

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 a. *Remote participation of voting members.	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 February 18, 2025, Meeting Minutes	10:10 - 10:15
4	**New Business a. **FY26 Unified Planning Work Program – <i>Taylor Jenkins</i> i. FY26 UPWP – <i>Final</i> ii. FY26 UPWP – <i>Presentation</i> iii. FY26 UPWP – <i>Staff Memo</i> b. **CA-MPO Safe Streets and Roads for All FY25 Grant Application – <i>Rob Tieman, PE, PMP</i> UVA i. CA-MPO Safe Streets and Roads for All FY25 – <i>Presentation</i> ii. CA-MPO Safe Streets and Roads for All FY25 – <i>Scope of Work</i> iii. CA-MPO Safe Streets and Roads for All FY25 – <i>Memo</i>	10:15 – 10:25 10:25 – 10:55
5	Staff Updates – Gorjan Gjorgjievski a. Safe Streets and Roads for All (Move Safely Blue Ridge) – <i>Update</i> b. Next CA-MPO Tech meeting – June 17, 2025 @ 10:00 am - 12:00 pm	10:55 – 11:00
6	VDOT Project Updates – Charles Proctor a. STARS and Pipeline Studies – <i>Update</i>	11:00 – 11:30
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)	11:30 – 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 – <i>limit three minutes per speaker</i>	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

TJPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. TJPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, to request translation services or other accommodations, or to obtain a Discrimination Complaint Form, contact (434) 979-7310 or www.tjpd.org.

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

MPO Technical Committee Meeting

Draft Minutes, February 18, 2024

A recording of this meeting can be found here:

<https://www.youtube.com/watch?v=N3kkPr7D9so>

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	
Lonnie Murray, Albemarle PC	x	Taylor Jenkins, TJPDC	x
Charles Proctor, VDOT *	x	NON-VOTING MEMBERS	
Christine Jacobs, TJPDC	x	Tony Cho FTA	
Jason Espie, Jaunt	x	Donna Chen, CTAC Liaison	
Bill Palmer, UVA Ofc of Architect	x		
Mitch Huber, DRPT *	x	GUESTS/PUBLIC	
Sara Pennington, Rideshare	x	Sean Tubbs *	x
Steven Minor, FHWA		Dr. Michael Fontaine, VDOT	x
Tommy Safranek, Charlottesville*	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 10:10 a.m.

Gorjan Gjorgjievski introduced TJPDC's new Director of Transportation, Taylor Jenkins, to the committee, and she gave a brief background on her experience and time at TJPDC to date.

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. He noted Sandy Shackelford is representing VDOT in-person at this meeting.

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



Tommy Safranek noted that he had a work conflict.

Motion/Action: Alberic Karina-Plun moved to allow remote participation of members to participate virtually. Rory Stolzenberg seconded, and the motion passed unanimously.

2. MATTERS FROM THE PUBLIC (MINUTE 4:19)

a. **Comments by the Public:** None

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

3. GENERAL ADMINISTRATION (MINUTE 4:27)

Agenda

Motion/Action: Alberic Karina-Plun made a motion to accept the agenda. Lonnie Murray seconded, and the motion passed unanimously.

Approval of December, 2024 Minutes

Motion/Action: Alberic Karina-Plun made a motion to approve the minutes, Jason Espie seconded the motion, and the motion passed unanimously with Lonnie Murray abstaining.

4. NEW BUSINESS (MINUTE 5:14)

FY26 Unified Planning Work Program (UPWP)

Taylor Jenkins gave background on the UPWP and covered the FY26 work program funding. She gave a review of the administrative changes in the FY26 UPWP. There were some line-item subtasks removed to align with similar practices of other MPO's to reduce administrative burden and increase the percentage of the work program budget.

She also reported that there will be some name changes in the FY26 budget.

She covered several subtasks that will be changed in the FY26 UPWP, including (see video for Task 1 and 2), Short Range Transportation Planning and Local, State, and Federal Agency Assistance.

Ms. Jenkins continues with the next steps and approval timeline including the initial draft provided to the numerous MPO committees with the final draft presented sometime in May, 2025.

Sandy Shackelford requested a reminder a few days before the deadline for the comments requested.

Updated Title IV Plan

Sarah Simba gave a background on Title IV. TJPDC created a revised plan and has made the plan available to the public for comments until February 24, 2024. The MPO Policy Board will review the plan at their meeting next week for approval.

It was noted that all the appendices were added with no changes within the document itself.

Motion/Action: Jessica Hersh-Ballering made a motion to recommend to the Policy Board to adopt the Title IV implementation plan as presented, Lonnie Murray seconded the motion, and the motion passed unanimously.

5. INFORMATIONAL (MINUTE 27:26)

Innovation and Technology Transportation Fund (ITTF)

Dr. Michael Fontaine, Associate Director, Virginia Transportation Research Council, presented the committee with the Smart Intersection Project for Albemarle County. He defined what a smart intersection is: lidar, machine vision, and radar detection systems that can identify safety concerns in real time. There is a potential to identify safety concerns (near misses) before crashes happen, interact with signal controllers to improve safety and operations, and enable future connected vehicle applications.

He reported that the ITTF was established by the General Assembly to fund pilot projects. There were two phases with technology testing and then expansion to more intersections. He noted that Virginia Tech Transportation Institute (VTTI) is the contractor for the project (PIs: Mike Mollenhauer, Reg Viray).

He continued by presenting results of smart intersections in Fairfax County. He said they compared against approximately 2 weeks of manually-counted data. He noted that lidar significantly undercounted traffic, especially during the rain; Video B system had more reliability issues, but tracked counts well; Video C system overcounted, but results were more consistent for vehicles, and bike/ped counts had larger errors for videos systems but noted that there were small sample sizes.

Dr. Fontaine said the two systems produced automated safety analyses with human verification of a subset of flagged events. Lidar system results showed significant discrepancies, and video-based system showed good performance, but engineering judgement still needed to interpret the results appropriately.

He continued with Phase Two. There will be four smart intersections in Montgomery County and four in Albemarle County intersections. The intersections in Albemarle include Alderman/McCormick, Hydraulic/Lambs, Ivy/Old Ivy (may change), and US29/Rio Overpass. He said the Albemarle sites will use video-based system that performed well in Phase One.

The difference with the Culpeper District intersections is that there will be an ability to interact with traffic signal controllers. He noted that there will also be cybersecurity on these systems.

Dr. Fontaine noted that they are currently working on procurement and installation through June 2025. The evaluation and assessment will be from July 2025 through January 2026. At the end of the assessment by VTTI, the transition/handover will be by June 2026.

Dr. Fontaine said that VDOT does not currently keep the videos. There will be an opportunity to share the summary data with those who are interested.

There was an extended question and answer session after the presentation.

5. STAFF UPDATES (MINUTE 1:05:37)

SS4A Update

Gorjan Gjorgjievski gave a background on the Move Safely Blue Ridge study and the actions taken to date. He noted that there will be a Charlottesville safety demonstration on February 25 at the Burnley Moran Elementary School. There will be three implementation projects for folks to choose from at that demonstration. He said they are starting on the comprehensive safety action plan and will be meeting with each of the jurisdiction to make certain the plans meet the jurisdictions' needs.

Next CA-MPO Tech Meeting

Mr. Gjorgjievski noted that the next meeting will be on April 15 from 10 a.m. – 12:00 noon.

First CARTA Meeting

Mr. Gjorgjievski noted that the first meeting for the Charlottesville Area Regional Transit Authority (CARTA) will be on February 20, 2025 from 5:00 – 6:30 p.m. in Conference Room 1 of the TJPDC offices located at 401 E Water Street, Charlottesville, VA.

6. VDOT PROJECT UPDATES (MINUTE 1:07:43)

Chuck Proctor presented the committee with a Smart Scale recommendation review. He said there was a reduction in funding of \$1.6 million from construction and it was moved to maintenance. He presented a comparison of Culpeper District funding amounts among Smart Scale rounds 1 – 6 noting the differences and potential reasons for the variations.

He continued with the OIPI staff recommendation for the Culpeper District. He reported that the Culpeper District got a total of \$68 million. He noted that there is a list of seven projects in the District that needed to get extra funding (\$6.6 million) to meet their revised budgets that was taken from the \$68 million.

He said all the other projects on the list were not recommended, mainly due to cost (too much cost for the benefit of the project). He presented the initial scoring outcome observations. He noted that four out of 24 projects were recommended in the Culpeper District. He said changes in land use scoring contributed to lower scores for projects, as well as changes in economic development scoring methodology. He noted that changes to the HPP funding step process did not have an impact on the outcomes for Culpeper. He said changes to HPP eligibility reduced the number of eligible applications by 55% and increased the average project cost by 53%.

He presented the full district ranking list. He said Culpeper District scored better overall, however noting the Rio project scored lowest of all projects submitted.

He continued by providing next steps and answered several questions from the committee.

STARS and Pipeline Studies – Update

STARS

Mr. Proctor said there are two studies they are planning to undertake: the interchange at 250 Bypass and Emmet Street, and the other is US29 North of Hydraulic to Woodbrook in Albemarle County. He said VDOT is going to try to look at both studies together and see it as a whole corridor. He said once the funding is approved, they will be starting the study.

Pipeline

He said the other two projects include the interchange project at Exit 118 and the growing issues with the southbound left-turn movement, and 5th Street interchange (from Harris Road south through the 5th St and I-64 interchange). He said those projects will be proved at the CTB March meeting.

7. ROUNDTABLE UPDATES (MINUTE 1:21:40)

Charlottesville

Ben Chambers said last month he rolled out the strategy for the City for safer streets by presenting the information to the City Council. One of the projects he is working on is Move Safely Blue Ridge, meeting on February 20. They also are working with VDOT to do a two-directional bikeway on 5th Street.

He said Tommy Safranek is handing out bike vouchers for \$1,000 to purchase an e-bike. He is also gearing up for Bike month in May.

Rory Stolzenberg said there is a Parks and Rec master plan presentation in March for a paved shared use path.

Albemarle

Jessica said they are finally kicking off the Three Notch'd Trail master plan and there is a technical meeting upcoming. There will be a broader public engagement meeting in the future. This pilot program will last for about two years.

Alberic Karina-Plun said there will be a chapter of the comp plan that will be presented to the Council at their next meeting.

Lonnie Murray did not have anything more to report.

Rideshare

Sara Pennington said she submitted the DRPT operating grant. She said they will wait on the six-year plan to see if there are any changes. She said she is waiting for the final draft of the CAP strategic plan. She said staff have been working on projects for Bike Month in May.

VDOT

Ms. Shackelford said they are having an internal Smart Scale meeting next week. If there are potential changes for Round 7, it will come out in that meeting, and she will share them in the future as they become more definite.

DRPT

Mitch Huber gave 5303 updates. He said FY26 funding opportunities are open until May 1. Virginia Breeze service set a record with a 9.2% increase in ridership. Mr. Huber said the grant application

cycle is closed, and updates will be forthcoming after their review. He noted that there is a dashboard on their website to show stats on the Virginia Breeze's lines and stops.

FHWA

There was no report.

FTA

There was no report.

CAT

Ben said they are in the process of hiring a transit planner.

Jaunt

Jason Espie said there was a Board retreat in January to identify priorities with another planned for March. He said software updates are at the top of the list. He also said they submitted grants to DRPT. They will be doing a ridership survey in the coming months.

UVA

Bill Palmer had nothing to report.

8. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:42:28)

None.

ADJOURNMENT: Mr. Chambers adjourned the meeting at 11:50 a.m.



Unified Planning Work Program (UPWP)

Fiscal Year 2026

July 1, 2025 – June 30, 2026

Approved _____, 2025

 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



 **VDOT**
Virginia Department of Transportation

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

 U.S. Department of Transportation
Federal Highway Administration



Preface

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

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

Table of Contents

Preface	2
List of Acronyms	4
Introduction.....	7
Purpose of the Unified Planning Work Program	7
Purpose of the Metropolitan Planning Organization	7
The Metropolitan Planning Process and Long Range Transportation Plan.....	8
Public Participation/Title VI Implementation	9
Funding.....	9
Highlights of FY25 UPWP	12
FY26 Unified Planning Work Program by Task.....	15
Task 1: Program Administration	15
Task 2: Long Range Transportation Planning.....	18
Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance ..	21
UPWP Public Participation Process.....	25
Appendix	26
Attachment A: Memorandum of Understanding (2019).....	26
Attachment B: Tasks Performed by VDOT.....	26
Attachment C: PL-FHWA/VDOT and FTA/DRPT Section 5303	26
Attachment D: Resolution.....	26

List of Acronyms

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

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

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

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

Introduction

Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) for fiscal year 2026 (FY26). The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The CA-MPO develops its UPWP each spring.

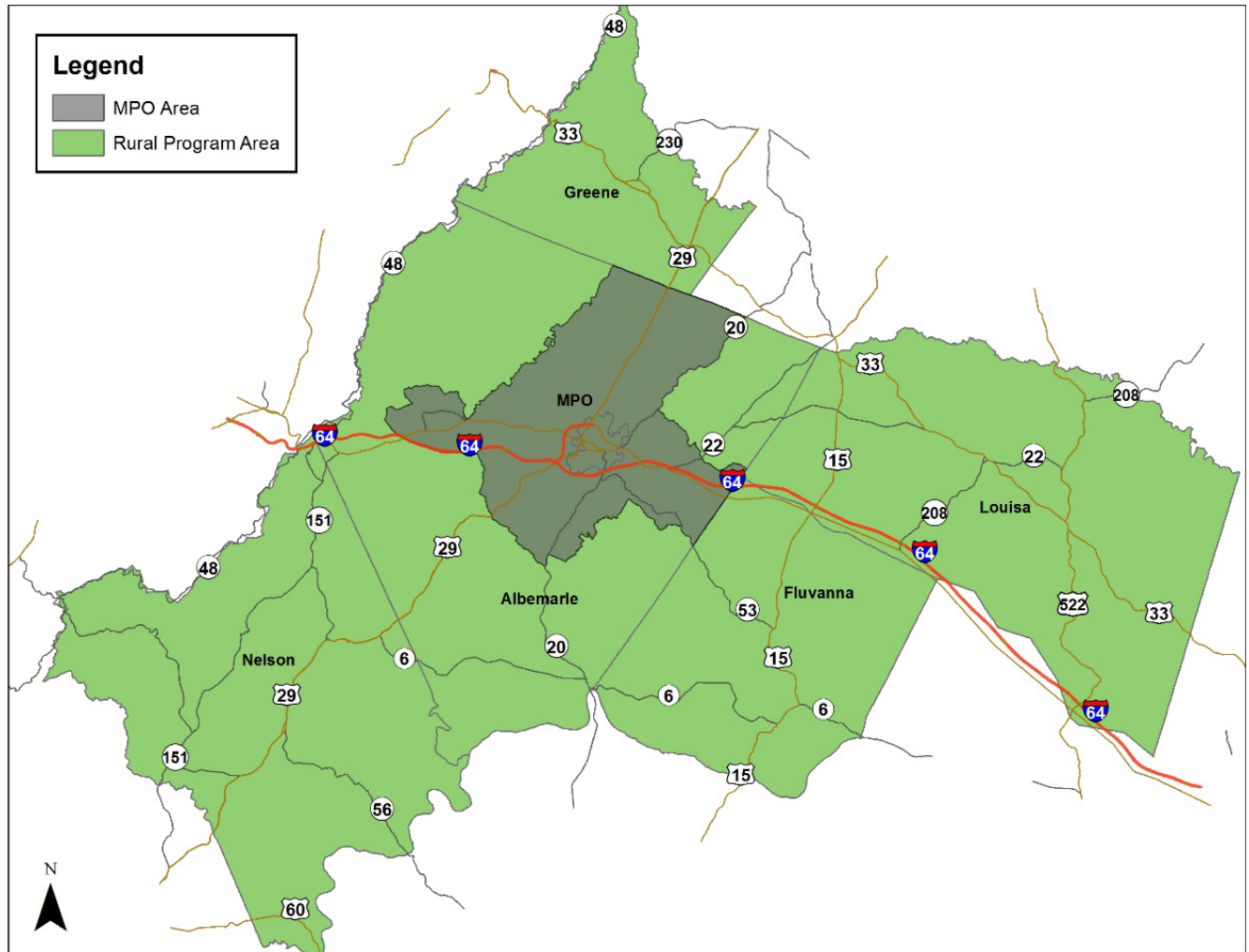
Purpose of the Metropolitan Planning Organization

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

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

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

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



The Metropolitan Planning Process and Long Range Transportation Plan

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

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

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

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

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

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

Public Participation/Title VI Implementation

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

Funding

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

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

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

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

Table 1. FY26 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 35,802.37	\$ 4,475.30	\$ 4,475.30	\$ 44,752.97
FY-25 PL-FHWA/VDOT Active Rollover	-	-	-	-
FY-26 PL-FHWA/VDOT Total	\$ 274,482.77	\$ 34,310.35	\$ 34,310.35	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 109,480.80	\$ 13,685.10	\$ 13,685.10	\$ 136,851.00
FY-25 FTA/DRPT Active Rollover	-	-	-	-
FY-26 FTA/DRPT Total	\$ 109,480.80	\$ 13,685.10	\$ 13,685.10	\$ 136,851.00
PL-FHWA/VDOT + FTA/DRPT Total	\$ 383,963.58	\$ 47,995.45	\$ 47,995.45	\$ 479,954.47
VDOT SPR	\$ 162,000.00	\$ 40,500.00	-	\$ 202,500.00
Total FY26 Work Program	\$ 545,963.58	\$ 88,495.45	\$ 47,995.45	\$ 682,454.47

Note: FTA and VDOT SPR funds are placeholder amounts. Values will be corrected in future drafts once actual budgets are provided late FY25.

Table 2. FY26 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance	Total
	25%	30%	45%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 74,587.63	\$ 89,505.15	\$ 134,257.73	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 11,188.20	\$ 13,425.84	\$ 20,138.76	\$ 44,752.79
FY-25 PL-FHWA/VDOT Active Rollover	\$ -	\$ -	\$ -	-
FY-26 PL-FHWA/VDOT Total	\$ 85,775.82	\$ 102,930.99	\$ 154,396.48	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 34,212.75	\$ 41,055.30	\$ 61,582.95	\$ 136,851.00
FY-25 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	-
FY-26 FTA/DRPT Total	\$ 34,212.75	\$ 41,055.30	\$ 61,582.95	\$ 136,851.00
FY26 PL-FHWA/VDOT + FTA/DRPT Total	\$ 119,988.57	\$ 143,986.29	\$ 215,979.43	\$ 479,954.47
VDOT SPR	\$ 50,625.00	\$ 60,750.00	\$ 91,125.00	\$ 202,500.00
Total FY26 Work Program	\$ 171,613.57	\$ 204,736.29	\$ 307,104.43	\$ 682,454.47

Note: FTA and VDOT SPR funds are placeholder amounts. Values will be corrected once actual budgets are provided late FY25.

Highlights of FY25 UPWP

In FY25, CAMPO staff continued administering operations through reporting and compliance with regulations, staffing CA-MPO Committees as well as utilizing the CA-MPO's function as a conduit for sharing information between local governments, transportation agencies, state agencies, other CA-MPOs, other stakeholders and the public. Below are highlights of several FY25 projects and initiatives, helping to give context for the FY26 activities.

Comprehensive Safety Action Plan

Launched in FY24, CA-MPO staff continued to work in partnership with VDOT and member jurisdictions to advance the development of the Comprehensive Safety Action Plan. This included stakeholder engagement, data collection, and the initial identification of safety strategies tailored to regional needs. The initiative is largely funded through a US DOT Safe Streets and Roads for All (SS4A) Discretionary Grant, with additional support from CA-MPO, Rural Transportation, and TJPDC staff. The completion date is mid-FY26.

Regional Transit Planning / Regional Transit Authority

CA-MPO staff have continued their involvement in overseeing the Regional Transit Partnership. In FY25, staff completed a Regional Transit Governance Study through a DRPT Technical Assistance Grant. The Regional Transit Governance Study provides guidance on the appropriate governing and funding structure for a transit authority. CA-MPO staff will continue to support regional transit planning through the Transit Strategic Plans of Jaunt and Charlottesville Area Transit and through coordination of the newly formed Charlottesville Regional Transit Authority (CARTA).

Transportation Improvement Program (TIP)

CA-MPO continued to maintain the TIP in collaboration with VDOT, DRPT, Jaunt, and CAT, and corrected a long-standing inconsistency by removing Jaunt's funding allocations from inclusion in the TIP document.

SMART SCALE

SMART SCALE is a data-driven prioritization process that scores and ranks transportation projects statewide. The objective analysis is intended to improve transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide maximum benefits for tax dollars spent. In FY25, staff followed the comprehensive program review and, through VDOT District partners, provided regular updates and presentations to CA-MPO Committees and stakeholders regarding proposed changes and funded projects.

STARS Program

Led by the VDOT Transportation and Mobility Planning Division, the STARS Program conducts studies to identify cost-effective measures to improve safety and reduce congestion. In FY25, staff followed multiple STARS studies in the region:

- US 29/US 250 Bypass & Emmet Street Interchange
- Culpeper US 29 Corridor Study
- STARS Ridge St/W Main St (BUS US-250)/Water St Intersection Study

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

Project Pipeline Studies

Led by the Office of Intermodal Planning and Investment, Project Pipeline is a performance-based planning process that conducts studies to align VTrans priority needs with multiple transportation solutions. Following the Pipeline process, project alternatives may be considered for funding through programs including SMART SCALE, Revenue Sharing, interstate operations program funding, and others. In FY25, staff followed multiple Project Pipeline studies in the region:

- Ivy Rd Corridor and US 29/250 Bypass Interchange Study
- Barracks Road Corridor Study
- 5th Street Interchange and Shared Use Path Study
- US 29 at the I-64 Exit 118 Interchange

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

Grant Applications

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

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investment to Leverage Development (BUILD), grant application to complete preliminary engineering for the Rivanna River Bike and Pedestrian Bridge Crossing.
- 5310 Mobility Management Program to develop a regional one-call-one-click center to provide support for seniors and individuals with disabilities to access transportation services.
- DRPT MERIT Technical assistance grant application to conduct a Service Prioritization and Implementation Feasibility Study using data from the Regional Transit Vision Plan (2022).

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY25, the CA-MPO Policy Board voted to adopt aspirational safety targets based on regionally specific trends, aligned with the Comprehensive Safety Action Plan (SS4A).

Title VI Implementation/Public Participation

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

FY26 Unified Planning Work Program by Task

This section identifies which transportation planning activities will be conducted by CA-MPO staff in FY26 by task and funding source. The following task categories are covered:

1. Program Administration
2. Long Range Planning
3. Short Range Transportation Planning and Local, State, and Federal Agency Assistance

Task 1: Program Administration¹

Total Funding: \$119,988.57

Task 1: Program Administration				
FY26	Federal	State	Local	Total
PL	\$ 68,620.66	\$ 8,577.58	\$ 8,577.58	\$ 85,775.82
FTA	\$ 27,370.20	\$ 3,421.28	\$ 3,421.28	\$ 34,212.75
Total	\$ 95,990.86	\$ 11,998.86	\$ 11,998.86	\$ 119,988.57

A. General Administration, Reporting, and Compliance with Regulations

There are several reports and documents that the CA-MPO is required to prepare or maintain, including:

- FY26 Unified Planning Work Program implementation
- FY27 Unified Planning Work Program Development
- Monthly progress reports and invoices
- Other funding agreements

TJPDC staff will also provide for the use of legal counsel, accounting, and audit services for administering federal and state contracts.

End Products:

- Provide all required administrative functions including accounting, financial reporting, personnel administration, auditing requirements, meeting organization, office management, contract administration and legal review of contracts/agreements and related certifications and assurances, and necessary purchases such as technology, software, and equipment for transportation planning activities of CA-MPO staff
- Prepare and submit monthly invoicing and progress reports
- Manage the FY26 UPWP and develop the FY27 UPWP to meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, in cooperation with VDOT and DRPT
- Process UPWP amendments, as needed
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, etc., to review and amend plans and policies to ensure that all program elements are compliant with applicable state and federal regulations and guidance

¹ FTA Code for Metropolitan Planning: 44.21.00 Program Support Administration

- Administer state and federal grants (and other funding, as appropriate)

B. Staffing Committees

CA-MPO staff members staff the MPO Policy Board and Committees. These efforts include preparation of agendas, public notice, minutes, and other materials for the committees listed below. The CA-MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- CA-MPO Policy Board
- CA-MPO Technical Committee
- Citizens Transportation Advisory Committee (CTAC)
- Regional Transit Partnership (RTP)
- Charlottesville Area Regional Transit Authority (CARTA)
- Other committees as directed by the CA-MPO Policy Board

End Products:

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

C. Public Outreach, Public Participation, Title VI Implementation

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

End Products:

- Provide the public with complete information, timely notice of Public Hearings, and full access to key decisions of the CA-MPO
- Support early and continuing involvement of the public, including disadvantaged populations, in developing plans, the TIP, and other documents in accordance with the Public Participation Plan (PPP)
- Manage the CA-MPO and TJPDC websites and develop new content to inform the public about the activities of the CA-MPO. Updates may contain information required by federal and state regulations and guidance
- Update, amend, and implement the agency Title VI Implementation Plan, as needed

- Update, amend, and implement the Public Participation Plan, as needed
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, etc., to review and amend plans and policies to ensure that all CA-MPO program elements are compliant with applicable state and federal regulations and guidance

D. Information Sharing and Professional Development

The CA-MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. CA-MPO staff will provide data and maps to State and Federal agencies, localities, and the public as needed. Staff will also contribute articles to TJPDC's newsletters and Quarterly Report. The CA-MPO will continually monitor and report on changes to federal and state requirements related to transportation planning and implementation policies. Staff will attend seminars, meetings, trainings, workshops, and conferences related to CA-MPO activities as necessary. Staff will also conduct ongoing intergovernmental discussions, coordinate transportation projects, and attend/organize informational meetings and training sessions. CA-MPO staff will attend additional meetings with local planning commissions and elected boards to maintain a constant stream of information with local officials to include transportation, transit, and environmental topics.

End products:

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

Task 2: Long Range Transportation Planning²

Total Funding: \$143,986.29

Task 2: Long Range Transportation Planning				
FY26	Federal	State	Local	Total
PL	\$ 82,344.79	\$ 10,293.10	\$ 10,293.10	\$ 102,930.99
FTA	\$ 32,844.24	\$ 4,105.53	\$ 4,105.53	\$ 41,055.30
Total	\$ 115,189.03	\$ 14,398.63	\$ 14,398.63	\$ 143,986.29

A. Comprehensive Safety Action Plan

In FY23, the TJPDC was awarded a Safe Streets and Roads for All (SS4A) discretionary grant to develop a Comprehensive Safety Action Plan for all jurisdictions within the TJPDC region. To best leverage the funding for the grant, the TJPDC staff are providing additional support for the development of this Safety Action Plan through both the Unified Planning Work Program and the Rural Work Program. The Comprehensive Safety Action Plan will develop a better understanding of crash risk factors throughout the regional transportation system and identify strategies specific to improving safety outcomes by taking a multi-faceted approach that includes infrastructure improvements, enforcement practices, information sharing, and education.

Following the completion of the Comprehensive Safety Action Plan, staff will also provide technical assistance to support SS4A implementation grant applications in FY26.

End Products:

- Analysis of regional crash data detailing the high injury networks and multimodal system deficiencies to provide better understanding of factors that contribute to crashes developed in support with VDOT's Highway Safety Improvement Program
- Coordination of the stakeholder group to provide feedback on planning processes and consideration
- Implementation of a public engagement strategy to conduct robust and comprehensive outreach throughout the region
- Prioritized strategies for each locality, as well as regional priorities
- Support project development and SS4A implementation applications for the City of Charlottesville and County of Albemarle
- Template for ongoing monitoring and reporting of regional safety data
- Finalized and adopted Comprehensive Safety Action Plan applicable to all TJPDC member jurisdictions
- Technical assistance for SS4A implementation grant applications

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

B. Travel Demand Model Update

A travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use. VDOT maintains and updates the regional travel demand model for the Charlottesville-Albemarle MPO area. Following the required schedule, CA-MPO's model update began in FY24 and will continue into FY26. CA-MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model.

End Products:

- Coordinate meetings between local and state stakeholders related to model assumptions and data needs
- Support the collection and gathering of regional data, as needed
- Coordinate with local government staff to provide feedback on growth projections and land use decisions
- Review drafts of the travel demand model and provide feedback on any requested changes.

C. Travel Demand Management Study

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

End Products:

- Review and synthesis of existing literature and studies previously completed in the region
- Review of regional transportation demand model to determine future growth impacts and assess existing parking capacity within the City of Charlottesville
- Identification of TDM strategies to accommodate future traffic volumes, including park and ride infrastructure, bicycle and pedestrian infrastructure, and transit service improvements

D. Coordinated Human Services Mobility (CHSM) Plan Update

The Virginia Department of Rail and Public Transportation (DRPT) completes a comprehensive update to the CHSM plan once four to five years in accordance with guidance set forth by the Federal Transit Administration (FTA). The plan evaluates services and transportation needs of seniors and individuals with disabilities, develops strategies to address gaps in service, and prioritizes projects for implementation.

As an FTA 5310 program recipient, the TJPDC and CA-MPO may support DRPT staff in updating the CHSM plan through participation that could include working groups, focus groups, survey completion, etc.

End Products:

- Provide program data and review draft content, as necessary
- Participate in working groups, focus groups, etc.
- Complete surveys, as requested
- Coordinate with providers, as necessary

E. Three Notched Trail Coordination

The Three Notched Trail is a proposed shared use path. The Three Notched Trail Master Plan is a 24-month study to identify a preferred alignment for the Charlottesville to Afton section. MPO staff will support trail planning efforts through participation in the Master Plan Technical Committee, attending public meetings, and sharing information.

End Products

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

F. Long Range Transportation Plan (LRTP)

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

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

End Products:

- Review and amend the LRTP, as necessary

Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance³

Total Funding: \$215,979.43

Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance				
FY26	Federal	State	Local	Total
PL	\$ 123,517.18	\$ 15,439.65	\$ 15,439.65	\$ 154,396.48
FTA	\$ 49,266.36	\$ 6,158.30	\$ 6,158.30	\$ 61,582.95
Total	\$ 172,783.54	\$ 21,597.94	\$ 21,597.94	\$ 215,979.43

A. Transportation Improvement Program (TIP)

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

Each project included in the TIP must include the following information:

- Project description
- Implementing agency
- Project location/service area
- Cost estimates, funding sources, and funding amounts actual or scheduled for allocation
- Type of improvement
- Overall financial plan, and other information

CA-MPO staff prepared the FY24-FY27 TIP adopted by the Policy Board in FY23. This task will support ongoing maintenance of the FY24-27 TIP, participation in STIP development, and the development of the next full TIP update.

End Products:

- Process the Annual Obligation Report
- Process TIP amendments and adjustments as necessary
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations
- Complete development of the new TIP

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

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

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

End Products:

- Provide regular updates to CA-MPO Committees on the SMART SCALE process
- Provide technical assistance to localities for SMART SCALE application drafting and submission, including evaluation of previously identified high-priority projects that remain unfunded
- Participate in VDOT Project Pipeline and STARS studies
- Review performance of applications submitted in past rounds and review projects for consideration in upcoming round
- Coordinate the sharing of economic development, and other relevant information, between localities in support of SMART SCALE applications
- Identify, develop, and/or administer transportation-related grants for the CA-MPO, TJPDC, and/or the CA-MPO member localities, to include but not be limited to: RAISE/BUILD, SS4A, RideShare, PATH Mobility Management, rail, Transportation Alternatives, etc.

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

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

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in the MPO
- Integrate TDM into CA-MPO recommendations and projects
- Support Charlottesville Area Transit (CAT) and Jaunt Transit Development Plan (TDP) and Transit Strategic Plan (TSP) development
- Support transit service provider or locality transit studies, plans, surveys, development of marketing materials, and meetings that impact the CA-MPO region, as needed
- Assist with transit plans for existing or new services with the Afton Express service between the SAWMPO region and the CA-MPO region
- Participate in statewide initiatives to expand and improve transit and rail service to the CA-MPO region
- Address immediate transit coordination needs

- Formalize transit agreements, as requested
- Improve communication between transit providers, localities, and stakeholders
- Explore shared facilities and operations for transit providers
- Provide continued support to coordinating bike/pedestrian planning activities between the City of Charlottesville, Albemarle County, the University of Virginia (UVA), and rural localities
- Provide information related to specific planning work items as requested by FTA, FHWA, DRPT, the Virginia Passenger Rail Authority (VPRA), and VDOT including but not limited to: multimodal planning, human services transportation planning, passenger rail and freight planning, and assistance with components of the statewide transportation plan
- Review the completed resource guide(s) for pedestrian navigation of innovative intersections and explore opportunities for use
- Support transportation options and human service transportation for seniors and people with disabilities
- Support CA-MPO regional bike and pedestrian data collection, resources development, and coordination

D. Annual Performance Targets

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

End Products:

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

E. Special Studies, Projects, Programs, and Contingency

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

As requested by our planning partners, CA-MPO staff began exploring an on-call consultant program in FY24 to provide efficient access to technical consultants as needed. CA-MPO staff will continue coordination and learning efforts to explore the need for on-call consulting services.

End Products:

- Participate in the completion of any special transportation-related study or project for any transportation mode for the CA-MPO localities, as requested
- Participate in studies, projects, and/or programs for local, state, and federal agency partners
- Assist localities with updates to Comprehensive Plans or other planning documents related to transportation or transit, as requested
- Explore the need for on-call consulting services through local government staff coordination, benchmarking other on-call models, and developing a list of desired services

UPWP Public Participation Process

Review and Approval of Tasks

Action	Body	Date
Initial draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	February 18, 2025
Initial draft provided to the MPO Policy Board	MPO Policy Board	February 26, 2025
Initial draft provided to Citizens Transportation Advisory Committee (CTAC)	CTAC	March 19, 2025
Final draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	April 15, 2025
Final draft provided to the MPO Policy Board	MPO Policy Board	April 23, 2025
Final draft provided to CTAC	CTAC	May 21, 2025

Online Posting

The UPWP will be posted online as part of meeting agendas for the following meetings captured above:

- February 18, 2025 – MPO Technical Committee
- February 26, 2025 – MPO Policy Board
- March 19, 2025 – CTAC
- April 15, 2025 – MPO Technical Committee
- April 23, 2025 – MPO Policy Board

The UPWP will be posted on the TJPDC website (<https://tjpd.org/>) for a 15-day public comment period on April 16, 2025. It will be posted as Public Notice in the local newspaper on April 16, 2025, for 15-day public comment period.

Appendix

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

Attachment B: Tasks Performed by VDOT

Attachment C: PL-FHWA/VDOT and FTA/DRPT Section 5303

Attachment D: Resolution

Charlottesville-Albemarle MPO FY26 Unified Planning Work Program

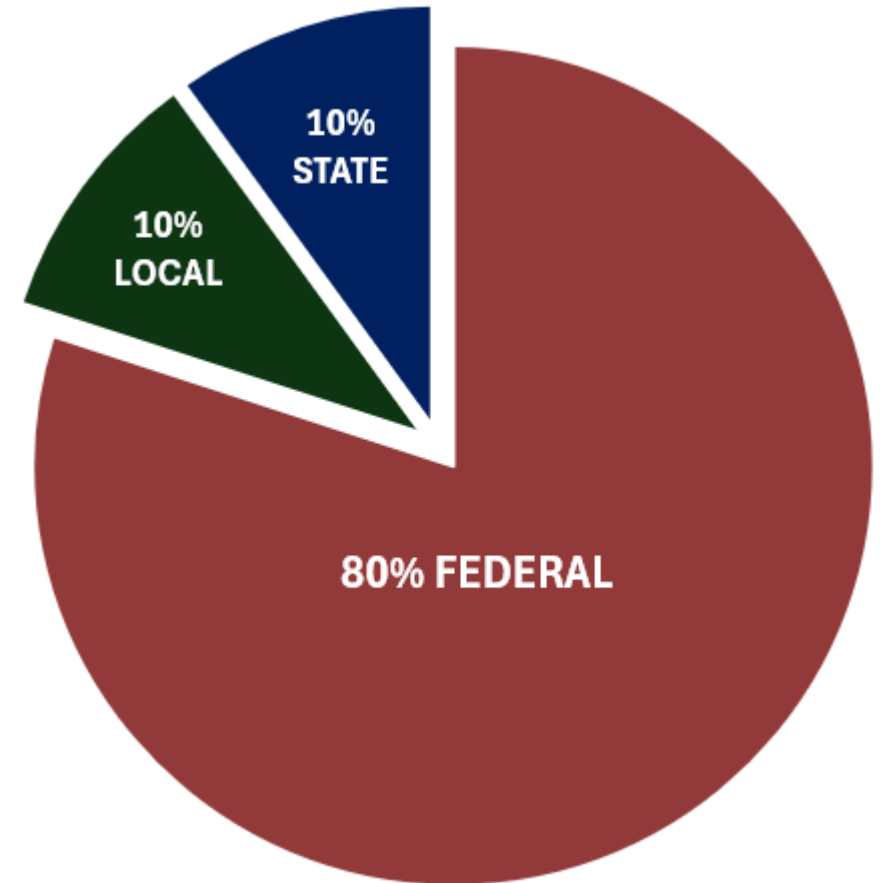
July 1, 2025 – June 30, 2026

CA-MPO Technical Committee

April 15, 2025

Background and Purpose

- The Unified Planning Work Program (UPWP) identifies all transportation planning activities to be undertaken by the CA-MPO for FY26 (July 1 – June 30)
- Serves as the CA-MPO budget and work plan
- Major regional priorities and deliverables



Changes to the Draft FY26 UPWP

- Staff received updated PL funding allocations from VDOT that reflect an increase of \$5,453 for the total FHWA/VDOT total allocation
- Additional funds were split proportionally across all three tasks
- Staff have **not** received final VDOT SPR allocations
- Staff have **not** received FTA allocations from DRPT

FY26 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 35,802.37	\$ 4,475.30	\$ 4,475.30	\$ 44,752.97
FY-25 PL-FHWA/VDOT Active Rollover	-	-	-	-
FY-26 PL-FHWA/VDOT Total	\$ 274,482.77	\$ 34,310.35	\$ 34,310.35	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 109,480.80	\$ 13,685.10	\$ 13,685.10	\$ 136,851.00
FY-25 FTA/DRPT Active Rollover	-	-	-	-
FY-26 FTA/DRPT Total	\$ 109,480.80	\$ 13,685.10	\$ 13,685.10	\$ 136,851.00
PL-FHWA/VDOT + FTA/DRPT Total	\$ 383,963.58	\$ 47,995.45	\$ 47,995.45	\$ 479,954.47
VDOT SPR	\$ 162,000.00	\$ 40,500.00	-	\$ 202,500.00
Total FY26 Work Program	\$ 545,963.58	\$ 88,495.45	\$ 47,995.45	\$ 682,454.47

Note: FTA and VDOT SPR funds are placeholder amounts. Values will be corrected in future drafts once actual budgets are provided late FY25.

FY26 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance	Total
	25%	30%	45%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 74,587.63	\$ 89,505.15	\$ 134,257.73	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 11,188.20	\$ 13,425.84	\$ 20,138.76	\$ 44,752.79
FY-25 PL-FHWA/VDOT Active Rollover	\$ -	\$ -	\$ -	
FY-26 PL-FHWA/VDOT Total	\$ 85,775.82	\$ 102,930.99	\$ 154,396.48	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 34,212.75	\$ 41,055.30	\$ 61,582.95	\$ 136,851.00
FY-25 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	
FY-26 FTA/DRPT Total	\$ 34,212.75	\$ 41,055.30	\$ 61,582.95	\$ 136,851.00
FY26 PL-FHWA/VDOT + FTA/DRPT Total	\$ 119,988.57	\$ 143,986.29	\$ 215,979.43	\$ 479,954.47
VDOT SPR	\$ 50,625.00	\$ 60,750.00	\$ 91,125.00	\$ 202,500.00
Total FY26 Work Program	\$ 171,613.57	\$ 204,736.29	\$ 307,104.43	\$ 682,454.47

Note: FTA and VDOT SPR funds are placeholder amounts. Values will be corrected in future drafts once actual budgets are provided late FY25.

Task 1: Program Administration

Task 1 PL and FTA: \$119,988.57

190 (PL)		
1A. General Administration, Reporting, and Compliance with Regulations	Monthly progress reports and invoices FY26 UPWP Implementation	
	FY27 UPWP Development	\$ 17,155.16
1B. Staffing Committees	Attendance and prep for Policy Board, Technical Committee, CTAC, RTP, CARTA	\$ 32,165.93
1C. Public Outreach, Public Participation, Title VI	Public notices Website updates	
	Public Outreach Plan, Public Participation Plan, Title VI Implementation Plan	\$ 8,577.58
1D. Information Sharing and Professional Development	Monthly and quarterly transportation update meetings (VAMPO, OIPI, CTB)	
	Biannual joint MPO meetings with SAWMPO Relevant training, workshops, seminars, summits, conferences	\$ 27,877.14
Total		\$ 85,775.82

191 (FTA)		
1A. General Administration, Reporting, and Compliance with Regulations	Monthly progress reports and invoices FY26 UPWP Implementation	
	FY27 UPWP Development	\$ 6,842.55
1B. Staffing Committees	Attendance and prep for Policy Board, Technical Committee, CTAC, RTP, CARTA	\$ 12,829.78
1C. Public Outreach, Public Participation, Title VI	Public notices Website updates	
	Public Outreach Plan, Public Participation Plan, Title VI Implementation Plan	\$ 3,421.28
1D. Information Sharing and Professional Development	Monthly and quarterly transportation update meetings (VAMPO, OIPI, CTB)	
	Biannual joint MPO meetings with SAWMPO Relevant training, workshops, seminars, summits, conferences	\$ 11,119.14
Total		\$ 34,212.75

Task 2: Long Range Transportation Planning

Task 2 PL and FTA: \$143,986.29

195 (PL)		
2A. Comprehensive Safety Action Plan	<i>Safe Streets and Roads for All (SS4A) discretionary grant with mid-FY26 completion date</i>	\$ 20,586.20
2B. Travel Demand Model Update	<i>Coordinate meetings and collect data Collect local government staff feedback on growth projections</i>	\$ 20,586.20
2C. Travel Demand Management Study	<i>Review and synthesis of previously-completed regional studies Review of regional travel demand model and assess existing parking capacity Identify TDM strategies including park and ride, bike/ped, transit</i>	\$ 41,172.39
2D. Coordinated Human Services Mobility (CHSM) Plan Update	<i>Provide human services program data, as requested Coordinate with providers, as necessary Participate in working groups, focus groups, etc. and complete surveys, as requested</i>	\$ -
2E. Three Notched Trail Coordination	<i>Participate in Master Plan Technical Committee Collect and/or provide data Support other Three Notched Trail planning efforts</i>	\$ 15,439.65
2E. Long Range Transportation Plan	<i>Review and amend the LRTP, as necessary</i>	\$ 5,146.55
Total		\$ 102,930.99

196 (FTA)		
2A. Comprehensive Safety Action Plan	<i>Safe Streets and Roads for All (SS4A) discretionary grant with mid-FY26 completion date</i>	\$ -
2B. Travel Demand Model Update	<i>Coordinate meetings and collect data Collect local government staff feedback on growth projections</i>	\$ 8,211.06
2C. Travel Demand Management Study	<i>Review and synthesis of previously-completed regional studies Review of regional travel demand model and assess existing parking capacity Identify TDM strategies including park and ride, bike/ped, transit</i>	\$ 16,422.12
2D. Coordinated Human Services Mobility (CHSM) Plan Update	<i>Provide human services program data, as requested Coordinate with providers, as necessary Participate in working groups, focus groups, etc. and complete surveys, as requested</i>	\$ 12,316.59
2E. Three Notched Trail Coordination	<i>Participate in Master Plan Technical Committee Collect and/or provide data Support other Three Notched Trail planning efforts</i>	
2E. Long Range Transportation Plan	<i>Review and amend the LRTP, as necessary</i>	\$ 2,052.77
Total		\$ 41,055.30

Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance

Task 3 PL and FTA: \$215,979.43

198 (PL)		
3A. Transportation Improvement Program (TIP)	Process the annual obligation report Update of TIP, Process TIP amendments and adjustments	\$ 15,439.65
3B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support	Regular updates to CA-MPO committees Technical assistance to localities for SMART SCALE application drafting and submission Participate in Project Pipeline and STARS studies Review performance of past applications Coordinate info sharing between localities for applications Identify, develop, or administer transportation-related	\$ 38,599.12
3C. Regional Travel Demand Management (TDM), Transit and Rail Planning, Human Service Planning for Transit, and Bike/Ped Support	Improve carpooling and alternative modes of transportation Support CAT and Jaunt TDP/TSP development Participate in local transit studies/plans that impact the region Participate in statewide initiatives to expand and improve transit/rail service to the region	\$ 38,599.12
3D. Annual Performance Targets	Prepare background materials and facilitate discussion Complete documentation to notify the state of adopted targets Update the TIP once adopted	\$ 15,439.65
3E. Special Studies, Projects, Programs, and Contingency	Participate in special transportation-related studies or projects for CA-MPO localities, as requested Assist localities with updates to Comprehensive Plans or other planning documents related to transportation Continue exploring an on-call consulting program in coordination with local partners	\$ 46,318.94
Total		\$ 154,396.48

199 (FTA)		
3A. Transportation Improvement Program (TIP)	Process the annual obligation report Update of TIP, Process TIP amendments and adjustments	\$ 6,158.30
3B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support	Regular updates to CA-MPO committees Technical assistance to localities for SMART SCALE application drafting and submission Participate in Project Pipeline and STARS studies Review performance of past applications Coordinate info sharing between localities for applications Identify, develop, or administer transportation-related	\$ 15,395.74
3C. Regional Travel Demand Management (TDM), Transit and Rail Planning, Human Service Planning for Transit, and Bike/Ped Support	Improve carpooling and alternative modes of transportation Support CAT and Jaunt TDP/TSP development Participate in local transit studies/plans that impact the region Participate in statewide initiatives to expand and improve transit/rail service to the region	\$ 15,395.74
3D. Annual Performance Targets	Prepare background materials and facilitate discussion Complete documentation to notify the state of adopted targets Update the TIP once adopted	\$ 6,158.30
3E. Special Studies, Projects, Programs, and Contingency	Participate in special transportation-related studies or projects for CA-MPO localities, as requested Assist localities with updates to Comprehensive Plans or other planning documents related to transportation Continue exploring an on-call consulting program in coordination with local partners	\$ 18,474.89
Total		\$ 61,582.95

Next Steps and Approval Timeline

Action	Body	Date
Initial draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	February 18, 2025
Initial draft provided to the MPO Policy Board	MPO Policy Board	February 26, 2025
Initial draft provided to Citizens Transportation Advisory Committee (CTAC)	CTAC	March 19, 2025
MPO Technical Committee provides recommendation to MPO Policy Board	MPO Technical Committee	April 15, 2025
MPO Policy Board provides approval and adoption of FY26 UPWP	MPO Policy Board	April 23, 2025
CTAC provides recommendation to MPO Policy Board	CTAC	May 21, 2025

Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees
From: Taylor Jenkins, Director of Transportation, TJPDC/CA-MPO
Date: April 15, 2025
Reference: Final FY26 Unified Planning Work Program

Purpose:

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2026. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Background:

Based on ongoing CA-MPO staff initiatives in coordination with committee discussions and federal/state agency priorities, MPO staff have prepared the final draft FY26 UPWP for consideration. The FY26 UPWP includes several required activities, new activities, and carryover activities from FY25 such as staff support of the multi-jurisdictional Comprehensive Safety Action Plan, Move Safely Blue Ridge.

Activities that are new to the FY26 work plan include:

- Participating in Three Notched Trail coordination activities
- Participating in the Coordinated Human Services Mobility (CHSM) Plan Update
- Updating the Transportation Improvement Program (TIP)
- Providing technical assistance for the pursuit of Safe Streets and Roads for All Implementation funding

Three tasks capture the activities in the UPWP, including Task 1: Administration, Task 2: Long-Range Transportation Planning, and Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance.

Administrative tasks include general administration, reporting, and compliance with regulations; staffing committees; public outreach, public participation, title VI implementation; information sharing; and professional development. The FY26 UPWP reflects an increase in the percentage of the budget spent on this task (from 18.29% to 25%) to more appropriately align with the actual staff time required for administration tasks, such as staffing committees.

Long-Range Transportation Planning is a smaller percentage of the budget for FY26 (30%) compared to last fiscal year since the CA-MPO is not in an update year for the Long Range Transportation Plan. Long-range planning activities for FY26 include the completion of Move Safely Blue Ridge, continuing to update the regional travel demand model, scoping and conducting a travel demand management study, participating in the CHSM Plan update, and participating in Three Notched Trail coordination activities.

Short-Range Transportation Planning is the largest percentage of the FY26 UPWP (45%) and reflects the ongoing support of CA- MPO staff in providing technical assistance for grant applications; participating in STARS, Pipeline, and other local, state, and federal studies; updating the TIP; updating annual performance targets; and supporting regional transit, bicycle, pedestrian, and travel demand management efforts.

There is one budget change in the most recent draft of the UPWP that was not in the original draft shared with CA-MPO committees. Staff received updated PL funding allocations from VDOT that reflect an increase of \$337,650 to \$343,103 for the FY26 FHWA/VDOT total allocation. The additional \$5,453 was split proportionally among all three tasks. VDOT has not provided a finalized SPR budget, and DRPT has not received FY26 5303 allocations from FTA. These numbers remain placeholders in the UPWP budget and will be updated once final budgets are provided. A summary of programmed tasks is indicated in the attached tables.

The FY26 Draft UPWP was presented at the MPO Technical Committee and MPO Policy Board in February, and the Citizen's Advisory Committee in March for review. The FY26 UPWP was posted on April 16 for the required minimum 15-day public comment period. No public comments have been received to date.

Recommendations:

MPO Technical Committee: Staff recommends a motion to recommend approval of the FY26 UPWP to the MPO Policy Board, as presented.

Citizens Advisory Committee: Staff recommends a motion to recommend approval of the FY26 UPWP to the MPO Policy Board, as presented.

MPO Policy Board: Staff recommends a motion to approve the FY26 UPWP, as presented and recommended by the MPO Technical and Citizens Transportation Advisory Committee (CTAC) in their April and May 2025 meetings.

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

FY26 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 35,802.37	\$ 4,475.30	\$ 4,475.30	\$ 44,752.97
FY-25 PL-FHWA/VDOT Active Rollover	-	-	-	-
FY-26 PL-FHWA/VDOT Total	\$ 274,482.77	\$ 34,310.35	\$ 34,310.35	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 109,480.80	\$ 13,685.10	\$ 13,685.10	\$ 136,851.00
FY-25 FTA/DRPT Active Rollover	-	-	-	-
FY-26 FTA/DRPT Total	\$ 109,480.80	\$ 13,685.10	\$ 13,685.10	\$ 136,851.00
PL-FHWA/VDOT + FTA/DRPT Total	\$ 383,963.58	\$ 47,995.45	\$ 47,995.45	\$ 479,954.47
VDOT SPR	\$ 162,000.00	\$ 40,500.00	-	\$ 202,500.00
Total FY26 Work Program	\$ 545,963.58	\$ 88,495.45	\$ 47,995.45	\$ 682,454.47

FY26 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance	Total
	25%	30%	45%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 74,587.63	\$ 89,505.15	\$ 134,257.73	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 11,188.20	\$ 13,425.84	\$ 20,138.76	\$ 44,752.79
FY-25 PL-FHWA/VDOT Active Rollover	\$ -	\$ -	\$ -	-
FY-26 PL-FHWA/VDOT Total	\$ 85,775.82	\$ 102,930.99	\$ 154,396.48	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 34,212.75	\$ 41,055.30	\$ 61,582.95	\$ 136,851.00
FY-25 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	-
FY-26 FTA/DRPT Total	\$ 34,212.75	\$ 41,055.30	\$ 61,582.95	\$ 136,851.00
FY26 PL-FHWA/VDOT + FTA/DRPT Total	\$ 119,988.57	\$ 143,986.29	\$ 215,979.43	\$ 479,954.47
VDOT SPR	\$ 50,625.00	\$ 60,750.00	\$ 91,125.00	\$ 202,500.00
Total FY26 Work Program	\$ 171,613.57	\$ 204,736.29	\$ 307,104.43	\$ 682,454.47

SS4A Grant Overview

CA-MPO Technical Committee Specifics

April 15, 2025

OVERVIEW

Grant Funding: USDOT Safe Streets and Roads for All (SS4A) Grant Proposal (Planning and Demonstration)

Lead Applicant: Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO)

Strategic Partners: University of Virginia Research Team

Critical Stakeholders: Albemarle County, City of Charlottesville, Honda Motor Company, VDOT, VTRC

Project Title: Crash Analytics and Injury Research (CAIR) – Holistic Approach to Vulnerable Road User Safety

Application Type: Conduct Demonstration or Other Supplement Planning Activities (only)

Anticipated Letters of Endorsement: Virginia Senators Warner and Kaine, City of Charlottesville, Albemarle County

Anticipated Grant Funding Request: \$4,620,000 over 3 years, 20% match (10% Honda, 10% UVA)

Strategic Collaboration



What problem are we trying to solve?



- Public expects existing and new roadway systems safely support all multimodal forms of transportation
- Industry challenges with risk-based safety design due to minimal VRU crash data and a limited understanding of VRU behaviors based on infrastructure characteristics and interaction with vehicular traffic

How we got here?



Objectives

- Improve VRU safety, reduce accidents, reduce injury associated morbidity and costs, and save lives
- Improve understanding of VRU interactions with traffic and infrastructure
- Provide holistic safety picture to better evaluate realized safety benefits and risks in infrastructure design
- Develop models to advance automotive crash avoidance systems to further protect VRUs



World-Class UVA Research Team – Key Leaders



Collaborative research
solving global challenges



Brian
Smith

Senior Associate Dean
for Research



Rob
Tieman

Professor of Practice



Omni Reality & Cognition
Lab

Dedicated to the human
interaction with infrastructure
systems and environments



Donna
Chen

Associate Professor



Arsalan
Heydarian

Assistant Professor



Largest university-based
biomechanics lab in the world



Jason
Foreman

Associate Professor



Greg
Shaw

Senior Researcher



Renowned expertise in injury
analysis and consequences of
crash trauma



Mark
Sochor

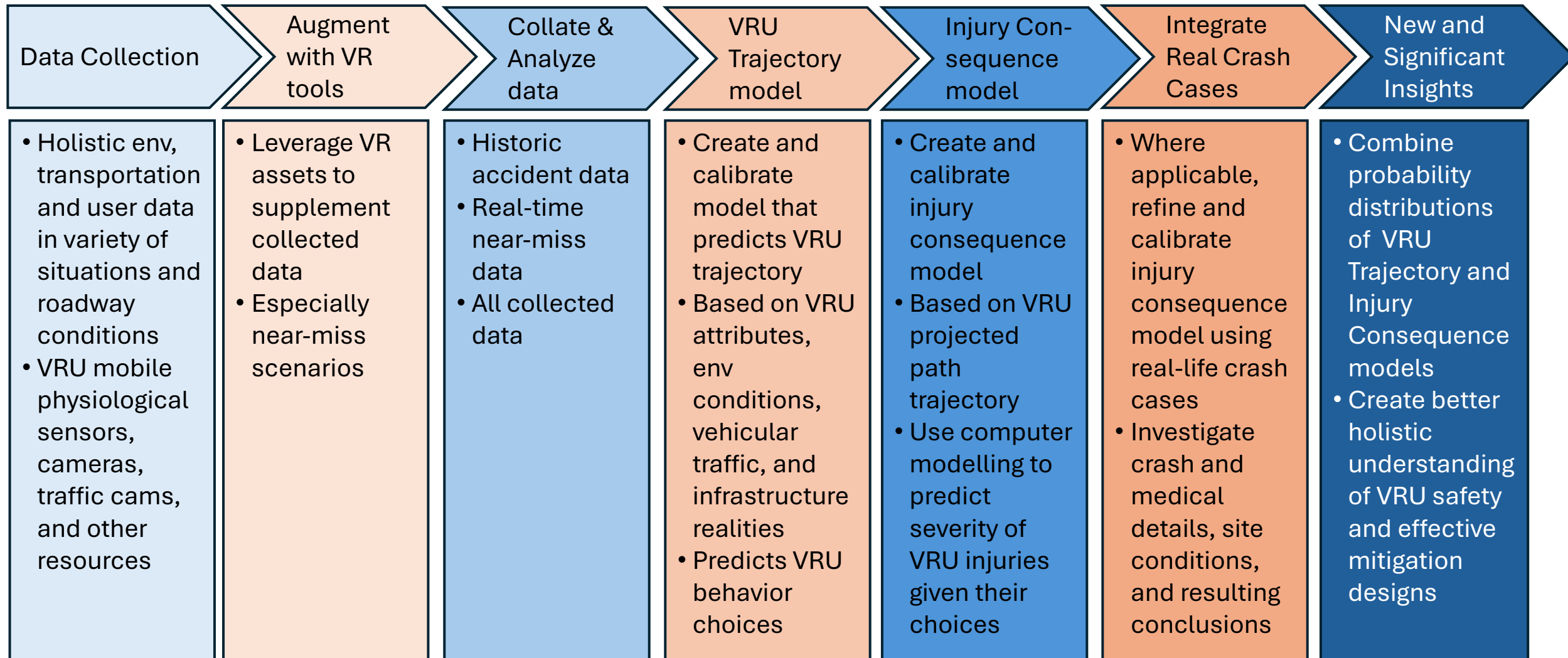
CAB Medical Director



George
Glass

Medical Director
Emergency Management

Approach Methodology...What will we do?



Primary Deliverable

Enhance CA-MPO comprehensive action plan with data-driven VRU safety action plan

- Focus on safety, accessibility, and equity
- Actionable items with prioritized short-, mid-, and long-term timelines



Additional Benefits



Resource for Albemarle County, City of Charlottesville, and other multi-modal safety action plans



Models and methodology could be extended to improve design and safety of VRUs in high-risk situations, such as urban work zones



This information could be used by VDOT, localities, and consultants to better evaluate safety when practicing risk-based, performance-based design



These findings could be integrated into automotive crash avoidance technologies to advance predictive safety features which could reduce VRU accidents and fatalities



PATH FORWARD

- **4/15/25:** MPO Technical Committee, informational presentation and request action
- **4/23/25:** MPO Policy Board, informational presentation and request resolution of support
- **5/1/25:** TJPB Commission, request Letter of Support
- **5/21/25:** Citizens Transportation Advisory Committee, Informational presentation
- **May-June:** Secure letters of support (Senators, C'ville, and Albemarle)
- **June:** Finalize application for 6/26/25 due date

Thank You!

Any Questions?

Project Title: Crash Analytics and Injury Research (CAIR) – Holistic Approach to Vulnerable Road User Safety

Project Overview

The traveling public expects new and existing roadway systems to safely support all multimodal forms of transportation. An uncomfortable reality is that Vulnerable Road Users (VRUs) such as pedestrians, cyclists, and e-scooter riders comprise an increasing proportion of roadway fatalities, accounting for 21% of nationwide roadway fatalities in 2022 (NHTSA Traffic Safety Facts). Rates of VRU fatalities per 100,000 population have been steadily increasing, from a low of 1.6 in 2009 to 2.7 in 2022. If injured in a collision, a VRU is five times more likely to die from their injuries than a vehicle occupant (rate of 6.8 fatalities per 100 injury cases for VRUs, compared to 1.3 for vehicle occupants). Like most localities, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area has acutely felt the effects of VRU collisions, with 89 cases of VRU fatalities and serious injuries from 2018-2022 (out of 777 total roadway fatalities and serious injuries during that period).

Effectively addressing VRU safety requires a holistic approach including risk-based infrastructure planning, on-vehicle collision avoidance technology, an understanding of human perception and behavior in a mixed road user environment, and an understanding of the potential injury and fatality consequences if a VRU-vehicle collision occurs. Traditionally, each of these are studied in isolation, with limited consideration that they act in concert to contribute to safety, or fatality causation.

Recognizing the critical interplay between infrastructure, behavior, technology, and collision consequence, we've assembled a diverse team of experts to tackle VRU safety through a systems-based approach. Our partner VDOT will provide practical insight into roadway design, and the constraints that affect complete-street design and implementation. Our collaborators at Honda Research America (HRA), who will provide a 10% funding match, will provide insight into integrated vehicular onboard pedestrian detection and avoidance technologies, including their expected capabilities and the use cases for which those systems are typically designed and assessed. The University of Virginia Omni-Reality and Cognition Lab (UVA-ORCL) will conduct a multi-modal study of pedestrian, e-scooter, cyclist, and vehicle driver behavior in various scenarios representative of local mixed-use roadways. This will include both on-road data collection to observe real-world road user behavior, as well as controlled Virtual Reality (VR) simulation to mimic potential conflict scenarios. Emphasis will be placed on locations with a high potential for VRU-vehicle conflict, where VRU-vehicle interaction is driven by mixed mobility needs due to varied ambulatory capabilities and socioeconomic factors (e.g., VRU considerations close to senior care facilities, medical facilities, public transportation nodes, and in geographic transition between lower-income residential areas and commercial areas to which those residents travel). Finally, our partners at the UVA Center for Applied Biomechanics (UVA-CAB) and UVA Department of Emergency Medicine (UVA-EM) will assist in contextualizing the potential risk of injury and fatality if a VRU collision were to occur, and how that risk may be mitigated to reduce the severity of the collision. If a VRU injury case occurs within our area during the study period, our UVA-EM partners will gather case information on the specific injuries, the context and mechanisms of those injuries, and the prognosis for the patient (where allowed by the UVA Institutional Review Board and the permission of the patient).

This comprehensive investigation that considers and connects practical roadway design constraints, vehicle technology, road user behavior, and the end consequences of collisions represents a truly end-to-end, systems-level analysis of VRU safety within the CA-MPO area. The Team will create and calibrate a model that predicts VRU trajectories given VRU characteristics, environmental

conditions, vehicular traffic, and infrastructure realities. The Team will also create and calibrate an injury consequence model based upon parameters considered in the VRU projected path trajectory model, using injury prediction computer modeling. We will then combine probability distribution of projected path trajectories, based on behavioral choices, with the injury consequence model, that predicts severity of injuries, to create better holistic understanding of VRU safety factors and effective mitigation designs.

Approach

Effective and enduring safety initiatives require identifying the root causes of safety concerns, injuries, and fatalities. The CA-MPO area represents a unique environment with a variety of high-density residential areas (ranging from lower-income neighborhoods to student housing) in close proximity to commercial zones and large employers. This results in a mixed-mobility environment, with a consistent and widespread presence of VRUs (pedestrians, cyclists, and e-scooter riders). The roadways in the CA-MPO span development over the course of 200 years. This is evident in the wide variety of roadway designs, resulting from eras prioritizing dense neighborhoods and local foot traffic, to suburban sprawl aided by motored mobility, and finally a trend back towards new urban mixed land use development. This profound diversity of roadway environments and mobility needs creates a substantial challenge for VRU safety, requiring a comprehensive action plan considering the end-to-end sequence of events affecting VRU safety.

To develop a comprehensive action plan, we will: (i) Analyze historical crash data, locations, severity, contributing factors, and crash types by various VRUs across the CA-MPO area. (ii) Collect actionable data on local roadway design factors influencing VRU and vehicle interaction through the demonstration activities described below. This includes on-the-road and virtual VRU & driver behavioral studies, as well as risk modeling and medical investigation to predict the consequences of collisions and benefits of intervention. (iii) Consult roadway design collaborators at VDOT to contextualize the performance-based, practical considerations for the design and implementation of safety countermeasures targeting mixed-mobility environments. In addition, we will consult collaborators at HRA to review vehicle-based countermeasures to aid in VRU safety (such as pedestrian collision detection systems), including context for how those systems may perform in varied roadway and traffic environments. (iv) We will then work closely with our locality's leadership, engineers, and planners to set safety goals and create a roadmap for achieving Vision Zero for VRUs. This includes establishing a timeline for the development and implementation of the action plan.

Outcomes

Our primary goal with this grant is to develop a comprehensive, data-driven VRU safety action plan for the CA-MPO, to supplement the safety action plan currently under development by the Thomas Jefferson Planning District Commission under SS4A grant #693JJ32340220. This will include a detailed review of existing policies, plans, and standards to improve transportation safety, presented as actionable items prioritized with short-, mid-, and long-term timelines. The focus will be on safety, accessibility, and justice. CA-MPO aims to identify countermeasures and interventions in infrastructure, education, or operations, which will be outlined, and shared with the public through in-person and online resources. Results will be shared with, and used by, critical CA-MPO stakeholders, including VDOT, Albemarle County, and the City of Charlottesville. Additionally, this work will almost certainly benefit researchers, planners, designers, and road users well beyond CA-MPO by enabling better evaluation of safety when practicing risk-based, performance-based roadway design, improving design for VRU safety in high-risk situations such as urban work zones, and integration into automotive crash avoidance technologies to advance predictive safety features

which could reduce VRU accidents and fatalities. To aid in the development of the action plan, this proposal includes two demonstration & research activities:

Demonstration & Research Activity #1: VRU and Driver Interaction Behavior

The critical link between roadway design and VRU safety lies in how the design of the environment influences the behavior of drivers and VRUs as they interact. In this activity, researchers at the UVA-ORCL will conduct a dual-mode investigation on the influence of roadway design and environmental factors on VRU and driver interaction behavior, in the setting of high-priority areas of potential conflict within CA-MPO. These priority areas will be collaboratively identified, with consideration for the local density of mixed traffic, past data on collisions and injuries, equity of mobility modes and opportunities in the area, and unique safety challenges. On-the-road behavioral data will be collected by pedestrian, cyclist, and e-scooter volunteers who typically transit the selected areas (each equipped with dataloggers and on-board video recorders to capture their interaction with surrounding traffic). These data will be examined to identify potential conflict scenarios within the study location. The study areas will then be replicated in virtual reality at the UVA-ORCL, where volunteers representing both drivers and VRUs can interact together in various potential conflict scenarios in a safe simulation environment. With this capability we will trial various conflict scenarios in simulations representing the chosen high-priority locations and demonstrate the potential risk reducing effect of selected roadway, vehicle, and behavioral countermeasures (e.g., speed reduction, intersection signaling, lighting improvement, etc.).

Demonstration & Research Activity #2: VRU Collision Consequence Investigation & Modeling

In this activity, we will augment the collision causation activity above by carrying through to the end consequences, investigating and modeling the injuries and fatalities that happen when a VRU collision occurs. Using information on potential conflict scenarios gathered in the previous activity, researchers at the UVA-CAB will use physics-based simulation models to predict the risk of injury and fatality that would result in the event of a collision. This will allow us to demonstrate the potential consequences of a collision, and also to gauge the potential safety benefit that may be gained by reducing the severity of the collision (e.g. through reducing the impact speed or the potential for secondary impacts). These simulations will be performed using high-throughput, fast-running human body computer models, which can also account for differences in injury vulnerability associated with age, sex, and other aspects of person-to-person variability. Collaborators at the UVA-EM will provide clinical insight into the presentation and prognosis of cases of VRU injury. The UVA Health System is a Level 1 Trauma Center and has participated in roadway trauma case study research for over a decade through programs like NHTSA's Crash Injury Research and Engineering Network (CIREN). UVA-EM will screen for VRU-related injuries during the study period, and the research office of UVA-EM will track those cases and seek their permission to enroll for in-depth case study (collecting information such as emergency response information, patient radiology, medical notes, incidence reports, and follow-up surveys). In the event of a VRU fatality case, UVA-EM would coordinate with the Office of the Chief Medical Examiner to gather available information on the incident, including location information, incident reports, and cause of death (including a research study investigating the specific injury). We will utilize these clinical data to conduct thorough crash investigation and injury causation analysis which will further inform modeling and countermeasure development. Throughout all aspects of this work (including the volunteer studies described above), data collection will be reviewed and governed by the Institutional Review Board of the University of Virginia. In total, these activities will not only demonstrate the consequences of VRU safety and the tangible benefits that our action plan will achieve, but will also provide invaluable information that will benefit localities and road users across the country.

Memorandum

To: Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO) Committees
From: Taylor Jenkins, Transportation Director, TJPDC/CA-MPO
Date: April 15, 2025
Reference: FY25 CA-MPO SS4A Grant Application – *Crash Analytics and Injury Research (CAIR): Holistic Approach to Vulnerable Road User Safety*

Purpose:

CA-MPO staff are seeking support for the submission of a Safe Streets and Roads for All (SS4A) supplemental planning and demonstration grant application for FY25. The proposed project, titled *Crash Analytics and Injury Research (CAIR): Holistic Approach to Vulnerable Road User Safety*, aims to develop a supplemental action plan focused on improving outcomes for Vulnerable Road Users (VRUs) in the CA-MPO area.

Background:

The CAIR initiative responds to the growing need for an integrated and systems-level approach to VRU safety. From 2018–2022, the CA-MPO area experienced 89 VRU fatalities or serious injuries—highlighting the urgent need for targeted action. The project combines infrastructure analysis, behavioral research, vehicle technology review, and clinical injury assessment through a collaborative effort involving VDOT, Honda Research America, and multiple research centers at the University of Virginia.

The grant proposes a dual-track research and demonstration strategy, including:

- Behavioral Studies and Virtual Reality Simulation: Studying how roadway environments influence interactions between drivers and VRUs.
- Injury Modeling and Medical Research: Predicting the consequences of collisions and assessing the benefits of intervention strategies.
- Data-Driven Action Plan Development: Establishing a roadmap to improve safety through infrastructure, technology, education, and policy interventions.

This work will build upon the ongoing planning efforts and complement the Comprehensive Safety Action Plan currently being developed under SS4A funding awarded to the Thomas Jefferson Planning District Commission.

The anticipated grant funding request is \$4,620,000 over three years, with the 20% match requirement to be covered by project partners (UVA and Honda).

Recommendations:

CA-MPO Technical Committee: Staff recommends a motion to recommend the MPO Policy Board provide a resolution of support for submission of an FY25 SS4A supplemental planning and demonstration grant application.

CA-MPO Policy Board: Staff recommends a motion to provide a resolution of support for submission of an FY25 SS4A supplemental planning and demonstration grant application.

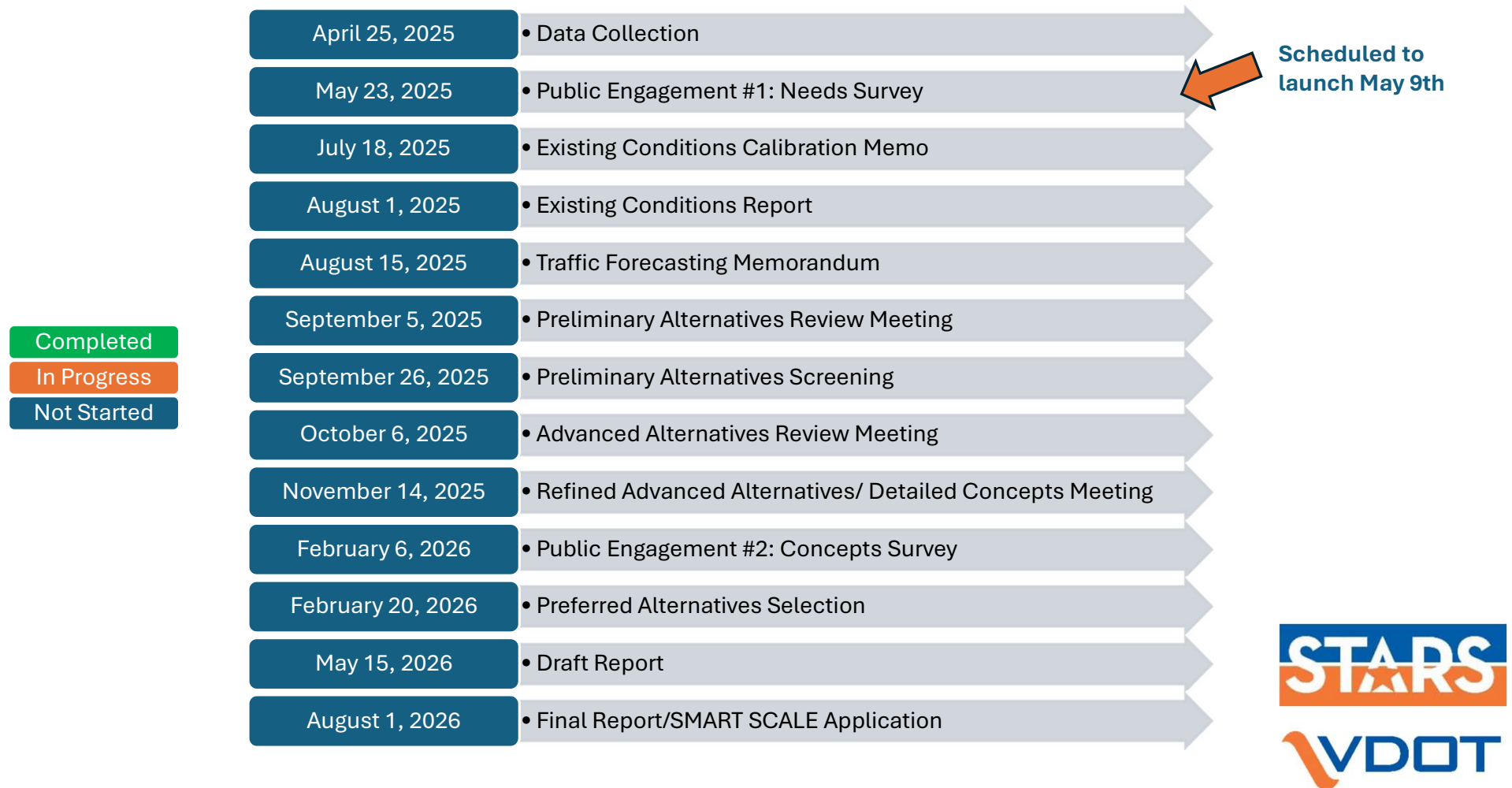
CA-MPO Citizens Transportation Advisory Committee: Staff recommends a motion to recommend the MPO Policy Board provide a resolution of support for submission of an FY25 SS4A supplemental planning and demonstration grant application.

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

STARS Ridge St at W Main St (BUS US-250E)/ W Water St Intersection Study



STARS US 29/US 250 Bypass & Emmet Street Interchange and US-29 Corridor (Hydraulic to Woodbrook) Combined Studies



DRPT Agency Update – April 2025

FY26 5303 Funding Opportunity

The FY26 5303 funding opportunity has been posted to [Web Grants](#). The funding opportunity will remain open until the May 1, 2025 application deadline.

DRPT MPO Webinar

DRPT hosted an MPO webinar on March 21st covering a wide range of topics of interest to our MPO grantees. A recording of the presentation can be found on DRPT's YouTube channel [here](#).

S/TIP Process Updates and Travel Pre-check *(Effective April 1, 2025)*

DRPT presented a revised TIP update process and a new travel expense pre-check with resources to support our MPOs. Those resources included:

- Central S/TIP email: STIP@drpt.virginia.gov where all S/TIP amendments and Admin. Mods. will be sent for processing
- A TIP resolution template for MPO policy boards to use when approving changes to their TIPs
- TIP change form, which is required for MPO use when submitted changes to their TIP and is available in the WebGrants Document Repository
- And the travel cost pre-check form, also required to be submitted by MPOs prior to making arranging travel along with supporting documentation and is also available in the Document Repository

Please forward any questions about the new TIP update requirements or travel pre-check form to your DRPT planner.

VTAA Annual Meeting Registration Open

The 2025 Annual Meeting of the Virginia Transit Association will be held May 28-29th At the Richmond Marriott. Conference details and registration information can be found [\[here\]](#).

FY2026 DRPT Six-Year Improvement Program

The FY2026 DRPT SYIP is currently under development and will be available for public comment in mid-April. Be on the lookout for when it is available to the public.

FY2026-2031 Six-Year Improvement Program - Spring Meetings

The SYIP Public Meeting schedule has been published on the CTB website. Meetings begin April 22nd with the VDOT Richmond District (VDOT Richmond District, Hawthorne

Auditorium, 2430 Pine Forest Drive, Colonial Heights, VA 23834). Check the [CTB SYIP Page](#) for more meeting dates and schedules.