

AGENDA

Policy Board Members and Guests – Join Zoom Meeting:

<https://us02web.zoom.us/j/85247362668>

Meeting ID: 852 4736 2668 Dial in 1-301-715-8592

† Times are approximate

* Requires a vote of the Board

<i>Item</i>	<i>Description</i>	<i>Time†</i>
1	Call to Order a. Call to Order, Roll Call – <i>Chair Gallaway & Gorjan Gjorgjevski</i> b. *Remote participation of voting members – <i>Chair Gallaway</i>	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 June 24, 2026, Meeting Minutes	4:10 – 4:15
4	*New Business – <i>Chair Gallaway</i> a. *Remote Electronic Participation and All-Virtual Meeting Policy – <i>Gorjan Gjorgjevski</i> i. Meeting Policy ii. Staff Memo iii. Resolution b. FY27 CA-MPO Activities – <i>Taylor Lowery</i> i. Presentation ii. Transportation Planning and Funding Handout c. SMART SCALE R7 Update – <i>Taylor Lowery</i> i. Presentation ii. Final Project Sketches d. Transportation Improvement Program (TIP) – <i>Gorjan Gjorgjevski</i> i. FY24-FY27 TIP Adjustment: Document and Staff Memo ii. FY27-FY30 TIP Update: Staff Memo e. VDOT STARS and Project Pipeline Update – <i>Sandy Shackelford</i> i. Presentation	4:15 – 4:20 4:20 – 4:50 4:50 – 5:05 5:05 – 5:10 5:10 – 5:25
5	Staff Updates – <i>Chair Gallaway</i> a. Staff Updates – <i>Taylor Lowery</i> i. Staff Report	5:25 – 5:30
6	Other Business – <i>Chair Gallaway</i> a. Policy Board Members Roundtable Updates	5:30 – 5:55
7	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
8	Adjourn – <i>Chair Gallaway</i> a. Next Regular Meeting – October 28, 2026, at 4:00pm (In-Person) – <i>Fourth Wednesday of every other month</i>	6:00 pm

VOTING MEMBERS
Chair: Ned Gallaway, Albemarle County Board of Supervisors
Vice-Chair: Natalie Oschrin, Charlottesville City Council
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
Wood Hudson, DRPT
Dan Sonenklar, DRPT Alternate
Julia Monteith, UVA Office of the Architect
Mike Murphy, Jaunt
Garland Williams, CAT
TJPDC/CA-MPO STAFF
Christine Jacobs, TJPDC
Taylor Lowery, TJPDC
Lucinda Shannon, TJPDC
Logan Ende, TJPDC
Isabella O’Brien, TJPDC
Gorjan Gjorgjievski, TJPDC
Gretchen Thomas, TJPDC
VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) DISTRICT STAFF
Charles Proctor, VDOT – Culpeper District
Sandy Shackelford, VDOT – Culpeper District
GUESTS

CA-MPO Policy Board Meeting

Minutes, June 24, 2026

DRAFT

A video of this meeting can be found at:

<https://www.youtube.com/watch?v=E9Aok7jYlyg>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Gretchen Thomas, TJPDC	x
Ned Gallaway, Albemarle	x	Lucinda Shannon, TJPDC	x
Jen Fleisher, Charlottesville	x	Gorjan Gjorgjievski, TJPDC	
Natalie Oschrein, Charlottesville	x	Taylor Jenkins, TJPDC	x
Sean Nelson, VDOT	x		
Stacy Londrey, VDOT (alternate)	x		
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Jason Espie, Jaunt *	x	Ben Chambers, City of Charlottesville	x
Christine Jacobs, TJPDC	x	Tonya Swartzendruber, Albemarle County	x
Julia Monteith, UVA	x	Carrie Shephard, VDOT *	x
Garland Williams, CAT		Peter Krebs, Piedmont Environmental Council	x
Ivan Rucker, FHWA		Jessica Dimmick, Albemarle County	x
Daniel Koenig, FTA		Ann Wall, Albemarle County	x
Chuck Proctor, VDOT		Paul Grady	x
Mitch Huber, DRPT *	x		
Mike Murphy, Jaunt			
Sandy Shackelford, VDOT	x		
Wood Hudson, DRPT (alternate)			

* All-virtual meeting

1. CALL TO ORDER (MINUTE 00:31)

The MPO Policy Board Chair, Ned Gallaway, presided and called the meeting to order at 4:00 p.m. Taylor Lowery called roll.

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

Comments from the Public:

Paul Grady spoke during the public comment period. His comments are attached as Appendix A.

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



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

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3. GENERAL ADMINISTRATION (MINUTE 3:54)

Approval of the Agenda

Motion/Action: Ann Mallek made a motion to approve the agenda as presented. Natalie Oschrein seconded, and the motion passed unanimously.

Approval of April 22, 2026, Meeting Minutes

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

CA-MPO Bylaws and Public Engagement Plan Revisions

Motion/Action: Natalie Oschrein made a motion to approve the changes to the CA-MPO bylaws and public engagement plan. Jen Fleisher seconded and the motion passed unanimously.

4. NEW BUSINESS

SMART SCALE Round 7 CA-MPO and Rural Projects (Minute 7:50)

Taylor Lowery presented the board with the Smart Scale Round 7 project updates and the next steps for CA-MPO projects. She noted the final application deadline is August 3, 2026. She also shared the process for the next round of Smart Scale.

Ms. Lowery continued by presenting the rural jurisdiction Round 7 projects and briefly described each.

STARS and Project Pipeline Study Process (Minute 19:40)

Sandy Shackelford presented the process by which STARS and Project Pipeline locations are chosen. She continued by sharing both program guidelines. She presented the phases of the studies including technical analyses and public engagement. Ms. Shackelford shared the roles and responsibilities of TMPDC VDOT/OIPI staff, VDOT District Staff, and non-VDOT members. Lastly, she shared the next steps for the next round of studies. The studies will kick off in the Fall.

STARS and Project Pipeline Study Locations (Minute 43:15)

Ben Chambers presented the City of Charlottesville's STARS Study recommendations for consideration in the next round of studies.

(Minute 51:22) Jessica Dimmock presented Albemarle County's STARS Study recommendations for consideration in the next round of studies. There was a discussion about the reasoning behind the choices presented. While she detailed several locations, she also offered six other options to be considered as well.

Ms. Lowery noted that project capacity will allow the City of Charlottesville only one project for consideration. She noted that the project has to be decided at this meeting.

Motion/Action: Ann Mallek made a motion that the CA-MPO approve the following candidate locations for consideration in the upcoming STARS and Pipeline study cycle: US29 and Airport Road, US250 at Freebridge, I-64 Exit 118 at US29, and Preston Ridge McIntire intersection as presented. Jen Fleisher seconded and the motion passed unanimously.

US29 STARS Study Update (Minute 1:14:49)

Sandy Shackelford presented an update on the current US29 STARS study update on the US 29 corridor from Hydraulic to Woodbrook. She noted that they are in Phase 2 which is considering advanced alternatives. There was extensive discussion about this project.

She continued by sharing an update on the US29/250 Bypass interchange with Emmett Street. She shared the goals, the advanced alternatives that will be presented to the public for review. There was extensive discussion about the project.

FY24-FY27 TIP Adjustments (Minute 1:58:56)

Taylor Lowery presented the TIP adjustments (included in the agenda packet) as information only. There was no action necessary.

5. STAFF UPDATES (MINUTE 2:00:00)

A written staff update was included in the meeting packet. Ms. Lowery highlighted some of the items in the report.

The FY27 Meeting Schedule (typically the fourth Wednesday of the month except in December) was presented and agreed upon by the Board. December is typically a virtual meeting.

6. ROUNDTABLE UPDATES (MINUTE 2:02:22)

The voting and non-voting Policy Board members shared updates from their organizations.

7. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 2:08:01)

Paul Grady spoke at the public comment portion of the meeting. (His comments are attached in Appendix A.)

The meeting was adjourned at 6:16 p.m.

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

APPENDIX A

I have to say that I am disappointed that City Council approved the bad design for the West Main/ Ridge/ Water/ Etc. intersection. I attended the public information session where that idea was presented along with a round about option. The only problem was that the round about design was even worse. I have been an advocate for a round about at that intersection for almost 10 years. I asked one of the VDOT employees who was there what they thought of the round about design and they said that it was awful.

That's two bad designs that got presented to the public to choose between. I could create a better round about design having been an amateur transportation planner for almost 40 years. When you make car movement in the city more difficult you risk hurting your tourism industry. I have lived here for almost 60 years. I have always hated driving in the city and I do it as little as possible. Traffic lights have never been coordinated. I hope you don't get the funding. Anything less than a round about and a two way Water St. is a waste of money.

Thank You

I have been thinking about the demise of the ~~CHART~~^{CTAC} Committee. There has to be some option for the public to present transportation ideas that they have. In 1999 to 2001, approximately, I presented almost 10 ideas for transportation projects to the CHART Committee of which Ann was the Chairman. I was astonished that one of my ideas made it into the 2025 Plan even though it turned out to be unnecessary.

I think part of the problem is that Smart Scale is a two year cycle and the fact that the MPO only meets every other month in the off years. Staff time has something to do with it as well as retaining committee members who might not meet often in the off years.

The other option would be for the MPO to change its bylaws to allow the public to make presentations that are longer than three minutes and during which the MPO can ask questions and interact with the presenter. The problem with that is, who chooses which ideas get presented. Again, we are back to a screening committee.

At the last public meeting, Chairman Galloway asked me to make a list of the projects I want to present. These are the ones that popped into my head and are in no particular order. Some are just round about locations that are fairly inexpensive all the way up to multi-million dollar projects. I did not check my old CHART Committee presentations to see if any more of those were worth representing again other than the ones I indicated on the list.

When Smart Scale was first introduced, it was my impression, that if a project scored high enough, that it would be built regardless of the cost. Obviously, that does not seem to be the case, otherwise, Crozet would have its Lickinghole Creek bridge by now.

Thank You

MY TRANSPORTION PROJECTS

- The “Mickey Mouse” solution for the Grady Ave/ Preston Ave/ 10th St. intersection
- The Eastern Bypass and a new route for Rt. 53 {presented as two separate projects 25 years ago but with a different northern end}
- “Transit Rail” from Crozet to C’ville {advocate for 25 years}
- Round about at West Main/ Ridge/ Water, Etc. intersection
- Round about at Owensville Rd/Ivy Rd/Morgantown Rd intersection
- Three laneing the 29-250 Bypass from Old Ivy Rd to Barracks Rd
- Interchange on the 29-250 Bypass at Leonard Sandrige Rd
- Connect Dickinson Rd with Rio Mills Rd with round abouts at that intersection and at the intersection of Rio Mills Rd and Berkmar Drive
- Create a parallel road east of Seminole Trail north of the Rivanna River {if it is still possible}
- Elevated expressway directly over Hydraulic Rd from just north of its intersection with Seminole Trail with a tri-level interchange where it intersects with the 250 Bypass with a reworking of the interchange of the 250 Bypass and Emmet St {it solves all the problems of all three intersections}
- Solution for the intersection of Jarmans Gap Rd and Crozet Ave
- My original design for the Western Bypass almost 40 years later {it can still be built as a surface road with round abouts}
- Two way elevated transit down the median of Emmet St/ Seminole Trail from JPJ Arena to Ruckersville {in spite of the Rioll Rd interchange}

- Extend Rio Mills Rd from Berkmar Dr east back to Seminole Trail with an interchange with Seminole Trail and Polo Grounds Rd
- Round about at the intersection of Rio Rd /Earlysville Rd/ Townwood Rd
- Round about at the intersection of Ivy Rd/ Canterbury Rd/ and the 29-250 Bypass off ramp
- The connection of Rt 20 south with Rt 20 north

REMOTE ELECTRONIC PARTICIPATION and ALL-VIRTUAL MEETING POLICY

This policy has two purposes. The first is to provide for the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) to permit a member to participate in a CA-MPO meeting through electronic communication means from a remote location, and the second is to allow the CA-MPO to conduct all-virtual meetings, in the manner allowed by the Virginia Freedom of Information Act (FOIA) and as set out in this policy.

POLICY:

It is the policy of Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) that individual members of the CA-MPO may participate in CA-MPO meetings by electronic communication as permitted by subsection B of § 2.2-3708.3 of the *Code of Virginia*. This policy shall apply to the entire membership without regard to the identity of the member requesting remote participation or the matters that will be considered or voted on at the meeting.

In order for an individual member to participate from a remote location as authorized by § 2.2-3708.3 B, a quorum of the CA-MPO must be physically assembled at the primary or central meeting location. When such individual participation is due to a personal matter, set out in section A.4, below, such participation is limited to two meetings per calendar year or 25 percent of the meetings held per calendar year, rounded up to the next whole number, whichever is greater.

Further, it is the policy of the CA-MPO that the CA-MPO may hold all-virtual public meetings pursuant to subsection C of § 2.2-3708.3 of the *Code of Virginia*. Such all-virtual public meetings are limited to two meetings per calendar year or 50 percent of the meetings held per calendar year, rounded up to the next whole number, whichever is greater. An all-virtual public meeting may not be held consecutively with another all-virtual public meeting.

This policy shall apply to the CA-MPO and to all committees created by or under the authority of the CA-MPO.

REMOTE ELECTRONIC PARTICIPATION BY CA-MPO MEMBERS:

"Remote participation" means participation by an individual member of a public body by electronic communication means in a public meeting where a quorum of the public body is otherwise physically assembled.

"Electronic communication" means the use of technology having electrical, digital, magnetic, wireless, optical, electromagnetic, or similar capabilities to transmit or receive information.

A. Notification of Inability to Attend Because of Disability, Medical Condition, Location or Personal Matter

In advance of the meeting at which remote participation is requested, the member shall notify the Chair or staff committee lead that he or she is unable to attend the meeting

- 1) due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance;
- 2) because a family member's medical condition requires the member to provide care for such family member;
- 3) because such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting; or
- 4) due to a personal matter. The member must identify with specificity the nature of the personal matter and may not use remote participation due to personal matters more than two meetings per calendar year, or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater.

B. Quorum Physically Assembled; Approval of Remote Electronic Participation

A quorum of the CA-MPO must be physically assembled at the primary or central meeting location. The members of the CA-MPO present must approve of the remote electronic participation in order for the member to participate remotely; however, the decision shall be based solely on the criteria in Section A, without regard to the identity of the member or items that will be considered or voted on during the meeting.

C. Record of Action

The CA-MPO shall record in its minutes the remote location from which a member participated. The minutes also shall reflect the specific nature of the personal matter; the disability or medical condition; the fact that a family member's medical condition that required the member to provide care for such family member, thereby preventing their physical attendance; or that that such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting. If the absent member's remote participation is disapproved because participation would violate this policy, the disapproval shall be recorded in the CA-MPO's minutes with specificity.

ALL-VIRTUAL MEETINGS:

"All-virtual public meeting" means a public meeting (i) conducted by the CA-MPO or its committees (hereinafter public body) using electronic communication means, (ii) during which all members of the public body who

participate do so remotely rather than being assembled in one physical location, and (iii) to which public access is provided through electronic communication means.

When holding an all-virtual public meeting, the CA-MPO or committee shall follow the requirements of this policy, other meeting requirements under FOIA, and the following statutory requirements:

- 1) An indication of whether the meeting will be an in-person or all-virtual public meeting is included in the required meeting notice along with a statement notifying the public that the method by which a public body chooses to meet shall not be changed unless the public body provides a new meeting notice in accordance with the provisions of § 2.2-3707;
- 2) Public access to the all-virtual public meeting is provided via electronic communication means;
- 3) The electronic communication means used allows the public to hear all members of the public body participating in the all-virtual public meeting and, when audio-visual technology is available, to see the members of the public body as well. When any member of the CA-MPO or any of its committees has audio-visual technology available, and electronic communication is being used to establish a quorum, that member shall be considered absent from any portion of a meeting during which visual communication with the member is voluntarily disconnected or otherwise fails or during which audio communication involuntarily fails;
- 4) A phone number or other live contact information is provided to alert the public body if the audio or video transmission of the meeting provided by the public body fails, the public body monitors such designated means of communication during the meeting, and the public body takes a recess until public access is restored if the transmission fails for the public;
- 5) A copy of the proposed agenda and all agenda packets and, unless exempt, all materials furnished to members of a public body for a meeting is made available to the public in electronic format at the same time that such materials are provided to members of the public body;
- 6) The public is afforded the opportunity to comment through electronic means, including by way of written comments, at those public meetings when public comment is customarily received;
- 7) No more than two members of the public body are together in any one remote location unless that remote location is open to the public to physically access it;
- 8) If a closed session is held during an all-virtual public meeting, transmission of the meeting to the public resumes before the public body votes to certify the closed meeting as required by subsection D of § 2.2-3712;

9) The public body does not convene an all-virtual public meeting (i) more than two times per calendar year or 50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, or (ii) consecutively with another all-virtual public meeting; and

10) Minutes of all-virtual public meetings held by electronic communication means are taken as required by § 2.2-3707 and include the fact that the meeting was held by electronic communication means and the type of electronic communication means by which the meeting was held. If a member's participation from a remote location pursuant to this subsection is disapproved because such participation would violate the policy adopted pursuant to subsection D, such disapproval shall be recorded in the minutes with specificity.

The policy replaces the Remote Electronic Participation and All-Virtual Meeting Policy adopted on September 28, 2022. Updates to and readoption of this policy shall occur at least once annually.

Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees
From: Gorjan Gjorgjievski, Regional Planner II, TJPDC/CA-MPO
Date: August 26, 2026
Subject: Remote Electronic Participation and All-Virtual Meeting Policy

Purpose:

According to § 2.2-3708.3 of the *Code of Virginia*, public bodies may hold all-virtual public meetings and allow for individual members to participate in meetings remotely provided that the public body has an adopted policy as described in § 2.2-3708.3. Public bodies must adopt this meeting policy at least annually.

The Remote Electronic Participation and All-Virtual Meeting Policy is adopted by the CA-MPO Policy Board and applies to any of its committees (i.e., the CA-MPO Technical Committee). There have been no changes to the previous policy. Items of note include:

- For an individual member to participate from a remote location, a physical quorum must be assembled at the in-person meeting location. Individual members must provide advance notice of remote participation and specify a reason as categorized below:
 - Due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance;
 - Because a family member's medical condition requires the member to provide care for such family member;
 - Because such member's principal residence is more than 60 miles from the meeting location identified in the required notice for such meeting; or
 - Due to a personal matter. Remote participation for a personal matter is limited to two meetings per calendar year, or 25% of the meetings held per calendar year (whichever is greater).
- The public body may hold all-virtual meetings twice per calendar year or 50% of the meetings held per calendar year. When holding an all-virtual meeting, public notice must advertise the meeting as all-virtual and provide public access via electronic communication means.

Recommendations:

MPO Policy Board: Staff recommend a motion to adopt the Remote Electronic Participation and All-Virtual Meeting Policy.

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

**RESOLUTION ADOPTING THE
REMOTE ELECTRONIC PARTICIPATION AND ALL-VIRTUAL MEETING POLICY**

WHEREAS, the Code of Virginia § 2.2-3708.3 permits public bodies to hold all-virtual public meetings and allow for individual members to participate in meetings remotely provided that the public body has an adopted policy as described in § 2.2-3708.3; and

WHEREAS, the public body must adopt this meeting policy at least once annually; and

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) recognizes the need to establish clear guidelines for remote electronic participation by individual members and for the conduct of all-virtual public meetings; and

WHEREAS, the CA-MPO has developed a *Remote Electronic Participation and All-Virtual Meeting Policy* that:

- Permits members to participate remotely in CA-MPO meetings, subject to physical quorum, notice, and the nature of participation;
- Allows the CA-MPO to conduct all-virtual public meetings in accordance with subsection C of § 2.2-3708.3 of the *Code of Virginia*, with limitations on frequency, notice, and public access;
- Establishes procedures for notification, approval, recordkeeping, and public engagement to ensure compliance with FOIA; and
- Applies to the CA-MPO and all committees created by or under its authority.

NOW, THEREFORE, BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board hereby adopts the *Remote Electronic Participation and All-Virtual Meeting Policy* as the official policy governing remote participation and all-virtual meetings for the CA-MPO and its committees.

Adopted on this 26th of August 2026, by the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board.

ATTESTED:

Ned Gallaway, Chair
Charlottesville-Albemarle MPO

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

Date

Date

FY27 CA-MPO Activities

July 1, 2026 – June 30, 2027

CA-MPO Policy Board

August 26, 2026



Transportation Planning and Funding Activities 2024 – 2033

Previous Planning Cycles	Current Framework			Future Activities						
✓ US 250 (Ivy Rd) Corridor Study (2018) ✓ 2040 LRTP (2019) ✓ VTrans 2045 (2021) ✓ US 250 (Richmond Rd) Studies (2022)	Activities completed during this window are informing funding applications currently being submitted. The timeline below represents calendar years.									
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Statewide, Regional, and Local Planning Long-range vision and policy direction	2050 LRTP 2050 VTrans AC44 Comp Plan			VTrans Mid-Term Needs Update	2055 LRTP 2055 VTrans		VTrans Mid-Term Needs Update		2060 LRTP 2060 VTrans	
			Citywide Mobility Plan + County Multimodal Transportation Plan		Other Local Planning Efforts (Comp Plan Updates, Small Area Plans, Corridor Plans, etc.)					
Project Planning and Development Studying and advancing location-specific projects	US 250 (Ivy Rd) Barracks Rd Pipeline Studies	Ridge/W Main St + US29 + I-64, 5th St STARS and Pipeline Studies	STARS/Pipeline Studies		STARS/Pipeline Studies		STARS/Pipeline Studies		STARS/Pipeline Studies	
Funding Programs State and federal competitive funding opportunities	SMART SCALE Round 6		SMART SCALE Round 7		SMART SCALE Round 8		SMART SCALE Round 9		SMART SCALE Round 10	
		Transportation Alternatives Revenue Sharing	Transportation Alternatives Revenue Sharing		Transportation Alternatives Revenue Sharing		Transportation Alternatives Revenue Sharing			
Programming Projects programmed for implementation	Annual Obligation Report VDOT/DRPT SYIP	Annual Obligation Report VDOT/DRPT SYIP	FFY27-30 TIP Annual Obligation Report VDOT/DRPT SYIP		Annual Obligation Report VDOT/DRPT SYIP	FFY30-33 TIP Annual Obligation Report VDOT/DRPT SYIP		Annual Obligation Report VDOT/DRPT SYIP	Annual Obligation Report VDOT/DRPT SYIP	Annual Obligation Report VDOT/DRPT SYIP
Implementation Preliminary Engineering/Design, ROW, and Construction	Funded Projects in Preliminary Engineering/Design, Right-of-Way Acquisition, and Construction									
Other Mandated Activities of the MPO Responsibilities Set by Federal Code	UPWP Safety Targets Functional Class	UPWP Safety Targets Title VI Plan Travel Demand Model	UPWP Safety Targets	UPWP Safety Targets Other Performance Targets	UPWP Safety Targets Title VI Plan	UPWP Safety Targets	UPWP Safety Targets Travel Demand Model Other Performance Targets	UPWP Safety Targets Title VI Plan MPO Boundary Maintenance	UPWP Safety Targets	UPWP Safety Targets Functional Class

 Transportation planning and funding are layered, continuous cycles, with each step informing another. Transportation decisions are not made through a single process or at a single moment; they occur through multiple overlapping planning and funding cycles over many years.

MPO Activities Note: Responsibilities of the CA-MPO that do not have defined timelines include the **Public Participation Plan** (updated as needed) and the **3-C Agreement** (reviewed every five years but only updated as needed). Other recurring activities include amendments to the adopted **TIP** and **LRTP**, which are completed as needed.

FY27 UPWP Activities – SMART SCALE Round 7

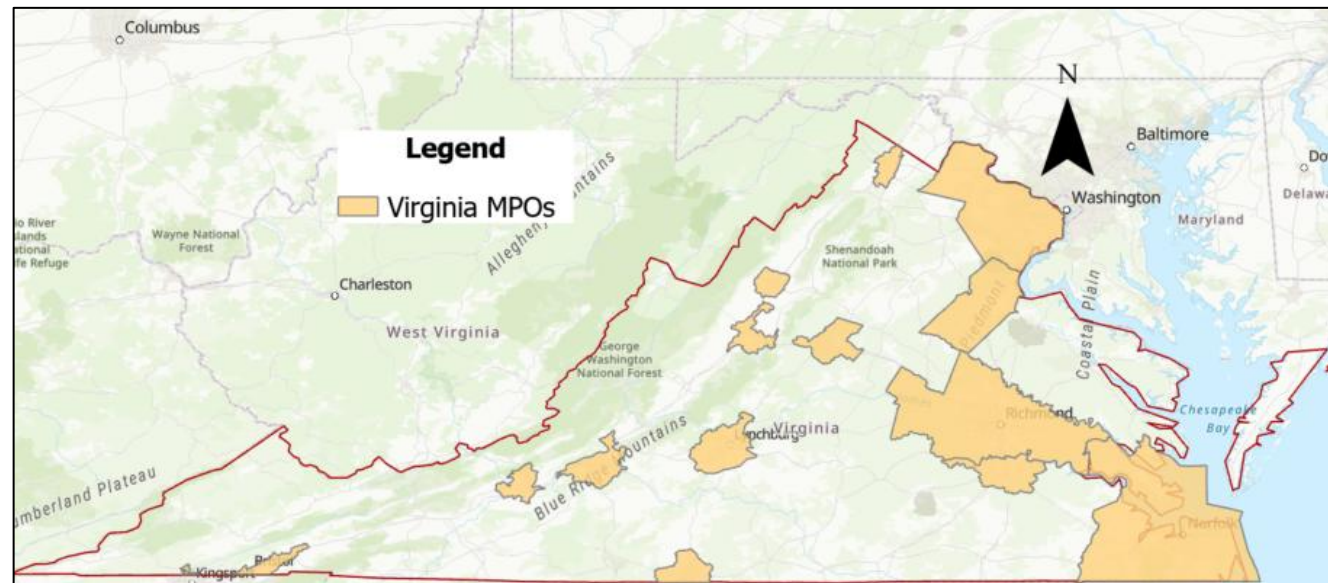
SMART SCALE Round 7 Activities

- ☒ **Final Application Submission**
(August 3, 2026, deadline)
- ☐ **OIPI SMART SCALE R7 Update**
(October 2026 CTB Meeting)
- ☐ **Staff-Recommended Funding Scenario**
(January 2027 CTB Meeting)
- ☐ **CA-MPO Staff Review Scoring Results**
(February 2027 CA-MPO Meetings)
- ☐ **SYIP Spring Public Hearings**
(April/May 2027 in each VDOT District)
- ☐ **Consensus Funding Scenario Adopted**
(June 2027 CTB Meeting)



FY27 UPWP Activities – Benchmarking Effort

- Identify how other Virginia MPOs organize and carry out transportation planning activities
 - Develop profiles for Virginia MPOs
 - Compare planning and programming practices
 - Review project prioritization and public engagement processes
- **Not intended to rank MPOs**, but provide a structured comparison of planning practices to support future discussions



FY27 UPWP Activities – Federal Performance Targets

- MAP-21 federal law established performance measures
- Federal law requires MPOs to establish performance targets in coordination with the state
- Safety performance targets are set annually, while other performance targets are adopted on a four-year timeline
- FY27 Federal Performance Targets
 - **Safety**
 - **Infrastructure Condition** (Bridges and Pavement)
 - **System Performance** (Highway and Freight Reliability)

FY27 UPWP Activities – Federal Performance Targets

Target Setting Process

State

- VDOT and OIPI staff evaluate and produce a performance summary for federal targets to make a recommendation for targets
- CTB approves targets
 - ☒ **Safety**
(CTB adopted targets June 2026)
 - ☐ **Infrastructure Condition**
(September CTB Meeting)
 - ☐ **System Performance**
(September CTB Meeting)

MPOs

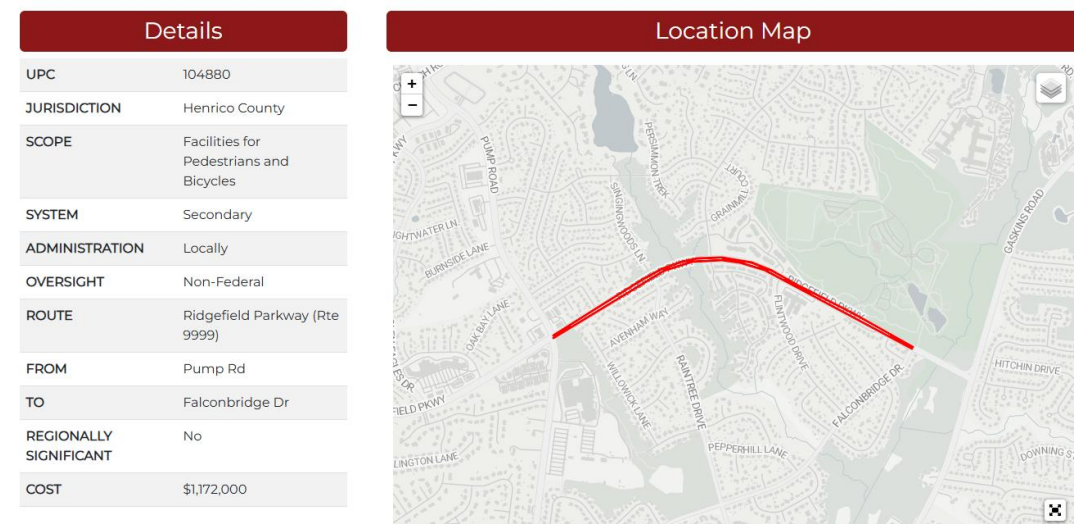
- CA-MPO staff review statewide performance data and targets in coordination with VDOT
- CA-MPO staff develop target setting options for Committee consideration
- Technical Committee recommendation and Policy Board approval *(December meetings)*
- CA-MPO staff incorporate adopted targets into the Transportation Improvement Program (TIP) as required

FY27 UPWP Activities – 2050 LRTP and FY27-30 TIP Data

- 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



Additional TIP-Related Activities

- Policy Board approved the new FY27-30 TIP at the April 22nd meeting
 - TIP: federally required, financially constrained document that programs transportation projects within the MPO over a four-year period
- Federal law also requires that each state adopt a Statewide Transportation Improvement Program (STIP), comprised of all 15 MPO TIPs and federally funded projects in rural VA
- Submission of the FY27-30 **STIP** for FHWA and FTA approval is delayed until March 2027
- Amendments and/or adjustments may be required for the FY24-27 CA-MPO TIP to accommodate the delay of the FY27-30 TIP taking effect
- Annual Obligation Report is produced each year
 - *December CA-MPO Meetings*

Charlottesville–Albemarle Metropolitan Planning Organization

Transportation Improvement Program (TIP)

Federal Fiscal Years 2027–2030

Adopted: April 22, 2026
Effective Period: October 1, 2026 – September 30, 2030

Prepared By:
Charlottesville–Albemarle Metropolitan Planning Organization (CA-MPO)
401 E. Water Street
Charlottesville, Virginia 22902


Thomas Jefferson
Planning District Commission
Charlottesville/Albemarle MPO

In cooperation with:
Virginia Department of Transportation (VDOT)
Virginia Department of Rail and Public Transportation (DRPT)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Local Jurisdictions and Transit Providers

This document was prepared in cooperation with federal, state, and local partners and complies with all applicable federal transportation planning requirements.

FY27 UPWP Activities – Bicycle and Pedestrian Counting

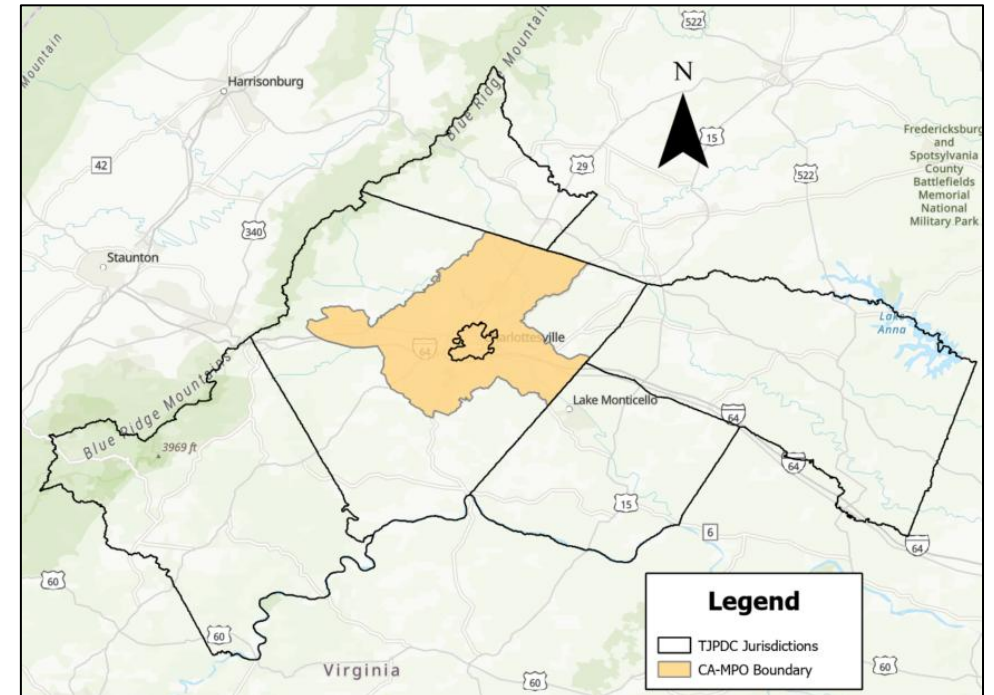
- Evaluate the feasibility of bicycle and pedestrian counting activities through the CA-MPO
- Support City, County, and CA-MPO project planning, grant writing, and safety analysis
- Potential areas of exploration
 - What has the region historically done in this area?
 - Previous and existing count infrastructure
 - Regional count locations of interest
 - Technology options and use cases



Image Source: Eco-Counter

FY27 UPWP Activities – TDM Study

- Identify long-term initiatives to reduce vehicle miles traveled within the CA-MPO area, support sustainable transportation options, and improve regional mobility
- As part of the Rural Work Plan, TJPDC staff have started an update to the **Rural Long Range Plan (RLRP)**, the long range vision for transportation improvements in rural jurisdictions within Planning District 10
 - Staff have updated regional demographics and completed a high-level commuter analysis for regional travel
- StreetLight analysis currently being scoped that will inform both the RLRP and the CA-MPO TDM Study



Questions?

Taylor Lowery
(434) 424-0652
tjenkins@tjpdcc.org



Transportation Planning and Funding Activities 2024 – 2033

Previous Planning Cycles ✓ US 250 (Ivy Rd) Corridor Study (2018) ✓ 2040 LRTP (2019) ✓ VTrans 2045 (2021) ✓ US 250 (Richmond Rd) Studies (2022)	Current Framework Activities completed during this window are informing funding applications currently being submitted. The timeline below represents calendar years.			Future Activities						
	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Statewide, Regional, and Local Planning Long-range vision and policy direction	2050 LRTP 2050 VTrans AC44 Comp Plan			VTrans Mid-Term Needs Update	2055 LRTP 2055 VTrans		VTrans Mid-Term Needs Update		2060 LRTP 2060 VTrans	
			Citywide Mobility Plan + County Multimodal Transportation Plan			Other Local Planning Efforts (Comp Plan Updates, Small Area Plans, Corridor Plans, etc.)				
Project Planning and Development Studying and advancing location-specific projects	US 250 (Ivy Rd) Barracks Rd Pipeline Studies	Ridge/W Main St + US29 + I-64/5th St STARS and Pipeline Studies		STARS/Pipeline Studies		STARS/Pipeline Studies		STARS/Pipeline Studies		STARS/Pipeline Studies
Funding Programs State and federal competitive funding opportunities	SMART SCALE Round 6		SMART SCALE Round 7		SMART SCALE Round 8		SMART SCALE Round 9		SMART SCALE Round 10	
		Transportation Alternatives Revenue Sharing		Transportation Alternatives Revenue Sharing		Transportation Alternatives Revenue Sharing		Transportation Alternatives Revenue Sharing		
Programming Projects programmed for implementation	Annual Obligation Report VDOT/DRPT SYIP	FFY27-30 TIP Annual Obligation Report VDOT/DRPT SYIP			Annual Obligation Report VDOT/DRPT SYIP	FFY30-33 TIP Annual Obligation Report VDOT/DRPT SYIP		Annual Obligation Report VDOT/DRPT SYIP	Annual Obligation Report VDOT/DRPT SYIP	Annual Obligation Report VDOT/DRPT SYIP
Implementation Preliminary Engineering/Design, ROW, and Construction	Funded Projects in Preliminary Engineering/Design, Right-of-Way Acquisition, and Construction									
Other Mandated Activities of the MPO Responsibilities Set by Federal Code	UPWP Safety Targets Functional Class	UPWP Safety Targets Title VI Plan Travel Demand Model	UPWP Safety Targets	UPWP Safety Targets Other Performance Targets	UPWP Safety Targets Title VI Plan	UPWP Safety Targets	UPWP Safety Targets Travel Demand Model Other Performance Targets	UPWP Safety Targets Title VI Plan MPO Boundary Maintenance	UPWP Safety Targets	UPWP Safety Targets Functional Class

Transportation planning and funding are layered, continuous cycles, with each step informing another. Transportation decisions are not made through a single process or at a single moment; they occur through multiple overlapping planning and funding cycles over many years.

MPO Activities Note:

Responsibilities of the CA-MPO that do not have defined timelines include the **Public Participation Plan** (updated as needed) and the **3-C Agreement** (reviewed every five years but only updated as needed). Other recurring activities include amendments to the adopted **TIP** and **LRTP**, which are completed as needed.

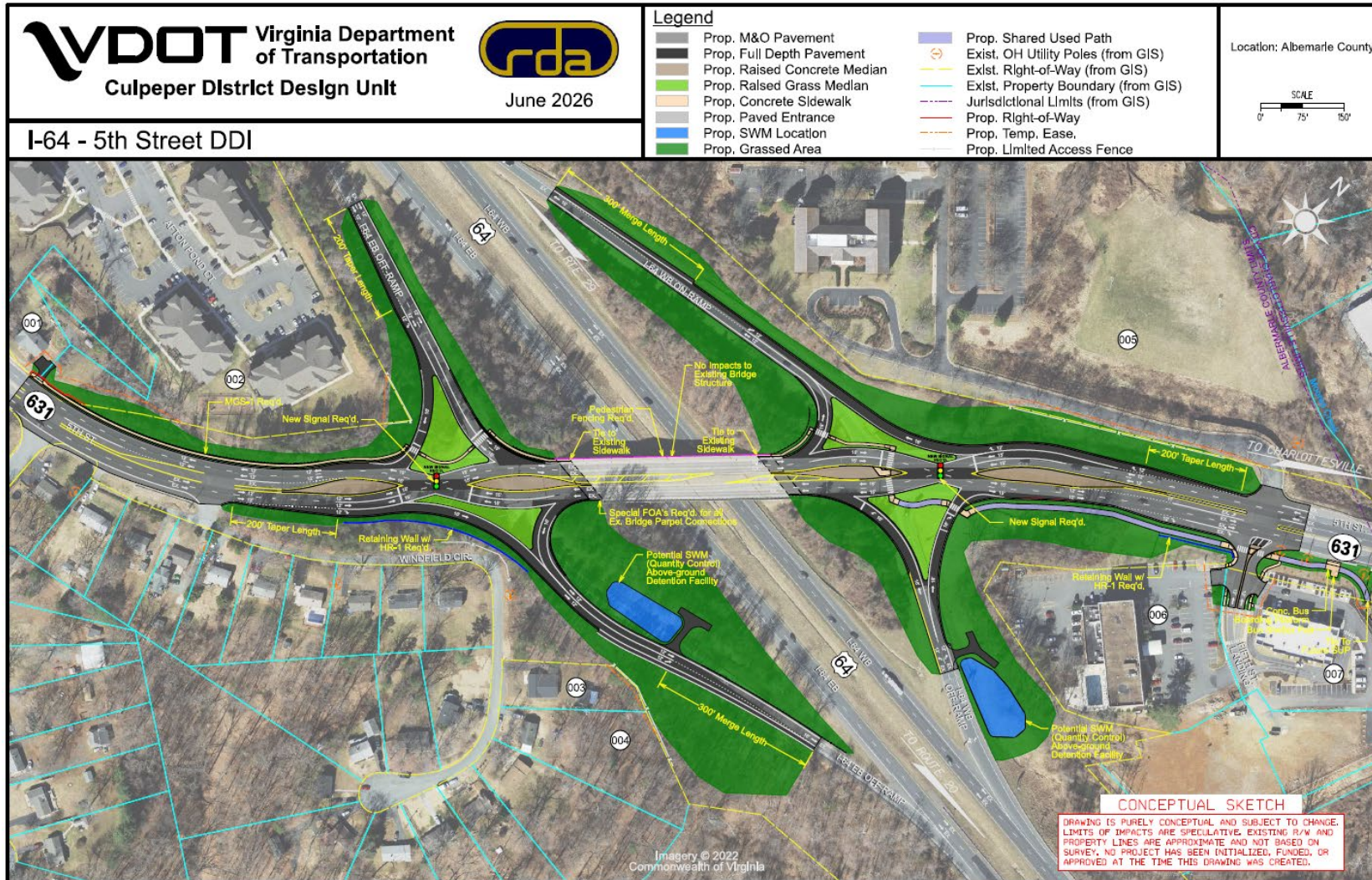
CA-MPO SMART SCALE Round 7 Update

Final Application Materials

CA-MPO Policy Board
August 26, 2026



I-64/5th Street DDI, SUP Connection, & Sidewalk Connection



Project Includes:

1. Converting existing interchange to a Diverging Diamond Interchange (DDI)
2. Constructing a Shared Use Path along 5th St NB from 5th St Trail and Hub to I-64 WB off-ramp
3. Adding pedestrian crossings
4. Adding fencing to the bridge
5. Constructing a bus boarding platform and shelter pad at 5th St landing

Pre-Application Inflated Cost:
\$44,705,031

Final Application Inflated Cost:
\$39,418,309

US 29 NB/US 250 EB On-ramp extension at Old Ivy Road



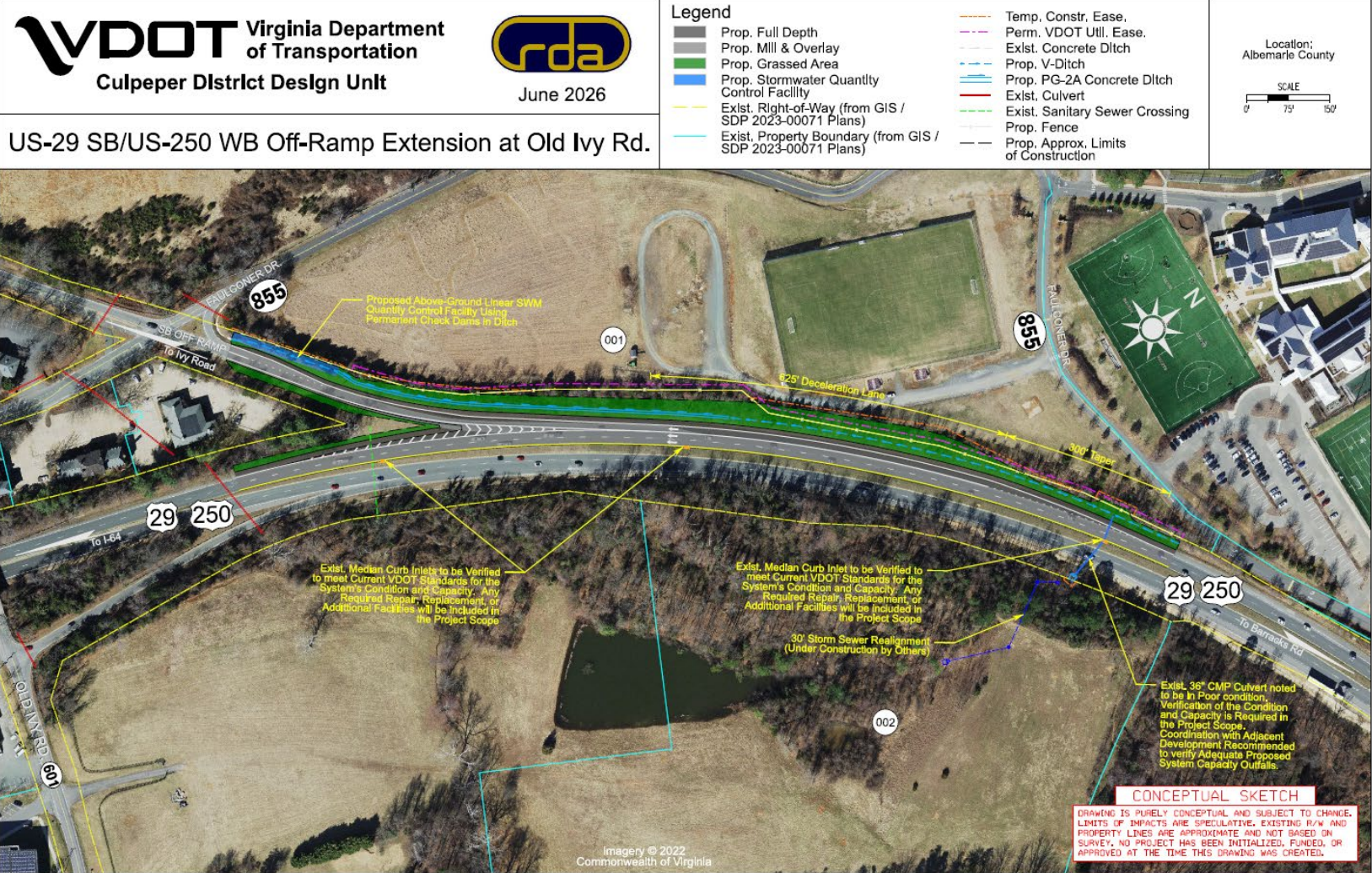
Project Includes:

1. Increasing the length of the on-ramp and adding an additional on-ramp lane from Old Ivy Road
2. Connecting the Ivy Road on-ramp with the Leonard Sandridge off-ramp by an auxiliary lane

Pre-Application Inflated Cost:
\$13,865,000

Final Application Inflated Cost:
\$20,582,520

US 29 SB/US 250 WB Off-ramp extension at Ivy Road



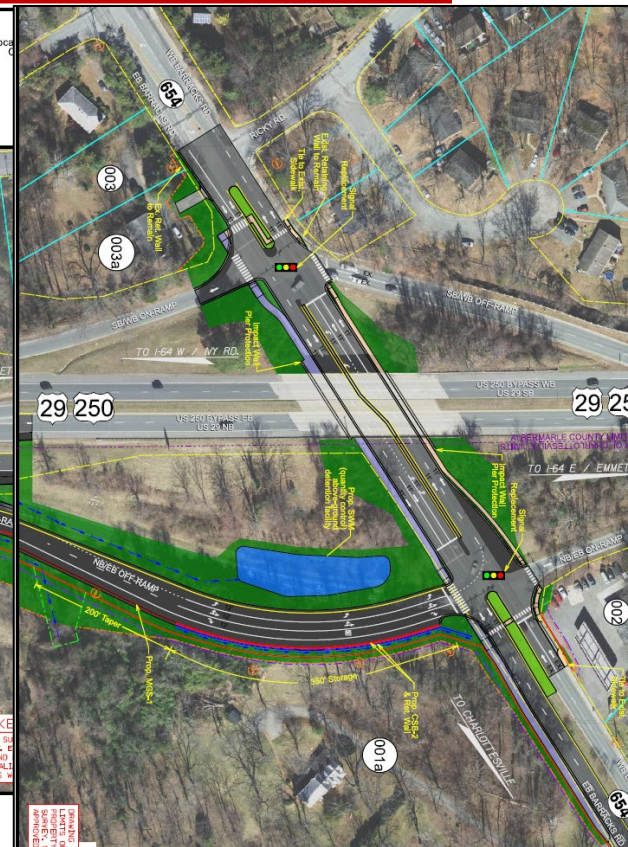
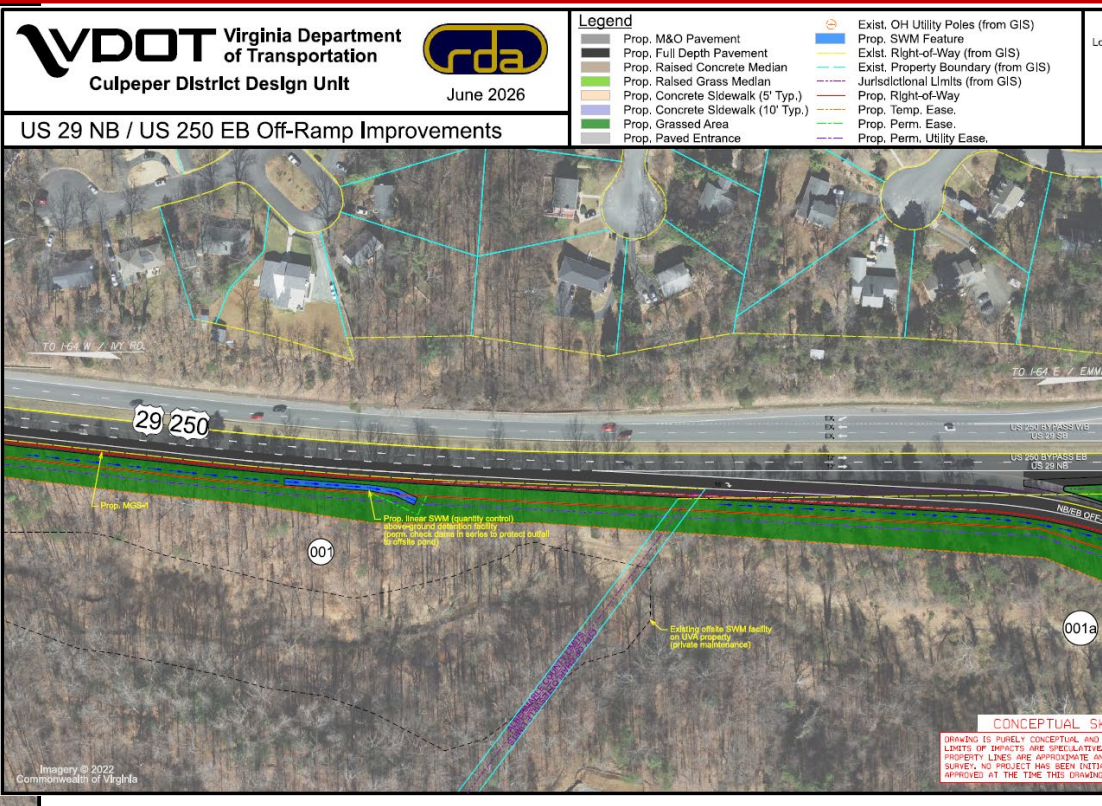
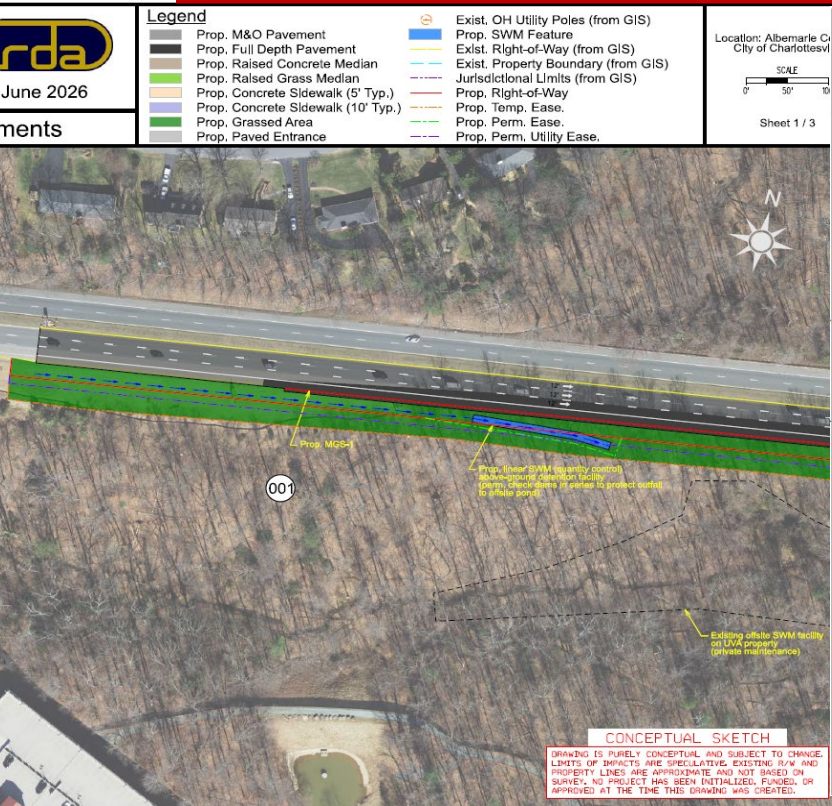
Project Includes:

1. Increasing the length of the off-ramp by approximately 600'

Pre-Application Inflated Cost:
\$10,664,361

Final Application Inflated Cost:
\$11,405,470

US29 NB/US250 EB Off-Ramp and Pedestrian Improvements



Project Includes:

1. Dual left turn lanes from US29 NB / US 250 EB off-ramp onto Barracks Road
2. Connecting the Leonard Sandridge on-ramp to the Barracks Road off-ramp by an auxiliary lane
3. Constructing sidewalk on the SB side of Barracks Road between the US 29 SB/US 250 WB on-ramp and the US 29 NB/US 250 EB off-ramp
4. Adding a crosswalk across Barracks Road at the US 29 SB/US 250 WB on-ramp

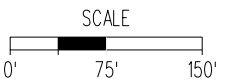
Pre-Application Inflated Cost: \$21,389,947

Full Application Inflated Cost: \$46,254,920

Legend

- | | | | |
|--|------------------------------|--|-------------------------------------|
| | Prop. M&O Pavement | | Prop. Shared Used Path |
| | Prop. Full Depth Pavement | | Exist. OH Utility Poles (from GIS) |
| | Prop. Raised Concrete Median | | Exist. Right-of-Way (from GIS) |
| | Prop. Raised Grass Median | | Exist. Property Boundary (from GIS) |
| | Prop. Concrete Sidewalk | | Jurisdictional Limits (from GIS) |
| | Prop. Paved Entrance | | Prop. Right-of-Way |
| | Prop. SWM Location | | Prop. Temp. Ease. |
| | Prop. Grassed Area | | Prop. Limited Access Fence |

Location: Albemarle County



I-64 - 5th Street DDI





June 2026

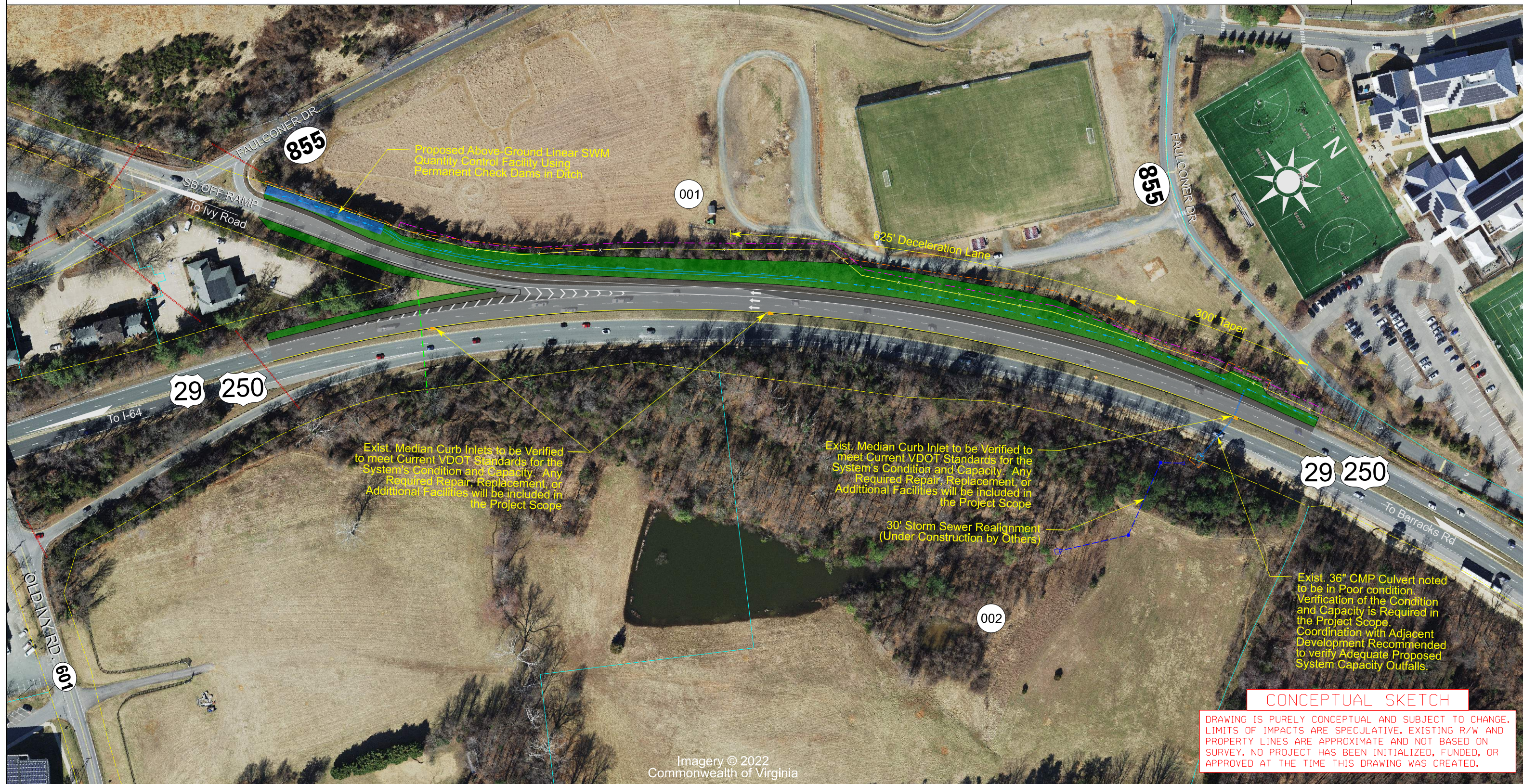
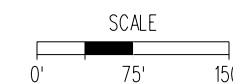
US-29 SB/US-250 WB Off-Ramp Extension at Old Ivy Rd.

Legend

- Prop. Full Depth
- Prop. Mill & Overlay
- Prop. Grassed Area
- Prop. Stormwater Quantity Control Facility
- Exist. Right-of-Way (from GIS / SDP 2023-00071 Plans)
- Exist. Property Boundary (from GIS / SDP 2023-00071 Plans)

- Temp. Constr. Ease.
- Perm. VDOT Util. Ease.
- Exist. Concrete Ditch
- Prop. V-Ditch
- Prop. PG-2A Concrete Ditch
- Exist. Culvert
- Exist. Sanitary Sewer Crossing
- Prop. Fence
- Prop. Approx. Limits of Construction

Location:
Albemarle County





June 2026

US-29 NB/US-250 EB On-Ramp Extension at Old Ivy Rd.

Legend

- | | |
|--------------------------------|--|
| Prop. Full Depth Pavement | Exist. Right-of-Way (from GIS / SDP 2023-00071 Plans) |
| Prop. Mill & Overlay | Exist. Property Boundary (from GIS / SDP 2023-00071 Plans) |
| Prop. Grassed Area | Prop. Approx. Limits of Construction |
| Prop. Raised Conc. Median | Temp. Constr. Easement |
| Prop. SWM Facility | Perm. VDOT Util. Easement |
| Prop. Retaining Wall | Prop. Right-of-Way |
| Prop. SWM Entrance | Exist. Culvert |
| Prop. Guardrail | Prop. PG-2A Concrete Ditch |
| Exist. Sanitary Sewer Crossing | Prop. Fence |
| | Prop. V-Ditch |

Location:
Albemarle County





June 2026

US 29 NB / US 250 EB Off-Ramp Improvements

Legend

- Prop. M&O Pavement

Prop. Full Depth Pavement

Prop. Raised Concrete Median

Prop. Raised Grass Median

Prop. Concrete Sidewalk (5' Typ.)

Prop. Concrete Sidewalk (10' Typ.)

Prop. Grassed Area

Prop. Paved Entrance
- Exist. OH Utility Poles (from GIS)

Prop. SWM Feature

Exist. Right-of-Way (from GIS)

Exist. Property Boundary (from GIS)

Jurisdictional Limits (from GIS)

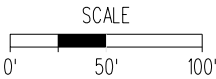
Prop. Right-of-Way

Prop. Temp. Easement

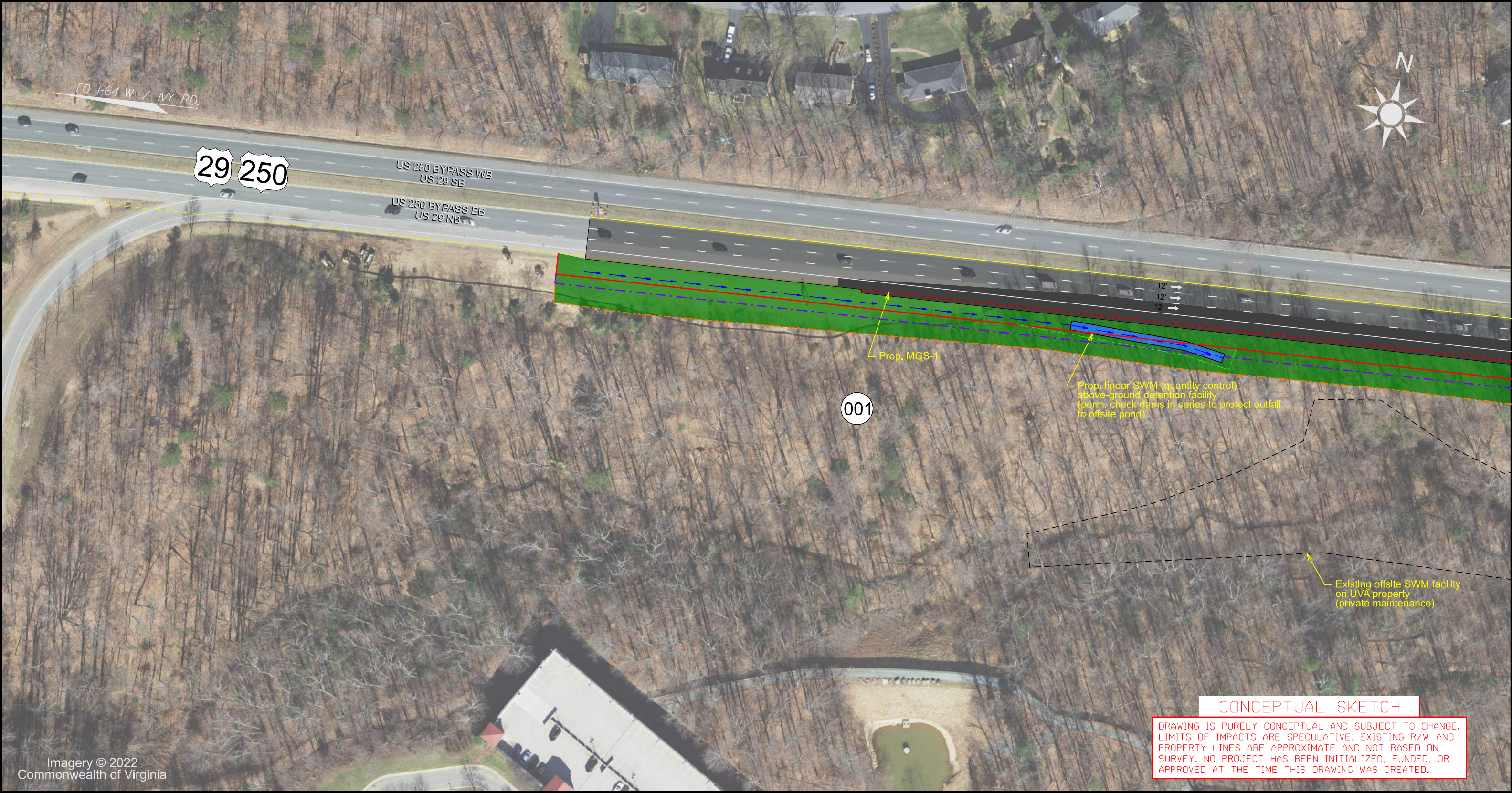
Prop. Perm. Easement

Prop. Perm. Utility Easement

Location: Albemarle County/
City of Charlottesville



Sheet 1 / 3



MATCHLINE (SEE SHEET 2 / 3)

US 29 NB / US 250 EB Off-Ramp Improvements

Legend

- | | | | |
|---|------------------------------------|---|-------------------------------------|
|  | Prop. M&O Pavement |  | Prop. SWM Feature |
|  | Prop. Full Depth Pavement |  | Exist. Right-of-Way (from GIS) |
|  | Prop. Raised Concrete Median |  | Exist. Property Boundary (from GIS) |
|  | Prop. Raised Grass Median |  | Jurisdictional Limits (from GIS) |
|  | Prop. Concrete Sidewalk (5' Typ.) |  | Prop. Right-of-Way |
|  | Prop. Concrete Sidewalk (10' Typ.) |  | Prop. Temp. Ease. |
|  | Prop. Grassed Area |  | Prop. Perm. Ease. |
|  | Prop. Paved Entrance |  | Prop. Perm. Utility Ease. |

Location: Albemarle County/
City of Charlottesville

A horizontal scale bar with a black segment in the middle. The word "SCALE" is centered above the bar. Below the bar, the markings "0'", "50'", and "100'" are shown from left to right.

Sheet 3 / 3



CONCEPTUAL SKETCH

DRAWING IS PURELY CONCEPTUAL AND SUBJECT TO CHANGE.
LIMITS OF IMPACTS ARE SPECULATIVE. EXISTING R/W AND
PROPERTY LINES ARE APPROXIMATE AND NOT BASED ON
SURVEY. NO PROJECT HAS BEEN INITIALIZED, FUNDED, OR
APPROVED AT THE TIME THIS DRAWING WAS CREATED.

MEMORANDUM

To: Charlottesville-Albemarle MPO Technical Committee and Policy Board
From: Gorjan Gjorgjievski, Regional Planner II, CA-MPO/TJPDC
Date: August 26, 2026
Subject: Modifications to the CA-MPO FY24-27 Transportation Improvement Program

Purpose:

This memorandum provides information for one adjustment to the CA-MPO FY24 to FY27 Transportation Improvement Program (TIP).

Summary of the Maintenance: Traffic and Safety Operations Adjustment (Informational):

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) received a TIP adjustment request from the Virginia Department of Transportation (VDOT). The adjustment pertains to the Project Groupings Maintenance: Traffic and Safety Operations Category. This does not reflect an increase in funds, just shifting of planned obligations to match project funding.

- **Project Groupings: Adjustment #31 – Maintenance: Traffic and Safety Operations:**
 - Move \$1,000,000 (STP/STBG) funds from FFY27 to FFY26.

New Table

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$8,237,514
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal – STP/STBG	\$0	\$2,046,632	\$2,055,034	\$3,063,579	\$1,072,269
MPO Note			FFY26-11 STIP ADJ - move \$1,000,000 (STP/STBG) from FFY27 to FFY26			

Old Table

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$8,237,514
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal – STP/STBG	\$0	\$2,046,632	\$2,055,034	\$2,063,579	\$2,072,269



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

If there are any questions, please contact Gorjan Gjorgjievski at gorjang@tjpd.org (434) 979-7310 Ext.123.

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Policy Board
From: Taylor Lowery, Director of Transportation, CA-MPO/TJPDC
Date: August 26, 2026
Subject: FY27-30 TIP Update

Purpose:

This memorandum provides an update on the development and effective date of the FY27-FY30 Transportation Improvement Program (TIP).

Background:

The Statewide Transportation Improvement Program (STIP) is a federally required statewide document that combines all Virginia MPO TIPs and federally funded transportation projects in rural areas of Virginia. Before a project can be included in an MPO's TIP, federal regulations require that it first be included in that MPO's constrained long range plan. The TIP functions as a financial document to program projects for implementation that are already identified in the constrained long range plan.

FY27-30 TIP Update:

VDOT has communicated that several MPOs in Virginia have outdated constrained long range plans. If a constrained long range plan is out of date, that MPO is unable to approve a new TIP to be incorporated into the state's STIP due to the inability to demonstrate consistency between the two documents. As a result, VDOT and DRPT are unable to submit the FY27-FY30 STIP for federal approval until those requirements have been satisfied. Although the CA-MPO Policy Board approved the new FY27-30 TIP at the April Policy Board meeting, it will not take effect on October 1st as previously anticipated. An updated schedule of April 2027 has been communicated for anticipated STIP federal approval.

TIPs in Virginia are updated every three years covering a four-year period, providing a year of overlap on our existing FY24-FY27 TIP. We will continue operating under the existing TIP, but it may require amendments and/or adjustments in future meetings if there were new projects in the FY27-30 TIP expected to take effect October 1 that aren't captured in the current FY24-27 TIP. Staff are working with VDOT and DRPT to ensure no lapse to any project's compliance due to this. The CA-MPO will also not be required to redo the April approval action for the new TIP; that action will remain valid and it's just the effective date that will change.

For questions, please reach out to gorjang@tjpd.org and tjenkins@tjpd.org.



SMART SCALE & PLANNING STUDY UPDATE

SMART SCALE UPDATE

- **22 applications submitted in the Culpeper District before deadline**
- **Nine applications submitted within the MPO area**
- **Screening, validation, and scoring will occur over the next several months**
- **VDOT Planning may still need to coordinate changes to applications based on screening feedback**

THANK YOU TO ALL THE APPLICANTS!

Proposed Upcoming Culpeper District Studies

STARS (Status pending):

- US 29 at I-64 (Exit 118) – Albemarle County
- Preston Avenue at Ridge-McIntire Road – City of Charlottesville
- S Main Street from Germanna Highway to N James Madison Street – Town of Culpeper

Project Pipeline (Approved by OIPI Staff pending CTB action):

- US 29 at Covington's Corner – Fauquier County
- US 29 from Alanthus Rd to Kelly Fords Rd – Culpeper County
- US 29 at RT 607/Matthew Mill Rd – Greene County
- US 29 at Airport Rd – Albemarle County
- US 33 at Shannon Hill – Louisa County

Planning Study Next Steps

- **Set up scoping meetings with project stakeholders**
 - Project Pipeline is implementing Phase 0 this round to solidify scope prior to formal CTB approval
- **Framework phase will precede study phase**
 - Formal framework agreement will be signed by key study working group members

Framework Document Components

- **Study intent**
 - Defines the underlying needs and purpose of potential improvements
 - Needs to be supported by data (VTrans, PSI, PBSAP, previous studies, etc.)
- **Study characteristics**
 - Identifies applicable classifications for the transportation network (VTrans Need, PBSAP, Arterial Preservation Network, COSS/RN, etc.)
 - Determines the type of study/analysis that will be needed for the study
- **Study area**
 - Identifies area intersections and roadways
 - Establishes the geographic study area/area of influence

Framework Document Components (cont.)

- **Roles and responsibilities**
 - **Establishes the members of the Study Working Group (SWG)**
 - Multiple people may participate from an organization, but need to establish a designated Point of Contact
 - **Explains the responsibilities of each SWG member**
- **Data collection plan**
 - **Defines where and what kind of data will be collected to support the analysis**
- **Analysis years, periods, and scenarios**
 - **Defines the time frames for data to be used in the analysis**
 - Peak AM, Peak PM, mid-day/weekend peak?
 - **Defines the future year to be used in the no-build analysis**
 - May include interim year, but will need to follow study guidelines

Framework Document Components (cont.)

- **Traffic Operations and Safety Analysis Tools**
 - Describes the tools that will be used in the analysis as well as the version
 - Justification must be provided
 - Must be consistent with VDOT Traffic Operations and Safety Manual (TOSAM)
- **Measures of Effectiveness**
 - Establishes the measures that will be included, reason for selection, and analysis tool that will be used to obtain the information
- **Calibration Assumptions and Targets**
 - Lists the simulated measures/threshold being used for calibration of any modeling tools that are used in the analysis
- **Traffic Forecasting Approach**
 - Described the traffic forecasting methodology that will be used to determine future traffic volumes for purposes of analysis

Framework Document Components (cont.)

- **Concept Development and Cost Estimation**
 - Describes the anticipated concept development and screening process to be used
 - Includes the number of alternatives to be considered and expected level of detail for each phase of the study process
 - Determines whether a full iCAP assessment will be required to evaluate alternatives
- **Environmental Considerations**
 - Documents if there are any environmental considerations that need to be considered as part of study
- **Public Engagement Plan**
 - Identifies when and what type of public engagement will occur
 - Must be conducted in conformance with VDOT policies for studies
- **Additional Considerations**
 - Include any other items that need to be agreed upon/defined as part of the study process

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.

- **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 has also been gathered through a public survey.

- **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



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

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.

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

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.



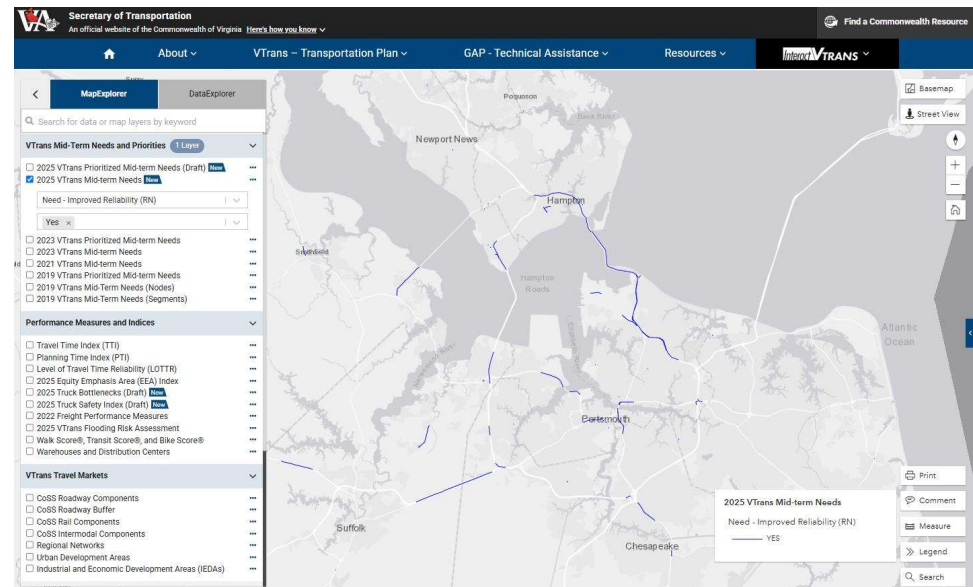
Goal C: Economic Competitiveness through Travel Time

Reliability:

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

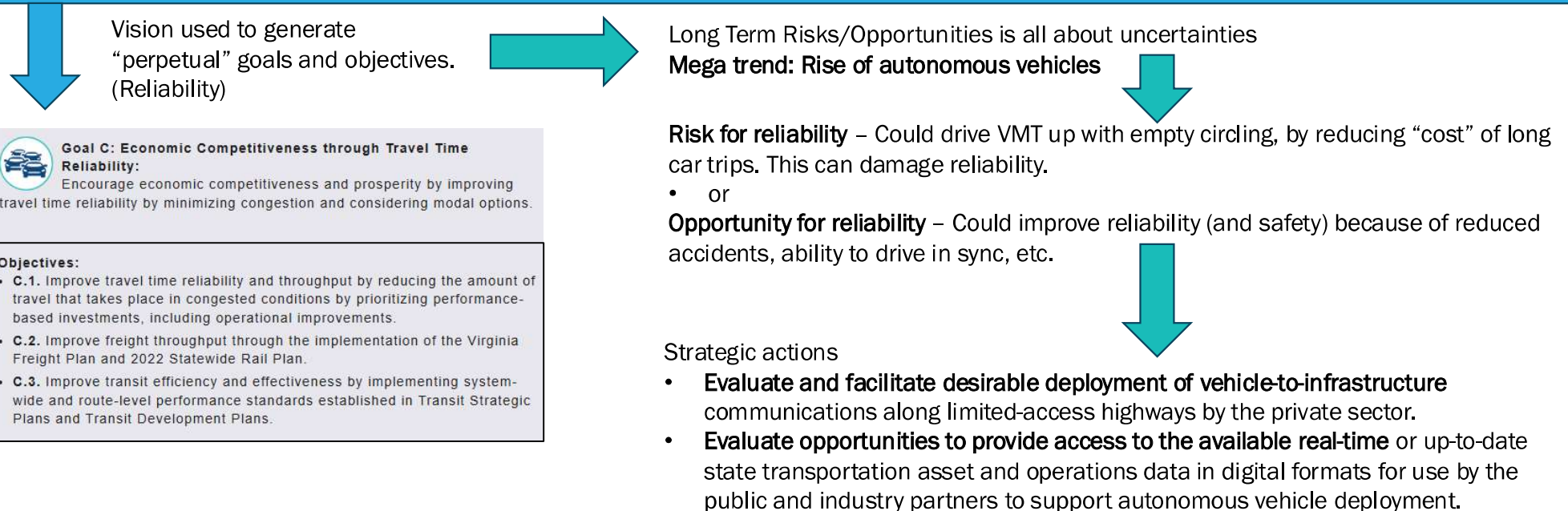
Objectives:

- **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 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.

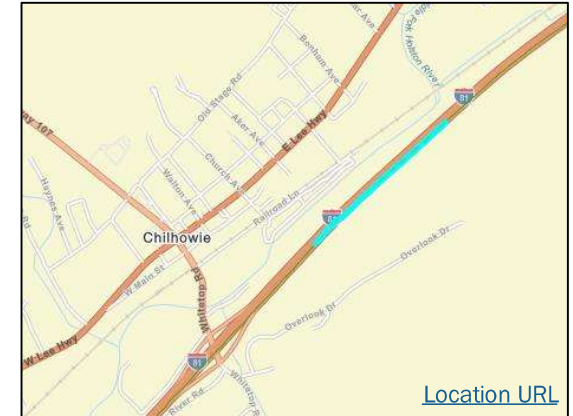
Example in Bristol District (segment of I-81 near Chilhowie)

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.

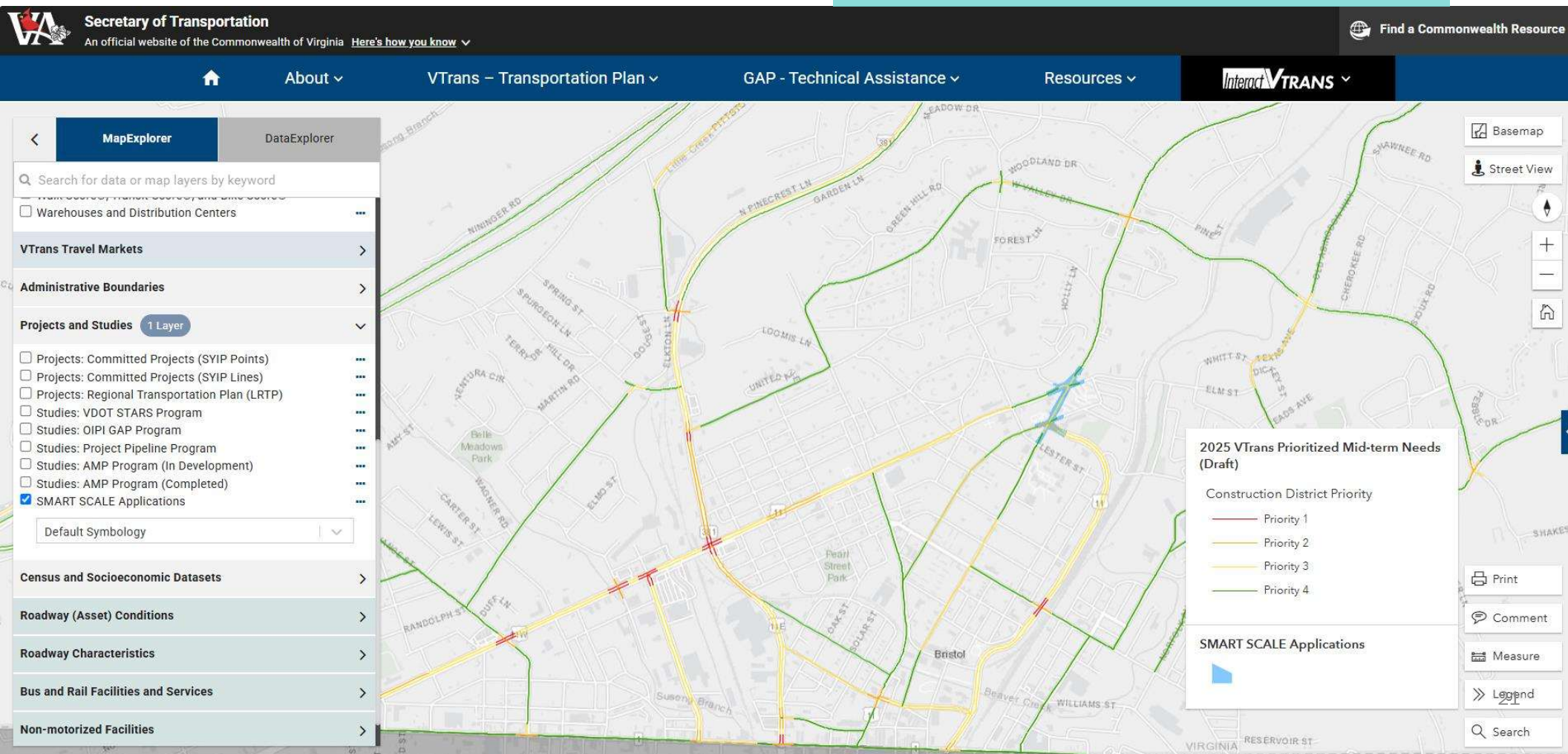
How is VTrans shared with others?

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**
- Construction District Priority ▼
- Multiple × ▼
- ☐ 2025 VTrans Mid-term Needs **New**
- ☐ 2023 VTrans Prioritized Mid-term Needs
- ☐ 2023 VTrans Mid-term Needs
- ☐ 2021 VTrans Mid-term Needs
- ☐ 2021 VTrans Prioritized Mid-term Needs
- ☐ 2019 VTrans Prioritized Mid-term Needs (Nodes)
- ☐ 2019 VTrans Mid-Term Needs (Segments)

Performance Measures and Indices >

VTrans Travel Markets >

Administrative Boundaries >

Projects and Studies >

Census and Socioeconomic Datasets >

Roadway (Asset) Conditions >

Roadway Characteristics >

Map of Virginia showing the 2025 Prioritized VTrans Mid-term Needs. The map displays various construction districts (P1 and P2) across the state, including areas around Washington, Dale City, Fredericksburg, Richmond, Lynchburg, Roanoke, Blacksburg, and Charlottesville. The map is overlaid with a grid of construction districts. The map is titled "2025 Prioritized VTrans Mid-term Needs" and includes a legend, search bar, and navigation controls.

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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[Find a Commonwealth Resource](#)

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

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** ...

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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Roadway (Asset) Conditions >

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Basemap

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Find address or place

Search

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

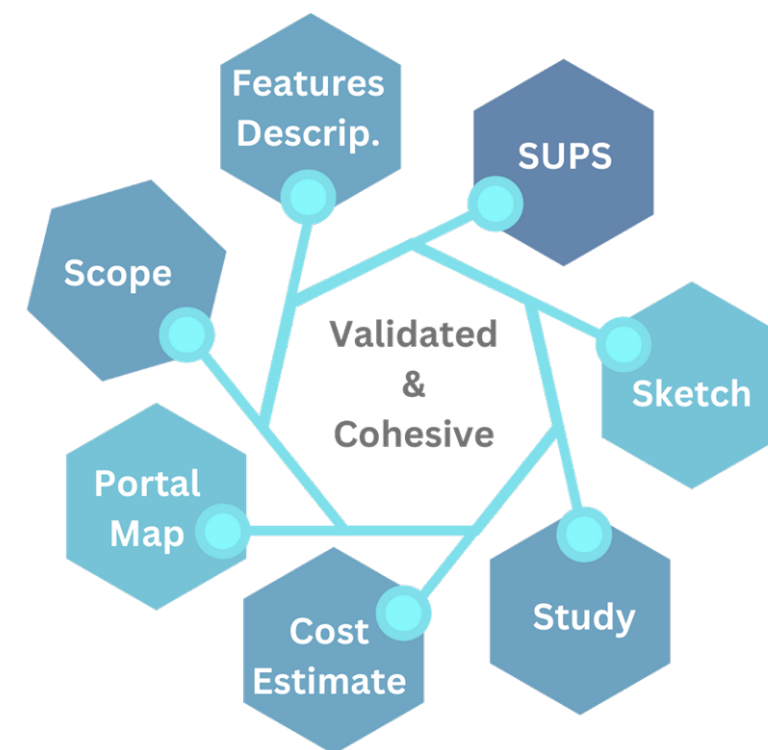


Date	Activity
July 15 th	Finalized Documents with Gate Requirement Due (attached in the SMART Portal) <i>Note: there may be earlier dates required internally by districts to accommodate reviews</i>
August 3 rd – 5PM	Full Applications Close – Final Sketches, Estimates, Leveraged Funding Supporting Documentation, 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

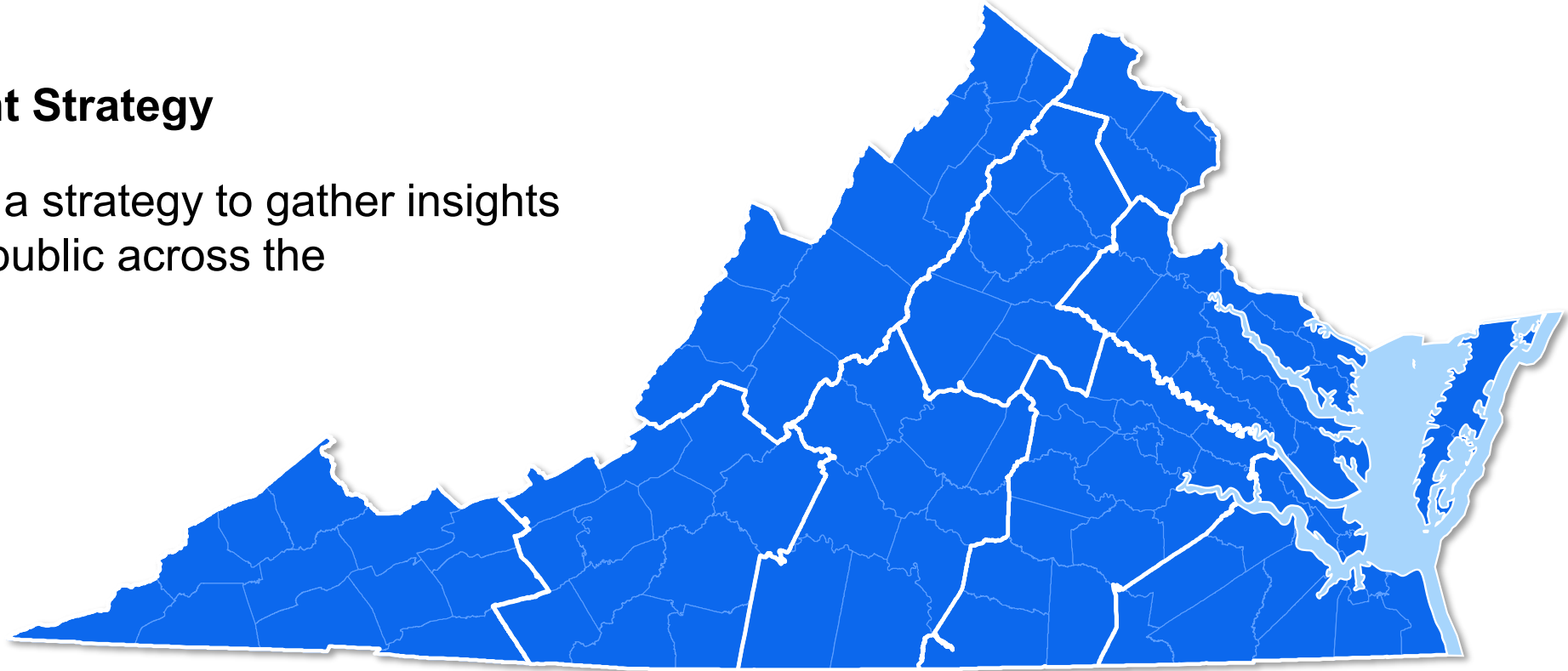
Meetings convene agencies and organizations to share lessons and coordinate regional safety efforts.

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

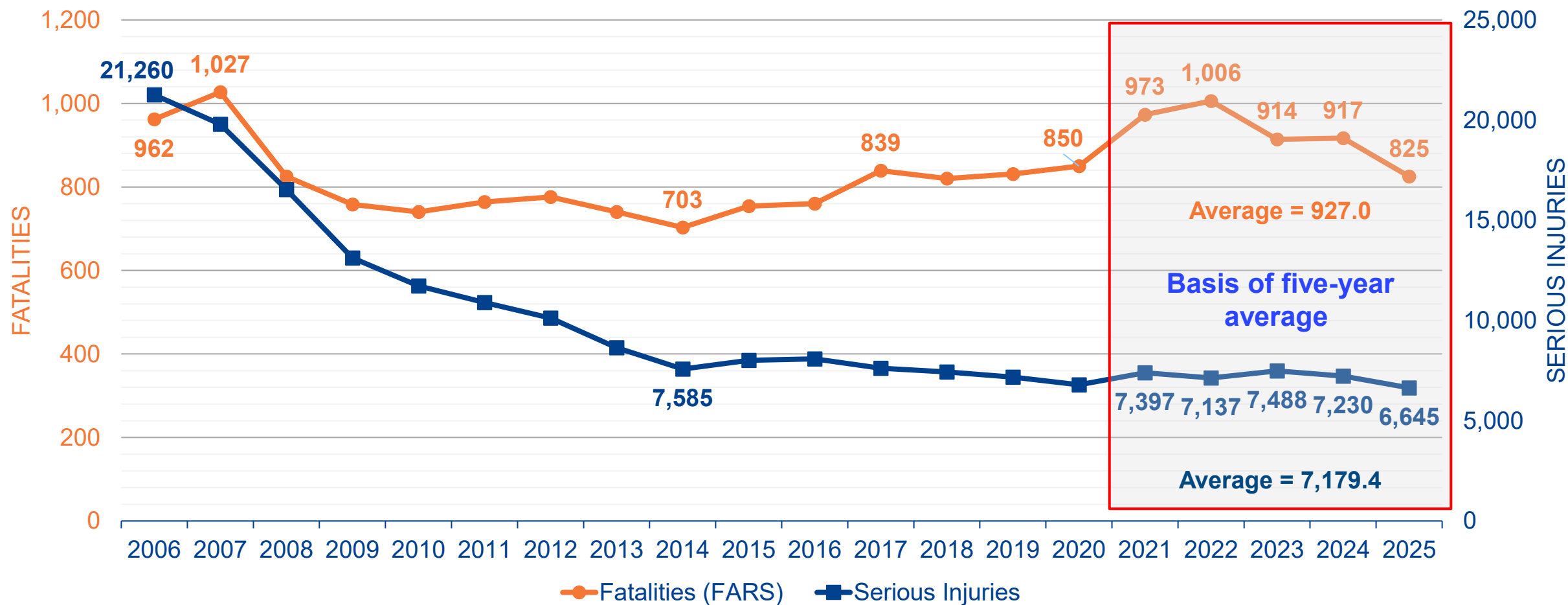
Background

New Federal Target Setting Requirements

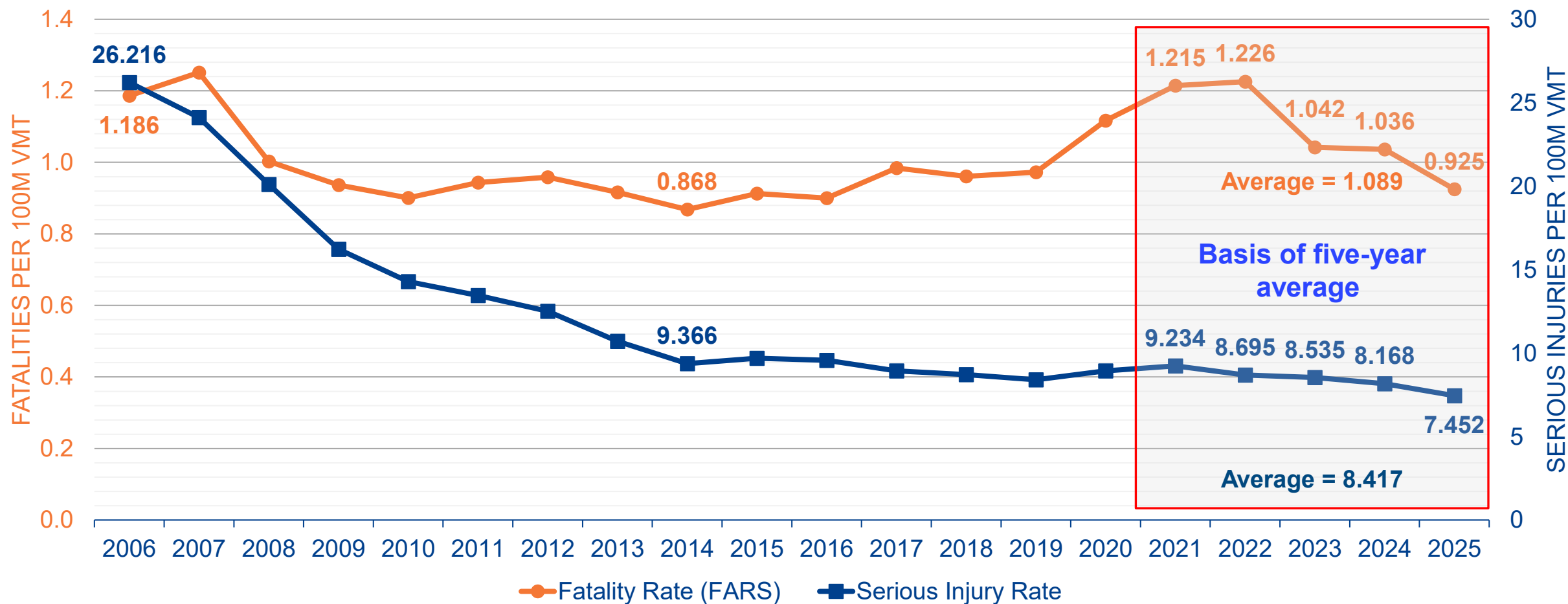
- Annual federal reporting for DMV and VDOT requires submission of annual and calculated five-year average targets
- The 2021 BIL (IIJA) requires that States set safety targets that demonstrate **level or improved performance** for the three common measures (fatalities, fatality rate, and serious injuries)
 - 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

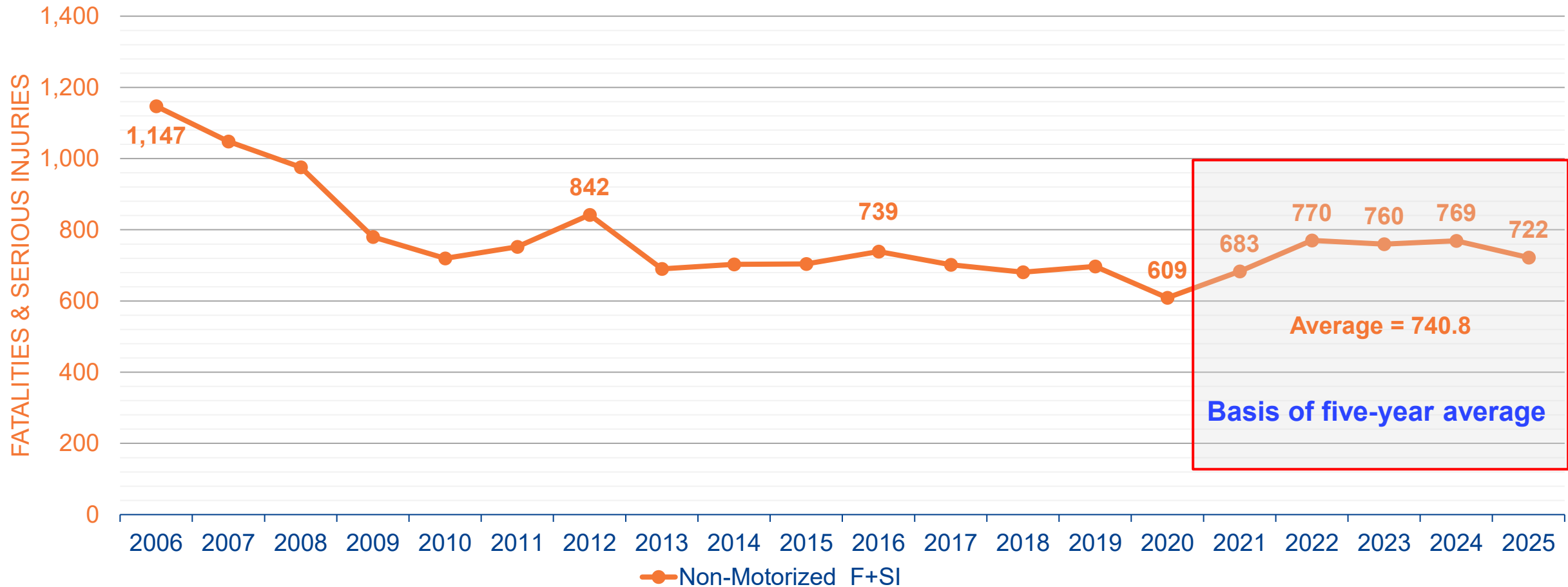
Statewide Trends of Annual Fatalities and Serious Injuries



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:

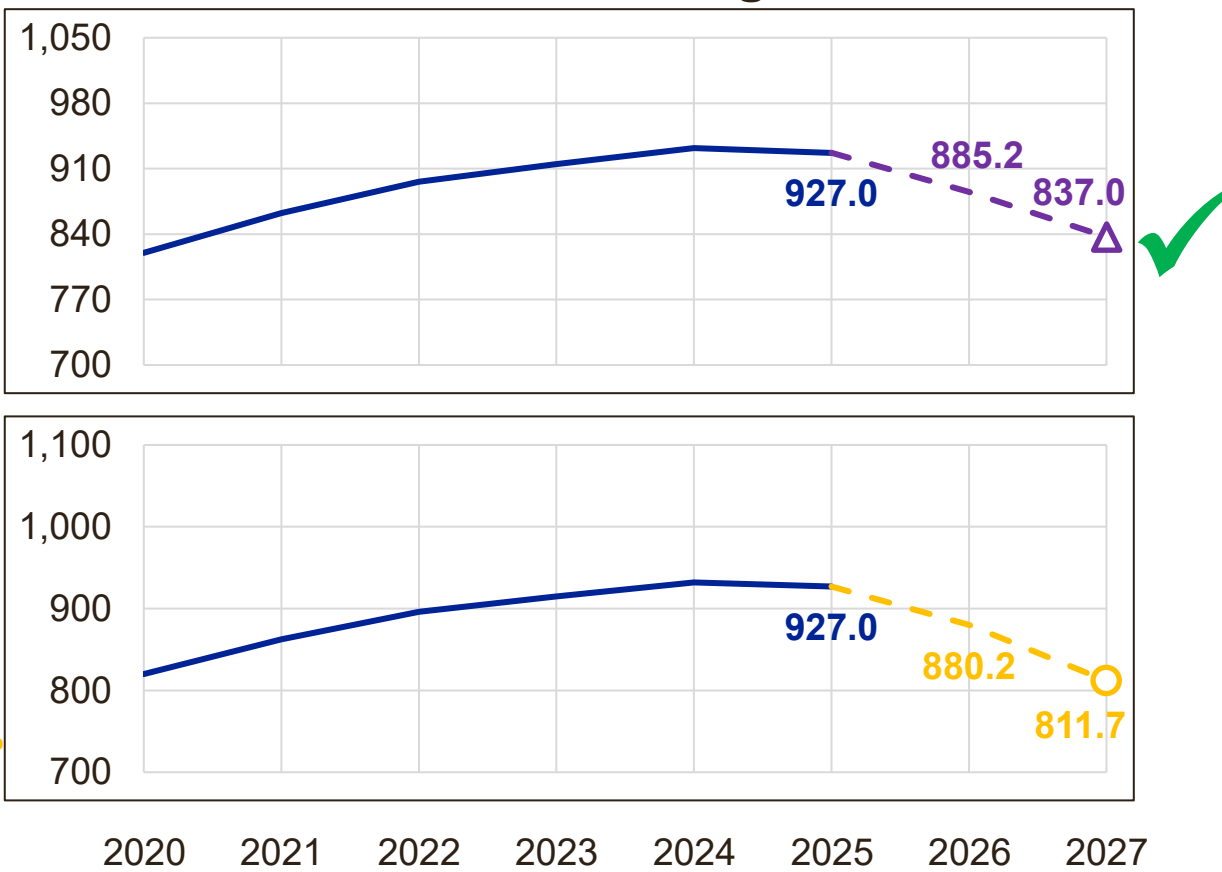
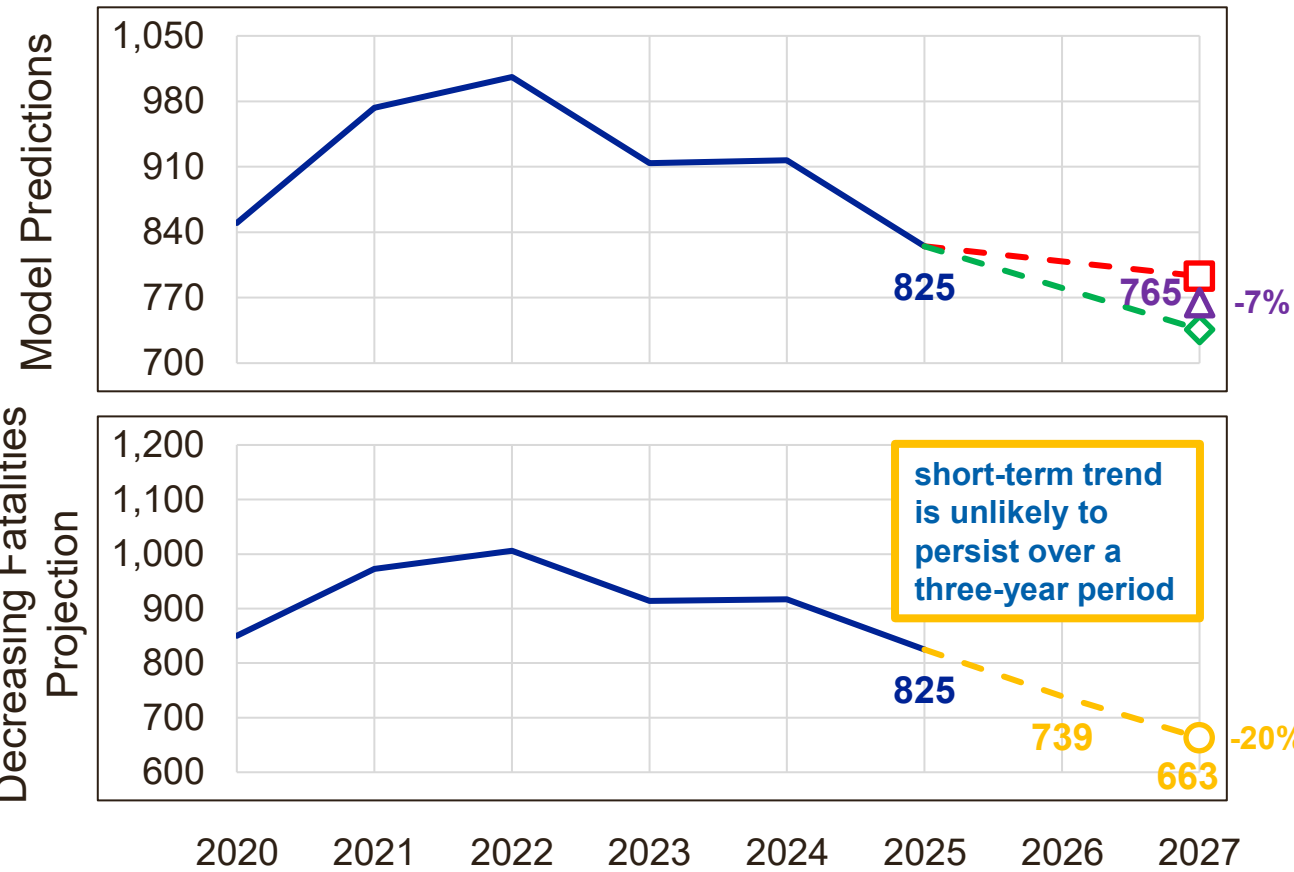
- Use the 2026 projected count measure based on year-to-date values (through March)
- Set 2027 count targets based on annual average reductions between 2024 and 2026
- Use 2027 count targets to calculate rate measures with projected 1% growth in VMT each year

Results – Fatalities

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

Annual

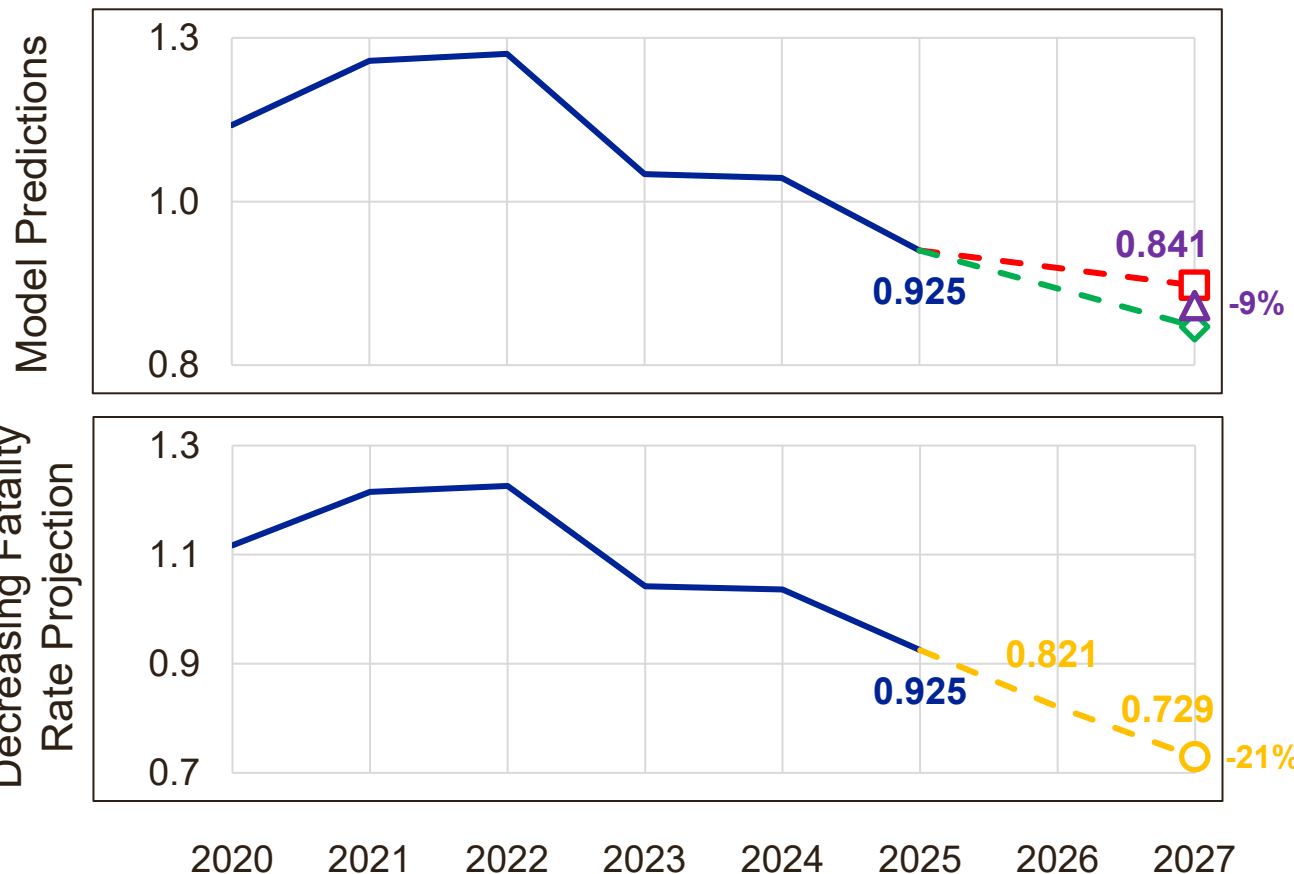
Five-Year Averages



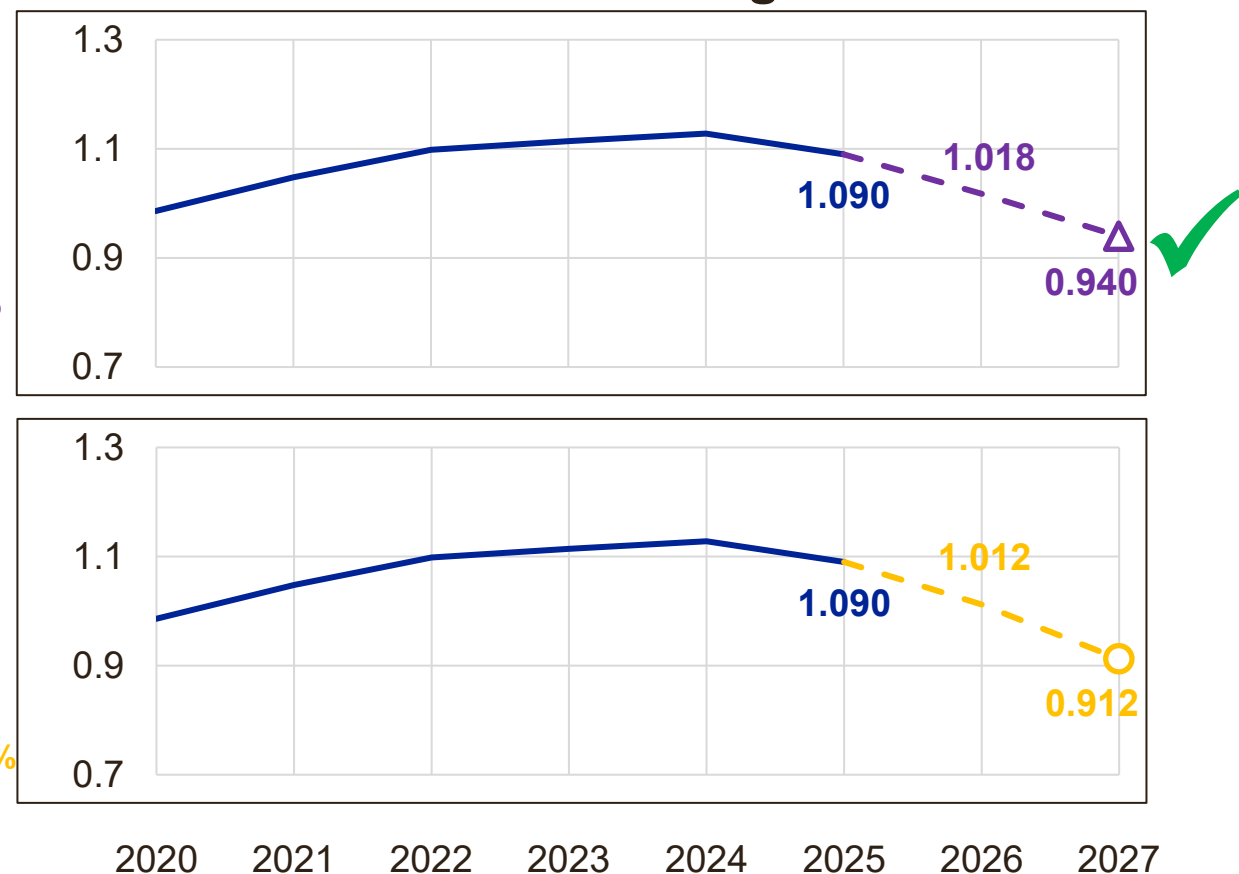
Results – Fatality Rate

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

Annual



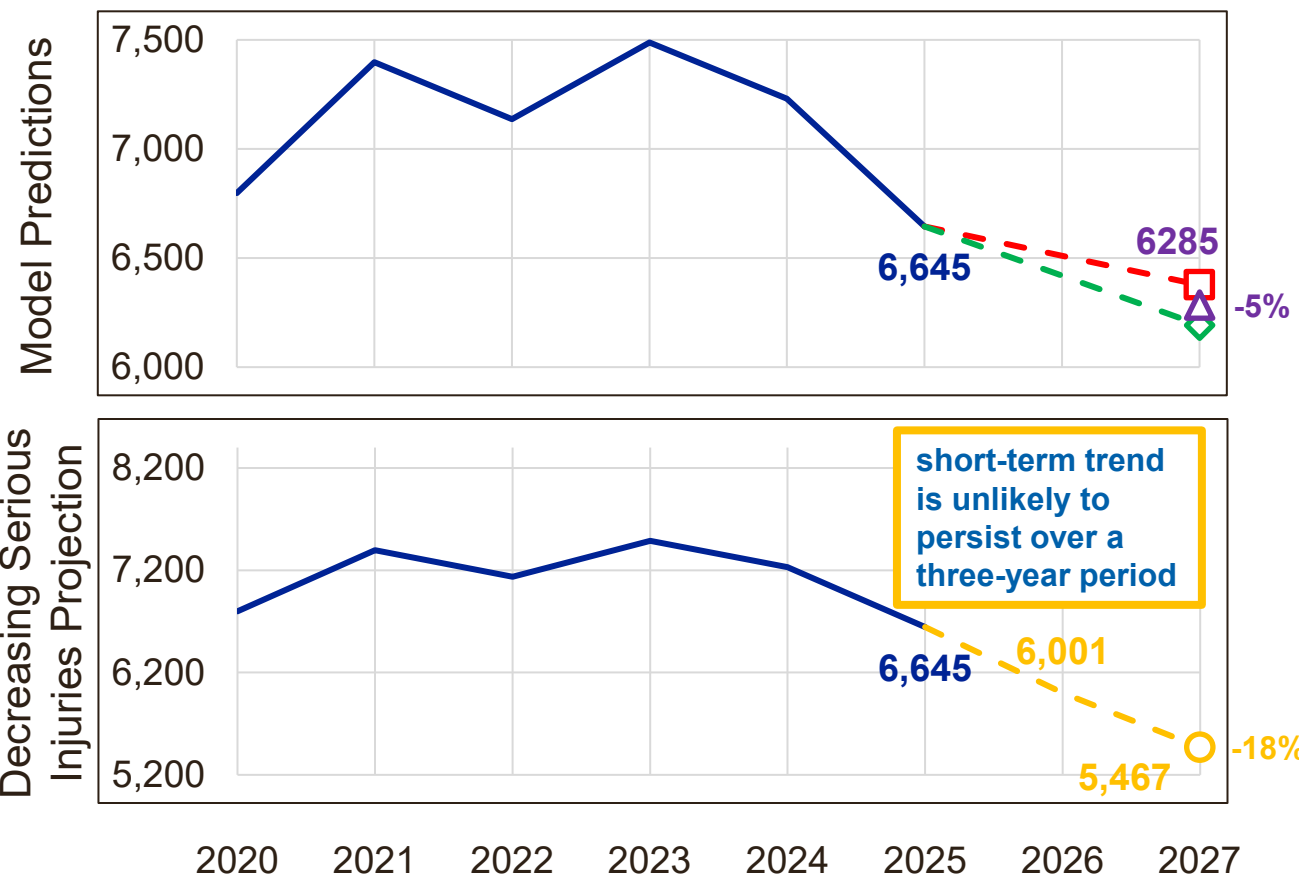
Five-Year Averages



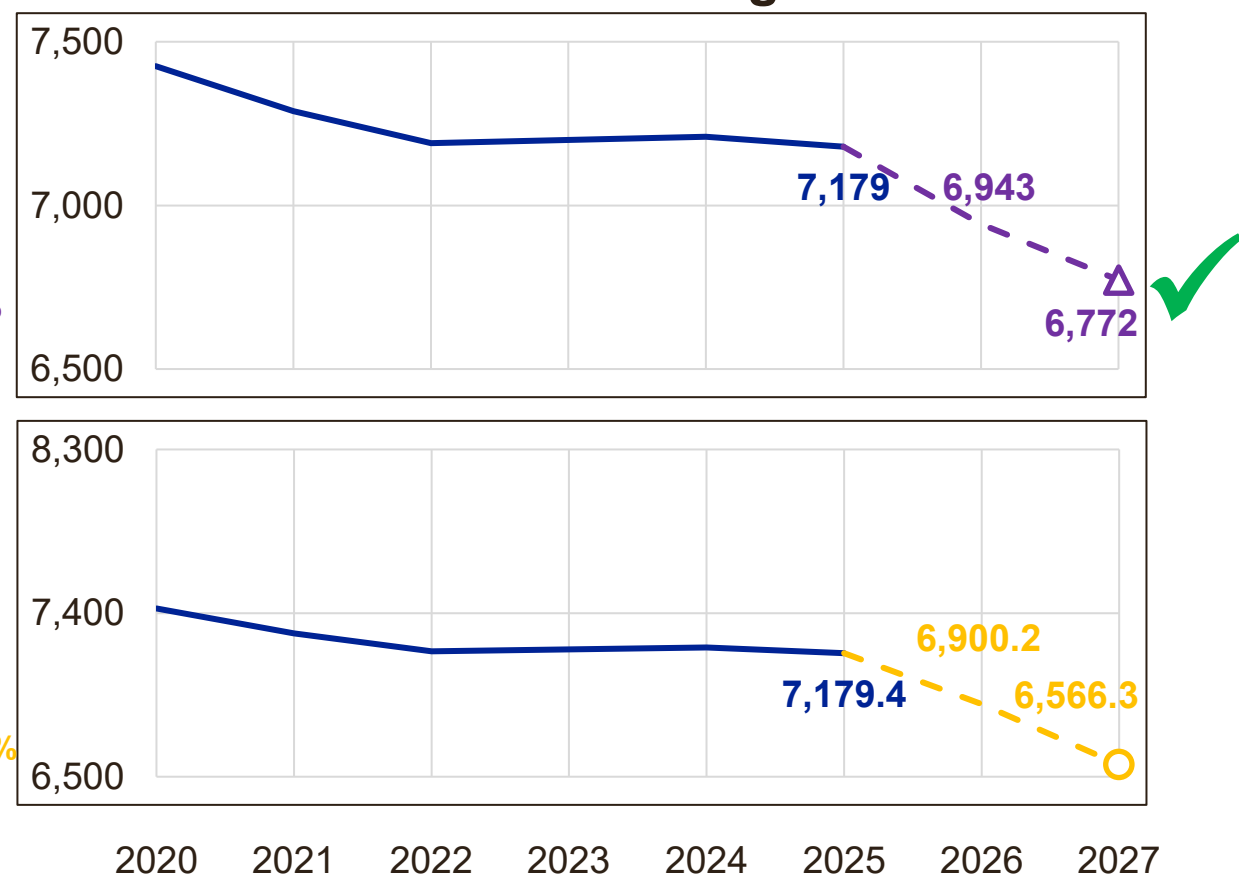
Results – Serious Injuries

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

Annual



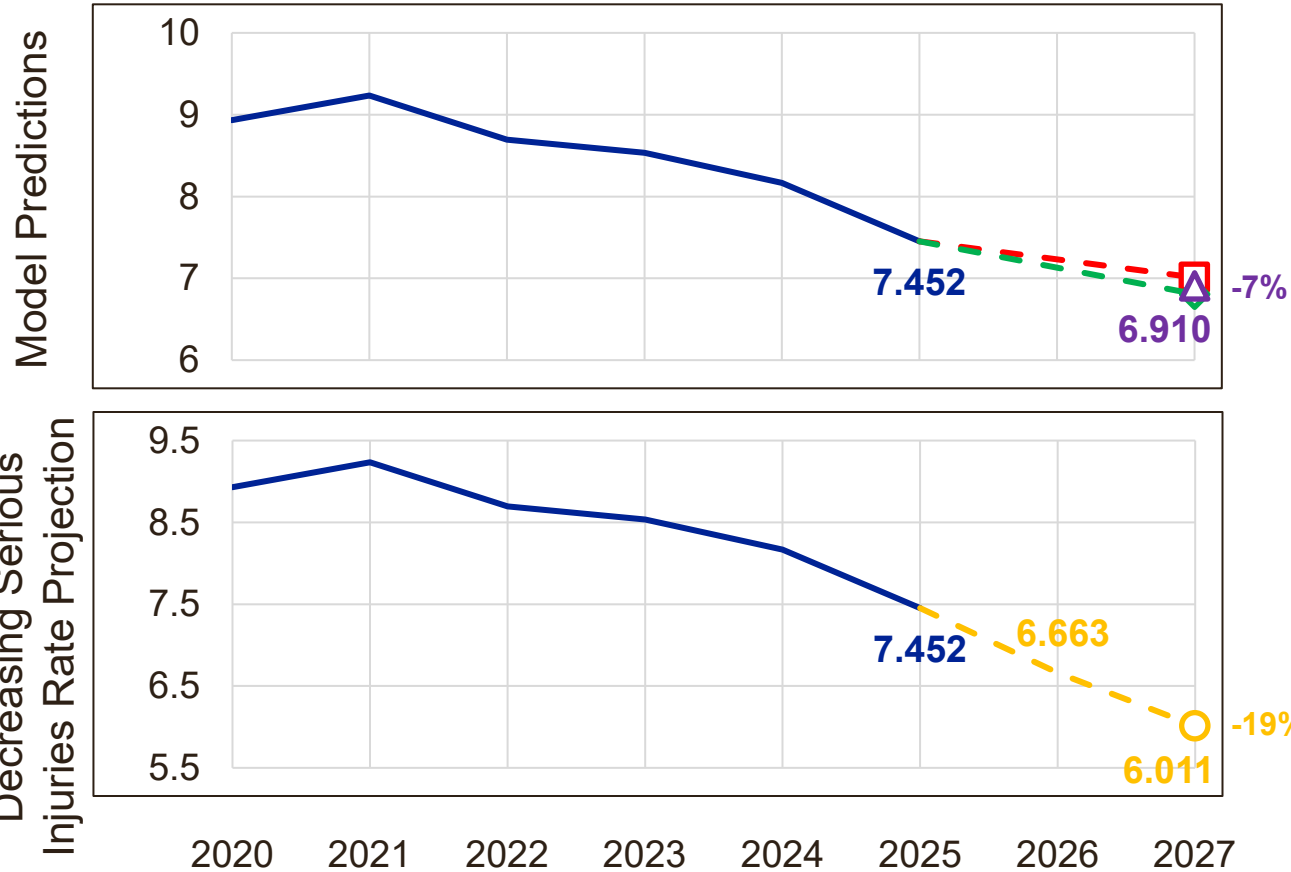
Five-Year Averages



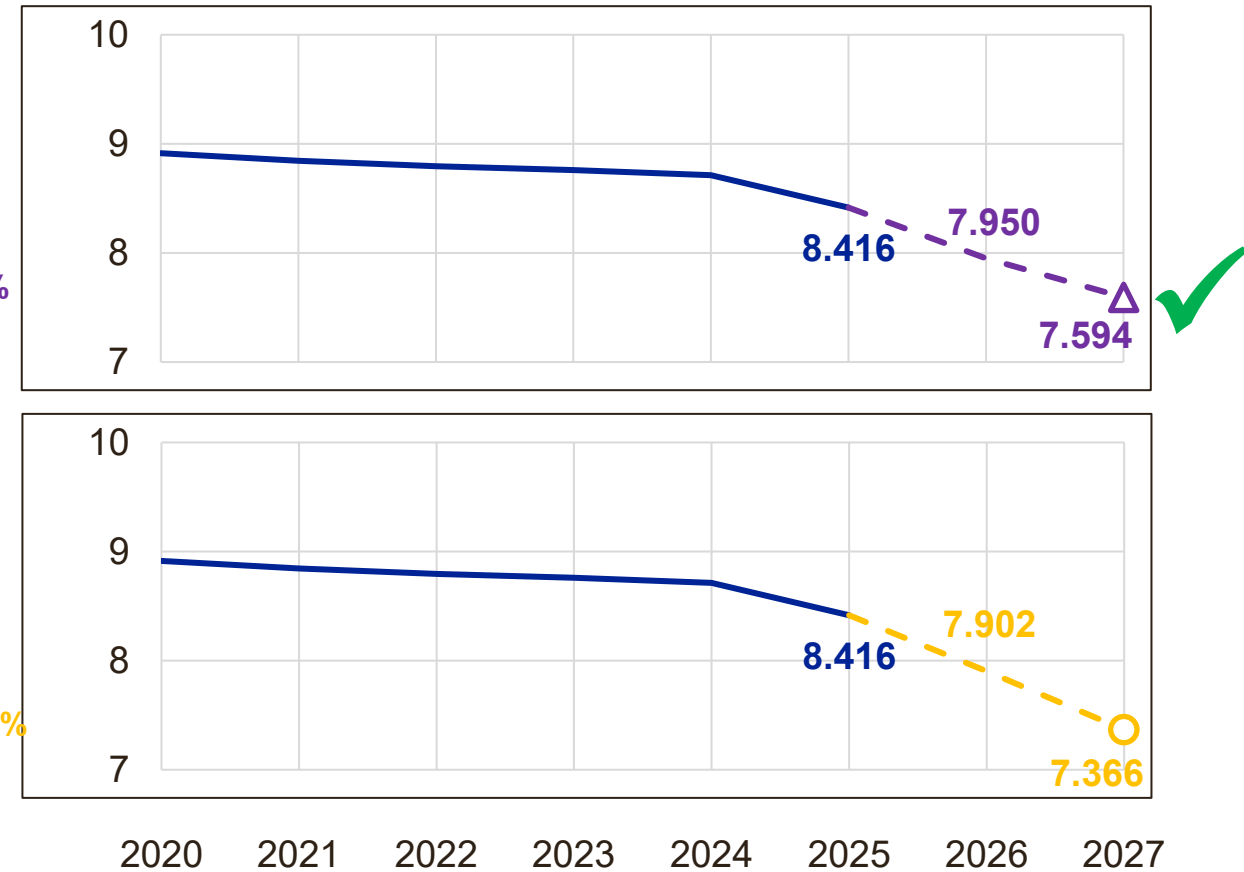
Results – Serious Injury Rate

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

Annual



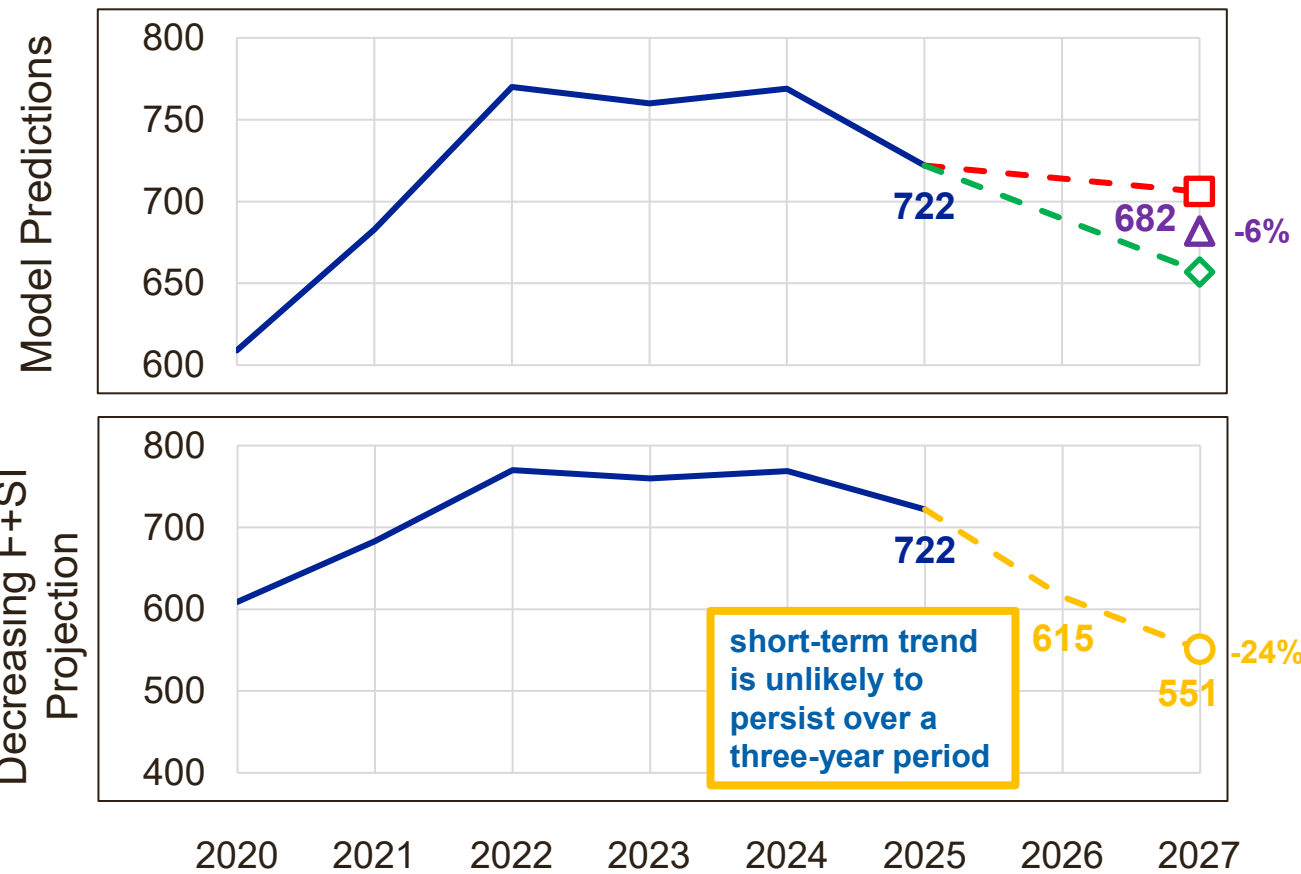
Five-Year Averages



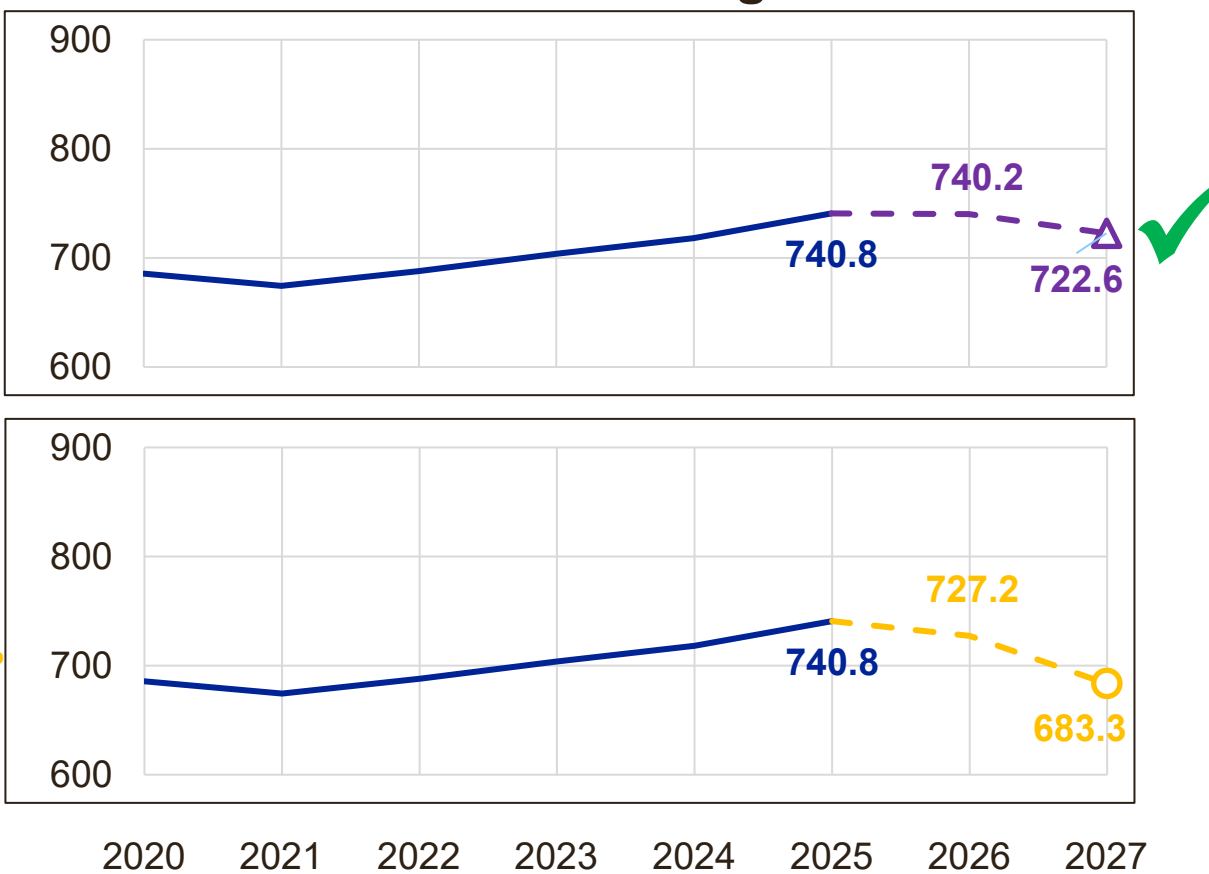
Results – Non-Motorized Fatalities and Serious Injuries

- 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