

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/82871359491>

Meeting ID: 828 7135 9491

Item	Description	Time
1	Call to Order a. Call to Order, Roll Call – <i>Chair Chambers & Gorjan Gjorgjievski</i> i. Introduction of new CA-MPO Tech Committee Member, Danny Yoder. b. Read Electronic Meeting Notice – <i>Gorjan Gjorgjievski</i>	10:00 – 10:05
2	Matters from the Public – <i>Ben Chambers, Chair</i> 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 – <i>Ben Chambers, Chair</i> a. *Review and Acceptance of Agenda b. *Approval of December 2, 2025, Meeting Minutes	10:10 – 10:15
4	**New Business – <i>Ben Chambers, Chair</i> a. SMART SCALE Round 7 Project Locations Update – <i>Sandy Shackelford</i> b. **BUILD Grant Application – <i>Taylor Jenkins</i> i. Letter of Support c. **Travel Demand Model 2050 Demographics - <i>Nagaraju Kashayi</i> i. Presentation ii. Staff Memo d. UPWP FY2027 Development – <i>Taylor Jenkins</i> i. Presentation ii. Draft UPWP FY27 Document	10:15 – 10:25 10:25 – 10:30 10:30 – 11:00 11:00 – 11:30
5	VDOT Project Updates – <i>Charles Proctor</i> a. STARS and Pipeline Studies	11:30 – 11:45
6	Staff Updates a. Staff Report Memo	
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 Highway Administration (FHWA) g. Federal Transit Administration (FTA) h. Charlottesville Area Transit (CAT) i. Jaunt j. University of Virginia (UVA)	11:45 – 11:55
8	Additional 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

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9	Adjourn a. Next meeting date – April 7, 2026, @10:00am.	12:00 pm
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(*) A vote is required for this item (**) A recommendation to the MPO Policy Board is expected for this item

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
Danny Yoder, City of Charlottesville Planning Commission	Gretchen Thomas, TJPDC
Tonya Swartzendruber, 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	Daniel Koenig, FTA
Sarah Simba, TJPDC (Alternate)	Ivan Rucker, 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
Barry Herring, Charlottesville Area Transit	
Garland Williams, Charlottesville Area Transit (Alternate)	

NOTICE OF ELECTRONIC MEETING:

This meeting of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Technical Committee is being held pursuant to the Code of Virginia Subsection C of § 2.2-3708.3, which allows a public body to hold all-virtual public meetings. The meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public. The method for holding this meeting shall not change unless a new meeting notice is provided. Should the electronic transmission fail, you may reach out to the TJPDC at gorjang@tjpd.org.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda. The meeting is held pursuant to the Remote Electronic Participation and All-Virtual Meeting Policy as adopted by the CA-MPO Policy Board on August 27, 2025. The meeting minutes will reflect that the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held.

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MPO Technical Committee Meeting

Draft Minutes, December 2, 2025

A recording of this morning can be found here:

https://www.youtube.com/watch?v=vNjNZF0_35M

VOTING MEMBERS & ALTERNATES		STAFF	
Ben Chambers, Charlottesville	x	Gretchen Thomas, TJPDC	x
Rory Stolzenberg, Cville PC	x	Sarah Simba, TJPDC	x
Tonya Swartzendruber, Albemarle		Gorjan Gjorgjievski, TJPDC	x
Alberic Karina-Plun, Albemarle	x	Lucinda Shannon, TJPDC	x
Lonnie Murray, Albemarle PC	x	Taylor Jenkins, TJPDC	x
Charles Proctor, VDOT		NON-VOTING MEMBERS	
Christine Jacobs, TJPDC	x	Daniel Keoning, 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	Peter Krebs, Piedmont Environmental Council	x
Steven Minor, FHWA		Zoë Macomber	x
Tommy Safranek, Charlottesville	x	Kyndall Hanson, NBC 29 News	X
Garland Williams, CAT (alternate)		Sean Tubbs *	x
Sandy Shackelford, VDOT	x	Peter Thompson *	x
Kellie Brown, Charlottesville			
Daniel Wagner, DRPT			
Barry Herring, CAT	x		

* attended online via Zoom

1. CALL TO ORDER:

Ben Chambers called the meeting to order at 10:01 a.m. Mr. Gorjan Gjorgjievski called roll. Huber noted that he is located in Richmond, VA and he is based more than 60 miles away from the meeting.

Motion/Action: Ben Chambers made a motion to allow Mitch Huber online to participate remotely. Tommy Safranek seconded and the motion carried unanimously.

2. MATTERS FROM THE PUBLIC (MINUTE 2:30)

- a. **Comments by the Public:** Peter Krebs, Piedmont Environmental Council, spoke on the 5th St/I-64 interchange. He said it may be one of the top priorities for the community of Albemarle County. He said the project aims to improve congestion, safety and increase connectivity. He said he will be focusing on the connectivity piece of the project. He said this is a legacy barrier that severs a community in half. He said when he speaks with other advocates, sometimes they get sidetracked about intentionality or negligence or how they got the barriers. He does not think it is useful to talk about that except that it does illuminate where we are presently. As far as the solutions presented so far, he said one is doing a



comprehensive project that addresses connectivity, congestion and safety all at once. He said that seems to be a bit disfavored right now because of high cost. Another approach would be to just solve the congestion and safety issues and leave for future generations the connectivity piece. He strongly advises not to do that. He asked the committee not to leave vague future work. He said the third option is to do congestion and safety just on the bridge and pursuing alternative routes like Biscuit Run and Moore's Creek. He said if those are done by the localities they may get completed more quickly but recognizes that it will need coordination between jurisdictions. He said the MPO is the perfect body for it and to make that project successful, it will need leadership from both the County and City to solve this comprehensive net of problems with a comprehensive solution.

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

3. GENERAL ADMINISTRATION (MINUTE 6:00)

Agenda

Motion/Action: Rory Stolzenberg made a motion to approve the agenda. Sara Pennington seconded, and the motion passed unanimously.

Approval of October 7, 2025 Minutes

Motion/Action: Rory Stolzenberg made a motion to approve the October 7, 2025, minutes. Alberic Karina-Plun seconded the motion, and it passed unanimously.

4. NEW BUSINESS (MINUTE 6:43)

SMART SCALE Round 7 Project Locations

Sandy Shackelford, VDOT, noted that it is important to align projects with the priorities the funding programs are intended to support. She described the types of programs, High Priority Programs (HPP), District Grant Programs (DGP), Federal Discretionary Grants (for more specific local/regional projects), and (listen)

She reviewed the importance of considering how projects are scored in SMARTS SCALE when developing applications.

She continued by reviewing the projects being considered for application. The first is the Ridge-McIntire/W. Main/Water Street Intersection improvement and bike lane.

The second is a US250 and Old Trail roundabout. Lonnie Murray wondered about the crossing guard situation in a roundabout for the high school noting that it is a high-traffic area for pedestrians. Ms. Shackelford said she will ask the committee's questions to the traffic engineers. Mr. Murray said it would be best to have a grade-separated walkway.

Ms. Shackelford stated that the third project is the Barracks Road corridor study. This is an MPO and an Albemarle County project. They are separate projects but are connected. She described the two projects for clarity.

The next projects is the US29 northbound/US 250 eastbound improvements. Ms. Shackelford presented a description of the project and a brief discussion with some concerns about the sidewalk

Ms. Shackelford continued to the next project, the Ivy Road Corridor Study. She noted that this is also a joint project between the MPO and Albemarle County. In this study, there are two roundabouts, one at US250 and Canterbury and US250 and Boars Head Road. This project is a recommendation from Round 2 of Smart Scale.

The next project is the 5th Street Diverging Diamond Interchange (DDI). This is a resubmission of this project from SMART SCALE Round 6. There are some changes to the project in this round. The current project is estimated to be \$42.6 million vs \$79 million. The goal is to get the DDI funded and get it connected to the bridge, connection to the shared-use path, widen the sidewalk on the bridge, and sidewalk connection on the other side of the bridge. There was a brief discussion about this project.

The last project is I-64 Exit 118 Interchange. She noted that the interchange has been studied since 2011. She reviewed concerns that have been identified. She reviewed the application history through the various rounds of Smart Scale and then presented preliminary alternatives for an application Round 7.

Taylor Jenkins said CAMPO staff recommend adding the Old Ivy Road Off Ramp project to the list of applications it will be submitting for Round 7.

There was a longer discussion about the addition of the Old Ivy Road off ramp to the five projects.

Motion/Action: Lonnie Murray made a motion to recommend to the Policy Board the projects as presented. Alberic Karina-Plun seconded the motion, and it passed with Sandy Shackelford and Mitch Huber abstaining.

Christine Jacobs noted there will be one more MPO Tech meeting before the pre-applications are submitted.

Performance Safety Targets

Gorjan Gjorjievski gave a brief background on the history of the process of determining Performance Safety Targets. He presented the performance targets and the actual data from the previous year.

He presented the differences in aspirational safety targets between the adopted 2025 targets and 2026 proposed aspirational targets.

He presented the discretionary funding available for safety project implementation, including Safe Streets and Roads for All (SS4A). He noted that there is \$1 billion available with a 20% non-federal match required.

Motion/Action: Lonnie Murray made a motion to recommend the targets as presented to the Policy Board. Alberic Karin-Plun seconded, and the motion passed unanimously.

Regional Transit Partnership (RTP) Dissolution

Taylor Jenkins gave a brief background on the RTP and Charlottesville Albemarle Regional Transit Authority (CARTA). She noted that the RTP is going through a dissolution process.

Motion/Action: Rory Stolzenberg made a motion to recommend to the Policy Board for the dissolution of the RTP. Sara Pennington seconded, and the motion passed unanimously.

5. INFORMATIONAL (MINUTE 1:36:05)

CAMPO FY24-27 Transportation Improvement Program

Mr. Gjorjievski said there were corrections to the previous TIP that was presented.

1. **Charlottesville Area Transit (CAT) 003 Project:** Mr. Gjorgjievski said staff worked closely with CAT and acknowledge that there were some errors in the formulas which have now been corrected. The next step is to inform DPRT so they can update their STIP.

2. **VDOT's Streetscape Project:** He noted that that project has been postponed, so the funding for the bonds is extended.
3. **Autism Sanctuary Funding:** There is funding available to purchase a vehicle and the funding will be moved from the 2025 to 2026 budget.

Annual Obligation Report

Taylor Jenkins said there is a draft of the report in the agenda packet. It outlines the obligations for the TIP. She noted that once there is a final document, she will bring it back to the committee. It will be posted on CAMPO's website in December and when it is updated, it will be also updated online.

Structure of Citizens Transportation Advisory Committee

Taylor Jenkins said since the spring, there has been ongoing discussion on the structure of the CTAC. At the next meeting, the Policy Board will be making a decision about this committee. The memo included in the packet describes three options for CTAC which Ms. Jenkins reviewed. Ms. Jenkins said the CTAC members expressed that the members would like more time to decide what the future of the committee looks like.

Ms. Jenkins said staff are interested in the first option, but the decision is ultimately up to the TJPDC Board. Mr. Stolzenberg suggested that there should perhaps be an ad hoc committee for the LRTP process.

6. VDOT PROJECT UPDATES (MINUTE 1:46:10)

Pipeline and STARS Studies

Sandy Shackelford said the pipeline studies were wrapped up before Thanksgiving and VDOT is currently going over the public survey. Re: the STARS study, Ms. Shackelford said VDOT is going through preliminary alternatives to do advanced review before putting back out for public engagement.

8. STAFF UPDATES (MINUTE 1:47:14)

Safe Streets and Roads for All (SS4A) (Move Safely Blue Ridge)

Gorjan Gjorgjievski reported that they are wrapping up the Move Safely Blue Ridge project and have two reports to submit – the final report, the quarterly report, and the final invoice needs to be submitted. The final report will be submitted by December 15

Travel Demand Management (TDM) Study

Ms. Jenkins said staff are waiting on data for the existing conditions report from VO Micromobility information and from UVA Parking and Transportation re: their Wahoo Commute program.

Mr. Gjorgjievski suggested that the next MPO Tech meeting will be virtual on February 3 from 10:00 am – 12 pm. due to the renovations at TJPDC.

Motion/Action: Alberic Karina-Plun made a motion to make the next meeting virtual. Lonnie Murray seconded and the motion passed with Rory Stolzenberg abstaining.

9. ROUNDTABLE UPDATES (MINUTE 1:50:44)

Alberic Karina -Plun, Albemarle County, said the Three Notch'd Trail project has a public meeting on December 4 at 6 p.m. at Western Albemarle High School.

Sara Pennington, Rideshare, said there was a transit giveaway in September, and they just finished a carpool and vanpool focus and as riders logged their trips, they were entered for the chance to receive prizes from a monthly drawing. She also noted that it is officially DRPT grant season for the next two months to get funding for next year.

Sandy Shackelford, VDOT, had nothing else to report.

Mitch Huber, DRPT, said FY26 5303 contracts have been reviewed and info disseminated to MPOs. He said there was a grantee workshop held in November online. He also reported that grant applications have opened from now through February 1 for federal funding for next fiscal year. He said to reach out to him if you have questions.

Mr. Huber expressed his thanks for the cooperation on SIP development. He said the statewide rail program will be kicked off early next year. He also noted regarding the 2025 Coordinate Human Service Mobility (CHSM) Plan, comment opportunities are still available through December 5. He said FRA's NOFO for Passenger Rail for their federal state partnership program, open until January 7.

Mr. Huber continued saying that the Virginia Breeze announced who provider will be through a press release last week. He said early- to mid-spring is the target for it to start.

Barry Herring, CAT, had no updates to report.

Jason Espie, Jaunt, said Mike Murphy presented to Council on their "state of the union". He said Jaunt continues to work with TJPDC and PATH on future funding for services to areas not served. He reported that they are in the final stages of hiring a COO and they are also working on finding a Marketing/Communications manager. He said it is Jaunt's 50th anniversary this year, and they will be a marketing focus on that soon. Lastly, he reported that Jaunt submitted to RTAP for funding to extend the commuter bus to Greene.

Bill Palmer, UVA, had nothing to report. He thanked Rory Stolzenberg for his commitment and work on this committee.

Ben Chambers, Charlottesville, said they went before Council and reviewed the topic of transit and acknowledged their challenges and successes. He noted that the presentation is online. He said the City is working to add more money for sidewalks and transit. He also acknowledged that this is Mr. Stolzenberg's last committee meeting and thanked him for his hard work.

ADJOURNMENT: Mr. Chambers adjourned the meeting at 12:00 p.m.

February XX, 2026

The Honorable Sean Patrick Duffy
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: FY2026 BUILD (DTOS59-26-RA-BUILD) Planning Grant Application
Rivanna River Bicycle and Pedestrian Crossing: Preliminary Engineering Phase

Dear Secretary Duffy:

On behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Policy Board, I am writing to express full support for the Thomas Jefferson Planning District Commission's (TJPDC) application for funding through the U.S. Department of Transportation FY2026 Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program to complete preliminary engineering for the Rivanna River Bicycle and Pedestrian Crossing. The Policy Board recognizes the importance of this regional project and the role it plays in enhancing system connectivity in support of economic growth, safety, and quality of life between the Pantops growth area in Albemarle County and the City of Charlottesville.

The proposed bicycle and pedestrian bridge has been identified as a high priority in multiple collaborative planning efforts between the City of Charlottesville, Albemarle County, the CA-MPO, and the TJPDC. The preliminary engineering phase is critical to refining project design, reducing cost uncertainties, and strengthening future construction-phase grant applications. Completion of this phase will provide updated cost estimates and alignment analysis, thereby improving readiness for implementation funding and minimizing potential risks.

This project has advanced through multiple rounds of review in prior federal discretionary grant programs, reflecting both its regional importance and growing competitiveness. The TJPDC submitted applications under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program in 2023, when it was identified as a *Project of Merit*; in 2024, when it was rated as *Recommended*; and in 2025, when it was rated as *Highly Recommended*. These prior submissions demonstrate a sustained regional commitment and continued refinement of the project in alignment with program priorities.

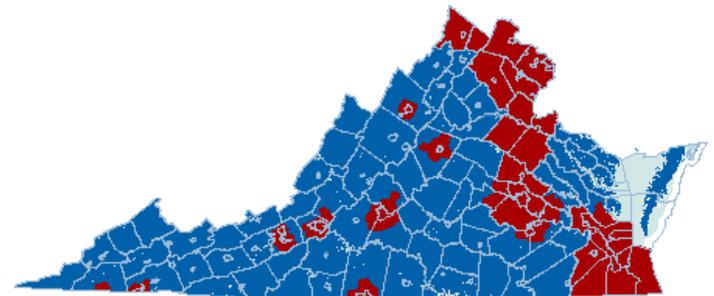
The Board acknowledges that the FY2026 BUILD program provides an important opportunity to advance this project. Thank you for your consideration and for your continued support of projects that enhance system connectivity, safety, and regional economic vitality.

Sincerely,

Ned Gallaway, Chair
Charlottesville-Albemarle Metropolitan Planning Organization



**MPO Technical Committee Meeting
February 03, 2026
2050 Demographics**



Charlottesville Regional Travel Demand Model Update

- Regional travel demand model in the process of being updated
- Model base year 2022 and future year of 2050
- Updated demographics for year 2050

Data Sources used to forecast 2050 Sociodemographic Data

- **Weldon Cooper (WC) 2050 Population Forecasts as of July 2025**
 - **Total Population**
- **Woods & Poole (W&P) 2050 Sociodemographic Forecasts**
 - **Housing Units**
 - **Household Income**
 - **Populations by Age**
 - **Employment**
- **Employment for the City of Charlottesville provided by City**
- **Various Decennial Census (DEC) and American Community Survey (ACS)**
 - **Group Quarters Population**
 - **Populations by Age**
 - **Populations by Working Status**
 - **Populations by Student Status**
 - **Household Vehicle Availability**
 - **Households by Age**
- **University of Virginia (UVA) Provided Data and Trending**
 - **University Enrollment**
 - **University Parking**

Data development and Model Input Updates

- Updated 2050 population to use the Weldon Cooper Data (July 2025)

Geography	Weldon Cooper Data			Model*		
	2022	2050	Growth	2022	2050	Growth
Charlottesville city	51,278	57,832	13%	51,239	57,787	13%
Albemarle County	115,495	152,770	32%	95,157	125,868	32%
Fluvanna County	27,843	33,885	22%	17,706	21,549	22%
Greene County	21,165	27,366	29%	16,445	21,263	29%
Louisa County	39,725	54,467	37%	3,656	5,012	37%

**Model area includes City of Charlottesville, most of Albemarle County and portions from Greene, Louisa and Fluvanna counties*

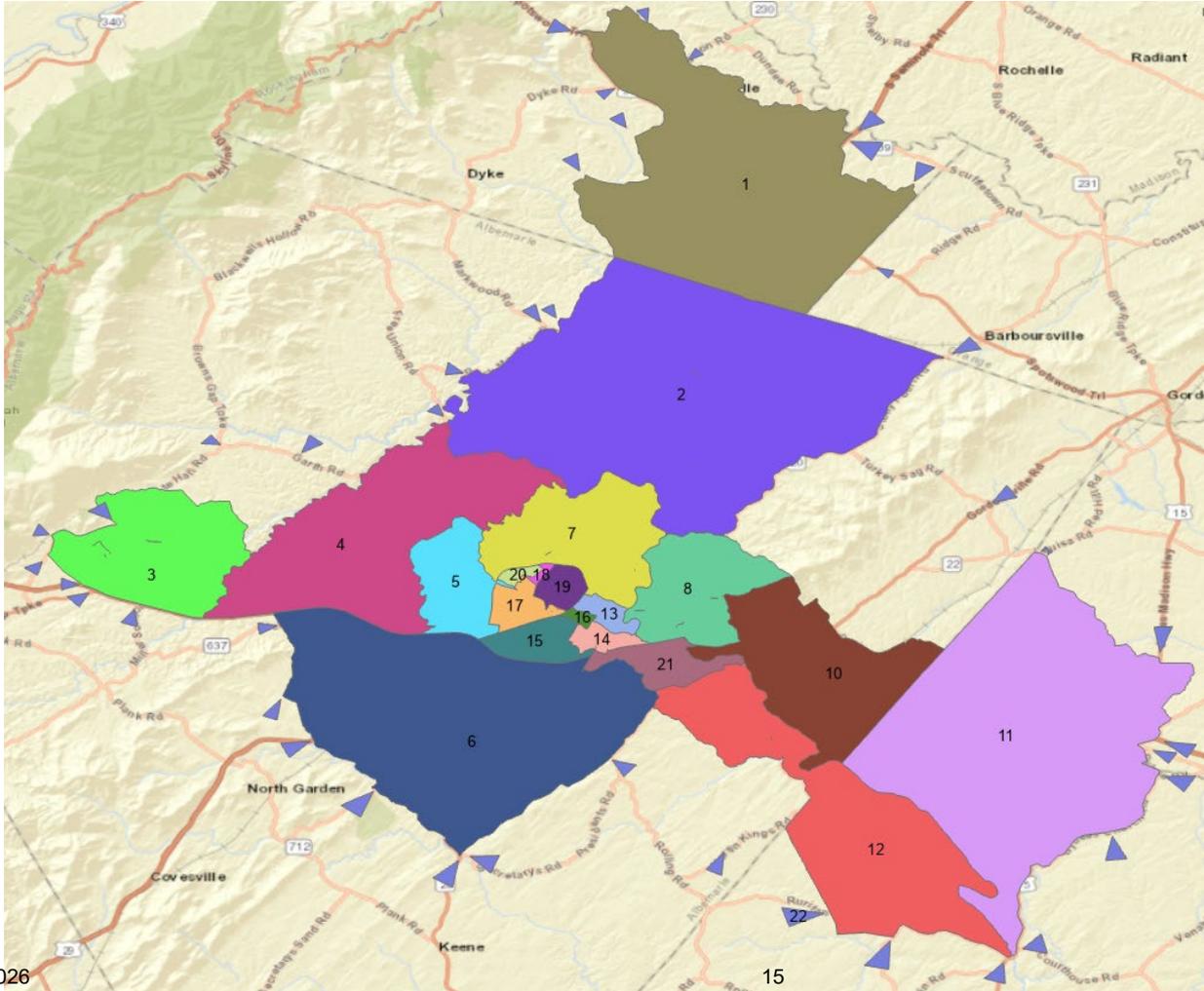
Data development and Model Input Updates

Variable		2022	2050	Difference	Percentage
Total Population	TOTPOP	184,203	231,479	47,276	26%
Household Population	HHPOP	171,215	215,057	43,842	26%
Group Quarter Population	GQPOP	12,988	16,422	3,434	26%
Total Households	HH	68,766	87,830	19,064	28%
High School and below in the household	K12HH	26,954	33,581	6,627	25%
Graduate and Undergraduate in the household	UNVHH	15,351	19,238	3,887	25%
65+, previously POP_65+	SENHH	21,520	27,526	6,006	28%
College/University Enrollment	UNVPOP	22,029	23,944	1,915	9%
School enrollment at the school	K12ENR	25,874	32,183	6,309	24%
Univ Enrollment	UNVENR	22,029	23,943	1,914	9%
Full-Time On-Campus Students (at university location)	ENR_UON	5,290	5,748	458	9%
Full-Time Off-Campus Students (at university location)	ENR_UOFF	16,739	18,194	1,455	9%
Total Employment	TOTEMP	93,884	130,080	36,196	39%

Data development and Model Input Updates

- District Definition**

- District definition from the current model and suggested names



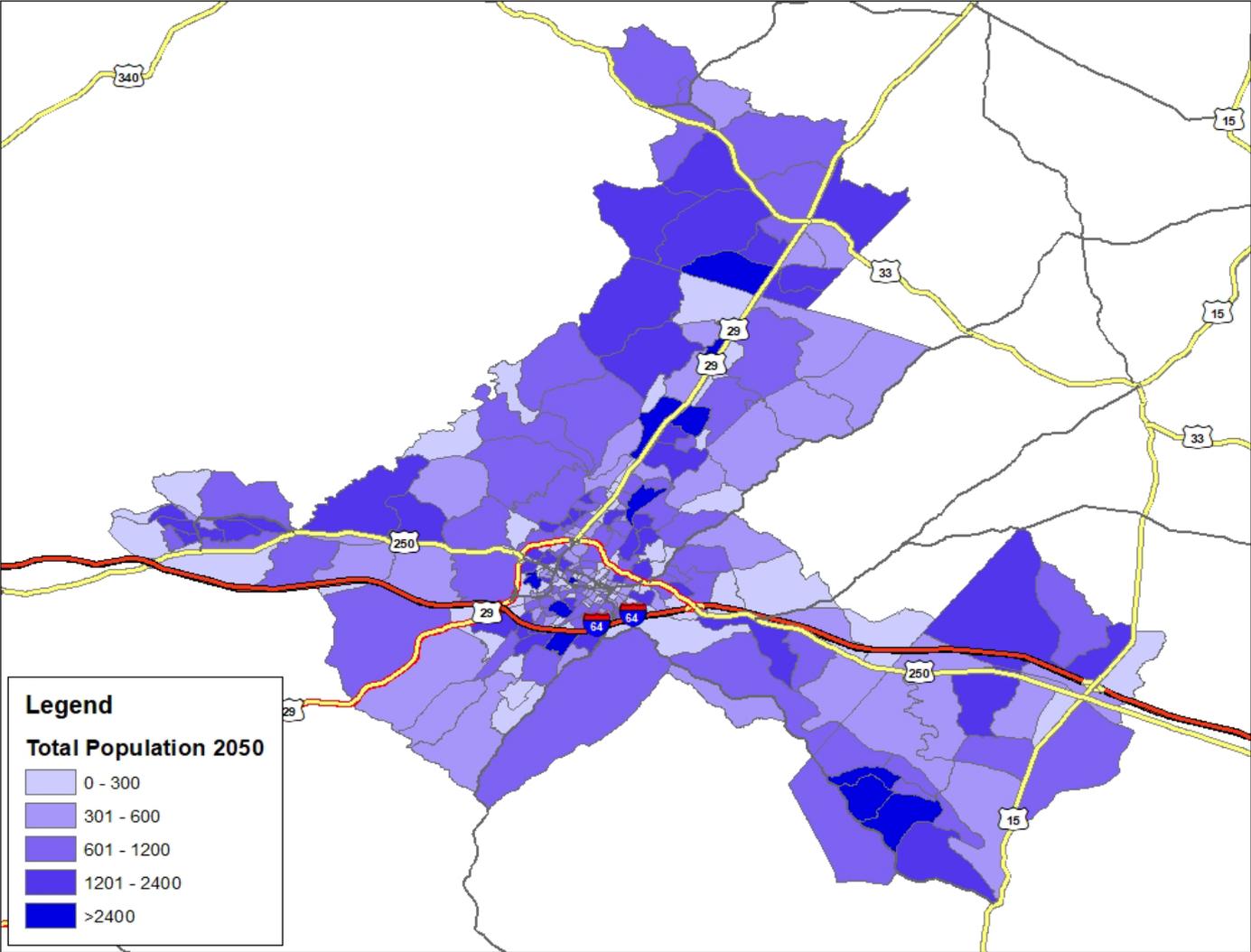
1	Greene
2	Hollymead
3	Crozet
4	W Albermarle
5	Ednam
6	S of Charlottesville
7	N of Charlottesville
8	E of Charlottesville
10	Keswick
11	Louisa
12	Fluvanna
13	N of Downtown
14	SE of Downtown
15	SW of Downtown
16	Downtown
17	University of Virginia
18	Barracks Road
19	Barracks Rugby
20	Darden UVA
21	Auburn Hills

Data development and Model Input Updates

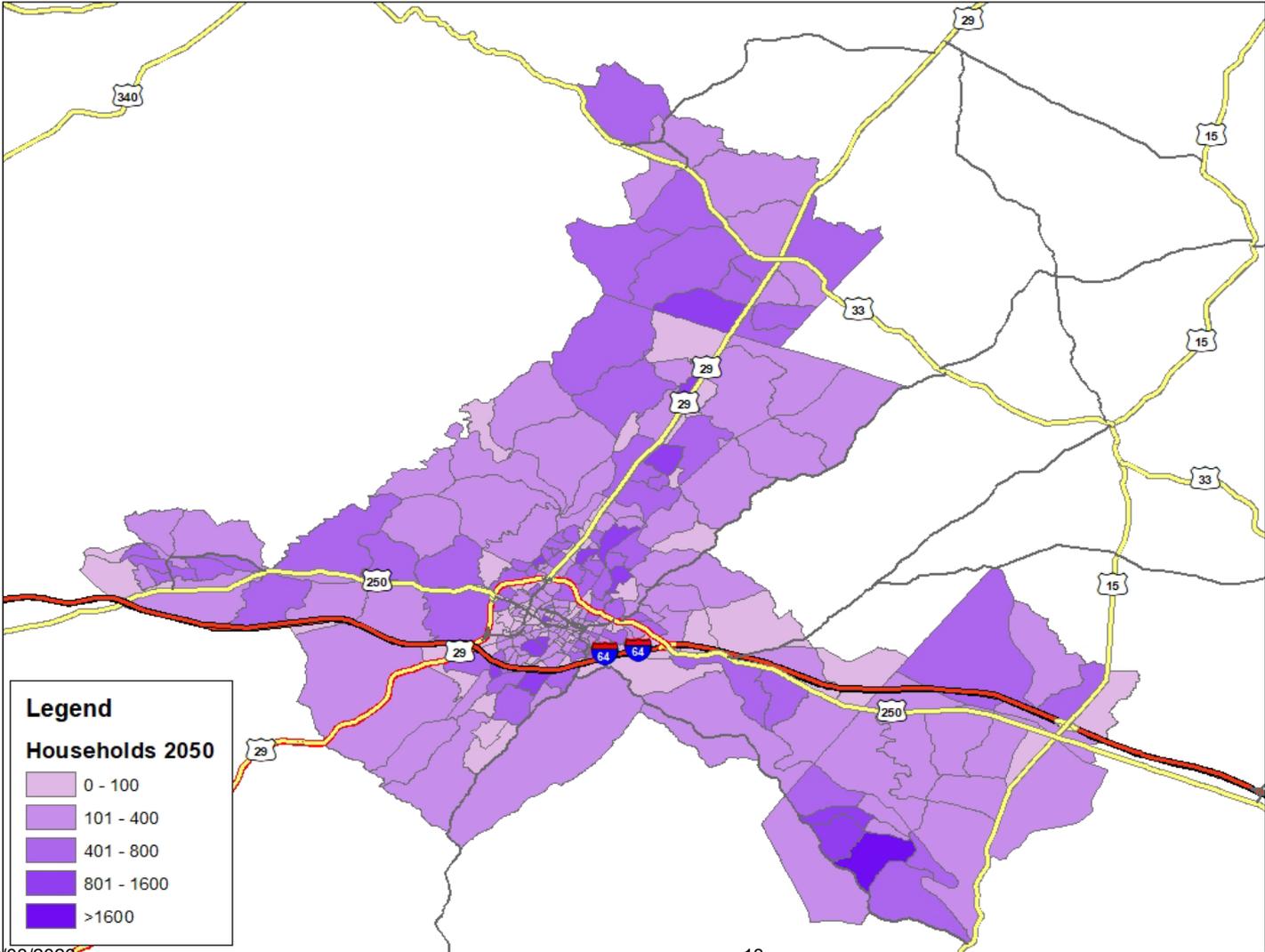
- **N of Charlottesville district shows most increase in population and employment**

		Total Population				Total Employment			
		2022	2050	Difference	Percent	2022	2050	Difference	Percent
Greene	1	16,445	21,263	4,818	29%	3,504	5,649	2,145	61%
Hollymead	2	19,461	25,742	6,281	32%	6,970	10,687	3,717	53%
Crozet	3	9,956	13,171	3,215	32%	1,596	2,516	920	58%
W Albermarle	4	5,511	7,288	1,777	32%	509	769	260	51%
Ednam	5	1,708	2,260	552	32%	3,976	6,743	2,767	70%
S of Charlottesville	6	12,717	16,821	4,104	32%	3,180	4,686	1,506	47%
N of Charlottesville	7	29,971	38,428	8,457	28%	18,110	26,409	8,299	46%
E of Charlottesville	8	5,934	7,849	1,915	32%	7,672	12,304	4,632	60%
Keswick	10	3,443	4,553	1,110	32%	1,211	1,963	752	62%
Louisa	11	8,335	10,707	2,372	28%	3,899	5,403	1,504	39%
Fluvanna	12	14,015	17,161	3,146	22%	2,433	3,111	678	28%
N of Downtown	13	6,199	6,992	793	13%	8,834	9,592	758	9%
SE of Downtown	14	6,163	6,962	799	13%	2,773	2,972	199	7%
SW of Downtown	15	14,371	16,528	2,157	15%	2,351	2,856	505	21%
Downtown	16	1,697	1,913	216	13%	8,249	9,724	1,475	18%
University of Virginia	17	16,772	20,437	3,665	22%	10,696	15,176	4,480	42%
Barracks Road	18	1,326	1,496	170	13%	2,805	2,935	130	5%
Barracks Rugby	19	9,039	10,404	1,365	15%	3,794	4,331	537	14%
Darden UVA	20	1,050	1,385	335	32%	958	1,603	645	67%
Auburn Hills	21	90	119	29	32%	364	652	288	79%
	Total	184,203	231,479	47,276	26%	93,884	130,081	36,197	39%

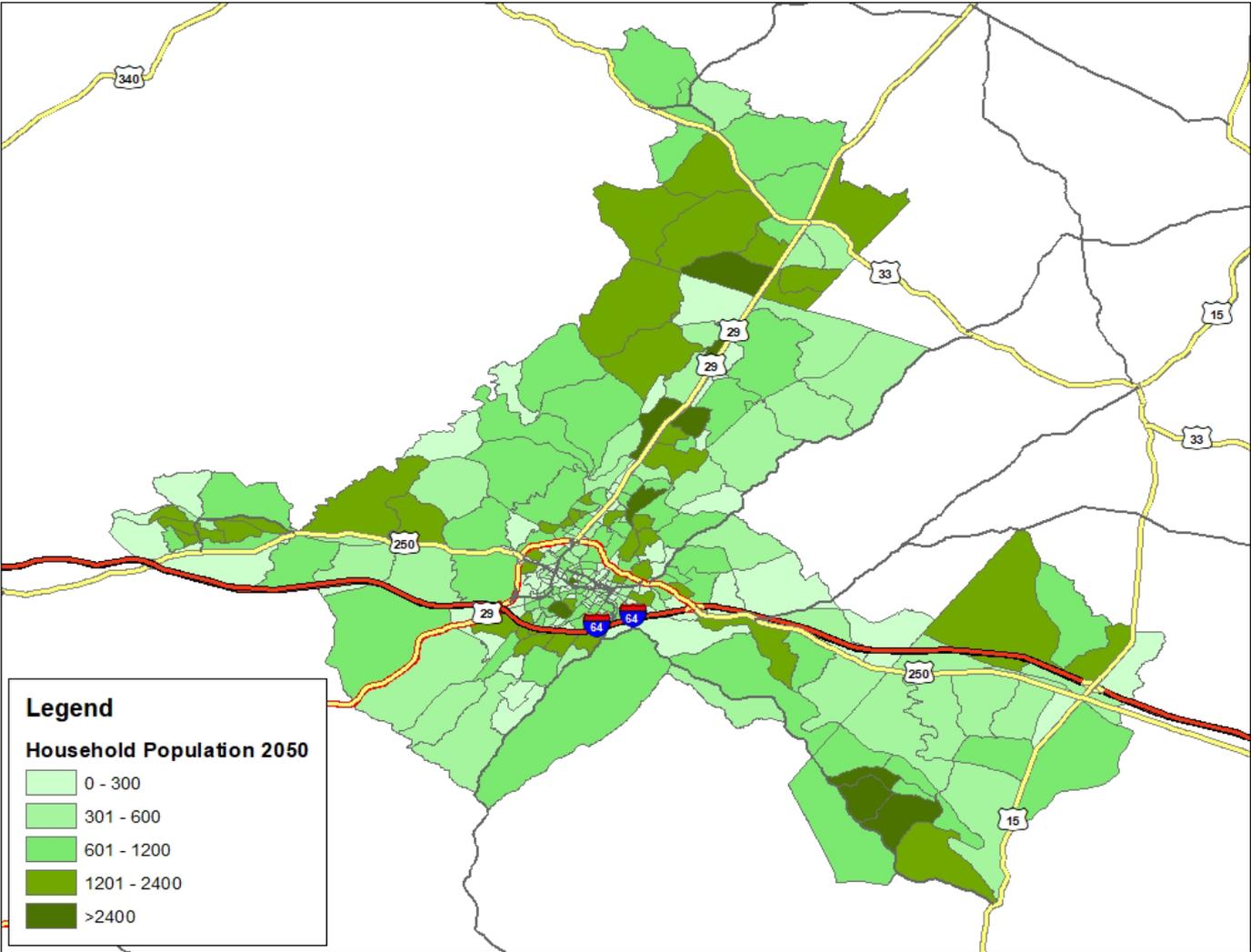
Data development and Model Input Updates



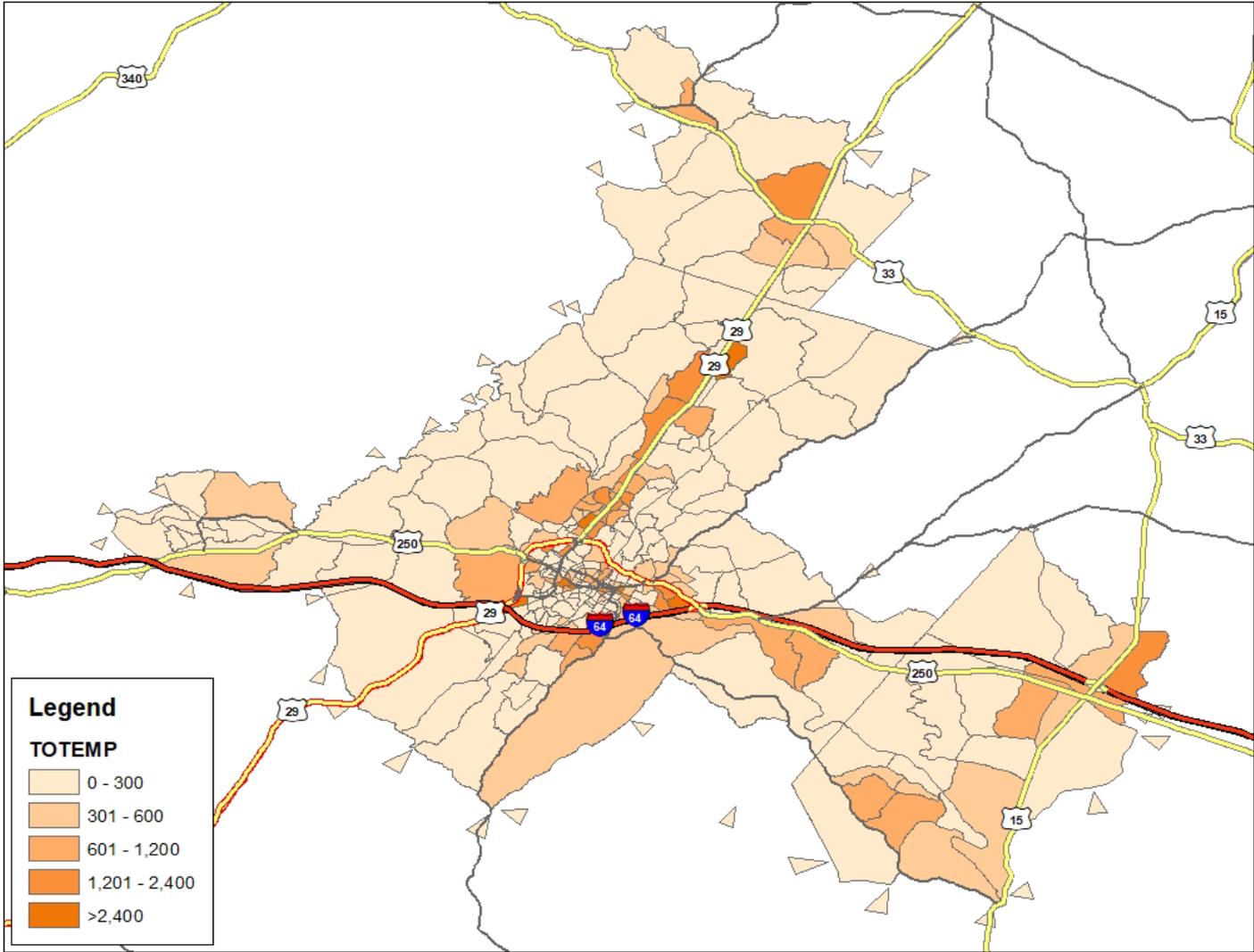
Data development and Model Input Updates



Data development and Model Input Updates

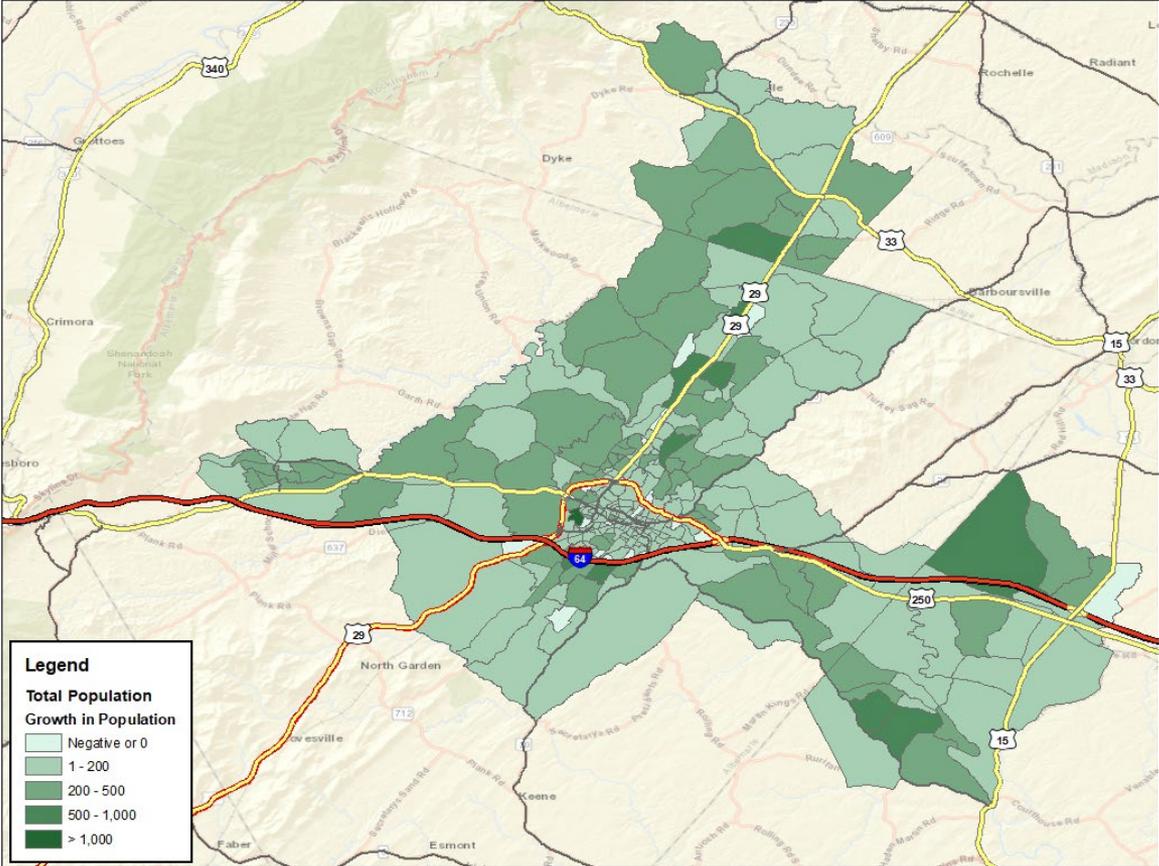


Data development and Model Input Updates



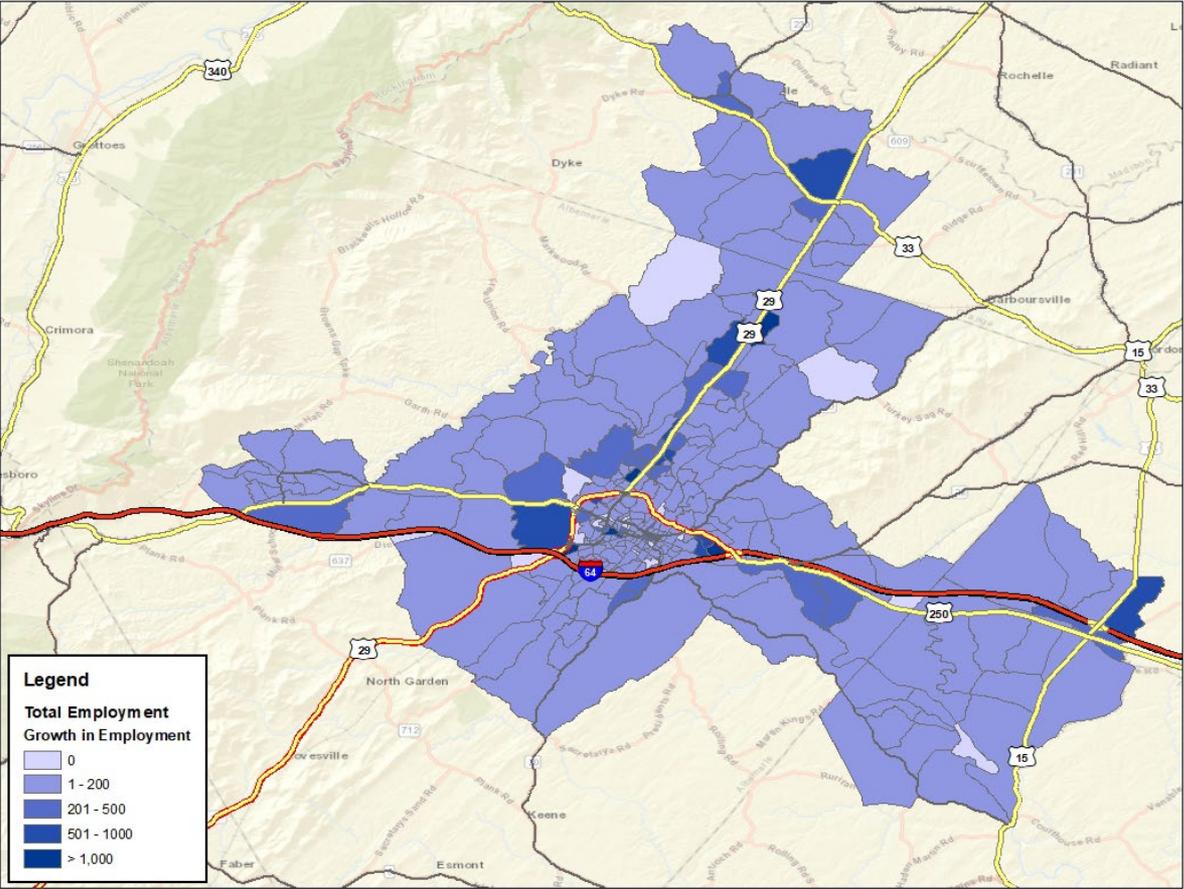
Data development and Model Input Updates

- Change in Population between 2050 and 2022



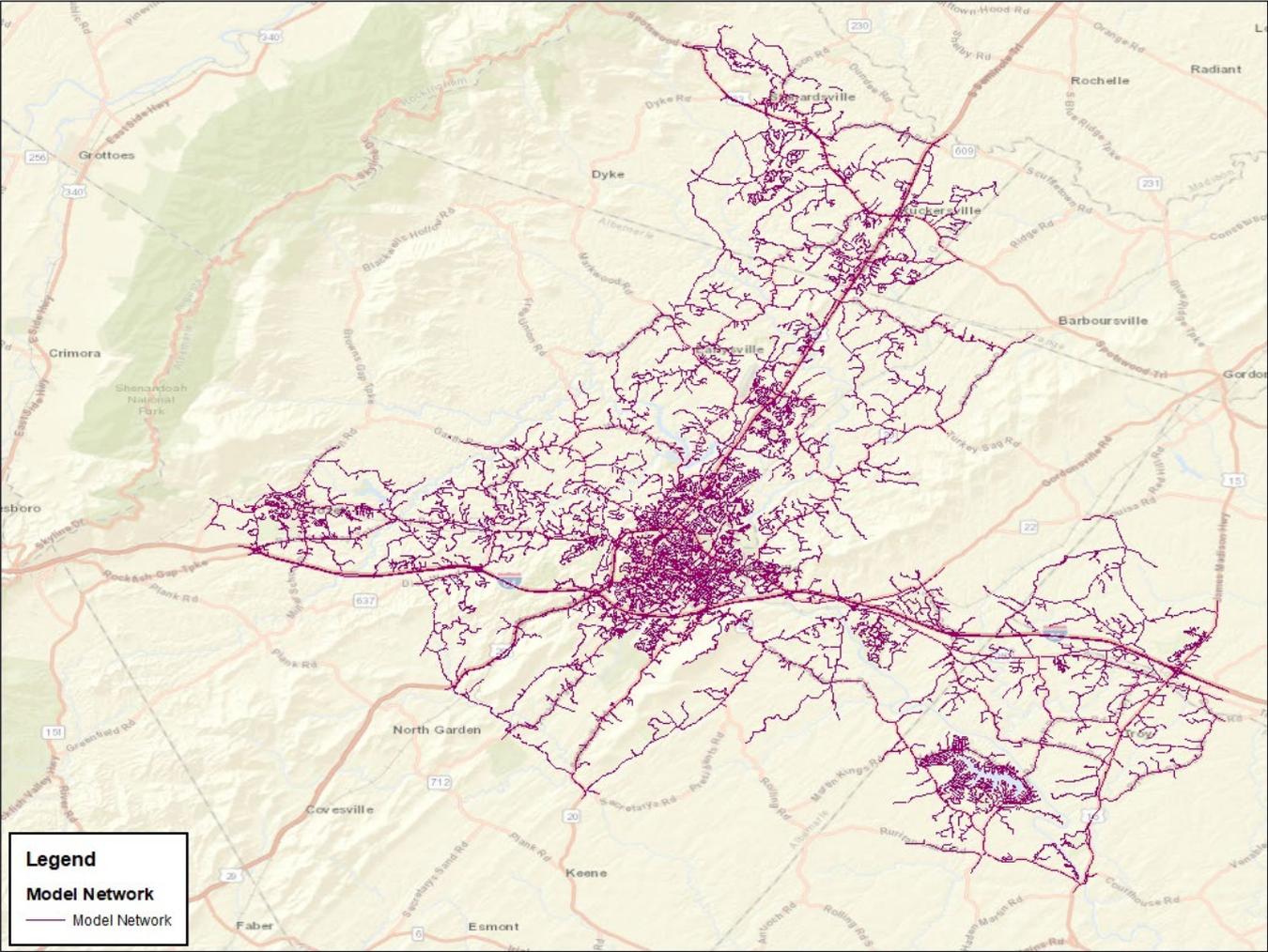
Data development and Model Input Updates

- Change in Employment between 2050 and 2022



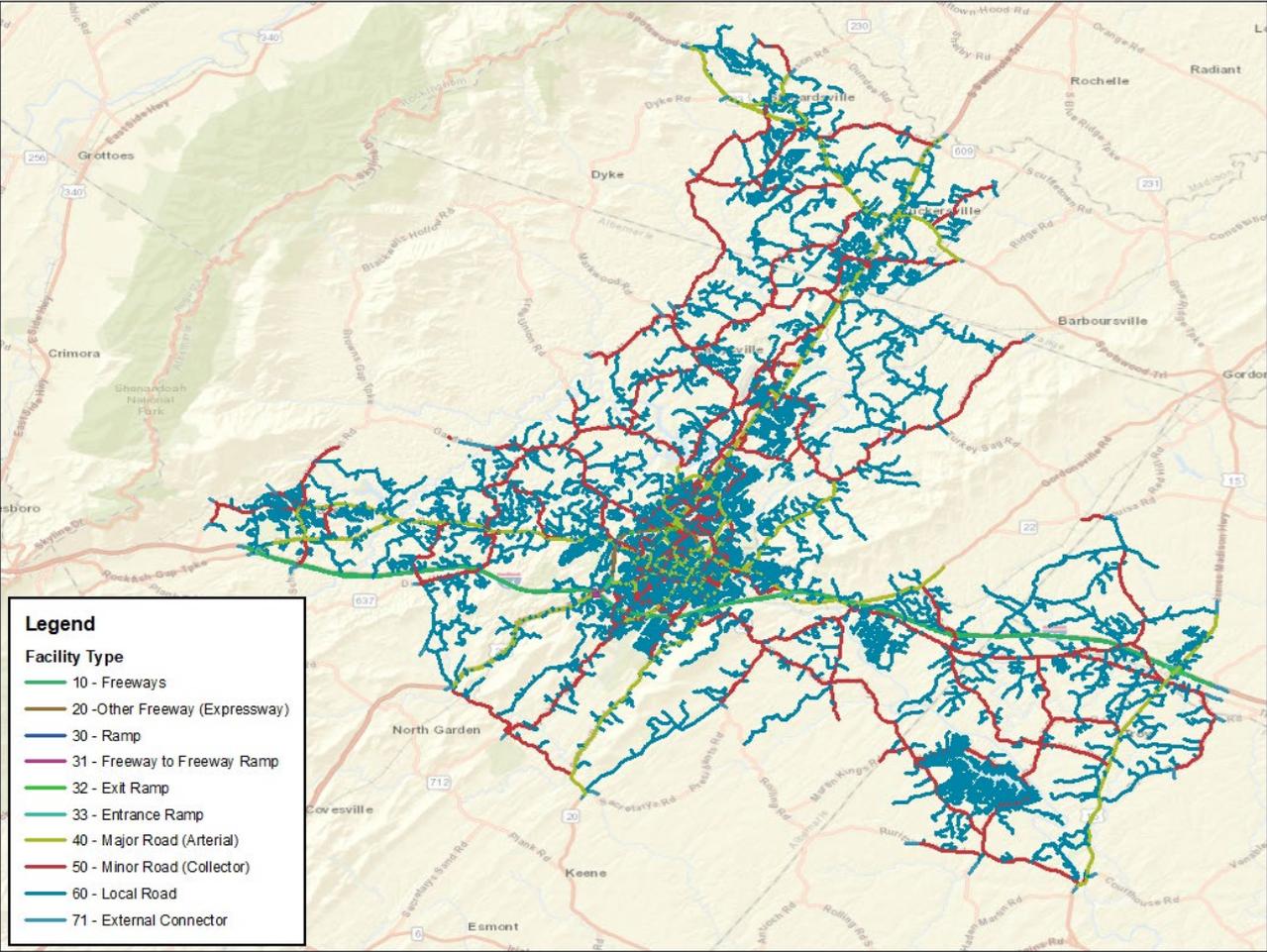
Model Network

- Model Network for the year 2050



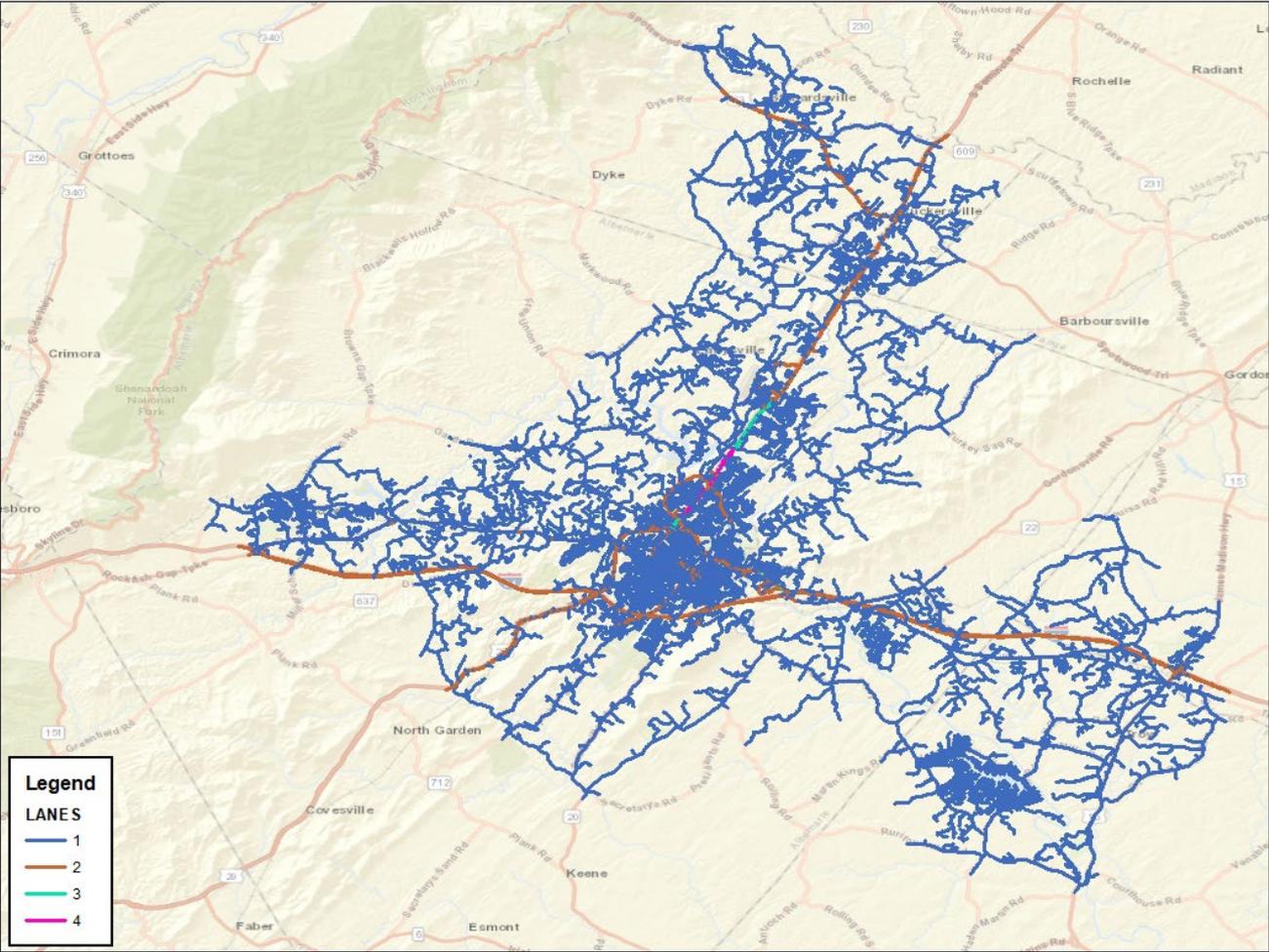
Model Network

- Model 2050 network by facility types



Model Network

- Model 2050 network by number of lanes



Potential uses of the model

- **Congestion (measure by vehicle-hours of delay)**
- **Congestion maps showing road level-of-service**
- **Transit ridership**
- **Mode Share**
- **VMT per capita**
- **Average driving commute time**

Questions?

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization’s (CA-MPO) Committees
From: Taylor Jenkins, Director of Transportation
Date: February 3, 2026
Subject: CA-MPO Travel Demand Model Forecast Year Demographics Approval

Purpose:

To seek recommendation and approval from the CA-MPO Technical Committee and Policy Board on forecast year (2050) demographic forecasts for the updated CA-MPO travel demand model.

Background:

The Virginia Department of Transportation (VDOT) Transportation and Mobility Planning Division works with MPOs on the development and maintenance of the regional travel demand model, an analytical tool used to support the transportation planning process. With VDOT and AECOM support, CA-MPO staff are currently updating the model for a new base year (2022) and forecast year (2050). Sociodemographic estimates have been forecasted for the model forecast year (2050) using the following data sources:

- Weldon Cooper Population Forecasts for total population
- Woods & Poole Sociodemographic Forecasts for housing, income, age, and employment
- American Community Survey (ACS) and Decennial Census Estimates for various factors
- University of Virginia provided data for enrollment and parking

Additionally, the project team coordinated with consultant staff for the City of Charlottesville to develop employment forecasts specific to the City.

Following CA-MPO Policy Board approval of forecast year demographics, the project team will continue calibration of the model using the approved base and future year estimates. The project team will then begin development of future year travel pattern scenarios based on the approved model inputs. The tentative project completion date is April 2026.

Recommendations:

CA-MPO Technical Committee:

Staff recommend that the CA-MPO Technical Committee make a motion to recommend that the CA-MPO Policy Board approve the 2050 demographic forecast as presented by VDOT and AECOM for the regional travel demand model update.

CA-MPO Policy Board:

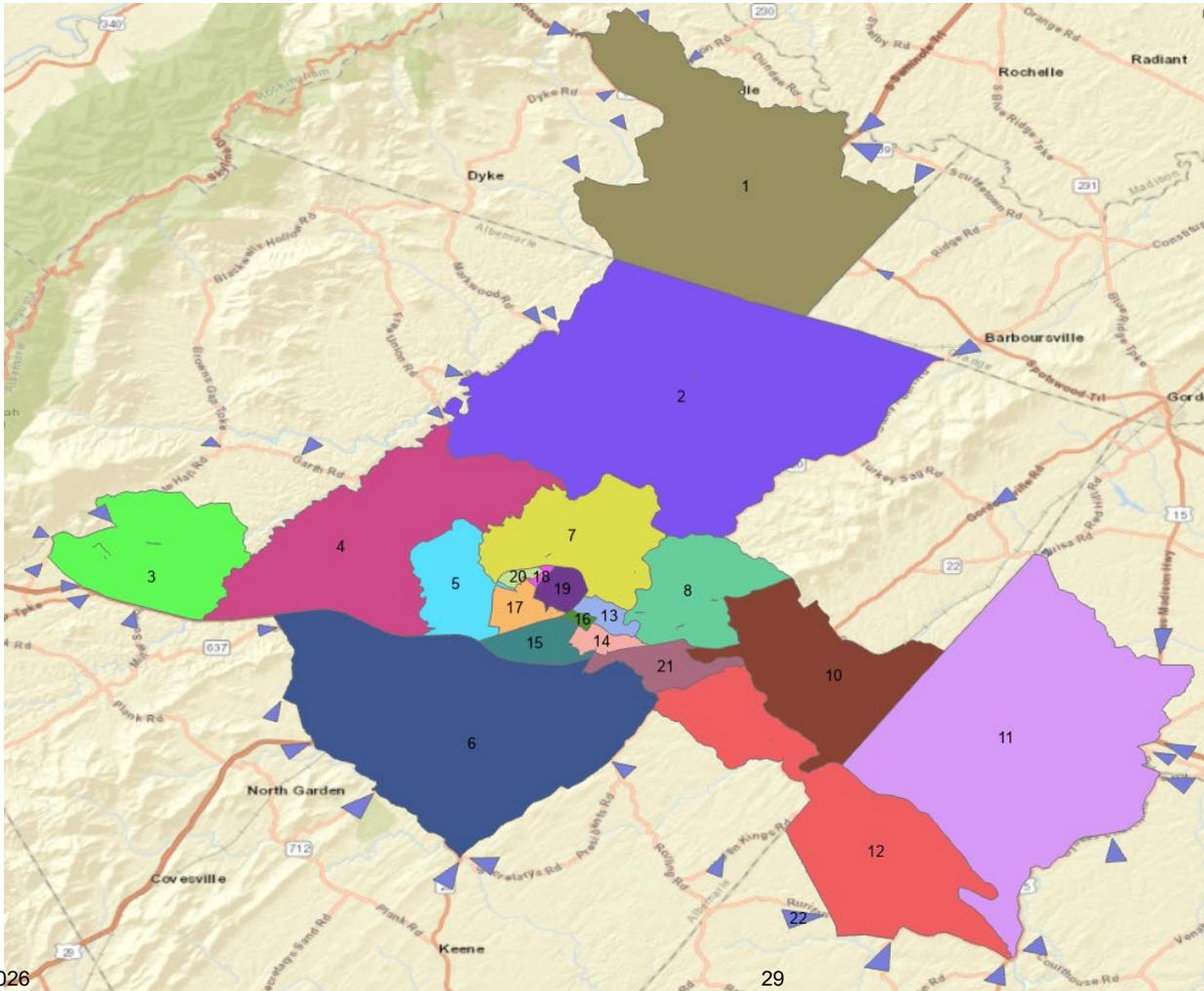
Staff recommend that the CA-MPO Policy Board make a motion to approve the 2050 demographic forecast as presented by VDOT and AECOM for the regional travel demand model.

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

Data development and Model Input Updates

- District Definition**

- District definition from the current model and suggested names



1	Greene
2	Hollymead
3	Crozet
4	W Albermarle
5	Ednam
6	S of Charlottesville
7	N of Charlottesville
8	E of Charlottesville
10	Keswick
11	Louisa
12	Fluvanna
13	N of Downtown
14	SE of Downtown
15	SW of Downtown
16	Downtown
17	University of Virginia
18	Barracks Road
19	Barracks Rugby
20	Darden UVA
21	Auburn Hills

Data development and Model Input Updates

- **N of Charlottesville district shows most increase in population and employment**

		Total Population				Total Employment			
		2022	2050	Difference	Percent	2022	2050	Difference	Percent
Greene	1	16,445	21,263	4,818	29%	3,504	5,649	2,145	61%
Hollymead	2	19,461	25,742	6,281	32%	6,970	10,687	3,717	53%
Crozet	3	9,956	13,171	3,215	32%	1,596	2,516	920	58%
W Albermarle	4	5,511	7,288	1,777	32%	509	769	260	51%
Ednam	5	1,708	2,260	552	32%	3,976	6,743	2,767	70%
S of Charlottesville	6	12,717	16,821	4,104	32%	3,180	4,686	1,506	47%
N of Charlottesville	7	29,971	38,428	8,457	28%	18,110	26,409	8,299	46%
E of Charlottesville	8	5,934	7,849	1,915	32%	7,672	12,304	4,632	60%
Keswick	10	3,443	4,553	1,110	32%	1,211	1,963	752	62%
Louisa	11	8,335	10,707	2,372	28%	3,899	5,403	1,504	39%
Fluvanna	12	14,015	17,161	3,146	22%	2,433	3,111	678	28%
N of Downtown	13	6,199	6,992	793	13%	8,834	9,592	758	9%
SE of Downtown	14	6,163	6,962	799	13%	2,773	2,972	199	7%
SW of Downtown	15	14,371	16,528	2,157	15%	2,351	2,856	505	21%
Downtown	16	1,697	1,913	216	13%	8,249	9,724	1,475	18%
University of Virginia	17	16,772	20,437	3,665	22%	10,696	15,176	4,480	42%
Barracks Road	18	1,326	1,496	170	13%	2,805	2,935	130	5%
Barracks Rugby	19	9,039	10,404	1,365	15%	3,794	4,331	537	14%
Darden UVA	20	1,050	1,385	335	32%	958	1,603	645	67%
Auburn Hills	21	90	119	29	32%	364	652	288	79%
	Total	184,203	231,479	47,276	26%	93,884	130,081	36,197	39%

FY27 Unified Planning Work Program (UPWP)

July 1, 2026 – June 30, 2027

Charlottesville-Albemarle MPO

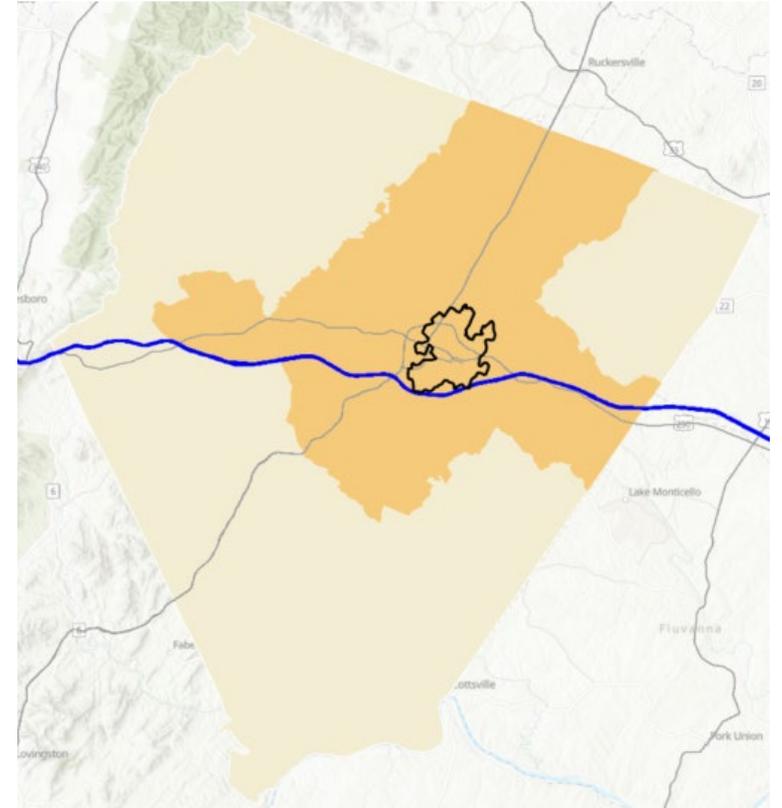
Technical Committee

February 3, 2026



Background and Purpose

- The Unified Planning Work Program (UPWP) identifies transportation planning activities to be conducted by the CA-MPO for FY27
- Serves as the CA-MPO budget and work plan
- Should be aligned with regional priorities and deliverables



- City of Charlottesville
- CA-MPO Boundary
- Albemarle County

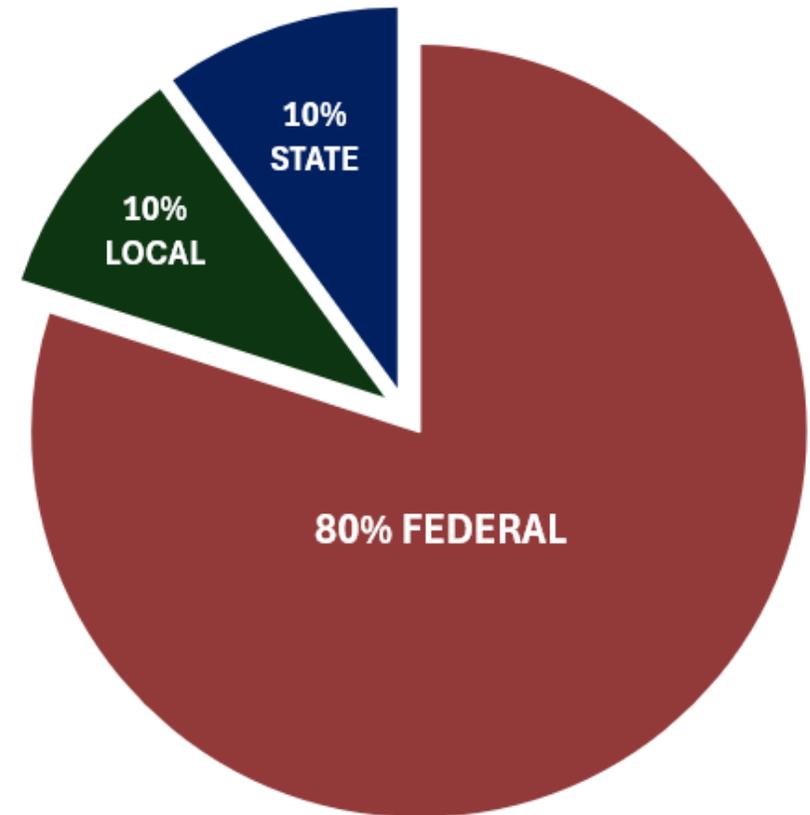
Background and Purpose

- Federal law requires that the metropolitan planning process addresses ten planning factors
- Additional framework factors added from adopted FY24 Long Range Transportation Plan (LRTP)



CA-MPO Funding Sources

- Two federal agencies fund the CA-MPO's planning activities
 - FHWA (PL) – Administered through VDOT
 - FTA – Administered through DRPT
- Additionally, VDOT receives state planning funds from FHWA for State Planning and Research (SPR)



FY27 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-27 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
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Total FY27 Work Program	\$ 605,399.89	\$ 103,174.99	\$ 48,174.99	\$ 756,749.86

Note: All values are from FY26 and will be corrected once FY27 budgets are provided.

FY27 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Technical Assistance	Total
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FY-27 PL-FHWA/VDOT Total	\$ 85,775.87	\$ 102,931.04	\$ 154,396.56	\$ 343,103.47
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FY-26 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-27 FTA/DRPT Total	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY27 PL-FHWA/VDOT + FTA/DRPT Total	\$ 120,437.47	\$ 144,524.96	\$ 216,787.44	\$ 481,749.86
VDOT SPR	\$ 110,000.00	\$ 82,500.00	\$ 82,500.00	\$ 275,000.00
Total FY27 Work Program	\$ 230,437.47	\$ 227,024.96	\$ 299,287.44	\$ 756,749.86

Note: All values are from FY26 and will be corrected once FY27 budgets are provided.

Highlights of the FY26 UPWP

- Comprehensive Safety Action Plan completion (Move Safely Blue Ridge)
- Regional Transit Partnership and Charlottesville-Albemarle Regional Transit Authority
- Safety Performance Targets
- FY24-27 Transportation Improvement Program (TIP) – *in progress*
- SMART SCALE – *in progress*
- CA-MPO Travel Demand Model update – *in progress*



Highlights of the FY26 UPWP

- Development and submission of grant applications
 - USDOT Safe Streets and Roads for All (SS4A) supplemental planning grant application
 - FTA Section 5310 grant application
 - RideShare grant application
 - USDOT BUILD grant application – *in progress*
- Participation in STARS and Project Pipeline Studies – *in progress*



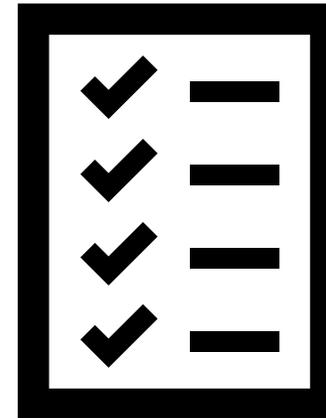
FY27 UPWP: Ongoing and Continued Activities

- MPO administration (staffing committees, invoicing, reporting requirements)
- SMART SCALE coordination and full application submission
- Participation in STARS and Project Pipeline studies
- Annual adoption of performance safety targets
- Continued work on the TDM Study
- Development and submission of other grant applications



FY27 UPWP: Best Practices and Benchmarking

- Incorporated into administration, short range, and long range sections of the UPWP
- Benchmark policies, performance measures, and implementation strategies from peer MPOs
- Identify best practices in data management, public involvement, and project prioritization
- Strengthen internal planning, policy development, and procedural frameworks
- Prepare recommendations and draft revised procedures to incorporate findings



FY27 UPWP: LRTP 2050 and FY27-30 TIP Data

- Incorporated into short range and long range sections of the UPWP
- Create GIS layers representing project location, type, and funding status
- Develop interactive visualizations of projects included in the adopted LRTP and new FY27-30 TIP
- Support internal planning, public engagement, partner coordination, and project implementation



Ridgefield Pkwy - Construct Sidewalk

Details	
UPC	104880
JURISDICTION	Henrico County
SCOPE	Facilities for Pedestrians and Bicycles
SYSTEM	Secondary
ADMINISTRATION	Locally
OVERSIGHT	Non-Federal
ROUTE	Ridgefield Parkway (Rte 9999)
FROM	Pump Rd
TO	Falconbridge Dr
REGIONALLY SIGNIFICANT	No
COST	\$1,172,000

Location Map

FY27 UPWP: Bicycle and Pedestrian Counting

- Incorporated into short range section of the UPWP
- Evaluate the feasibility of establishing a bicycle and pedestrian counting data program
- Support City, County, and CA-MPO project planning, grant writing, and safety analysis
- Identify recommendations for count locations, equipment procurement strategy, and program pilot



Image Source: Eco-Counter

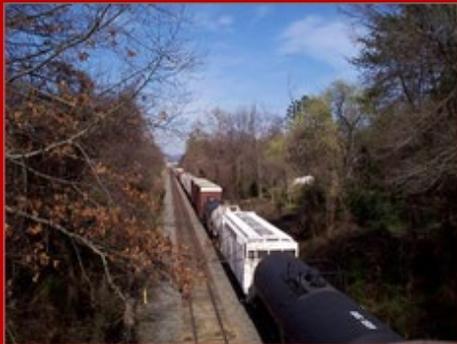
Next Steps and Approval Timeline

- Discuss the draft UPWP and regional priorities with CA-MPO committee members, state and federal partners
- Receive actual FY27 budget values to update document tables
- Public notice, final draft presentation, and UPWP approval in April

Questions?

Taylor Jenkins
(434) 424-0652
tjenkins@tjpd.org





Unified Planning Work Program (UPWP)

Fiscal Year 2027
July 1, 2026 – June 30, 2027
Approved April xx, 2026



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.

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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

FY27 Unified Planning Work Program – Draft

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 2027 (FY27). 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.

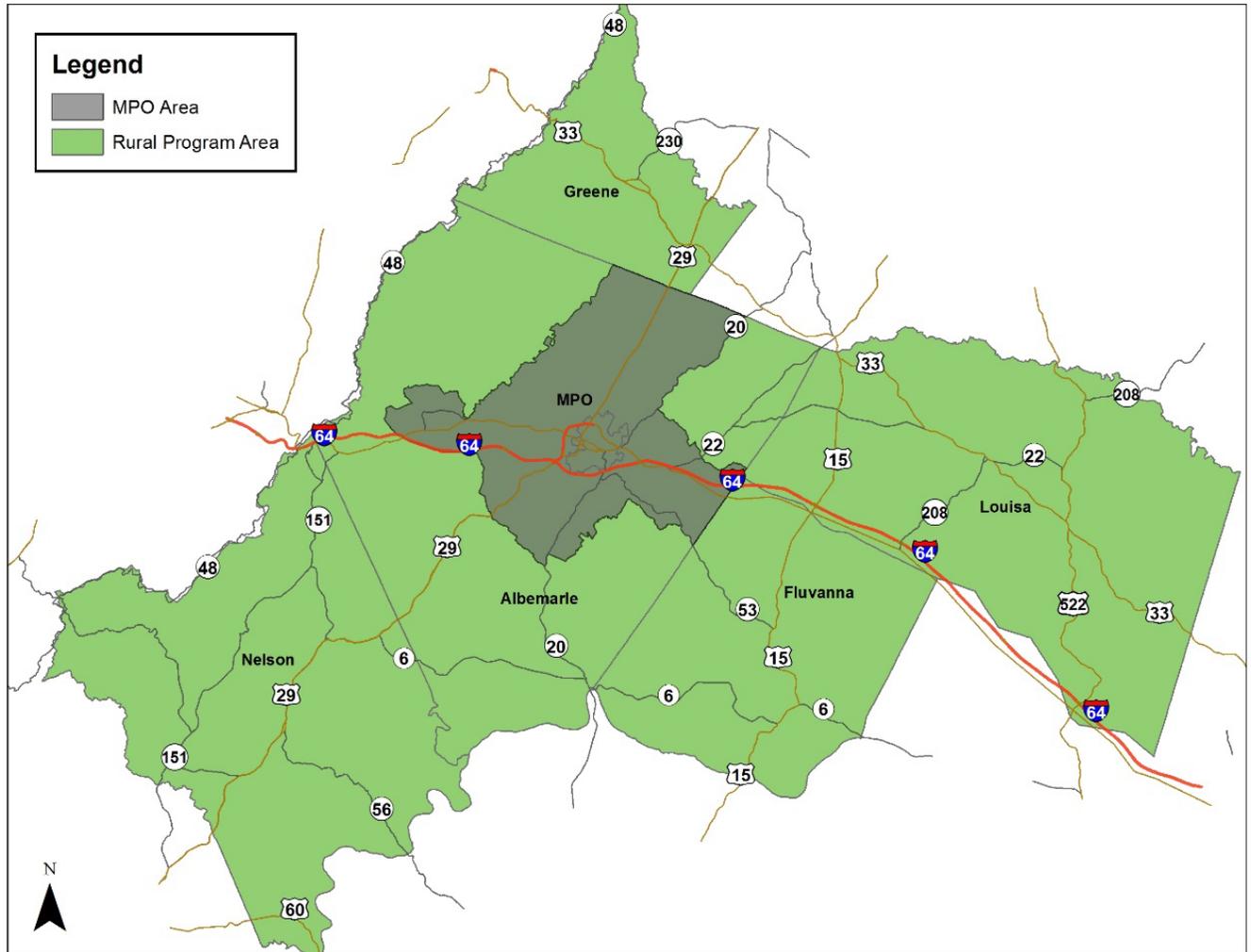
Purpose of the Metropolitan Planning Organization

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 FY27 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. FY27 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
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Total FY27 Work Program	\$ 230,437.47	\$ 227,024.96	\$ 299,287.44	\$ 756,749.86

Highlights of FY26 UPWP

In FY26, CA-MPO staff continued administering the MPO 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 FY26 projects and initiatives, helping to give context for the FY26 activities.

Comprehensive Safety Action Plan

Launched in FY24 and funded by the USDOT Safe Streets and Roads for All (SS4A) discretionary grant program, CA-MPO staff continued to work in partnership with member jurisdictions and partners to complete the Comprehensive Safety Action Plan. In FY26, CA-MPO staff successfully finalized the plan and facilitated plan adoption by all six jurisdictions in the Thomas Jefferson Planning District. CA-MPO staff began pursuing opportunities for implementation following plan adoption.

Regional Transit Planning / Regional Transit Authority

The Regional Transit Partnership (RTP) was established in 2017 as an advisory board to provide recommendations to decisionmakers on transit-related matters. Since its formation, the RTP successfully provided a strong forum for communication and coordination between transit providers and played a critical role in building consensus around regional transit priorities. On November 18, 2025, the RTP held its final meeting as a joint meeting with the Charlottesville-Albemarle Regional Transit Authority (CARTA).

Additionally, staff supported a successful first year for the regional transit authority. The CARTA appointed Board members, adopted bylaws, and kicked off their first major activity: conducting a regional transit prioritization and implementation feasibility study.

Transportation Improvement Program (TIP) Maintenance and Update

CA-MPO continued to maintain the FY24-27 TIP in collaboration with VDOT, DRPT, and CAT by processing TIP adjustments and amendments. Additionally, staff completed a comprehensive update of the TIP for FY27-30 that will include regionally significant projects funded with transportation dollars, as well as newly developed TIP update procedures for staff and partners.

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 FY26, staff provided regular updates and presentations to CA-MPO Committees and stakeholders regarding Round 6 overviews and takeaways. Further, staff supported the submission of SMART SCALE pre-applications and began developing materials for full application submission next fiscal year.

STARS Studies

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 FY26, staff followed multiple STARS studies in the region:

- US 29/US 250 Bypass & Emmet Street Interchange
- US 29 Corridor Study
- Ridge Street at W. Main Street Intersection Study

With 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 (OIPI), 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 FY26, staff followed multiple Project Pipeline studies in the region:

- US 29 from Teel Lane to north of Fontaine Avenue interchange
- 5th Street from Pinehurst Court to Harris Road
- US 29 at I-64 Exit 118 Interchange 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.

CA-MPO Travel Demand Model

CA-MPO staff coordinated with VDOT, local partners, and a consultant project team to complete an update of the regional travel demand model that uses a 2022 base year and 2050 forecast year. The travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use.

Grant Applications

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

- US Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) supplemental planning grant application for the project titled, “Crash Analytics and Injury Research (CAIR) - Holistic Approach to Vulnerable Road User Safety”.
- USDOT Better Utilizing Investment to Leverage Development (BUILD) grant application to complete preliminary engineering for the Rivanna River Bike and Pedestrian Bridge Crossing.

- FTA Section 5310 grant application through DRPT for the Partnership for Accessible Transportation (PATH) Program. PATH is a mobility management program dedicated to improving access to transportation for seniors and individuals with disabilities in Virginia’s Region 10. Through personalized information and referral services, transportation workshops, and travel training, PATH ensures that community members have the knowledge and resources needed to travel safely and independently.
- DRPT grant application for the RideShare program. RideShare is a program of the TJPDC and Central Shenandoah Planning District Commission (CSPDC) that connects commuters and employers to resources to reduce single-occupant vehicles on the road by facilitating the use of alternative transportation. RideShare provides services such as carpool/vanpool matching, commuter outreach, and a guaranteed ride home program.

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 FY26, the CA-MPO Policy Board voted to adopt 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.

FY27 Unified Planning Work Program by Task

This section identifies which transportation planning activities will be conducted by CA-MPO staff in FY27 by task and funding source. The following task categories are covered:

1. Program Administration
2. Long Range Planning
3. Short Range Transportation Planning and Technical Assistance

Task 1: Program Administration¹

Total Funding: \$120,437.47

A. General Administration, Reporting, and Compliance with Regulations

There are several reports and documents that the CA-MPO is required to prepare or maintain. Staff 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 FY27 UPWP and develop the FY28 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, and other partners to review and amend plans and policies to ensure that program elements are compliant with applicable state and federal regulations
- Administer state and federal grants (and other funding, as necessary)
- Develop funding agreements, as necessary

B. Staffing Committees

CA-MPO staff provides support for multiple committees. These efforts include preparation of agendas, public notice, meeting minutes, and other materials for the committees listed below:

- CA-MPO Policy Board
- CA-MPO Technical Committee
- CA-MPO Citizens Transportation Advisory Committee (CTAC)
- Charlottesville-Albemarle Regional Transit Authority (CARTA)

¹ FTA Code for Metropolitan Planning: 44.21.00 Program Support Administration

- 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 CA-MPO Policy Board 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: **\$144,524.96**

A. Comprehensive Safety Action Plan – Implementation Activities

In FY26, CA-MPO staff completed Move Safely Blue Ridge, the region’s comprehensive safety action plan. Following adoption by member jurisdictions, CA-MPO staff will consider pursuing opportunities for plan implementation.

End Products:

- Conduct ongoing monitoring, reporting, and sharing of regional crash data

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

- Support SS4A implementation applications for the City of Charlottesville and Albemarle County

B. Travel Demand Model Maintenance

A travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use. VDOT maintains the regional travel demand model for the Charlottesville-Albemarle MPO area, and CA-MPO staff coordinated with VDOT for an update of the regional travel demand model last fiscal year. CA-MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model, as necessary.

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 and project consultants for model files, as needed

C. Transportation Demand Management Study

Through the development of the 2050 LRTP, the CA-MPO identified the need for a comprehensive transportation 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
- Conduct an origin-destination analysis using StreetLight data to understand travel patterns within the region
- Identify TDM strategies to accommodate future traffic volumes, including park and ride infrastructure, bicycle and pedestrian improvements, and transit service improvements

D. 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
- Create GIS layers representing project location, type, and funding status
- Develop interactive GIS visualizations of projects included in the adopted LRTP to support internal planning, public engagement, and partner coordination

E. Three Notched Trail Coordination

The Three Notched Trail Master Plan is a 24-month study led by Albemarle County to identify a preferred alignment for the Charlottesville to Afton section of the Three Notched Trail. CA-MPO staff will support 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.

Task 3: Short Range Transportation Planning and Technical Assistance³

Total Funding: **\$216,787.44**

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.

In FY26, CA-MPO staff completed the FY27-30 TIP update. This task will support ongoing maintenance and monitoring of the TIP, participation in statewide transportation improvement program (STIP) maintenance, and geospatially visualizing TIP projects.

End Products:

- Process the Annual Obligation Report
- Process TIP amendments and adjustments as necessary
- Create GIS layers representing location, phases, cost, and funding source of FY27-30 TIP projects
- Develop interactive GIS visualizations of projects included in the FY27-30 TIP to support internal planning, public engagement, and partner coordination

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

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

- 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
- Support transit studies and activities (surveys, marketing materials, meetings) for Charlottesville Area Transit (CAT), Jaunt, and member jurisdictions
- Assist with transit plans related to Afton Express service between the SAW-MPO and CA-MPO regions
- Participate in statewide initiatives to expand and improve transit and rail service
- Address transit coordination needs and formalize transit agreements, as requested
- Improve communication between transit providers, localities, and stakeholders
- Coordinate bike/pedestrian planning activities between the City of Charlottesville, Albemarle County, 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
- Support transportation options and human service transportation for seniors and people with disabilities

D. Bicycle and Pedestrian Counting

Evaluate the feasibility of establishing a bicycle and pedestrian counting data program to support City, County, and CA-MPO project planning, grant writing, and safety analysis.

End Products:

- Review current best practice and data availability for bike/ped counts within the region
- Conduct research on counting technologies (tube counters, infrared, permanent count stations) and associated costs

- Draft program framework for implementation options
- Identify recommendations for count locations, equipment procurement strategy, and program pilot
- Purchase bicycle and pedestrian counter equipment

E. 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

F. Special Studies, Projects, Programs, and Contingency

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

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 member localities with updates to Comprehensive Plans or other planning documents related to transportation or transit, as requested

UPWP Public Participation Process

Review and Approval of Tasks

Action	Body	Date
Initial draft provided to the CA-MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	February 3, 2026
Initial draft provided to the CA-MPO Policy Board	MPO Policy Board	February 25, 2026
Initial draft provided to Citizens Transportation Advisory Committee (CTAC)	CTAC	March 25, 2026
Final draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	April 7, 2026
Final draft provided to the MPO Policy Board	MPO Policy Board	April 22, 2026
Final draft provided to CTAC	CTAC	May 27, 2026

Online Posting

The UPWP will be posted online as part of meeting agendas for the following meetings as captured above. It will also be posted on the TJPDC website (<https://tjpd.org/>) for a 15-day public comment period on April 6, 2026. It will be posted for Public Notice in the local newspaper on April 6, 2026, 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: FY27 UPWP Tasks Performed by VDOT

Attachment C: Resolution

Memorandum

To: Charlottesville-Albemarle MPO Technical Committee
From: Taylor Jenkins, Director of Transportation
Date: February 3, 2026
Subject: Staff Updates

Purpose:

To inform members of CA-MPO program and partner activities.

1. Virginia Department of Rail and Public Transportation (DRPT) Grant Applications

Staff are preparing grant applications for key TJPDC programs that are due by February 1, 2026. These programs include:

- Partnership for Accessible Transportation Help (PATH): Operated by TJPDC, PATH is a mobility management program dedicated to improving access to transportation for seniors and individuals with disabilities in Virginia's Region 10. Through personalized information and referral services, transportation workshops, and travel training, PATH ensures that community members have the knowledge and resources needed to travel safely and independently.
- RideShare: RideShare is a program of the TJPDC and Central Shenandoah Planning District Commission (CSPDC) that connects commuters and employers to resources to reduce single-occupant vehicles on the road by facilitating the use of alternative transportation. RideShare provides services such as carpool/vanpool matching, commuter outreach, and a guaranteed ride home program.

2. FFY25 Annual Obligation Report

The Annual Listing of Obligated Projects (Annual Listing) includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the immediately preceding program year. The Annual Listing is intended to improve the transparency of transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients (e.g. Charlottesville Area Transit) for expenditure on projects programmed in the TIP. The report must be publicly posted per federal regulations, and can be accessed on the CA-MPO website [here](#).

3. CA-MPO Safe Streets and Roads for All (SS4A) Application Update

Staff received notification that the CA-MPO SS4A application titled, "Crash Analytics and Injury Research (CAIR) - Holistic Approach to Vulnerable Road User Safety" was not selected for funding. A debrief meeting was held on Tuesday, January 27, 2026.

4. Performance Safety Targets

In December, CA-MPO staff provided a presentation to the Technical Committee for the adoption of the 2026 Performance Safety targets. The Committee provided a recommendation to the Policy Board to adopt the aspirational safety targets which the Policy Board will consider at their February meeting.

5. CA-MPO Citizens Transportation Advisory Committee (CTAC) Update

Beginning in spring 2025, CTAC members began discussions about the purpose of the Committee. Since then, meetings of CTAC and the CA-MPO Policy Board have discussed overall responsibilities of the MPO, past CTAC activities, and opportunities to restructure CTAC. At the January 28, 2026, meeting, CTAC members were joined by the Chair and Vice Chair of the CA-MPO Policy Board for a discussion about CTAC's role. Policy Board members will take action on the structure of CTAC at their February 25, 2026, meeting.

6. FY27-30 TIP Development

In coordination with VDOT, DRPT, and CAT, staff are completing a comprehensive update of the Transportation Improvement Program (TIP) covering FY27-30. A full draft document is anticipated to be available by spring 2026. The TIP is a document used to schedule spending federal transportation funds within the metropolitan region, in coordination with significant state and local funds. The TIP is a prioritized listing/program of transportation projects that is developed and formally adopted by the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process.

7. Three Notched Trail

Albemarle County is excited to share draft Three Notched Trail Shared Use Path (3NT) route options and they need YOUR input! Browse the project website to review maps of multiple route options and provide feedback through the online survey. You can share your thoughts on the entire corridor or specific segments of the corridor. The survey will close on February 8th. Materials from the recent public meeting that shared the process for developing these options are available online on the project website:

<https://engage.albemarle.org/three-notched-trail-master-plan>.

**Note this is a planning project - no land is being purchased or trail built at this stage.*

8. Virginia Statewide Bicycle and Pedestrian Advisory Committee (BPAC)

VDOT's Bicycle and Pedestrian Program published the [January 2026 Active Transportation Newsletter](#).

9. OIPI Quarterly MPO Meeting

The Office of Intermodal Planning and Investment (OIPI) is located within the Office of the Secretary of Transportation. OIPI collaborates with VDOT and DRPT and engages stakeholders to conduct planning studies (e.g., VTrans, Project Pipeline), prioritize investments (SMART SCALE) and track system performance.

- October 15, 2025, quarterly meeting materials attachment

10. FY26 Remaining CA-MPO Tech Meetings

- April 7, 2026. 10:00am – 12:00pm.
- June 2, 2026. 10:00am – 12:00pm.

11. TJPDC Office Improvements

TJPDC office renovations began on January 5, 2026, and will last for a minimum of six weeks. As such, TJPDC staff will work remotely for the 6-week construction period. Staff will arrange for public meetings to be held electronically or to be in an off-site temporary location for the duration of the project.

MPO Quarterly Coordination Meeting

October 15, 2025

1:00-3:00 pm

Hybrid

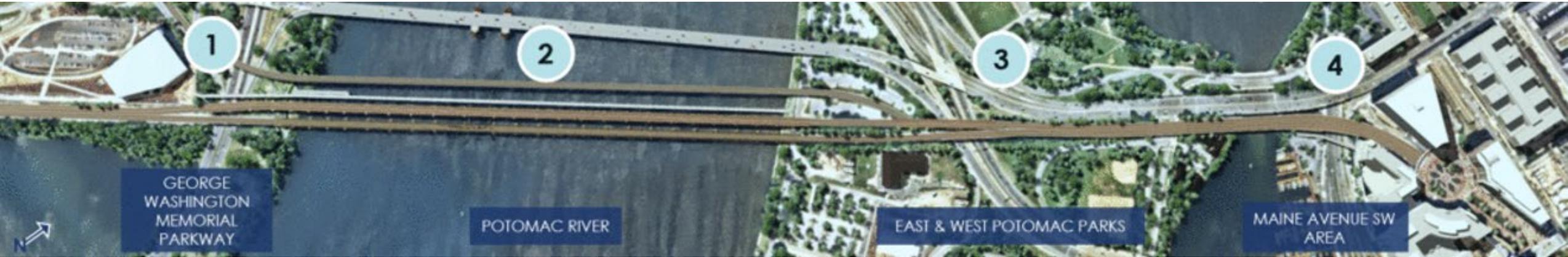
- Intros/Kickoff
- Long Bridge Project Updates
- DRPT Updates
- VDOT Updates
 - TMPD Updates
 - TOD Updates
- OIPI Updates
 - VTrans Updates
 - SMART SCALE
 - Performance Management
- Close



Long Bridge Construction Windows and Service Plan

MPO Quarterly Meeting
October 15, 2025

Long Bridge Project Overview



Area		Structures
1	GW Parkway	<ul style="list-style-type: none"> • Potomac River Rail Bridge (extends over the Parkway and Potomac River) • Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and River)
2	Potomac River	<ul style="list-style-type: none"> • Potomac River Rail Bridge (extends over the Parkway and Potomac River) • Potomac River Bicycle-Pedestrian Bridge (extends over the Parkway and River) • Retaining Walls and Landscape Design
3	East/West Potomac Parks	<ul style="list-style-type: none"> • Potomac River Bicycle-Pedestrian Bridge Landing • WMATA/I-395 Bridge • Ohio Drive SW Bridge • Washington Channel Rail Bridge • Retaining Walls and Landscape Design
4	Maine Avenue SW Area	<ul style="list-style-type: none"> • Maine Avenue SW Rail Bridge • Retaining Walls • Maine Avenue SW Pedestrian Bridge

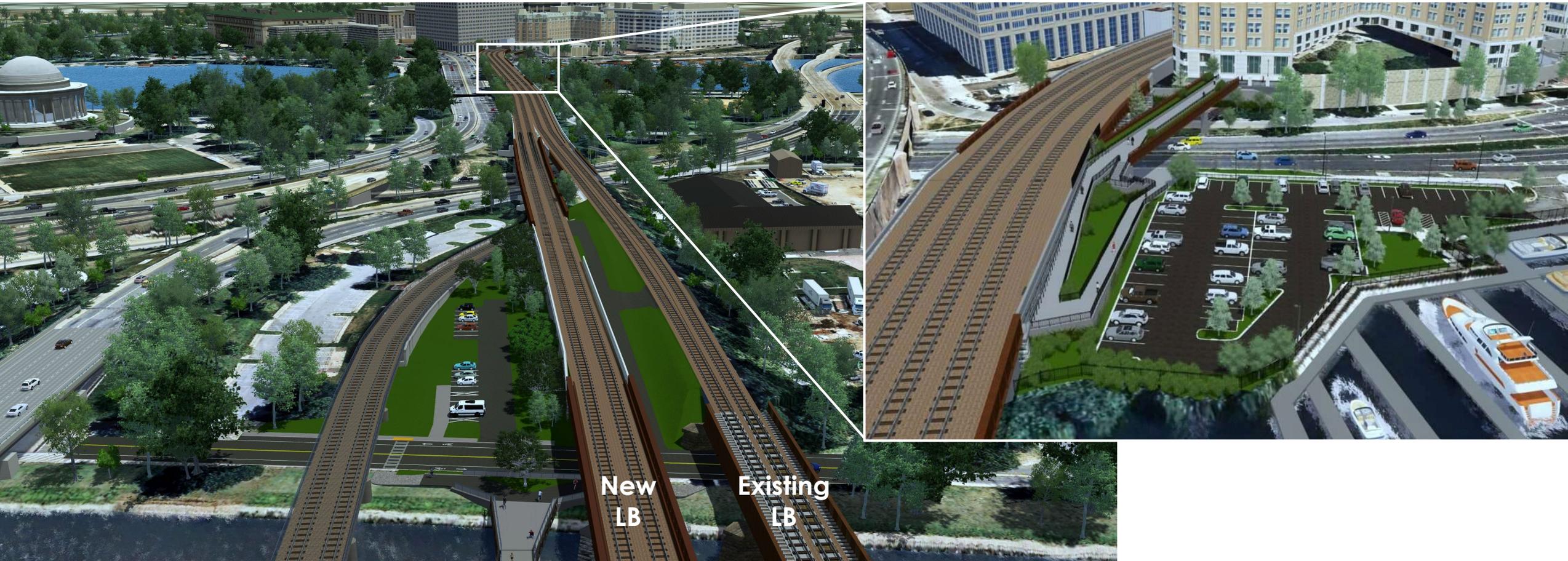
Long Bridge South Package

Building new two-track structure adjacent to existing two track structure



Long Bridge North Package

Building new four-track structure to replace existing two tracks

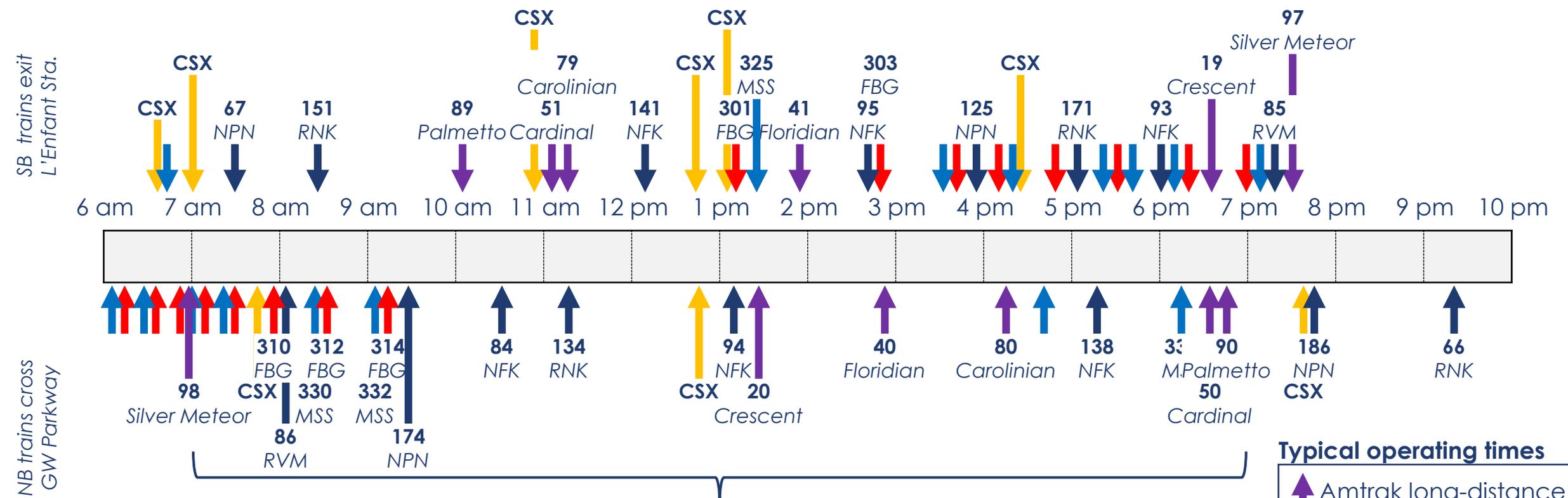


Long Bridge Work Windows & Service Impacts

- **Objective:** develop a service plan to facilitate a ~five-hour outage at Long Bridge for up to five years starting **January 2026**.
 - Maintain maximum service and optimize performance for Amtrak, VRE, and CSX
 - Maximize work window productivity
 - Utilize the work window opportunity created by Long Bridge – North for all projects when feasible
- **Constraints:**
 - **DC Noise and Vibration laws restrict significant work to daytime hours (Mon – Sat) for the Long Bridge – North project.**
 - VRE “AM Peak” and “PM Peak” is the highest ridership times of day
 - Significant work on the NEC and at WAS also requires service adjustment considerations
 - WAS is most congested in the afternoon
 - Service Impacts affect Amtrak Virginia, Amtrak Long Distance, Carolinian, and VRE (FBG and Manassas Line)



Current weekday service pattern in proximity to Long Bridge

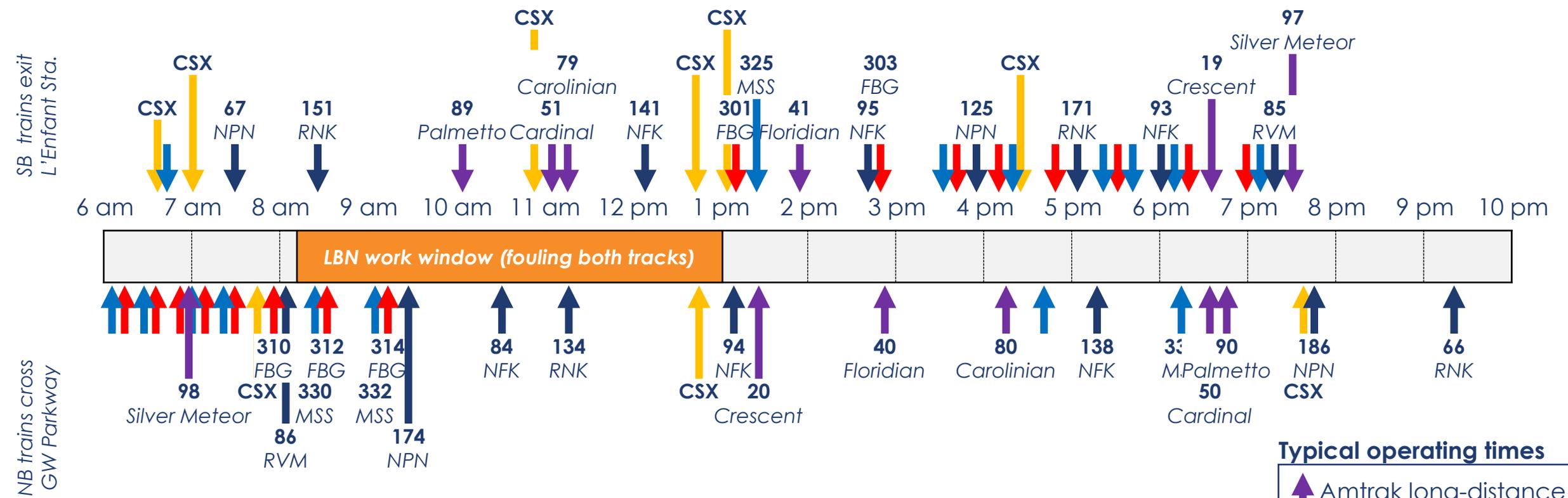


D.C. noise and vibration regulations limit most construction activities to daytime hours (7 AM to 7 PM) Six days a week (no Sunday work)

Typical operating times

- Amtrak long-distance
- Amtrak NE Regional
- VRE FBG
- VRE MSS
- CSX freight

Current weekday service pattern in proximity to Long Bridge

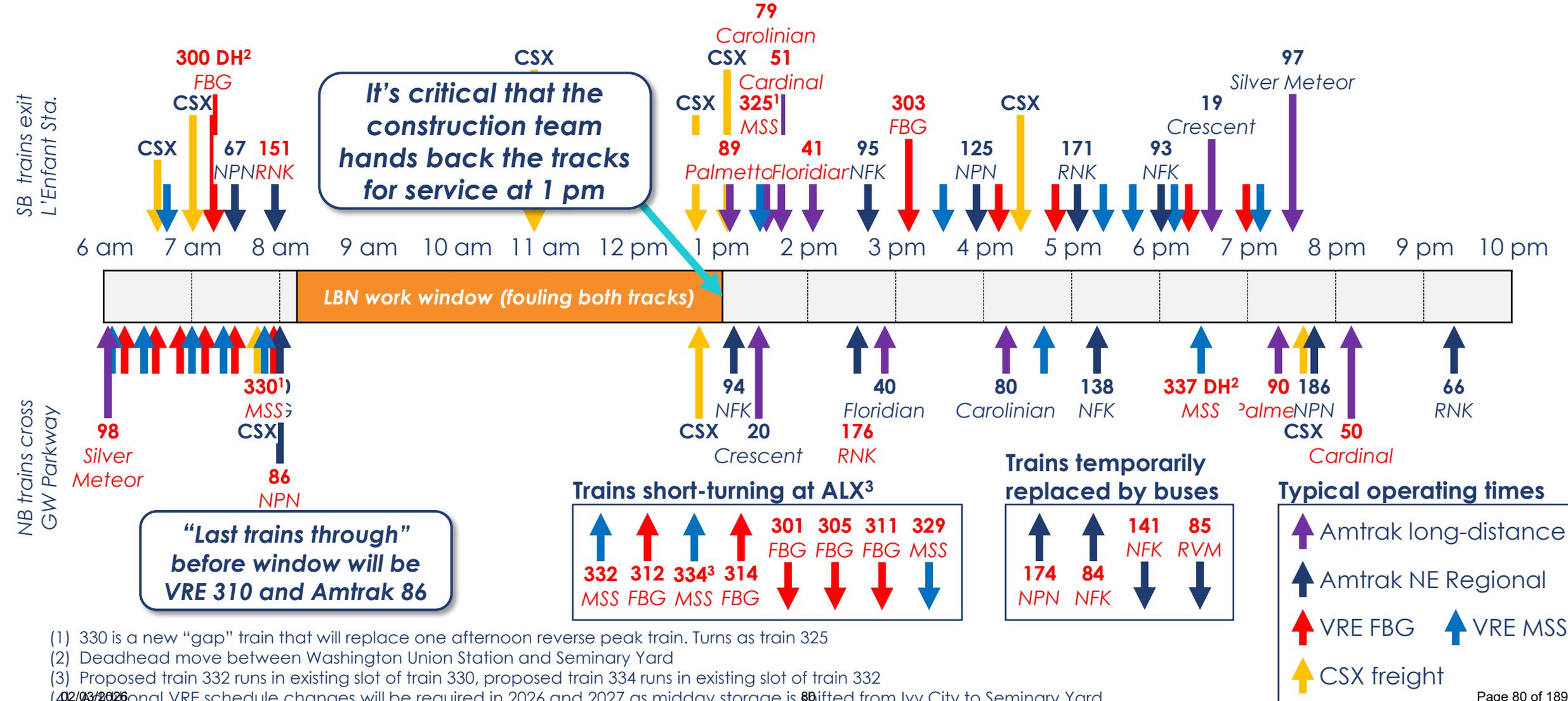


8:15 AM – 1:00 PM was identified as the "least bad" timeframe where a window could be carved out of existing service

Typical operating times

- ▲ Amtrak long-distance
- ▲ Amtrak NE Regional
- ▲ VRE FBG
- ▲ VRE MSS
- ▲ CSX freight

Proposed changes to passenger service on weekdays



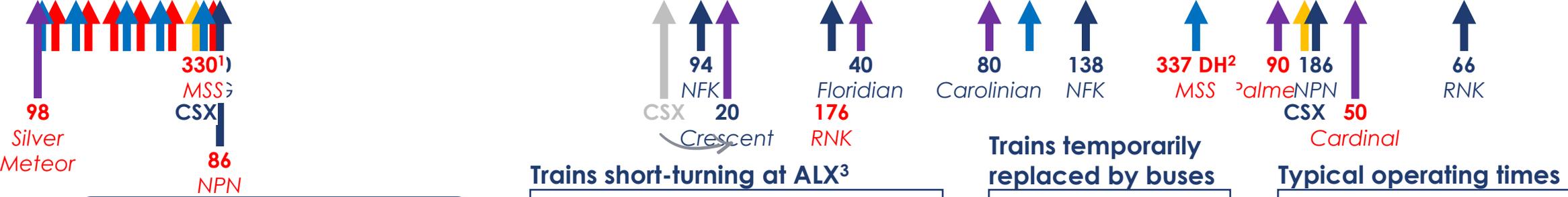
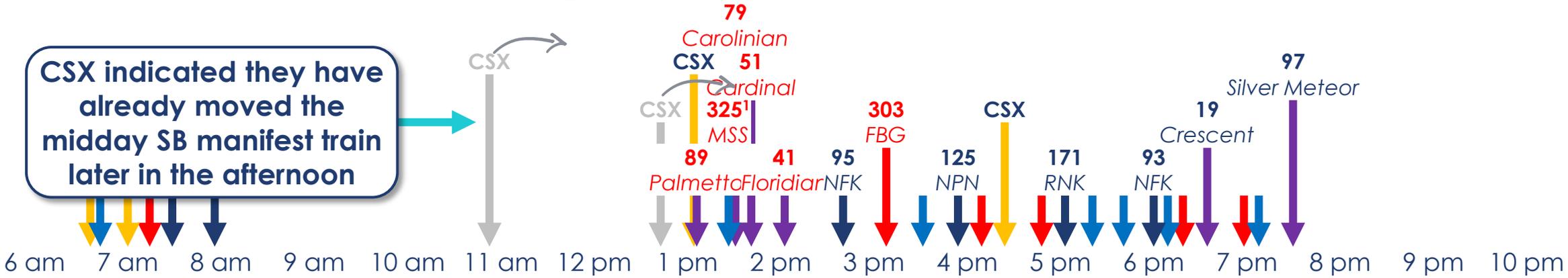
(1) 330 is a new "gap" train that will replace one afternoon reverse peak train. Turns as train 325
 (2) Deadhead move between Washington Union Station and Seminary Yard
 (3) Proposed train 332 runs in existing slot of train 330, proposed train 334 runs in existing slot of train 332
 (4) Additional VRE schedule changes will be required in 2026 and 2027 as midday storage is shifted from Ivy City to Seminary Yard

Modifications to CSX freight operations

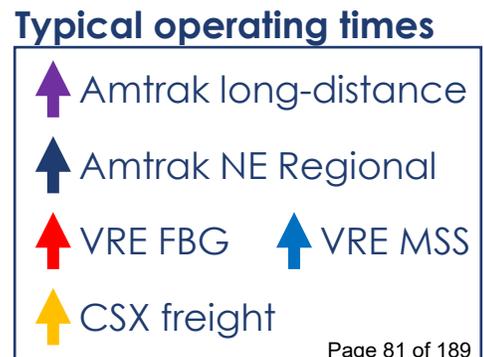
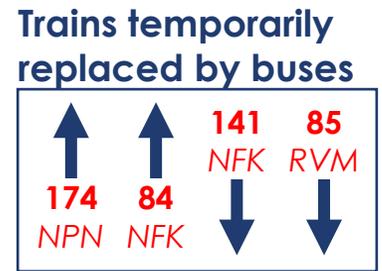
SB trains exit L'Enfant Sta.

NB trains cross GW Parkway

CSX indicated they have already moved the midday SB manifest train later in the afternoon

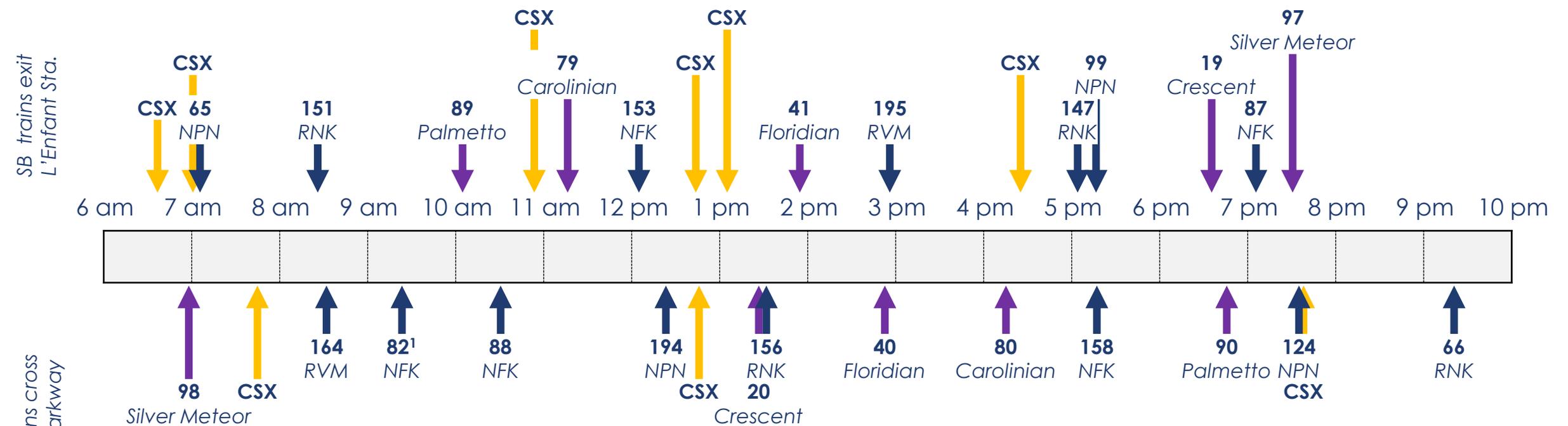


Fouling activities will be minimized during CSX peak season (Nov and Dec)



(1) 330 is a new "gap" train that will replace one afternoon reverse peak train. Turns as train 325
 (2) Deadhead move between Washington Union Station and Seminary Yard
 (3) Proposed train 332 runs in existing slot of train 330, proposed train 334 runs in existing slot of train 332
 (4) Additional VRE schedule changes will be required in 2026 and 2027 as midday storage is shifted from Ivy City to Seminary Yard

Current Saturday service pattern in proximity to Long Bridge



Typical operating times

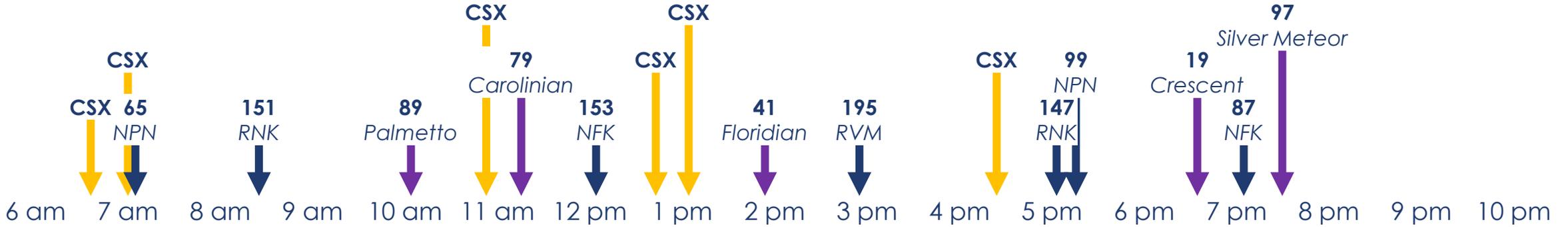
- Amtrak long-distance
- Amtrak NE Regional
- VRE FBG
- VRE MSS
- CSX freight

Construction work is generally not allowed on Sundays in D.C. (no outages required). Amtrak aiming to run a consistent schedule on both days.

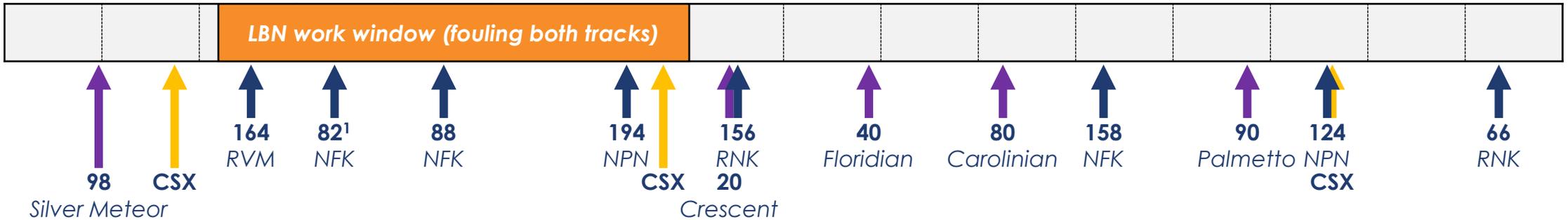
VRE Step-Up program will be implemented on all Amtrak VA trains, including on weekends

Current Saturday service pattern in proximity to Long Bridge

SB trains exit L'Enfant Sta.



NB trains cross GW Parkway



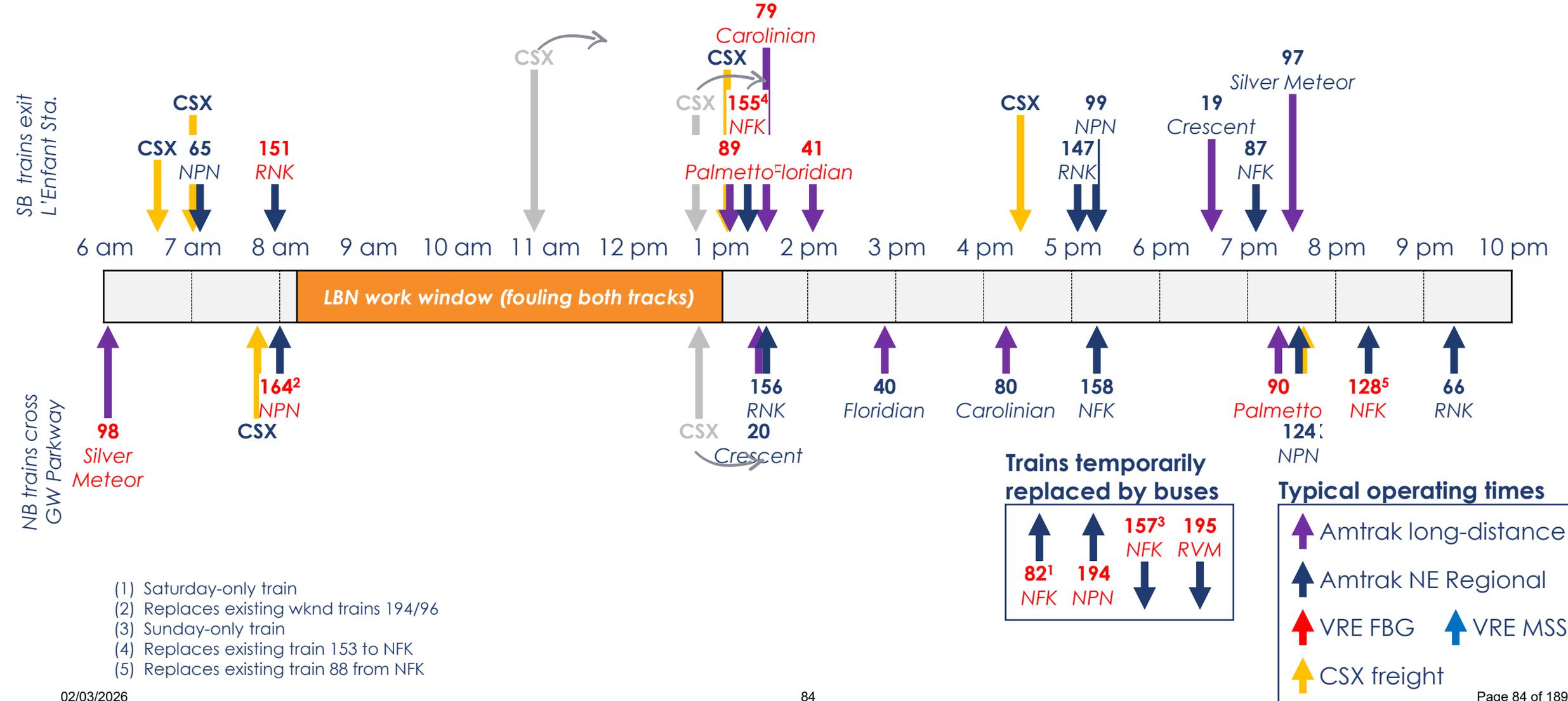
Construction work is generally not allowed on Sundays in D.C. (no outages required). Amtrak aiming to run a consistent schedule on both days.

VRE Step-Up program will be implemented on all Amtrak VA trains, including on weekends

Typical operating times

- Amtrak long-distance
- Amtrak NE Regional
- VRE FBG
- VRE MSS
- CSX freight

Proposed changes to passenger and freight service on Saturdays



Goal: We need to keep service running throughout construction

With a combination of peak construction activity and CSX heat orders, **summer 2027** is anticipated to be the most challenging for service.

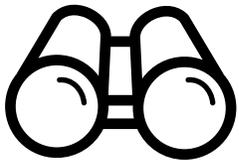
Construction schedules of selected TRV projects

Project	2025						2026						2027						2028																			
	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4				
L'Enfant Fourth Track																																						
Long Bridge North							Stage 1.1A						Stage 1.2A						Stage 2.2A																			
Alexandria Fourth Track																		Phase 1	Phase 2 + Track Phase Transition			Phase 3			Phase 4			Phase 5										
Franconia-Springfield Bypass	Shoofly Construction						Phase 2 Construction						Phase 2 Construction						Phase 2 Construction																			
Franconia to Lorton Third Track																		Phase 1			Phase 2			Phase 3			Phase 4 & Phase 5											
Potomac Creek Third Track South (Siding A) - Phase 1																		Construction						Construction														

Dates from May 2025 TRV master work schedule

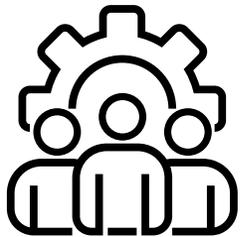
Proactively protecting operations throughout construction

1. Monitoring – *Dynamic environment will require interagency coordination.*



VPRA team will be tracking construction and MOW work updates provided by the parties and conducting regular service impact evaluations

2. Mitigating – *“What happens if Plan A doesn’t work?”*



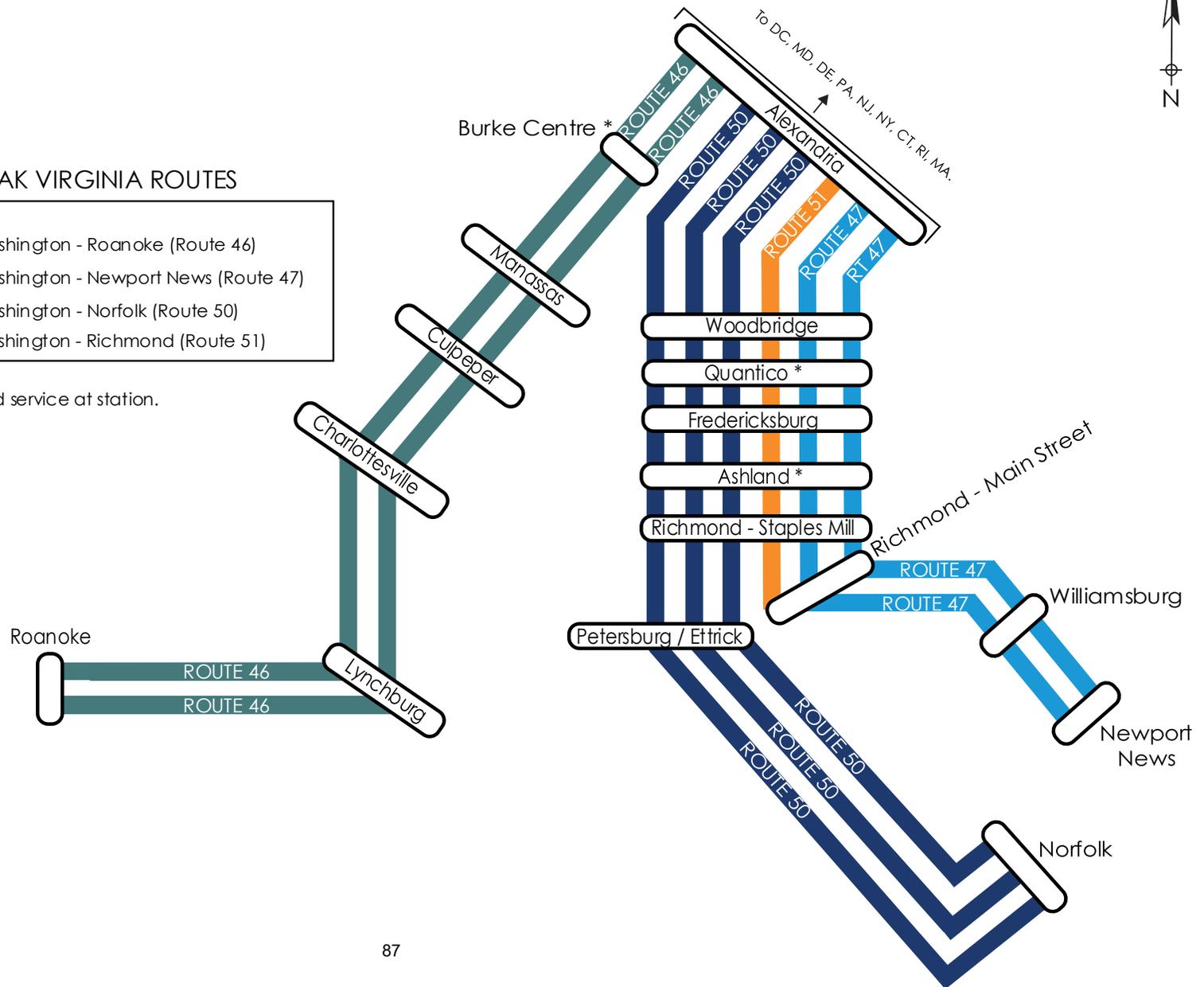
VPRA, CSX, Amtrak, and VRE will monitor and proactively implement mitigation measures as issues arise.

Today

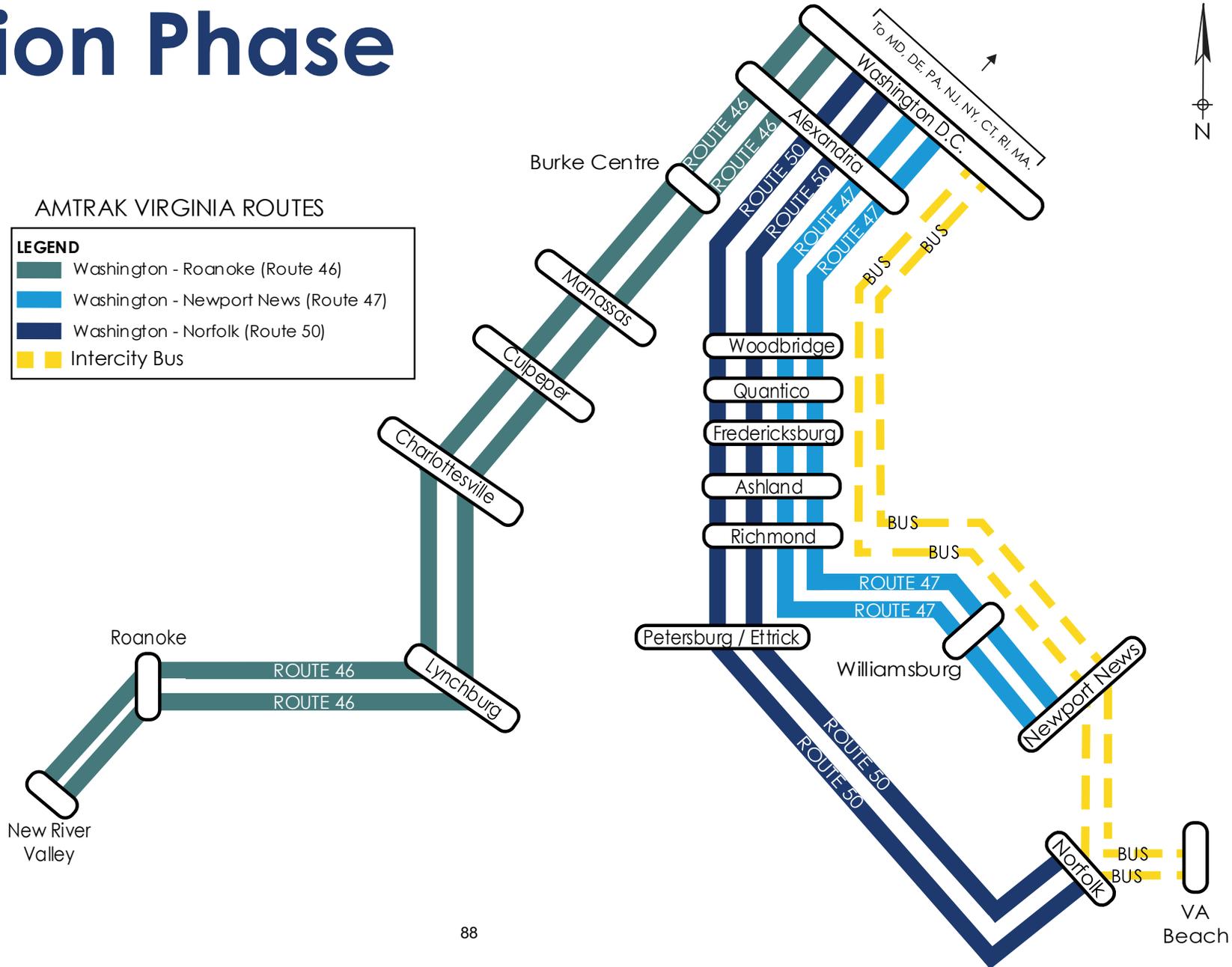
AMTRAK VIRGINIA ROUTES

LEGEND	
	Washington - Roanoke (Route 46)
	Washington - Newport News (Route 47)
	Washington - Norfolk (Route 50)
	Washington - Richmond (Route 51)

Note:
1. * Limited service at station.



Construction Phase



Long Bridge Completed (One Richmond Turn)

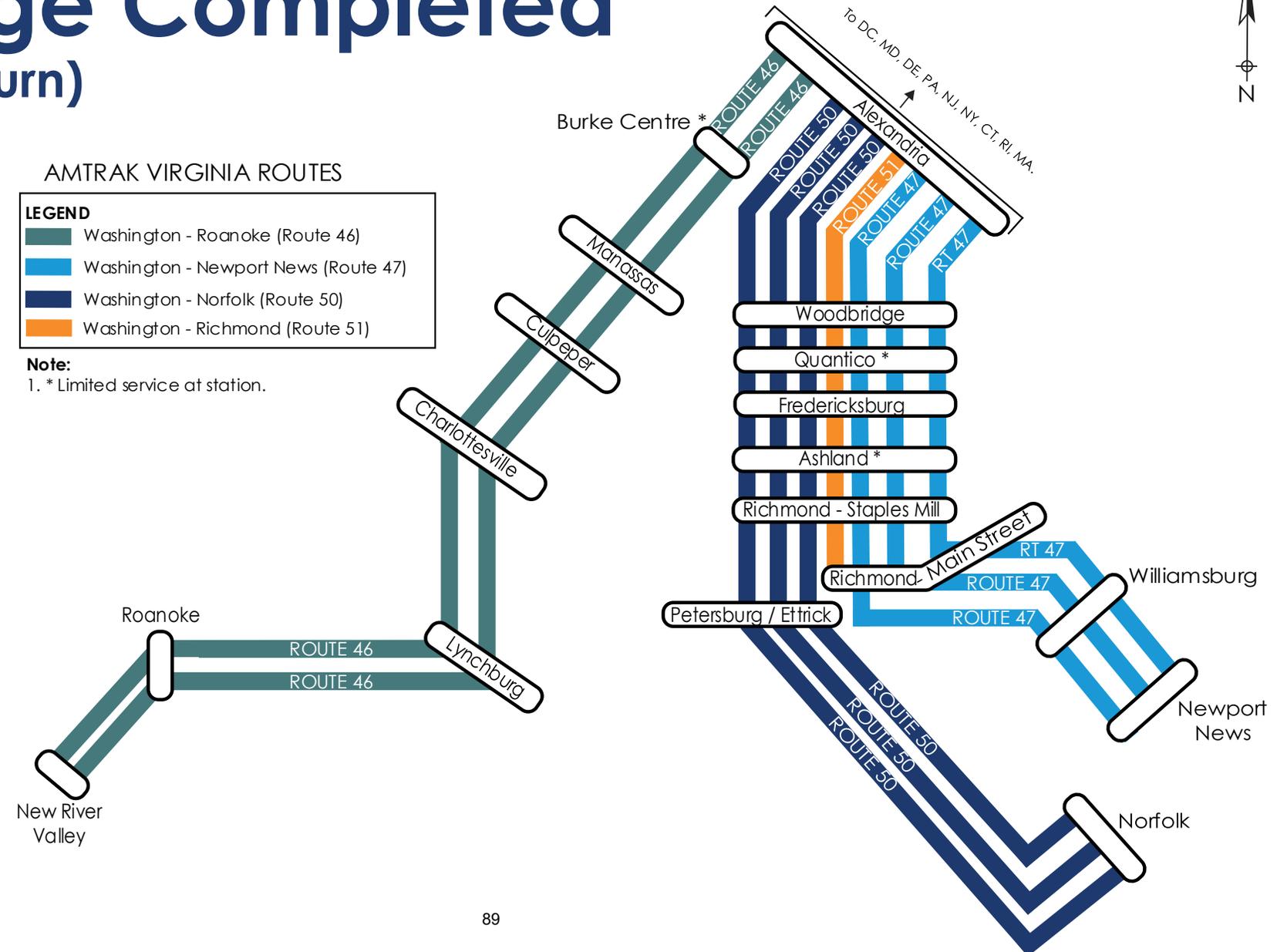


AMTRAK VIRGINIA ROUTES

LEGEND

- Washington - Roanoke (Route 46)
- Washington - Newport News (Route 47)
- Washington - Norfolk (Route 50)
- Washington - Richmond (Route 51)

Note:
1. * Limited service at station.



End of TRV Phases 1 and 2

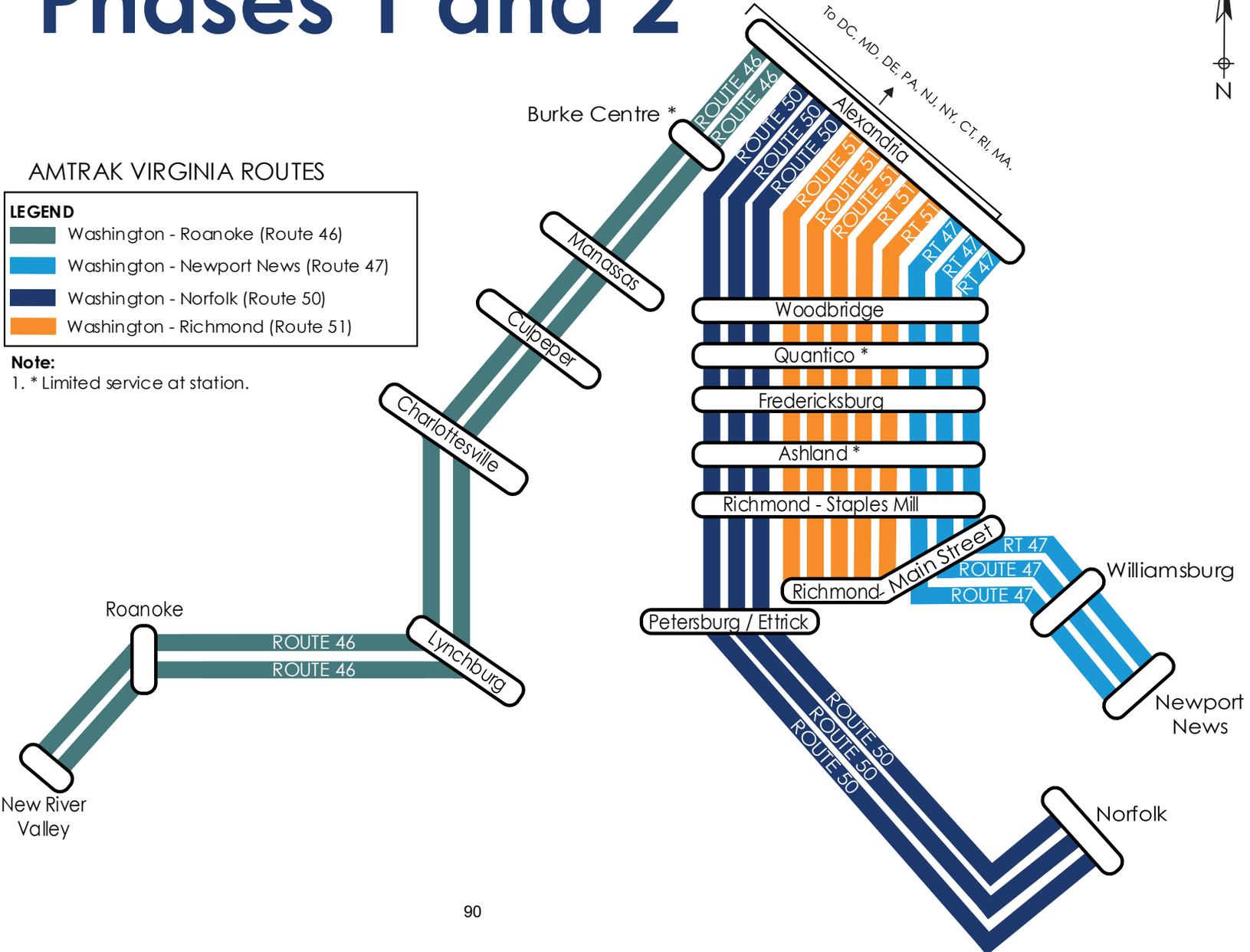


AMTRAK VIRGINIA ROUTES

LEGEND

- Washington - Roanoke (Route 46)
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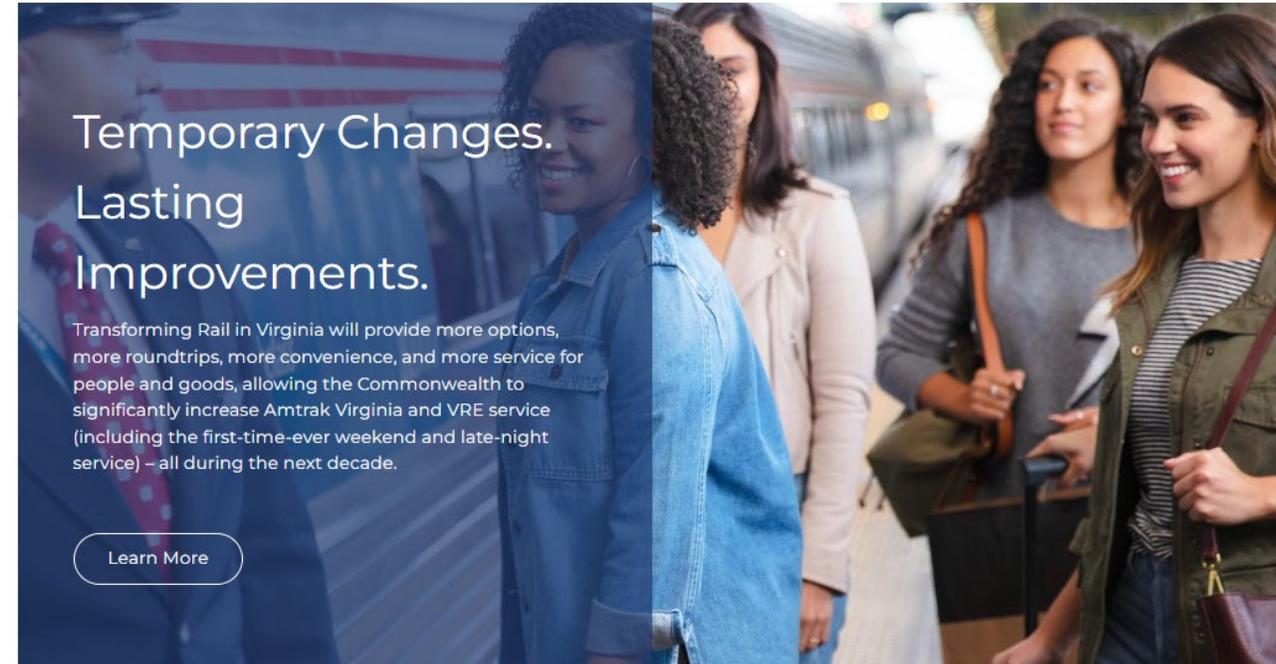
Note:
1. * Limited service at station.



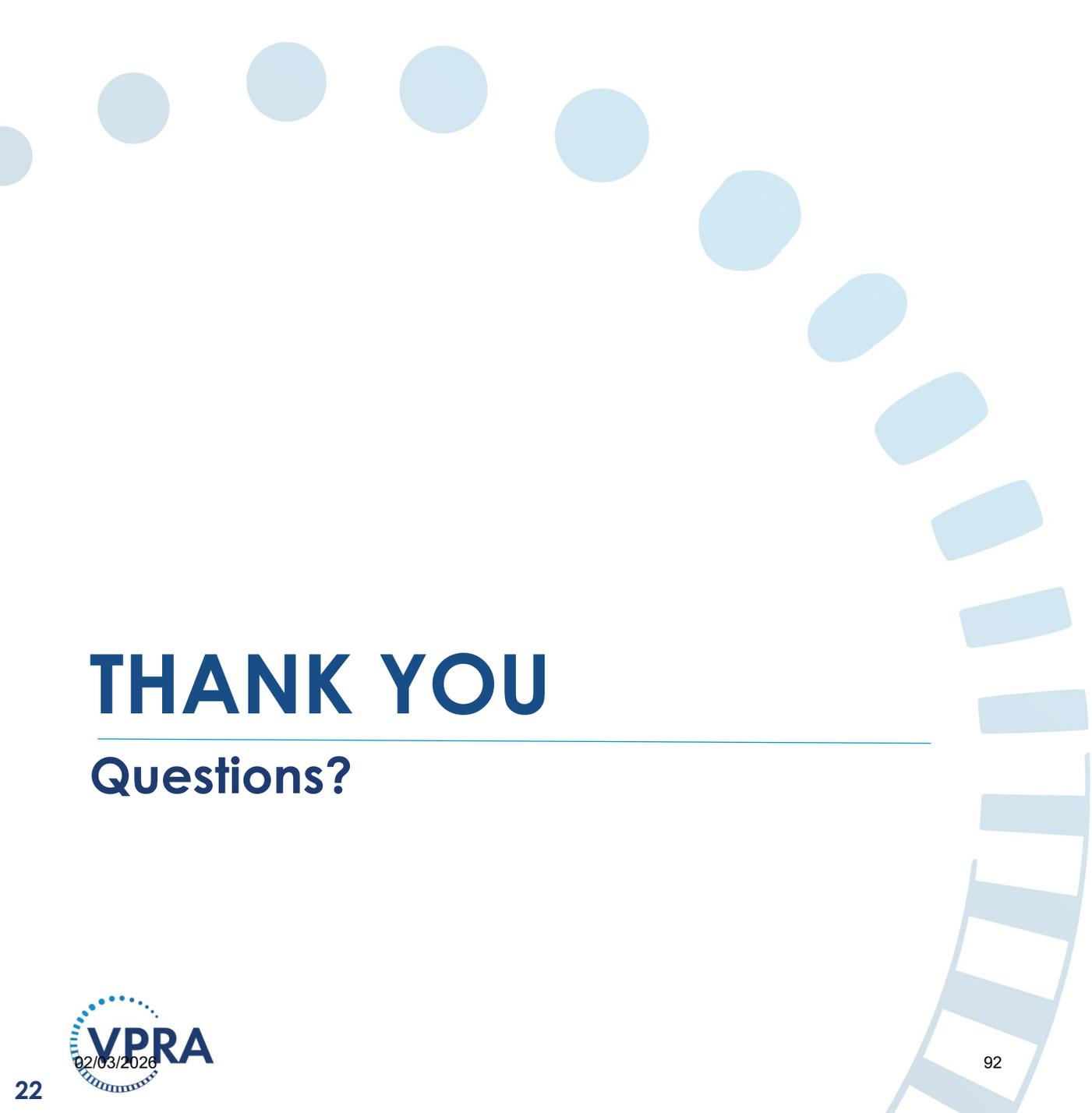
Communications and Outreach



Building the Future of Rail, Today - Video



<https://vapassengerrailauthority.org/plan-my-trip/service-guide/>



THANK YOU

Questions?

DRPT Update - October 2025

Reminders

- **WebGrants Updates**

- MPOs should ensure WebGrants information is up to date concerning grant administrators, contact details, addresses, etc.

- **Claim Stewardship**

- Ensure claims are submitted at least quarterly to ensure timely spend-downs of funding.
- Grantees may only submit at the most one claim per month in WebGrants
- Grantees have 90 calendar days after the end date of the grant to submit final reimbursements

Transit Updates

- **FY27 Grantee Application Workshop**

- DRPT will host the annual grant application workshop on November 19th. Registration details forthcoming.

- **FY27-30 S/TIP Coordination Meetings**

- DRPT has begun meeting with MPOs and Transit agencies detailing the TIP development for the 2027-2030 TIPs throughout October. Thank you to all who have responded to scheduling requests.

- **2925 CHSM Plan Update**

- DRPT is inviting all transportation providers and advocates to host pop-up engagement events in Sept. and Oct. to gather feedback on the CHSM Plan. Input will help identify gaps, set priorities, and guide funding decisions across the Commonwealth. DIY kit is available here [Coordinated Human Service Mobility Plan - DRPT](#)

Rail Updates

- **Statewide Rail Plan Kickoff**

- Engagement for the statewide rail plan update will begin in early 2026. Reach out to DRPT with any comments, questions, or concerns leading up to and throughout the process.

- **FRA NOFO – Federal-State Partnership**

- FRA has published a Notice of Funding Opportunity (NOFO) for the Federal-State Partnership for Intercity Passenger Rail (FSP). This grant provides funding for capital projects that reduce state-of-good-repair backlogs, improve performance, or expand or establish new intercity passenger rail service. Over \$5 billion is available for award for this grant.
- Applications are due by January 7th, 2026.
- Please contact your assigned planner or Taylor Holden (Taylor.Holden@drpt.virginia.gov) with any questions or technical assistance applying for this funding opportunity.

SMART SCALE Round 7: Transit Engagement Requirements

- If your SMART SCALE project is primarily focused on transit, you are required to meet with DRPT by **October 31, 2025**.
 - *Example: A new high-capacity fixed-route bus service*
- This engagement is crucial for technical support and to meet the SMART SCALE program engagement requirement.
- Projects that are roadway-based with minor transit elements are **exempt** from the DRPT engagement requirement.
 - *Example: A road widening project that includes a new bus stop.*
- Please email Paige.Lazar@drpt.virginia.gov to schedule an engagement meeting with DRPT before October 31.



Upcoming SMART SCALE Round 7 Requirements
All transit-primary projects must engage with DRPT by October 31, 2025, to meet the program's engagement requirement.

This engagement ensures DRPT is aware of your project and can provide technical support for your application. This meeting is required for projects where transit is the primary focus, such as new fixed-route bus services. Projects that are roadway-based and include only minor transit elements, like bus stop improvements, are exempt from this engagement requirement.

To schedule your engagement meeting, contact Paige Lazar at Paige.Lazar@drpt.virginia.gov.

Round 7 Application Schedule

	Open Date	Close Date
Schedule Meeting with DRPT	Now	October 31, 2025
Pre-Application Period	March 2026	March 2026
Full Application Period	June 2026	August 2026

General SMART SCALE Reminders

- Only capacity expansion projects are eligible; state of good repair projects are not.
- Projects can request up to 100% funding, or leverage other state, local, or federal funds.
- SMART SCALE funding is the final funding source. Projects must be fully funded and ready for implementation upon award.

Eligible Transit Projects

- Rolling Stock or Infrastructure for New/Expanded High-Capacity (20-minute headways or less) or Fixed-Guideway Route
- Construct or Convert Existing General Purpose or Parking Lane to Bus-only Lane
- Construct or Expand Transit Customer Facility or Maintenance/Administrative Facility
- Construct New or Improve Existing Bus Stops
- Park and Ride Lots
- New or Expanded Vanpool or On-Demand Transit Service

Application Requirements

- Meeting with DRPT by October 31st
- Project Sketch
- Engineering Cost Estimate
- Ridership Data
- Planning Documentation: Project needs to be included in approved planning documentation.

For a comprehensive list of requirements, please consult the [SMART SCALE Technical Guide](#).

DRPT Connects

Full Memo to be Emailed Separately

FFY2027-2030 S/TIP Development Timeline

VDOT and DRPT to begin new STIP development this year

- ✓ **June 2025** – Kick-off Virtual meeting for FFY2027-2030 STIP Development
- ✓ **August 2025** - MPOs begin coordination with Human Services and Transit agencies on projects to be included in the new TIP
- **January 2026** - MPOs produce draft TIPs
- **February 2026** - MPOs begin public involvement efforts on draft TIPs
- **March 2026** - MPOs complete public involvement efforts on draft TIPs
- **April – July 2026** - MPOs approve TIPs and submit to VDOT-FPMD and DRPT
- **October 2026** - MPOs post approved TIPs on MPO websites

S/TIP Process Updates

- MPOs should be using the new standard form for all TIP Admin. Mods. And Amendments
- An example resolution template is also available on WebGrants under *Utilities>Document Repository*
- Any questions, please reach out to your DRPT Planner

Instructions:
 Make a copy of this tab for each TIP action being requested. The TIP Action Requirements Checklist will determine if an amendment is required based on the project's current total TIP block amount and percent change in amounts. All new TIP blocks are an amendment regardless of the amount.

1. Enter values from the existing TIP block in the **green** table then enter new values in the **blue** table. The TIP Action Requirements Checklist will determine if an amendment is required based on the project's current total TIP block amount and percent change in amounts.
 2. **DRPT STIP funds are entered in \$1,000s** Include a detailed description of changes in the appropriate description field
 3. Skip funding rows that are not relevant and do not add any additional funding sources
 - Use "other Federal for Fed fund sources that are not listed"
 - Enter STBG as RSTP
 - Enter CAPRES/CRPSA/APP as Federal Stimulus
 4. Submit the form to DRPT via STIP@dpt.virginia.gov and include all attachments (form and resolution)

Actions triggering an amendment:
 - Adding a project is an amendment
 - Addition or deletion of a project phase
 - Major change to project phase start date
 - Major change to design, concept, or scope
 - Any change that requires air quality conformity determination
 - Changes in cost meeting what is outlined in the TIP Action Requirements Checklist

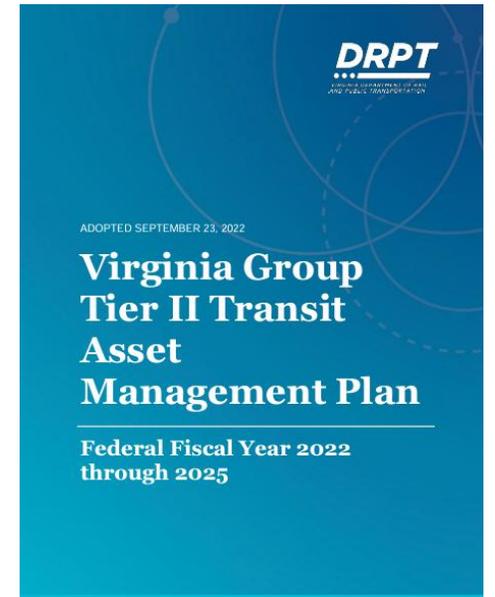
MPO Name: _____
 STIP ID: _____
 Project ID: _____
 Recipient: _____

Existing TIP Block Details (Add new/updated amounts)							Revised TIP Block Details (Copy and paste amounts from current TIP)						
	Previous	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027		Previous	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027
FTA 5307						FTA 5307							FTA 5307
FTA 5307(h)						FTA 5307(h)							FTA 5307(h)
FTA 5309						FTA 5309							FTA 5309
FTA 5310						FTA 5310							FTA 5310
FTA 5311						FTA 5311							FTA 5311
FTA 5329						FTA 5329							FTA 5329
FTA 5337						FTA 5337							FTA 5337
FTA 5339						FTA 5339							FTA 5339
Federal Stimulus						Federal Stimulus							Federal Stimulus
FTA ADTAP						FTA ADTAP							FTA ADTAP
FTA RTAP						FTA RTAP							FTA RTAP
Flexible STP						Flexible STP							Flexible STP
CMAQ						CMAQ							CMAQ
RSTP						RSTP							RSTP
Other Federal						Other Federal							Other Federal
State						State							State
Local						Local							Local
Revenues						Revenues							Revenues
Year Total:						Total Funds:							Total Funds:

Project Change Request Details:

TAM Background

- Transit Asset Management (TAM) Plans are required under (49 C.F.R. Part 625)
- Applies to all recipients of Chapter 53 funds that either own, operate, or manage capital assets used in providing public transit
- A TAM Plan is a tool that aids transit providers in:
 - *Assessing the current condition of its capital assets*
 - *Determining what the condition and performance of its assets should be (if they are not already in a state of good repair)*
 - *Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair*
 - *Deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means*



FFY26 – FFY29 Group TAM Plan Update

DRPT is beginning the FFY26-FFY29 Group TAM Plan update

- TAM Plan update Kick-off webinar to be held in early December
- Details and registration link forthcoming – be on the lookout

**FFY26 – FFY29 Group TAM
Plan adoption expected
September 2026**

Next Steps:

- **Early December:** Kick-Off Webinar
- **December – January:** Opt-in period for eligible transit agencies

Transit Agency Action Items:

- Maintain accurate asset inventory in TransAM (January 15 and July 15)
- Notify DRPT of any changes with your agency's TAM Accountable Executive

TAM Performance Targets Dashboard

- Available on DRPT's [Open Data Portal](#)
- Displays TAM Performance Targets for:
 - Vehicles
 - Equipment
 - Facilities
- Next scheduled update: October 2025

Transit Asset Management (TAM) Performance Targets



This dashboard displays TAM performance targets as outlined in the DRPT sponsored 2022 Tier II TAM Plan. DRPT assesses targets annually and provides updates to this dashboard on an annual basis. Last updated October 2024.

About

Vehicles

Facilities

Statewide Performance Targets

The performance targets for category and class are set based on a combination of past performance and expected condition. For Revenue Vehicles, the targets are expressed as a percentage of the total asset class inventory that have met or exceeded their Useful Life Benchmark. Asset conditions of facilities are based on the FTA's Transit Economic Requirements Model (TERM) scale. Asset condition for equipment is based on equipment age for vehicles and available industry standard scales for non-vehicle equipment.

Vehicles Performance Targets

Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Asset Class	ULB (years)	Target
AB- Articulated Bus	14	5%
BU- Bus	14	15%
CU- Cutaway	10	10%
MV- Minivan	8	20%
BR- Over-the-Road-Bus	14	15%
VN- Van	8	20%
*AO - Automobiles	8	30%
*TX - Trucks and other rubber tire vehicles	14	30%

* Equipment (non-revenue service vehicles)

Facilities Performance Targets

% of facilities with a condition rating below 3.0 on the FTA TERM scale

Asset Class	TERM	Target
Administration Facilities	< 3.0	10%
Maintenance Facilities	< 3.0	10%
Passenger Facilities	< 3.0	15%
Parking Facilities	< 3.0	10%

[Learn More about TAM Performance Measures](#)

Tier II TAM Plan

The Virginia Department of Rail and Public Transportation (DRPT) sponsors the Tier II group Transit Asset Management (TAM) plan and developed the FY2022-2025 plan in collaboration with 33 rural and small urban transit agencies in Virginia. These agencies are located across the Commonwealth and have a combined total of 1,224 vehicles and 49 facilities.

[2022 Tier II TAM Plan](#)

The purpose of the Virginia Statewide Group Tier II TAM Plan is to aid DRPT and the participating Tier II transit agencies in achieving and maintaining a State of Good Repair (SGR) for public transportation assets operated in the Commonwealth of Virginia.

[View TAM Plan Participants](#)



5303 Contract Updates

- DRPT is awaiting final FTA approval for our 5303 grant application
- Once we receive the NTP we will begin issuing contracts to MPOs
- MPOs with cash flow concerns associated with the delay should reach out to us to discuss assistance options



TMPD UPDATE - PATHWAYS FOR PLANNING (P4P)

MPO Quarterly Meeting

| Sreehari 'Sree' KottoorMadam

10/15/2025

Agenda

- **Pathways for Planning (P4P) Overview**
- **Platform Update - New and Upcoming Changes**
- **Announcements**
- **Questions & Comments**

Pathways for Planning (P4P): Overview

What is Pathways for Planning (P4P)?

- Web based planning tool with centralized login and access control.
- Designed to give us the flexibility to make changes, add features as needed and allow access to resources based on the roles and responsibilities.

Who is the target audience?

- VDOT
- MPOs and PDCs
- Localities
- VDOT's third-party consultants
- Universities and Research Centers

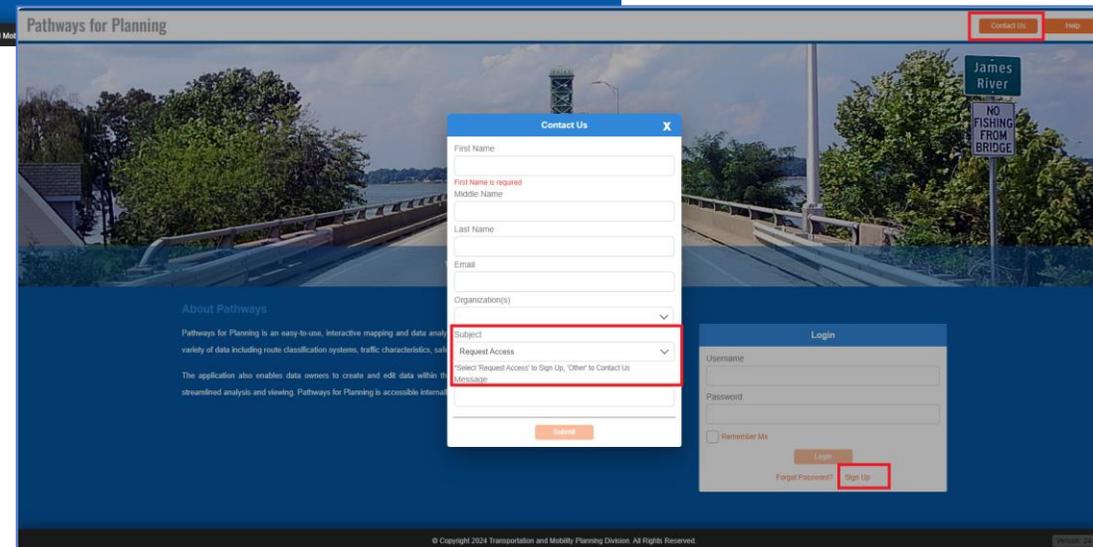
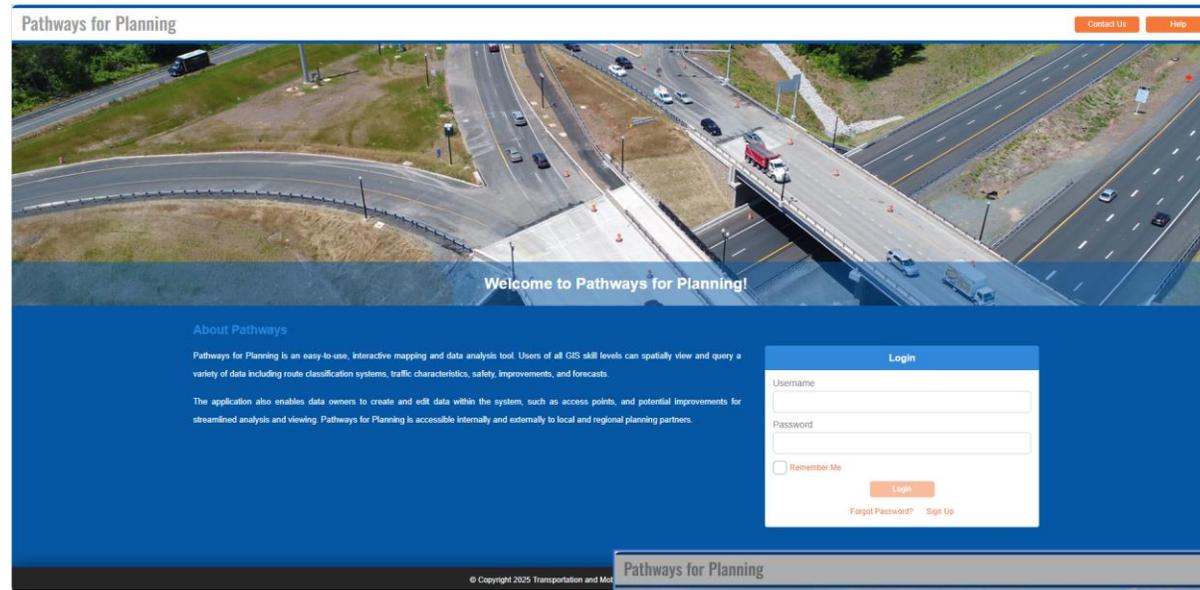
Significance?

- P4P serves as the TMPD's Official Data Source and Tool and has replaced the legacy SPS Application (MS Access based tool) since the end of 2024.
- A unified portal that allows users to easily explore, visualize, and download planning-related data.
- Provides all short and long-range planning data requirements, including Traffic Data, Forecasts & Performance Measures, etc.

P4P : Access & Contact Us

Requesting Access:

- **Sign Up :**
<https://vdotp4p.com>
- **Contact Us:** To reach out the support team in case you have any questions.



FAQ

Do I need an account to access P4P?



Yes, you need an individual account. You can request access directly from the login page.



P4P: Modules

Planning Resources and Modules:



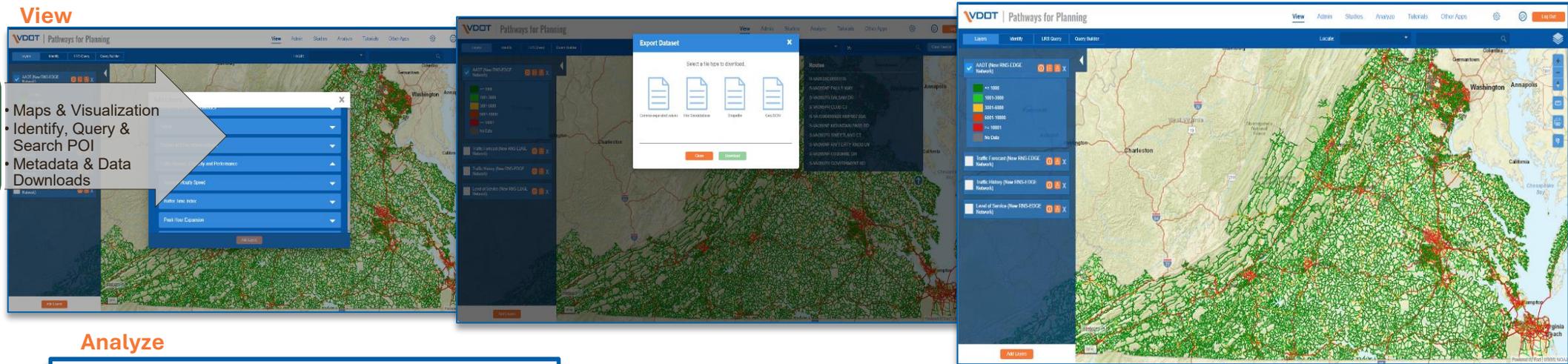
*Except Studies & Contracts, all resources are available to all users by default.

P4P : Access To Data & Planning Resources

View

View

- Maps & Visualization
- Identify, Query & Search POI
- Metadata & Data Downloads



Analyze

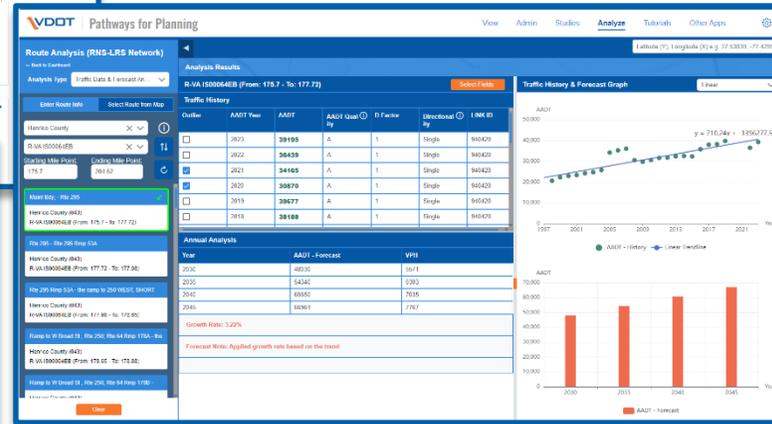
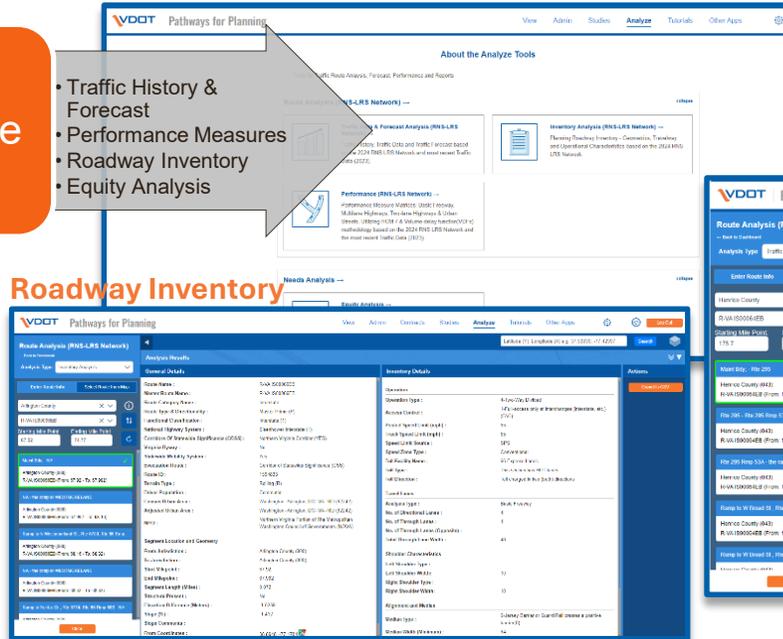
Analyze

- Traffic History & Forecast
- Performance Measures
- Roadway Inventory
- Equity Analysis

Traffic Data & Forecast Analysis

Performance Measures

Roadway Inventory



Next: Platform Updates - New & Upcoming

P4P: Updates and Recent Changes – Map Layers

Update

- MPO Boundaries

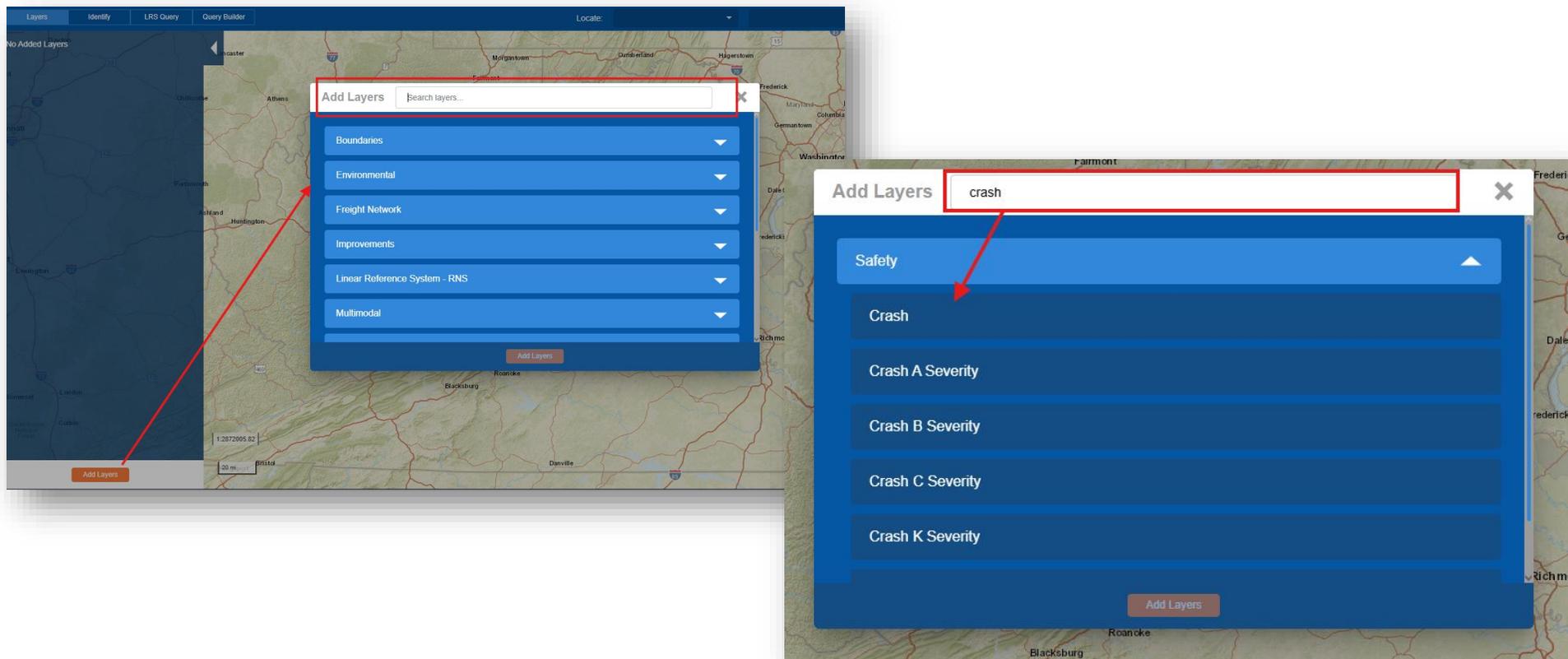
New

- Smart Scale Projects 2026
- 2023 VTRANS Statewide Needs
- 2023 VTRANS District Needs

P4P: Updates and Recent Changes

Enhancements:

- View: New Search Layer functionality, a better way to find the available layers from the growing list..



P4P: Updates and Recent Changes

Enhancements:

- View: Existing Query Builder Improvement – Minor UI enhancements and performance improvement; GIS Export Format Update

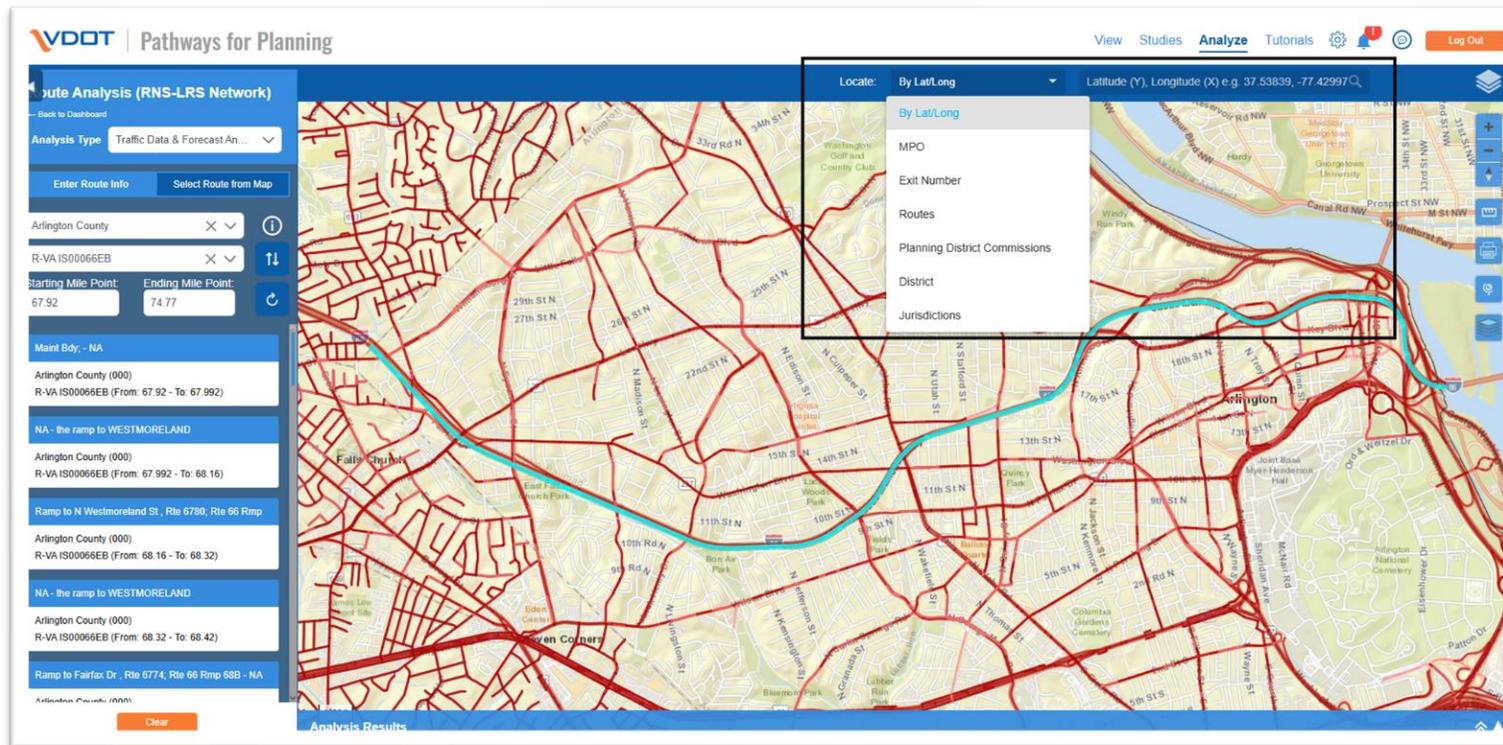
The screenshot displays the VDOT Pathways for Planning web application. The interface includes a top navigation bar with 'View', 'Admin', 'Studies', 'Analyze', 'Library', and 'Tutorials' options. A left sidebar contains a 'Query Builder' tab and various tools like 'Draw Shapes', 'Select Boundaries', and 'Add Layers'. The main area shows a map of the Danville region with a green-shaded area of interest and a 'Crash' layer overlaid. Below the map is a data table with the following columns: #, Route Name, Measure, Document Nbr, Local Case CD, Crash Year, Crash Date, Crash Military Time, Crash Severity, K People, A People, B People, C People, Persons Injured, Pedestrians Killed, Pedestrians Injured, Vehicle Count, Weather Condition, Light Condition, Roadway Surface Condition, and Re To Ro.

#	Route Name	Measure	Document Nbr	Local Case CD	Crash Year	Crash Date	Crash Military Time	Crash Severity	K People	A People	B People	C People	Persons Injured	Pedestrians Killed	Pedestrians Injured	Vehicle Count	Weather Condition	Light Condition	Roadway Surface Condition	Re To Ro
1	<input checked="" type="checkbox"/> R-VA US00058WBBUS014	7.58	163195180	16009245	2016	2016-11-11T05:00:00+00:00	1002	A	0	1	2	0	3	0	0	4	1	2	1	1
2	<input checked="" type="checkbox"/> R-VA SR00293SB	5.63	161885190	16005270	2016	2016-07-03T05:00:00+00:00	153	A	0	3	0	0	3	0	0	1	5	4	2	1
3	<input checked="" type="checkbox"/> R-VA071SC00729NB	3.27	161445428	DIV616057227	2016	2016-05-23T05:00:00+00:00	1640	A	0	1	0	0	1	0	0	2	1	2	1	8
4	<input checked="" type="checkbox"/> R-VA US00058EBBUS014	1.07	162855269	DIV616112609	2016	2016-10-09T05:00:00+00:00	1320	A	0	1	1	0	2	0	0	1	1	2	1	8

P4P: Updates and Recent Changes

Enhancements:

- Analyze: New Locator/Search option to locate features or AOI (Similar to View but tailored to work with route selections)



P4P: Updates and Recent Changes

Enhancements:

- Analyze: Added TMPD recommendation notes/pop-up messages - Notify users about any recommendations based on the findings on the data, accuracy or suggestions based on studies/feedback.

The screenshot displays the VDOT Pathways for Planning software interface. The main panel shows the 'Analysis Results' for route R-VA US00029NB. The 'Traffic History' table lists data from 2019 to 2024, with a pop-up window titled 'TMPD Recommendation' overlaid on the 2021 entry. The 'Annual Analysis' table shows forecasted AADT values from 2030 to 2050. The right panel features a 'Traffic History & Forecast Graph' with a linear trendline and a bar chart for the forecast.

Outlier	AAAT Year	AAAT	AAAT Quality	D-Factor	Directionality	LinkID
<input type="checkbox"/>	2024	19801	G	0.5079	Combined	03
<input type="checkbox"/>	2023	19639	G	0.5079	Combined	03
<input type="checkbox"/>	2022	18513	F	0.5079	Combined	03
<input checked="" type="checkbox"/>	2021	19874	F	0.5079	Combined	03
<input checked="" type="checkbox"/>	2020	17298	F	0.5079	Combined	03
<input type="checkbox"/>	2019	20914	F	0.5079	Combined	03

Year	AAAT - Forecast	AAAT - History
2030	21298	1902
2035	22545	2013
2040	23793	2125
2045	25040	2236
2050	26288	2348

Annual Analysis

Growth Rate: 1.26%

Forecast Note: Applied growth rate based on the trend

TMPD Recommendation

Based on the counter location and road segmentation, AADT from LinkID 130015 in TMS is more reasonable than LinkID 030269.

P4P: Updates and Recent Changes

Enhancements:

- Library module Improvement - Added new role-based actions for enhanced security (Move Files, Delete Folders, Rename Folders and user rights to perform various actions)

VDOT | Pathways for Planning

Library (Admin)

Search for Documents by Name or Description Text (in all)

Directory

- New Folder
- Salem
- Staunton
- Staunton
- Planning-General
- Bicycle and Pedestrian Plan
- Freight Plan
- Long Range Transportation Plan
- Rural Long Range Transportation Plan
- Regional Transportation Priorities Plan
- Transportation Improvement Program
- Development Area Master Plan
- Small Area Plan
- Transit Plan

Documents

Current Directory: Corridor Studies

Name	Folder	Upload By	Upload Date	Size	Actions
CVFDC_GravesMillRoadCorridorImprovementStudy_2018.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	17.17 MB	[Move] [Delete] [Rename] [Share]
CVFDC_RuralSciencCorridorStudy_2012.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	6.68 MB	[Move] [Delete] [Rename] [Share]
CVFDC_Route221CorridorPlanBedfordCountyLynchburg_2014.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	32.42 MB	[Move] [Delete] [Rename] [Share]
NRVRC_ShawsvilleRoute11Route469CorridorStudy_2012.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	15.26 MB	[Move] [Delete] [Rename] [Share]
NRPDC_Route3NorthamNeckCorridorImprovementStudy_2016.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	11.44 MB	[Move] [Delete] [Rename] [Share]
TJPOC&SAWMP0_SRP0164CorridorPlan_2017.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	9.54 MB	[Move] [Delete] [Rename] [Share]
WPPDC_DanvilleMPO_Route29AccessManagementTightqueeze_2009.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	1.91 MB	[Move] [Delete] [Rename] [Share]
WPPDC_DanvilleMPO_Route29AccessManagementBlair_2010.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	2.86 MB	[Move] [Delete] [Rename] [Share]
WPPDC_DanvilleMPO_MountCrossRoadCorridorAnalysis_2018.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	10.49 MB	[Move] [Delete] [Rename] [Share]
WPPDC_DanvilleMPO_MountCrossRoadImprovementStudy_2012.pdf	Corridor Studies	Stacey Dahlstrom	09/29/2023	8.58 MB	[Move] [Delete] [Rename] [Share]

Items per page: 10 | 1 - 10 of 32 | [Previous] [Next]

VDOT | Pathways for Planning

Library (User)

Search for Documents by Name or Description Text (in all)

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Items per page: 10 | 1 - 10 of 32 | [Previous] [Next]

P4P: Upcoming Changes – Map Layers

Update

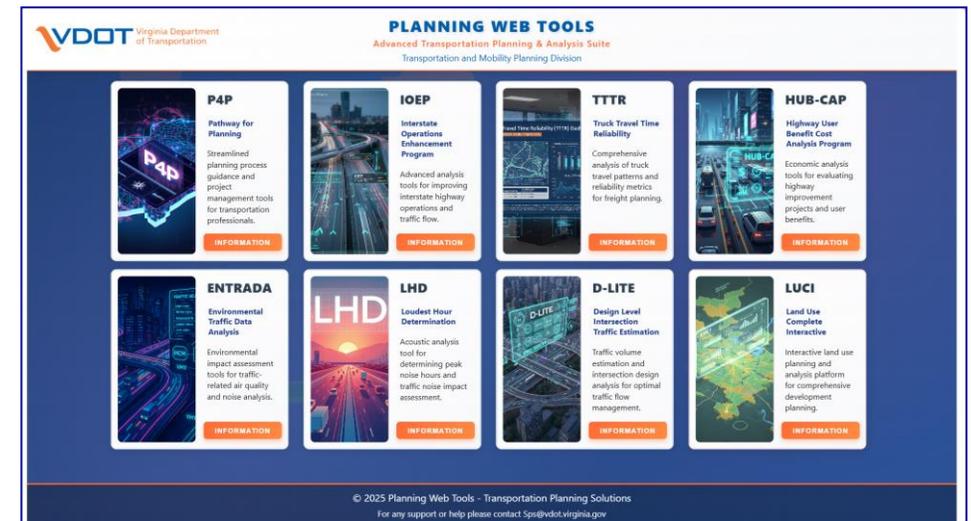
- Pavement Condition
- Bike Infrastructure
- Crash
- Traffic Volume layers (AADT, Forecast and History)
- Performance Measures (V/C Ratio & Level of Service (LOS))

New

- **Average Vehicle Occupancy (AVO) Data**
 - American Community Survey (1)
 - County and City level
 - 5 years average
 - Police Reported Crash Document (12)
 - District, County and City, Census Block, and Corridor levels
 - 2020, 2021, 2022, 2023, and 2024
 - Weekday, Weekend, and 7-Days
- **StreetLight AADT**
 - Year: 2024
 - Included Local streets
- **Hourly Vehicle Volume Profile**
 - Year: 2024
- **Population**
 - County, City, and Town

P4P: Upcoming Changes and Enhancements

- **New Query functionality update** in progress
 - Updated UI
 - Query Speed Optimization
 - GIS Format Export
 - Multi Filtering Enhancement
- **Reporting Tool:** Exploring an enhanced approach to capture user inputs (e.g., Growth Rate, Functional Classification etc.) and integrate them with the P4P interface and analysis results.
- **Landing Page:** Easy access to all our planning web tools through a centralized site.



P4P: Announcements

P4P Office Hours -

- A new initiative to support our users - Informal/open meeting times for discussion, questions, quick demo or feedback.
- The P4P team will be available for one hour from 10:30 AM to 11:30 AM on the second Thursday of every month.

Next: November 13th, Thursday @10:30 AM

- We plan to replace Office Hours with **quarterly full P4P training sessions**. The agenda will be shared early next month with our users.

Join the Teams Meeting

Meeting ID: 222 395 511 021 8

Passcode: Ru68ej2g

Join the P4P Office Hours



MS Teams Meeting

P4P: Questions & Comments?

Teams

Contacts

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Ian Turner, ian.turner@vdot.virginia.gov

Shared Mailbox: P4P@vdot.virginia.gov

Learn More about the Team:



Planning Data Solutions



MPO SAFETY PERFORMANCE MEASURES

2026 Targets

VDOT Traffic Operations Division

October 2025

MPO Safety Performance Targets

All MPOs must set a target for each of the 5 Safety Performance Measures

MPOs may adopt and support the State's HSIP target, develop their own, or use a combination

MPO targets are not annually assessed for significant progress toward meeting targets

MPO targets are reported directly to VDOT by February 28, 2026

Source of facts and additional information can be found at https://safety.fhwa.dot.gov/hsip/spm/docs/mpo_factsheet.pdf

What MPO Safety Performance Targets are Submitted?

Fatalities

Fatality Rate

Serious Injuries

Serious Injury
Rate

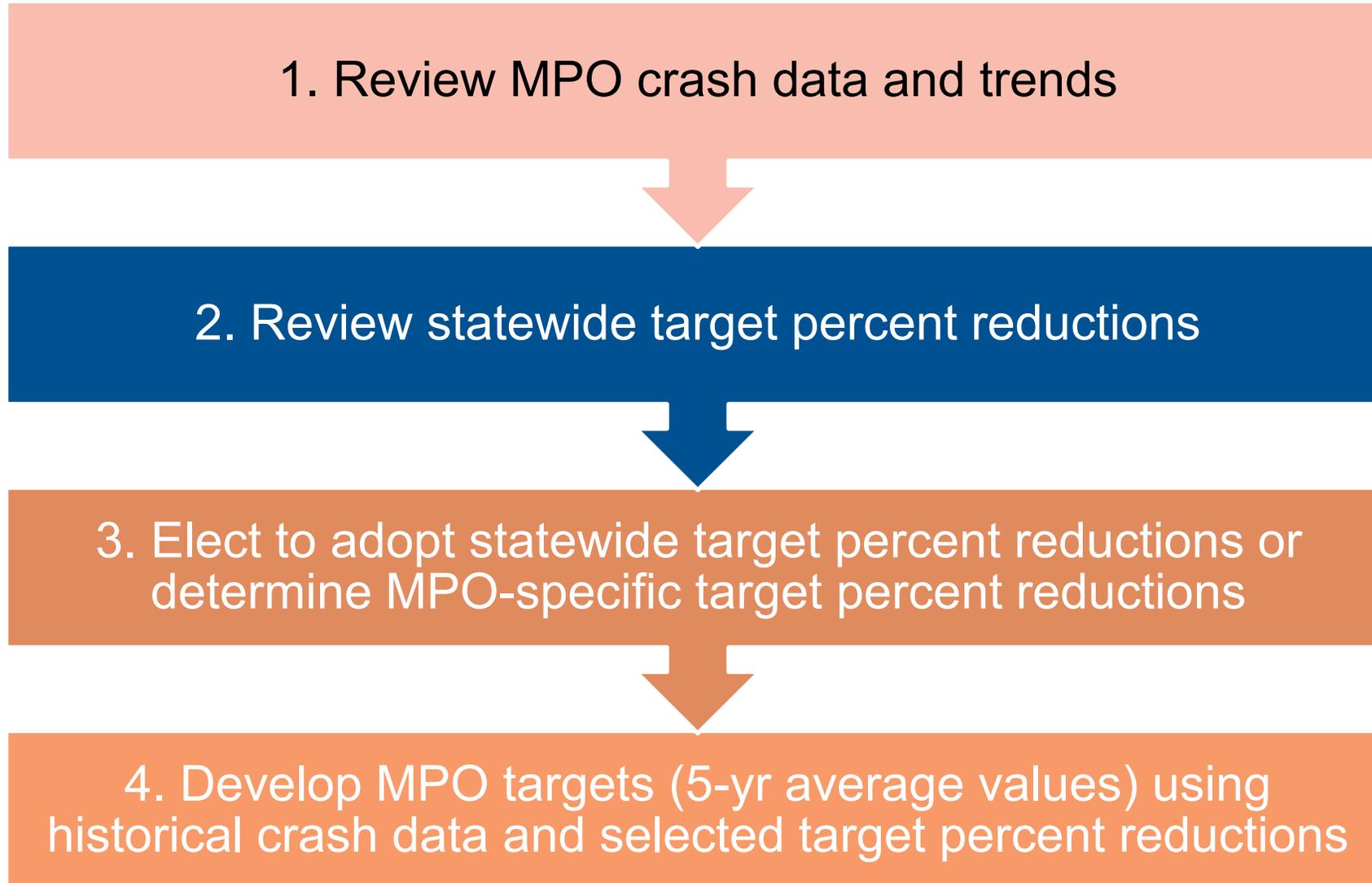
Non-Motorized
Fatalities and
Serious Injuries

Statewide Safety Performance Targets

Target percentages calculated by comparing the five-year average statewide targets to the most recent five-year period of available data

Description	VMT (Millions)	F People	SI People	F & SI Ped/Bike People
2020-2024: Actual	82,796	932.4	7,210.0	717.4
2022-2026: Target	86,950	908.0	7,021.6	703.6
2-Year Difference	+4,155	-24.4	-188.4	-13.8
Target % Change Per Year	+2.51%	-1.31%	-1.31%	-0.96%

MPO Target Setting: Four-Step Process



MPO Target Setting Resources

MPO Target Setting Excel Workbook*

- To complete four-step process

MPO Safety Target Letter

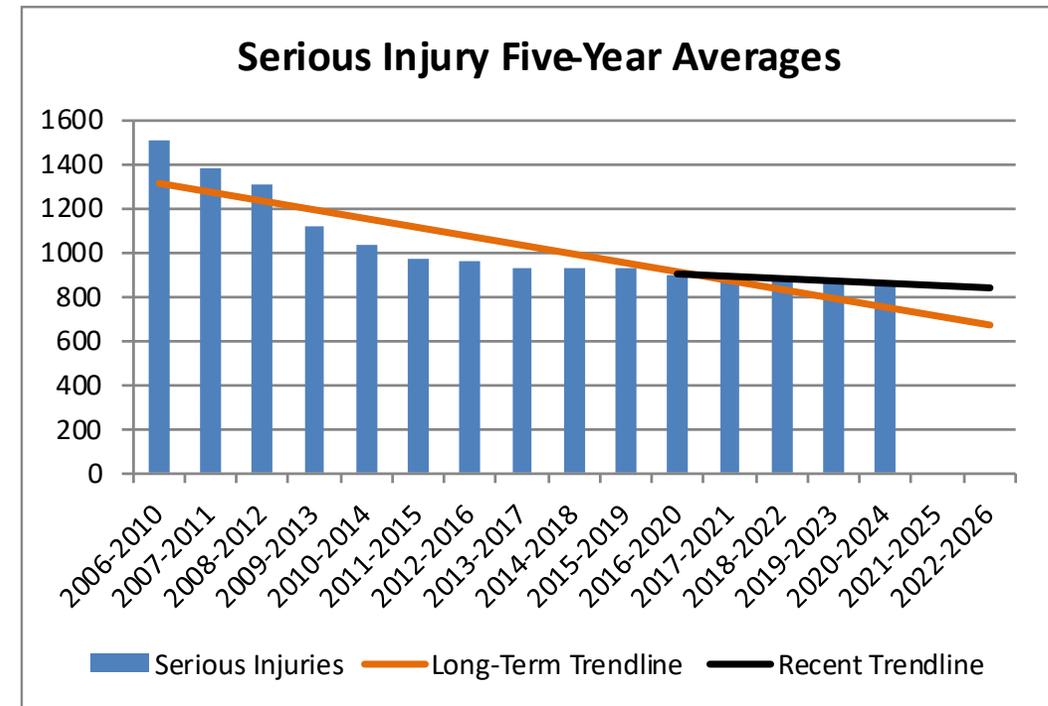
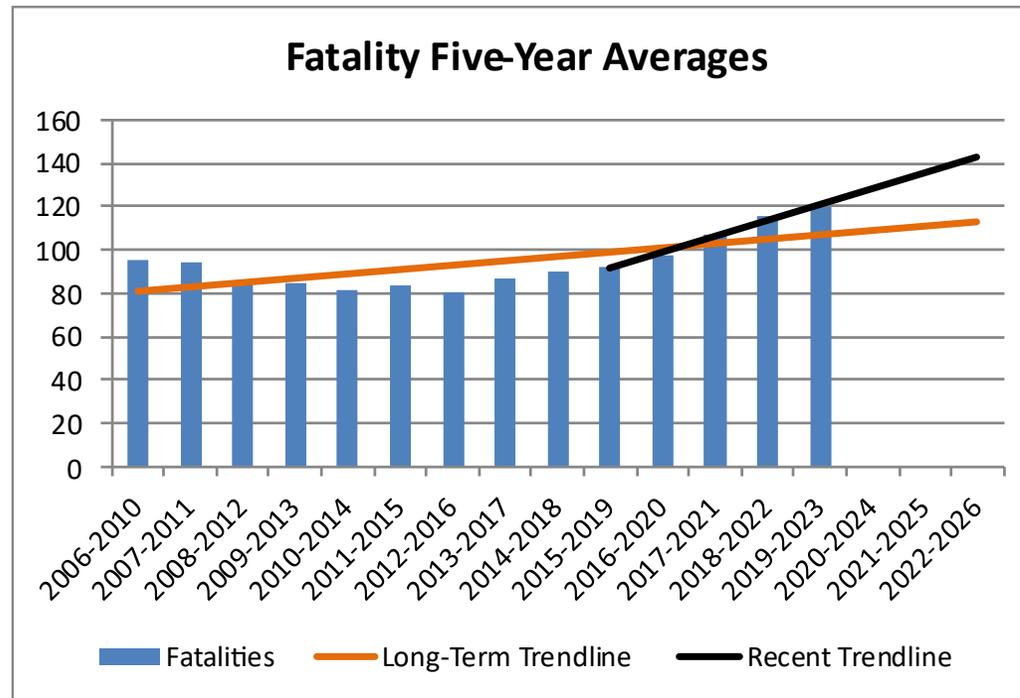
- To submit MPO targets to VDOT

*Examples shown in following slides

1. Review MPO Crash Data and Trends

Review trends in historical crash data

Historical crash data provided in tabular and graphical format



Two trendlines illustrate how long-term trend differs from more recent trend

2. Review Statewide Target Percent Reductions

Review statewide goals for percent changes in fatalities, serious injuries, and VMT

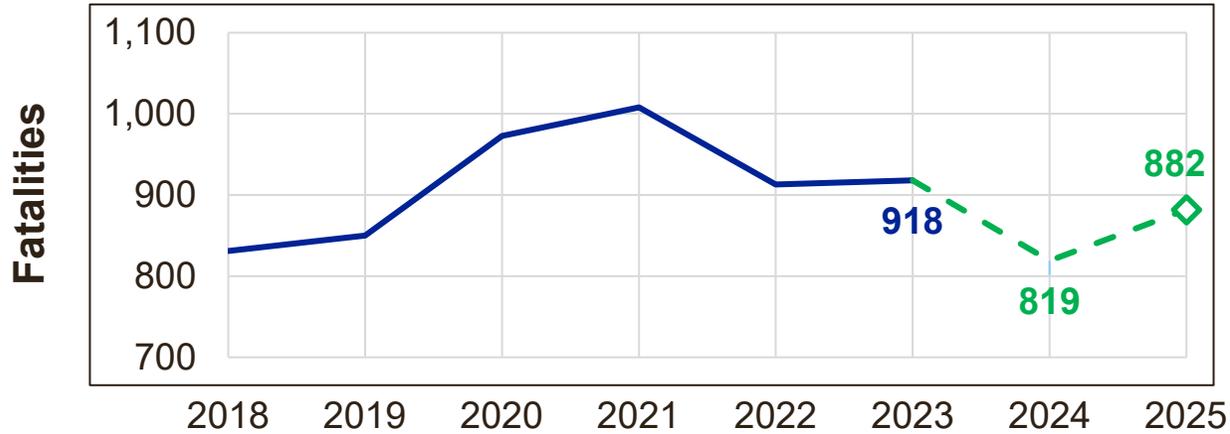
Goal Percent Changes	Description	Statewide Goal Percent Change
Instructions: Enter a goal percent change in the yellow cells. The goals will be used to develop the 2026 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Fatalities	-1.31%
	Serious Injuries	-1.31%
	VMT	2.51%

Negative value indicates a reduction in five-year averages between 2020-2024 and 2022-2026

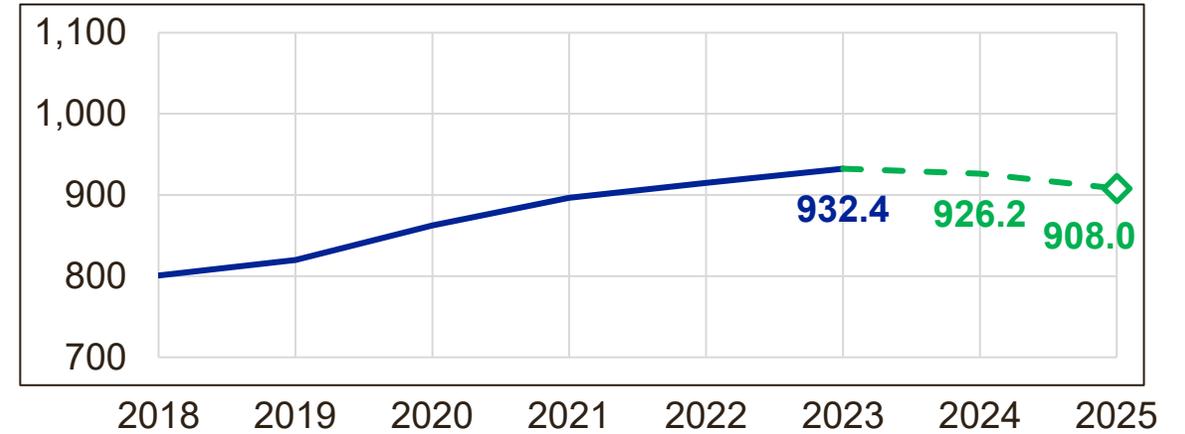
Statewide percent changes listed as reference

2. Review Statewide Target Percent Reductions (2)

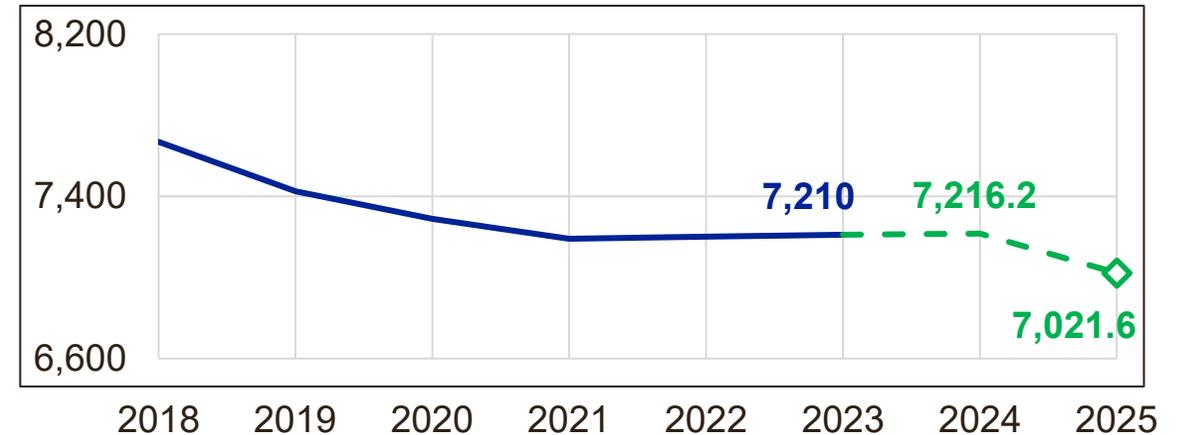
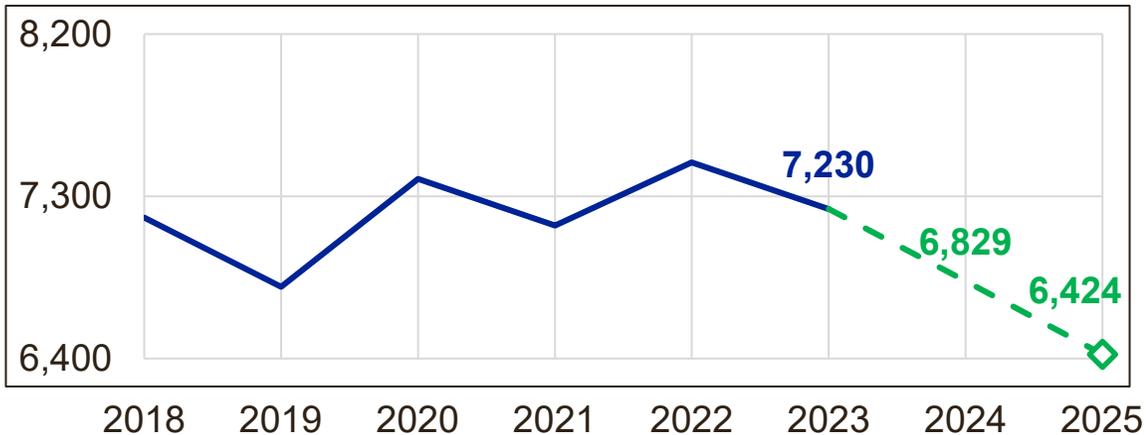
Annual



Five-Year Averages



Serious Injuries



3. Set MPO Target Percent Reductions

Review statewide goals for percent changes in fatalities, serious injuries, and VMT

Determine if MPO wants to adopt statewide goals or set own

Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
Instructions: Enter a goal percent change in the yellow cells. The goals will be used to develop the 2026 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Fatalities	-1.31%	
	Serious Injuries	-1.31%	
	VMT	2.51%	

Enter MPO goals in yellow input cells if electing not to use the statewide goals

4. Develop MPO Targets

Projected Five-Year Average Based on Goal Percent Changes and Projected VMT Change	Description	2024	2025	2026
Instructions: This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. If no values are entered in the MPO goal percent changes cells, the five-year averages will be calculated using the statewide goal percent changes. Graphs for this data are shown in the <i>Graphs_Fatal_SI</i> tab.	VMT (100 Million)*	104.86	107.49	110.19
	Fatalities	118	117	116
	Fatality Rate	1.130	1.088	1.048
	Serious Injuries*	855	844	833
	Serious Injury Rate*	8.178	7.852	7.559

*Historical data provided for 2024. Projections reported for 2025-2026

2026 MPO Targets	Description	2026
Instructions: If using the statewide goal percentages or selecting a different goal percentage, this table references the 2026 values calculated in the above table and can be copied into the 2026 MPO safety target submission letter. If a different methodology is used that does not use goal percent changes (e.g., setting a zero goal, reducing by 2 per year), override the formulas in this table with the established goals and copy into the 2026 MPO safety target submission letter.	Fatalities*	116
	Fatality Rate*	1.048
	Serious Injuries*	833
	Serious Injury Rate*	7.559

2026 values calculated based on historical data and selected goals

Copy final five-year target values into the safety target submission letter

Submit MPO Safety Target Letter

Sign and submit it to VDOT – State Traffic Operations Engineer by February 28, 2026

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the table below. Please check a box to indicate if your MPO plans to adopt the statewide annual percent targets or to establish your own. If the MPO elects to use a different methodology, provide the percent changes in the table and describe the methodology in the section below.

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

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	-1.31%	
Serious Injuries	-1.31%	
Non-Motorized Fatalities and Serious Injuries	-0.96%	
Vehicle Miles Traveled (VMT)	+2.51%	

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2024 to 2026

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

Adopt statewide goal percent change or establish MPO goal

Describe methodology if statewide percent changes are not adopted

2026 Safety Performance Targets

Please enter the five-year average target values in the table below. If the MPO adopts the statewide goal percentages, copy the values from the “2026 MPO Targets” table in the Excel target setting workbook. If the MPO elects to use a different methodology, update the goal percent changes in the Excel target setting workbook and copy the values from the “2026” MPO Targets” table.

Target Description	Target Value from Target Setting Workbook
Fatalities	XX
Fatality Rate	X.XXX
Serious Injuries	YYY
Serious Injury Rate	Y.YYY
Non-Motorized Fatalities and Serious Injuries	ZZ

Copy final target values from Excel

Resources on SharePoint

Resources to Download



MPO_2026_Target_
Setting_Workbook_MPO Name



MPO_2026_
Safety_Target_Submission_Letter

<https://covgov.sharepoint.com/sites/TM-VDOT-TMPD-PlanningConnection-External/SitePages/Home.aspx>

Folder Path

Planning Connection
(see link)

Map-21 Performance
Measures

Resources

Safety

2026_Targets

Submittals on SharePoint

Resources to Submit



MPO_2026_Target_
Setting_Workbook_MPO Name



MPO_2026_
Safety_Target_Submission_
Letter_MPO Name

<https://covgov.sharepoint.com/sites/TM-VDOT-TMPD-PlanningConnection-External/SitePages/Home.aspx>

Folder Path

Planning Connection
(see link)

Map-21 Performance
Measures

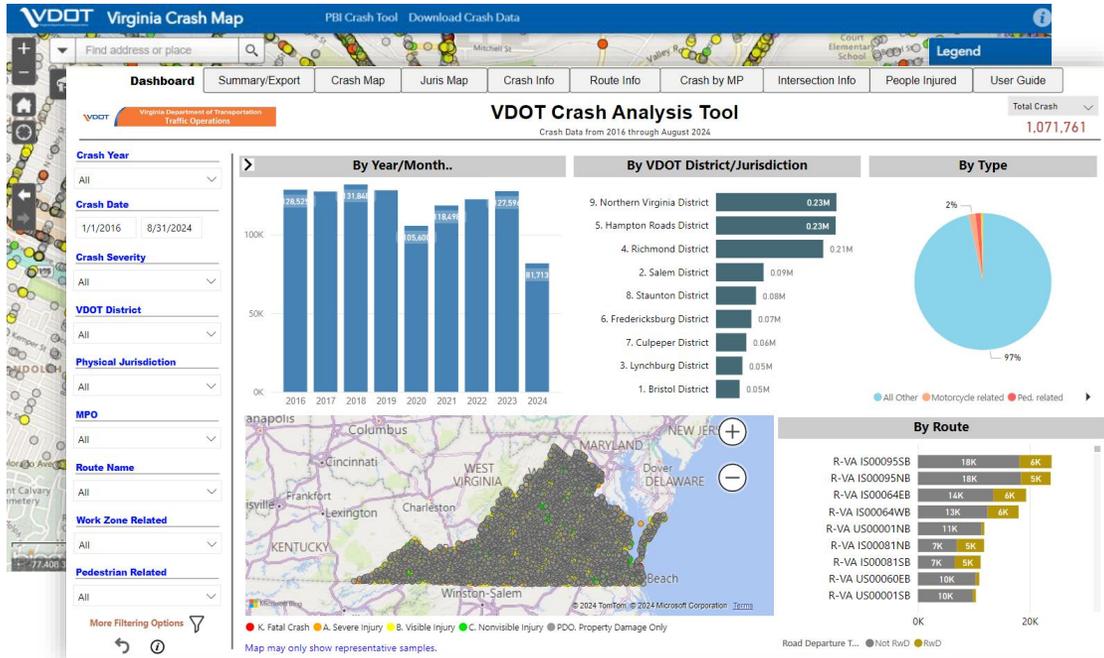
MPO Submittals

MPO Name

2026_Targets

Crash Data Analysis Resources

VDOT Crash Analysis Tool & Map



bit.ly/VDOTCrashTool_Public

bit.ly/VirginiaTrafficCrashMap

Crash Summary Book

bit.ly/VDOTCrashSummaryBook

Contact Information

Highway Safety Programs



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COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

VTrans Freight Element VTrans Long-term Risk & Opportunity Register, and Strategic Actions

Jitender Ramchandani
Office of Intermodal Planning and Investment (OIPi)



➤ **This presentation includes:**

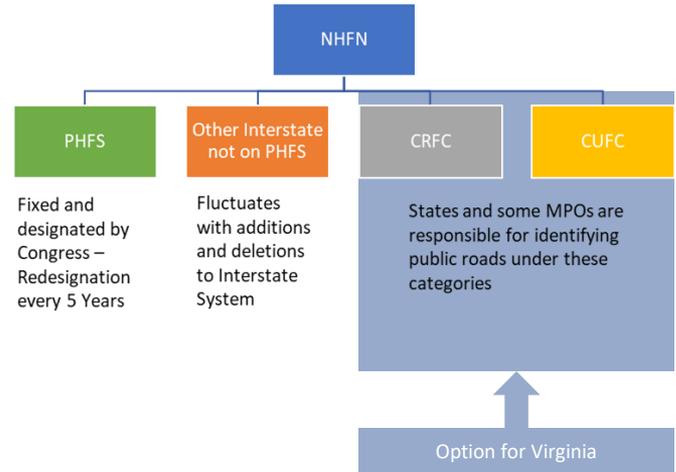
- VTrans Freight Element Update
- Recommended updates to the VTrans Long-term Risk & Opportunity Register
- Status of 2021 VTrans Strategic Actions and recommended updates for 2025

VTRANS FREIGHT ELEMENT

- ▶ **The BIL requires that states update their freight plans on a 4-year update cycle, rather than the previously required 5-year cycle.**
 - ▶ The BIL authorizes funding through fiscal year 2026, meaning the programs and activities it funds are authorized until September 30, 2026.
 - ▶ Virginia's state freight plan is dated July 2022; thus, a new one would need to be submitted by June 2026 before the current transportation bill expires.
- ▶ **AASHTO has requested that FHWA revert to a 5-year update cycle.**
 - ▶ Changes in the update cycle may be included in a new transportation bill.
 - ▶ In years past, Congress has frequently extended the existing transportation bill if it was unable to pass a new transportation bill.
 - ▶ Assuming a 5-year cycle is authorized on time, Congress could make it apply retroactively to states whose freight plans were due before the law was passed, although this would require legislators to consider these details.

- ▶ **The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Network (NHFN). The NHFN includes the following subsystems of roadways:**
 - ▶ Primary Highway Freight System (PHFS)
 - ▶ Other Interstate portions not on the PHFS (non-PHFS)
 - ▶ Critical Rural Freight Corridors (CRFCs)
 - ▶ Designation responsibility is with the State, in consultation with MPOs and other entities
 - ▶ Critical Urban Freight Corridors (CUFCs)
 - ▶ Designation responsibility is with MPOs of an urbanized area with a population of 500,000 or more individuals, in consultation with the State
 - ▶ Designation responsibility is within the State, in consultation with the representative MPOs

- ▶ **CUFC and CRFC are voluntary designations**
- ▶ **In Virginia, NHFP funds are allocated to projects selected via SMART SCALE and other established processes; therefore, CUFC and CRFC designations do not impact allocation of dollars**
- ▶ **Therefore, the purpose of CUFC and CRFC designations is to gain more programming flexibility for dollars that are allocated through SMART SCALE and other established processes.**



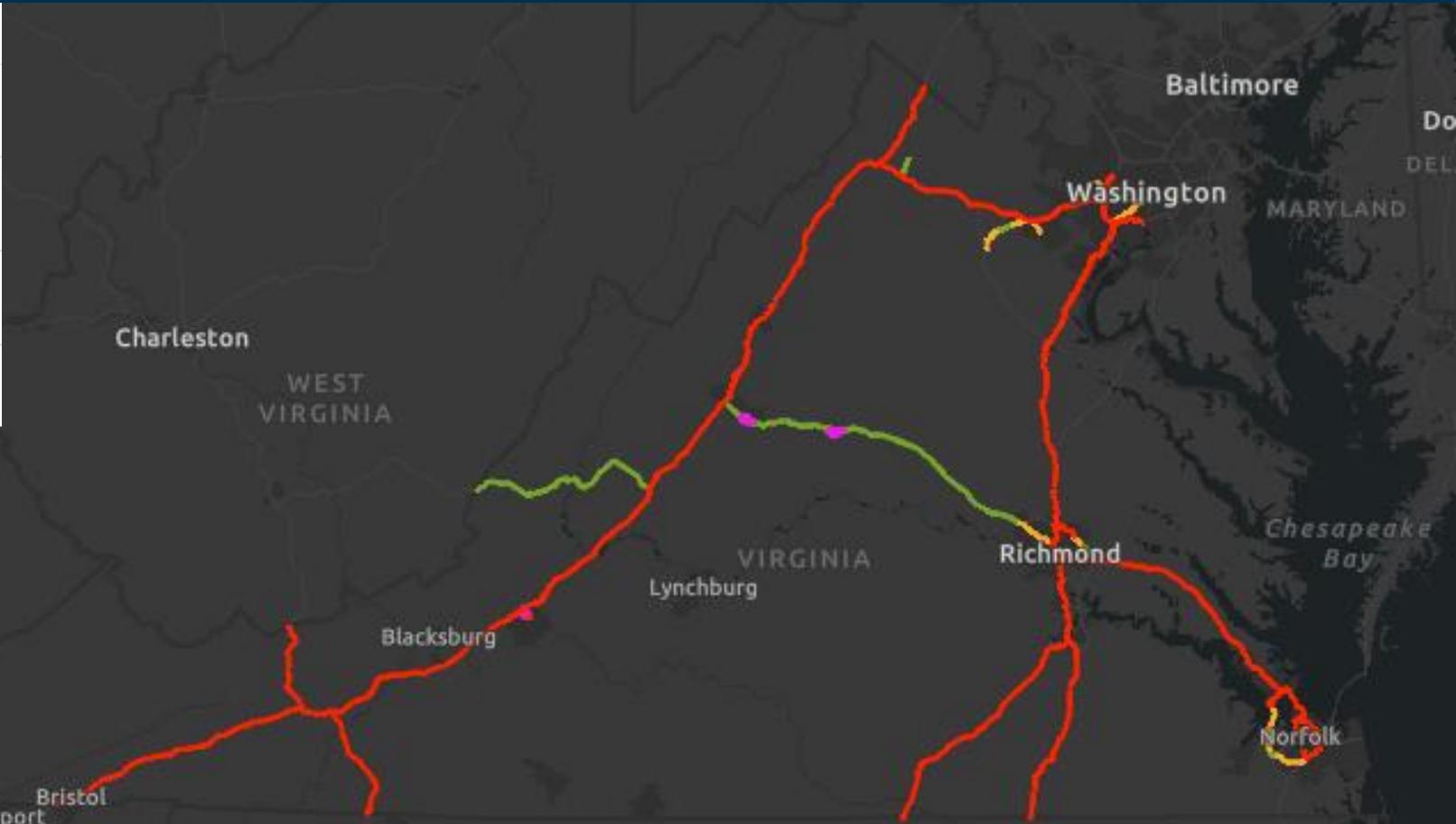
VTRANS FREIGHT ELEMENT: CUFC AND CRFC DESIGNATIONS

- ▶ **Virginia designated Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs) in 2022 as part of its submission.**
- ▶ **For CUFCs, OIPI collaborated with three regions (Richmond, Hampton Roads, and Northern Virginia) on the designation to ensure a continuous and logical network.**
- ▶ **For CRFCs, OIPI identified a network to ensure continuity.**
- ▶ **BIL increased the maximum mileage for CRFC to 300 and for CUFC to 150 for Virginia.**
- ▶ **Under the BIL, significant mileage for CRFC and CUFC remains available for allocation.**
 - ▶ 146.03 CRFC miles remain to be allocated
 - ▶ 97.94 CUFC miles remain to be allocated

VTRANS FREIGHT ELEMENT: VIRGINIA'S NHFN

Legend

- Primary Highway Freight System
- State Designated CUFC
- State Designated CRFC
- MPO Designated CUFC



VTRANS FREIGHT ELEMENT: STATUS AND FUTURE UPDATES

- ▶ **OIPI has initiated work on the Freight Element, including the designation of CUFC and CRFC.**
- ▶ **OIPI is coordinating with Richmond, Tri-Cities, Hampton Roads, Fredericksburg MPOs, and the Transportation Planning Board (TPB).**
- ▶ **OIPI expects to present the initial results of the data analysis at the January MPO Quarterly Meeting.**

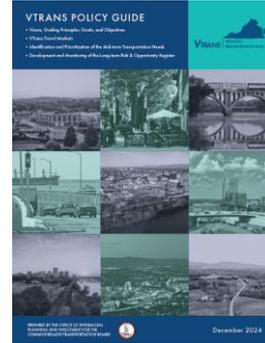
POLICY FOR DEVELOPMENT AND MONITORING OF VTRANS RISK & OPPORTUNITY REGISTER

- ▶ **Virginia Code § 33.2-353 and 23 CFR § 450.216 require the State's Transportation Plan, VTrans, to cover a 20-year planning horizon.**
 - ▶ This VTrans plan must be submitted to the GA and the Governor every four years.
 - ▶ The last submission was in December 2021.

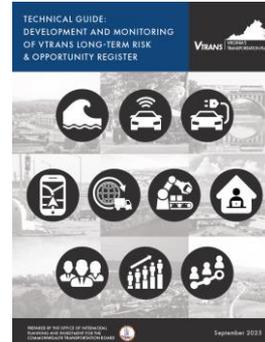
- ▶ **Commonwealth Transportation Board (CTB) is meeting the Code requirements by maintaining and monitoring a Long-term Risk and Opportunity Register, which has a 20-year planning horizon.**
 - ▶ This evaluates the impacts of relevant global macroeconomic factors that are projected to have a measurable effect on Virginia's transportation system.

- ▶ **CTB has also adopted Strategic Actions to address the impacts of the identified risks and opportunities.**

- ▶ **The current CTB VTrans policy includes four megatrends and ten macro trends that are likely to impact Virginia’s transportation system in the coming decades.**
 - ▶ The trends were identified based on available research and literature review.
 - ▶ The focus is on trends that are “Known Unknowns”
 - ▶ Trends that are known and expected to have a measurable impact on Virginia’s transportation system
 - ▶ Trends that have an unknown or uncertain level of impact
 - ▶ Three scenarios were developed to capture uncertainty around the impacts of the identified trends.
 - ▶ Each scenario identifies **cumulative impacts** over and above the business-as-usual scenario.
- ▶ **Staff recommendation:**
 - ▶ OIPI does not recommend any changes to the identified megatrends.



VTrans Policy Guide



Technical Guide:
Development And
Monitoring Of VTrans
Long-term Risk &
Opportunity Register

IDENTIFIED TRENDS (cont.)

MEGATREND

CLIMATE

TECHNOLOGICAL
ADVANCEMENTS

CHANGE IN
CONSUMPTION
PATTERNS

SOCIO-DEMOGRAPHIC /
EMPLOYMENT
CHANGES

MACROTREND



Increase in Flooding Risk

- Sea-level Rise
- Storm Surge
- Inland/Riverine Flooding



Adoption of Highly Autonomous Vehicles



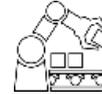
Adoption of Electric Vehicles



Growth in Shared Mobility (e.g. Uber, Lyft, e-Scooters, e-bikes, etc.)



Growth in E-commerce



Greater Automation of Production and Services



Growth of the Professional Service Industry



Increase in Workplace Flexibility



Growth of the 65+ Cohort



Population and Employment Shift

ESTIMATED ANNUAL IMPACTS OF THE IDENTIFIED TRENDS IN 2050

Metrics related to the 2025 VTrans Vision, Goals, Objectives, and Guiding Principles	Annual Impacts by Scenarios in 2050: Impact of VTrans Macrotrends (Over and above impacts due to economic growth)			Desirability	
	2025 Low Estimate / (2021 Low Estimate)	2025 Medium Estimate / (2021 Medium Estimate)	2025 High Estimate / (2021 High Estimate)		
Vehicle Miles Traveled (VMT) Index (Estimated change in VMT)	+1% / (4%)	+3% / (8%)	+9% / (17%)		
Shared Mobility Index (Estimated switchable urban single-occupancy auto VMT to micromobility + ridesourcing)	+1% / (9%)	+5% / (18%)	+7% / (27%)		
Safety Index (Estimated change in number of crashes involving fatalities + serious injuries)	-42% / (-26%)	-46% / (-38%)	-55% / (-67%)		
Tailpipe Emissions Index (Estimated change in tailpipe emissions)	-14% / (-3%)	-33% / (-17%)	-58% / (-69%)		
Flooding Risk (Estimated number of at-risk directional roadway miles; rounded to the nearest hundred)	Sea Level Rise	1,100 / (900)	1,300 / (1,100)		
	Storm Surge	8,600 / (7,7000)	13,900 / (13,100)		17,800 / (17,100)
	Inland/Riverine Flooding	14,000 / (17,1500)	14,800 / (17,900)		18,000 / (18,200)

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER

- **The Board’s preferences regarding the trends and their impacts are captured in the Long-term Risk and Opportunity Register.**
 - Staff is recommending the removal of the following four of the 19 risks (⚠️) and opportunities (☀️) documented in 2021.

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		<ol style="list-style-type: none"> 1. A large number of the state’s roadways are at risk of flooding. 2. Several unknown and unquantified flooding risks are present. 3. Impacts of increased flooding risk are disproportionately higher for certain geographic areas and populations.
		<ol style="list-style-type: none"> 4. Proactively eliminate or mitigate identified flooding risks. 5. Increase the state’s preparedness to address other macrotrends associated with the climate change megatrend.

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER *(cont.)*

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		<p>6. Greater wear-and-tear of the transportation system due to increased vehicle miles traveled (VMT) and an increase in average vehicle weight. (Electric vehicles are no longer estimated to be a meaningful contributing macrotrend for greater wear and tear of the transportation system.)</p>
		<p>7. Improve the state's ability to manage a transportation system with a high number of highly autonomous vehicles. (The timeframe for higher fleet penetration of highly autonomous vehicles (Levels 4 and 5) is estimated to be further out in the planning horizon. Additionally, VDOT has completed 2021 VTrans Strategic Action # 4, which helps improve the state's ability to manage highly autonomous vehicles.)</p> <p>8. Maximize safety benefits offered by highly autonomous vehicles, especially those with an Automated Driving System.</p>
		<p>9. Higher vehicle miles traveled (VMT) for each unit of economic activity compared to the present fleet. (Growth of e-commerce has been added as a macrotrend influencing higher vehicle miles traveled.)</p>

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER *(cont.)*

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		10. Minimize the environmental impacts of the transportation system development.
		11. Increased curb access conflicts in urbanized areas.
		12. Projected growth in shared mobility ((e.g. Uber, Lyft, e-Scooters, e-bikes, etc.) does not provide measurable benefits to the transportation system. 13. Benefits of growth in shared mobility are not equally accessible by <u>to</u> all areas and population segments.
		14. Utilize shared mobility services to improve accessibility. 15. Improve the state's ability to manage a transportation system with a high number of shared mobility vehicles. (The usage and growth rate of the shared mobility services in Virginia are lower than previously estimated. Additionally, OIPI is currently working on the 2021 VTrans Strategic Action # 9, which helps improve the state's ability to manage shared mobility vehicles.)
		16. Proactively eliminate or mitigate transportation impacts associated with e-commerce, including those related to large warehouse and distribution centers.

RECOMMENDED MODIFICATIONS: LONG-TERM RISK & OPPORTUNITY REGISTER *(cont.)*

Associated Macrotrend(s)	Nature	Description of Risk or Opportunity (Rationale for deletion or modification)
		<p>17. Improve the state’s ability to proactively manage transportation impacts associated with greater automation of production and services. (This risk has become less relevant from a state transportation entity’s perspective.)</p>
		<p>18. Maximize the utilization of workplace flexibility for telework-capable jobs. (Virginia’s approach focuses on maximizing the economic benefits of collaboration enabled by in-person work.)</p>
		<p>19. The transportation system and services are unable to meet the mobility needs of Virginians age 65 and older. Due to the higher life expectancy and higher growth rate of this population cohort in rural areas, there is a greater need for more mobility options across the state. (The description of the risk has been modified to clarify the intent and the underlying issue.)</p>

- **Trend trackers are used to monitor changes and fluctuations associated with the identified trends.**
- **Staff recommendation:**
 - Remove three trend trackers included in the 2021 policy.
 - Add two trend trackers.
 - OIPI to annually report on the identified trend trackers to the CTB.

RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS *(cont.)*

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)
	<ul style="list-style-type: none"> ▪ Number of directional miles at risk from sea level rise ▪ Number of directional miles at risk from storm surge ▪ Number of directional miles at risk from inland/riverine flooding ▪ Annual cost of transportation repair due to flooding events
	<ul style="list-style-type: none"> ▪ Market Penetration of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Attitude and Preferences for Adoption of Semi-Autonomous (Levels 1 and 2) Vehicles ▪ Market Penetration of Highly Autonomous (Levels 3 and 4) Vehicles ▪ Attitude and Preferences for Adoption of Highly Autonomous (Levels 3 and 4) Vehicles
	<ul style="list-style-type: none"> ▪ Number of Electric Vehicles ▪ Market Penetration of Electric Vehicles ▪ Attitude and Preferences for Adoption of Electric Vehicles ▪ Transportation Funding by Funding Source
	<ul style="list-style-type: none"> ▪ Access to Shared Mobility Services ▪ Utilization of Shared Mobility Services by Type
	<ul style="list-style-type: none"> ▪ Number of Warehouses and Distribution Centers ▪ Square Footage of Warehouse and Distribution Centers ▪ Share of E-commerce Sales (Business-to-business, business-to-customers) ▪ Number of Jobs in Goods Movement Dependent Industries (This is no longer a relevant tracker due to higher automation in these industries.)

RECOMMENDED MODIFICATIONS: LONG-TERM TREND TRACKERS *(cont.)*

Macrotrend	VTrans Trend Trackers (Rationale for deletion or modification)	
	<ul style="list-style-type: none"> ▪ Number of short-range drone deliveries ▪ Number of long-range drone deliveries ▪ <u>Percent of plants with robots and percent of employees exposed to robots</u> ▪ <u>Capital expenditures for industrial robotic equipment</u> (The recommended trackers are expected to be more relevant and reliable for this macrotrend.) 	
	<ul style="list-style-type: none"> ▪ Share of Professional Services Industry Jobs ▪ Number of Science, Technology, Engineering, and Mathematics (STEM) Jobs 	
	<ul style="list-style-type: none"> ▪ Number of Workers with Workplace Flexibility ▪ Utilization of Workplace Flexibility 	
	<ul style="list-style-type: none"> ▪ Number of Virginians Age 65 or higher ▪ Share of Age 65+ Cohort 	
	<ul style="list-style-type: none"> ▪ VTrans Land Use Vitality Index ▪ Population 	<ul style="list-style-type: none"> ▪ Employment ▪ Income

VTRANS STRATEGIC ACTION

- ▶ **The VTrans planning process culminates with a set of actions, called Strategic Actions, which are developed to:**
 - ▶ Advance transportation goals and objectives
 - ▶ Address identified transportation needs, and
 - ▶ Minimize long-term risks to Virginia’s transportation system and be better prepared to maximize benefits from long-term opportunities.
- ▶ **Transportation entities under the CTB purview should incorporate these actions in their business plans.**
- ▶ **Staff recommendation:**
 - ▶ OIPI to annually report the status of the 2025 Strategic Actions to the CTB.

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: CLIMATE MEGATREND

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

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TECHNOLOGY MEGATREND

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p>4. Evaluate options to gather vehicle automation and capability data for the state’s registered vehicle fleet to develop a more complete and accurate assessment of risks and opportunities associated with automated vehicles.</p>	VDOT	<p>Complete (VDOT’s Research Council investigated options to estimate.)</p>	Delete
<p>5. Develop a roadmap for implementing foundational digital practices such as digital as-builts (DABs) and information management processes for capturing asset information for transportation infrastructure.</p>	VDOT, DRPT	<p>Complete (VDOT and DRPT are making steady progress in implementing through a multi-pronged, phased approach.)</p>	Delete
<p>6. Evaluate and facilitate desirable deployment of vehicle-to-infrastructure communications along limited-access highways by the private sector.</p>	VDOT	<p>Underway (VDOT has coordinated and partnered with the private sector.)</p>	Retain

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TECHNOLOGY MEGATREND (cont.)

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p>7. Evaluate opportunities to provide access to the available real-time or up-to-date state transportation asset and operations data in digital formats for use by the public and industry partners to support autonomous vehicle deployment.</p>	<p>VDOT, DRPT</p>	<p>Underway (VDOT has completed the initial evaluation, and both VDOT and DRPT are continuing their evaluations.)</p>	<p>Retain</p>
<p>8. Identify and develop solutions to address barriers to the installation of electric vehicle charging infrastructure by the private sector.</p>	<p>OIPI</p>	<p>Underway (OIPI has identified the current barriers.)</p>	<p>Retain</p>
<p>9. Evaluate and establish sidewalk and curb management best practices for state-owned roadways and promote them for locality-owned roadways.</p>	<p>OIPI</p>	<p>Underway (OIPI has evaluated the current state of practice and will be forming a working group.)</p>	<p>Retain</p>

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: TRANSPORTATION NEEDS

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

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: VTRANS GUIDING PRINCIPLES

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p>13. Evaluate the feasibility of and alternatives to a combined dashboard to monitor performance and delivery of projects and programs included in the Six-Year Improvement Program (SYIP).</p>	<p>VDOT, DRPT</p>	<p>Complete (The evaluation has found a combined dashboard unfeasible at this time.)</p>	<p>Delete</p>
<p>14. Evaluate and, if feasible, integrate the remaining application-based highway and transit capital funding programs and transit operating funding programs administered by OIPI, VDOT, and DRPT into the SMART PORTAL to provide one-stop access to the state’s funding programs.</p>	<p>VDOT, DRPT, OIPI</p>	<p>Complete (The evaluation has found integration is unfeasible at this time.)</p>	<p>Delete</p>

STRATEGIC ACTIONS STATUS AND RECOMMENDATIONS: LONG-TERM RISKS & OPPORTUNITIES

2021 VTrans Strategic Action	Responsible Entity(s)	Status (Description)	Recommendation
<p>15. Identify and clarify the roles and responsibilities of the state transportation agencies related to emerging areas such as curb management, shared mobility, drones, etc., to ensure greater focus.</p>	<p>OIPI</p>	<p>Initiated (OIPI, through VTrans, is conducting a peer review.)</p>	<p>Retain</p>
<p>16. To methodically address items in the 2021 VTrans Risk & Opportunity Register, formalize OIPI’s role in supporting and advising the CTB in the conduct of CTB business, and develop a comprehensive transportation policy as required by 2.2-229.</p>	<p>OIPI</p>	<p>Initiated (OIPI will continue to address the items in the 2025 VTrans Risk & Opportunity Register.)</p>	<p>Retain</p>

NEXT STEPS

- ▶ **OIPI will continue work on the VTrans Freight Element.**
- ▶ **OIPI will request CTB action on the following at the December CTB Meeting:**
 - ▶ The 2025 VTrans Long-term Risk & Opportunity Register, based on agreed-upon modifications to the 2021 version and reflective of the Vision, Goals, Objectives, and Guiding Principles adopted in 2025.
 - ▶ The 2025 VTrans Strategic Actions are based on agreed-upon modifications to the 2021 version.
 - ▶ Direct OIPI to submit the plan, collection of four policies, to the General Assembly and the Office of the Governor.



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Preparing for Round 7

Brooke Jackson, SMART SCALE Program Manager

Office of Intermodal Planning and Investment

MPO Quarterly, October 2025 171



Agenda - Preparing for Round 7

1. Policy Revisions
2. VTrans Needs
3. Resource Updates
4. Resolutions of Support
5. SMART Portal
6. Relevant Timeline Items

Policy Revisions

None!*

One request for PDC area typology adjustment.

VTrans Needs

There are no changes to the approach to identify VTrans Mid-term needs.

- As a critical part of the SMART SCALE Process, the bi-annual release of the 2025 Draft Mid-term Needs is scheduled for the beginning of November.
- Due to ongoing planning studies, we are also accepting the 2023 VTrans Mid-term Needs.
- Please utilize Interact VTrans to reference the relevant 2023 applicable needs.

Resource Updates

1. Technical Guide (Dec 1)

- a. Reorganizing, Streamlining Guide
- b. Adding more scoring details
 - 1) Transit sections have been lacking detail
 - 2) Rail Freight
 - 3) Bike and Ped
 - 4) Park and Ride

2. Funding and Delivery Guidance - updated with dates

3. One-Pagers (Winter 2025)

4. SMART Portal User Guides (Winter 2025)

5. Performance-Based Planning for Successful Applications - Review posted presentations

SMART SCALE Resources

Pre-applications for SMART SCALE funding must be submitted by April 1 of each even-numbered year, with final applications due no later than August 1. Please note for certain high-risk documents, VDOT staff engagement in the creation or review of the document should be currently underway and continue through the April 1 pre-application submission deadline. During pre-application validation from April 1 - April 30, staff will confirm for each document that they were engaged by the applicant and that the document is on track to be completed before July 15. For more information on this, see below the "Readiness Gates Appendix in the SMART SCALE Technical Guide." To make sure your project receives its highest possible score, please download and review the materials below. When you're ready, sign in and apply online.

Resources for previous rounds (FY2017 – FY2024) are available upon request. Please use the [Contact Us](#) page for points of contact.

SMART SCALE Round 6 Funding Scenario	Presentations
FY26 Consensus Scenario - Approved May 21, 2025 (Excel, 49KB)	NVTA Presentation 02/13/2025
FY26 Screening Decisions (Excel, 17KB)	FAMPO Presentation 04/07/2025
FY26 Staff Recommended Funding Scenario (Excel, 50KB)	RVTPPO Presentation 06/26/2025
FY26 Project Scorecards (PDF, 77.6MB)	CTB Presentation 07/15/2025

Resolutions of Support

ALL (own and external) Resolutions of Support will all be due August 1, no exceptions

Note: This is not a change in the text or policy; we have provided courtesy extensions in previous rounds

- SMART Portal will help to identify using the location of the linework
- OIPI will be checking for these documents on August 3rd and 4th

Relevant Timeline Items

1. **October 31 - Engagement Deadline for DRPT**

For VDOT, please reach out to your VDOT POC for each district's relevant engagement deadlines. Engaging the state is a requirement prior to starting a pre-application.

2. **November 1 - Draft 2025 VTrans Mid-Term Needs (2023 remains eligible for Round 7)**

3. **December 1 - Round 7 Technical Guide Posted**

4. **Mid-February - Pre-Application Training with Round 7 Updates**

5. **March 2 - Pre-Application Opens**



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Thank you.





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Performance Management Update

Beverly Quinlan
Office of Intermodal Planning and Investment

October 15, 2025



VTrans Performance Measures



- In April 2025, the CTB adopted **measures and targets for VTrans** to monitor and evaluate performance against the goals and objectives.
 - The March 2025 presentation includes the proposed measures targets. <https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/03/2025-03-ctb-vtrans-measures.pdf>
- October 2025, OIPI presented an update on those measures and the current performance.
 - https://ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2025/10/CTB_Workshop_Meeting_Oct_2025-101325_249PM.pdf (starting on page 254)

Goal A: Reduce fatalities and serious injuries to make the transportation network safer for the traveling public.



Objective A.1 – A.2: Reduce Highway Fatalities and Serious Injuries

A.1.i: Annual fatalities

A.1.i: Annual fatalities per 100 million VMT

A.1.ii: Annual serious injuries

A.1.ii: Annual serious injuries per 100 million VMT

A.2.i: Total non-motorized fatalities and serious injuries

Objective A.3: Reduce Transit Fatalities and Serious Injuries

A.3.i: Total transit fatalities

A.3.i: Transit fatalities per 100,000 VRM

A.3.ii: Total transit injuries

A.3.ii: Transit injuries per 100,000 VRM

A.3.iii: Total safety events

A.3.iii: Events per 100,000 VRM

Goal B: Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.



Objective B.1: Ensure Highway State of Good Repair

B.1.i: Percentage of Sufficient Lane Miles (Pavement - High Volume)

B.1.i: Percentage of Sufficient Lane Miles (Pavement - Low Volume)

B.1.ii: Average Weighted General Condition Rating (Bridge)

B.1.iii: Percentage of non-poor (sufficient) condition structures

B.1.iv: Special Structures 50-year long-term plan update (annually) and report to CTB (biennially)

B.1.v: Routine maintenance best practices accomplishments

Objective B.2: Ensure Transit and Rail State of Good Repair

B.2.i: Percentage of revenue vehicles that have met or exceeded the FTA Useful Life Benchmark

B.3.i: Percentage of transit facilities rating below 3.0 on the FTA TERM Scale

B.4.i: Number of Miles with Rail Preservation Fund Investments

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



Objective C.1: Improve Reliability, Throughput, and Congestion (Highway)

- C.1.i:** Percentage of person-miles traveled that are reliable (Interstate)
- C.1.ii:** Percent of Person-Miles traveled that are reliable (Non-Interstate NHS)

Objective C.1: Improve Reliability, Throughput, and Congestion (Transit & Rail)

- C.1.iii:** VRE on-time performance
- C.1.iii:** Virginia Breeze on-time performance
- C.1.iii:** Amtrak on-time performance (Newport News/Norfolk/Richmond)
- C.1.iii:** Amtrak on-time performance (Roanoke)
- C.1.iv:** Mean distance between major failures (Transit)

Objective C.2: Improve Freight Throughput

- C.2.i:** Truck travel time reliability (TTTR) index
- C.2.ii:** Change in travel time reliability of freight bottlenecks

Objective C.3: Improve Transit Efficiency and Effectiveness

- C.3.i:** Total transit passenger miles
- C.3.i:** Transit passengers per vehicle revenue hour
- C.3.i:** Transit passengers per vehicle revenue mile
- C.3.ii:** Percent of jobs accessible by transit
- C.3.iii:** Percent of people with access to transit

Goal D: Provide an integrated multimodal transportation system for better accessibility and travel options.



Objective D.1: Support Network Resiliency

D.1.i: List of projects advancing to implementation that contribute to multimodal redundancy

Objective D.2: Increase Bus Ridership

D.2.i: Percentage of passenger facilities with TERM rating below 3.0

Objective D.3: Enhance Freight Rail Movements

D.3.i: Number of new carloads generated by DRPT's rail grant programs

Objective D.4: Support Economic Development

D.4.i: Annual VDOT engagement efforts of EDA program

D.4.i: Annual DRPT engagement efforts of EDA program

D.4.ii: Number of new carloads added through Rail Industrial Access (RIA) Grant Program

D.4.iii: Number of new jobs added as a result of Rail Industrial Access (RIA) projects

VRM – Vehicle Revenue Miles

Goal E: Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.



Objective E.1: Deliver Transportation Solutions that Consider Environmental Impacts

E.1.i: Documented Compliance with State and Federal Environmental Review Requirements

Objective E.2: Support Attainment of National Ambient Air Quality Standards

E.2.i: Documented compliance with the NAAQS

2025 Biennial Report



- OIPI is responsible for development of a biennial report on surface transportation performance.
- The purpose is to provide transparency and accountability related to the use of funds to implement surface transportation improvements throughout Virginia and is required pursuant to [Code of Virginia \(§ 33.2-232\)](#).
- Performance results presented today are included in the 2025 Biennial Report (**Due November 2025**).

List of Approved and/or Modified Transportation Projects During Prior Fiscal Year



Results of Most Recent SMART SCALE Project Evaluations



Performance of the Commonwealth's Transportation System



Status of the Virginia Transportation Infrastructure Bank



Status of the Toll Facilities Revolving Account



Progress Made Toward Achieving Performance Targets Established by the CTB



Code of Virginia reference 

StreetLight User Learning Opportunities



Office Hours with Rosie

Office Hours is an open format/schedule. It's a great opportunity to ask technical questions or share feedback about the platform with me, your Customer Success Associate, Rosie Garcia.

These sessions are *completely optional* and are open to all customers that I work with across the United States – not just users on your subscription.

Next Office Hours Topic: [“What are Zones?”](#)

- **Thursday, 10/30/2025, 1pm EST (60 mins)**
- Learn about the types of Zones available in the StreetLight InSight® platform and when to use them.
- [Click here to register](#)

Upcoming Instructor-Led Open Trainings

- **Fundamentals Live!**
 - **Dates/Times:** October 21st at 1pm CST
 - **Next Topic:** Intro to Origin Destination Analysis
 - [Click here to register](#)
- **Beyond Fundamentals Live!**
 - **Dates/Times:** December 16th at 1pm CST
 - **Next topic:** Origin and Destination Analysis Types
 - [Click here to register](#)

StreetLight User Learning Opportunities



StreetLight Webinar Recordings:

- **Where Do Your Customers Go and Why?**
Tuesday, 9/30/2025 - How customers move, who they are, and where they're going, and more can determine the success of major business decisions. Learn how industries are leveraging transportation data to unlock consumer insights
- **StreetLight Quarterly Product Update Webinar**
StreetLight's Product team presents a session all about StreetLight InSight® and the product features that launched in our Summer 2025 release.
- **Introduction to StreetLight Webinar**
Learn how StreetLight is used to fill transportation data gaps, safety planning, signal timing, traffic management, making data-driven transportation decisions and getting stakeholder buy-in
- **Traffic Operations Beyond Sensors: Real-time, network-wide dashboard to plan, forecast, monitor**
A discussion with Iowa DOT and other industry experts on how StreetLight's Traffic Monitor dashboard is bringing clarity and precision to operations, while minimizing traffic disruptions and improving public outreach.

DRPT Agency Update – January 2026

FY27 Grant Applications

DRPT will begin accepting grant applications for the FY27 grant cycle in WebGrants on December 1st. Key dates are as follows:

- **February 1, 2026:** Full Application Deadline for all Major Expansion (MAJ) projects and all other State Transit Programs

Reach out to your DRPT contact with any additional questions as early as possible to avoid delays.

Funding opportunities will close on **February 1 at 11:59 pm!**

MPO 5303 Application is open and closes on May 1. DRPT will provide FTA5303 apportionment information once it becomes available from FTA. MPOs are encouraged to use last year's dollar amounts when drafting UPWPs

2026 Coordinated Human Service Mobility Plan Release

The 2026 CHSM plan is due to be released on February 17th. This plan identifies needs, gaps, and opportunities for transportation services geared toward seniors and individuals with disabilities as funded by the FTA's 5310 program. The plan engaged over 300 service providers and 200 service users and includes distinct actions and takeaways for each CHSM region.

FFY27-30 S/TIP Development

MPOs are encouraged to reach out to DRPT with any questions about developing their draft TIPs. To facilitate a smooth S/TIP transition, DRPT is encouraging transit agencies to provide all FFY2026 TIP actions to MPOs by March. MPOs should have their new TIPs approved by April, ahead of the blackout period, while we submit the STIP to FTA for review.

Statewide Rail Plan Kickoff

DRPT has begun collecting data for the update to our statewide rail plan. Engagement across the commonwealth will begin in Spring 2026! Reach out to your assigned planner with any questions, comments, or concerns you have ahead of engagement.