

**MPO Policy Board Meeting**

Minutes, February 25, 2026

**DRAFT**

A video of this meeting can be found at: <https://www.youtube.com/watch?v=DcZTNVB8oE0&t=2200s>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle *	x	Gretchen Thomas, TJPDC	x
Ned Gallaway, Albemarle	x	Sara Pennington, Rideshare	x
Jen Fleisher, Charlottesville	x	Lucinda Shannon, TJPDC *	x
Natalie Oschrin, Charlottesville	x	Sarah Simba, TJPDC	
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	Peter Krebs	x
Christine Jacobs, TJPDC	x	Ben Chambers, City of Charlottesville	x
Julia Monteith, UVA	x	Sean Tubbs *	x
Garland Williams, CAT *	x	Tonya Swartzendruber	x
Steven Minor FHWA		Nagaraju Kashayi, AECOM *	x
Daniel Koenig, FTA		Pat Coleman	x
Sarah Medley, CTAC *	x	Paul Grady	x
Chuck Proctor, VDOT *	x	Pat Healy, CTAC	x
Mitch Huber, DRPT		Lee Kondor, CTAC *	x
Mike Murphy, Jaunt		Ruoyu Liu *	x
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 4:02 p.m. Taylor Jenkins called roll.

Ned Gallaway welcomed new board member, Jen Fleisher from Charlottesville City Council. Ms. Fleisher introduced herself and thanked the board.

**2. MATTERS FROM THE PUBLIC (MINUTE )**

**Comments from the Public:**

Paul Grady, citizen of Albemarle County, said he missed the last City Council meeting so he would be addressing the two City Counselors re: the intersection at Ridge/McIntire/West Main/Water Street/South Street. He said he has been an advocate for a roundabout there for many years. He said the design presented at the last public meeting was so horrible, it had to be designed by some deranged transportation planner who



thinks that making Water Street one way again is a good idea. It's not. In fact, he said, it is dumb as a post. He continued saying, "It seems like over the last 10 years or so transportation planning in Charlottesville has leaned heavily towards pedestrians and bicycles at the expense of drivers. For example, the intersection at Harris Street and McIntire Road used to have two right-turn lanes but now it doesn't. Think of how much gas is wasted sitting there trying to take a right turn. And Charlottesville calls itself a green city." He said he's not sure about that. He said as far as he is concerned, any improvements to the Ridge/McIntire intersection that doesn't include a roundabout is just putting lipstick on a pig.

Peter Krebs, Piedmont Environmental Council, invited folks to next week's Active Mobility Summit on March 5-6 at The Wool Factory. He said there are two sessions that build on each other, but it is not necessary to attend both. Thursday night will feature a keynote speaker from outside of Roanoke and the city's approach to economic development, which focuses on connectivity and access to the outdoors. There will be an award presented to a rising star in the community and there will be fellowship and inspiration and networking. Friday morning will have a couple of panels. One panel will discuss solutions from across Virginia and other panel about local solutions. There will also be collaborative work sessions. There will also be food and drink. More information can be found at [pecva.com/mobility-summit](http://pecva.com/mobility-summit). There will be flyers in the back of the room for additional information.

Lee Kondor addressed the I64/Exit 118 improvement project. He said VDOT hired a consultant that came up with three alternatives which ranged from not-very-good to terrible. He said he submitted a concept that had a weave area of greater than ¼ mile. The old project design had a weave area of less than 400 feet which does not allow sufficient time for traffic entering the highway to accelerate to the speed of the oncoming traffic and merge to the left. He said ¼ merge area would give ample time for the traffic to accelerate properly and safely, and traffic that wants to exit off the highway would have plenty of room to decelerate safely. He said he submitted that plan to VDOT but wanted the Policy Board to be aware of it and asks that the Board give some thought to it.

**Comments provided via email, online, web site, etc.:** None.

### **3. GENERAL ADMINISTRATION (MINUTE 10:24)**

#### Approval of the Agenda

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

#### Approval of December 17, 2025 Meeting Minutes

**Motion/Action:** Natalie Oschrin made a motion to approve the minutes. Sean Nelson seconded, and the motion passed with Jen Fleisher abstaining.

#### Election of Officers

**Motion/Action:** Natalie Oschrin made a motion to continue with Ned Gallaway as Chair and Natalie Oschrin as Vice Chair. Jen Fleisher seconded, and the motion passed unanimously.

### **4. NEW BUSINESS (MINUTE 14:10)**

#### Travel Demand Model 2050 Demographics

Nagaraju Kashayi, AECOM, presented the Charlottesville Regional TDM update including the sociodemographic data from numerous data sources.

Mr. Kashayi showed the data development and model input updates from those data sources.

He continued by sharing the potential uses of the model including:

- 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

There was a brief question and answer session after the presentation about clarifying the numbers and sources of the data.

**Motion/Action:** Jen Fleisher made a motion to adopt the TDM 2050 demographics. Natalie Oschrein seconded and the motion passed unanimously.

Performance Safety Targets (Minute 29:00)

Gorjan Gjorgjievski presented the Board with the Performance Safety Target Setting background, purpose, and the trendlines for projected five-year averages for fatalities, fatality rates, serious injuries, serious injury rates non-motorized fatalities and serious injuries. It was noted that MPOs have the option to adopt state targets or set their own targets. Historically, CA-MPO adopted state targets until February of 2023, when they adopted alternative targets. In 2024 and 2025, CA-MPO adopted aspirational targets that are aligned with the Comprehensive Safety Action Plan.

He continued by presenting 2026 projections of fatalities, the fatality rate, serious injuries, the serious injury rate, and non-motorized fatalities with serious injuries. He said the state gave several options for establishing the safety targets including the state targets, recent trendlines, long-term trendlines, and aspirational.

He noted that there is one more round of Safe Streets & Roads for All (SS4A) and gave details on the discretionary funding available for safety project implementation.

He noted that the MPO Tech recommended the Policy Board adopt the aspirational safety targets presented.

Natalie Oschrein noted that she sees the word “targets” as “expectations.” She would like to make the target zero.

Sean Nelson noted that there have been increases in fatal accidents that are single car accidents off the road into fixed objects on secondary roadways. He said this body is not even looking at those areas. He said VDOT can come back to the Board in the future to discuss how the major projects that have come to the Policy Board that have addressed the safety issues based on the numbers.

Ann Mallek stated that she is at her home after coming back from a doctor’s appointment.

**Motion/Action:** Natalie Oschrein made a motion to allow Ann Mallek to participate electronically. Jen Fleisher seconded, and the motion passed unanimously.

Ann Mallek said she is comfortable with the aspirational or the state targets. She suspects that adopting the aspirational targets may be better for applying for the grant(s) that Mr. Gjorgjievski talked about earlier.

Ned Gallaway noted that he prefers to stay with the aspirational targets that align with the Move Safely Blue Ridge targets.

**Motion/Action:** Natalie Oschrin made a motion to adopt the aspirational performance safety targets. Ann Mallek seconded and the motion passed unanimously.

Citizens Transportation Advisory Committee (CTAC) (Minute 44:25)

Taylor Jenkins presented a background on CTAC re: the purpose and function of CTAC.

Ned Gallaway gave background on his understanding of CTAC. He said there are good people on CTAC who want to do good things, but the purpose of CTAC has become unclear.

Ms. Oschrin said she and Mr. Gallaway have talked with CTAC members and got their feedback. She said during the Long-Range Transportation Plan (LRTP) years, the members of CTAC said it was important to have their input. She said the potential use of having a consistent board of people who have a constant flow of knowledge of the projects could be useful.

Ms. Oschrin also noted that there was a discussion about staff time for CTAC and public engagement. She noted that state-wide, the citizen groups had a list of compiled projects that the MPO was considering. With this in mind, she said our group could just be at the MPO Policy Board meeting(s).

Sarah Medley said both Mr. Gallaway and Ms. Oschrin gave a good overview of the process so far. She said everyone on CTAC wants to be engaged in process and feel as though they have a clear purpose and that part has been missing. She said Donna Chen, Vice Chair of CTAC, brought the idea of an engaged group for the LRTP.

Ann Mallek noted that presentations from citizens could be referred back to the City and/or the County staff.

Ned Gallaway said there is a process to guide citizens who they should contact about presenting projects.

Sarah Medley shared why she joined CTAC and her experience with the group. She noted that she would have liked to have been more of an advocacy group, but that is not what it ended up being.

Pat Healy said he joined CTAC because transportation is critically important. He was also interested in how public policy was being made and wanted to get involved. He noted that much of the policy making is out of their hands. He noted that even City Council doesn't get a big say in the projects. He said VDOT really has the most say and Council decides if they like the project or not.

Mr. Gallaway said he is not ready to disband the committee entirely because they are needed for the LRTP. He said if CTAC were to change, staff needs to look at the bylaws, make the verbiage specific to the LRTP, and update it on how to engage more of the public.

He noted that the other option is to disband, or to grow it beyond what the LRTP planning process could be. He said he has not been able to come up with other purposes.

Sarah Medley said originally there was a lot of interest in maintaining CTAC with more active engagement with the community. As the idealism slipped away, there was a realization that perhaps they should disband. She said perhaps there could be a citizen as a non-voting member on both MPO Tech and Policy Board.

Ms. Oschrin said she hears a desire to have a forum to have citizens share projects. Perhaps there is a quarterly meeting where citizens share their ideas. Jen Fleisher said the Long-Range Transportation Planning process is the time for those ideas.

There was an extended discussion about how to keep the citizens involved.

Ann Mallek said she would like to keep the committee alive somehow.

Ms. Jacob said the committee could be disbanded as it is and could become an ad hoc committee for the LRTP.

**Motion/Action:** Ann Mallek made a motion to disband the CTAC as it is currently structured, Jen Fleisher seconded and the motion passed with Sean Nelson abstaining.

Ms. Oschrin noted that specificity and expectation management will be important in creating committees in the future.

Draft CA-MPO FY27 Unified Planning Work Program (UPWP) (Minute 1:35:00)

Taylor Jenkins gave the background and purpose for the UPWP. She presented the funding sources for the program and the FY 27 work program's funding by their source.

She also presented the funding by task: program administration, LRTP, short-range transportation planning and technical assistance.

She briefly presented the highlights of the FY26 UPWP.

She continued by sharing the ongoing and continued activities for the FY27 UPWP.

She shared the best practices and benchmarking that will be incorporated into administration of the new work program. (see slides)

She said the LRTP2050 and the FY27-30 TIP data will be included in the UPWP as well.

Ms. Jenkins also said there will be a bicycle and pedestrian counting program that will be incorporated into the short-range section of the UPWP.

Lastly, she shared the next steps and the approval timeline. Mr. Gallaway said they direct any questions to Ms. Taylor via email.

**5. STAFF UPDATES (MINUTE 1:41:25)**

Taylor Jenkins said staff updates are in the memo included in the agenda packet.

**6. VDOT UPDATES ON PROJECTS (MINUTE 1:41:43)**

SMART SCALE Round 7 Application Status Update

Sandy Shackelford said after some conversations about the two roundabouts on 250 that were recommended as part of the completed VDOT pipeline study. They decided to do a separate the roundabout at Route 250 and Canterbury Road intersection and the second roundabout at 250 and the Boars Head Road/Canterbury Road

intersection, which initially were going to be applied for as a bundle. It may also include a shared-use path. These projects will be discussed in further detail at the next meeting on March 20.

Ms. Shackelford said the current pipeline study concept at US29 Southbound at I-64 Exit 118 is still TBD. Mr. Nelson said they are not ready to present a solution for this area. He said they need to take a step back to see what is needed for this area and the 29 corridor as a whole to come up with a solution.

Ms. Shackelford said they are prepared with the other projects for the pre-applications which open next week. She also noted that the CTB mentioned potentially adding innovative intersections as an eligible project type to the High Priority Projects (HPP) program. If that is approved at the March CTB meeting, the roundabouts would potentially be eligible to compete for the HPP funding.

#### **7. ROUNDTABLE UPDATES (MINUTE 1:47:03)**

Garland Williams, CAT, said two vehicles have been procured and should be arriving in late May or early June. He said the charging infrastructure is in house now and the mobile charging units have also come in. He said that Dominion Virginia should be starting their work late April/early May so CAT will be ready when the vehicles arrive.

Jason Espie said there is a new brand marketing underway. They are also rolling out mobility on demand software for ADA paratransit in the City of Charlottesville in early April.

Tanya Swartzendruber passed on Albemarle's reporting to Jessica Demmick.

Jessica Demmick, new Principal Transportation Planner for Albemarle County, said the County is starting to think about development of the County-wide multi-modal transportation plan as part of AC44 implementation. She said that County staff still will go to the Board for direction on that. She said they are working with VDOT on the SMART SCALE applications, STARS studies, pipeline studies and are thinking about revenue sharing applications for the next round.

Ben Chambers, City of Charlottesville, said regarding the West Main and Ridge project, there will be an update brought before Council on March 16. He said there will be engagement with the downtown business and residents soon. Regarding Rose Hill, on March 10 they are kicking off a re-striping project from Preston to Rugby Ave.

Mr. Chambers reported said the next neighborhood walk will be on March 8 in the Meadows neighborhood and will start at Best Buy. He said they will be kicking off the CAT on board survey in March so they can better understand travel patterns. He reported that they are working through their eBike voucher program. Signups for the next one are on April 1. He said the City may expand the program to include Albemarle County. Mr. Chambers reported that staff is looking at the City's comp plan and will update the planning commission on March 24. Mr. Chambers stated that he will present an annual update on transportation planning on June 1.

Sean Nelson, VDOT, reported that the 240/250 roundabout project will be opening soon, hopefully in the next couple of weeks. He said the Rio/John Warner Parkway project will be officially starting next coming weeks. He noted that the Exit 107 Park and Ride lot will start construction in spring/summer. He said VDOT is putting together a group of stakeholders from the City and County for regional coordination to meet on a routine basis.

**9. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:53:52)**

Paul Grady said he wants the CHART committee back. Ann Mallek was the chair. In 1999-2000, he gave 10 presentations to the committee and one of them made it to the 2025 LRTP. He said there should be opportunities to present ideas that are longer than 3 minutes and get feedback from the committee. He said it is frustrating to only have 3 minutes. He has 5-6 additional projects he would like to present.

Mr. Gallaway said the next meeting is March 20 in person at 3 p.m. to discuss SMART SCALE projects.

Ms. Jenkins said TJPDC has submitted transportation grants and will hear in April about those. She said staff submitted the BUILD grant yesterday. She noted that the MPO did not get the SS4A grant, and there is debrief info in the memo included in the agenda.

The meeting was adjourned at 6:01 p.m.

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