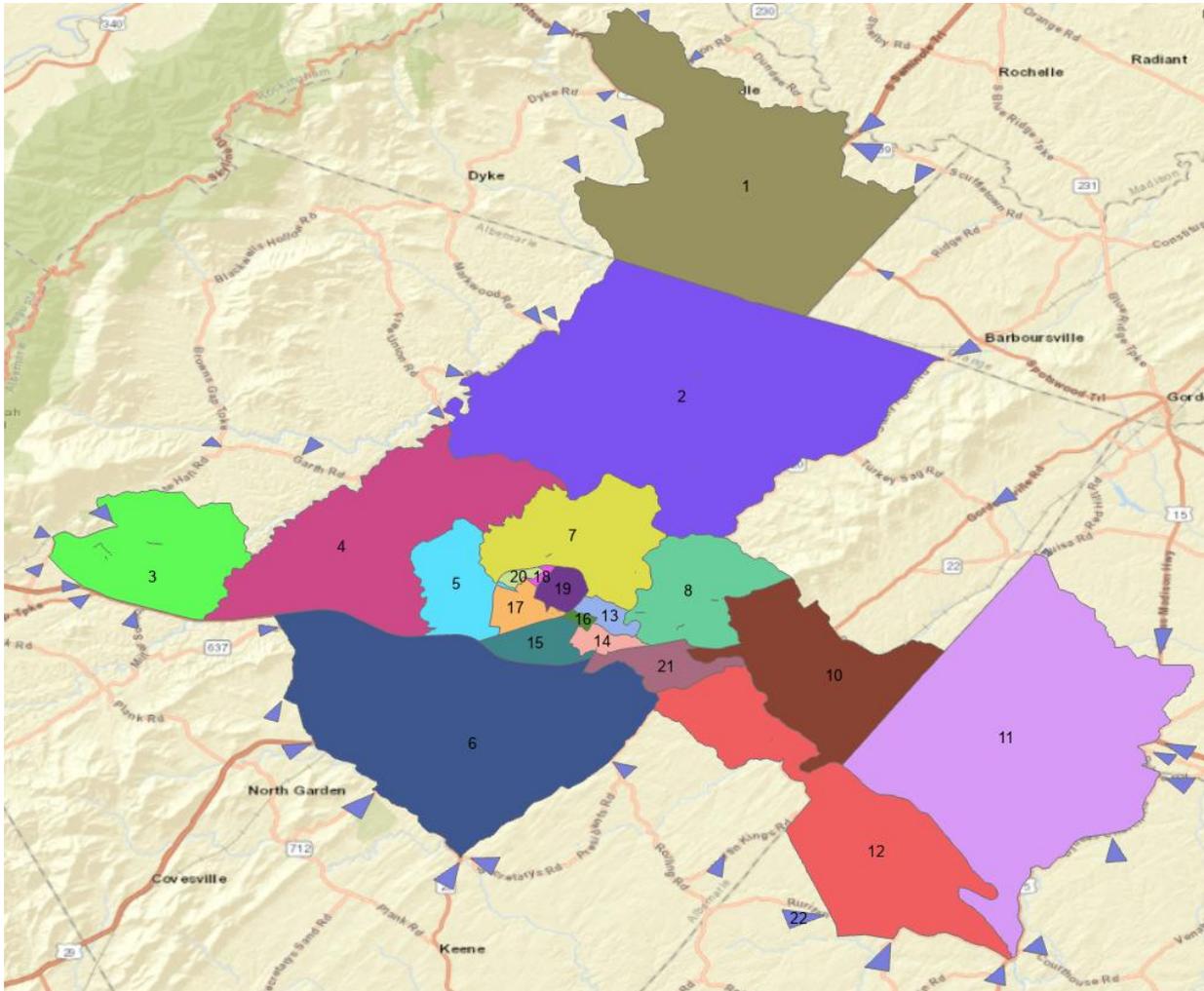
Data development and Model Input Updates

Variable		2022	2050	Difference	Percentage
Total Population	TOTPOP	184,203	231,479	47,276	26%
Household Population	HHPOP	171,215	215,016	43,801	26%
Group Quarter Population	GQPOP	12,988	16,463	3,475	27%
Total Households	HH	68,766	87,830	19,064	28%
High School and below in the household	K12HH	26,954	33,581	6,627	25%
Graduate and Undergraduate in the household	UNVHH	15,351	19,238	3,887	25%
65+, previously POP_65+	SENHH	21,520	27,526	6,006	28%
College/University Enrollment	UNVPOP	22,029	23,944	1,915	9%
School enrollment at the school	K12ENR	25,874	32,183	6,309	24%
Univ Enrollment	UNVENR	22,029	23,943	1,914	9%
Full-Time On-Campus Students (at university location)	ENR_UON	5,290	5,748	458	9%
Full-Time Off-Campus Students (at university location)	ENR_UOFF	16,739	18,194	1,455	9%
Total Employment	TOTEMP	93,884	130,081	36,197	39%

Data development and Model Input Updates

- **District Definition**

- **District definition from the current model and suggested names**



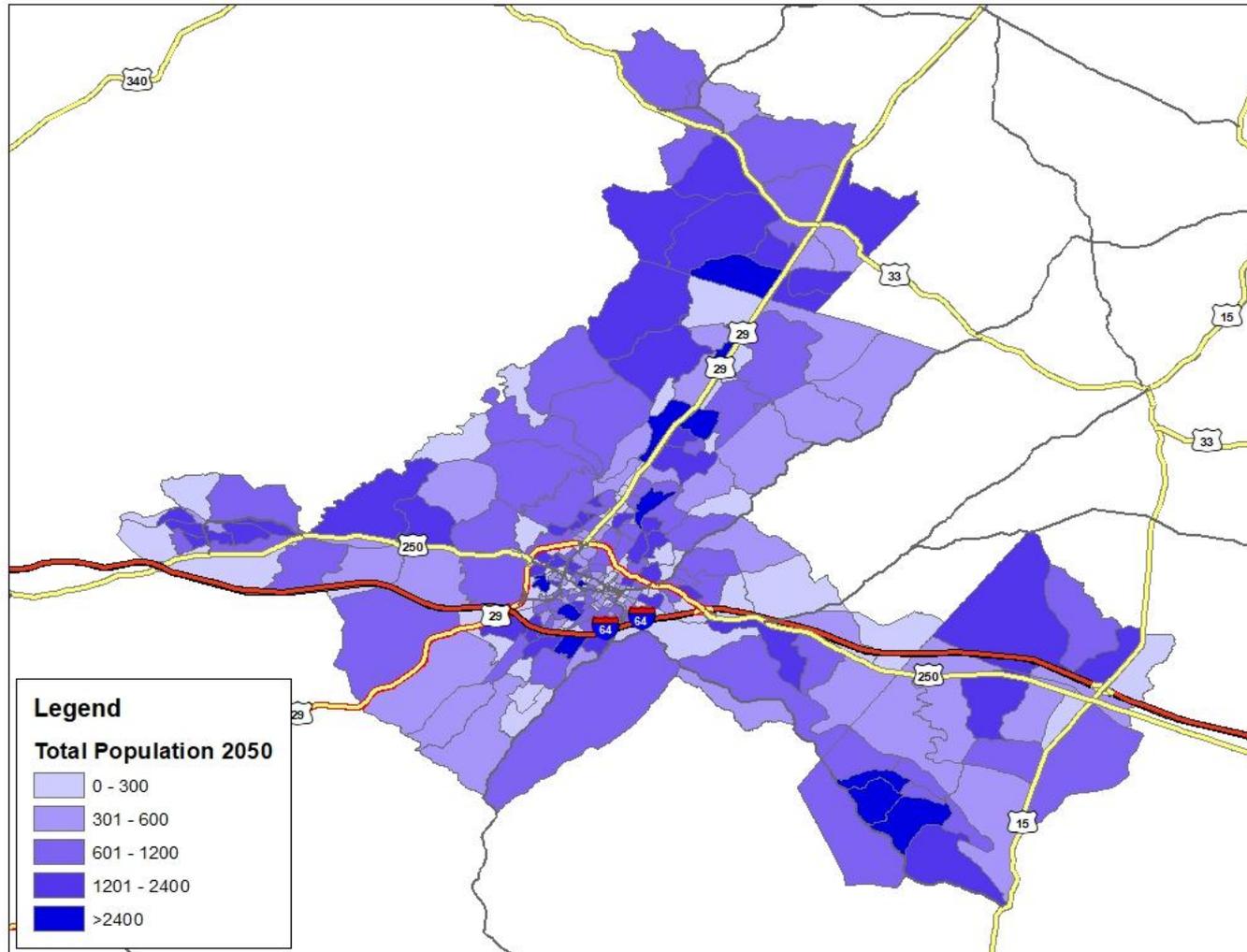
1	Greene
2	Hollymead
3	Crozet
4	W Albermarle
5	Ednam
6	S of Charlottesville
7	N of Charlottesville
8	E of Charlottesville
10	Keswick
11	Louisa
12	Fluvanna
13	N of Downtown
14	SE of Downtown
15	SW of Downtown
16	Downtown
17	University of Virginia
18	Barracks Road
19	Barracks Rugby
20	Darden UVA
21	Auburn Hills

Data development and Model Input Updates

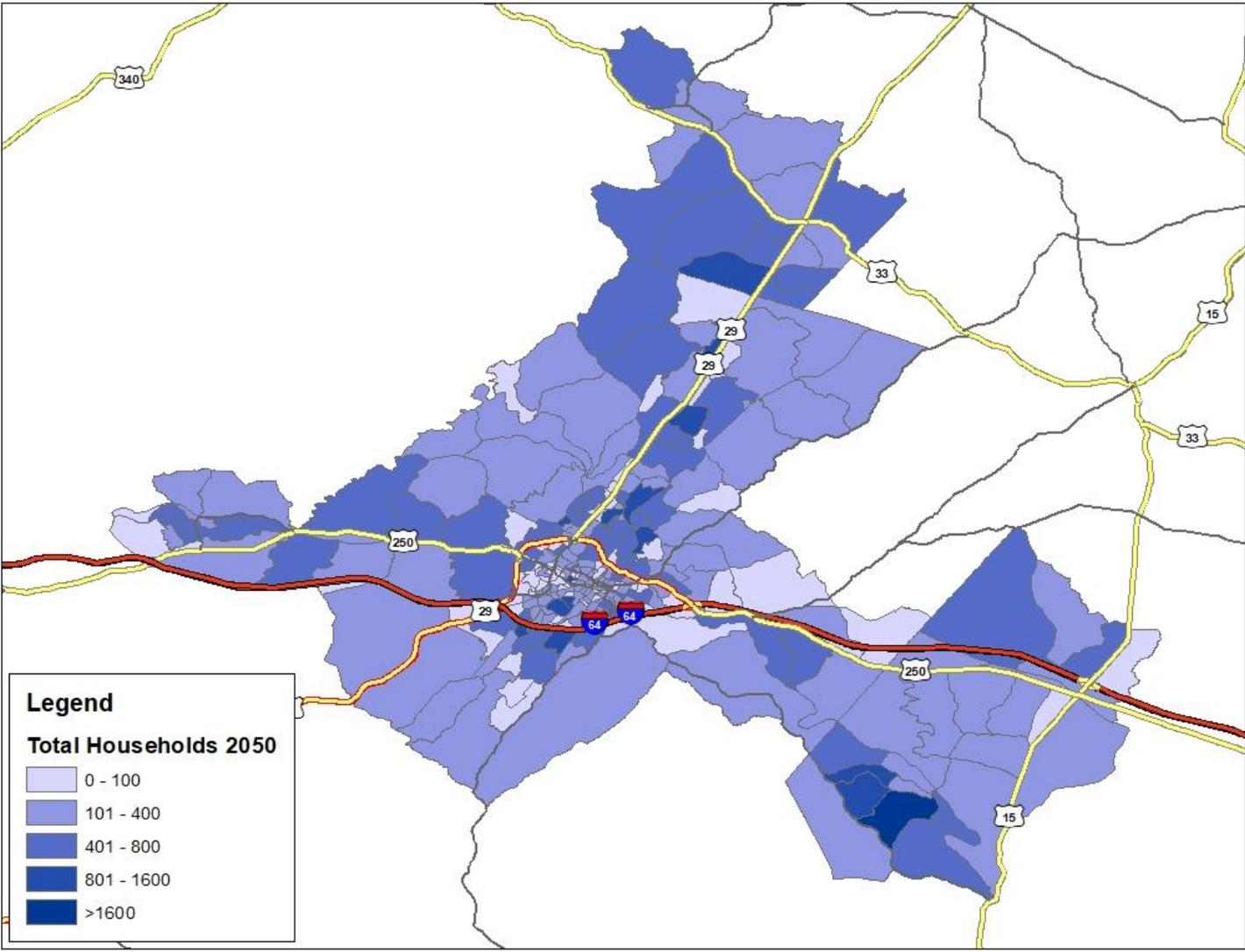
- **N of Charlottesville district shows most increase in population and employment**

District		Total Population				Total Employment			
		2022	2050	Difference	Percent	2022	2050	Difference	Percent
Greene	1	16,445	21,263	4,818	29%	3,504	5,649	2,145	61%
Hollymead	2	19,461	25,792	6,331	33%	6,970	10,746	3,776	54%
Crozet	3	9,956	13,171	3,215	32%	1,596	2,516	920	58%
W Albermarle	4	5,511	6,938	1,427	26%	509	739	230	45%
Ednam	5	1,708	2,210	502	29%	3,976	6,743	2,767	70%
S of Charlottesville	6	12,717	17,071	4,354	34%	3,180	4,686	1,506	47%
N of Charlottesville	7	29,971	38,628	8,657	29%	18,110	26,409	8,299	46%
E of Charlottesville	8	5,934	7,749	1,815	31%	7,672	12,304	4,632	60%
Keswick	10	3,443	4,553	1,110	32%	1,211	1,963	752	62%
Louisa	11	8,335	10,707	2,372	28%	3,899	5,403	1,504	39%
Fluvanna	12	14,015	17,061	3,046	22%	2,433	3,111	678	28%
N of Downtown	13	6,199	6,992	793	13%	8,834	9,592	758	9%
SE of Downtown	14	6,163	6,962	799	13%	2,773	2,972	199	7%
SW of Downtown	15	14,371	16,528	2,157	15%	2,351	2,856	505	21%
Downtown	16	1,697	1,913	216	13%	8,249	9,724	1,475	18%
University of Virginia	17	16,772	20,437	3,665	22%	10,696	15,176	4,480	42%
Barracks Road	18	1,326	1,496	170	13%	2,805	2,935	130	5%
Barracks Rugby	19	9,039	10,404	1,365	15%	3,794	4,331	537	14%
Darden UVA	20	1,050	1,485	435	41%	958	1,603	645	67%
Auburn Hills	21	90	119	29	32%	364	623	259	71%
	Total	184,203	231,479	47,276	26%	93,884	130,081	36,197	39%

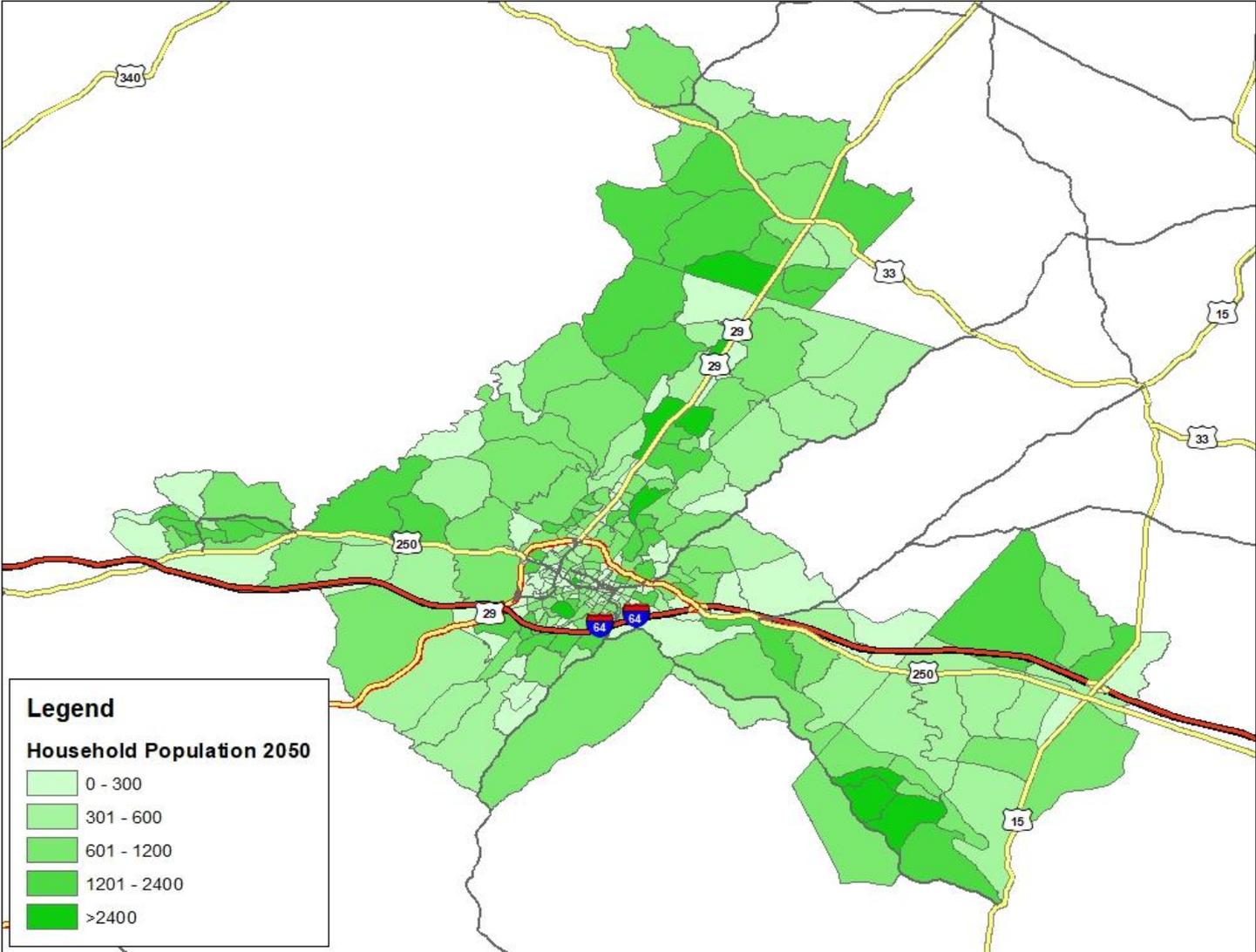
Data development and Model Input Updates



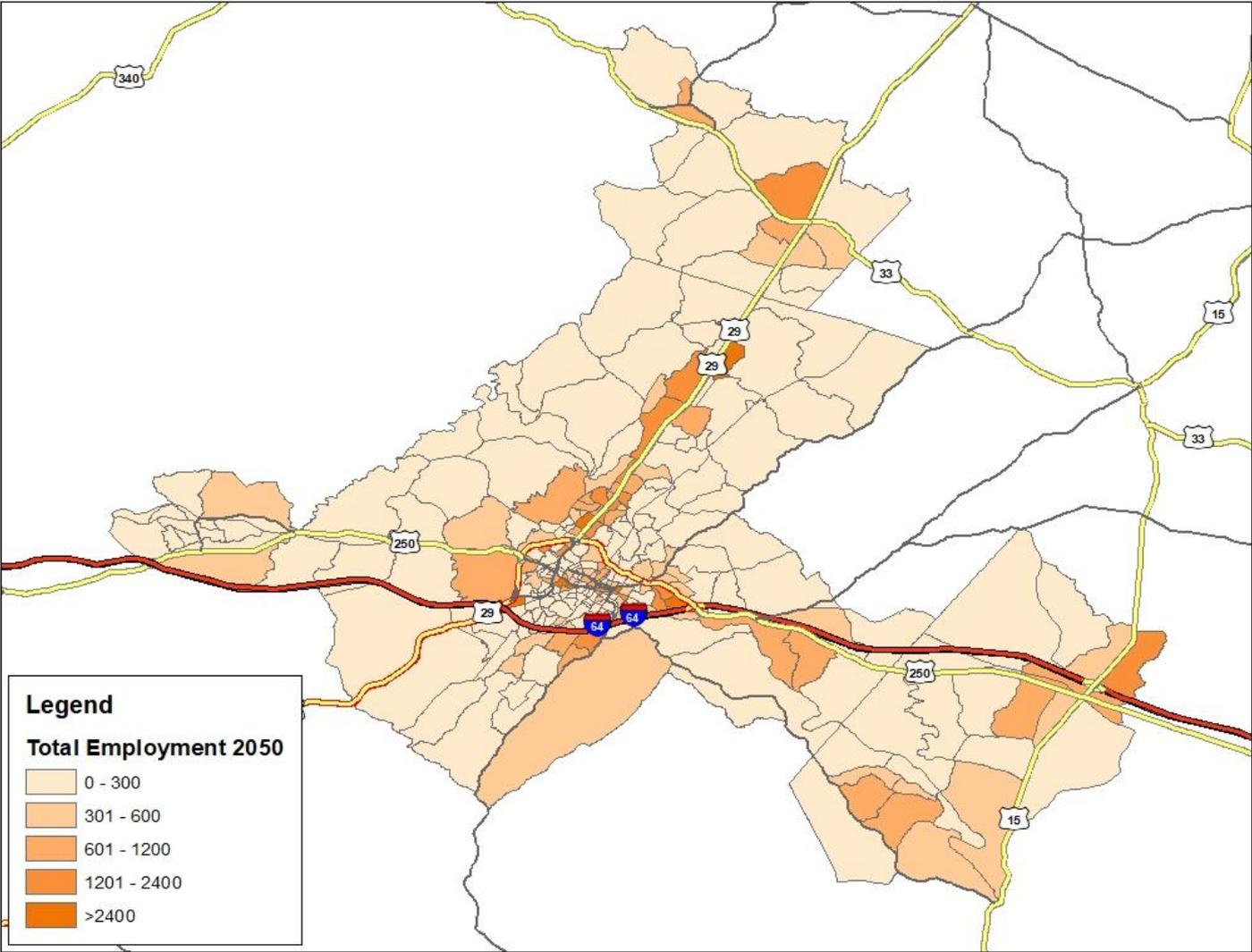
Data development and Model Input Updates



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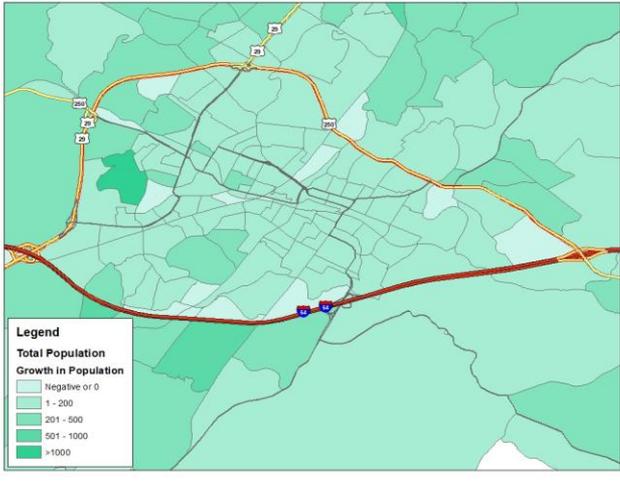
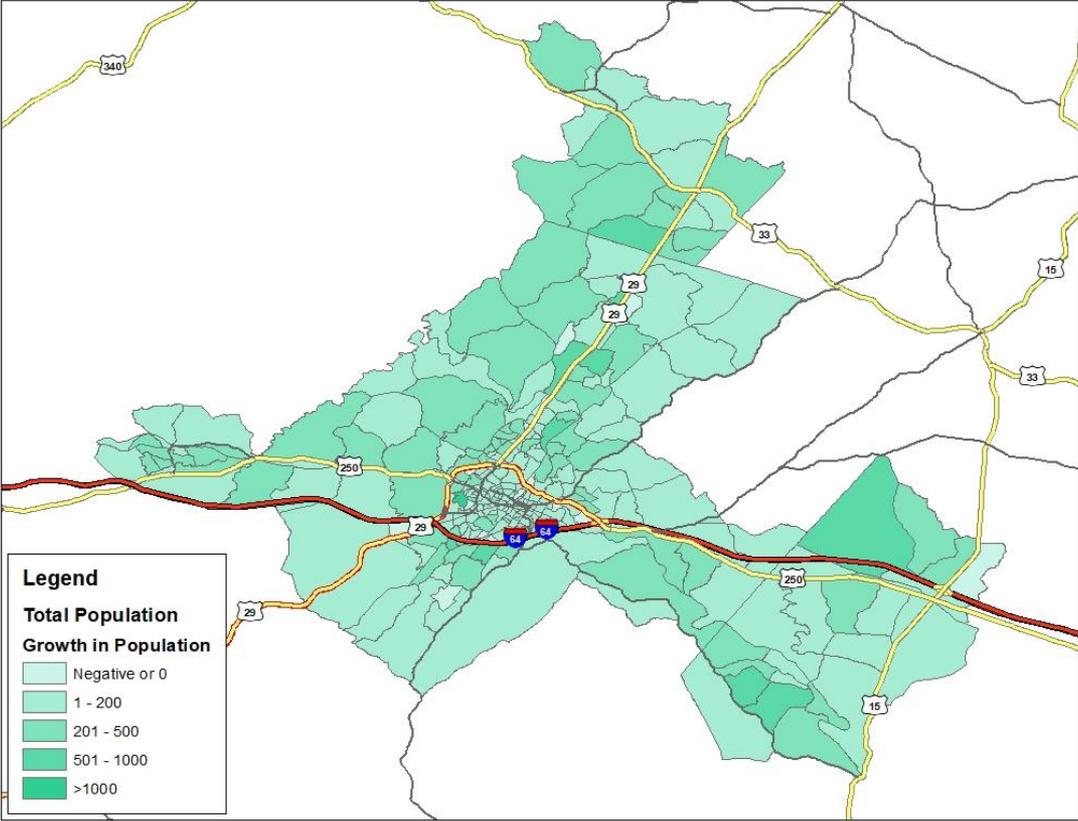


Data development and Model Input Updates



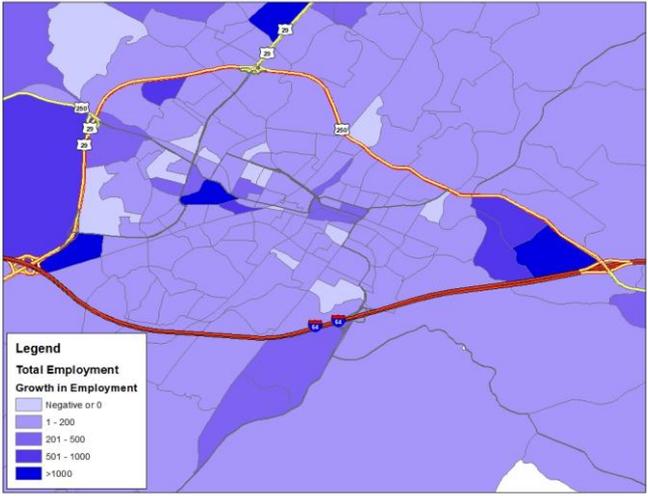
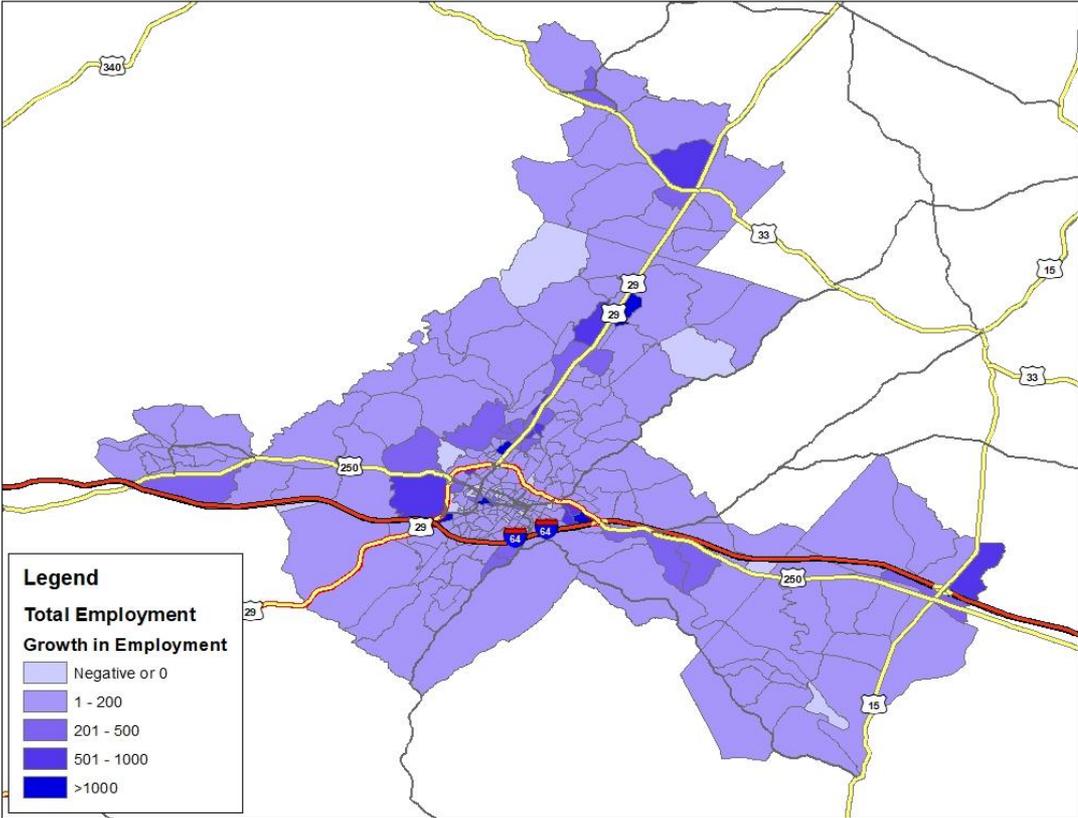
Data development and Model Input Updates

- Change in Population between 2050 and 2022



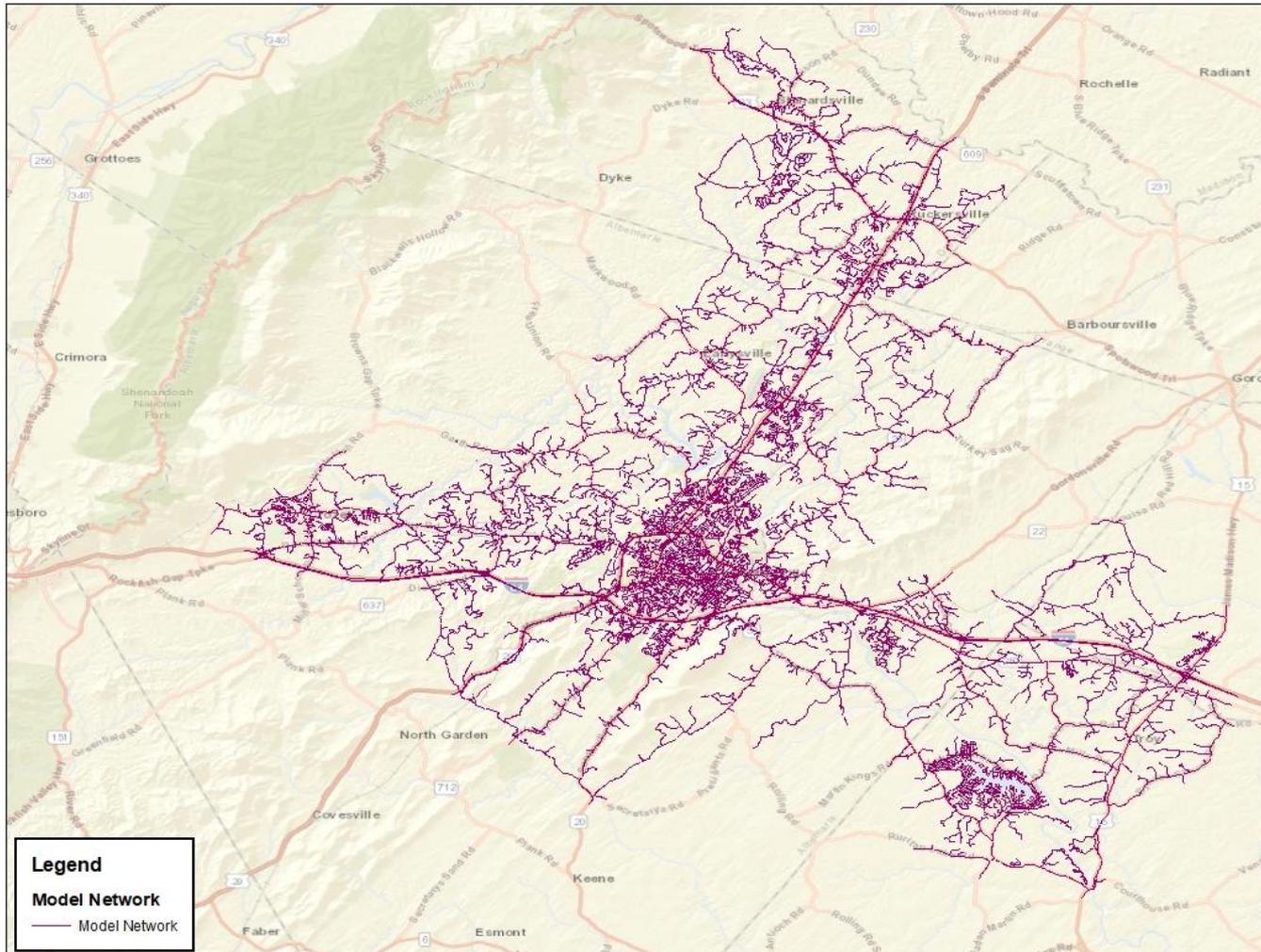
Data development and Model Input Updates

- Change in Employment between 2050 and 2022



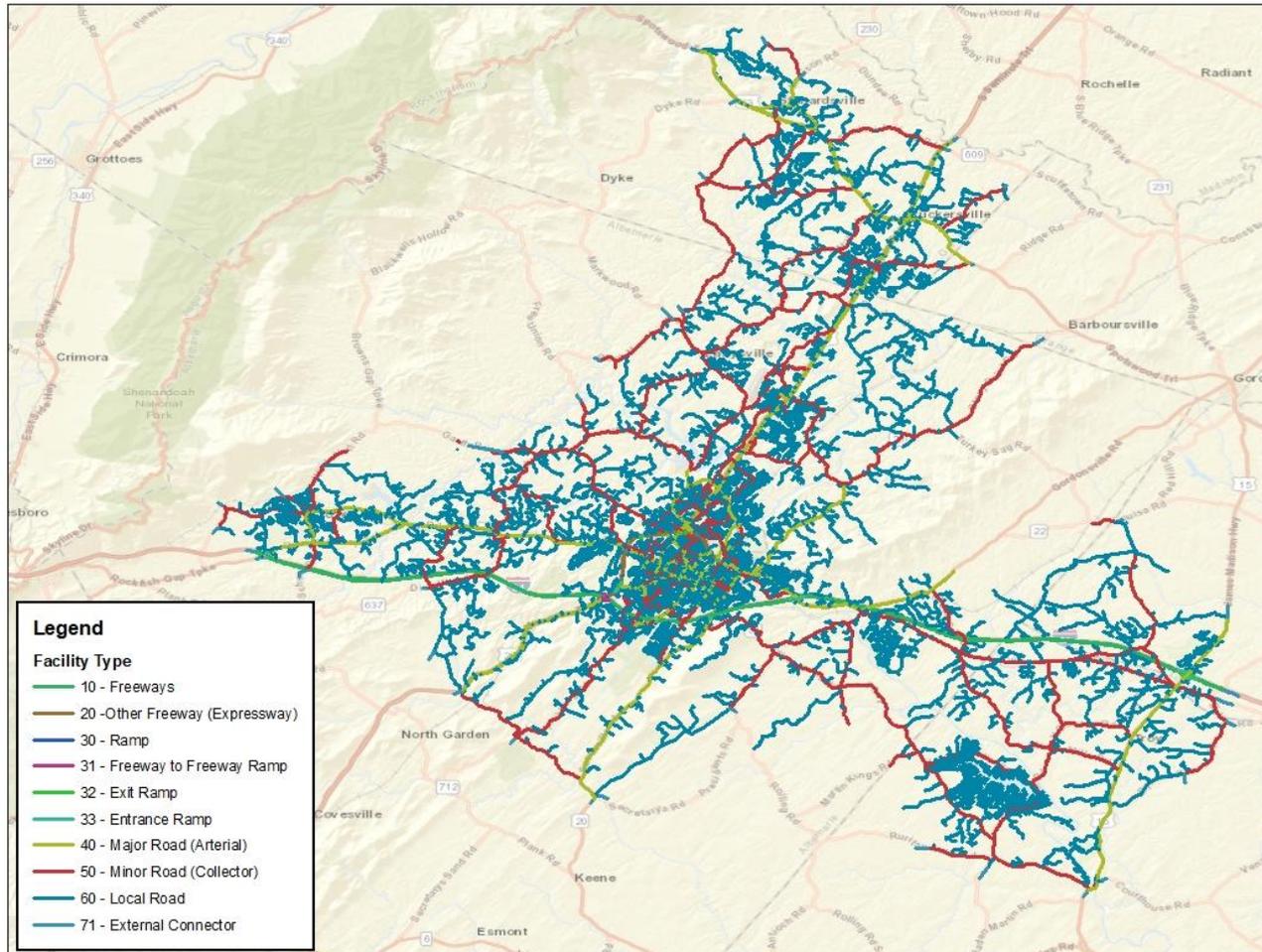
Model Network

- Model Network for the year 2050



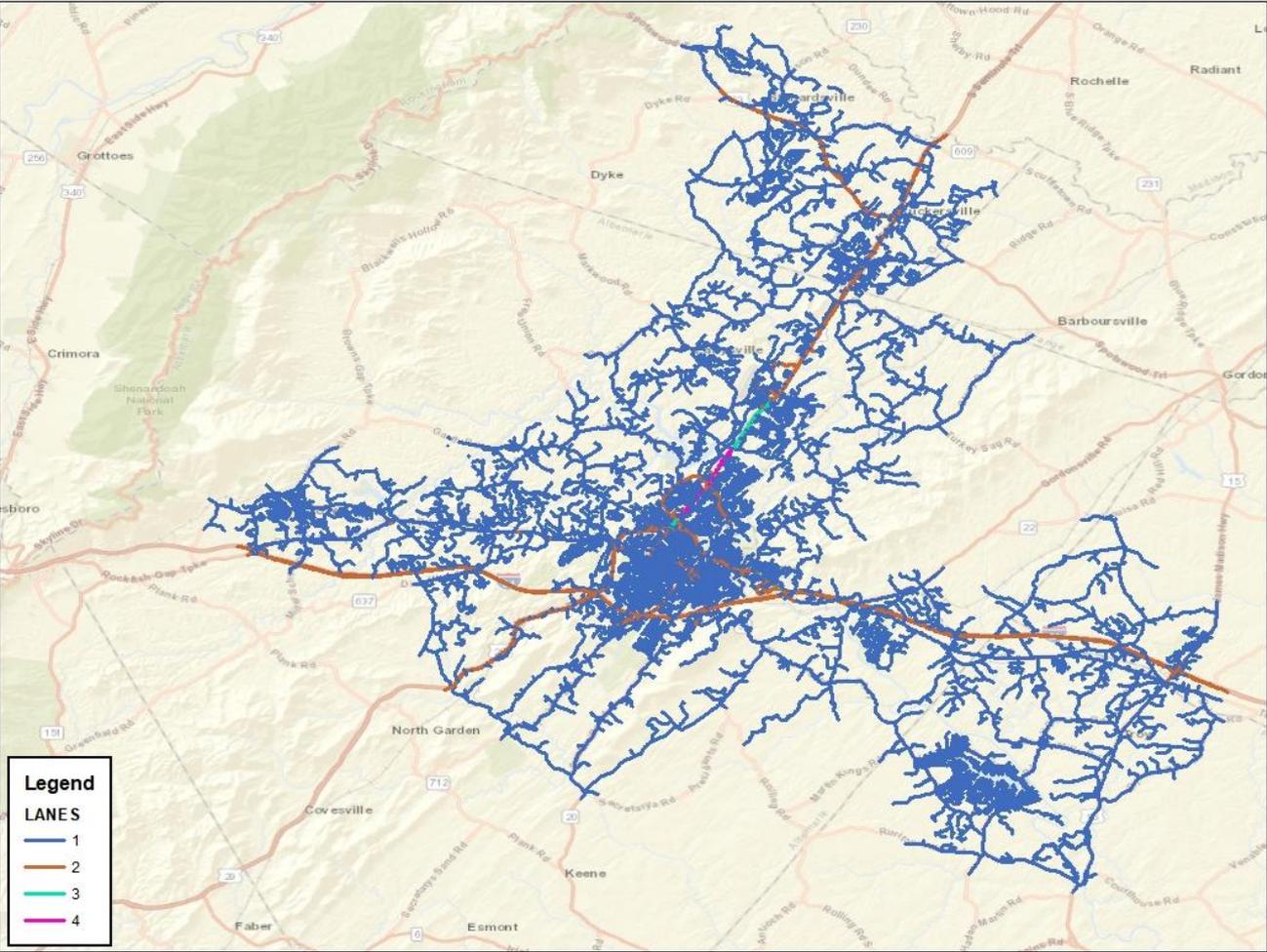
Model Network

- Model 2050 network by facility types



Model Network

- Model 2050 network by number of lanes



Potential uses of the model

- **Congestion (measure by vehicle-hours of delay)**
- **Congestion maps showing road level-of-service**
- **Transit ridership**
- **Mode Share**
- **VMT per capita**
- **Average driving commute time**

Questions?

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization Policy Board
From: Taylor Jenkins, Director of Transportation
Date: February 25, 2026
Subject: CA-MPO Travel Demand Model Forecast Year Demographics Approval

Purpose:

To seek approval from the CA-MPO Policy Board on forecast year (2050) demographics for the updated CA-MPO travel demand model.

Background:

The Virginia Department of Transportation (VDOT) Transportation and Mobility Planning Division works with MPOs on the development and maintenance of the regional travel demand model, an analytical tool used to support the transportation planning process. With VDOT and AECOM support, CA-MPO staff are currently updating the model for a new base year (2022) and forecast year (2050). Sociodemographic estimates have been forecasted for the model forecast year (2050) using the following data sources:

- Weldon Cooper Population Forecasts for total population
- Woods & Poole Sociodemographic Forecasts for housing, income, age, and employment
- American Community Survey (ACS) and Decennial Census Estimates for various factors
- University of Virginia provided data for enrollment and parking

The project team coordinated with consultant staff for the City of Charlottesville to develop employment forecasts specific to the City. The project team also coordinated with Albemarle County staff to review and incorporate updates to proposed population and employment forecasts based on local knowledge of development patterns and anticipated future land use.

Following CA-MPO Policy Board approval of forecast year demographics, the project team will continue calibration of the model using the approved base and future year estimates. The project team will then begin development of future year travel pattern scenarios based on the approved model inputs. The tentative project completion date is April 2026.

Recommendations:

CA-MPO Technical Committee:

The CA-MPO Technical Committee recommended CA-MPO Policy Board approval of the 2050 demographic forecast for the regional travel demand model.

CA-MPO Policy Board:

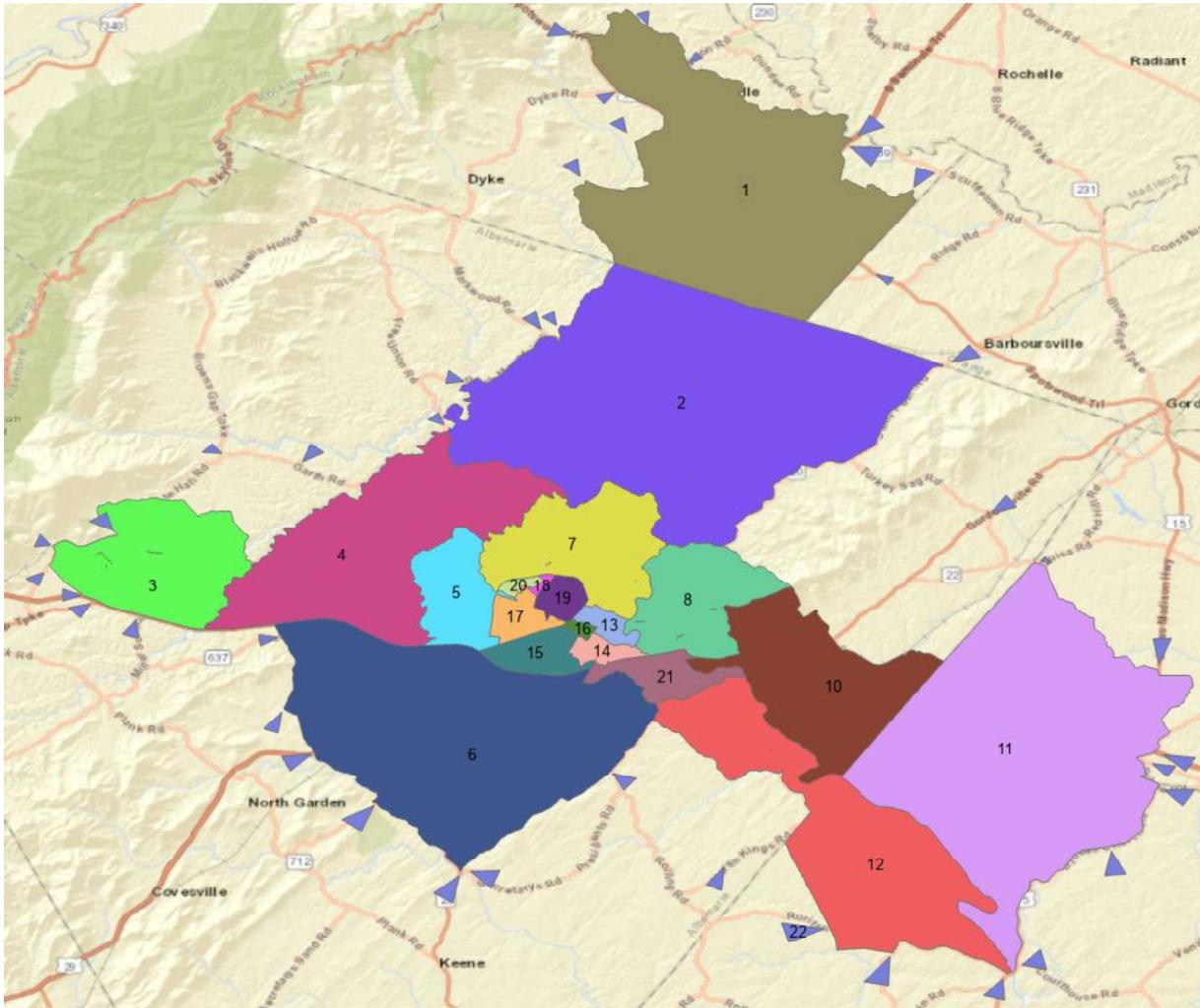
Staff recommend a motion to approve the 2050 demographic forecast as presented by VDOT and AECOM for the regional travel demand model.

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

Data development and Model Input Updates

- **District Definition**

- District definition from the current model and suggested names



1	Greene
2	Hollymead
3	Crozet
4	W Albermarle
5	Ednam
6	S of Charlottesville
7	N of Charlottesville
8	E of Charlottesville
10	Keswick
11	Louisa
12	Fluvanna
13	N of Downtown
14	SE of Downtown
15	SW of Downtown
16	Downtown
17	University of Virginia
18	Barracks Road
19	Barracks Rugby
20	Darden UVA
21	Auburn Hills

Data development and Model Input Updates

- **N of Charlottesville district shows most increase in population and employment**

District		Total Population				Total Employment			
		2022	2050	Difference	Percent	2022	2050	Difference	Percent
Greene	1	16,445	21,263	4,818	29%	3,504	5,649	2,145	61%
Hollymead	2	19,461	25,792	6,331	33%	6,970	10,746	3,776	54%
Crozet	3	9,956	13,171	3,215	32%	1,596	2,516	920	58%
W Albermarle	4	5,511	6,938	1,427	26%	509	739	230	45%
Ednam	5	1,708	2,210	502	29%	3,976	6,743	2,767	70%
S of Charlottesville	6	12,717	17,071	4,354	34%	3,180	4,686	1,506	47%
N of Charlottesville	7	29,971	38,628	8,657	29%	18,110	26,409	8,299	46%
E of Charlottesville	8	5,934	7,749	1,815	31%	7,672	12,304	4,632	60%
Keswick	10	3,443	4,553	1,110	32%	1,211	1,963	752	62%
Louisa	11	8,335	10,707	2,372	28%	3,899	5,403	1,504	39%
Fluvanna	12	14,015	17,061	3,046	22%	2,433	3,111	678	28%
N of Downtown	13	6,199	6,992	793	13%	8,834	9,592	758	9%
SE of Downtown	14	6,163	6,962	799	13%	2,773	2,972	199	7%
SW of Downtown	15	14,371	16,528	2,157	15%	2,351	2,856	505	21%
Downtown	16	1,697	1,913	216	13%	8,249	9,724	1,475	18%
University of Virginia	17	16,772	20,437	3,665	22%	10,696	15,176	4,480	42%
Barracks Road	18	1,326	1,496	170	13%	2,805	2,935	130	5%
Barracks Rugby	19	9,039	10,404	1,365	15%	3,794	4,331	537	14%
Darden UVA	20	1,050	1,485	435	41%	958	1,603	645	67%
Auburn Hills	21	90	119	29	32%	364	623	259	71%
Total		184,203	231,479	47,276	26%	93,884	130,081	36,197	39%



Charlottesville-Albemarle MPO Policy Board
2026 Performance Safety Target Setting

February 25, 2026



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 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 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%

Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
Instructions: This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. If no values are entered in the MPO goal percent changes cells, the five-year averages will be calculated using the statewide goal percent changes.	Fatalities	-1.31%	
	Serious Injuries	-1.31%	
	VMT	2.51%	

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

Discretionary Funding Available for Safety Project Implementation

- ❑ **Safe Streets and Roads for All (SS4A)**
 - ❑ 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 CA-MPO boundaries



Questions?

Memorandum

To: The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)
From: Gorjan Gjorgjievski, Regional Planner II
Date: February 25, 2026
Reference: Annual Adoption of Charlottesville-Albemarle MPO Performance 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. 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 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 (total numbers and rates per vehicle mile traveled) on 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 state and national goals. The deadline for submission of 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. In response to these trends, the Commonwealth Transportation Board (CTB) 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.

VDOT 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.

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%

*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.

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	5.60%	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 plan 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
	<p>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.</p> <p>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.</p> <p>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.</p> <p>Numbers in red indicate the actual targets that would be adopted based on the MPO adopting the state’s established safety performance targets.</p>			

Recommendations:

CA-MPO Technical Committee: CA-MPO Technical Committee recommends Policy Board adoption of the Aspirational Performance Safety Targets for calendar year 2026.

CA-MPO Policy Board: Staff recommend Policy Board adoption of the Aspirational Performance Safety Targets for calendar year 2026.

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:

Insert MPO Name 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 following five safety measures: 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 the non-motorized fatalities and 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 table below. Please check a box to indicate if your MPO plans to adopt the statewide annual percent targets or to establish your own. If the MPO elects to use a different methodology, provide the percent changes in the table and describe the methodology in the section below.

- 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	-1.31%	
Serious Injuries	-1.31%	
Non-Motorized Fatalities and Serious Injuries	-0.96%	
Vehicle Miles Traveled (VMT)	+2.51%	

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

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.



2026 Safety Performance Targets

Please enter the five-year average target values in the table below. If the MPO adopts the statewide goal percentages, copy the values from the “2026 MPO Targets” table in the Excel target setting workbook. If the MPO elects to use a different methodology, update the goal percent changes in the Excel target setting workbook and copy the values from the “2026” MPO Targets” table.

Target Description	Target Value from Target Setting Workbook
Fatalities	XX
Fatality Rate	X.XXX
Serious Injuries	YYY
Serious Injury Rate	Y.YYY
Non-Motorized Fatalities and Serious Injuries	ZZ

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2026 safety targets are submitted for each performance measure on all public roads within 180 days after VDOT reported its statewide targets, which falls on **February 28, 2026**.

For questions or comments, please contact me at *Insert Email* and *Insert Phone Number* .

Respectfully,

Insert Contact Person

Insert Address

Citizens Transportation Advisory Committee

Charlottesville-Albemarle MPO

Policy Board

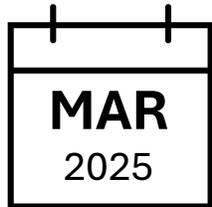
February 25, 2026



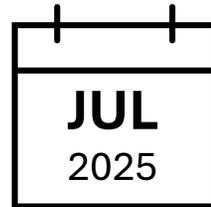
Citizens Transportation Advisory Committee

Background

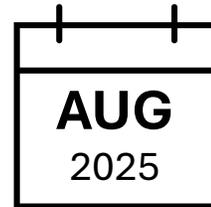
- The purpose and function of CTAC have been subjects of ongoing discussion over the past year, and at several points during the Committee's tenure
- Staff have completed historical research and peer benchmarking to support MPO discussions on this topic



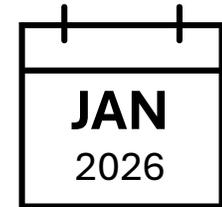
*CTAC members
request Committee
Review of Bylaws*



*Chairs + Vice Chairs of Policy
Board + CTAC meet to discuss
bylaws, intended function of
CTAC, challenges*



*MPO Administration
and CTAC History
Presentation to Policy
Board*



*Policy Board Chair
and Vice Chair attend
January CTAC
meeting*

Action for the Board

- The Policy Board will discuss and determine the most effective path forward for the committee

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization Policy Board
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: February 25, 2026
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 discussed overall responsibilities of the CA-MPO and past CTAC activities. To support Policy Board discussions, 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:

Scenario 1: CTAC as an Advisory Committee for the Long Range Transportation Plan

In this scenario, CTAC returns to its initial structure as a Committee for the Long Range Transportation Plan (LRTP). The Committee meets 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 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 Agreement¹, which identifies two standing committees: the Technical Committee and Policy Board.

Next Steps:

The Policy Board will take action determining the most effective path forward for CTAC. Meeting materials, date, location, and an invitation to attend will be shared with CTAC members should they be available to attend the Policy Board meeting. 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@tjpd.org and Sarah Simba at ssimba@tjpd.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.

FY27 Unified Planning Work Program (UPWP)

July 1, 2026 – June 30, 2027

Charlottesville-Albemarle MPO

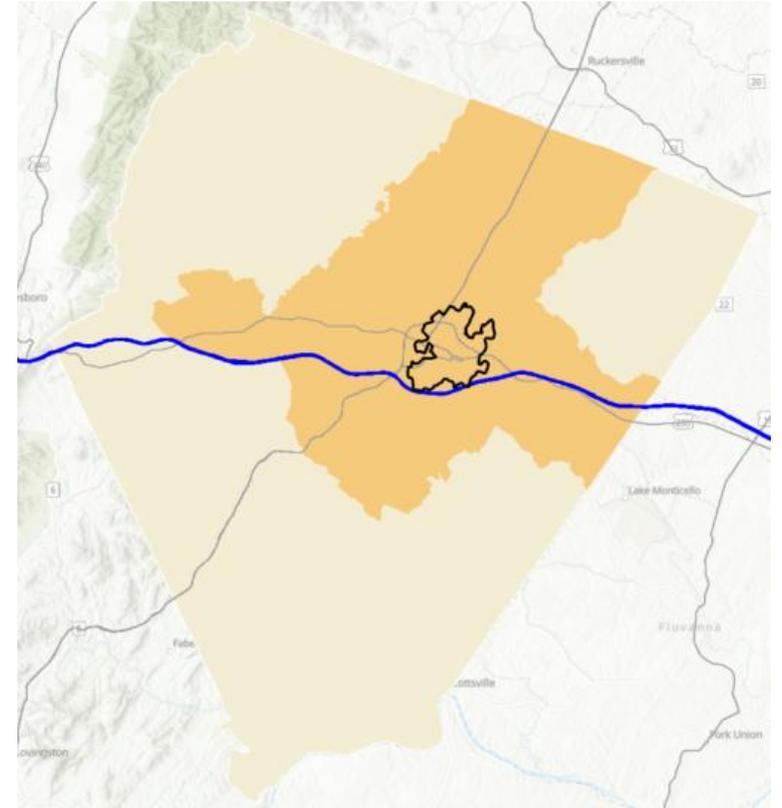
Policy Board

February 25, 2026



Background and Purpose

- The Unified Planning Work Program (UPWP) identifies transportation planning activities to be conducted by the CA-MPO for FY27
- Serves as the CA-MPO budget and work plan
- Should be aligned with regional priorities and deliverables



- City of Charlottesville
- CA-MPO Boundary
- Albemarle County

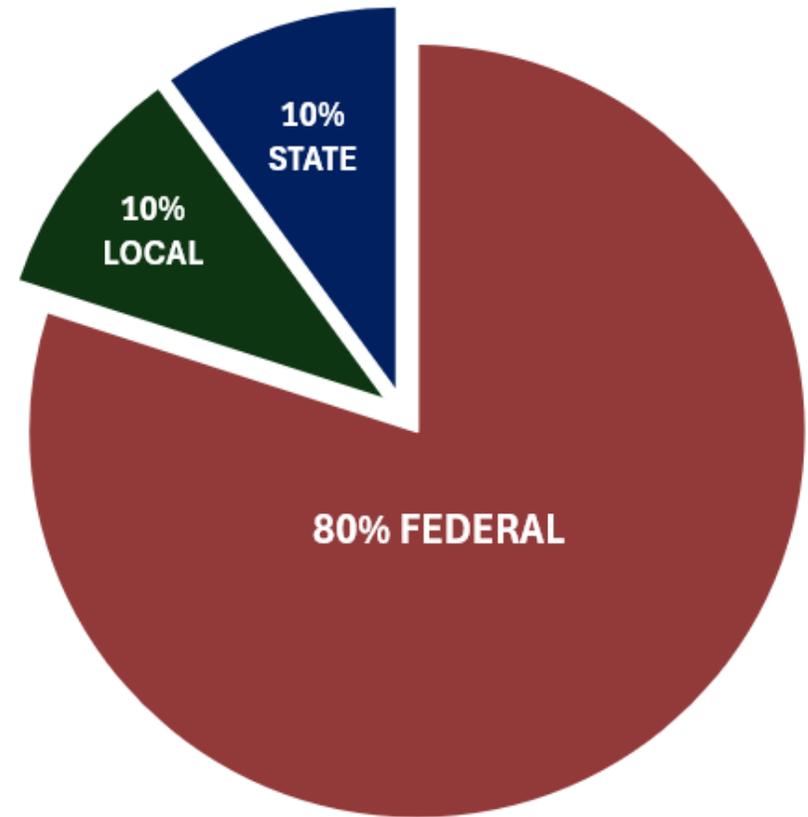
Background and Purpose

- Federal law requires that the metropolitan planning process addresses ten planning factors
- Additional framework factors added from adopted FY24 Long Range Transportation Plan (LRTP)



CA-MPO Funding Sources

- Two federal agencies fund the CA-MPO's planning activities
 - FHWA (PL) – Administered through VDOT
 - FTA – Administered through DRPT
- Additionally, VDOT receives state planning funds from FHWA for State Planning and Research (SPR)



FY27 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-27 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 35,802.37	\$ 4,475.30	\$ 4,475.30	\$ 44,752.97
FY-26 PL-FHWA/VDOT Active Rollover				
FY-27 PL-FHWA/VDOT Total	\$ 274,482.77	\$ 34,310.35	\$ 34,310.35	\$ 343,103.47
FY-27 FTA/DRPT Funding	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
FY-26 FTA/DRPT Active Rollover				
FY-27 FTA/DRPT Total	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
PL-FHWA/VDOT + FTA/DRPT Total	\$ 385,399.89	\$ 48,174.99	\$ 48,174.99	\$ 481,749.86
VDOT SPR	\$ 220,000.00	\$ 55,000.00		\$ 275,000.00
Total FY27 Work Program	\$ 605,399.89	\$ 103,174.99	\$ 48,174.99	\$ 756,749.86

Note: All values are from FY26 and will be corrected once FY27 budgets are provided.

FY27 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Technical Assistance	Total
	25%	30%	45%	100%
FY-27 PL-FHWA/VDOT Funding	\$ 74,587.63	\$ 89,505.15	\$ 134,257.73	\$ 298,350.50
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 11,188.24	\$ 13,425.89	\$ 20,138.84	\$ 44,752.97
FY-26 PL-FHWA/VDOT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-27 PL-FHWA/VDOT Total	\$ 85,775.87	\$ 102,931.04	\$ 154,396.56	\$ 343,103.47
FY-27 FTA/DRPT Funding	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY-26 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-27 FTA/DRPT Total	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY27 PL-FHWA/VDOT + FTA/DRPT Total	\$ 120,437.47	\$ 144,524.96	\$ 216,787.44	\$ 481,749.86
VDOT SPR	\$ 110,000.00	\$ 82,500.00	\$ 82,500.00	\$ 275,000.00
Total FY27 Work Program	\$ 230,437.47	\$ 227,024.96	\$ 299,287.44	\$ 756,749.86

Note: All values are from FY26 and will be corrected once FY27 budgets are provided.

Highlights of the FY26 UPWP

- Comprehensive Safety Action Plan completion (Move Safely Blue Ridge)
- Regional Transit Partnership and Charlottesville-Albemarle Regional Transit Authority
- Safety Performance Targets
- FY24-27 Transportation Improvement Program (TIP) – *in progress*
- SMART SCALE – *in progress*
- CA-MPO Travel Demand Model update – *in progress*



Highlights of the FY26 UPWP

- Development and submission of grant applications
 - USDOT Safe Streets and Roads for All (SS4A) supplemental planning grant application
 - FTA Section 5310 grant application
 - RideShare grant application
 - USDOT BUILD grant application – *in progress*
- Participation in STARS and Project Pipeline Studies – *in progress*



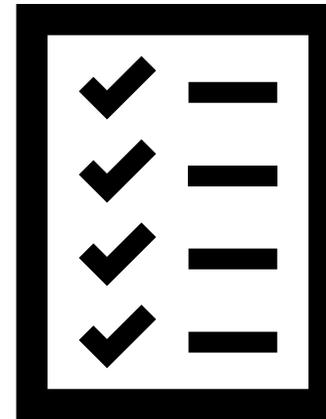
FY27 UPWP: Ongoing and Continued Activities

- MPO administration (staffing committees, invoicing, reporting requirements)
- SMART SCALE coordination and full application submission
- Participation in STARS and Project Pipeline studies
- Annual adoption of performance safety targets
- Continued work on the TDM Study
- Development and submission of other grant applications



FY27 UPWP: Best Practices and Benchmarking

- Incorporated into administration, short range, and long range sections of the UPWP
- Benchmark policies, performance measures, and implementation strategies from peer MPOs
- Identify best practices in data management, public involvement, and project prioritization
- Strengthen internal planning, policy development, and procedural frameworks
- Prepare recommendations and draft revised procedures to incorporate findings



FY27 UPWP: LRTP 2050 and FY27-30 TIP Data

- Incorporated into short range and long range sections of the UPWP
- Create GIS layers representing project location, type, and funding status
- Develop interactive visualizations of projects included in the adopted LRTP and new FY27-30 TIP
- Support internal planning, public engagement, partner coordination, and project implementation



Ridgefield Pkwy - Construct Sidewalk

Details	
UPC	104880
JURISDICTION	Henrico County
SCOPE	Facilities for Pedestrians and Bicycles
SYSTEM	Secondary
ADMINISTRATION	Locally
OVERSIGHT	Non-Federal
ROUTE	Ridgefield Parkway (Rte 9999)
FROM	Pump Rd
TO	Falconbridge Dr
REGIONALLY SIGNIFICANT	No
COST	\$1,172,000

Location Map

FY27 UPWP: Bicycle and Pedestrian Counting

- Incorporated into short range section of the UPWP
- Evaluate the feasibility of establishing a bicycle and pedestrian counting data program
- Support City, County, and CA-MPO project planning, grant writing, and safety analysis
- Identify recommendations for count locations, equipment procurement strategy, and program pilot



Image Source: Eco-Counter

Next Steps and Approval Timeline

- Discuss the draft UPWP and regional priorities with CA-MPO committee members, state and federal partners
- Receive actual FY27 budget values to update document tables
- Public notice, final draft presentation, and UPWP approval in April

Questions?

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Unified Planning Work Program (UPWP)

Fiscal Year 2027

July 1, 2026 – June 30, 2027

Approved April xx, 2026

 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



 **VDOT**
Virginia Department of Transportation

 **DRPT**
Virginia Department of Rail and Public Transportation

 U.S. Department of Transportation
Federal Highway Administration



Preface

Prepared on behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) by the staff of the Thomas Jefferson Planning District Commission (TJPD) through a cooperative process involving the City of Charlottesville and the County of Albemarle, Charlottesville Area Transit (CAT), Jaunt, University of Virginia (UVA), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this work program was financially aided through grants from FHWA, FTA, DRPT, and VDOT.

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List of Acronyms

The following transportation-related acronyms are used in this document:

3-C Planning Process	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
AADT	Annual Average Daily Traffic
BUILD	Better Utilizing Investments to Leverage Development Grant Program
BRT	Bus Rapid Transit
CA-MPO	Charlottesville-Albemarle Metropolitan Planning Organization
CARTA	Charlottesville Area Regional Transit Authority
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
OIPI	Office of Intermodal Planning and Investment
PL	FHWA Planning Funding (used by MPO)
RAISE	USDOT Rebuilding American Infrastructure with Sustainability and Equity
RTP	Regional Transit Partnership

RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SAWMPO	Staunton-Augusta-Waynesboro Metropolitan Planning Organization
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SS4A	Safe Streets and Roads for All (USDOT Discretionary Grant)
STIP	The Statewide Transportation Improvement Program (STIP) is a required four-year planning document developed in coordination with MPOs and public transportation providers. It incorporates the MPO's TIP.
SYIP	The Six Year Improvement Plan (SYIP) is Virginia's annually updated budget document that identifies planned spending for transportation projects statewide.
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	The Transportation Improvement Program (TIP) is a required four-year planning document with all federally funded, regionally significant transportation projects. It is updated every four years and maintained by CA-MPO staff.
TJPDC	Thomas Jefferson Planning District Commission
TMPD	VDOT Transportation and Mobility Planning Division
TSP	Transit Strategic Plan
UPWP	Unified Planning Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia

FY27 Unified Planning Work Program – Draft

VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
VPRA	Virginia Passenger Rail Authority
Work Program	Unified Planning Work Program (also referred to as UPWP)

Introduction

Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) for fiscal year 2027 (FY27). The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The CA-MPO develops its UPWP each spring.

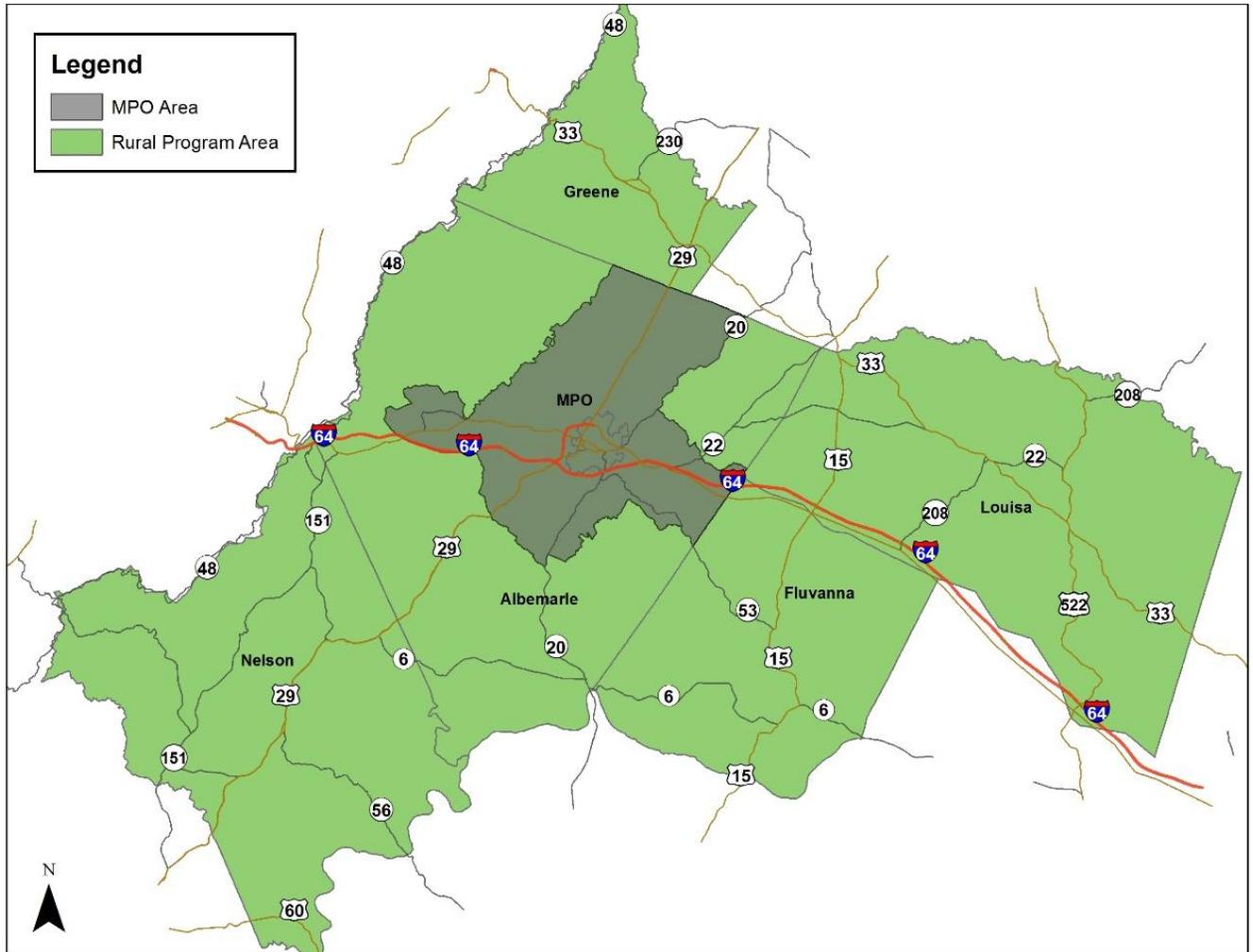
Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City of Charlottesville, County of Albemarle, University of Virginia (UVA), Jaunt, Charlottesville Area Transit (CAT), Virginia Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) officials. In 1982, Charlottesville and Albemarle officials established the MPO in response to a federal mandate through a memorandum of understanding signed by the Thomas Jefferson Planning District Commission (TJPDC), Jaunt, VDOT and the two localities. The same parties adopted a new agreement on July 25, 2018 (Attachment A).

The CA-MPO conducts transportation studies and ongoing planning activities, including the Transportation Improvement Program (TIP), which lists road and transit improvements approved for federal funding. The TIP is updated every four years and amended as necessary. The CA-MPO maintains the 25-year long range plan for the overall transportation network, which is updated every five years. Projects funded in the TIP are required to be in the long-range plan.

The policy making body of the CA-MPO is its Board, consisting of two representatives from the City of Charlottesville and two representatives from Albemarle County. A fifth representative is from the VDOT Culpeper District. Non-voting members include DRPT, CAT, Jaunt, UVA, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), the Thomas Jefferson Planning District Commission, and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPDC, which works in conjunction with partner and professional agencies, to collect, analyze, evaluate, and prepare materials for the Policy Board and MPO Committees at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

The MPO area includes the City of Charlottesville and the portion of Albemarle County that is either urban or anticipated to be urban within the next 20 years. In 2013, the MPO boundaries were updated and expanded to be more consistent with 2010 census data. The Commonwealth's Secretary of Transportation approved these new boundaries in March 2013. A map of the MPO area appears on the next page:



The Metropolitan Planning Process and Long Range Transportation Plan

The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law also requires that MPOs address ten planning factors in the metropolitan planning process:

- **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- **Safety:** Increase the safety of the transportation system for motorized and non-motorized users
- **Security:** Increase the security of the transportation system for motorized and non-motorized users
- **Accessibility:** Increase the accessibility and mobility of people and freight
- **Environmental Quality:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

- **Connectivity:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- **Efficiency:** Promote efficient system management and operation
- **Maintenance:** Emphasize the preservation of the existing transportation system
- **Resiliency and Reliability:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- **Travel and Tourism:** Enhance travel and tourism

The Long Range Transportation Plan (LRTP) is updated every five years and guides improvements to the region’s transportation system for the next 20 years. Last adopted by the CA-MPO Policy Board in May 2024, the LRTP update included an extensive visioning process with community input to develop a regional framework from which the transportation program is developed.

In addition to the ten federally identified planning factors, the following framework lenses will also be considered and addressed through Work Program tasks and deliverables:

- **Equity:** Ensure all community members, regardless of their socio-economic status, race, or ability, have access to transportation options
- **Quality of Life:** Facilitate the movement of people and goods to connect people to places they need, love, and care about
- **Climate Action:** Reduce greenhouse gas emissions from the transportation system
- **Land Use:** Connect community destinations in a manner that aligns with growth management priorities

Public Participation/Title VI Implementation

The CA-MPO makes every effort to include all populations in transportation planning. Throughout this document there are several tasks that specifically discuss the CA-MPO’s efforts to include these populations. In addition to the UPWP, the CA-MPO also maintains a Public Participation Plan and a Title VI Implementation Plan. Both plans specify that the CA-MPO must post public notices in key locations. Both plans state that the CA-MPO must make all official documents accessible to all members of our community. The Title VI Implementation Plan also outlines a complaint process, should a member of these specialized populations feel as though they have been discriminated against. These documents work in tandem with the UPWP to outline the CA-MPO’s annual goals and processes for regional transportation planning.

Funding

Two federal agencies fund the CA-MPO’s planning activity. This includes FHWA’s funds, labeled as “PL,” and FTA, labeled as “FTA.” The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC to carry out CA-MPO staffing and the 3-C process. The CA-MPO budget consists of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials “SPR.” The total budget for SPR items reflects 80% federal funds and 20% state funds. Attachment B shows the tasks to be performed by VDOT’s District Staff, utilizing SPR funds.

VDOT’s Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance, and support for the federally mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies, and various divisions within VDOT in the development of transportation planning documents for the CA-MPO areas. TMPD will participate in special studies as requested. DRPT staff also participate actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the CA-MPO process.

The following tables provide information about the FY27 Work Program Budget. These tables outline the FY26 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Program Administration (Task 1), Long Range Transportation Planning (Task 2), and Short-Range Transportation Planning and Local, State, and Federal Agency Assistance (Task 3).

Table 1. FY27 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-27 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 35,802.37	\$ 4,475.30	\$ 4,475.30	\$ 44,752.97
FY-26 PL-FHWA/VDOT Active Rollover				
FY-27 PL-FHWA/VDOT Total	\$ 274,482.77	\$ 34,310.35	\$ 34,310.35	\$ 343,103.47
FY-27 FTA/DRPT Funding	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
FY-26 FTA/DRPT Active Rollover				
FY-27 FTA/DRPT Total	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
PL-FHWA/VDOT + FTA/DRPT Total	\$ 385,399.89	\$ 48,174.99	\$ 48,174.99	\$ 481,749.86
VDOT SPR	\$ 220,000.00	\$ 55,000.00		\$ 275,000.00
Total FY27 Work Program	\$ 605,399.89	\$ 103,174.99	\$ 48,174.99	\$ 756,749.86

Table 2. FY27 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Technical Assistance	Total
	25%	30%	45%	100%
FY-27 PL-FHWA/VDOT Funding	\$ 74,587.63	\$ 89,505.15	\$ 134,257.73	\$ 298,350.50
FY-25 PL-FHWA/VDOT Passive Rollover	\$ 11,188.24	\$ 13,425.89	\$ 20,138.84	\$ 44,752.97
FY-26 PL-FHWA/VDOT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-27 PL-FHWA/VDOT Total	\$ 85,775.87	\$ 102,931.04	\$ 154,396.56	\$ 343,103.47
FY-27 FTA/DRPT Funding	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY-26 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-27 FTA/DRPT Total	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY-27 PL-FHWA/VDOT + FTA/DRPT Total	\$ 120,437.47	\$ 144,524.96	\$ 216,787.44	\$ 481,749.86
VDOT SPR	\$ 110,000.00	\$ 82,500.00	\$ 82,500.00	\$ 275,000.00
Total FY27 Work Program	\$ 230,437.47	\$ 227,024.96	\$ 299,287.44	\$ 756,749.86

Highlights of FY26 UPWP

In FY26, CA-MPO staff continued administering the MPO through reporting and compliance with regulations, staffing CA-MPO Committees as well as utilizing the CA-MPO's function as a conduit for sharing information between local governments, transportation agencies, state agencies, other CA-MPOs, other stakeholders and the public. Below are highlights of several FY26 projects and initiatives, helping to give context for the FY26 activities.

Comprehensive Safety Action Plan

Launched in FY24 and funded by the USDOT Safe Streets and Roads for All (SS4A) discretionary grant program, CA-MPO staff continued to work in partnership with member jurisdictions and partners to complete the Comprehensive Safety Action Plan. In FY26, CA-MPO staff successfully finalized the plan and facilitated plan adoption by all six jurisdictions in the Thomas Jefferson Planning District. CA-MPO staff began pursuing opportunities for implementation following plan adoption.

Regional Transit Planning / Regional Transit Authority

The Regional Transit Partnership (RTP) was established in 2017 as an advisory board to provide recommendations to decisionmakers on transit-related matters. Since its formation, the RTP successfully provided a strong forum for communication and coordination between transit providers and played a critical role in building consensus around regional transit priorities. On November 18, 2025, the RTP held its final meeting as a joint meeting with the Charlottesville-Albemarle Regional Transit Authority (CARTA).

Additionally, staff supported a successful first year for the regional transit authority. The CARTA appointed Board members, adopted bylaws, and kicked off their first major activity: conducting a regional transit prioritization and implementation feasibility study.

Transportation Improvement Program (TIP) Maintenance and Update

CA-MPO continued to maintain the FY24-27 TIP in collaboration with VDOT, DRPT, and CAT by processing TIP adjustments and amendments. Additionally, staff completed a comprehensive update of the TIP for FY27-30 that will include regionally significant projects funded with transportation dollars, as well as newly developed TIP update procedures for staff and partners.

SMART SCALE

SMART SCALE is a data-driven prioritization process that scores and ranks transportation projects statewide. The objective analysis is intended to improve transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide maximum benefits for tax dollars spent. In FY26, staff provided regular updates and presentations to CA-MPO Committees and stakeholders regarding Round 6 overviews and takeaways. Further, staff supported the submission of SMART SCALE pre-applications and began developing materials for full application submission next fiscal year.

STARS Studies

Led by the VDOT Transportation and Mobility Planning Division, the STARS Program conducts studies to identify cost-effective measures to improve safety and reduce congestion. In FY26, staff followed multiple STARS studies in the region:

- US 29/US 250 Bypass & Emmet Street Interchange
- US 29 Corridor Study
- Ridge Street at W. Main Street Intersection Study

With VDOT District partners, staff provided regular updates and presentations to CA-MPO Committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

Project Pipeline Studies

Led by the Office of Intermodal Planning and Investment (OIPI), Project Pipeline is a performance-based planning process that conducts studies to align VTrans priority needs with multiple transportation solutions. Following the Pipeline process, project alternatives may be considered for funding through programs including SMART SCALE, Revenue Sharing, interstate operations program funding, and others. In FY26, staff followed multiple Project Pipeline studies in the region:

- US 29 from Teel Lane to north of Fontaine Avenue interchange
- 5th Street from Pinehurst Court to Harris Road
- US 29 at I-64 Exit 118 Interchange Study

Through VDOT District partners, staff provided regular updates and presentations to CA-MPO committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

CA-MPO Travel Demand Model

CA-MPO staff coordinated with VDOT, local partners, and a consultant project team to complete an update of the regional travel demand model that uses a 2022 base year and 2050 forecast year. The travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use.

Grant Applications

CA-MPO staff prepared and submitted applications for federal and state funding through the following grant programs:

- US Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) supplemental planning grant application for the project titled, “Crash Analytics and Injury Research (CAIR) - Holistic Approach to Vulnerable Road User Safety”.
- USDOT Better Utilizing Investment to Leverage Development (BUILD) grant application to complete preliminary engineering for the Rivanna River Bike and Pedestrian Bridge Crossing.

- FTA Section 5310 grant application through DRPT for the Partnership for Accessible Transportation (PATH) Program. PATH is a mobility management program dedicated to improving access to transportation for seniors and individuals with disabilities in Virginia’s Region 10. Through personalized information and referral services, transportation workshops, and travel training, PATH ensures that community members have the knowledge and resources needed to travel safely and independently.
- DRPT grant application for the RideShare program. RideShare is a program of the TJPDC and Central Shenandoah Planning District Commission (CSPDC) that connects commuters and employers to resources to reduce single-occupant vehicles on the road by facilitating the use of alternative transportation. RideShare provides services such as carpool/vanpool matching, commuter outreach, and a guaranteed ride home program.

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY26, the CA-MPO Policy Board voted to adopt safety targets based on regionally specific trends, aligned with the Comprehensive Safety Action Plan (SS4A).

Title VI Implementation/Public Participation

CA-MPO Staff continued improving implementation of the Title VI Plan in conformance with feedback received from VDOT and DRPT.

FY27 Unified Planning Work Program by Task

This section identifies which transportation planning activities will be conducted by CA-MPO staff in FY27 by task and funding source. The following task categories are covered:

1. Program Administration
2. Long Range Planning
3. Short Range Transportation Planning and Technical Assistance

Task 1: Program Administration¹

Total Funding: \$120,437.47

A. General Administration, Reporting, and Compliance with Regulations

There are several reports and documents that the CA-MPO is required to prepare or maintain. Staff also provide for the use of legal counsel, accounting, and audit services for administering federal and state contracts.

End Products:

- Provide all required administrative functions including accounting, financial reporting, personnel administration, auditing requirements, meeting organization, office management, contract administration and legal review of contracts/agreements and related certifications and assurances, and necessary purchases such as technology, software, and equipment for transportation planning activities of CA-MPO staff
- Prepare and submit monthly invoicing and progress reports
- Manage the FY27 UPWP and develop the FY28 UPWP to meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, in cooperation with VDOT and DRPT
- Process UPWP amendments, as needed
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, and other partners to review and amend plans and policies to ensure that program elements are compliant with applicable state and federal regulations
- Administer state and federal grants (and other funding, as necessary)
- Develop funding agreements, as necessary

B. Staffing Committees

CA-MPO staff provides support for multiple committees. These efforts include preparation of agendas, public notice, meeting minutes, and other materials for the committees listed below:

- CA-MPO Policy Board
- CA-MPO Technical Committee
- CA-MPO Citizens Transportation Advisory Committee (CTAC)
- Charlottesville-Albemarle Regional Transit Authority (CARTA)

¹ FTA Code for Metropolitan Planning: 44.21.00 Program Support Administration

- Other committees as directed by the CA-MPO Policy Board

End Products:

- Support the activities of CA-MPO through maintaining committee membership, organizing regular meetings among stakeholders, preparation of reports, presentations, agendas, minutes, and mailings for all committees and attendance/staffing at all meetings
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee, and CA-MPO Policy Board to develop and review committee agendas and upcoming topics to ensure timely delivery of information

C. Public Outreach, Public Participation, Title VI Implementation

TJPDC and CA-MPO are required to prepare and maintain documents related to public outreach, participation, and nondiscrimination. These include the Public Outreach Plan, Public Participation Plan, and Title VI Implementation Plan. Staff will support document management and update as revisions are necessary.

End Products:

- Provide the public with complete information, timely notice of Public Hearings, and full access to key decisions of the CA-MPO
- Support early and continuing involvement of the public, including disadvantaged populations, in developing plans, the TIP, and other documents in accordance with the Public Participation Plan (PPP)
- Manage the CA-MPO and TJPDC websites and develop new content to inform the public about the activities of the CA-MPO. Updates may contain information required by federal and state regulations and guidance
- Update, amend, and implement the agency Title VI Implementation Plan, as needed
- Update, amend, and implement the Public Participation Plan, as needed
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, etc., to review and amend plans and policies to ensure that all CA-MPO program elements are compliant with applicable state and federal regulations and guidance

D. Information Sharing and Professional Development

The CA-MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. CA-MPO staff will provide data and maps to State and Federal agencies, localities, and the public as needed. Staff will also contribute articles to TJPDC's newsletters and Quarterly Report. The CA-MPO will continually monitor and report on changes to federal and state requirements related to transportation planning and implementation policies. Staff will attend seminars, meetings, trainings, workshops, and

conferences related to CA-MPO activities as necessary. Staff will also conduct ongoing intergovernmental discussions, coordinate transportation projects, and attend/organize informational meetings and training sessions. CA-MPO staff will attend additional meetings with local planning commissions and elected boards to maintain a constant stream of information with local officials to include transportation, transit, and environmental topics.

End products:

- Represent CA-MPO on the Virginia Association of Metropolitan Planning Organizations (VAMPO)
- Attend monthly and quarterly transportation meetings, including: VAMPO, Office of Intermodal Planning and Investment (OIPI), VA Commonwealth Transportation Board (CTB) workshop and action meetings, etc.
- Coordinate and co-host the bi-annual joint CA-MPO meetings with the Staunton-Agusta-Waynesboro MPO (SAWMPO)
- Attend state agency, federal agency, non-governmental agency, and state and federal association-sponsored training, workshops, seminars, summits, and conferences relative to transportation planning, including but not limited to: the Governor’s Transportation Conference, the AMPO annual conference, the APA National Planning conference, the APA Virginia Chapter Annual Conference, WTS International conference, and/or National Association of City Transportation Officials (NACTO), etc.
- Support applicable transportation planning training for CA-MPO staff, including but not limited to Geographic Information Systems (GIS) Professional Certificate
- Provide on-going training and professional development to staff and Policy Board and Technical Committee members to make certain they are familiar with new and updated federal and state transportation regulations/guidelines, and are prepared to respond to challenges and demands in the region

Task 2: Long Range Transportation Planning²

Total Funding: **\$144,524.96**

A. Comprehensive Safety Action Plan – Implementation Activities

In FY26, CA-MPO staff completed Move Safely Blue Ridge, the region’s comprehensive safety action plan. Following adoption by member jurisdictions, CA-MPO staff will consider pursuing opportunities for plan implementation.

End Products:

- Conduct ongoing monitoring, reporting, and sharing of regional crash data

² FTA Codes for Metropolitan Planning: 44.23.00 Long Range Transportation Planning
44.22.00 General Development/Comprehensive Planning

- Support SS4A implementation applications for the City of Charlottesville and Albemarle County

B. Travel Demand Model Maintenance

A travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use. VDOT maintains the regional travel demand model for the Charlottesville-Albemarle MPO area, and CA-MPO staff coordinated with VDOT for an update of the regional travel demand model last fiscal year. CA-MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model, as necessary.

End Products:

- Coordinate meetings between local and state stakeholders related to model assumptions and data needs
- Support the collection and gathering of regional data, as needed
- Coordinate with local government staff and project consultants for model files, as needed

C. Transportation Demand Management Study

Through the development of the 2050 LRTP, the CA-MPO identified the need for a comprehensive transportation demand management (TDM) study to identify long-term initiatives that would reduce vehicle miles traveled specifically within Charlottesville City limits. This study will provide a high-level understanding of travel demand factors and support the identification of longer-term infrastructure and multimodal transportation improvements needed to support mode-shift for those traveling into the downtown areas.

End Products:

- Review and synthesis of existing literature and studies previously completed in the region
- Conduct an origin-destination analysis using StreetLight data to understand travel patterns within the region
- Identify TDM strategies to accommodate future traffic volumes, including park and ride infrastructure, bicycle and pedestrian improvements, and transit service improvements

D. Long Range Transportation Plan (LRTP)

Moving Toward 2050 is the federally required long range transportation plan (LRTP) for the City of Charlottesville and urbanized portions of Albemarle County, which is the area served by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO). This plan identifies long range transportation needs, considers possible infrastructure improvements, and establishes priorities to implement projects based on anticipated funding.

As necessary, the LRTP may be amended based on changes in federal guidance, transportation needs, or funding (federal/state/local).

End Products:

- Review and amend the LRTP, as necessary
- Create GIS layers representing project location, type, and funding status
- Develop interactive GIS visualizations of projects included in the adopted LRTP to support internal planning, public engagement, and partner coordination

E. Three Notched Trail Coordination

The Three Notched Trail Master Plan is a 24-month study led by Albemarle County to identify a preferred alignment for the Charlottesville to Afton section of the Three Notched Trail. CA-MPO staff will support planning efforts through participation in the Master Plan Technical Committee, attending public meetings, and sharing information.

End Products

- Collect and/or provide data
- Review draft Master Plan content
- Prepare for and participate in technical committee meetings, public meetings, general project meetings, etc.

Task 3: Short Range Transportation Planning and Technical Assistance³

Total Funding: \$216,787.44

A. Transportation Improvement Program (TIP)

In accordance with federal law, any federally funded transportation project (FHWA, FTA, etc.) within the CA-MPO must be programmed in the TIP. Done in coordination with the state and transit agencies, the TIP includes regionally significant transportation projects and must cover at least four years.

In FY26, CA-MPO staff completed the FY27-30 TIP update. This task will support ongoing maintenance and monitoring of the TIP, participation in statewide transportation improvement program (STIP) maintenance, and geospatially visualizing TIP projects.

End Products:

- Process the Annual Obligation Report
- Process TIP amendments and adjustments as necessary
- Create GIS layers representing location, phases, cost, and funding source of FY27-30 TIP projects
- Develop interactive GIS visualizations of projects included in the FY27-30 TIP to support internal planning, public engagement, and partner coordination

B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support

CA-MPO staff will continue to work with VDOT, DRPT, and City and County staff to identify appropriate funding sources for regional priority projects. CA-MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare applications. Staff will participate in STARS and Pipeline studies as required. Staff will additionally support localities in identifying, preparing materials for, and submitting to other grant funding sources, as requested.

End Products:

- Provide regular updates to CA-MPO Committees on the SMART SCALE process
- Provide technical assistance to localities for SMART SCALE application drafting and submission, including evaluation of previously identified high-priority projects that remain unfunded
- Participate in VDOT Project Pipeline and STARS studies
- Review performance of applications submitted in past rounds and review projects for consideration in upcoming round

³ FTA Code for Metropolitan Planning: 44.24.00 Short Range Transportation Planning
44.25.00 Transportation Improvement Program
44.26.15 System planning to support transit capital investment decisions
44.26.12 Coordination of non-emergency Human Service Transportation

- Coordinate the sharing of economic development, and other relevant information, between localities in support of SMART SCALE applications
- Identify, develop, and/or administer transportation-related grants for the CA-MPO, TJPDC, and/or the CA-MPO member localities, to include but not be limited to: RAISE/BUILD, SS4A, RideShare, PATH Mobility Management, rail, Transportation Alternatives, etc.

C. Regional Travel Demand Management (TDM), Transit and Rail Planning, Human Service Transportation, and Bike/Pedestrian Support

The RideShare program, housed by the TJPDC, is an essential program for the CA-MPO's planning process. Coordination of RideShare, bike and pedestrian planning, transit/rail planning, and human service transportation all support regional TDM efforts. Staff will additionally participate in statewide rail initiatives under this subtask that may impact the region, as necessary.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in the MPO
- Support transit studies and activities (surveys, marketing materials, meetings) for Charlottesville Area Transit (CAT), Jaunt, and member jurisdictions
- Assist with transit plans related to Afton Express service between the SAW-MPO and CA-MPO regions
- Participate in statewide initiatives to expand and improve transit and rail service
- Address transit coordination needs and formalize transit agreements, as requested
- Improve communication between transit providers, localities, and stakeholders
- Coordinate bike/pedestrian planning activities between the City of Charlottesville, Albemarle County, University of Virginia (UVA), and rural localities
- Provide information related to specific planning work items as requested by FTA, FHWA, DRPT, the Virginia Passenger Rail Authority (VPRA), and VDOT including but not limited to: multimodal planning, human services transportation planning, passenger rail and freight planning, and assistance with components of the statewide transportation plan
- Support transportation options and human service transportation for seniors and people with disabilities

D. Bicycle and Pedestrian Counting

Evaluate the feasibility of establishing a bicycle and pedestrian counting data program to support City, County, and CA-MPO project planning, grant writing, and safety analysis.

End Products:

- Review current best practice and data availability for bike/ped counts within the region
- Conduct research on counting technologies (tube counters, infrared, permanent count stations) and associated costs

- Draft program framework for implementation options
- Identify recommendations for count locations, equipment procurement strategy, and program pilot
- Purchase bicycle and pedestrian counter equipment

E. Annual Performance Targets

MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set regional targets based on the state targets and trend data provided by the state. The CA-MPO will need to set and document the regional safety and performance targets adopted.

End Products:

- Prepare workbook and background materials for CA-MPO Committees and Policy Board members to review
- Facilitate discussion of performance targets with the CA-MPO Committees and Policy Board members
- Complete all documentation notifying the state of the adopted safety and performance targets
- Update the TIP when updated performance targets are adopted

F. Special Studies, Projects, Programs, and Contingency

CA-MPO staff will assist local, regional, and state efforts with special studies, projects, and programs as requested.

End Products:

- Participate in the completion of any special transportation-related study or project for any transportation mode for the CA-MPO localities, as requested
- Participate in studies, projects, and/or programs for local, state, and federal agency partners
- Assist member localities with updates to Comprehensive Plans or other planning documents related to transportation or transit, as requested

UPWP Public Participation Process

Review and Approval of Tasks

Action	Body	Date
Initial draft provided to the CA-MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	February 3, 2026
Initial draft provided to the CA-MPO Policy Board	MPO Policy Board	February 25, 2026
Initial draft provided to Citizens Transportation Advisory Committee (CTAC)	CTAC	March 25, 2026
Final draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	April 7, 2026
Final draft provided to the MPO Policy Board	MPO Policy Board	April 22, 2026
Final draft provided to CTAC	CTAC	May 27, 2026

Online Posting

The UPWP will be posted online as part of meeting agendas for the following meetings as captured above. It will also be posted on the TJPDC website (<https://tjpd.org/>) for a 15-day public comment period on April 6, 2026. It will be posted for Public Notice in the local newspaper on April 6, 2026, for 15-day public comment period.

Appendix

Attachment A: Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Charlottesville-Albemarle Metropolitan Planning Area (2019)

Attachment B: FY27 UPWP Tasks Performed by VDOT

Attachment C: Resolution

MEMORANDUM

To: CA-MPO Policy Board
From: Taylor Jenkins, Director of Transportation
Date: February 25, 2026
Subject: CA-MPO Agenda Overview and Staff Updates

Purpose: To review current agenda items under consideration and inform Policy Board members of CA-MPO programs and activities.

1. Call to Order

- a. Call to Order, Roll Call – *Chair Gallaway & Sarah Simba*
- b. Introduction of new Policy Board member: Jen Fleisher, Charlottesville City Council – *Chair Gallaway*

2. Matters from the Public – *Chair Gallaway*

- a. Comments by the public are limited to three minutes per speaker.

3. *General Administration – *Chair Gallaway*

- a. *Review and Acceptance of the Agenda
- b. *Approval of the Draft December 17, 2025, Meeting Minutes
- c. *Election of Officers

***Recommended Action:** *Staff recommends a motion to approve the agenda and draft meeting minutes. Additionally, Election of Officers occurs annually at the first meeting after January 1st.*

4. *New Business – *Chair Gallaway*

- a. *Travel Demand Model 2050 Demographics – Nagaraju Kashayi, AECOM
AECOM and VDOT Transportation and Mobility Planning Division (TMPD) will provide a presentation on the regional travel demand model and forecast year (2050) demographics.
***Recommended Action:** *Staff recommends a motion to approve the future year 2050 forecast demographics as presented.*
- b. *Performance Safety Targets – Gorjan Gjorgjievski
CA-MPO staff will provide a presentation on performance safety targets and seek approval on which to adopt for this year. The CA-MPO Technical Committee provided recommended adoption of the aspirational safety targets. A draft Response Letter to VDOT is included in the packet.
***Recommended Action:** *Staff recommends a motion to approve aspirational Performance Safety Targets.*
- c. *Citizens Transportation Advisory Committee – Chair Gallaway
Policy Board members will discuss the purpose and structure of the Citizens Transportation Advisory Committee (CTAC).
***Recommended Action:** *Staff recommends a motion determining next steps for CTAC following discussion and consensus of Policy Board members.*
- d. Draft CA-MPO FY27 Unified Planning Work Program (UPWP) – Taylor Jenkins
CA-MPO staff will present the draft FY27 UPWP, an annual document identifying major metropolitan transportation planning programs and activities to be performed by staff with federal funds next fiscal year.

5. **Staff Updates** - Staff Report– *Chair Gallaway and Taylor Jenkins*

• **FFY25 Annual Obligation Report**

The Annual Listing of Obligated Projects (Annual Listing) includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the immediately preceding program year. The Annual Listing is intended to improve the transparency of transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients (e.g., Charlottesville Area Transit) for expenditure on projects programmed in the TIP. Since the last Policy Board meeting, the report was publicly posted per federal regulations, and can be accessed on the CA-MPO website [here](#).

• **Virginia Department of Rail and Public Transportation (DRPT) Grant Applications**

Staff submitted grant applications for key TJPDC programs by February 1, 2026.

- a. Partnership for Accessible Transportation Help (PATH): Operated by TJPDC, PATH is a mobility management program dedicated to improving access to transportation for seniors and individuals with disabilities in Virginia's Region 10. Through personalized information and referral services, transportation workshops, and travel training, PATH ensures that community members have the knowledge and resources needed to travel safely and independently.
- b. RideShare: RideShare is a program of the TJPDC and Central Shenandoah Planning District Commission (CSPDC) that connects commuters and employers to resources to reduce single-occupant vehicles on the road by facilitating the use of alternative transportation. RideShare provides services such as carpool/vanpool matching, commuter outreach, and a guaranteed ride home program.

• **Better Utilizing Investments to Leverage Development (BUILD) Application**

Staff prepared and submitted materials for the FY26 BUILD grant application to complete the preliminary engineering phase for the Rivanna River Bicycle and Pedestrian Crossing, which would provide a vital multi-modal connection between the Pantops growth area in Albemarle County and the rest of the Charlottesville-Albemarle urbanized area. The application was submitted to the U.S. Department of Transportation by February 24, 2026. A Policy Board Letter of Support was included.

• **Safe Streets and Roads for All (SS4A) Update**

Staff received notification that the CA-MPO SS4A application titled, "Crash Analytics and Injury Research (CAIR) - Holistic Approach to Vulnerable Road User Safety" was not selected for funding. Staff attended a debrief meeting on January 27, 2026, to receive feedback on the submission, and a memo containing the debrief notes can be found [here](#).

Staff are coordinating with VDOT, Albemarle County, and Charlottesville staff to identify projects from the adopted Safety Action Plan. The TJPDC is actively coordinating with all jurisdictions to gauge interest in pursuing implementation funding through the upcoming round of this federal grant application program.

• **Travel Demand Management Study (TDM Study)**

Staff continue to draft an existing conditions report for the TDM study. The study intends to identify opportunities to reduce vehicle miles traveled in the region.

• **SMART SCALE Round 7 Applications**

Staff continue to coordinate with VDOT and local staff to identify projects for this round submission and offer technical support to local jurisdictions. The SMART SCALE Technical Guide has been published for Round 7 and is available at [SMART SCALE](#) website. The pre-application period opens on March 2, 2026.

• **STARS and Pipeline Projects (City of Charlottesville and Albemarle County)**

Staff attended a stakeholder workshop on January 16, 2026, for the US 29 Corridor STARS Study. Staff also attended a Stakeholder Working Group meeting on January 23, 2026, for two Projects Pipeline studies: (1) US 29 from Exit 118 Interchange to Fontaine Avenue Interchange and (2) 5th Street from Pinehurst Court to

Harris Road. Staff attended a second community meeting for the Ridge St at W Main Intersection STARS Study on January 22, 2026.

- **FY27-30 TIP Development**

In coordination with VDOT, DRPT, and CAT, staff are completing a comprehensive update of the Transportation Improvement Program (TIP) covering FY27-30. A full draft document is anticipated to be available by Spring 2026. The TIP is a document used to schedule spending federal transportation funds within the metropolitan region, in coordination with significant state and local funds. The TIP is a prioritized listing/program of transportation projects that is developed and formally adopted by the CA-MPO as part of the metropolitan transportation planning process.

- **Charlottesville-Albemarle Regional Transit Authority (CARTA)**

CARTA has completed its first full year as the newly created regional transit authority, with voting membership from the City of Charlottesville and Albemarle County and nonvoting membership from the Virginia Department of Rail and Public Transportation (DRPT). At the January 22, 2026, meeting, the Board welcomed two new members: Sally Duncan from the Board of Supervisors and Jen Fleisher from the City of Charlottesville. This year, CARTA will be completing a Regional Transit Prioritization and Implementation study.

- **Three Notched Trail**

Albemarle County shared draft Three Notched Trail (3NT) Shared Use Path route options. Community members were invited to share their thoughts along the corridor through a survey that closed on February 8, 2026. Materials on each of the route options are available on the project website: [Three Notched Trail Master Plan](#). *Note: this is a planning project; no land is being purchased or trail built at this stage.*

- **OIPI Quarterly MPO Meeting**

The Office of Intermodal Planning and Investment (OIPI) is located within the Office of the Secretary of Transportation. OIPI collaborates with VDOT and DRPT and engages stakeholders to conduct planning studies (e.g., VTrans, Project Pipeline), prioritize investments (SMART SCALE), and track system performance.

Staff attended an OIPI Quarterly MPO meeting on January 29, 2026. Relevant materials of interest include a presentation on federal grant updates, a SMART SCALE Round 7 update, and a VDOT park & ride data presentation.

- **TJPDC Office Improvements**

TJPDC office renovations began on January 5, 2026, and are ongoing. As such, TJPDC staff will work remotely for the construction period. Staff are continuing to arrange for public meetings to be held electronically or temporarily off-site for the duration of the project.

- **DRPT Agency Update – January**

6. **Other Business – Chair Gallaway**

- i. Roundtable
- ii. Future meetings: Special Meeting: March 20, 2026 (3-5PM) and April 22, 2026 (4-6PM)

7. **Additional Matters from the public – Chair Gallaway**

- i. Comments by the public are limited to three minutes per speaker. Sign up is not required.

8. **Adjournment – Chair Gallaway**

February 12, 2026

The Honorable Sean Patrick Duffy
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY2026 BUILD (DTOS59-26-RA-BUILD) Planning Grant Application
Rivanna River Bicycle and Pedestrian Crossing: Preliminary Engineering Phase

Dear Secretary Duffy:

On behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Policy Board, I am writing to express full support for the Thomas Jefferson Planning District Commission's (TJPDC) application for funding through the U.S. Department of Transportation FY2026 Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program to complete preliminary engineering for the Rivanna River Bicycle and Pedestrian Crossing. The Policy Board recognizes the importance of this regional project and the role it plays in enhancing system connectivity in support of economic growth, safety, and quality of life between the Pantops growth area in Albemarle County and the City of Charlottesville.

The proposed bicycle and pedestrian bridge has been identified as a high priority in multiple collaborative planning efforts between the City of Charlottesville, Albemarle County, the CA-MPO, and the TJPDC. The preliminary engineering phase is critical to refining project design, reducing cost uncertainties, and strengthening future construction-phase grant applications. Completion of this phase will provide updated cost estimates and alignment analysis, thereby improving readiness for implementation funding and minimizing potential risks.

This project has advanced through multiple rounds of review in prior federal discretionary grant programs, reflecting both its regional importance and growing competitiveness. The TJPDC submitted applications under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program in 2023, when it was identified as a *Project of Merit*; in 2024, when it was rated as *Recommended*; and in 2025, when it was rated as *Highly Recommended*. These prior submissions demonstrate a sustained regional commitment and continued refinement of the project in alignment with program priorities.

The Board acknowledges that the FY2026 BUILD program provides an important opportunity to advance this project. Thank you for your consideration and for your continued support of projects that enhance system connectivity, safety, and regional economic vitality.

Sincerely,



[Ned Gallaway \(Feb 12, 2026 14:42:16 EST\)](#)

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Committees
From: Gorjan Gjorgjievski, Regional Planner II
Date: February 3, 2026
Subject: FY25 Safe Streets and Roads for All (SS4A) Application Debrief Meeting

Purpose and Background:

CA-MPO staff participated in a debrief meeting on January 27, 2026, to receive feedback on our FY25 Safe Streets and Roads for All (SS4A) grant application that was not selected for funding. This memo summarizes findings from the review time, clarifies the selection criteria used by the U.S. Department of Transportation (USDOT), and identifies core areas for improvement in future submissions.

In June 2025, CA-MPO submitted a supplemental planning and demonstration grant application titled, “Crash Analytics and Injury Research – Holistic Approach to Vulnerable Road User (VRU) Safety”. With support from the University of Virginia, the project is intended to develop a vulnerable road user safety action plan for the CA-MPO area through the following activities:

- On-road behavioral data collection and trauma center case investigation
- Intervention-focused VR simulation and collision outcome simulation

The total project cost was \$4,565,642. Our application received an **overall rating of “Medium”** on the SS4A review scale (High, Medium, Low, or Not Recommended). USDOT staff indicated that they received an unprecedented volume of applications this year compared to prior years.

FY25 SS4A Selection Criteria and Other Feedback Received:

Each SS4A application is first evaluated independently by three staff reviewers, after which they convene to reconcile scores and discuss comparative rankings. For SS4A Planning & Demonstration Grants, the FY25 Notice of Funding Opportunity established three primary selection criteria that reviewers used to evaluate applications.

1. Safety Impact (Quantitative)

This criterion evaluates roadway fatalities using the most recent five-year Fatality Analysis Reporting System (FARS) data (2018–2022) and a normalized **fatality rate per 100,000 population**. The fatality rate for our region was 11.2 per 100,000 people, and reviewers indicated that the cutoff used for this round of funding was 17.5 per 100,000 people.

2. Underserved Communities (Quantitative)

This criterion assesses the degree to which the population served is in underserved communities, using U.S. Census and Department-defined mapping tools (consistent with Areas of Persistent

Poverty definitions). No specific feedback was received about this criterion.

3. **Additional Safety Context (Narrative)**

The required two-page narrative addressed additional safety context, scope of work to be performed, roadway safety issues necessitating further planning, and how the project would inform an action plan and advancing SS4A goals. Reviewers acknowledged that the narrative was clearly articulated, but indicated a need for a stronger linkage between the supplemental planning work and the Comprehensive Safety Action Plan (CSAP), including how the VRU plan would reinforce CSAP outcomes.

Additionally, the total budget requested was perceived as high relative to the scale of proposed activities. Reviewers stated that while the narrative described budget components, it did not sufficiently tie costs to specific outcomes and the CSAP. Due to the volume of applications received, reviewers also took into consideration whether applicants had received previous SS4A grant awards.

Project Selection Process:

Following staff review of applications, projects were then provided to department leadership for selection. In this cycle, applications with “**Low**” and “**Not Recommended**” ratings did not proceed to department leadership review, and the remaining applications were assessed using a portfolio approach that presented bundled application groups according to different priorities (e.g., most fatalities, highest underserved population impact, prior funding status, etc.).

Recommendations for Future Submissions and SS4A Program Outlook:

Based on reviewer feedback, the following focus areas are recommended for future SS4A applications:

1. **Demonstrate Clearer Integration Between Plans**

- More explicitly connect supplemental planning activities to the CSAP goals and describe how each component advances safety outcomes.

2. **Strengthening Budget Justification**

- In future narratives, more clearly explain the project budget and tie deliverables to outcomes to explain why each cost element is necessary and reasonable.

Overall, reviewers indicated that our application aligns with SS4A program intent and that it was a good application. Continuation of the SS4A grant program beyond FY26 will depend on federal budget actions or program reauthorization. USDOT has not yet confirmed whether later opportunities will be available beyond the anticipated FY26 grant round.

MPO Quarterly Coordination Meeting

January 29, 2026

1:00-4:00 pm

Virtual

- Intros/Kickoff
- Federal Grant Updates
- DRPT Updates
- OIPI Updates
 - SMART SCALE
 - Performance Management
- VDOT Updates
 - TMPD Updates
 - Park & Ride Data Update
 - MPO Audit Requirements
 - VTRC Updates
- AI and Performance Management – Summary of TRB workshop
- Open Discussion
 - Close



U.S. Department of Transportation

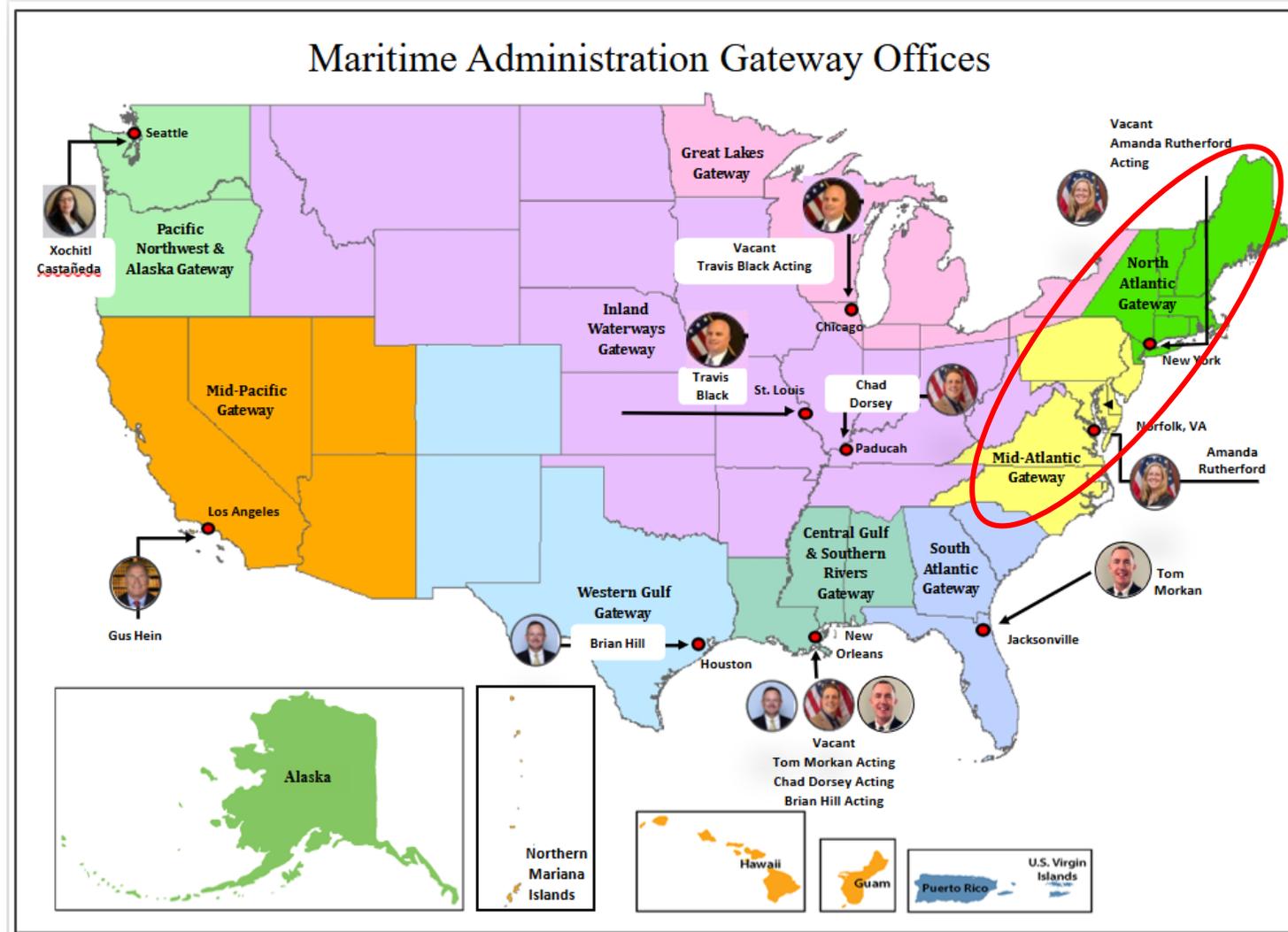
Maritime Administration

Grants Discussion

January 28, 2026



Gateways Directors – one-person outreach offices





Primary Responsibilities of the Gateway Director

Project Development/Grant Assistance

Develop projects in the region that promote overall economic growth, mitigate highway and port congestion, environmental compliance, and support both large and small American shipbuilding companies.

Intermodal Outreach

Outreach and engagement with Port Authorities, Terminal Operators, Carriers, Rail, Private Sector, local, state and federal partners, etc.

Maritime Security

Participate in Area Maritime Security Committee and Port Readiness Committee meetings held by USCG

Emergency Preparedness

Engage on federal maritime emergency preparedness issues in the region.

Strategic Seaports

Assess the readiness of our Strategic Commercial Seaports

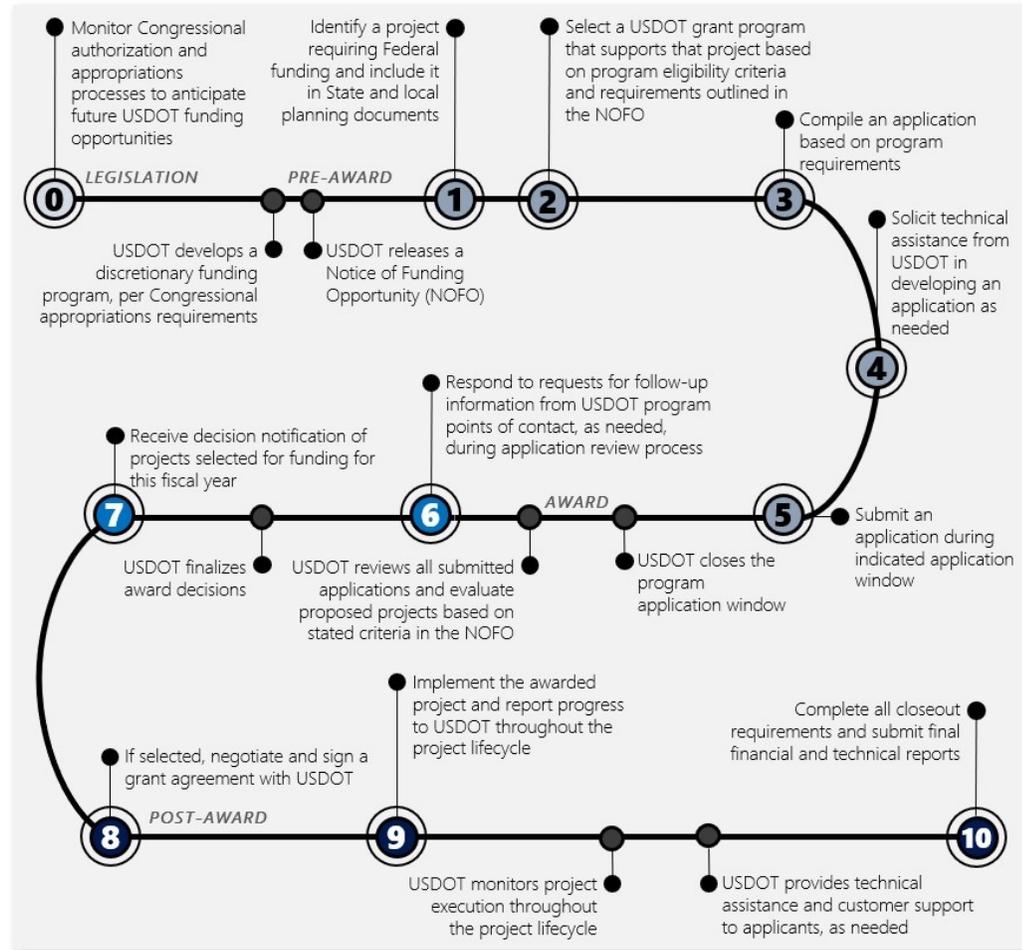
Supply Chain Resiliency

Report supply chain impacts and port closures in times of emergency



APPLICANT ROADMAP KEY

Legislation
 Pre-Award
 Award
 Post-Award
 1 Applicant Activities
 USDOT Activities



This complex diagram shows that it takes years to navigate the grant pursuit process.

Plan 2-5 years out in what the planning and capital investment needs will be.



Eligible Applicants – for most USDOT grants

- State and/or local governments (cities/counties)
- MPOs/Planning Councils
- Port authorities;
- Tribes
- A collaboration of such entities.
- ***Private sector can receive grants, with a public sponsor!***

Note that non-profit organizations are not eligible applicants/sponsors, but they can be partners

Eligible Projects – general list

- Infrastructure inside & outside of the terminal gates that improve efficiency of freight
- Loading an unloading of goods; Movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems; Operational improvements, including projects to improve port resilience.

Important Requirements

- Match/Federal Share - Most grants require a 20% match from the applicant (80% federal share) – consider putting in more \$
- NEPA – Must be complete before the Grant Agreement is signed
- Buy America/Buy American – Required for all grants



2026 PIDP NOFO is available now – waiting to be updated.

- It is only 6 pages long and in process of being updated...you can't submit an application yet via [Grants.gov](#).
- Once the full NOFO is released then they will extend the deadline.
- [Link to the PIDP Program website](#).

2026 BUILD NOFO is available now and due February 24.

- Applications will be submitted through ValidEval. There are two application portals – one for capital projects and the other for planning projects.
- Applicants can submit up to three unique applications in total (capital and/or planning).
 - Capital Projects - [link](#)
 - Planning Projects - [link](#)
- [Link to the BUILD program website](#)
- Selections are expected to be announced no later than June 28, 2026.



- MEGA/INFRA/RURAL FY2025 and FY2026 funding: INFRA: \$2.7 billion, Mega: \$1.7 billion, Rural: \$780 million
- BUILD Program Website FY2025 \$1.5 billion (*FY2026 \$1.5 billion*)
- Port Infrastructure Development Program (PIDP) FY2025 \$500M
- FEMA Port Security Grants FY2025 \$90 million
- US Marine Highway Grants FY2025 \$14 million
- Small Shipyard Grants FY2025 \$8.7 million

[Link to all maritime grants](#) listed in USDOT's
Dashboard

[Link to Committee on the Marine
Transportation System grants](#)
(compendium of all maritime Federal grants)



TIER This tier of review assessed the Statutory merit criteria of:

- Safety
- Efficiency
- Reliability

TIER 2 This tier focuses on Administration's priorities - Examples may include:

- Workforce Development and Job Quality
- Leveraging Federal Funding
- Port Resilience
- Project Readiness
- Technical Capacity
- NEPA Process and Permitting Risk

BUILD Merit Criteria:
safety, quality of life,
mobility and community
connectivity, and
economic
competitiveness.



- Watch the webinars!
 - Webinars for PIDP 2025 [link](#). 2026 PIDP webinars will be scheduled
 - BUILD [webinar](#)
- Read the FAQs for each NOFO. They are updated regularly based upon the questions they receive.
- For most USDOT grants, the more multi and intermodal the project, the more competitive it will be.
- Look for awards given to projects that are similar to your scope – and ask them for their application or guidance!
- Benefit Cost Analysis – approach it like a science & use [resources](#). USDOT forensically tries to recreate it based upon the assumptions you outline. If you have the resources, run BCAs on several projects and only submit an application for the one that scores the highest.
- If you have questions, please write the official inbox listed in the NOFO. Get answers back in writing! (copy Amanda.Rutherford@dot.gov so that she can help you track response.)
- Set up a meeting with me (Amanda.Rutherford@dot.gov) to discuss your scope, schedule & budget to discuss how to make it more competitive. She also has more tips & tricks!



Amanda Rutherford
Gateway Director Mid-Atlantic
Amanda.Rutherford@dot.gov
202-595-4657

Please reach out to me if you want to brainstorm ideas!



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Preparing for Round 7

Brooke Jackson, SMART SCALE Program Manager

Office of Intermodal Planning and Investment

January 29, 2026



Agenda - Preparing for Round 7

1. Policy Revisions
2. VTrans Needs
3. Resource Updates
4. Resolutions of Support
5. SMART Portal
6. Housekeeping
7. Relevant Timeline Items

Policy Revisions

None!*

- In December, gave a brief presentation to the Board before presenting the resolution
- CTB approved the TJPDC request to change from Area Type Category C to D

VTrans Needs

2025 and 2023 VTrans Mid-term Needs will be utilized for this round of SMART SCALE

- The 2025 Mid-term Needs were released in October and are available
- Due to ongoing planning studies, we are also accepting the 2023 VTrans Mid-term Needs
- Please utilize Interact VTrans to reference the relevant 2025 and 2023 applicable needs

Resource Updates

1. Technical Guide Published – Changelog is also available
2. Resource Page Updated in the Fall
 - a. Documents are current to Round 7, except:
 - i. Pre-App/Full App Training Materials
 - ii. Project Change Guide will be updated in the next month
 - b. Quick Demo

SMART Portal Updates

1. Continue using the Pre-Scoping Module!

2. Functionality Updates

- a. Eligibility pearl has been removed
 - i. We have added two new items to the Features pearl: In-Kind Replacements and Proffers
 - ii. Resolution of Supports will now be affirmed as a Readiness Gate during the Pre-Application phase
- b. Revamping the Transit Pearl to be more user-friendly

3. Time limits for cloned documents

- a. Can only be one round old; any cloned applications older than that will not have the documents cloned with it
- b. Previous applications that were withdrawn or screened out won't be able to be cloned

Resolutions of Support

- **ALL (own and external) Resolutions of Support will all be due August 1-3 (when applications are due @ 5PM), no exceptions**
Note: This is not a change in the text or policy; we have provided courtesy extensions in previous rounds
- **SMART Portal will help to identify using the location of the linework**
- **OIPI will be checking for these documents on August 4th**

Housekeeping

- **MPO Quarterly is our communication tool with YOU, the MPOs**
- **SMART SCALE will always have a presentation slot**
 - Inside and outside of an active round, please use this as a forum to communicate
 - We are happy to take thoughts and feedback here, or if you prefer, you can reach out directly to me – **Brooke.Jackson@oipi.virginia.gov**

Relevant Timeline Items

1. **February 24th - Applicant Pre-Application Training with Round 7 Updates – [Register via the SS Homepage](#)**
2. **March 2nd - Pre-Application Opens**
3. **April 1st @ 5 PM – Pre-Application Closes**
4. **April 30th - Engagement deadline for Gate 2 features**
Pre-Screenout Notifications (May 15- June1)
5. **June 1 – Full Applications open**
6. **Early June - Applicant Full Application Training**
7. **July 15th Gate Document Deadline**
8. **August 3rd @ 5 PM Full Applications Due**
“Mark as Ready for Submission” is still the functionality



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Office of the
SECRETARY of TRANSPORTATION

Thank you.





VDOT STATEWIDE PARK AND RIDE USE COUNTS

MPO Quarterly Meeting

| Shane Sawyer, VDOT TMPD

January 29, 2026

VDOT Statewide Park and Ride / TDM Program

- VDOT Transportation and Mobility Planning Division
- statewide P&R inventory and mapping
- statewide P&R investment strategies – potential / needed P&R lots
- VDOT Customer Service Center
- VDOT Districts, localities, RM3P, VTRC
- **TMPD Statewide P&R lot use counts**
 - TMPD annual urban lot “fall” counts (lots within an MPO study area)
 - PDC annual rural work program “spring” counts request (lots outside of an MPO study area)
 - periodic, special study, or issue related counts

Other Park and Ride Lot Use Counts

- MPOs
- PDCs
- VDOT Districts
- commuter resource agencies
- transit agencies
- other?

Other Park and Ride Lot Use Counts?

No (answered "no" Spring 2025 Count)	Yes (answered "yes" Spring 2025 Count or another contact)	Unsure
1 - Lenowisco	3 - Mount Rogers	5 - Roanoke Valley - Alleghany -1 lot
2 - Cumberland Plateau	6 - Central Shenandoah Valley	14 - Commonwealth
4 - New River Valley	9 - Rappahannock-Rapidan	22 - Accomack - Northampton PDC
7 - Northern Shenandoah Valley	10 - TJPDC	13 - Southside - 1 lot
18 - Middle Peninsula	11 - Central Virginia	
19 - Crater	12 - West Piedmont	
8 - NOVA RC	16 - GWRC	
15 - PlanRVA	17 - NNPDC	
23 - Hampton Roads PDC		
	Fairfax County	
	Hampton Roads VDOT District	
	OmniRide	

Statewide P&R Lot Use Counts Dashboard

- TMPD / VDOT Performance Transformation Division
- Power BI
- serve as a central repository for all P&R lot use count data
- planning (i.e., TMPD P&R investment strategies)
- project performance tracking
- RM3P support
- Transportation Demand Management (TDM)
- lot operation and maintenance
- commuting trends, demand projections, lot typical use profiles
- research

Statewide P&R Lot Use Counts Dashboard

DRAFT

Active Transportation Planning - Park and Ride Counts Dashboard

Count Date

2024

Select all

2025

2024

2023

2022

2021

2020

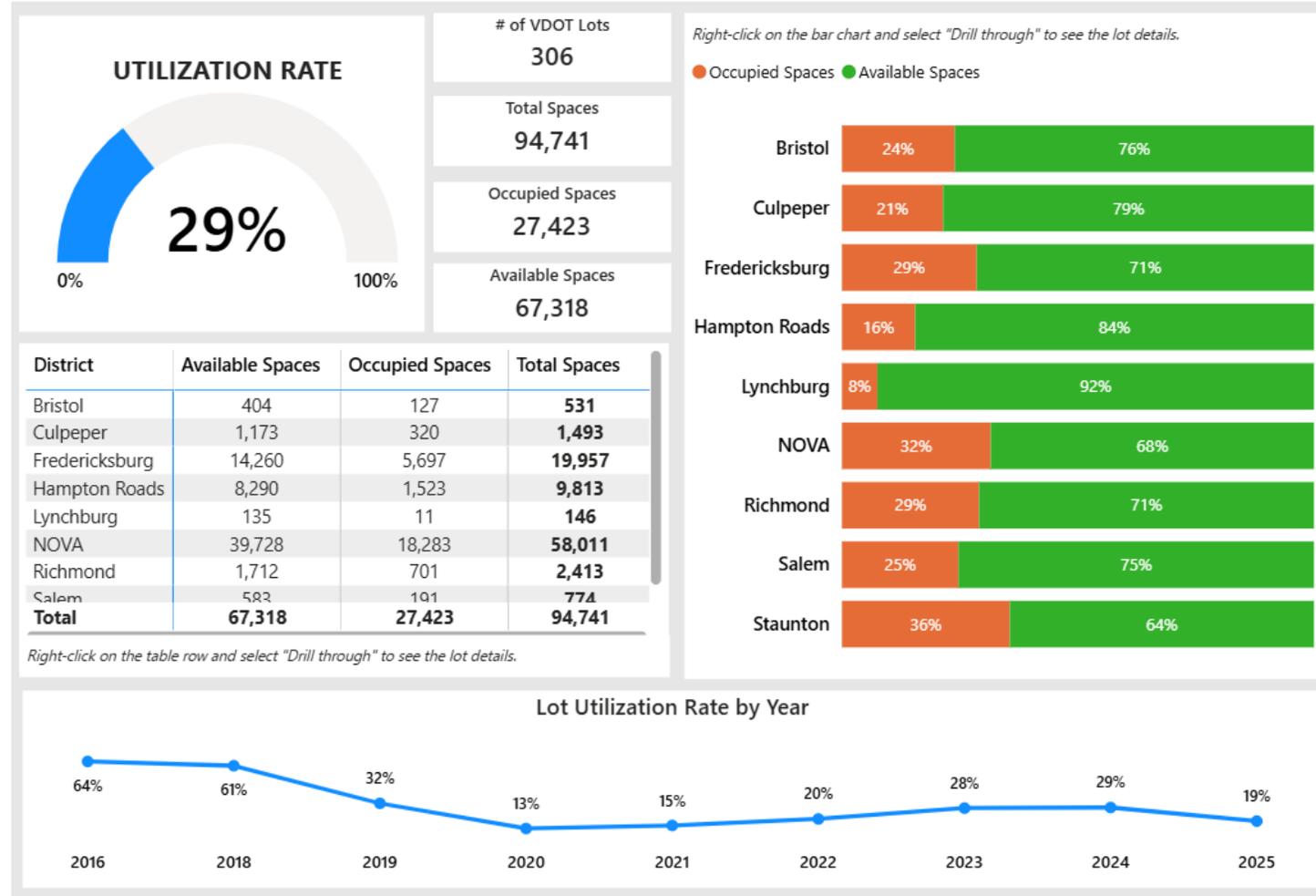
2019

District

All

[VDOT Park & Ride Map](#)

Updated: 9/18/2025 4:46:11 PM



Statewide P&R Lot Use Counts Dashboard

DRAFT

Active Transportation Planning - Park and Ride Counts Dashboard

Count Date

2024

MPO

All

Urban or Rural

All

VDOT Lot

003203 - Teel Lane - SW of Cha... ^

Search

Select all

003203 - Teel Lane - SW of Ch...

003401 - Darden Towe Memor...

005401 - Department of Publi...

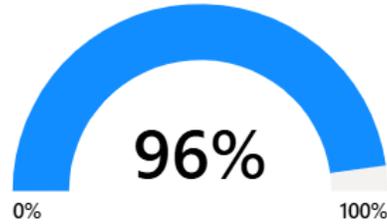
047203 - Brandy Station Park a...

047204 - Clevengers Corner

047205 - Rabbit Run Park and ...

061201 - ...

UTILIZATION RATE



of VDOT Lots

2

Total Spaces

46

Occupied Spaces

44

Available Spaces

2

Right-click on the bar chart and select "Drill through" to see the lot details.

● Occupied Spaces ● Available Spaces

District	Available Spaces	Occupied Spaces	Total Spaces
Culpeper	2	44	46
Total	2	44	46

Culpeper

96%

Right-click on the table row and select "Drill through" to see the lot details.

Lot Utilization Rate by Year



Statewide P&R Lot Use Counts Dashboard

DRAFT

Active Transportation Planning - Park and Ride Counts Dashboard

Count Date

2024

MPO

All

Urban or Rural

All

VDOT Lot

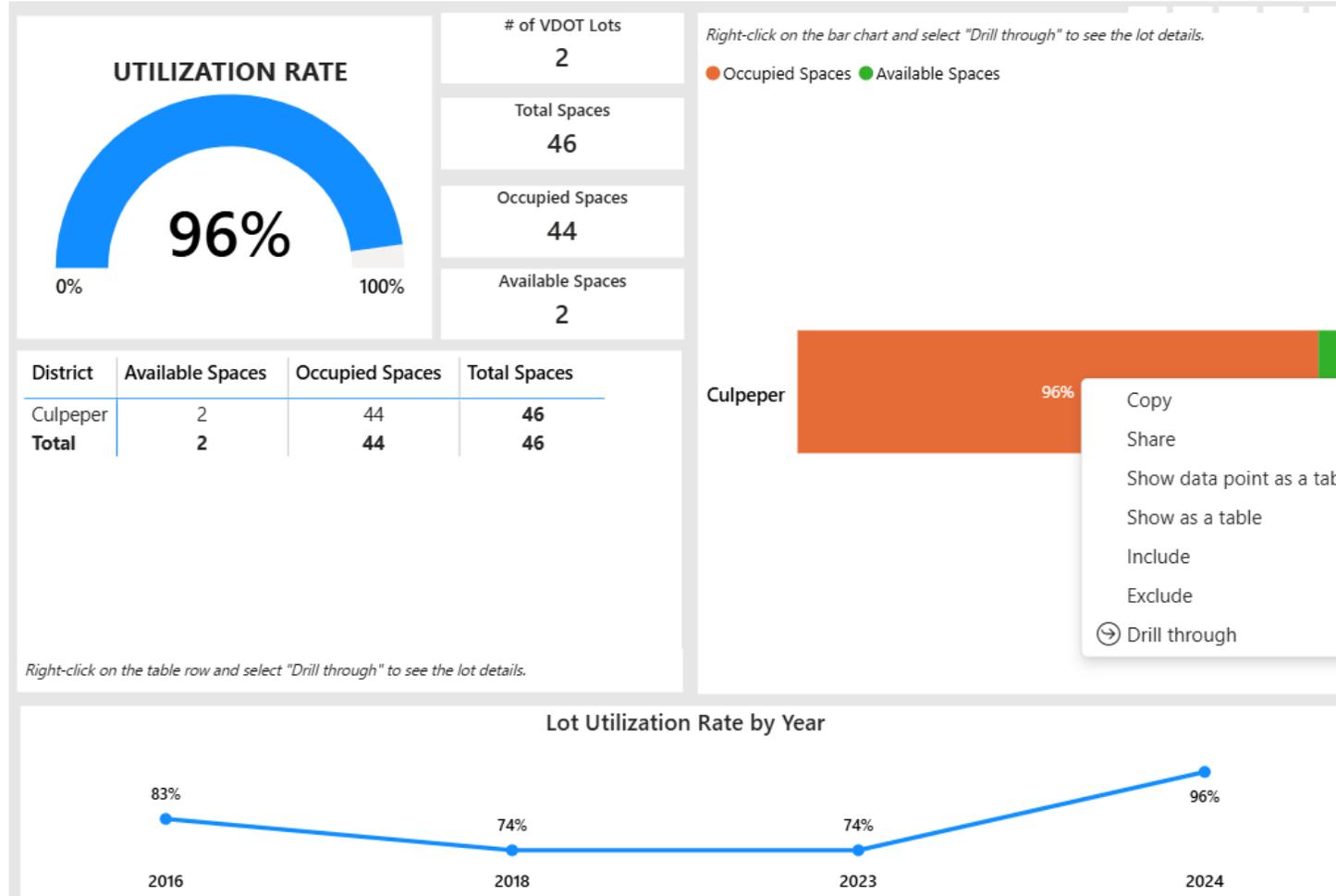
003203 - Teel Lane - SW of Cha...

District

Culpeper

[VDOT Park & Ride Map](#)

Updated: 9/18/2025 4:46:11 PM



Filters

Statewide P&R Lot Use Counts Dashboard

DRAFT

Active Transportation Planning - Park and Ride Counts Dashboard

Count Date
2024

MPO
All

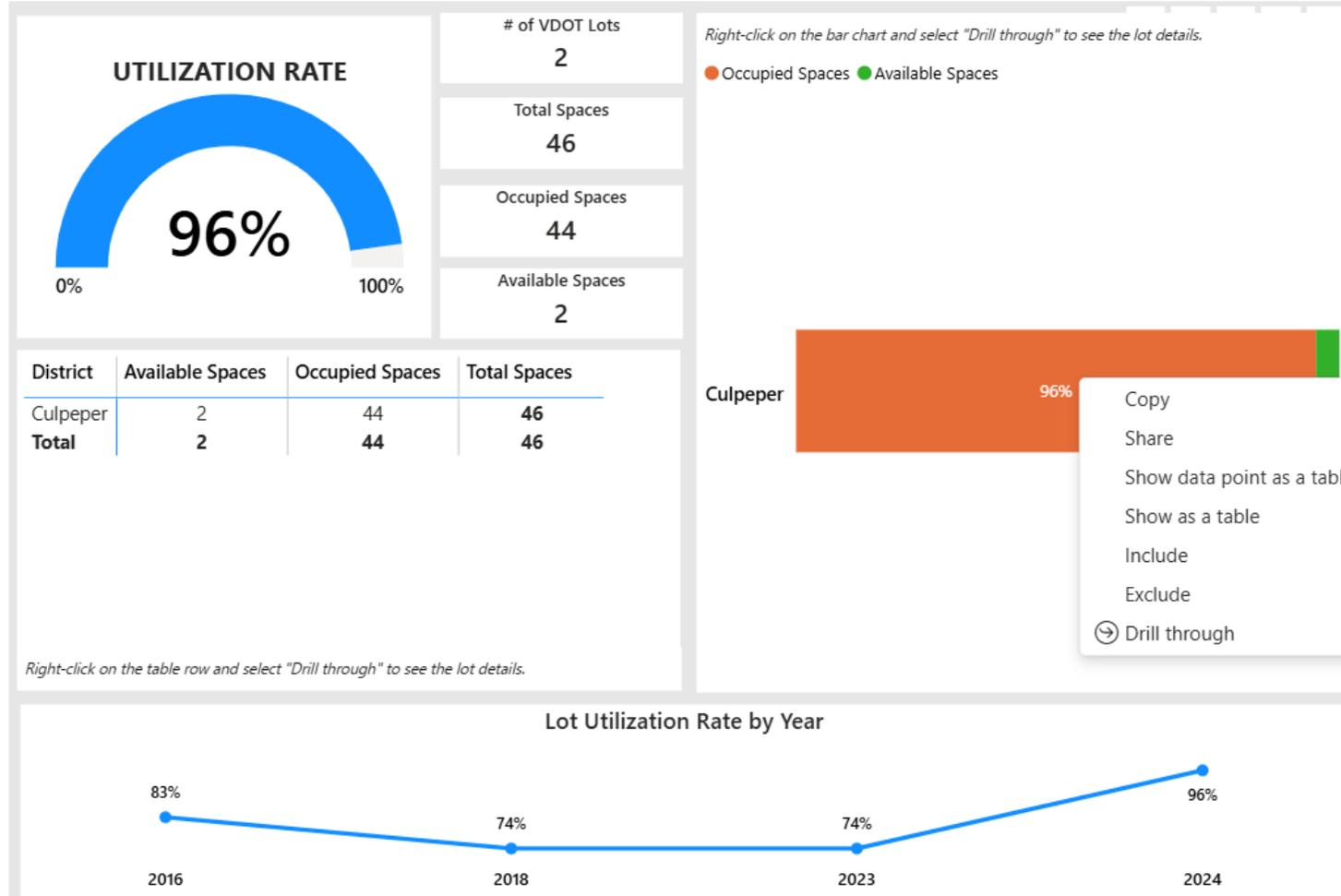
Urban or Rural
All

VDOT Lot
003203 - Teel Lane - SW of Cha...

District
Culpeper

[VDOT Park & Ride Map](#)

Updated: 9/18/2025 4:46:11 PM



Filters

Statewide P&R Lot Use Counts Dashboard



District	VDOT LotID	Lot Name	Urban or Rural	MPO	Count Date	Total Spaces	Occupied Spaces	Available Spaces	Lot Utilization Rate
Culpeper	003203	Teel Lane - SW of Charlottesville	Urban		3/20/2024	23	23	0	100%
Culpeper	003203	Teel Lane - SW of Charlottesville	Urban		10/22/2024	23	21	2	91%
Total						46	44	2	96%

Next Steps

- data request – send to TMPD any counts and related information
- data review – count methodology, count frequency, lots counted, data formats, platforms, etc.
- data collection standardization
- Park & Ride Dashboard develop
- data sharing process development
 - agencies send data direct to TMPD for entry into P&R Dashboard?
 - agencies enter directly into VDOT platform (via SharePoint)?
- Other / suggestions?

Questions or Comments?

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DRPT Agency Update – January 2026

FY27 Grant Applications

DRPT will begin accepting grant applications for the FY27 grant cycle in WebGrants on December 1st. Key dates are as follows:

- **February 1, 2026:** Full Application Deadline for all Major Expansion (MAJ) projects and all other State Transit Programs

Reach out to your DRPT contact with any additional questions as early as possible to avoid delays.

Funding opportunities will close on **February 1 at 11:59 pm!**

MPO 5303 Application is open and closes on May 1. DRPT will provide FTA5303 apportionment information once it becomes available from FTA. MPOs are encouraged to use last year's dollar amounts when drafting UPWPs

2026 Coordinated Human Service Mobility Plan Release

The 2026 CHSM plan is due to be released on February 17th. This plan identifies needs, gaps, and opportunities for transportation services geared toward seniors and individuals with disabilities as funded by the FTA's 5310 program. The plan engaged over 300 service providers and 200 service users and includes distinct actions and takeaways for each CHSM region.

FFY27-30 S/TIP Development

MPOs are encouraged to reach out to DRPT with any questions about developing their draft TIPs. To facilitate a smooth S/TIP transition, DRPT is encouraging transit agencies to provide all FFY2026 TIP actions to MPOs by March. MPOs should have their new TIPs approved by April, ahead of the blackout period, while we submit the STIP to FTA for review.

Statewide Rail Plan Kickoff

DRPT has begun collecting data for the update to our statewide rail plan. Engagement across the commonwealth will begin in Spring 2026! Reach out to your assigned planner with any questions, comments, or concerns you have ahead of engagement.

SMART SCALE Applications Under Consideration

Status Updates

Project	Applicant	Study	Concept	Cost Estimate
Ridge-McIntire/W. Main/W. Water Street Intersection Improvement & Bikeway	Charlottesville	Current STARS Study	Draft	TBD
US 250 & Old Trail Roundabout	Albemarle County	Completed	Round 6 Submission	Round 6 Submission
Barracks Road & US 29 SB/US 250 WB On-ramp	Albemarle County	To be revised	Draft	TBD
US 250 & Canterbury Road Roundabout	Albemarle County	Completed	Planning Level	TBD
US 250 & Canterbury/Boars Head Roundabout Bundle	Albemarle County	Completed	Planning Level	TBD
US 29 NB/US 250 EB Off-ramp improvements at Barracks Road	CA-MPO	To be revised	Draft	TBD
US 29 SB/US 250 WB Off-ramp extension at Old Ivy Road	CA-MPO	Completed – Will need OSAR	Planning Level	TBD
US 29 NB/US 250 EB On-ramp extension at Old Ivy Road	CA-MPO	Completed – Will need OSAR	Planning Level	TBD
I-64 and 5 th Street DDI	CA-MPO	Current Pipeline Study	Planning Level	TBD
US 29 SB at I-64 Exit 118	CA-MPO	Current Pipeline Study	TBD	TBD