

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Policy Board
From: Taylor Lowery, Director of Transportation
Date: August 26, 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, Ned Gallaway & Gorjan Gjorgjievski*
- b. *Remote participation of voting members – *Chair, Ned Gallaway*

2. Matters from the Public – *Chair, Ned Gallaway*

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

3. *General Administration – *Chair, Ned Gallaway*

- a. *Review and Acceptance of the Agenda
- b. *Approval of the Draft June 24, 2026, Meeting Minutes

4. New Business

- a. *Remote Electronic Participation and All-Virtual Meeting Policy – *Gorjan Gjorgjievski*
- b. FY27 CA-MPO Activities – *Taylor Lowery*
CA-MPO staff will provide an overview of work to be undertaken in FY27 from the approved Unified Planning Work Program (UPWP).
- c. SMART SCALE R7 Update – *Taylor Lowery*
CA-MPO staff will provide an update on final applications submitted for SMART SCALE Round 7 funding consideration.
- d. Transportation Improvement Program (TIP) – *Gorjan Gjorgjievski*
CA-MPO staff will present an adjustment request received from the Virginia Department of Transportation (VDOT) for the Maintenance: Traffic and Safety Operations grouping. The TIP adjustment is presented as informational and does not require action. Staff will also provide an update on the development of the FY27-30 TIP.
- e. VDOT STARS and Project Pipeline Update – *Sandy Shackelford*
VDOT staff will provide an update on the status of project locations for future STARS and Project Pipeline studies.

5. Staff Updates

- a. Staff Updates – *Taylor Lowery*
 - **Better Utilizing Investments to Leverage Development (BUILD) Grant Update**
TJPCD staff received notification that we were not awarded a BUILD grant for the Rivanna River Bicycle and Pedestrian Bridge preliminary engineering project. Staff have requested a debrief meeting to hear feedback on the submitted application.



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Overview: VTrans – Virginia's Transportation Plan

Laura Schewel, Deputy Secretary of Transportation

July 2026



VIRGINIA DEPARTMENT
of Aviation



MVDB



Office of
INTERMODAL
Planning and Investment



THE PORT OF
VIRGINIA



VIRGINIA SPACEPORT
AUTHORITY



Why are we discussing VTRANS today?

- VTRANS contains the foundational strategies that guide many of our programs. Thus – for board members, understanding VTRANS is foundational to understanding the big strategy.
- The CTB influences VTRANS as follows:
 - Approves the overall plan and submit updates to the Governor at least every four years (next requirement is December 2029) but we can update it sooner, if we choose.
 - Implements other CTB policies to support the VTRANS.
- We are giving **educational background** today. Our goal is that you understand it.
- In the future we will discuss if and how this CTB wants to consider amendments, updates, and supportive action.

In This Presentation

1. What is VTrans and how does it impact transportation in VA?
2. Current Approach to Virginia's Transportation Plan
3. How is VTrans shared with the public?
4. Next Steps

What is VTrans and How Does it Affect Transportation Choices in VA?

Statutory Requirements related to a "Statewide Transportation Plan"

- ▶ **VTrans is Virginia's "Statewide Transportation Plan" and addresses several Federal and State requirements.**
 - ▶ Key requirements: States must develop a transportation plan (23 USC 135(f) and 49 USC 5304(f)) and a freight plan (49 U.S.C. § 70202).

- ▶ **VTrans is also the Commonwealth Transportation Board's plan to "establish goals, objectives, and priorities" and "assess transportation needs and assign priorities to projects on a statewide basis".**
 - ▶ Code of Virginia Article 33.2-353, requires CTB to submit the plan document to the Governor and the General Assembly at least once every four years. Historically, most of these updates have aligned with gubernatorial terms.
 - ▶ Article 33.2-353 also requires "avoiding the production of a plan that is an aggregation of local, district, regional, or modal plans."
 - ▶ Article 2.2-229 states that the CTB may use VTrans "in the development of a comprehensive, multimodal transportation policy."
 - ▶ The Code of Virginia requirement for a Statewide Transportation Plan was first established in 2001. The first plan was completed in phases between 2003 and 2005.

How to have a Statewide Transportation Plan that's More than a Document on a Shelf → Create direct connection to decisions + actions

Vision, Objectives, and Goals (20+ Years)

- Set the big picture that agencies should use as their North Star
- Decides what should get measured to determine our “priorities” and our “performance”

Sets the guidelines for how we do prioritization, investment, planning every day.

Mid Term Needs (~10 years)

- Designate road segments as Priority 1, 2, 3, or 4 needs based on categories IDed by Vision, Objectives, Goals.
- **This determines eligibility for Smart Scale, Pipeline Studies, core VDOT/DRPT investment, and gives projects priority in some local programs.**
 - Also –shows where there is opportunity to score well on Smart Scale.

How to have a Statewide Transportation Plan that's More than a Document on a Shelf → Create direct connection to decisions + actions

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- Set the big picture that agencies should use as their North Star
- Decides what should get measured to determine our “priorities” and our “performance”

Sets the guidelines for how we do prioritization, investment, planning every day.

Gives some space for us to work on the big risks and uncertainties that wouldn't come up in our typical day.

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Risks, Opps, and Strategic Actions

Identifies long-term external risks (e.g. more flooding) and opportunities, guides agencies on how to approach them, assigns staff projects to prepare.

EXAMPLE: How Vision Flow to Goals/Objectives

VISION: Virginia's **best-in-class multimodal transportation system** provides safe and **reliable mobility**, connects people and commerce, **fosters economic growth** and investment, embraces environmental stewardship, and enhances quality of life



Vision used to generate goals and objectives.



Goal C: Economic Competitiveness through Travel Time

Reliability:

Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objectives:

- **C.1.** Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.
- **C.2.** Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.
- **C.3.** Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.

EXAMPLE: How Vision Flow to Goals/Objectives which flow to Mid Term Needs

VISION: Virginia's **best-in-class multimodal transportation system** provides safe and **reliable mobility**, connects people and commerce, **fosters economic growth** and investment, embraces environmental stewardship, and enhances quality of life

Vision used to generate
“perpetual” goals and objectives.

VTrans MidTerm process quantifies where the biggest problems for reliability lie. Level of Travel Time Reliability, a standard industry measure, is used to identify Reliability needs.



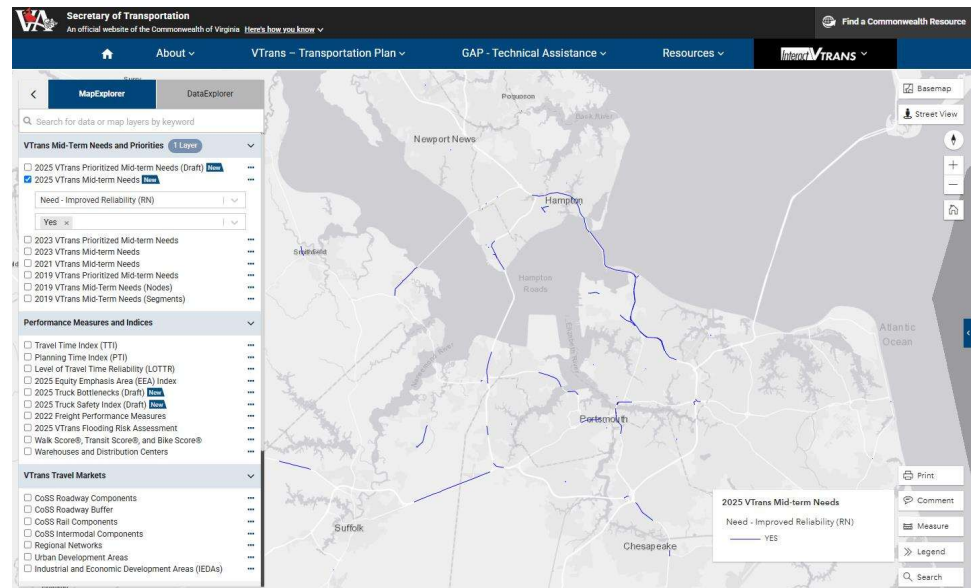
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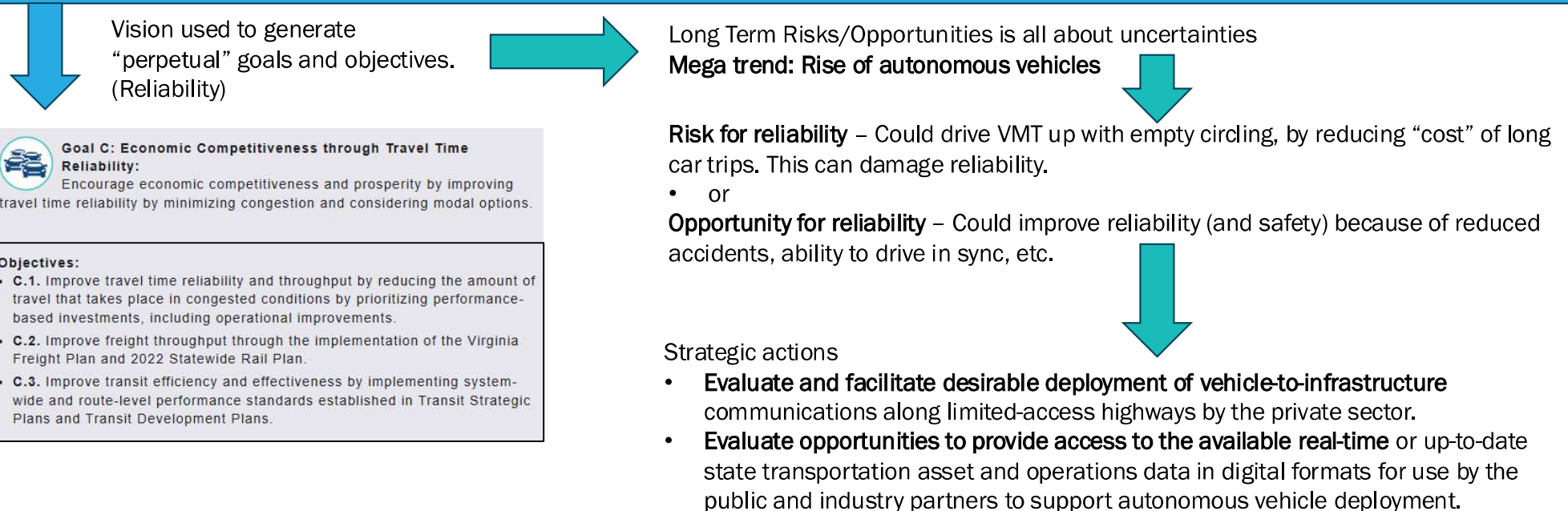
Objectives:

- **C.1.** Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.
- **C.2.** Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.
- **C.3.** Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.



EXAMPLE: How Vision Flow to Goals/Objectives which flow to Risks and Strategic Mitigation Actions

VISION: Virginia's **best-in-class multimodal transportation system** provides safe and **reliable mobility**, connects people and commerce, **fosters economic growth** and investment, embraces environmental stewardship, and enhances quality of life



More Detail: Current Approach

Vision, Guiding Principals, Goals & Objectives

- **Vision:** “Virginia’s **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life.”
- **Updated last April 2025**
- **Impact:**
 - They help set our North star
 - They define Mid-Term Needs categories
 - They are what we measure to know if we’re doing a good job
 - They help us frame our understanding of Long Term Risks and Opportunities
- **For more info:**
 - <https://vtrans.virginia.gov/vision/our-vision>

Goals and Objectives

The VTrans Goals support the VTrans Vision. They are critical in measuring progress towards the Vision and identifying transportation needs that can help us achieve it.

Goals	Objectives
 Goal A: Transportation System Safety Reduce fatalities and serious injuries to make the transportation network safer for the traveling public	Objectives: • A.1. Reduce the number and rate of motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. • A.2. Reduce the number of non-motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. • A.3. Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans.
 Goal B: System Preservation Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.	Objectives: • B.1. Obtain the following outcomes through the implementation of the recommendations from VDOT’s Maintenance and Operations Comprehensive Review. • Meet long-term sustainable pavement and bridge performance targets adopted by the Board. • Maintain VDOT’s special structures in accordance with the annually updated 50-year special structures plan. • Meet routine maintenance best practices performance metrics. • B.2. Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management plans • B.3. Ensure transit state of good repair through the prioritization of state capital investments in public transportation. • B.4. Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) track improvements.
 Goal C: Economic Competitiveness through Travel Time Reliability: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.	Objectives: • C.1. Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements. • C.2. Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan. • C.3. Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.
 Goal D: Inter-Connected Systems and Services Provide an integrated multimodal transportation system for better accessibility and travel options.	Objectives: • D.1. Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate. • D.2. Increase bus ridership by improving bus stop condition and accessibility. • D.3. Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan. • D.4. Support economic development initiatives through investments in site accessibility.
 Goal E: Environmental Stewardship Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.	Objectives: • E.1. Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review. • E.2. Implement solutions to support the attainment of National Ambient Air Quality Standards.

Long Term Risk + Opportunity Register

- **What it is:**
 - A framework for defining which external trends we know will affect us but are hard to deal with (known unknowns).
 - Think of it as the way we decide “shouldn’t we be doing something about [flooding/AI/AVs/e-commerce]?”
- **Updated last.** Established 2021. Small updates in 2025
- **What it impacts:**
 - It is part of our state and federal required reporting.
 - It should be used to guide how other agencies incorporate thinking about these trends into their core practices, so the state has a unified approach
 - Can be used by CTB as the justification for a Strategic Action

For more info:

- <https://vtrans.virginia.gov/long-term-planning/long-term-risk-register>

2021 Risk Examples

- A large number of the state roads are at increasing risk of flooding
- Impacts of increased flooding are disproportionately high for certain geographic areas and populations.

2021 Opportunity Examples

- Improve the state’s ability to manage a transportation system with a high number of autonomous vehicles
- Utilize shared mobility services to improve accessibility

Strategic Actions

- **What is it:** Things the board tells staff to do as a result of all this.
- **What does it impact:**
 - Creates a reason for staff to do work
 - Change business plans for agencies, if so directed by CTB
 - Requires biannual reporting to inform the public and CTB
- **Last updated:** December 2021 (ditto changes suggested in 2025 but not adopted)
- **For more information:** [Strategic Actions | VTrans](#)

2021 Strategic Action Examples	Responsible Entity(s)
1. Collect data (e.g., right-of-way mapping, precipitation, roadway elevation, etc.) to accurately assess flooding risks for state- and locally maintained roadways that can be used to identify funding needs and prioritize investment.	VDOT
2. Develop policies , based on robust data collection and analysis, to ensure that flooding risks are reflected in the transportation asset life cycle and/or transportation project planning processes.	VDOT, DRPT
3. Collaborate with state/regional agencies to systematically identify solutions that facilitate consistent and systematic prioritization and support the allocation of state resources to address flooding risks.	VDOT, DRPT

Mid Year Needs and Priorities

aka the "VTrans Priority 1/2" part

- **What it is:** A process to identify where needs exist and then prioritize which road segments are the highest need (see table for need categories and weights).
- **Updated last:** April 2025 (small method and data updates to match SS policy updates). Data updated Oct 2025
- **What it impacts:**
 - **Smart Scale:** Determines if project can be submitted to SS + indicates where you could get a high score (discussion)
 - **Pipeline:** Makes a project eligible for Pipeline Studies if P1/2
 - **Revenue Sharing:** Helps projects get higher ranking in that program process.
 - **VDOT/DRPT:** "VDOT/DRPT should only spend other dollars on Priority 1 for advanced activity and project development" (waivers exist)
 - **Localities/MPOs** – many use it to inform their own processes

Board-adopted VTrans Need Category	Weighting - Statewide	Weighting*** Construction District Priority			
	COSS	Type A	Type B	Type C	Type D
Congestion Mitigation	25%	25%	15%	15%	5%
Roadway Safety**	25%	10%	15%	25%	35%
Improved Reliability (Highway)	15%	20%	10%	5%	5%
Transportation Demand Management	15%	10%	10%	10%	10%
Capacity Preservation	10%	3%	10%	15%	15%
Improved Reliability (Intercity and Commuter Rail)	10%				
Transit Access for Equity Emphasis Areas		6%	6%	4%	3%
Transit Access to Activity Centers		6%	6%	4%	3%
Pedestrian Access to Activity Centers		6%	6%	4%	3%
Bicycle Access to Activity Centers		6%	6%	4%	3%
Pedestrian Safety**		5%	5%	5%	5%
Access to Industrial and Economic Development Areas*		3%	10%	10%	15%
TOTAL	100%	100%	100%	100%	100%

* Only considered in Urban Development Areas

** Considered on all roads, regardless of COSS or RN status

*** Some rounding for presentation simplicity. I.E – 2.5% is rounded to 3%.

Mid Year Needs and Priorities - Example

Deeper Dive on Methods - Congestion

Congestion Mitigation (Limited Access COSS)

- Percent person-miles travelled in excessively congested areas
- Measure: % of travel where observed speed is 25% below posted speed limit during the 4 hours of peak.
 - If speed limit is 60mph, and 2 hours of peak is <45mph, then this segment would get a score of 50% (2 out of 4 hours)
 - Sources: INRIX for observed speed, VDOT TMS for volume, FHWA/VA Supplement for occupancy, VDOT for speed limit.
- If the outcome is >2%, then the COSS is flagged as “Needs Congestion Mitigation.” Now it’s eligible for Smart Scale. The percentage measure then feeds your overall score (see next slide) and prioritization within COSS.
- RNs have different weightings (by area type) and are ranked within each RN.



On this road segment near Chilhowie, 2.62% of travel is more than 25% below the posted speed limit.

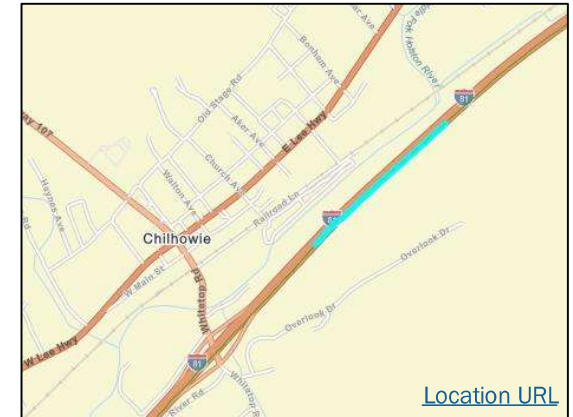
Example in Bristol District (segment of I-81 near Chilhowie)

Need Category	Raw Score (unit)	Normalized Score	COSS Priority Weight	Score
Congestion Mitigation	2.62%	1	25%	0.25
Travel Time Reliability	N/A	0	15%	
Rail On-time Performance	N/A	0	10%	
Capacity Preservation	N/A	0	10%	
Transportation Demand Management	1255 (# of intra-RN trips in a typical three-day period)	2	15%	0.30
Safety	6 (# of F/SI crashes)	2	25%	0.50
Statewide Priority Score (Unadjusted)				1.05
Adjustments				
Co-located pavement-related need	N/A			
Co-located bridge-related needs	N/A			
Exposure to flooding risk	N/A			
Economic Distressed	Medium (.035 additional pts)			
Statewide Priority Score (Adjusted)				1.087

First scores are normalized and weighted (similar to Smart Scale)

Second, bonus points are added for certain conditions to create the final score.

Third, the final score is put in its percentile bracket for its group (in this case, all CoSS statewide). This segments' score is in the bottom 85%, so it is Priority 4.



Priorities are ranked in different “markets” to allow each region to have its own priorities flagged as P1, P2

Corridors of Statewide Significance (CoSS) Example: I-64	Regional Networks (RN) Example: HRTPO	Urban Development Area (UDA) Example: Union Hall UDA in Franklin County
Designated by CTB policy. Allows state to rank priorities within this statewide group.	Per code - MPO boundaries + rest of county if one portion is in MPO. Allows ranking and prioritization within one region.	Per code, designated areas for high density, other criteria. Allows ranking and prioritization within one area.
How updated? Ad hoc based on CTB vote. Such updates have happened twice in the past.	How updated? Automatically updated following MPO boundary update.	How updated? Locally driven.

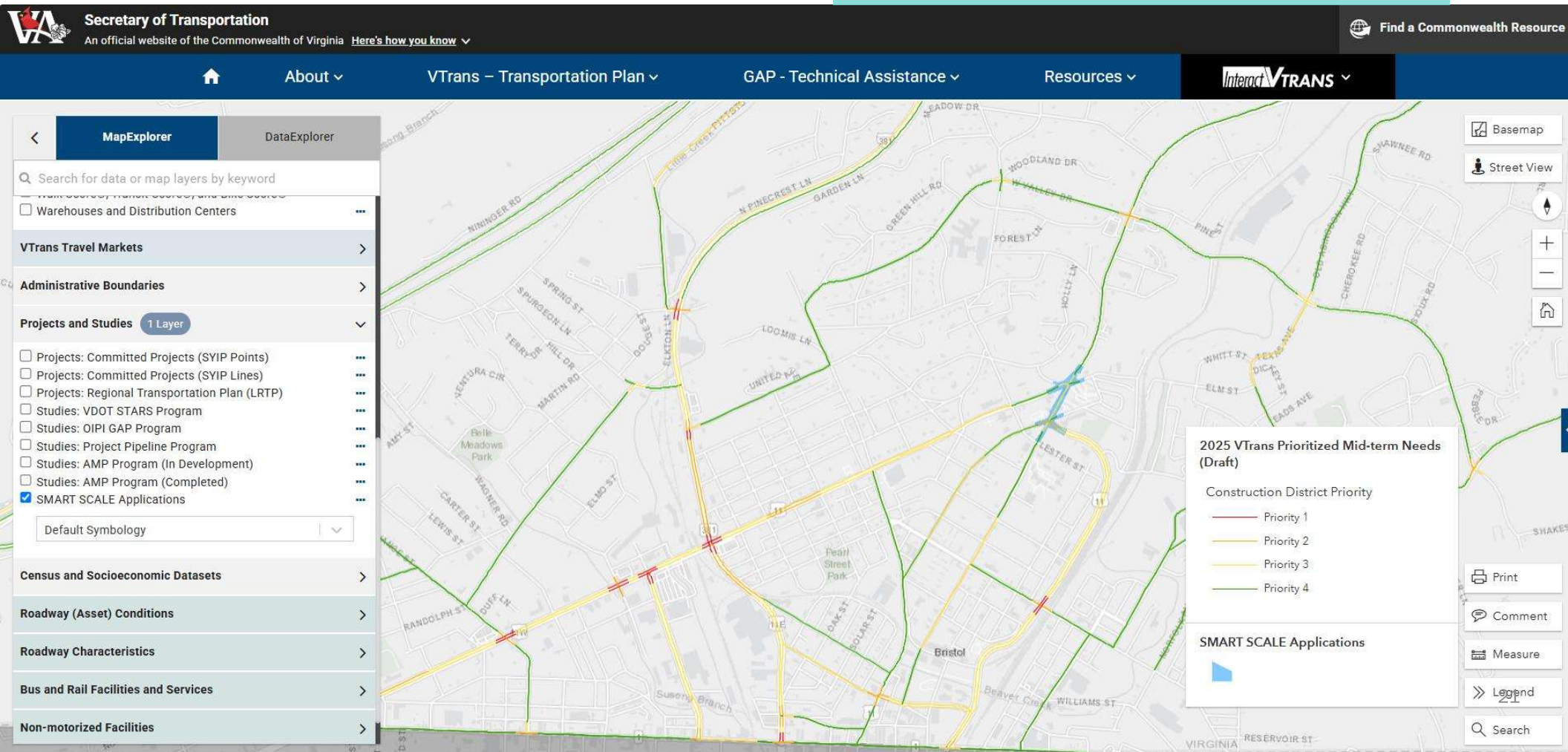
How is VTrans shared with others?

Requirements for sharing and publication

- **Share with GA/Governor** → § 33.2-353(C) – “The plan shall incorporate the measures and goals of the approved long-range plans developed by the applicable regional organizations. Each such plan shall be summarized in a public document and made available to the general public upon presentation to the Governor and General Assembly.”
- **Share with CTB** → The CTB needs to approve VTrans changes. **Thus – it is up to you what material you want to see.** There is no requirement that what is shared with you be in a certain format. **Please tell us with some lead time!**
- **Share with public** →
 - The only requirement is the same “summary” that is shared with the GA/Governor
 - For Mid Term needs – Practically, the industry need access to detailed geospatial data to understand how to use VTrans Mid Term needs in their work. Therefore, VTrans team has developed a digital portal that contains this detailed GIS data. Most users access this via our digital files and webportal (see next page)
 - The web portal also contains interactive materials that take users through the other sections of VTrans.

How can this information be accessed?

- ▶ This map, referred to as the 2025 Prioritized VTrans Mid-term Needs, shows roadways with Construction District Priorities in Bristol. Past SMART SCALE applications are also highlighted.



How can this information be accessed?

- ▶ This map, referred to as the 2025 Prioritized VTrans Mid-term Needs, shows Construction District P1 and P2 statewide (Regional Networks + UDAs + Safety).

Secretary of Transportation
An official website of the Commonwealth of Virginia [Here's how you know](#) ▼

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MapExplorer DataExplorer

Search for data or map layers by keyword

VTrans Mid-Term Needs and Priorities 1 Layer ▼

- ☒ 2025 VTrans Prioritized Mid-term Needs (Draft) **New**
- ☐ 2025 VTrans Mid-term Needs **New**
- ☐ 2023 VTrans Prioritized Mid-term Needs
- ☐ 2023 VTrans Mid-term Needs
- ☐ 2021 VTrans Mid-term Needs
- ☐ 2019 VTrans Prioritized Mid-term Needs
- ☐ 2019 VTrans Mid-Term Needs (Nodes)
- ☐ 2019 VTrans Mid-Term Needs (Segments)

Construction District Priority ▼

Multiple × ▼

Performance Measures and Indices >

VTrans Travel Markets >

Administrative Boundaries >

Projects and Studies >

Census and Socioeconomic Datasets >

Roadway (Asset) Conditions >

Roadway Characteristics >

Basemap

Street View

Print

Comment

Measure

Legend

Find address or place

Search

How can this information be accessed?

- ▶ This map, referred to as the 2025 Prioritized VTrans Mid-term Needs, shows COSS P1 and P2 statewide.

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[Home](#) [About](#) [VTrans – Transportation Plan](#) [GAP - Technical Assistance](#) [Resources](#) **Interact VTRANS**

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VTrans Mid-Term Needs and Priorities 1 Layer ▼

☒ 2025 VTrans Prioritized Mid-term Needs (Draft) **New** ...

Statewide Priority | ▼

Multiple × | ▼

☐ 2025 VTrans Mid-term Needs **New** ...

☐ 2023 VTrans Prioritized Mid-term Needs ...

☐ 2023 VTrans Mid-term Needs ...

☐ 2021 VTrans Mid-term Needs ...

☐ 2019 VTrans Prioritized Mid-term Needs ...

☐ 2019 VTrans Mid-Term Needs (Nodes) ...

☐ 2019 VTrans Mid-Term Needs (Segments) ...

Performance Measures and Indices >

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What's next on VTrans?

- Deeper dive on any section of VTrans in future workshop if desired
- We will share updates on the progress of Strategic Actions in an upcoming meeting and at that time give recommendations on what changes should be considered for that list.
- Midterm bi-annual data refresh will be complete in October '27 (no CTB input necessary, but we will review outcomes for your district with you if desired)
- New report to Governor by or before December 2029. The CTB decides if there will be updates to existing VTrans policies or not, and/or if we want to do this update sooner.

Appendices

Key Policies Governing VTrans – Needs Identification and Prioritization

- ▶ **In January 2020, CTB adopted need categories and criteria to determine a transportation need.**
 - ▶ VTrans identifies the problem, not the solution. Localities propose solutions to the identified needs for evaluation in the SMART SCALE and VDOT's Revenue Sharing programs.
 - ▶ The identified needs are specific; they are not prescriptive to allow for context-sensitive solutions.

- ▶ **In March 2021, the CTB developed a policy to prioritize the needs and locations.**
 - ▶ With a recognition that the Commonwealth has limited resources to address all needs simultaneously, a policy to establish priority locations was established.
 - ▶ CTB directed VDOT and DRPT's advance planning and project development activities for capacity expansion solutions to be focused on VTrans Priority 1 locations.

- ▶ **In December 2021, CTB policy required that outputs of VTrans policies be utilized by OIPI, VDOT, and DRPT for statewide planning activities and for developing or modifying practices and Board policies.**
 - ▶ CTB directed OIPI to identify solutions for Priority 1 and 2 locations as part of the Project Pipeline program.

- ▶ **In April 2025, the CTB made a modification to the prioritization policy.**

Appendix - Goals and Objectives (Goal A)

Goals	Objectives
Goal A: Transportation System Safety Reduce fatalities and serious injuries to make the transportation network safer for the traveling public	A.1. Reduce the number and rate of motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. A.2. Reduce the number of non-motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. A.3. Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans.

Adopted in April 2025

Appendix - Goals and Objectives (Goal B)

Goals	Objectives
Goal B: System Preservation Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.	B.1. Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. - Meet long-term sustainable pavement and bridge performance targets adopted by the Board. - Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan. - Meet routine maintenance best practices performance metrics. B.2. Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management plans B.3. Ensure transit state of good repair through the prioritization of state capital investments in public transportation. B.4. Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) track improvements.

Adopted in April 2025

Appendix - Goals and Objectives (Goal C)

Goals	Objectives
Goal C: Economic Competitiveness through Travel Time Reliability Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.	C.1. Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements. C.2. Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan. C.3. Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.

Adopted in April 2025

Appendix - Goals and Objectives (Goal D)

Goals	Objectives
Goal D: Inter-Connected Systems and Services Provide an integrated multimodal transportation system for better accessibility and travel options.	D.1. Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate. D.2. Increase bus ridership by improving bus stop condition and accessibility. D.3. Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan. D.4. Support economic development initiatives through investments in site accessibility.

Adopted in April 2025

Appendix - Goals and Objectives (Goal E)

Goals	Objectives
Goal E: Environmental Stewardship Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.	E.1. Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review. E.2. Implement solutions to support the attainment of National Ambient Air Quality Standards.

Adopted in April 2025

Appendix – 2021 VTrans Strategic Actions (Related to Climate Megatrend)

2021 Strategic Action	Responsible Entity(s)
1. Collect data (e.g., right-of-way mapping, precipitation, roadway elevation, etc.) to accurately assess flooding risks for state- and locally maintained roadways that can be used to identify funding needs and prioritize investment.	VDOT
2. Develop policies , based on robust data collection and analysis, to ensure that flooding risks are reflected in the transportation asset life cycle and/or transportation project planning processes.	VDOT, DRPT
3. Collaborate with state/regional agencies to systematically identify solutions that facilitate consistent and systematic prioritization and support the allocation of state resources to address flooding risks.	VDOT, DRPT

Adopted in December 2021

Adopted in April 2025

Appendix – 2021 VTrans Strategic Actions (Related to Technology Megatrend)

2021 Strategic Action	Responsible Entity(s)
4. Evaluate options to gather vehicle automation and capability data for the state’s registered vehicle fleet to develop a more complete and accurate assessment of risks and opportunities associated with automated vehicles.	VDOT
5. Develop a roadmap for implementing foundational digital practices , such as digital-as-builts and information management processes, for capturing asset information for transportation infrastructure.	VDOT, DRPT
6. Evaluate and facilitate desirable deployment of vehicle-to-infrastructure communications along limited-access highways by the private sector.	VDOT
7. Evaluate opportunities to provide access to the available real-time or up-to-date state transportation asset and operations data in digital formats for use by the public and industry partners to support autonomous vehicle deployment.	VDOT, DRPT
8. Identify and develop solutions to address barriers to the installation of electric vehicle charging infrastructure by the private sector.	OIPI
9. Evaluate and establish sidewalk and curb management best practices for state-owned roadways and promote them for locality-owned roadways.	OIPI

Adopted in December 2021

Appendix – 2021 VTrans Strategic Actions (Related to Mid-term Needs)

2021 Strategic Action	Responsible Entity(s)
10. Formalize a process for comprehensive needs identification and prioritization for the § 33.2-372: Interstate Operations and Enhancement Program, utilizing the transportation planning policies established by the CTB in VTrans.	OIPI
11. Evaluate the performance of selected construction projects from the SMART SCALE, Interstate Operations and Enhancement Program, Virginia Highway Safety Improvement Program, and DRPT's MERIT program to determine whether the selected projects are providing the anticipated benefits and to support efforts to continue to improve project evaluation criteria and methods.	OIPI
12. Establish a regular study cycle for Project Pipeline studies , as defined in the CTB Policy for the Prioritization of VTrans Mid-term Needs adopted in March 2021, to include solutions for the most up-to-date VTrans Priority 1 and Priority 2 locations.	OIPI

Adopted in December 2021

Appendix – 2021 VTrans Strategic Actions (Related to VTrans Guiding Principles)

2021 Strategic Action	Responsible Entity(s)
13. Evaluate the feasibility of and alternatives to a combined dashboard to monitor the performance and delivery of projects and programs included in the Six-Year Improvement Program).	VDOT, DRPT
14. Evaluate and, if feasible, integrate the remaining application-based highway and transit capital funding programs and transit operating funding programs administered by OIPI, VDOT, and DRPT into the SMART PORTAL to provide one-stop access to the state’s funding programs.	VDOT, DRPT, OIPI

Adopted in December 2021

Appendix – 2021 VTrans Strategic Actions (Related to Long-term Risks and Opportunities)

2021 Strategic Action	Responsible Entity(s)
15. Identify and clarify the roles and responsibilities of the state transportation agencies related to emerging areas, such as curb management, shared mobility, drones, etc., to ensure greater focus.	OIPI
16. To methodically address items in the 2021 VTrans Risk & Opportunity Register, formalize OIPI's role in supporting and advising the CTB in the conduct of CTB business, and develop a comprehensive transportation policy as required by § 2.2-229.	OIPI

Adopted in December 2021



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**MPO Quarterly –
Full Application Reminders**

July 23, 2026

Brooke Jackson, P.E.



Full Application Training

- **Full Application Training was June 3, 2026**
 - [Round 7 Full Application Training Presentation](#)
 - [Round 7 Full Application Training Video](#)
 - [Round 7 Full Application Checklist](#)
- **Highlights**
 - DGP and HPP identification will be validated, reviewed by Point of Contact, and posted to the application after submission
 - HPP Phasing (SS05) – received 5, 2 withdrawn – all 3 approved
 - Pre-screening decisions – incorporate all feedback, including VTrans feedback. Studies could not be reviewed in detail
 - Resolutions of Support – all due August 3rd 5 PM

Full Application Training

- **Highlights Continued**
 - Funding and Delivery Guidance
 - SMART Portal Demo

Key Takeaways

- Earliest funding start year is FY 2030 (August 2029)
- Estimate must be created based on current year
- Do not submit an old estimate with **inflation** applied
- **SMART Portal** will apply additional **inflation** (statewide) based on the phase dates entered

Delivery and Funding Guidance



This guidance is intended as a general reference for Delivery and Funding content, including estimate validation, during SMART SCALE Round 7; it is not intended to be an exhaustive resource applicable to every situation.

Estimates	
DO • Confirm FY2027 is base year of estimate for Full Application Estimate Validation • Assume VDOT Administration in estimate development • Include a Project Estimate Summary (PES) with each submitted application (REQUIRED) • Ensure supporting documentation is available and/or provided to support PES review	DON'T • Submit an old estimate • Add inflation, escalation, or contingency to the base estimate (it's added in the SMART Portal) • Submit an estimate that is inconsistent with the project sketch and/or features • Submit multiple versions of estimates in the Smart Portal • Provide estimates that an independent reviewer can't understand
Schedules	
DO • Use FY2030 as the first year of available funding (Year 3 of the FY2028-2033 SYIP) • August 2029 Start Date • Reference VDOT Administered PWA Templates to set durations	DON'T • Provide a start date ahead of the recommended start year, if there is no leveraged funding
Funding	
DO • Provide the funding information from the most recently approved SYIP when leveraging funding on existing projects; • January 2026 SYIP (Pre-App) • June 2026 (Full-App) • Ensure the leveraged funding is sufficient to justify any early project start date and/or phase durations • Provide leveraged funding commitment in writing	DON'T • Identify leveraged funding not yet APPROVED or APPLIED FOR • Provide leveraged funding for earlier start dates that does not reasonably cover expected cash flow until SMART SCALE funding is available

Checklist for Full Application

• Full Application Checklist

- FAQs
- Deadlines
- Common Issues

Checklist for Full Application

Deadlines are highlighted, if not explicitly stated, it is the Full Application deadline is **August 3rd, 2026, at 5 PM.**

1. Review and incorporate OIPI (Central Office) and VDOT/DRPT (District) Pre-Application Feedback in the Pre-Screening Forms into the Full Application. Contact [your POC](#) with questions.
2. Confirm HPP-Eligibility with POC. If applicable, [SS05 Phasing Justification Approval Form](#) by **June 17th**
3. Application Validation by SMART Portal Pearl Heading
 - a. Features
 - i. By **June 15th**, select any missed features identified as having a gated document
 - ii. Feature descriptions are written in a concise and factual manner, with no extraneous information. Refer to [Feature Descriptions and Example Text](#)
 - b. Transit - Completed if applicable, contact Jacob.Hotinger@drpt.virginia.gov with questions
 - c. Location
 - i. Project Linework matches physical improvements in the sketch
 - ii. VTrans needs
 1. Select any needs recommended by the VTrans Team
 2. Select one of each applicable Travel Market/Need Category combination
 - iii. Review VEDP Sites and Buildings to ensure known properties are captured contact Michele Mende (MMende@vedp.org) with questions
 - iv. Overlapping funded projects are addressed via:
 1. Project Change Process (by **June 30th**)
 2. Project Cancellation (by **July 15th**)
 3. Revise Application to Remove Conflict

Always clearly show in the existing funded project tie-in on the Project Sketch
 - v. Transit Routes & Stops
 1. Created if applying for a new route
 2. Selected if modifying an existing route
 - d. Project Readiness
 - i. Meet internal VDOT and DRPT document review deadlines for gated documents. Deadlines are variable (to ensure comment resolution) and communicated by the POC
 - ii. Select document(s) that satisfy each gate with relevant pages identified
 - iii. Resolve any comments from reviewers ahead of the **July 15th** Gate 3 deadline
 - e. Factors - Apply Feature Descriptions method for Factors Supporting Information
 - f. Delivery & Funding
 - i. Developed as VDOT-Administered
 - ii. Reference all [Cost Estimate Resources](#)
 - g. Supporting Documents – Use [Readiness Resources](#) available, including [Project Sketch One-Pager](#)
 - i. All gated documents uploaded before linking in Project Readiness Pearl
 - ii. Letter of Support and Project Estimate Summary (and supporting documentation)
 - iii. Only one document for each applicable type is provided
4. Before selecting “Mark as Ready for Submission.”
 - a. Ensure application is cohesive. Changing one project element means updating all the Pearls
 - b. Address any comments or alerts (bottom of application)
 - c. Toggle on “Review Submission Readiness” and resolve issues

Resolutions of Support



- All are due August 3rd
- Every applicant needs to provide their own resolution of support, no exceptions
- Might need a secondary resolution

Table 2.6 Secondary Resolution(s) of Support Requirements				
Project Location	Locality Applicant	Transit Agency Applicant	PDC Applicant	MPO Applicant
Within MPO(s)	Yes, from affected MPO(s)*	Yes, from affected MPO(s)*	Yes, from affected MPO(s)*	Yes, from affected MPO(s)*
Crossing a locality boundary	Yes, from the affected locality	No	No	No
* Not needed if the project is identified in or consistent with the adopted Constrained Long Range Plan (CLRP). Link to the document must be provided in the application.				

Resolution Of Support

Is your project identified in or consistent with the regionally adopted Constrained Long Range Plan (CLRP), and if applicable, the Transit Development Plan (TDP) or Transit Strategic Plan (TSP)?

Yes

Link to documentation showing inclusion or consistency with the adopted plans

https://rvarc.org/wp-content/uploads/2025/07/Priority_Projects_to_Pursue2025-04-30T16_25_10.6783746Z.pdf (7th project on the list)

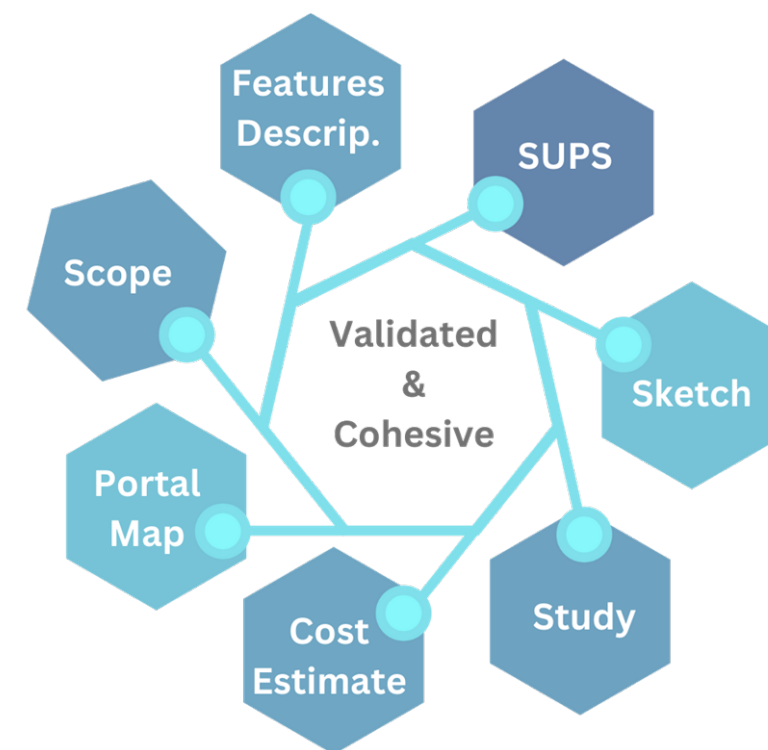
Timeline and Key Dates for Applicants



Date	Activity
July 15 th	Finalized Documents with Gate Requirement Due (attached in the SMART Portal) <i>Note: there may be earlier dates required internally by districts to accommodate reviews</i>
August 3 rd – 5PM	Full Applications Close – Final Sketches, Estimates, Leveraged Funding Supporting Documentation, Resolutions of Support
September 16 th	Applicants approve all State’s Understanding of Project Scope
October CTB	Update to the CTB on Round 7 Applications
October 16 th	District Complete with Cost Estimate Validation
November 13 th	CO L&D Cost Estimate Validation Complete
January CTB	Release Base Scenario in two formats: HPP First and DGP First

Thank YOU!

- SMART SCALE Team Contacts
- **Application Readiness Goal**
 - Clearly defines scope
 - Matching & cohesive
 - Meets document & data requirements
- **ONE sketch, ONE study, ONE estimate**
 - <https://www.adobe.com/acrobat/online/compress-pdf.html>
 - Or print to PDF, select smallest file size
- **Be responsive to requests for information – Timeline is not flexible**
- **Do not wait until August 3rd to Mark as Ready for Submission**



VIRGINIA

2027-2031

STRATEGIC HIGHWAY SAFETY PLAN



Arrive Alive

presented by

Virginia Department of Transportation

APRIL 23rd, 2026



ENGAGING PARTNERS AND THE PUBLIC

Inclusive Engagement Strategy

The update introduces a strategy to gather insights from partners and the public across the Commonwealth.

Regional In-Person Meetings

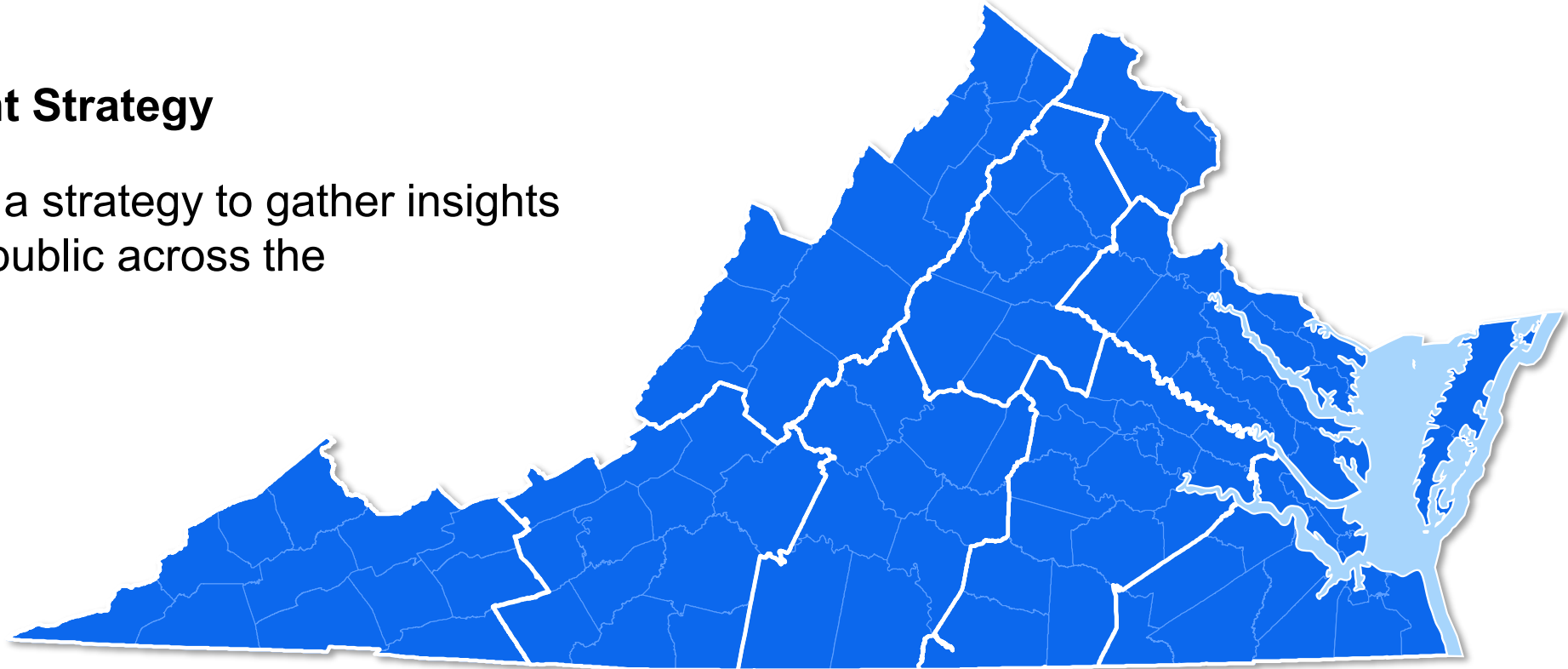
Meetings convene agencies and organizations to share lessons and coordinate regional safety efforts.

Statewide Public Survey

Public survey gathers input on traffic safety behaviors and attitudes to inform strategy development.

Focused Stakeholder Meetings

Targeted meetings refine actions and responsibilities for specific safety emphasis areas.



Engaging Partners and the Public

Regional In-Person Meetings

★
The Virginia Department of Transportation (VDOT) is seeking input to inform the next version of Virginia's Strategic Highway Safety Plan (SHSP) and will be hosting five meetings with safety practitioners throughout the Commonwealth. The discussion will focus on local or regional strategies, successes, and challenges (across the four Es—engineering, enforcement, education, and emergency response and medical services) for improving traffic safety.

Location	Date	RSVP Link
HRTPO Office; The Regional Boardroom 723 Woodlake Drive Chesapeake, VA 23320	Wednesday, July 15th 9:00 a.m.–12:00 p.m.	RSVP HERE
VDOT Central Office; 1st Floor Training Room 9120 Lockwood Blvd Mechanicsville, VA 23116	Tuesday, July 28th 9:00 a.m.–12:00 p.m.	RSVP HERE
VDOT Bristol District Headquarters; District Auditorium 2111 Bonham Rd Bristol, VA 24201	Wednesday, July 29th 9:00 a.m.–12:00 p.m.	RSVP HERE
VDOT Northern Virginia District Office; District Auditorium 4975 Alliance Dr Fairfax, VA 22030	Thursday, August 6th 9:00 a.m.–12:00 p.m.	RSVP HERE
Ramey Building Auditorium 4303 Campbell Ave Lynchburg, VA 24501	Friday, August 7th 9:00 a.m.–12:00 p.m.	RSVP HERE



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Transportation Safety Performance 2027 Safety Measures

May 19, 2026

Margie Ray
Office of Intermodal
Planning and Investment

Mark A. Cole, P.E.
VDOT Traffic Operations Division



Federal Target Setting

- This presentation is to update the Board on the federal requirements for targets setting and performance reporting
- We will present the requirements and methods used to set Virginia's highway safety performance targets for calendar year 2027
- The CTB will be asked to vote on the targets at the June meeting

Federal Target Setting

- Background on target setting requirements
- Statewide trends of safety performance
- Potential federal target setting approaches
- Results and recommendations from each approach
- Proposed 2027 federal safety targets
- Next steps

Performance Management Background

- MAP-21 Federal Law – establish performance targets for:
 - Safety
 - Infrastructure Condition (Bridges and Pavement)
 - System Performance
 - Highway and Freight Reliability
 - Traffic Congestion
 - Emission Reduction
- Code of Virginia § 2.2-229 – Board to establish performance targets for surface transportation
- 2026 schedule for federal targets CTB approvals:
 - Safety in June
 - Infrastructure Condition and System Performance in September

Background

Safety Performance Management Requirements

- Federal law requires performance targets for safety (5 measures)
- Safety targets must be set annually for the next calendar year
- VDOT and Department of Motor Vehicles' (DMV) Highway Safety Office (HSO) coordinate on 3 of the 5 performance measures
 - DMV must report targets to NHTSA by June 30
 - VDOT must report targets to FHWA by August 31

NHTSA - National Highway Traffic Safety Administration
FHWA - Federal Highway Administration

Background

Safety Performance Management Federal Measures

- **Number of fatalities*** - count of persons who died at scene or within 30 days
- **Rate of fatalities*** - count of fatalities per 100M vehicle miles traveled
- **Number of serious injuries*** - count of persons with suspected serious injury, typically taken to hospital
- **Rate of serious injuries** - count of serious injuries per 100M vehicles miles traveled
- **Number of non-motorized fatalities and serious injuries** – count of bicyclists and pedestrians who died or had suspected serious injury

* Three federal measures requiring coordination and consistency with the DMV Highway Safety Office

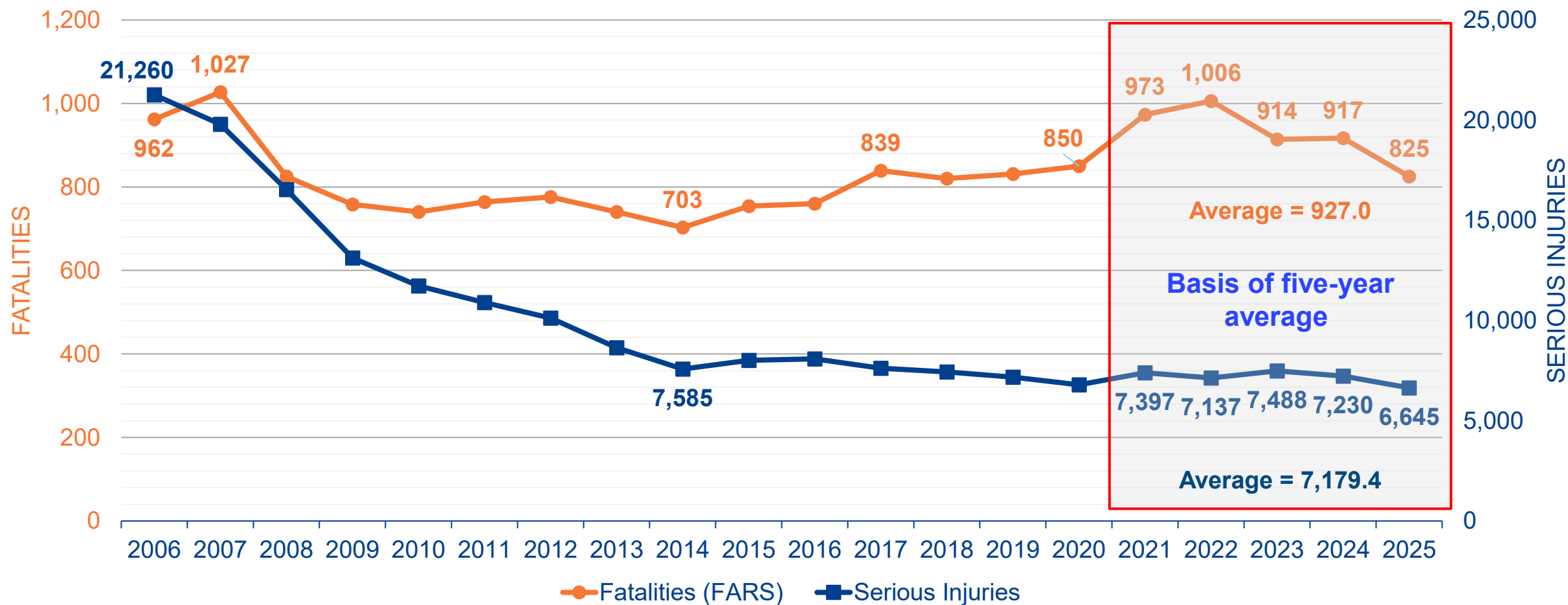
Background

New Federal Target Setting Requirements

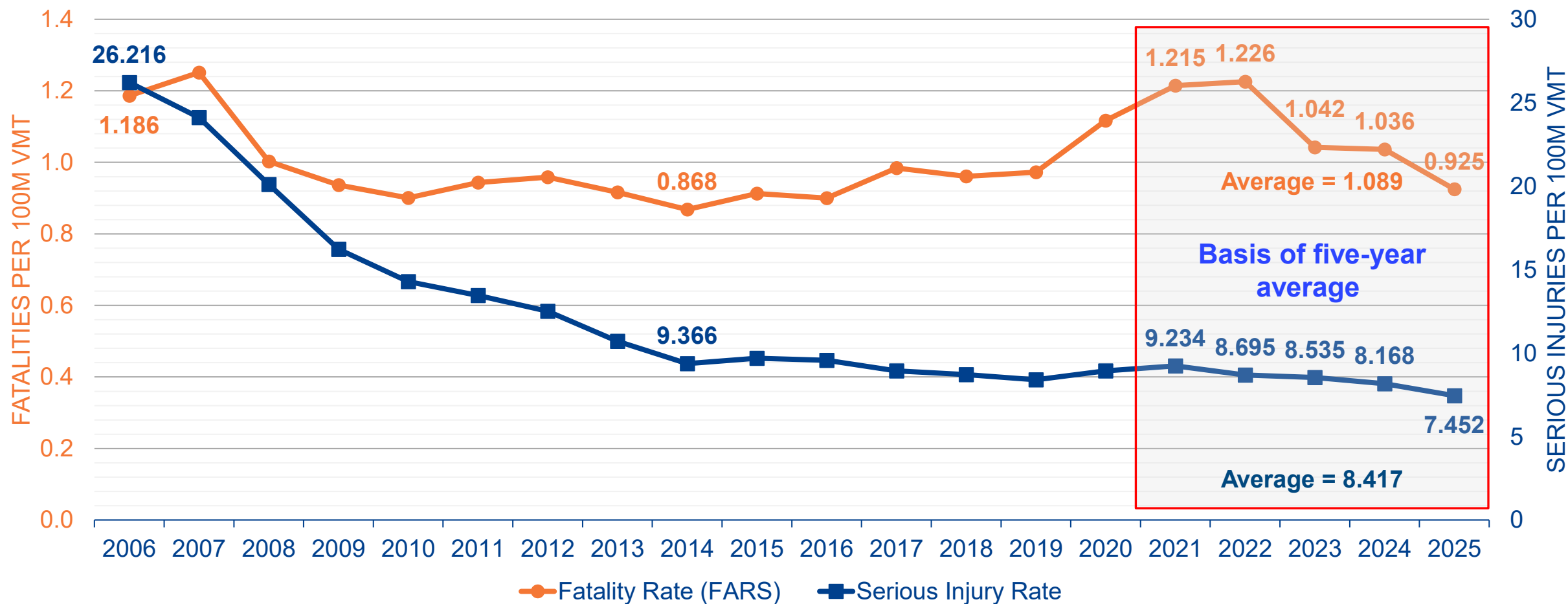
- Annual federal reporting for DMV and VDOT requires submission of annual and calculated five-year average targets
- The 2021 BIL (IIJA) requires that States set safety targets that demonstrate **level or improved performance** for the three common measures (fatalities, fatality rate, and serious injuries)
 - The 2027 five-year average target for each measure, when averaged with the preceding four years, must be level or improved when compared to the most recent five-year average (baseline)
 - Baseline = the average of the actual performance values from 2021-2025
 - 2027 five-year average target = three years of actual performance values from 2023-2025 along with projections for 2026 and the proposed 2027 annual target

BIL – Bipartisan Infrastructure Law
IIJA – Infrastructure Investment and Jobs Act

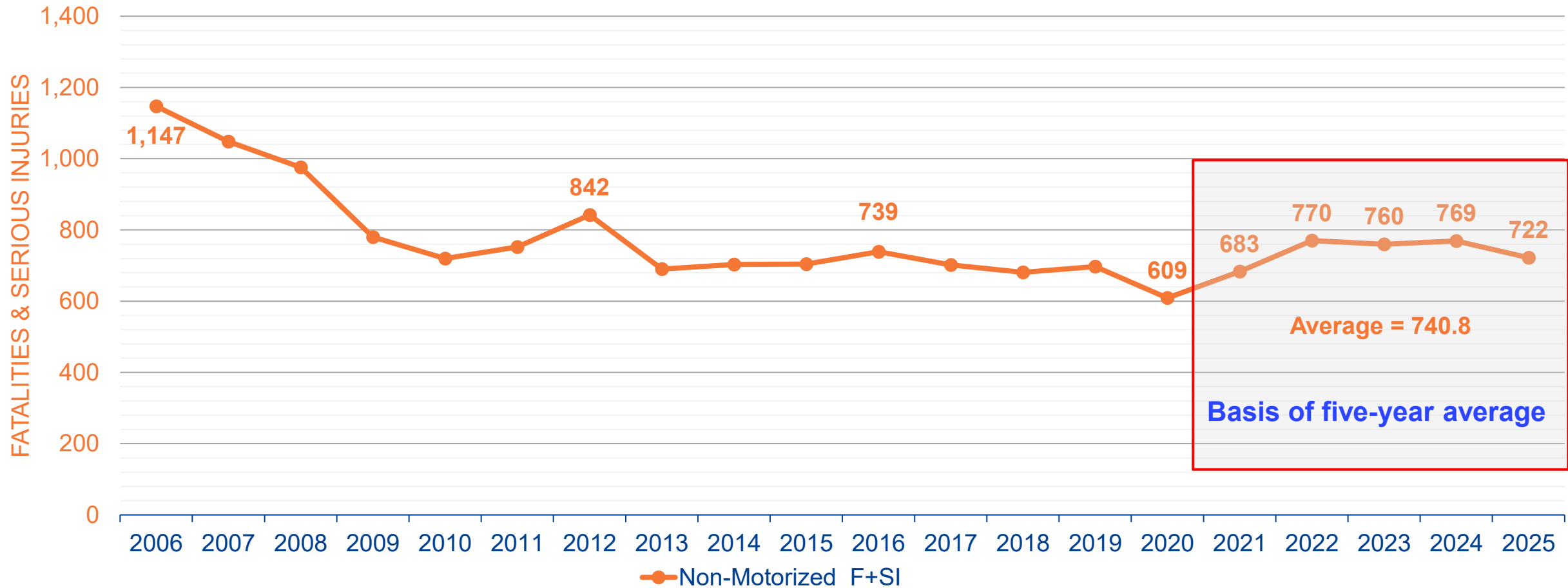
Statewide Trends of Annual Fatalities and Serious Injuries



Statewide Trends of Annual Fatality and Serious Injury Rates



Statewide Trends of Non-Motorized Annual Fatalities and Serious Injuries



Past Safety Measure Performance and Adopted Targets

Measure	2025 Target Values*	2025 Actual Values	2026 Target Values*
Fatalities	819	825	882
Fatality Rate	0.894	0.925	1.00
Serious Injuries	6,829	6,645	6,424
Serious Injury Rate	7.457	7.452	7.286
Non-Motorized Fatalities + Serious Injuries	619	722	604

* CTB adopted targets to provide level or improved 5-year average values to submit to NHTSA and FHWA

Potential 2027 Federal Target Setting Approaches

- The following approaches were explored to determine preferred method to result in level or improved performance (as required by NHTSA):
 1. Predictions from the analytical model used for previous year targets
 2. Projected values based on recent trends
- More information is provided for both approaches on the following slides

Approach 1: Analytical Model Prediction

- Calculate the future target year fatalities and serious injuries counts using an analytical model that considers external influencing factors and has been adjusted annually
- Determine the expected annual reductions of SMART SCALE and VHSIP projects that were recently or soon to be completed and subtract from the model predictions

Model Prediction – Project Safety Benefits = Expected Performance

- Calculate the two “rate” measures based on the expected performance for count measures and the projected VMT growth

Approach 2: Recent Trend Projections

Use safety measure trend projections to calculate 2027 targets:

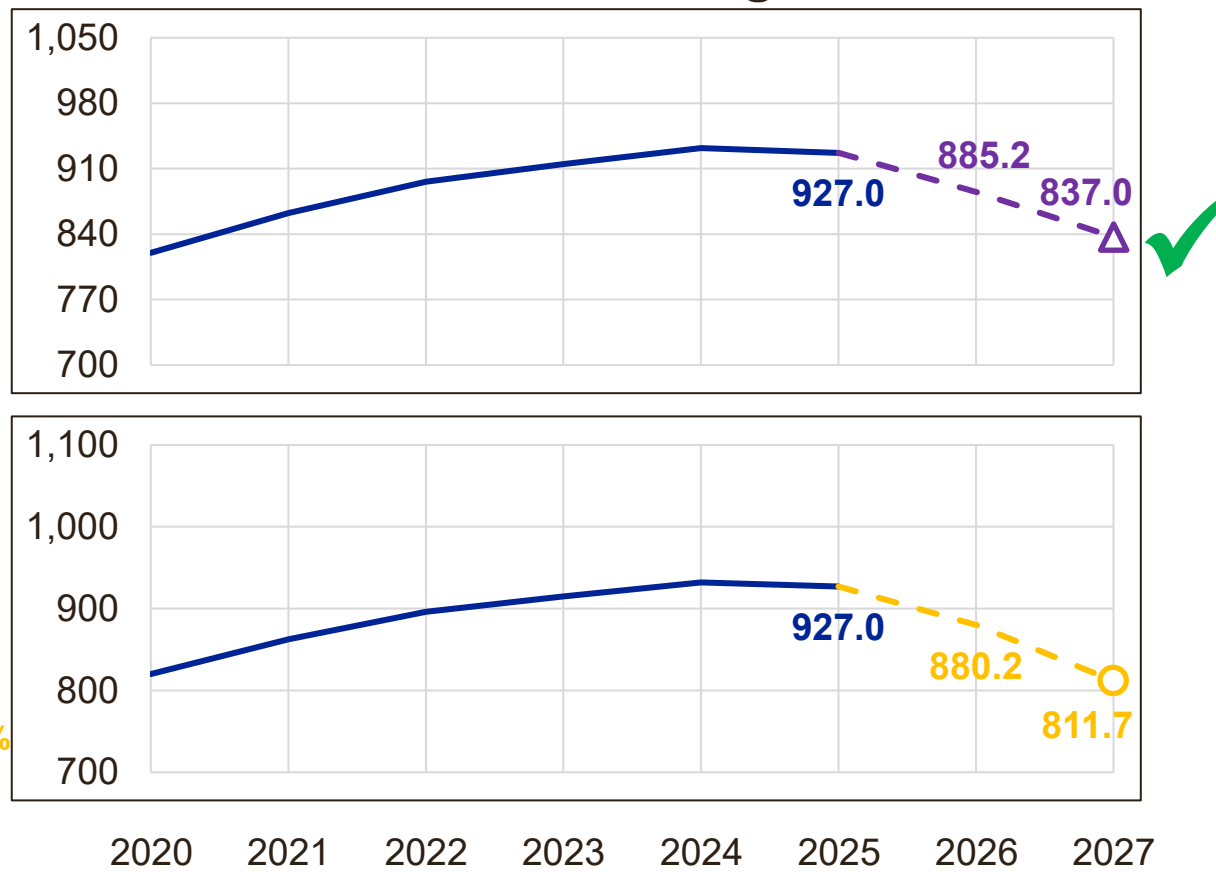
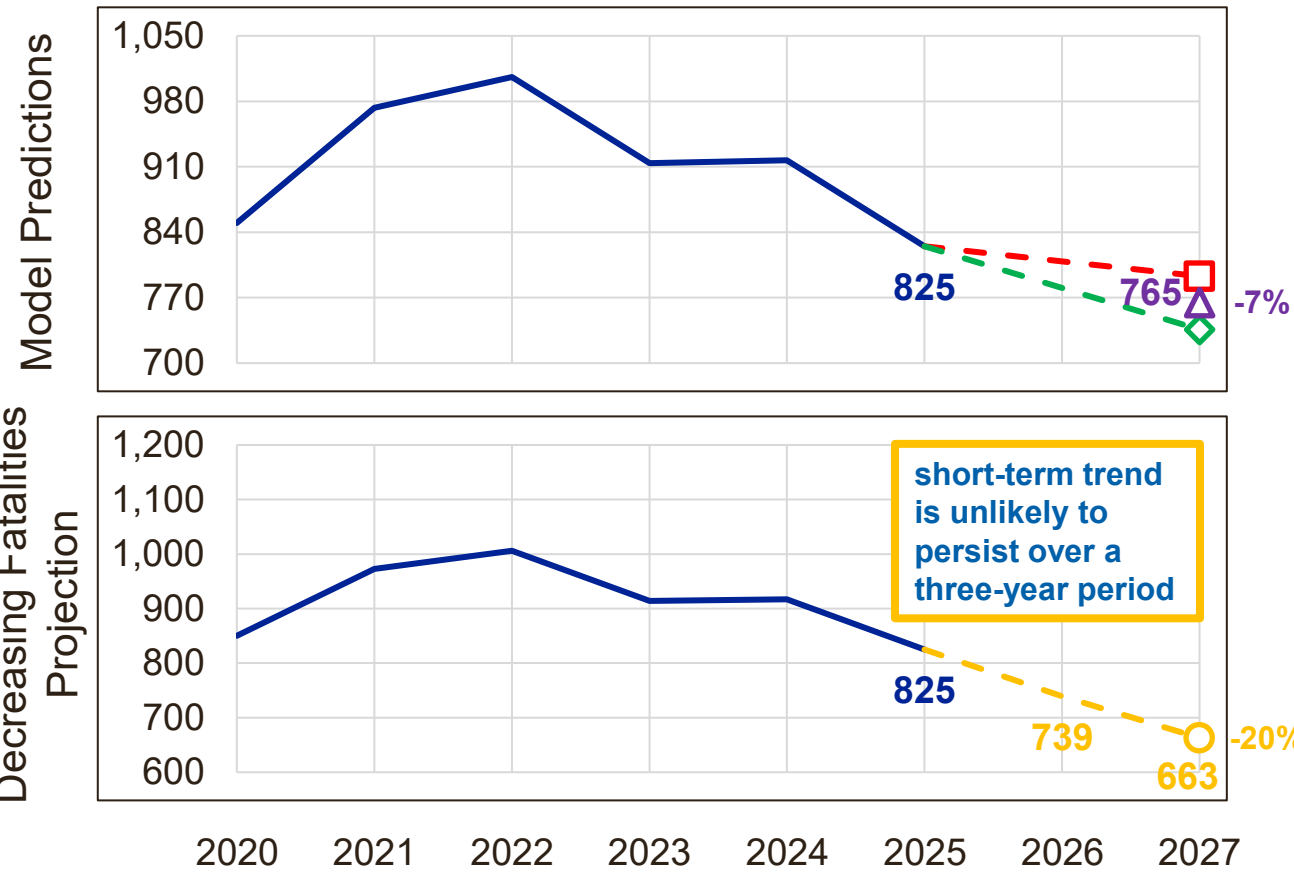
- Use the 2026 projected count measure based on year-to-date values (through March)
- Set 2027 count targets based on annual average reductions between 2024 and 2026
- Use 2027 count targets to calculate rate measures with projected 1% growth in VMT each year

Results – Fatalities

- Historic Data
 - Model Prediction – High
 - Model Prediction – Low
 - Model Prediction – Midpoint
 - Decreasing Fatalities Projection 2025-2027
- Recommended Approach

Annual

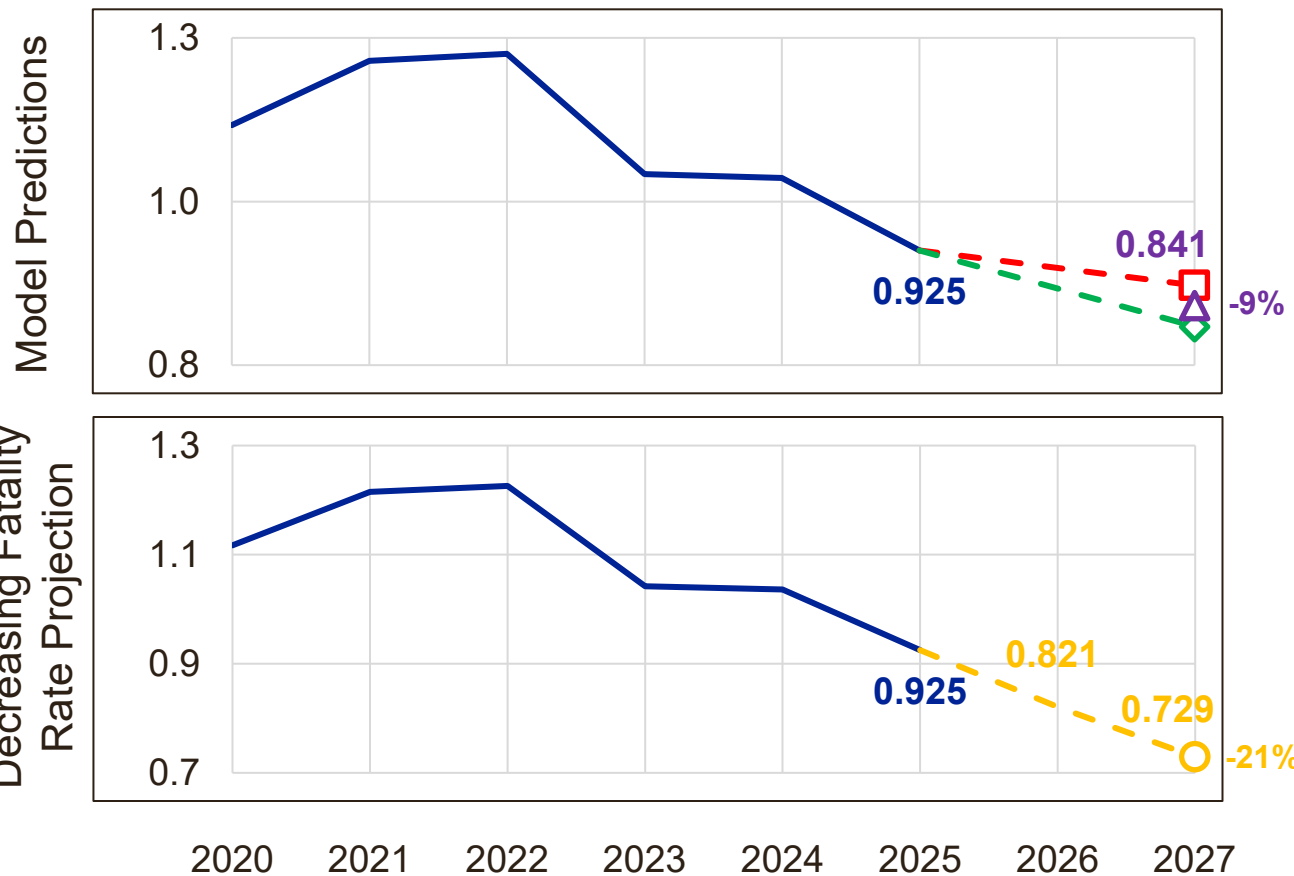
Five-Year Averages



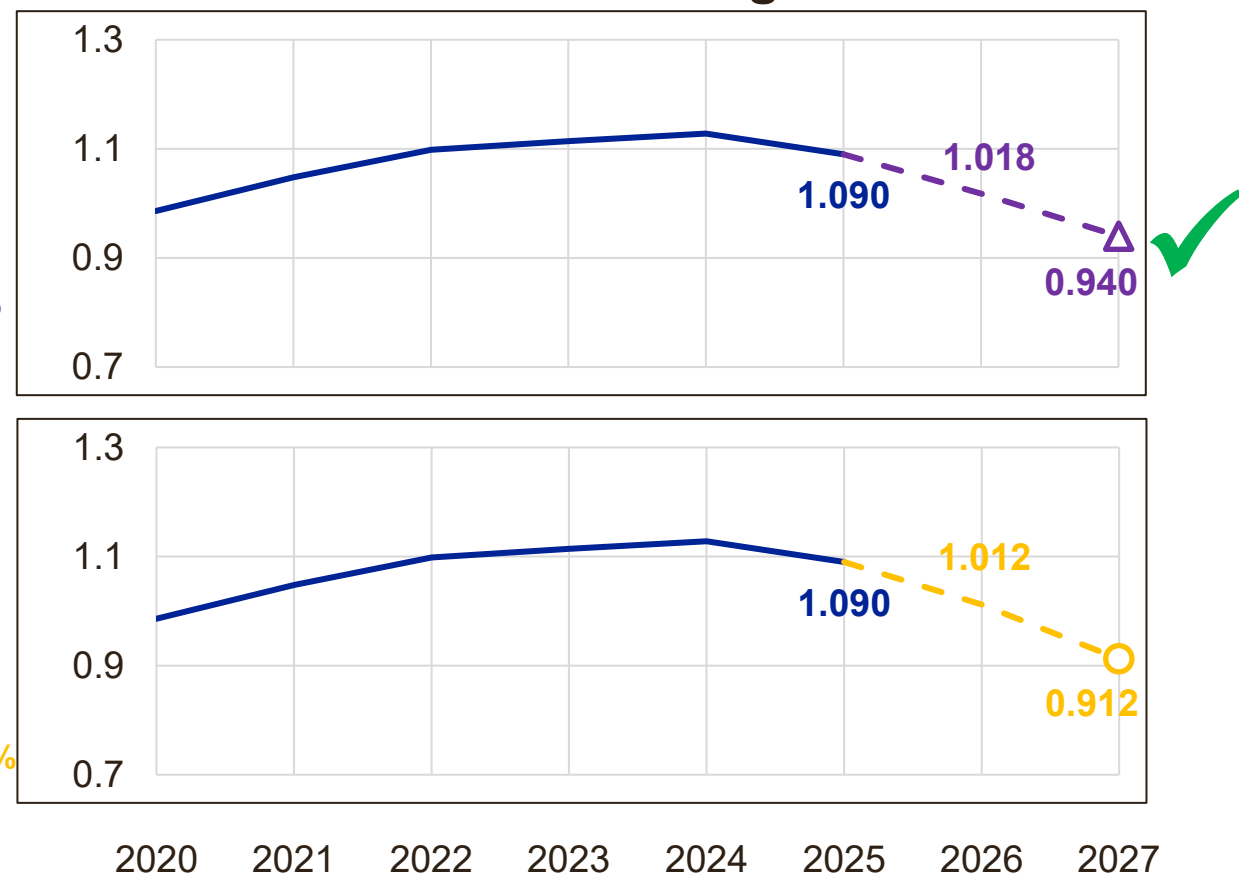
Results – Fatality Rate

- Historic Data
- Model Prediction – High
- Model Prediction – Low
- Model Prediction – Midpoint
- Decreasing Fatalities Projection 2025-2027
- Recommended Approach

Annual



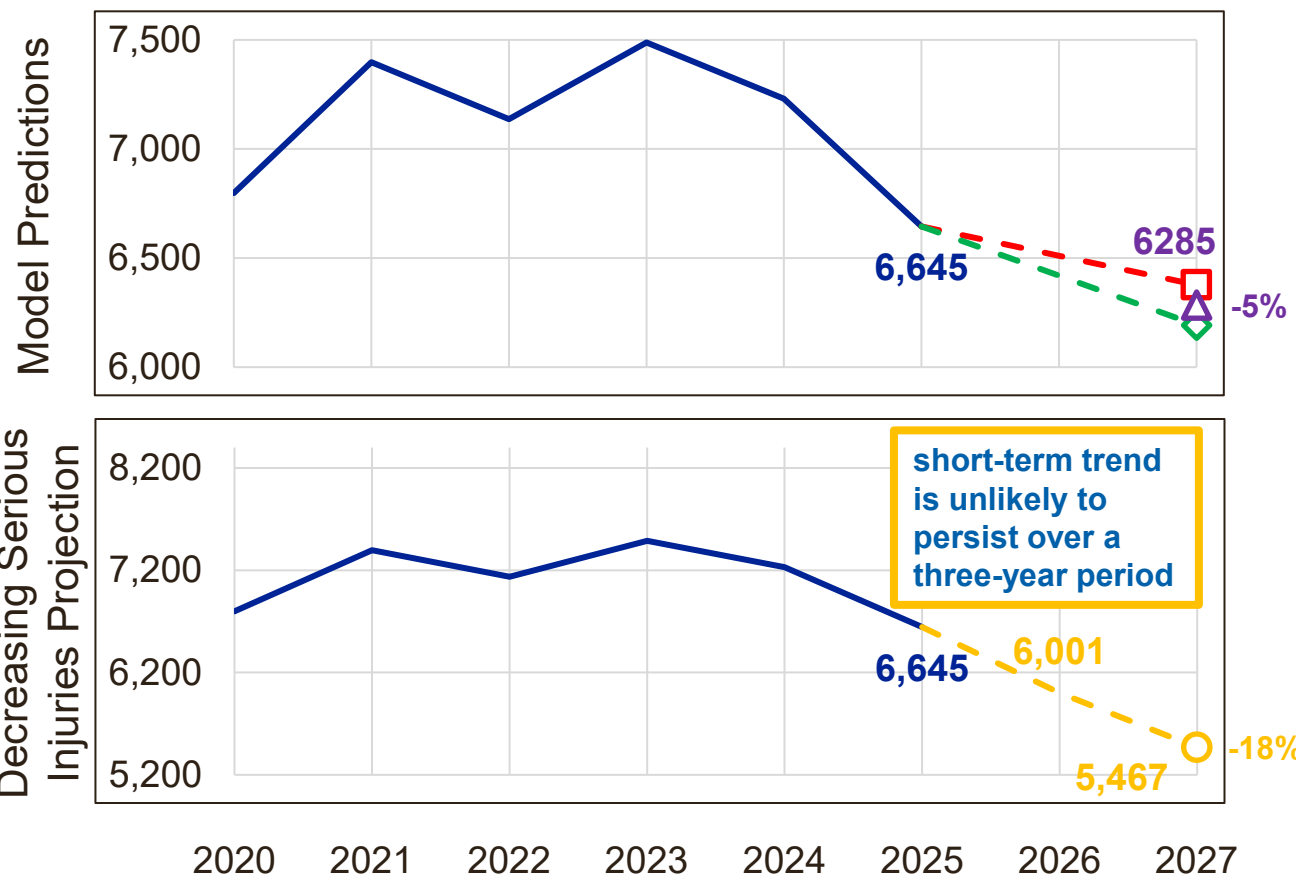
Five-Year Averages



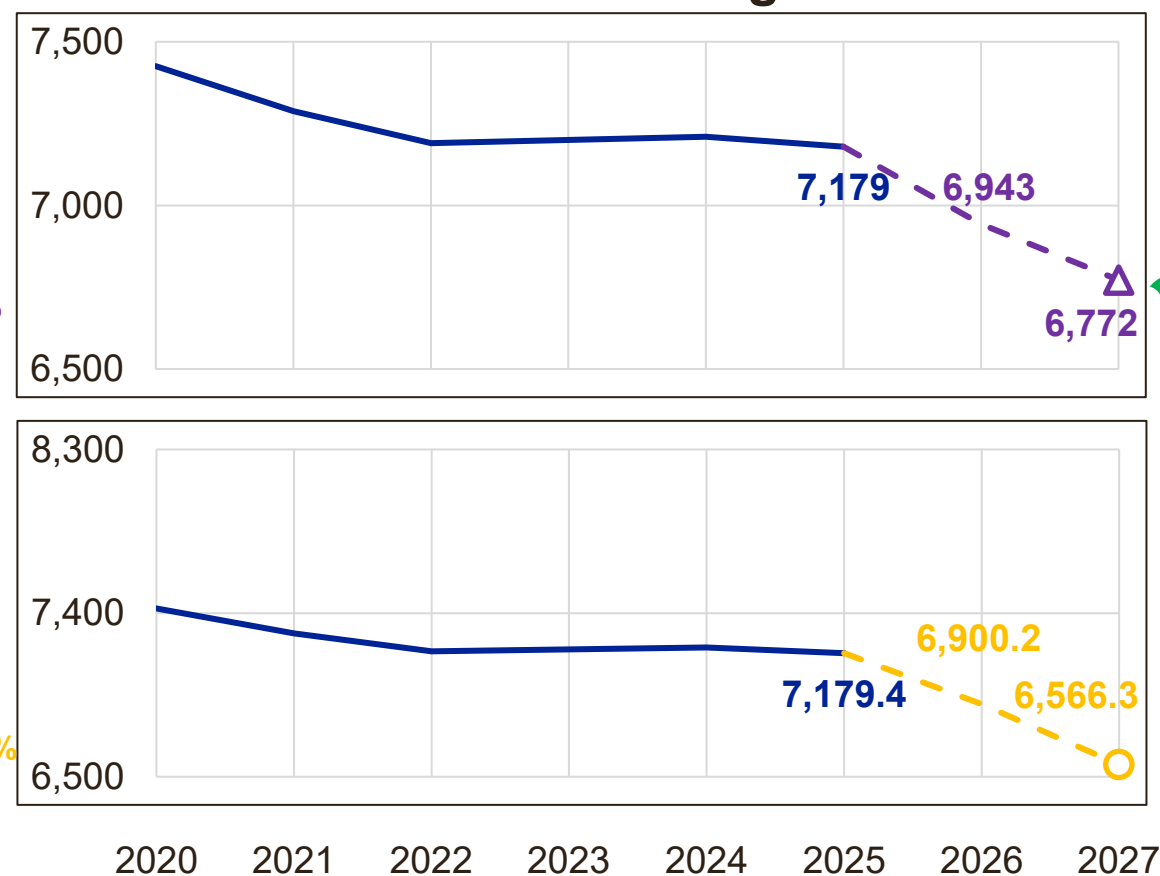
Results – Serious Injuries

- Historic Data
- Model Prediction – High
- Model Prediction – Low
- Model Prediction – Midpoint
- Decreasing Serious Injuries Projection 2025-2027
- Recommended Approach

Annual



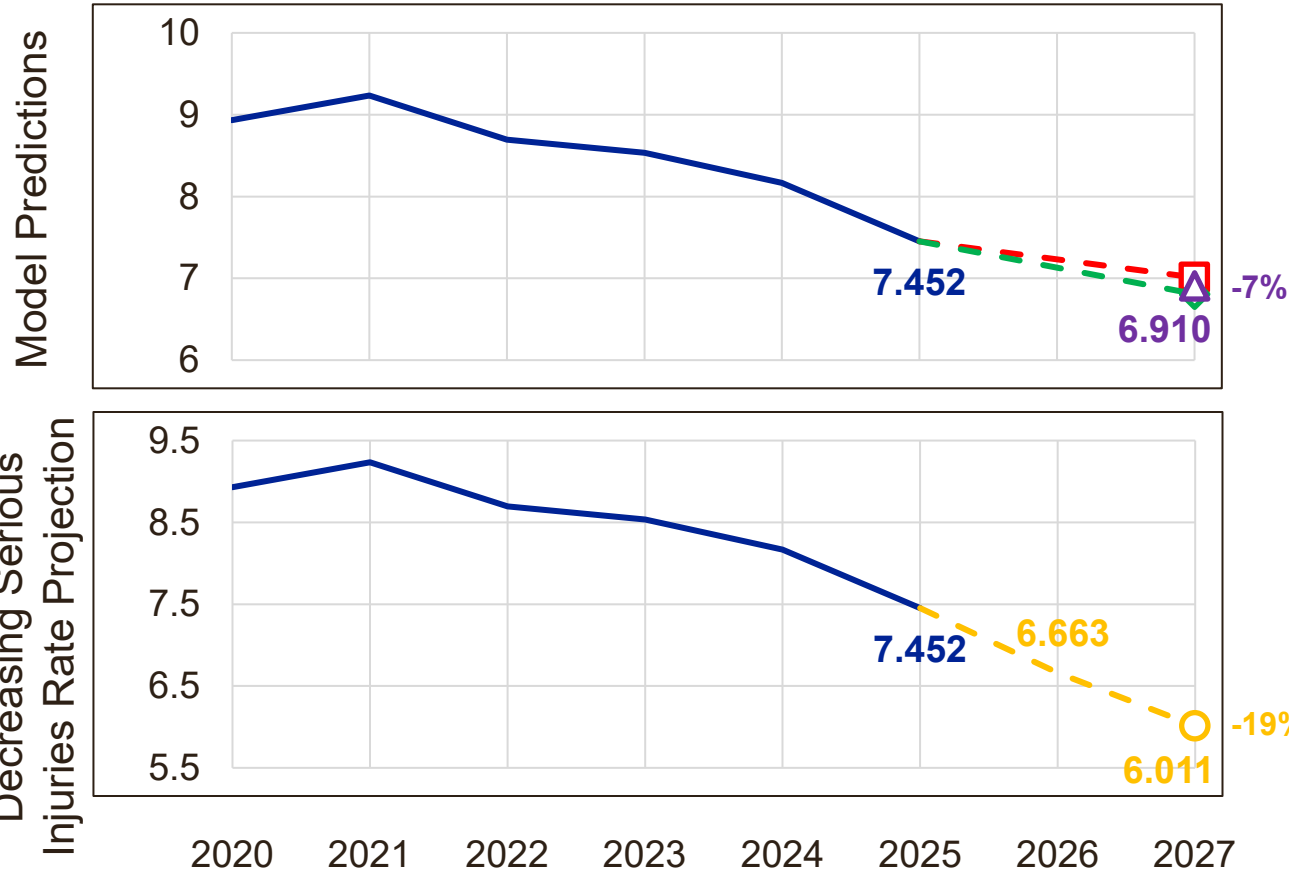
Five-Year Averages



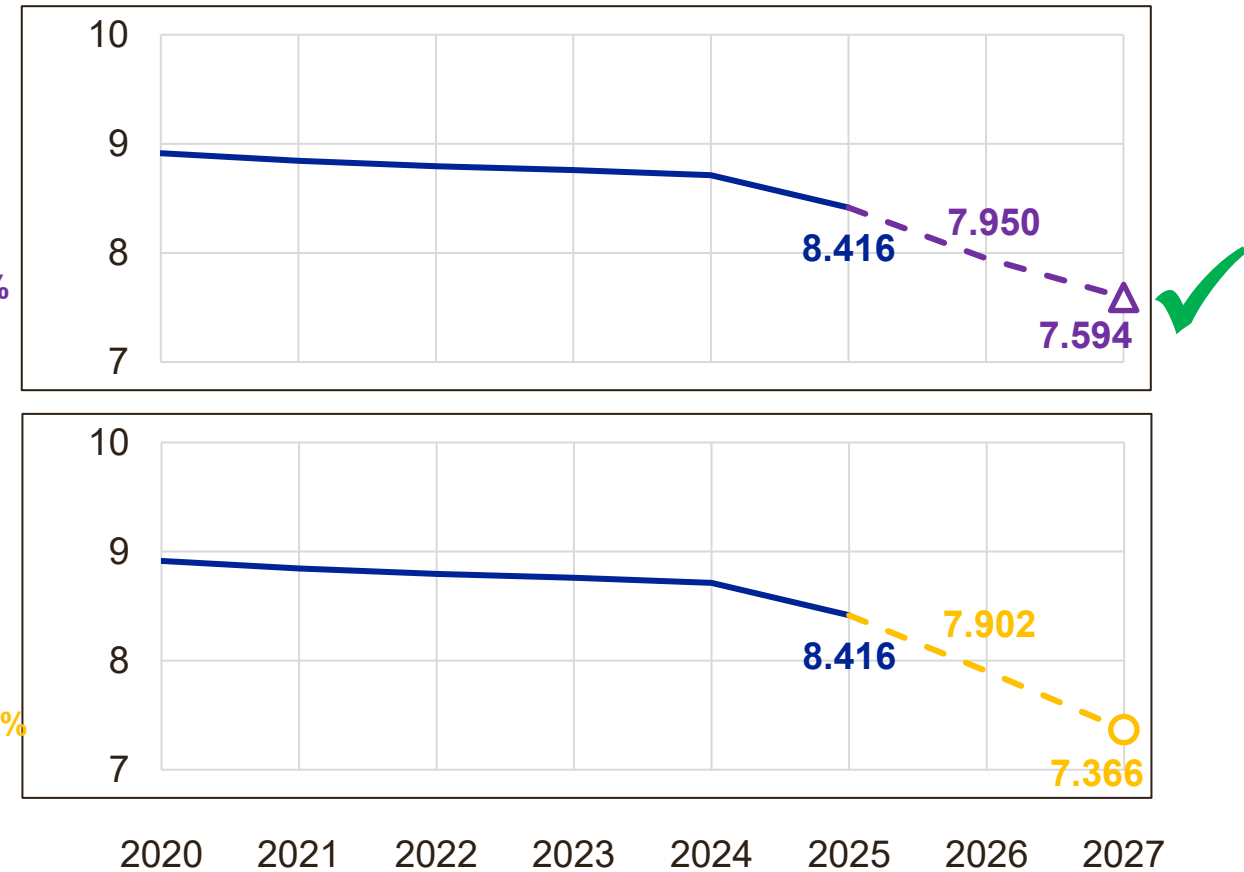
Results – Serious Injury Rate

- Historic Data
- Model Prediction – High
- Model Prediction – Low
- Model Prediction – Midpoint
- Decreasing Serious Injuries Projection 2025-2027
- Recommended Approach

Annual



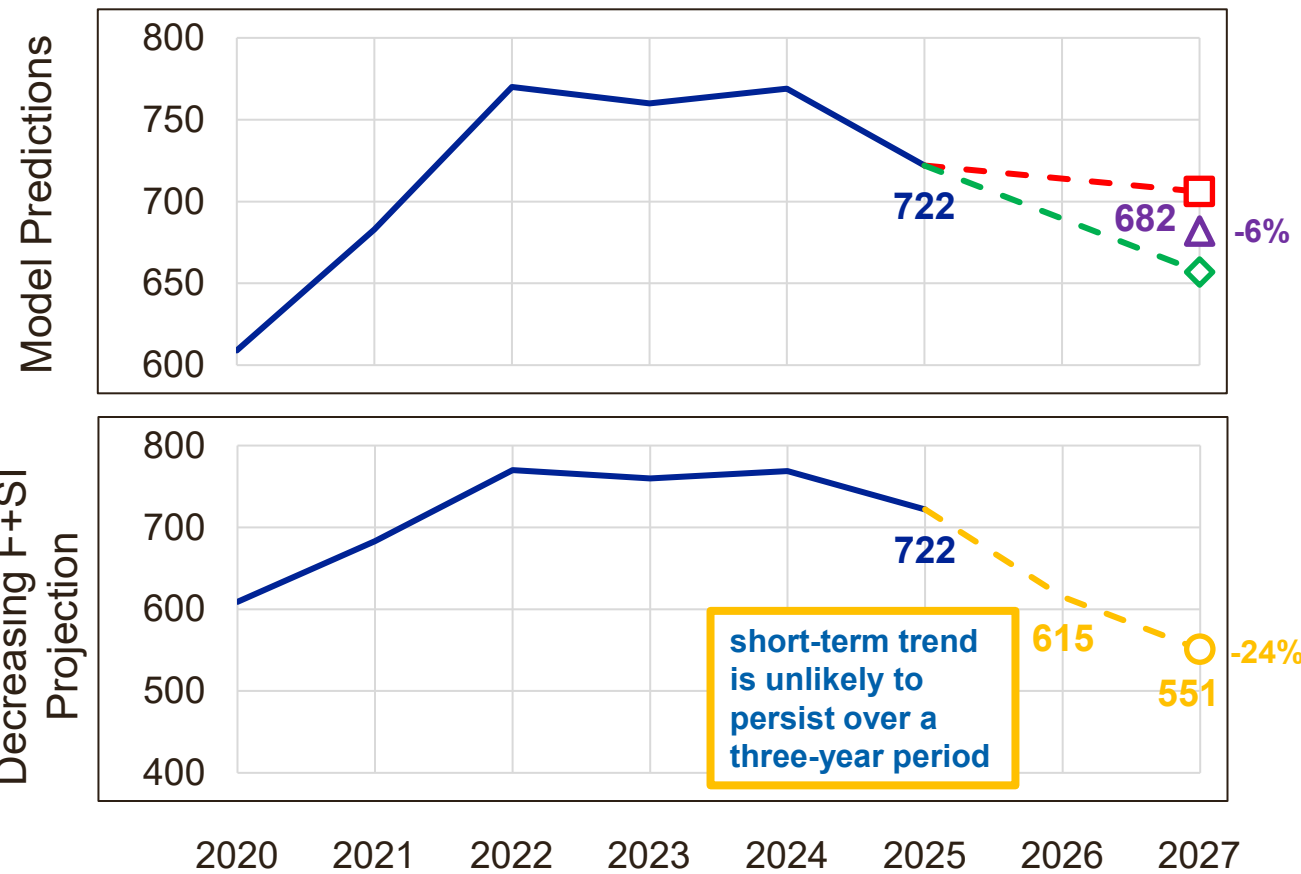
Five-Year Averages



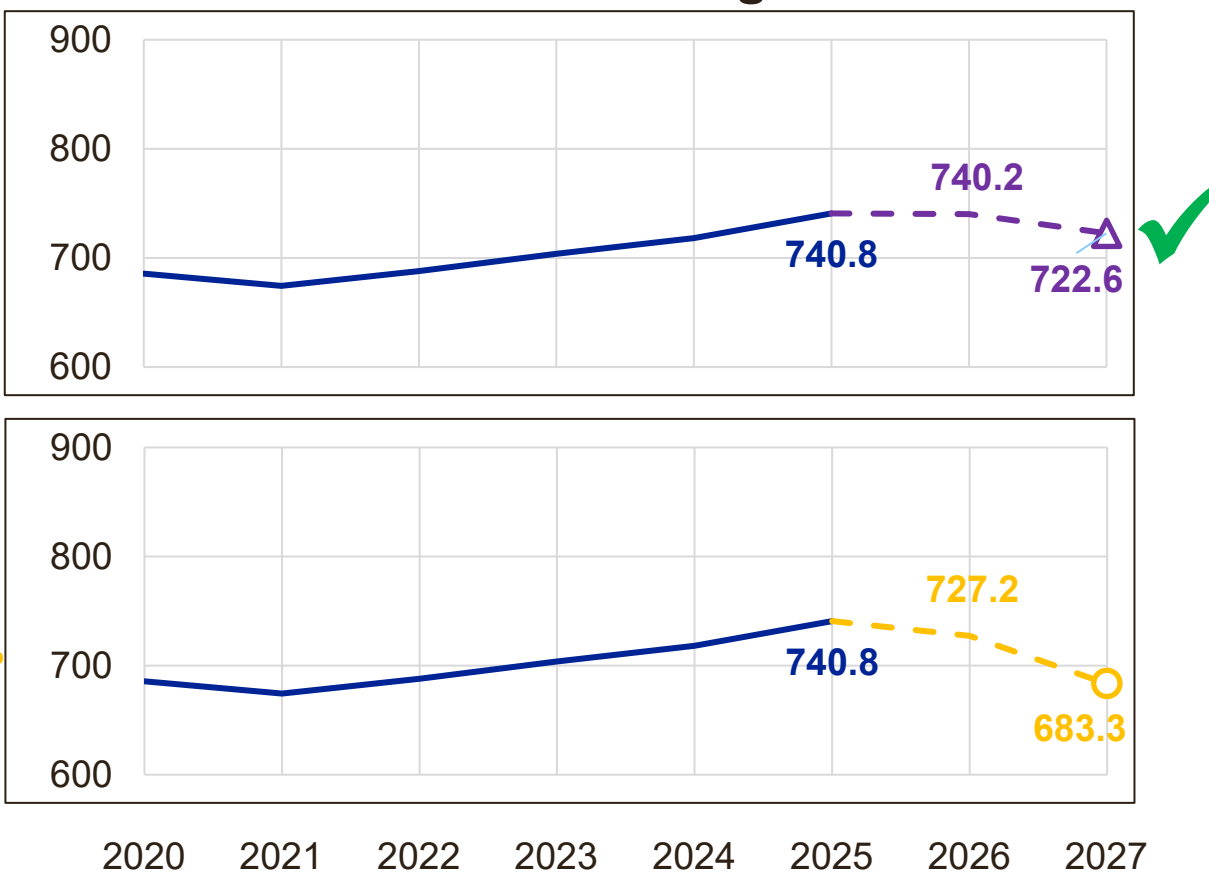
Results – Non-Motorized Fatalities and Serious Injuries

- Historic Data
 - Model Prediction – High
 - Model Prediction – Low
 - Model Prediction – Midpoint
 - Decreasing N-M F + SI Projection 2025-2027
- Recommended Approach

Annual



Five-Year Averages



Proposed 2027 Annual Federal Safety Targets

- Propose safety performance targets for 2027 based on the approach best meeting the requirement to achieve level or improving five-year averages from the baseline conditions.

Measure	2025 Actual Values	2026 Target Values	2026 Projection Values*	Proposed 2027 Target Values	Percent Change from '25	Federal 5-Yr Average Approach
Fatalities*	825	882	739	765	-7%	Improving
Fatality Rate**	0.925	1.00	0.821	0.841	-9%	Improving
Serious Injuries*	6,645	6,424	6,001	6,285	-5%	Improving
Serious Injury Rate**	7.452	7.286	6.663	6.910	-7%	Improving
Non-Motorized Fatalities + Serious Injuries	722	604	615	682	-6%	Improving

* Based on available 2026 year to date count data and the average proportion of the same period for the last three years.

** 2026 projected rates based on the count measures and projected VMT growth of +1% from 2025.

Next Steps

- CTB adoption of proposed federal safety targets at June meeting



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Thank you.



DRPT Agency Update – July 2026

FY27-32 SYIP Approval

The FY27-32 SYIP was approved at the June 17th CTB meeting. You can see the most recent version on our open data portal.

Here: [Six-Year Improvement Program \(SYIP\) - DRPT](#)

State Rail Plan Update

DRPT's ongoing update to the State Rail Plan has held the following public engagement activities to date:

- Public and Stakeholder Surveys throughout the month of March
- First round of stakeholder workgroups convened in May
- First public meeting was held virtually on June 1st

Upcoming engagement will include:

- Second round stakeholder workgroup meetings throughout **June**
- Second public meeting in **August**
- Second Public and Stakeholder survey in **September**

June Directors Report to CTB

The DRPT Director's Report to CTB can be found here: [Director's Reports - DRPT](#)

The update includes ridership data, recent events and promotions, and studies and reports the agency is working on.

MPO 5303 Approval

DRPT reminds all our MPO partners to submit their final approved UPWP directly to FTA in their general inbox: FTARegion3@dot.gov

- **FY27 Unified Planning Work Program Activities – Benchmarking Effort**

As part of the approved Unified Planning Work Program (UPWP), CA-MPO staff will conduct a benchmarking effort to identify how other MPOs organize and carry out transportation planning activities. As part of this effort, staff will review MPO governance and committee structures; planning, programming, and public engagement processes; and project prioritization.

- **FY27-30 Statewide Transportation Improvement Program (STIP) Update**

The Transportation Improvement Program (TIP) is a federally required, financially constrained document that programs transportation projects within the CA-MPO over a four-year period. The Policy Board approved the FY27-30 TIP at the April 22, 2026, meeting.

Federal regulations also require that each state adopt a Statewide Transportation Improvement Program (STIP). The STIP is comprised of all 15 MPO TIPs, as well as federally funded projects in the rural areas of Virginia. Staff have been informed that submission of the FY27-30 STIP for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval is delayed until April 2027. In the coming months, there may be amendments and/or adjustments required for the FY24-27 CA-MPO TIP to accommodate the delay of the FY27-30 TIP taking effect.

- **SMART SCALE Round 7**

CA-MPO staff prepared four final applications for SMART SCALE Round 7 submission by the August 3, 2026, deadline. Staff received final cost estimates and sketches for all projects, as well as Resolutions of Support from the Albemarle County Board of Supervisors and Charlottesville City Council.

- **CA-MPO Regional Travel Demand Model**

CA-MPO staff received the final draft of the regional travel demand model, and it is now available for use.

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

At the July 23, 2026, meeting, the Charlottesville-Albemarle Regional Transit Authority (CARTA) received a Virginia Breeze update. Additionally, the Board participated in a discussion on draft implementation strategies for prioritizing regional transit services as part of the Transit Prioritization and Implementation Feasibility Study. Materials are available on the CARTA webpage: <https://ca-mpo.org/carta/>. Feedback from the public is also being requested through a public survey, accessible here: <https://wbaresearch.isvy.com/pub/25340/0ADAW9NZ3EOO?pan=993>.

- **Commonwealth Transportation Board**

Effective July 1st, a new CTB member was appointed for the VDOT Culpeper District. [Jim Moyer](#) of Mineral, VA, is Senior Vice President and Senior Counsel of the American Bankers Association. At the July 22nd workshop meeting of the Commonwealth Transportation Board (CTB), the Board received a VTrans Overview presentation.

- **Office of Intermodal Planning and Investment (OIPI) Quarterly MPO Meeting**

CA-MPO staff attended an OIPI Quarterly MPO coordination meeting on July 23, 2026. At the meeting, OIPI staff provided a presentation on SMART SCALE Round 7 reminders leading up to final application submission. OIPI staff also provided a presentation on federal performance targets.

- **Rural Transportation**

As part of the FY27 rural work plan, TJPDC staff kicked off an update to the Rural Long Range Plan (RLRP), which is the region's long range vision for transportation improvements in rural jurisdictions within planning district 10. At the August 4th meeting, Rural Transportation Advisory Committee (RTAC) members will discuss plan goals, existing conditions, and high-level regional commuting data. Materials can be found on the RTAC webpage: <https://tjpd.org/our-work/rural-transportation-program/advisory-committee/>.

- **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 May, the PATH program launched an outreach initiative to Volunteer Driver Programs (VDPs) nationwide to support developing guidance for establishing VDPs in the TJPDC region. Seventy-nine (79) invitations to complete a survey were sent with 29 responses received from programs in 18 states. In July, PATH staff began conducting follow-up interviews with selected operators to learn more about their programs and review guidance documents.

- **2026 Virginia Statewide Rail Plan**

CA-MPO staff attended stakeholder engagement meetings on June 24th and July 23rd for the 2026 Virginia Statewide Rail Plan. Staff were asked to provide feedback on passenger rail stations and access, funding, freight rail, and rail data.

- **Virginia Safety Plan**

CA-MPO staff attended a regional input meeting hosted by VDOT on August 7, 2026, as part of the development process for the next update to Virginia's Strategic Highway Safety Plan (SHSP). The SHSP is a comprehensive, five-year statewide framework that takes a multidisciplinary approach to traffic safety, prioritizing solutions across the four E's: engineering, enforcement, education, and emergency response. This meeting was one of five regional sessions held across the Commonwealth (Hampton Roads, Richmond, Northern Virginia, Lynchburg, and Bristol) to gather input from local and regional stakeholders involved in traffic safety planning, operations, and implementation. **News Release and Statewide Survey (closing August 23rd): [Strategic Highway Safety Plan \(SHSP\)](#)**

- **DRPT July Agency Update**

6. Other Business – Chair, Ned Gallaway

- a. Policy Board Members Roundtable Updates

7. Additional Matters From the Public – Chair, Ned Gallaway

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

8. Adjourn – Chair, Ned Gallaway

- a. **Next Regular Meeting** – October 28, 2026, at 4pm in person