

AGENDA

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

Join Zoom Meeting

<https://us02web.zoom.us/j/84890573710>

Meeting ID: 848 9057 3710

Item	Description	Time
1	Call to Order and Attendance – Ben Chambers, Chair	10:00 - 10:05
2	Matters from the Public – Ben Chambers, Chair Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – <i>(limit three minutes per speaker)</i>	10:05 - 10:10
3	*General Administration – Ben Chambers, Chair a. *Review and Acceptance of Agenda b. *Approval of October 2024, Meeting Minutes	10:10 - 10:20
4	*New Business a. Performance Safety Targets – <i>Gorjan Gjorgjievski</i> i. CA-MPO 2025 Performance Safety Targets – Presentation ii. *CA-MPO 2025 Performance Safety Targets – Staff Memo iii. CA-MPO 2025 Performance Safety Targets – Draft Letter of Response b. TIP Adjustment – <i>Lucinda Shannon</i> i. Adjustment 10 Memo TIP FY24-27 c. RAISE 2025 – <i>Christine Jacobs</i> i. *RAISE 2025 - Resolution of Support	10:20 – 10:35 10:35 – 10:45 10:45 – 10:55
5	Staff Updates – Gorjan Gjorgjievski a. SS4A – Presentation b. Next CA-MPO Tech meeting – February 18, 2025 @ 10:00 am - 12:00 pm	10:55 – 11:10
6	VDOT Project Updates – Charles Proctor a. SMART SCALE – Update b. STARS and Pipeline Studies – Update	11:10 – 11:40
7	Roundtable Updates a. City of Charlottesville b. Albemarle County c. RideShare d. Virginia Department of Transportation (VDOT) e. Department of Rail and Public Transportation (DRPT) f. Federal Highways Administration (FHWA) g. Federal Transit Administration (FTA) h. Charlottesville Area Transit (CAT) i. Jaunt j. University of Virginia (UVA)	11:40 – 11:55
8	Matters from the Public Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker	11:55 – 12:00
9	Adjourn	12:00 pm

(*) A vote is required for this item (**) A recommendation to the MPO Policy Board is expected for this item

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VOTING MEMBERS (13) & ALTERNATES (4)	STAFF (7)
Kellie Brown, Charlottesville	Christine Jacobs, TJPDC
Tommy Safranek, Charlottesville (Alternate)	Lucinda Shannon, TJPDC
Ben Chambers, Charlottesville (Chair)	Gretchen Thomas, TJPDC
Rory Stolzenberg, Charlottesville PC	Ruth Emerick, TJPDC
Jessica Hersh-Ballering, Albemarle	Sarah Simba, TJPDC
Alberic Karina-Plun, Albemarle (Vice Chair)	Gorjan Gjorgjevski, TJPDC
Luis Carrazana, Albemarle PC	Logan Ende, TJPDC
Charles Proctor, VDOT	NON-VOTING MEMBERS (3)
Sandy Shackelford, VDOT (Alternate)	Tony Cho FTA
Christine Jacobs, TJPDC	Stephen Minor, FHWA
Sarah Simba, TJPDC (Alternate)	Donna Chen, CTAC Liaison
Jason Espie, Jaunt	
Bill Palmer, UVA, Office of the Architect	
Mitch Huber, DRPT	
Wood Hudson, DRPT (Alternate)	GUESTS/PUBLIC
Sara Pennington, Rideshare	
Garland Williams, Charlottesville Area Transit	

MPO Technical Committee Meeting

Draft Minutes, October 15, 2024

A recording of this morning can be found here:

https://www.youtube.com/watch?v=giblmVwbO_Y

VOTING MEMBERS & ALTERNATES		STAFF	
Ben Chambers, Charlottesville	x	Gretchen Thomas, TJPDC	x
Rory Stolzenberg, Cville PC	x	Sarah Simba, TJPDC	x
Jessica Hersh-Ballering, Alb Co	x	Gorjan Gjorgjievski, TJPDC	x
Alberic Karina-Plun, Albemarle	x	Lucinda Shannon, TJPDC	x
Luis Carrazana, Albemarle PC	x	Ruth Emerick, TJPDC	x
Charles Proctor, VDOT *	x	NON-VOTING MEMBERS	
Christine Jacobs, TJPDC		Tony Cho FTA	
Jason Espie, Jaunt	x	Donna Chen, CTAC Liaison *	x
Bill Palmer, UVA Ofc of Architect	x		
Wood Hudson, DRPT		GUESTS/PUBLIC	
Sara Pennington, Rideshare	x	Peter Krebs, PEC	x
Steven Minor, FHWA		Sean Tubbs *	x
Tommy Safranek, Charlottesville	x	Mitch Huber, DRPT *	x
Garland Williams, CAT			
Sandy Shackelford, VDOT	x		
Kellie Brown, Charlottesville			
Daniel Wagner, DRPT			

* attended online via Zoom

1. **CALL TO ORDER:**

Ben Chambers called the meeting to order at 10:06 a.m. Gorjan Gjorgjievski called roll. Those online stated their reason for participating online.

Chuck Proctor stated that he is outside of the 60 miles radius from the meeting and is joining virtually.

Mitch Huber stated that he is outside of the 60 miles radius from the meeting ad is joining virtually.

2. **MATTERS FROM THE PUBLIC (MINUTE 2:58)**

- a. **Comments by the Public:** Bill Emory, citizen from the Wollen Mills neighborhood, said he has been in correspondence with Ben Chambers and Sarah Simba re: the FFC and traffic calming in the neighborhoods. He said in 1988, the folks in Woolen Mills have been in correspondence with Charlottesville City councilors re: traffic calming in the neighborhood. He said they were



somewhat caught unaware about reclassifying Market Street and Chesapeake Street and minor collectors. He was hoping to get additional information about the reclassification. He said he would like to get a map of the city street with an overlay of planning districts by color code and a copy of the forum that Mr. Chambers submitted to the MPO. He said he is alarmed and concerned because he said the Streets that Work program has been totally absent and he is surprised and wants to be reassured that they are being informed of the potential consequences about streets being reclassified.

Peter Krebs said there has been good progress on bike/ped projects of City and County interest for a long time and then about three years ago, that progress seems to have stopped. He said there are four that are high priority, and he hopes will continue, and they include the Rivanna River Ped Bridge, Rt 20 shared use path, potential tunnel on John Warner Parkway, and a fairly new project of Moore's Creek Parkway at 5th Street at Old Lynchburg Road. When Smart Scale made it hard to do bike/ped projects, the emphasis on those projects waned. He said to please not lose track of the bike/ped projects especially at the City/County lines. He said some of the projects he mentioned cost much less than the current Barracks Road project. He asked the committee to not lose track of ways to work together and the benefits of those projects and work together to solve those problems.

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

3. GENERAL ADMINISTRATION (MINUTE 9:05)

Agenda

Motion/Action: Luis made a motion to accept the agenda. Tommy Sefranik seconded, and the motion passed unanimously.

Approval of August 20, 2024 Minutes

Motion/Action: Luis Carazana made a motion to approve the minutes, Tommy Safranik seconded the motion, and the motion passed unanimously with Jessica Hersh-Ballering abstaining.

4. NEW BUSINESS

Federal Functional Classification (FFC) Recommendation (Minute 9:52)

Gorjan Gjorgjievski gave a background of the decision of the MPO Policy Board re: making recommendations for FFC. The Policy Board moved to postpone the approval of the resolution of support until after suggested additional revisions to the original proposed draft map. VDOT and TMPD reviewed the suggested revisions and incorporated most of them. The resolution of support was presented to the committee for recommendation of approval to the Policy Board.

Rory Stolzenberg suggested that there be discussion about the reclassifications. Mr. Gjorgjievski gave a background on what the new classifications may mean for the City and County.

It was noted that the City and County have some changes from what the government has proposed. There was a discussion about some of the changes.

Motion/Action: Alberic Karina-Plun made a motion to recommend that the Policy Board approve the resolution of support. Tommy Safranek seconded the motion, and it passed unanimously.

VDOT Project Updates (Minute 19:20)

Charles Proctor presented the committee with updates from VDOT's pipeline and Smart Scale projects. He started with detailing 5th Street cost estimates of \$79 million for the proposed diverging diamond interchange (DDI) at interstate 64, Exit 120 & 5th Street.

He gave a detailed background of the application development process for this project. He said they identified needing a new bridge in June/July and that pushed the cost estimate well above what was expected. There were other modifications that were made to its final version because there were some portions of the project that were forgotten initially.

He made the comparison of the same project between Smart Scale Round 5 and Round 6. He noted that the average cost of all projects has gone up due mostly to inflation.

He said the next steps will be to wait on the Smart Scale award announcements and if it is not funded, VDOT can reevaluate other alternatives to make it more competitive or to consider it as a pipeline study in the future.

It was noted that the bridge is rated a 6/10 and once it goes under a "6", then it would be considered for a rebuild. He discussed the details of the bridge and what might need to be replaced. There was continued conversation about alternatives for the project. Mr. Proctor noted that if the bridge did not have to be replaced and there was a bike/ped bridge installed instead, that may help with the costs in the future.

There was continued discussion about the project and Ms. Hersh-Ballering summarized by saying Cheaper to separate the shared use path with an additional structure and make minor changes to the median on the current bridge.

Mr. Proctor noted that the \$20 million mark was the optimal level for what projects got funded in the last round.

He said they are already considering the project for their pipeline study.

He continued by giving an update on the Ivy Corridor by sharing the preferred scenario and continued with longer-term scenarios for the western, middle, and eastern sections for the City and County to consider in the future. He said VDOT is reviewing the analysis for the Eastern underpass scenario to ensure it will not overly impact travel on Business Rt 250 to validate the preferred solution. They will then develop a planning level cost estimate for the preferred scenarios and then compile the final report.

(1:10:54) Mr. Proctor presented the STARS and Pipeline studies regarding location and the process for both. STARS stands for Strategically Targeted Affordable Roadway Solutions. He said the pipeline is

identifying locations right now. He showed a comparison of both programs (STARS vs. Pipeline) and how they differ. Mr. Proctor noted that the pipeline process came out of the STARS process. The pipeline deals with the highest priority needs of VTRANS and Mr. Proctor noted that there are several different phases. With STARS, there is a scope phase that turns into the study phase. Pipeline does preliminary “stuff” with public feedback, Phase II is when you are doing your alternative feedback and create preferred alternative scenario, and Phase III is finalizing the preferred scenario and developing cost estimates. There is a little more flexibility with what you can do with STARS vs Pipeline.

He continued by presenting the STARS study locations including Emmet St/US 29 between Barracks Rd and Hydraulic Rd, including the 250 interchange; US 29 between Hydraulic Rd and Woodbrook Dr; and W. Main/Ridge McIntire/W Water St/South Street intersection. There was discussion about the locations chosen for the STARS Study.

He continued with project pipeline proposed locations including 5th Street with further analysis on 5th St/I-64 DDI including a re-examination of the 5th St/5th Street Station intersection, and US29 at the I-64 Exit 118 interchange.

There was a discussion about these locations and the purpose for continuing in that direction and how to best coordinate funding.

5. STAFF UPDATES (MINUTE 1:44:45)

SS4A Update

Gorjan Gjorgjievski reported that during September, he said there were six site visits for Move Safely Blue Ridge. The next step is public engagement for round two to get feedback for potential solutions. That will start in November. There is a working group member meeting on Thursday from 10 a.m. – 12 p.m. via zoom. It was also noted that there will also be a charette in November or December.

December Meeting Date/Time

Mr. Gjorgjievski noted that the December meeting will be held on December 10 from 10 a.m. to 12 noon in the Water Street Center. The date changed from its regularly scheduled day because the December date would fall on Christmas day.

7. ROUNDTABLE UPDATES (MINUTE 1:47:25)

Charlottesville

Ben Chambers said the City Council’s commitment is to eliminate deaths on the streets by 2045. There was a pedestrian fatality within the last couple of weeks. Something needs to be done quickly to increase safety and add traffic calming. They need to have conversations with their departments with large vehicles. He said the City’s design speeds need to be re-evaluated and lowered in many places. He said Tommy Safranik is trying to design sidewalks and putting in protective bike lanes on West Main Street. They are also working on 5th Street with VDOT, including the intersection of 5th Street Station and Harris Road. They are also working on Safe Routes to School. They put down a new sidewalk on Azalea Drive and a bus stop. He said they are working on rolling out e-bike subsidies next month with a lottery system. It will be a voucher system and not a rebate system. He said they are

working on improving transit in the region, including working on helping to set up a Regional Transit Authority.

Tommy said they got 300 people to bike and walk during Loop de Ville. They had their monthly walk through in the Venable neighborhood. There will be another walk next month in the BRSC and Lewis Mountain neighborhoods around UVA.

Albemarle

Alberic Karina-Plun said there was a webinar for CAA as a follow-up to the walk audit they had in June. He said there will be a panel discussion on October 30 on ways to improve infrastructure.

Jessica Hersh-Ballering said the webinars are open to anyone. She will be sure to send the info to staff to share with others. She said there will be a year-long Free Bridge Lane pilot program kick off for the share use path soon. She said information will go out by the end of this week regarding the kick-off date.

She said they are close to announcing their consultant for the Three Notch'd Trail project.

Rideshare

Sara Pennington said they will be getting a draft of the CAP Strategic Plan sometime in October and will be reviewing that soon. It will be shared once it has been reviewed. She said Rideshare is also participating in Connecting VA in October in which new commuters in the program get entered in a special drawing. This program is a bigger part of the Connecting Communities campaigns.

VDOT

Ms. Shackelford had no other updates.

DRPT

Mitch Huber sent his updates to Mr. Gjorgjievski. They are attached.

FHWA

There was no report.

FTA

There was no report.

CAT

Ben Chambers said CAT is going to be updating their schedules in the beginning of November. They will be wrapping up their zero-emissions transition plan sometime around February.

Jaunt

Jason Espie said Jaunt's three studies are starting to be rolled out. The Rural Transit Needs Assessment will be briefed at the Rural Tech Committee this afternoon. The micro-transit study will be rolled out on December 12. There is a bus electrification fleet study that is in its final phases and will be wrapped up in the early part of 2025.

UVA

Bill Palmer said there is ongoing construction along the Ivy Corridor and Fontaine. There is a new access drive on the Leonard Sandridge Drive to help alleviate traffic on Old Ivy Road.

8. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 2:04:46)

Bill Emory said in the past Free Bridge Lane would have been federally functionally classified as a minor arterial road. Everyone from Rt 20 going south would use Free Bridge Lane to access 250. He said the County ultimately took care of that with blockades, but that is what he would call an inappropriate use of a local road being used as a minor arterial. He said he has trouble with the quantification of roads instead of planning and considering the quality of the road and the community in which it is placed.

He noted in 1989, the Commonwealth Transportation Board defined residential cut-through traffic as passing through a residential area and stopping with at least one trip ending in that area. Traffic would be better served in a local street system intended for through-traffic which for various reasons is used for residential street traffic.

He said when trains pass over Carlton Avenue, he said it affects the streets in the neighborhood with overflow traffic. He said he knows the committee was told in May about the reclassifications and stakeholders were alerted in June and indicated that he had hoped that neighborhoods would be considered stakeholders in the future. He asked the committee to please educate the public better about these types of things that affect them directly.

ADJOURNMENT: Mr. Chambers adjourned the meeting at 12:09 p.m.

DRPT AGENCY UPDATE – OCTOBER 2024

DRPT Connects Communities Campaign

The “DRPT Connects Communities” initiative aims to enhance and promote the benefits of local transit agencies across VA. The campaign is focused on increasing awareness and usage of public transportation options, highlighting their role in creating connected and thriving communities!

Key messages

- Enhancing connectivity
- Economic benefits
- Accessibility
- Sustainability

Partner Toolkit: Customizable ads available for partners - password for marketing toolkit is CC24.

Upcoming TSDAC Meeting on 10/8/24

DRPT will host an upcoming meeting of the Transit Service Delivery Advisory Committee (TSDAC).

Date: Tuesday, October 8, 2024

Time: 10:00am

Location: Virtual Only

You may register your attendance [here](#). DRPT will place all meeting materials on its [website](#) prior to the meeting date.

If you have any questions or need more information, please feel free to contact [Jayla Parker](#).

FY26 Grant Application Workshop

DRPT will host our annual grant application workshop on November 13th at 11am. Additional details and registration will be released closer to the event.

TDP/TSP Agency Feedback Survey

DRPT is engaging all our transit agencies on their most recent TDP/TSP development process. From the collaboration to the usefulness of individual chapters, DRPT is seeking to enhance our planning requirements for our agencies. To take the survey you can follow the link here:

<https://www.surveymonkey.com/r/TDP-TSPfeedback>

Performance Safety Targets Background

- Requirements to establish performance targets included in the Moving Ahead for Progress in the 21st Century Act (MAP-21)
- National targets established by the U.S. Secretary of Transportation
 - Pavement condition on the interstate system and on remainder of the National Highway System (NHS)
 - Performance of the interstate system and the remainder of the NHS
 - Bridge condition on the NHS
 - Fatalities and Serious Injuries – both number and rate per vehicle mile traveled – on all public roads
 - Traffic congestion (not applicable to CA-MPO)
 - Freight movement on the interstate system



Performance Safety Targets Purpose

- States establish performance targets in support of national targets
- MPO's establish performance targets in support of state targets
- Establishment of targets = commitment to pursue projects/objectives that support the achievement of those targets
- Overall progress towards meeting performance targets evaluated at the state level
- MPO's have the option to adopt state targets or set their own targets
- CA-MPO has historically adopted state targets until February of 2023, where they adopted alternative targets
- In 2024, CA-MPO adopted aspirational targets that are in line with the comprehensive safety action plan

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

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

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

Safety Performance Targets	CA-MPO 2024 Projections Based on Aspirational Targets – Adopted in 2024	CA-MPO 2025 Projections Based on Aspirational Targets
Percentage change fatalities	-2.00%	-2.00%
Number of fatalities	11	12
Fatality rate	0.962	0.935
Percentage change serious injuries	-2.00%	-2.00%
Number of serious injuries	137	143
Serious injury rate	12.106	11.463
Percentage change non-motorized fatalities + serious injuries	-2.00%	-2.00%
Number of non-motorized fatalities + serious injuries	15	17

Differences in Aspirational Safety Targets between 2024 adopted aspirational targets and 2025 proposed aspirational targets

Memorandum

To: CA-MPO Committee Members
From: Gorjan Gjorgjievski, Regional Planner II
Date: December 10, 2024
Reference: Charlottesville-Albemarle MPO Safety Targets

Purpose:

The Moving Ahead for Progress in the 21st Century Act, MAP-21, signed into law in 2012, established requirements for states to develop performance measures that would align with nationally established performance goals and be used to direct resources to projects that support the achievement of the national goals, which are listed below.

Table 1. National Performance Goals

Goal area	National Goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The U.S. Secretary of Transportation, in consultation with States, Metropolitan Planning Organizations (MPOs) and other stakeholders, establishes performance measures in the following areas:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads

- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Within one year of the U.S. Department of Transportation's final rule on the established performance measures, states must establish their performance targets in support of those measures. Within 180 days of the states' establishment of their targets, MPOs are required to also establish performance targets that support the state and national targets where applicable.

Background:

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

Safety Performance Targets

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

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

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

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

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

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

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

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

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

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

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

Safety Performance Targets	CA-MPO 2025 Projections Based on Aspirational Targets	CA-MPO 2025 Projections Based on Long-term Trendline	CA-MPO 2025 Projections Based on Recent Trendline	CA-MPO 2025 Projections with State Targets
Percentage change fatalities	-2.00%	1.80%	8.20%	0.00%
Number of fatalities	12	13	16	12
Fatality rate	0.935	1.048	1.258	0.993
Percentage change serious injuries	-2.00%	-1.30%	6.87%	0.00%
Number of serious injuries	143	145	170	149
Serious injury rate	11.463	11.627	13.631	11.935
Percentage change non-motorized fatalities + serious injuries	-2.00%	0.5%	7.3%	0.00%
Number of non-motorized fatalities + serious injuries	17	18	22	18
Numbers in orange indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect aspirational safety performance targets. Numbers in green indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized long-term trends. Numbers in blue indicate the actual targets that would be adopted based on the MPO adopting safety performance targets that reflect more localized recent trends. Numbers in red indicate the actual targets that would be adopted based on the MPO adopting the state's established safety performance targets.				

Recommendation:

CA-MPO staff recommends that the CA-MPO Tech Committee recommend that the MPO Policy Board adopt the aspirational safety targets listed above, understanding that the MPO will continue to prioritize safety throughout its programming and to pursue funding for project implementation.

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

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

Insert Date

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

Dear Mr. Read:

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

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

Future Target Annual Percent Changes

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

- ☐ The MPO plans to adopt the statewide annual goal percent changes
- ☐ The MPO chooses to set safety targets using a different methodology

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

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

Additional Information on Methodology

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

2025 Safety Performance Targets

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

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

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

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

Respectfully,

Gorjan Gjorgjievski

401 E. Water St.
Charlottesville, VA 22902

Memorandum

To: MPO-Policy Board
From: Lucinda Shannon, Senior Regional Planner
Date: December 18, 2024
Reference: Adjustments to the Transportation Improvement Program (TIP) FY24-27

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

Adjustment 10 UPC: 110381 Urban Projects

The project is behind schedule which reduced the amount of money that we were borrowing. Therefore, the interest payments were reduced, allowing the release of the federal obligations for FY24 and FY25.

Old Table

UPC NO		110381	SCOPE			
SYSTEM		Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO
PROJECT		#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE		Includes \$1,552,308 GARVEE Debt Service Interest Prev, \$382,163 GARVEE Debt Service Interest FFY24, \$380,421 GARVEE Debt Service Interest FFY25, \$349,178 GARVEE Debt Service Interest FFY26, \$316,432 GARVEE Debt Service Interest FFY27, \$1,378,067 GARVEE Debt Service Interest FFY28-38. Total GARVEE Debt Service Interest \$4,358,569. Corresponding CN UPC 109551				
ROUTE/STREET		0000			TOTAL COST	\$8,138,624
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$0	\$0	\$380,421	\$349,178	\$316,432
	Federal – NHS/NHPP	\$0	\$382,163	\$0	\$0	\$0
PE	TOTAL	\$0	\$382,163	\$380,421	\$349,178	\$316,432
PE AC	Federal - AC	\$0	\$2,424,098	\$0	\$0	\$0
MPO Notes		Smart Scale project				

New/Adjusted Table

UPC NO	110381	SCOPE				
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	FFY25-01 STIP ADJ - release \$182,756 (NHPP) FFY24, release \$200,287 (ACC-NHPP) FFY25, add an addit'l \$39,400 (ACC-NHPP) FFY26, add an addit'l \$40,061 (ACC-NHPP) FFY27					
ROUTE/STREET		0000			TOTAL COST	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$0	\$0	\$0	\$388,578	\$356,493
	Federal – NHS/NHPP	\$0	\$199,407	\$180,134	\$0	\$0
PE	TOTAL	\$0	\$199,407	\$180,134	\$388,578	\$356,493
PE AC	Federal - AC	\$0	\$2,424,098	\$215,081	\$0	\$0
MPO Notes		Adjustment 10. The project is behind schedule which reduced the amount of money that we were borrowing. Therefore, the interest payments were reduced, allowing the release of the federal obligations for FY24 and FY25.				

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

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

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

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

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

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

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

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

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

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

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

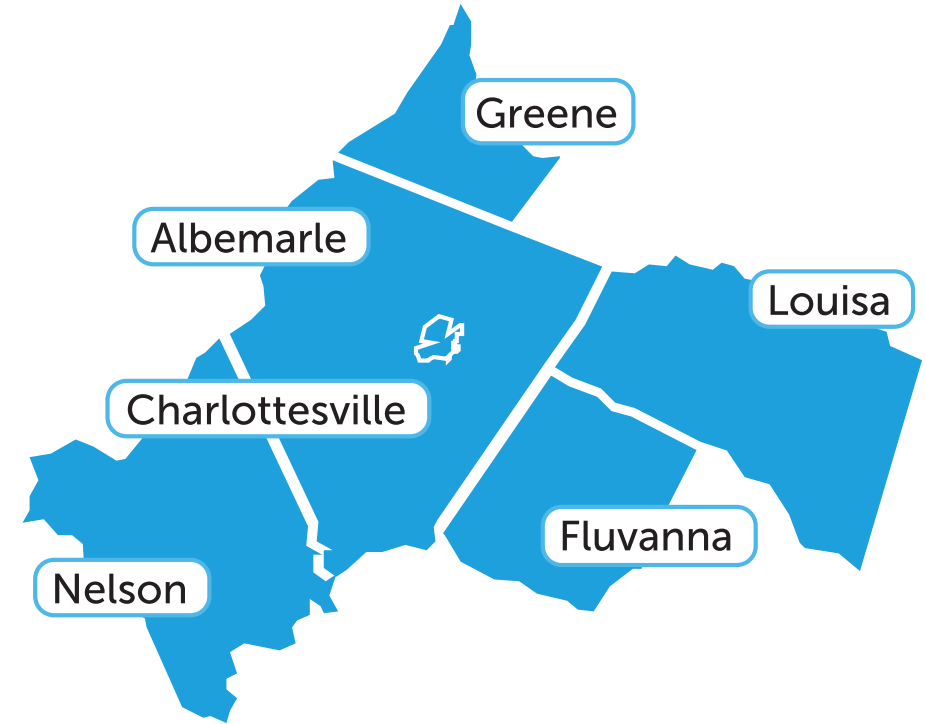
Adopted this 18th day of December 2025.

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization

Date

move **SAFELY** blue ridge

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



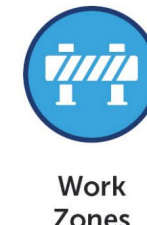
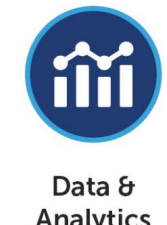
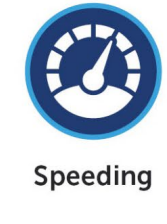
Safe Streets and Roads for All (SS4A)

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



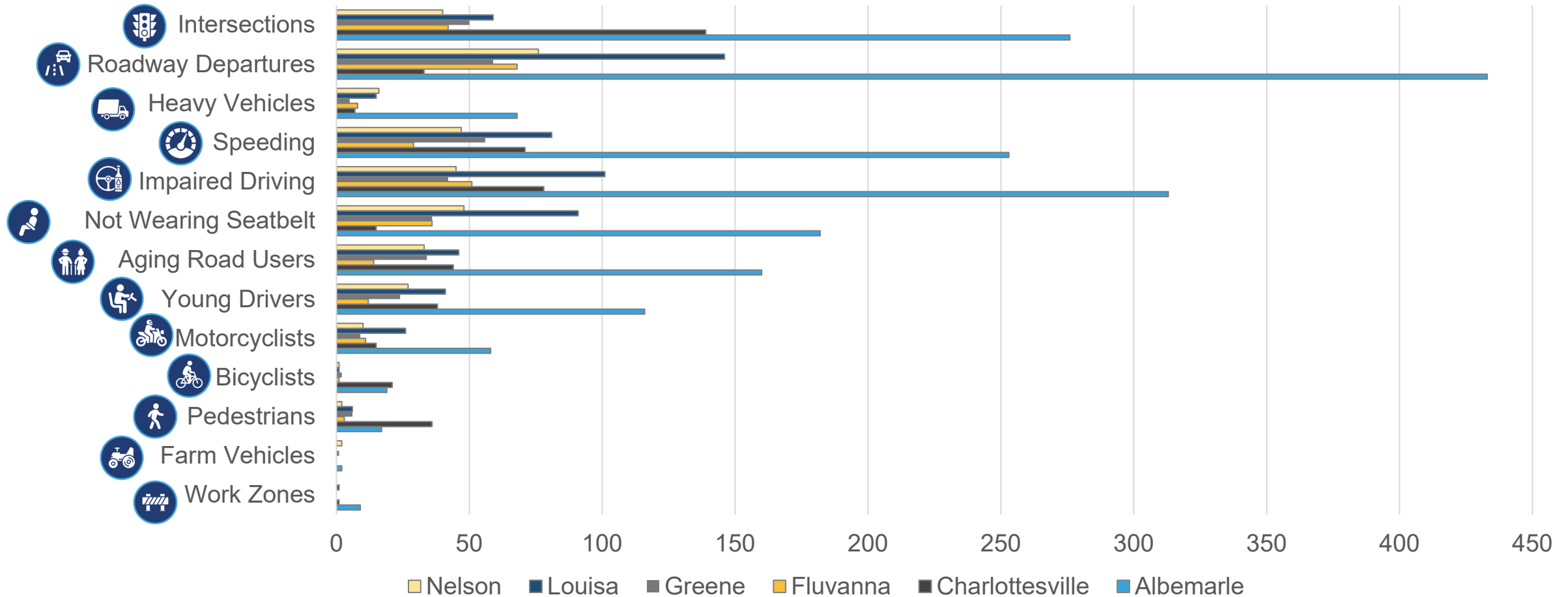
Emphasis Areas

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



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

Fatalities & Serious Injuries by Emphasis Areas, 2018 - 2022



Comprehensive Safety Action Plan Components

Leadership commitment

Oversight group to
develop, implement, and
monitor

Comprehensive safety
data analysis

Robust public and
stakeholder engagement

Inclusive and
representative process in
the plan development

Evaluation of processes
and policies

Comprehensive
identification/prioritization
of projects and strategies

Ongoing monitoring and
Reporting

Specific Components and Funding opportunities

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

Countermeasure Identification

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



ENGINEERING

Designing safer
facilities for all users



EDUCATION

Building a culture of
traffic safety



ENFORCEMENT

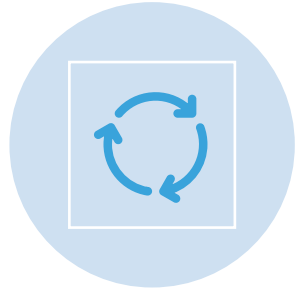
Reinforcing safe travel
behaviors



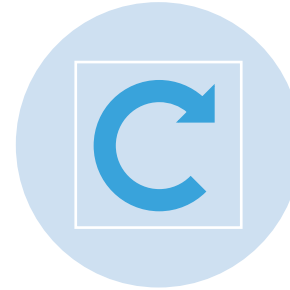
EMERGENCY RESPONSE

Saving lives through
rapid response

Process Overview



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



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



Step 3: Develop
Strategies (Winter 2024)



Step 4: Plan
Development and
Review (Spring 2025)

Activities to Date

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

Survey Results Overview

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

Survey Results Overview

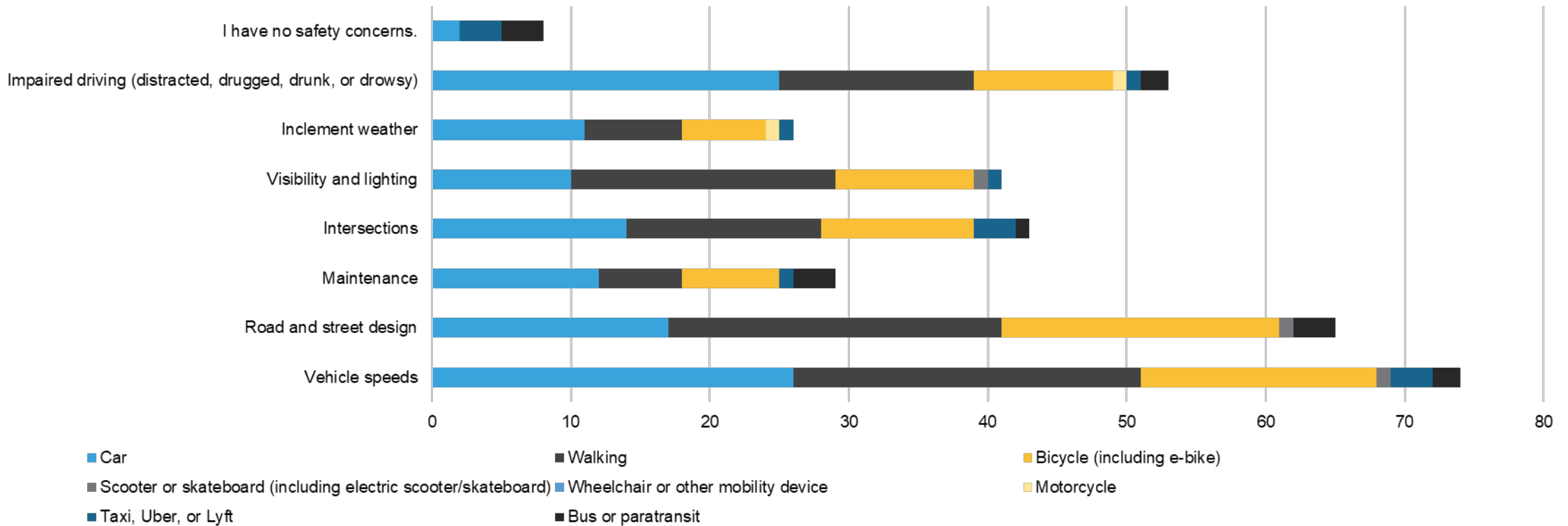
- Road and street design is the most common concern for respondents when walking, biking, or rolling
- Vehicle speeds are the most common concern for respondents when driving a car
- Impaired driving is the most common concern for respondents when driving a motorcycle

Survey Response Highlights - Albemarle

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

Survey Response Highlights - Albemarle

Concerns by Travel Mode

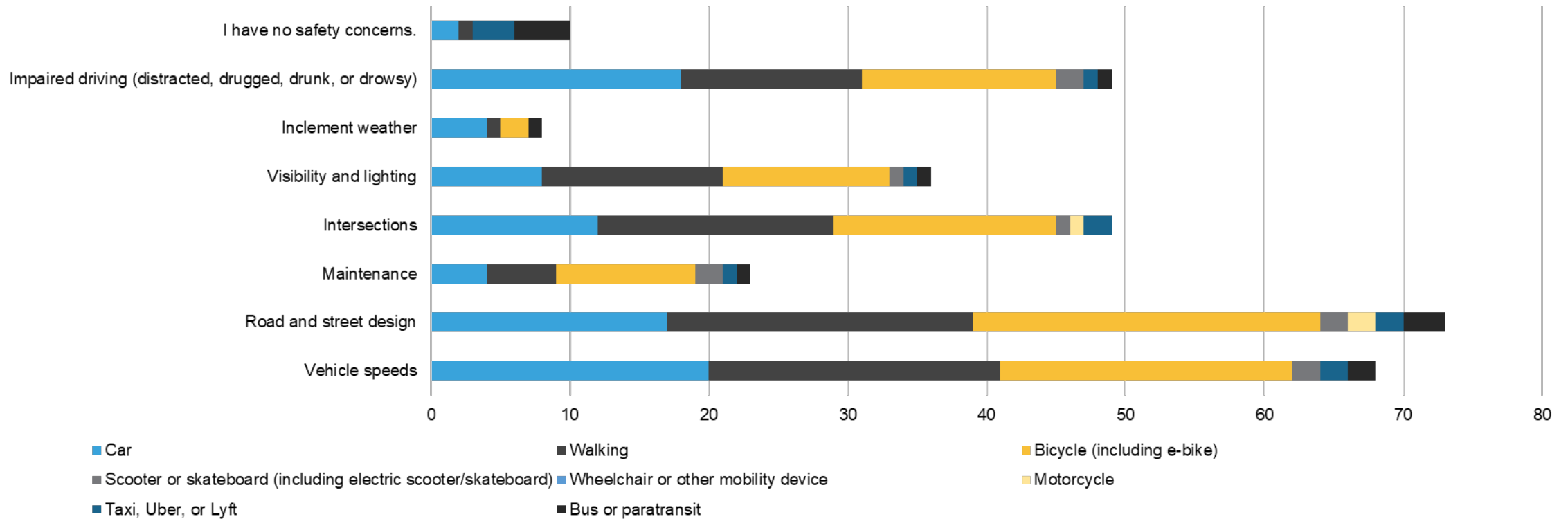


Survey Response Highlights - Charlottesville

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

Survey Response Highlights - Charlottesville

Concerns by Travel Mode

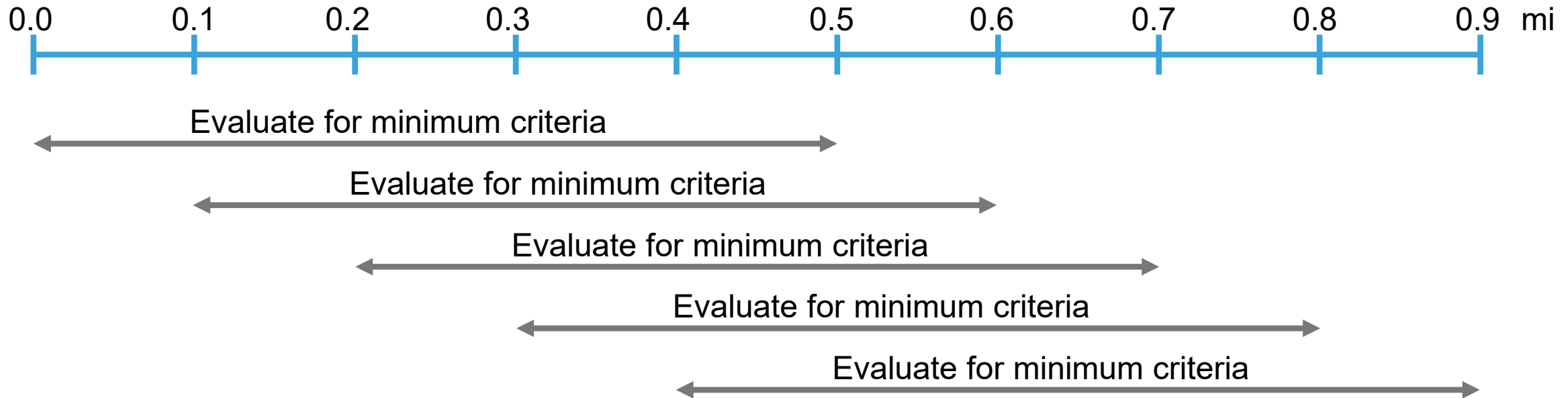


Ongoing Work

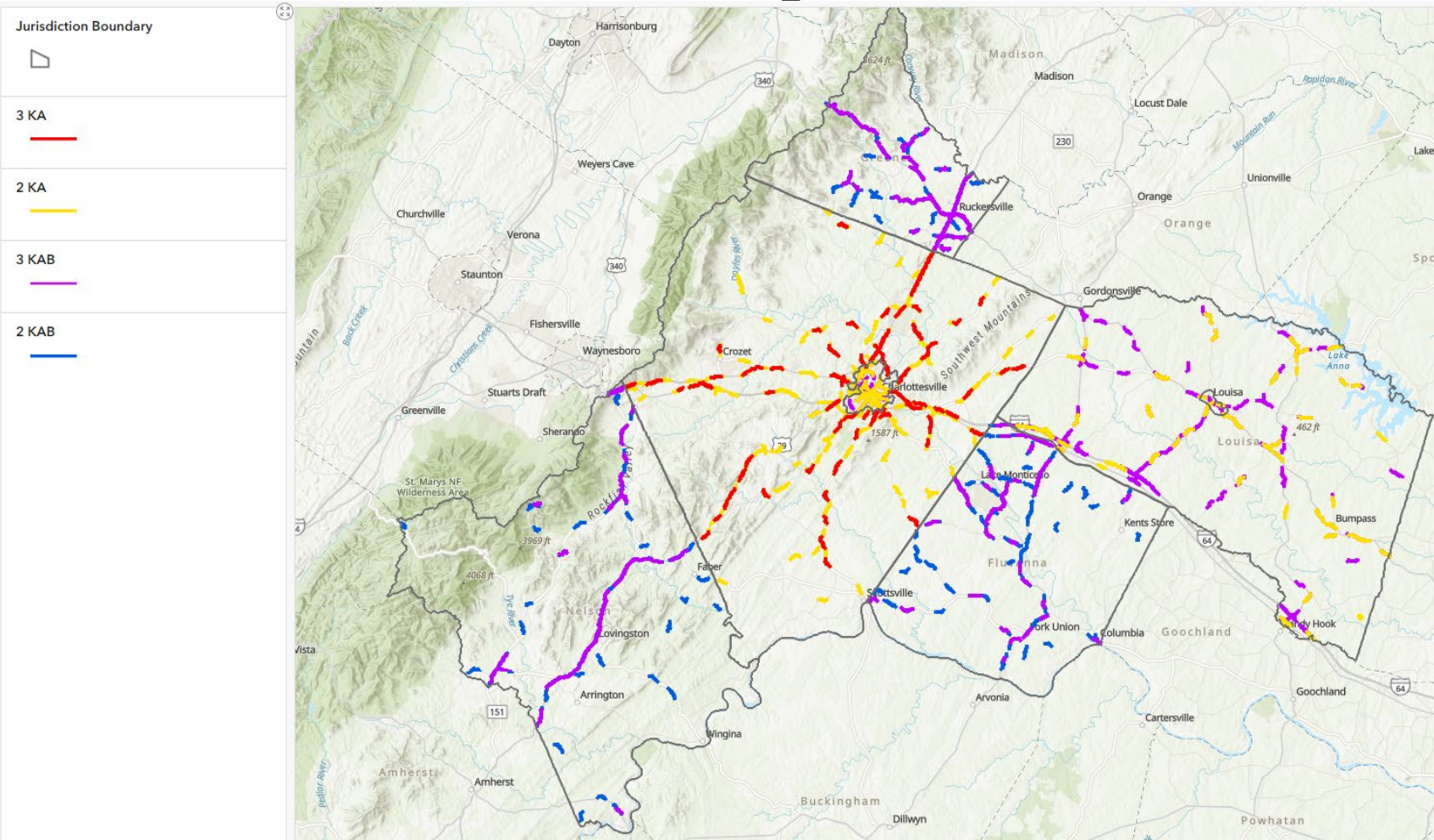
- Round II of public engagement
 - Presenting Roadway-Specific Solutions:
 - Gathering public feedback through a survey what solutions they think will be most beneficial for transportation safety in the region.
 - Conducted “pop-up” events across all jurisdictions from November 11 to November 23 to engage directly with residents.
 - Scheduled two virtual public meetings for December 12, to provide additional opportunities for community input.
 - Coordinating a project demo and charrette for the City of Charlottesville.

HIN Methodology

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



HIN Criteria Options



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

HIN Criteria Options – Albemarle

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

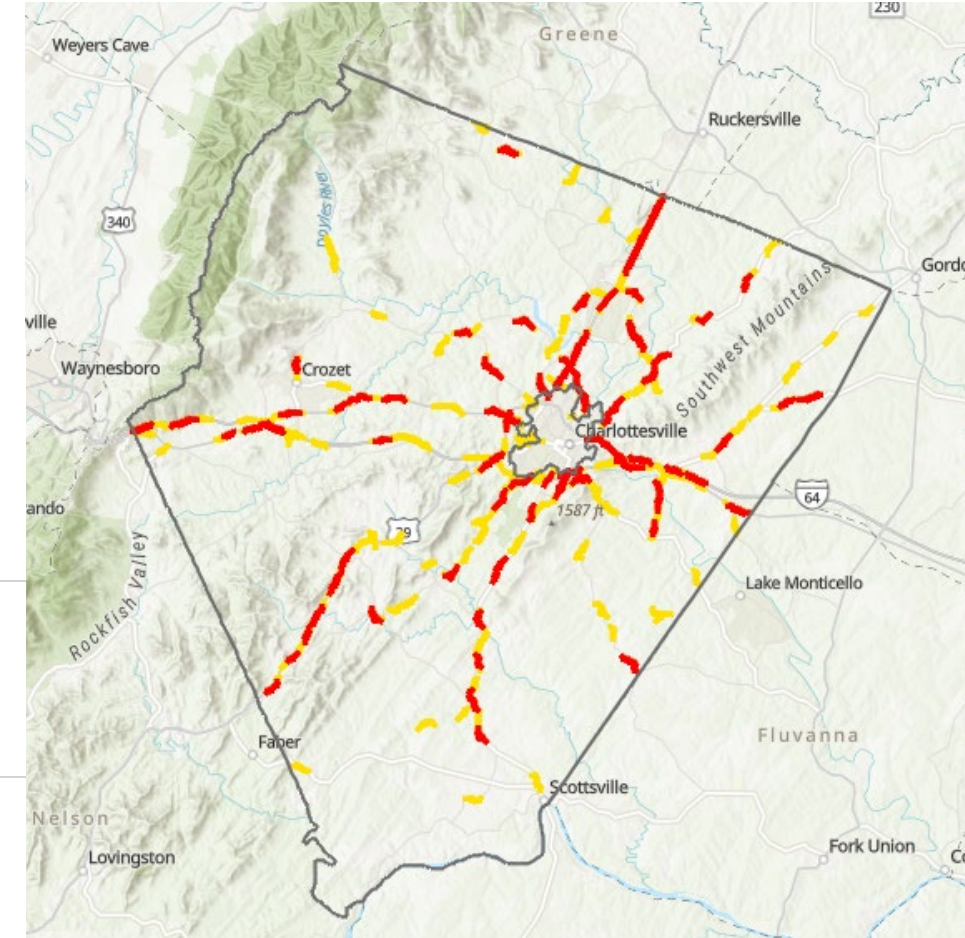
Jurisdiction Boundary



3 KA



2 KA



HIN Criteria Options - Charlottesville

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

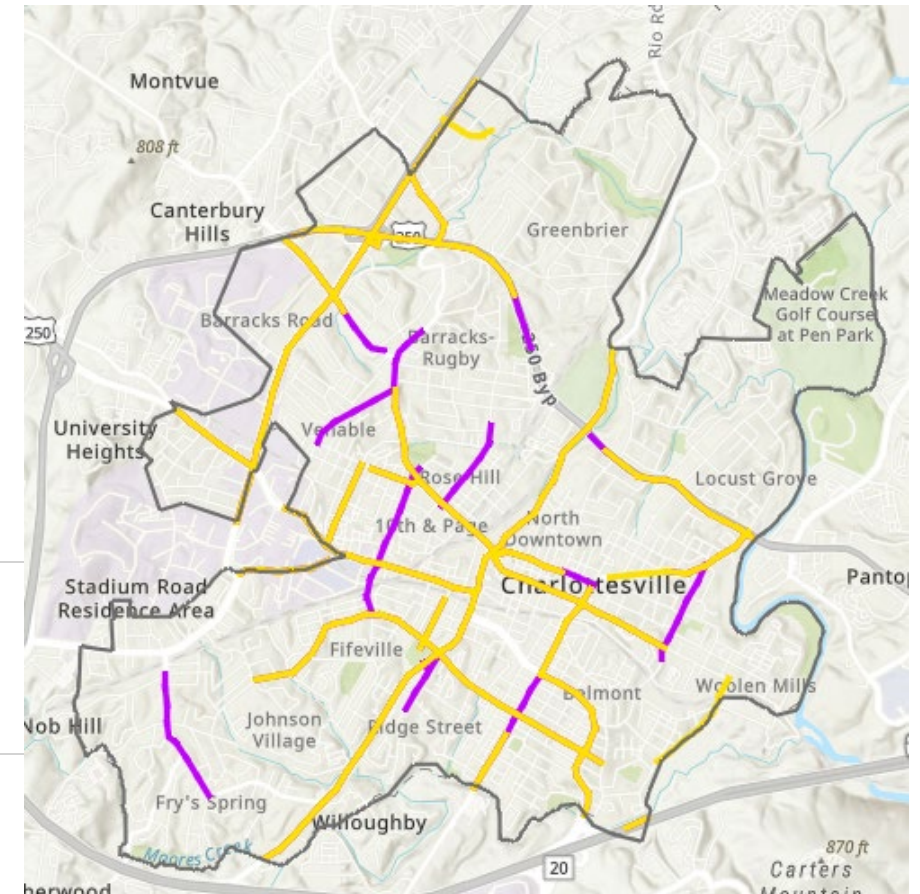
Jurisdiction Boundary



2 KA



3 KAB



Plan Development

**Collect &
Analyze Data**

**Visit Sites
& Develop
Countermeasures**

**Prioritize
Strategies &
Projects**

**Draft & Revise
Safety Action
Plan**

Fall 2023

Spring 2024

Fall 2024

Spring 2025

move
SAFELY
blue ridge

**Safety
Action Plan**

Engagement

**Round 1:
Identify Values, Issues,
and Opportunities**



**Round 2:
Collaborate on
Strategies & Priorities**



**Round 3:
Provide Feedback
on Safety Action
Plan**



Stakeholder
Meetings



Regional
Safety Summit



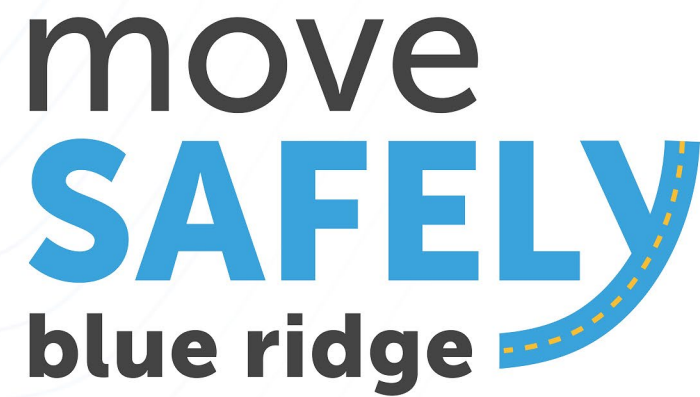
Virtual
Meetings



Pop-Up
Events



Public
Survey



Questions?

Thank you