



FLUVANNA COUNTY BOARD OF SUPERVISORS

REGULAR MEETING AGENDA

Circuit Courtroom, Fluvanna Courts Building

May 7, 2025 at 5:00 pm

TAB	AGENDA ITEMS
1	- CALL TO ORDER
2	- PLEDGE OF ALLEGIANCE AND MOMENT OF SILENCE
3	- ADOPTION OF AGENDA
4	- COUNTY ADMINISTRATOR'S REPORT
5	- PUBLIC COMMENTS #1 (5 minutes each)
6	- APPOINTMENTS
7	- PRESENTATIONS (normally not to exceed 10 minutes each)
8	- ACTION MATTERS
A	Older Americans Month – Tish Blackwell, Chief Philanthropy & Communications Officer Jefferson Area Board for Aging
B	Adoption of Move Safely Blue Ridge Draft Safety Action Plan – Gorjan Gjorgjievski, Thomas Jefferson Planning District Commission
C	TJPDC Regional Housing Study Participation - Eric Dahl, County Administrator
D	Incentive Program for Fluvanna County Fire, EMS and Water Rescue Volunteers – Eric Dahl, County Administrator
E	Emergency Services and Emergency Management Position Updates and Reclassifications – Eric Dahl, County Administrator and Stephen Morris, Interim Director of Emergency Services
F	Authorization to Advertise for a Public Hearing an Ordinance Amendment to Amend § 20-13-3 and § 20-13-5 and Enacting § 20-13-14 Regarding the Food and Beverage Tax – Dan Whitten, County Attorney
G	Employee Engagement Survey Platform – Eric Dahl, County Administrator
9	- PUBLIC HEARING
10	- CONSENT AGENDA
H	Minutes of March 19, 2025 – Caitlin Solis, Clerk to the Board
I	Minutes of April 23, 2025 – Caitlin Solis, Clerk to the Board
J	Public Service Recognition Week – Kelly Harris, Assistant County Administrator
K	Resolution of the Designation of Rural Rustic Road – Rt. 672 Carys Creek Road – Eric Dahl, County Administrator
L	FY25 Voluntary Contributions – Theresa McAllister, Management Analyst
M	Project Agreement 03 with MTFA Architecture for Historic Courthouse – Dan Whitten, County Attorney
N	Purchase Order Contract with Motorola Solutions, Inc. for radio equipment – Dan Whitten, County Attorney

Fluvanna County is committed to providing an excellent quality of life for our citizens and businesses through the efficient delivery of core services and programs, while preserving the unique identity and rural character of the County.

- O Resolution to set a percentage of tax relief for the 2025 tax year that is anticipated to exhaust PPTR funds provided to the County – Dan Whitten, County Attorney
- P CRMF Request – Transmission for Ambulance Six – Stephen Morris. Interim Director of Emergency Services
- Q Accept Dedication of Easements and Memorandum of Understanding with McKenzie Marie Young, Terri Marshall, and Robert Schiller Marshall, Jr. – Dan Whitten, County

11 – UNFINISHED BUSINESS

TBD

12 – NEW BUSINESS

TBD

13 – PUBLIC COMMENTS #2 (5 minutes each)

14 – CLOSED MEETING

TBD

15 – ADJOURN



County Administrator Review

PLEDGE OF ALLEGIANCE

I pledge allegiance, to the flag,
of the United States of America,
and to the Republic for which it stands,
one nation, under God, indivisible,
with liberty and justice for all.

GENERAL RULES OF ORDER

1. It shall be the duty of the Chairman to maintain order and decorum at meetings. The Chairman shall speak to points of order in preference to all other members.
2. In maintaining decorum and propriety of conduct, the Chairman shall not be challenged and no debate shall be allowed until after the Chairman declares that order has been restored. In the event the Board wishes to debate the matter of the disorder or the bringing of order; the regular business may be suspended by vote of the Board to discuss the matter.
3. No member or citizen shall be allowed to use defamatory or abusive language directed at any member of the Board or other person, to create excessive noise, or in any way incite persons to use such tactics. The Chair shall be the judge of such breaches, however, the Board may by majority vote of the Board members present and voting to overrule the judgment of the Chair.
4. When a person engages in such breaches, the Chairman shall order the person's removal from the building, or may order the person to stand silent, or may, if necessary, order the person removed from the County property.

RULES OF PROCEDURE FOR PUBLIC HEARINGS

1. PURPOSE
 - The purpose of a public hearing is to receive testimony from the public on certain resolutions, ordinances or amendments prior to taking action.
 - A hearing is not a dialogue or debate. Its express purpose is to receive additional facts, comments and opinion on subject items.
2. SPEAKERS
 - Speakers should approach the lectern so they may be visible and audible to the Board.
 - Each speaker should clearly state his/her name and address.
 - All comments should be directed to the Board.
 - All questions should be directed to the Chairman. Members of the Board are not expected to respond to questions, and response to questions shall be made at the Chairman's discretion.
 - Speakers are encouraged to contact staff regarding unresolved concerns or to receive additional information.
 - Speakers with questions are encouraged to call County staff prior to the public hearing.
 - Speakers should be brief and avoid repetition of previously presented comments.
3. ACTION
 - At the conclusion of the public hearing on each item, the Chairman will close the public hearing.
 - The Board will proceed with its deliberation and will act on or formally postpone action on such item prior to proceeding to other agenda items.
 - Further public comment after the public hearing has been closed generally will not be permitted.

Fluvanna County is committed to providing an excellent quality of life for our citizens and businesses through the efficient delivery of core services and programs, while preserving the unique identity and rural character of the County.

FLUVANNA COUNTY BOARD OF SUPERVISORS

AGENDA ITEM STAFF REPORT

TAB A

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Proclaiming May 2025 Older Americans Month				
MOTION(s):	I move the Board of Supervisors proclaim May 2025 Older Americans Month.				
BOS WORKPLAN?	Yes	No	If yes, list item(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
		X			
STAFF CONTACT(S):	Eric Dahl, County Administrator				
PRESENTER(S):	Marta M. Keane, Chief Executive Officer, JABA (Jefferson Area Board for Aging)				
RECOMMENDATION:	Approve				
TIMING:	Routine				
DISCUSSION:	<p>"When Older Americans Month was established in 1963, only 17 million living Americans had reached their 65th birthday. About a third of older Americans lived in poverty and there were few programs to meet their needs. Interest in older Americans and their concerns was growing. A meeting in April 1963 between President John F. Kennedy and members of the National Council of Senior Citizens led to designating May as "Senior Citizens Month," the prelude to "Older Americans Month."</p> <p>Historically, Older Americans Month has been a time to acknowledge the contributions of past and current older persons to our country, in particular those who defended our country. Every President since Kennedy has issued a formal proclamation during or before the month of May asking that the entire nation pay tribute in some way to older persons in their communities. Older Americans Month is celebrated across the country through ceremonies, events, fairs, and other such activities." – <i>from the Older Americans Month website</i></p>				
FISCAL IMPACT:	N/A				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	None				
ENCLOSURES:	Draft Proclamation, "Proclaiming May 2025 Older Americans Month."				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
					X



BOARD OF SUPERVISORS
County of Fluvanna
Palmyra, Virginia

PROCLAMATION 03-2025

PROCLAIMING MAY 2025 AS OLDER AMERICANS MONTH

WHEREAS, May is Older Americans Month, a time for us to recognize and honor the many older adults in Fluvanna County, and their immense influence on every facet of American society; and

WHEREAS, Fluvanna County recognizes how, through their wealth of life experience and wisdom, older adults guide our younger generations and carry forward abundant cultural and historical knowledge; and

WHEREAS, Fluvanna County recognizes that older Americans improve our community through intergenerational relationships, community service, civic engagement, and many other activities; and

WHEREAS, Fluvanna County benefits when people of all ages, abilities, and backgrounds have the opportunity to participate and live independently; and

WHEREAS, Fluvanna County must ensure that older Americans have the resources and support needed to stay involved in their communities, reflecting our commitment to inclusivity, connectedness; and

NOW, THEREFORE, BE IT RESOLVED, on this 7th day of May, 2025, the Fluvanna County Board of Supervisors does hereby proclaim May 2025 to be Older Americans Month. We urge every resident to *Flip the Script on Aging*, this year's theme, and transform how we talk about and perceive aging, celebrating older adults' profound impact on our local community, empowered by social connections, health resources, and support for older adults.

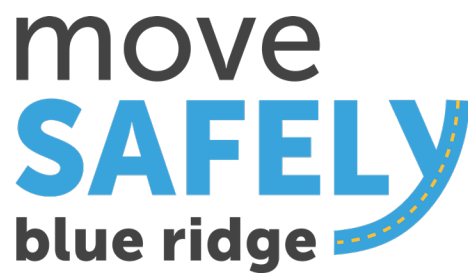
Passed and adopted this 7th day of May, 2025.

Christopher S. Fairchild
Chair, Board of Supervisors

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB B

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Adoption of Move Safely Blue Ridge Draft Safety Action Plan				
MOTION(s):	I move that the Board of Supervisors approve the resolution adopting the Move Safely Blue Ridge Comprehensive Safety Action Plan as a guiding document for improving roadway safety in Fluvanna County.				
BOS WORKPLAN?	Yes	No	If yes, which item(s):		N/A
		X			
AGENDA CATEGORY:	Presentation	Action Matter	Public Hearing	Consent Agenda	Other
		X			
STAFF CONTACT(S):	Todd Fortune, Director of Planning				
PRESENTER(S):	Gorjan Gjorgjievski, Thomas Jefferson Planning District Commission				
RECOMMENDATION:	Approve				
TIMING:	Routine				
DISCUSSION:	<p>The Thomas Jefferson Planning District Commission (TJPDC) has been working with consultant Kimley Horn on a regional safety action plan, Move Safely Blue Ridge, to identify strategies for reducing roadway fatalities and serious injuries for all road users within the TJPDC region (which includes Fluvanna County). A draft safety action plan has been developed, and was presented to the Board in April for review and comment. TJPDC staff are now asking the Board to adopt the Plan. Having an adopted plan supports eligibility for federal funding under the Safe Streets and Roads for All (SS4A) program.</p>				
FISCAL IMPACT:	N/A				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	<p>In 2023, the Thomas Jefferson Planning District Commission (TJPDC) was awarded Safe Streets and Roads for All (SS4A) grant funding through the Bipartisan Infrastructure Act to develop a regional comprehensive safety action plan to support its member jurisdictions. This plan, Move Safely Blue Ridge, has been developed with the goal of reducing roadway fatalities and serious injuries for all road users across the TJPDC region – the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson.</p>				
ENCLOSURES:	<p>Move Safely Blue Ridge Draft Safety Action Plan Move Safely Blue Ridge Draft Safety Action Plan resolution</p>				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
					X



REGIONAL COMPREHENSIVE SAFETY ACTION PLAN

DRAFT APRIL 2025





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BACKGROUND

Safe Streets and Roads for All

The U.S. Department of Transportation (USDOT) established the Safe Streets and Roads for All (SS4A) Grant Program through the Bipartisan Infrastructure Act to fund regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries. SS4A provides \$5 billion over 5 years to prevent deaths and serious injuries on roadways. Through this program, USDOT supports agencies with developing a comprehensive safety action plan, which identifies the most significant safety concerns within a community and lays out strategies for implementing new safety measures to address existing concerns and prevent future crashes.

In 2023, the Thomas Jefferson Planning District Commission (TJPDC) was awarded SS4A grant funds to develop a regional comprehensive safety action plan to support the jurisdictions it represents. This plan, Move Safely Blue Ridge, aims to reduce roadway fatalities and serious injuries for all road users across the region. TJPDC—representing the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson—is facilitating the planning process.

This comprehensive safety action plan contains the following key components:

- » Analysis of historical crash trends to understand the frequency and severity of crashes
- » Identification of emphasis areas, which are predominant factors that contribute to or result in fatalities and serious injuries
- » Analysis of high-risk locations, particularly in underserved communities
- » Engagement with the public and all relevant stakeholders
- » Evaluation of policies and programs
- » Guidance on implementation

Virginia Strategic Highway Safety Plan

A complementary effort that will support and inform the development of Move Safely Blue Ridge is Virginia's 2022–2026 Strategic Highway Safety Plan (SHSP). The Virginia Department of Transportation (VDOT) developed the SHSP to address the increase in traffic fatalities and serious injuries across the Commonwealth of Virginia. Through the SHSP, VDOT aims to reduce fatalities and serious injuries by 50% by 2045. Like the components of a safety action plan, the SHSP analyzed crashes throughout the state to identify emphasis areas on which to focus safety improvements and countermeasures. TJPDC used these emphasis areas as a starting point for the Move Safely Blue Ridge plan.

Safe System Approach

Move Safely Blue Ridge, SS4A, and the SHSP are guided by the Safe System Approach to roadway safety. This approach is grounded in the fact that humans make mistakes and are vulnerable to injury; thus, the transportation systems we build need to provide a layer of redundancy to accommodate mistakes and reduce the severity of crashes. Safe Systems include multiple layers of protection to minimize the harm caused to those involved in crashes and to prevent crashes from happening in the first place.



Safe System Approach (Source: USDOT)

Four Es (Engineering, Education, Enforcement, and Emergency Response) of Roadway Safety

To complement the Safe Systems Approach, TJPDC has integrated into this plan strategies across the four Es of roadway safety:

Engineering



Designing safer facilities for all users

Education



Building a culture of traffic safety

Enforcement



Reinforcing safe travel behaviors

Emergency Response



Saving lives through rapid response

Objectives of a Safe System Approach include:

Safer People – Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads – Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

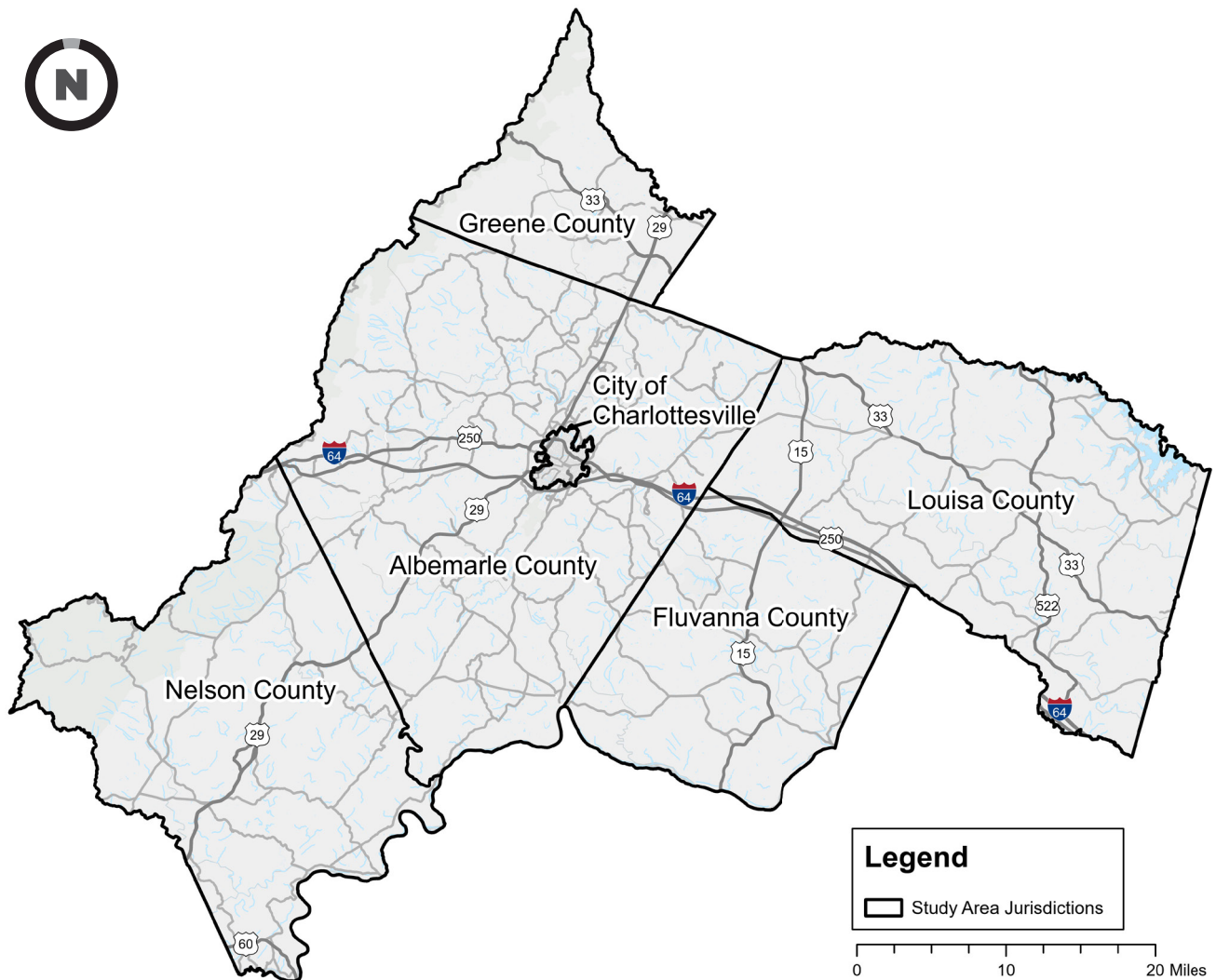
Safer Vehicles – Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

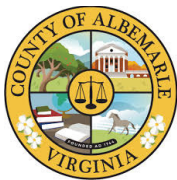
Safer Speeds – Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design; appropriate speed-limit setting; targeted education; outreach campaigns; and enforcement.

Post-Crash Care – Enhance the survivability of crashes through expedient access to emergency medical care while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

TJPDC Jurisdictions

The TJPDC region consists of the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson, as shown below.





Albemarle County

Albemarle County is located in Central Virginia and is surrounded by the Blue Ridge Mountains to the west. The county features a mix of rural and developed areas including the University of Virginia's campus. I-64 and U.S. Routes 29 and 250 traverse the county, providing vital regional connections. These corridors are essential for linking Albemarle's rural areas with larger metropolitan regions.



Greene County

Greene County is a small, rural community located north of Albemarle County, characterized by its mountains, forests, and open land on the western side. It serves as a gateway to the Blue Ridge Mountains and Shenandoah National Park. U.S. Routes 33 and 29 intersect in the county, providing access to the parks, mountains, and larger metropolitan areas like Charlottesville, Richmond, and Washington, DC.



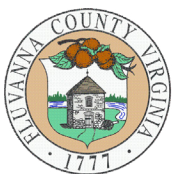
City of Charlottesville

The City of Charlottesville is located in Central Virginia and is entirely encompassed by Albemarle County. It features a mix of a dense downtown area and residential neighborhoods, with the University of Virginia extending into the city's western side. Charlottesville is regionally served by U.S. Routes 250 and 29, State Route 20, and I-64, which passes through its southeastern corner.



Louisa County

Louisa County is largely rural and located to the east of Albemarle County. Only about 10% of the county is developed as urban, residential, or industrial—the rest encompasses 71% natural and planted forest lands; 16% crop, pasture, and open land; and 3% bodies of water. I-64 and U.S. Routes 250, 33, 15, and 522 facilitate essential regional connections to surrounding metropolitan areas, making these corridors vital for local commuting and regional travel.



Fluvanna County

Strategically located in Central Virginia between the Cities of Charlottesville and Richmond, Fluvanna County is a rural community known for its natural beauty and outdoor activities. U.S. Route 15 runs directly through the center of the county, serving as the major regional connector for residents and visitors. I-64 and U.S. Route 250 pass through the northern corner, supported by various state and local roads that connect the county to larger highways and nearby metropolitan areas.



Nelson County

Nelson County is southwest of Albemarle County and is a rural community known for its natural beauty and historic sites. It is bordered by the James River to the south and east and the Blue Ridge Mountains to the north and west, with a large portion of the western section in the George Washington National Forest. U.S. Route 29 runs through the county from north to south, I-64 passes through the northern corner, and U.S. Route 60 crosses the southern corner.

LEADERSHIP COMMITMENT

Letters of commitment are resolutions committing each of the jurisdictions within the TJPDC region to be active participants in the planning process of Move Safely Blue Ridge. Each jurisdiction reviewed historic crash data and trends to make an informed goal that aligns with their community's priorities. By providing these letters, the jurisdictions and TJPDC signal their agreement with the safety action plan goals that include setting a target date to reach zero roadway fatalities or setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date. All six jurisdictions as well as TJPDC have committed to achieving the goals set out in Move Safely Blue Ridge. Each jurisdiction's unique resolution is included in the **Appendix**.

Albemarle County

Halve the total number of roadway fatalities and serious injuries by **2045**



City of Charlottesville

Eliminate roadway fatalities and reduce serious injuries by half by **2045**



Fluvanna County

Halve the total number of roadway fatalities and serious injuries by **2045**



Greene County

Halve the total number of roadway fatalities and serious injuries by **2045**



Louisa County

Halve the total number of roadway fatalities and serious injuries by **2040**



Nelson County

Halve the total number of roadway fatalities and serious injuries by **2045**





Project Process

This project team aimed to enhance roadway safety by incorporating four essential components into the Move Safely Blue Ridge plan:

- » **Identify Issues and Opportunities:** The initial step involved a thorough assessment of current roadway conditions to pinpoint existing safety issues and opportunities for improvement.
- » **Establish Priorities:** Having identified issues and opportunities, the project team organized them based on factors such as severity, frequency, and potential impact, ensuring that the most critical safety concerns are identified.
- » **Develop Strategies:** Following the prioritization, the project team formulated targeted strategies to address the identified issues, incorporating best practices, innovative solutions, and stakeholder input.
- » **Develop the Plan:** The final component involved the creation of a detailed action plan, outlining specific measures, timeframes, and responsibilities for implementing the strategies and monitoring progress.

Public engagement initiatives provided the project team valuable insights into roadway safety issues and priority areas. TJPDC's approach to public engagement incorporated technical analyses, public feedback, stakeholder involvement, and collaboration with the jurisdictions for their unique insights and priorities .



Working Group

TJPDPC established a Working Group to assist in the development of the safety action plan. County and city planners, public information officers, and TJPDPC staff participated in six meetings, providing subject matter expertise and jurisdiction-specific perspectives throughout the development of Move Safely Blue Ridge. Each jurisdiction's community priorities were reflected in the plan as Working Group members guided local public engagement approaches, participated in engagement activities, attended site visits, and reviewed their jurisdiction's section of the safety action plan. TJPDPC hosted six Working Group meetings at various critical stages of the planning process; the focus of each of these meetings is outlined below:

- » **December 14, 2023 | Working Group Meeting #1:** Goals, Process, and Collaboration for Move Safely Blue Ridge
 - » *Working Group members reviewed the study process and timeline, came to a consensus on the goals and impact of Move Safely Blue Ridge, established collaborative protocols, and provided input on regional safety priorities.*
- » **May 2, 2024 | Working Group Meeting #2:** Updates, Strategies, and Outreach for Move Safely Blue Ridge
 - » *Working Group members received project updates, confirmed roles, reviewed engagement plans, coordinated event staffing, and discussed communication best practices.*
- » **July 11, 2024 | Working Group Meeting #3:** Round 1 Review and Preparation for Round 2
 - » *Working Group members reviewed Round 1 public engagement and survey results, discussed the High-Injury Network, and prepared strategies for Round 2.*
- » **October 17, 2024 | Working Group Meeting #4:** Jurisdictional Site Visits, Countermeasure Drafts, and Round 2 Engagement Strategy Review
 - » *Working Group members reviewed jurisdictional site visits, discussed a draft list of potential countermeasures, and evaluated the Round 2 public engagement strategy.*
- » **January 16, 2025 | Working Group Meeting #5:** High-Injury Network, Conditions, Engagement, and Framework Criteria
 - » *Working Group members reviewed activities to date, recapped the High-Injury Network, discussed existing conditions, summarized Round 2 public engagement activities, and considered proposed framework criteria.*
- » **February 20 – March 4, 2025 | Working Group Meeting #6:** Jurisdiction-Specific Existing Conditions, Project Prioritization, and Jurisdiction-Specific Projects
 - » *Working Group members met one-on-one by jurisdiction to review their jurisdiction's specific existing conditions, discuss preferences for criteria to prioritize projects, and examine details related to their specific projects.*

EXISTING CONDITIONS

The project team assessed transportation, socioeconomic, and demographic trends within the TJPDC region to understand the current conditions in which residents and road users move within and through the region.

Review of Data Sources

The project team referenced the following sources, which provide data on transportation safety and demographics in the TJPDC region.

U.S. Census

The United States Census Bureau collects demographic data. The Census reports data at various levels, including state, county, tract, and block group. The project team used the block group or tract measurements because they provide more detail than county- and state-level data.

American Community Survey (ACS)

The ACS is an ongoing survey, working in partnership with the Decennial Census, that provides vital information on a yearly basis about our nation and its people (e.g., demographic, geographic, economic). The U.S. Census Bureau conducts the survey.

Climate and Economic Justice Screening Tool (CEJST)

As part of the Justive40 Initiative, the White House Council developed a national geospatial mapping tool that identifies census tracts where communities face significant burdens. A community qualifies as disadvantaged if it meets a certain threshold in any of eight burden categories or is within Federally Recognized Tribal boundaries.

Equitable Transportation Community (ETC) Index

As part of the Justive40 Initiative, USDOT developed an index that measures the level to which communities experience disadvantages related to transportation and other burdens.

VDOT Crash Data

VDOT maintains a statewide crash database that includes injury-related crashes and non-injury-related crashes where property damage resulted in costs of at least \$1,500.

Google Maps

The project team used Google Street View imagery to understand existing conditions of roadways in the TJPDC region.

Transportation Conditions

Crash Data Overview

The project team analyzed 2018–2022 crash data from VDOT’s Roadway Network System (RNS) to define the safety needs of the TJPDC region. **Table 1** summarizes the five crash severity types that comprise the KABCO scale. The remainder of the data summaries focus on fatal (K) and suspected serious injury (A) crashes, unless otherwise noted. Suspected serious injury crashes are referred to as serious injury crashes.

Table 1: Crash Severity Scale

Severity Code	Severity	Severity Description
K	Fatality	Any injury that results in death within 30 days after the crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the crash in which the injury occurred, the injury classification will be changed to “Fatality.”
A	Suspected Serious Injury	Any injury other than fatal that results in one or more of the following: <ul style="list-style-type: none"> » Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood » Broken or distorted extremity (arm or leg) » Crush injury » Suspected skull, chest, or abdominal injury other than bruises or minor lacerations » Significant burns (second- and third-degree burns over 10% or more of the body) » Unconsciousness when taken from the crash scene » Paralysis
B	Suspected Minor Injury	Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include a lump on the head, abrasion, bruise, and minor laceration (cut on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
C	Possible Injury	Any injury reported or claimed that is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
O	Property Damage Only (No Apparent Injury)	A situation where there is no reason to believe that the person received any bodily harm from the crash. There is no physical evidence of injury, and the person does not report any change in normal function, but the crash resulted in damage of at least \$1,500 to the motor vehicle or other property. The threshold for a property-damage-only crash changed from \$1,000 to \$1,500 in July 2008.

Source: VDOT Crash Data Dictionary

Table 2 summarizes the number of fatal and serious injury crashes and the number of people killed or seriously injured in those crashes per jurisdiction. From 2018 to 2022, 194 people were killed and another 1,604 people were seriously injured in crashes within the TJPDC region. Almost 50% of the region's fatalities and serious injuries occurred in Albemarle County. Both Louisa County and Nelson County constituted a higher percentage of the region's fatalities (25% and 16%, respectively) than serious injuries (16% and 9%, respectively).

Table 2: Summary of Fatal and Serious Injury Crashes by Jurisdiction, 2018–2022

Jurisdiction	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries	Fatalities + Serious Injuries
Albemarle County	72	77	708	798	875
City of Charlottesville	11	13	180	195	208
Fluvanna County	13	13	83	97	110
Greene County	10	10	97	116	126
Louisa County	46	49	203	257	306
Nelson County	31	32	104	141	173
TJPDC	183	194	1,375	1,604	1,798

Figure 1 summarizes fatalities and serious injuries within the TJPDC region per year. Fatalities increased each year from 2018 to 2021 before decreasing by 14% from 2021 to 2022. The City of Charlottesville with one fatality and Fluvanna County with zero fatalities both reached a record low point for fatalities in 2022. Across the TJPDC region, serious injuries fluctuated each year with a high point of 349 serious injuries in 2020.

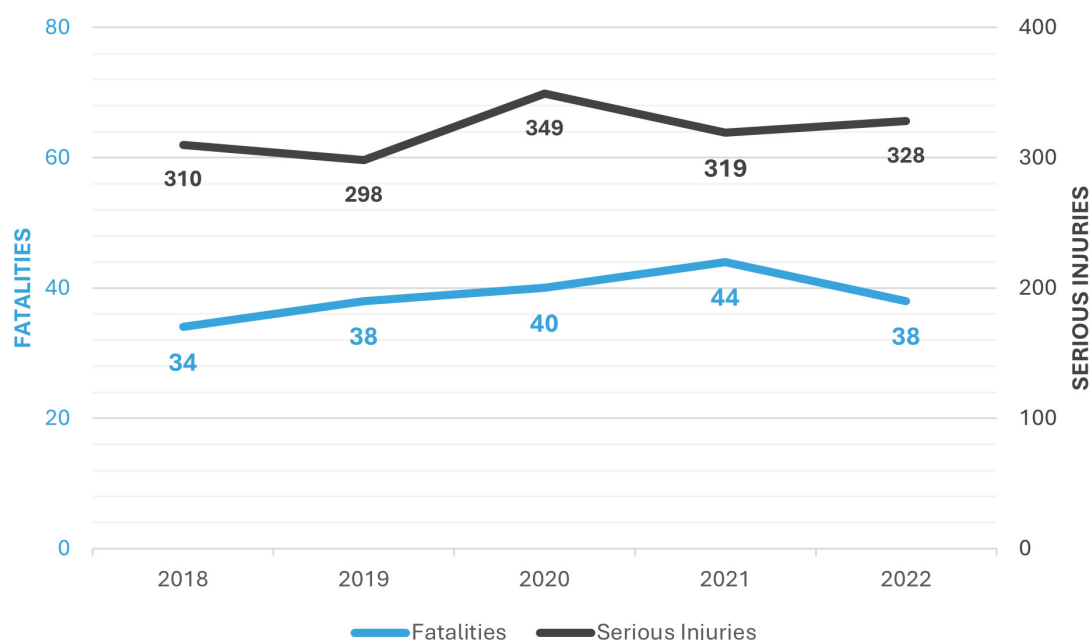


Figure 1: TJPDC Fatal and Serious Injury Crashes by Year

Statewide Network Screening Data

VDOT releases two statewide network screening datasets that can be used to identify safety needs.

Potential for Safety Improvement (PSI)

PSI measures how much crash frequency could be reduced at specific sites based on Highway Safety Manual (HSM) methodologies. PSI indicates an intersection or roadway segment that experienced more crashes than what is expected for a site of the same type (e.g., four-legged signalized intersection, six-lane arterial) with similar traffic volumes. VDOT annually updates the PSI analysis and ranks all intersections and roadway segments based on PSI value. VDOT then publishes a list of the top 100 intersections and the top 100 miles of roadway segments within each VDOT district. **Table 3** summarizes the number of intersections and the total number of segment miles within each jurisdiction that were included in VDOT's PSI list based on 2018 to 2022 crash data. Nelson County falls within VDOT's Lynchburg District while the other five jurisdictions fall within VDOT's Culpeper District. Of the 74 PSI intersections and 76 miles of PSI segments in the TJPDC region, Albemarle County accounts for 62% of the intersections and 50% of the segment miles.

Table 3: TJPDC PSI Intersections and Segments

Jurisdiction	# PSI Intersections	# Miles of PSI Segments
Albemarle County	46	38.3
City of Charlottesville	9	10.2
Fluvanna County	1	9.6
Greene County	5	3.9
Louisa County	7	5.4
Nelson County	6	8.7
TJPDC	74	76.2

Pedestrian and Bicyclist Safety Action Plan Priority Corridors (PBSAP)

In 2023, VDOT and stakeholder agencies prepared the Vulnerable Road User Safety Assessment (VRUSA) 2024–2026 report as a supplement to the Virginia SHSP. The VRUSA guided the PBSAP analysis, which identifies roadway segments in need of pedestrian or bicycle safety improvements, even if those segments do not have a significant history of pedestrian or bicyclist crashes. The PBSAP analysis includes an evaluation of various risk factors that comprise category scores for the roadway, built environment, community, and crashes. VDOT publishes a list of roadways with the top 1% and top 5% of PBSAP scores throughout the state.

Since PBSAP segments within the top 1% and 5% tend to fall within major urban areas, the project team coordinated with VDOT to develop a regional PBSAP analysis for this plan. The regional analysis followed the same methodology as the statewide PBSAP analysis but was limited to roadways within the TJPDC region. While the regional analysis does not change the tendency for high-ranking PBSAP segments to fall within major urban areas, the smaller starting network allowed for more segments to be identified in rural areas.

Table 4 summarizes the number of roadway miles identified within the top 1% and 5% of segments within each jurisdiction for both the regional and statewide PBSAP analyses.

Table 4: PBSAP (4.0) Statewide vs Regional Comparison

Jurisdiction	Statewide PBSAP Analysis		Regional PBSAP Analysis	
	Mileage in Top 1%	Mileage in Top 5%	Mileage in Top 1%	Mileage in Top 5%
Albemarle County	4.8	26.1	9.4	66.0
City of Charlottesville	4.8	10.3	8.5	27.0
Fluvanna County	0	0	0	10.4
Greene County	0	0.3	0	20.0
Louisa County	0	0	0	16.0
Nelson County	0	0	0	10.1
TJPDC	9.6	36.7	17.9	149.5

Emphasis Areas

The project team met with the Working Group to establish emphasis areas for the plan. The project team defined emphasis areas as predominant conditions or characteristics that directly correlate to fatal and serious injury crashes. By focusing on these emphasis areas, the project team could better analyze data to pinpoint the behaviors or roadway conditions that lead to crashes and develop targeted solutions to mitigate those issues. The project team and Working Group then selected 13 emphasis areas, as defined in [Table 5](#). The data referenced in the remainder of this chapter focuses on the number of individuals killed or seriously injured in crashes, as opposed to crashes involving any fatalities or serious injuries.

Table 5: Emphasis Area Definitions

Emphasis Area	Definition
Bicyclists	All bicyclists killed or seriously injured in a crash. This does not include non-bicyclists killed or seriously injured in a crash involving a bicyclist.
Pedestrians	All pedestrians killed or seriously injured in a crash. This does not include non-pedestrians killed or seriously injured in a crash involving a pedestrian.
Motorcyclists	All motorcyclists killed or seriously injured in a crash. This does not include non-motorcyclists killed or seriously injured in a crash involving a motorcycle.
Heavy Vehicles	All people killed or seriously injured in a crash in which one or more vehicles involved was a commercial vehicle or had a heavy vehicle body type.
Aging Road Users	All people of any age who are killed or seriously injured in a crash where one or more drivers was age 65 or older plus the number of pedestrians aged 65 or older who are killed or seriously injured.
Young Drivers	All people of any age who are killed or seriously injured in a crash where one or more drivers were between the ages of 15 and 20.
Occupant Protection	All unrestrained (i.e., not wearing a seat belt) people killed or seriously injured in a crash in a passenger car, pickup truck, van, sport utility vehicle (SUV), motor home, recreational vehicle, emergency vehicle, single-unit truck, or tractor-trailer.
Speeding	All people killed or seriously injured in a crash where one or more drivers were driving faster than the posted speed limit or the maximum safe speed for conditions.
Impaired Driving	All people killed or seriously injured in a crash where one or more drivers were drunk, distracted, drowsy, or using drugs.
Intersections	All people killed or seriously injured in a crash that occurs within 250 feet of an intersection on a VDOT road or that was identified as occurring at an urban intersection on the crash report.
Roadway Departures	All people killed or seriously injured in a crash where one or more vehicles cross an edge line or centerline or otherwise leave the traveled way, excluding intersection crashes.
Farm Vehicles	All people killed or seriously injured in a crash involving farm machinery, regardless of whether those individuals were operating the farm machinery, were in other vehicles, or were pedestrians.
Work Zones	All people killed or seriously injured in a crash occurring within active work zones.

Figure 2 summarizes the number of fatalities and serious injuries attributed to each emphasis area from 2018 to 2022. Crashes where a vehicle departed the roadway resulted in the most fatalities and serious injuries. While the lack of seat belt use contributed to the fifth most serious injuries of all emphasis areas, it contributed to the second most fatalities. Fatalities and serious injuries involving farm equipment, work zones, bicyclists, and pedestrians occurred least frequently among all emphasis areas.

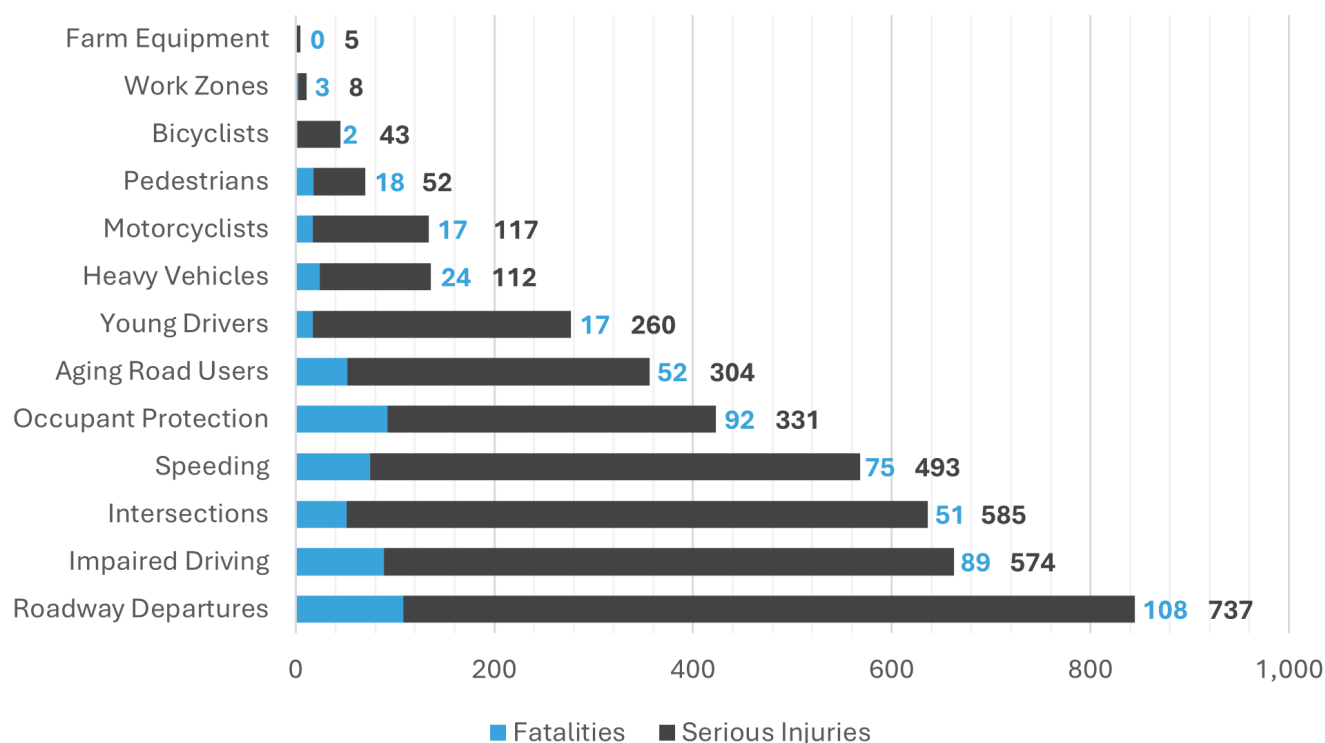


Figure 2: 2018–2022 Fatalities and Serious Injuries by Emphasis Area

While **Figure 2** summarizes the number of fatalities and serious injuries within the TJPDC region for each emphasis area, it does not consider that many crashes involve more than one emphasis area. The correlation matrix shown in **Table 6** summarizes how often each emphasis area acts as a contributing factor to another emphasis area (e.g., how often a roadway departure crash involved a speeding vehicle). Each column in **Table 6** summarizes the total number of fatalities and serious injuries for an individual emphasis area. Each row in that column indicates how often another emphasis area contributed to that total. For example, 44% of roadway departure fatalities and serious injuries also involved an impaired driver.

Table 6 summarizes contributing factors on a crash level rather than a vehicle or driver level. For example, a correlation between speeding and impaired driving means that a crash involved a driver who was speeding and a driver (same or different) who was impaired. For that reason, it is easier to draw conclusions between a behavioral emphasis area and a roadway condition emphasis area than it is to draw conclusions between two behavioral emphasis areas.

Table 6: Correlation Matrix: Emphasis Area KA Crashes

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles	Work Zones	Farm Equipment
Total	663	568	423	845	636	277	45	70	356	134	136	11	5
Impaired Driving	-	43%	51%	44%	30%	28%	18%	34%	24%	16%	26%	36%	40%
Speeding	37%	-	43%	39%	25%	39%	16%	6%	18%	35%	32%	55%	60%
Occupant Protection	35%	35%	-	35%	21%	23%	0%	0%	15%	0%	23%	18%	40%
Roadway Departure	56%	58%	66%	-	0%	45%	4%	1%	28%	34%	36%	36%	0%
Intersections	29%	28%	27%	0%	-	43%	58%	54%	51%	39%	26%	45%	20%
Young Drivers	12%	19%	13%	15%	19%	-	24%	10%	9%	7%	9%	18%	40%
Bicyclists	1%	1%	0%	0%	4%	4%	-	0%	3%	0%	1%	0%	0%
Pedestrians	4%	1%	0%	0%	6%	3%	0%	-	6%	0%	3%	0%	0%
Aging Road Users	13%	11%	12%	12%	28%	12%	20%	30%	-	22%	14%	9%	0%
Motorcyclists	3%	8%	0%	5%	8%	4%	0%	0%	8%	-	3%	9%	0%
Heavy Vehicles	5%	8%	7%	6%	6%	4%	2%	4%	5%	3%	-	9%	0%
Work Zones	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	1%	-	0%
Farm Equipment	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	-

LEGEND

EA Proportion by Column

Top 3 values

Minimum

Maximum

For the four emphasis areas with the most fatalities and serious injuries, the project team summarized additional statistics beyond those indicated in **Table 6**. **Table 7** through **Table 10** summarize these additional statistics.

Table 7: Additional Roadway Departure Statistics

Factor	Key Data Points
Pavement condition	76% dry 24% wet
Lighting	62% dawn, daylight, or dusk 4% dark with roadway lighting 34% dark without roadway lighting
Roadway curvature	55% straight 45% curve
Area type	14% urban 86% rural
Roadway departure direction	27% left 40% right 33% unknown

Table 8: Additional Intersection Statistics

Factor	Key Data Points
Intersection type	25% at signalized intersections 75% at unsignalized intersections
Crash type	41% angle 19% fixed object 15% rear end 7% head on 7% pedestrian 11 % other
Lighting	70% dawn, daylight, or dusk 10% dark with roadway lighting 20% dark without roadway lighting
Area type	50% urban 50% rural

Table 9: Additional Impaired Driving Statistics

Factor	Key Data Points
Type of impairment*	44% alcohol 5% drugs 58% distraction 15% drowsy
Area type	29% urban 71% rural
Lighting	55% dawn, daylight, or dusk 8% dark with roadway lighting 37% dark without roadway lighting

**Sum exceeds 100% because multiple impairments can be present in the same crash*

Table 10: Additional Speeding Statistics

Factor	Key Data Points
Crash type	15% angle 50% fixed object 12% rear end 11% head on 12 % other
Area type	27% urban 73% rural
Speed difference*	54% ≤10 mph 18% 11–15 mph 9% 16–20 mph 11% 21–30 mph 9% >30 mph
Roadway curvature	64% straight 36% curve

**Difference between vehicle speed and the speed limit or maximum safe speed for conditions*

High-Injury Network

The High-Injury Network (HIN) represents the highest concentration of fatal and serious injury crashes on the TJPDC region roadway network. The project team developed the HIN by identifying 0.5-mile segments that meet a minimum crash criterion established for each jurisdiction.

Minimum Crash Criteria

The project team met with each jurisdiction to determine the minimum crash criterion that a 0.5-mile segment must meet to be included in the HIN, using 2018–2022 crash data. For jurisdictions with lower numbers of fatal (K) and serious injury (A) crashes or where those fatal and serious injury crashes were more spread throughout the jurisdiction, the project team selected a minimum crash criterion that also considered minor injury (B) crashes. **Table 11** summarizes the minimum crash criterion selected for each jurisdiction. The project team evaluated crash data separately for each direction of travel on limited-access facilities (e.g., interstates). On all other roadways, the project team evaluated crashes in both directions.

Table 11: HIN Minimum Crash Criteria

Jurisdiction	Minimum Crash Criteria
Albemarle County	2 KA crashes
City of Charlottesville	3 KAB crashes
Fluvanna County	2 KAB crashes
Greene County	2 KAB crashes
Louisa County	2 KAB crashes
Nelson County	2 KAB crashes

Sliding Window Analysis

The project team used a sliding window analysis to identify segments that met the minimum crash criteria for inclusion in the HIN. **Figure 3** illustrates the sliding window analysis methodology. The project team first evaluated the first 0.5-mile segment on a roadway to determine if the minimum crash criteria was met. The project team then shifted the 0.5-mile analysis window by 0.1-mile increment at a time and evaluated each new 0.5-mile segment. The project team repeated this process for the full roadway network. Any 0.5-mile segment that met the minimum criteria was included in the HIN, even if it overlapped with another qualifying segment. For any roadways shorter than 0.5 miles, the minimum crash criteria must have been met over the total length of the roadway for that roadway to be included in the HIN.

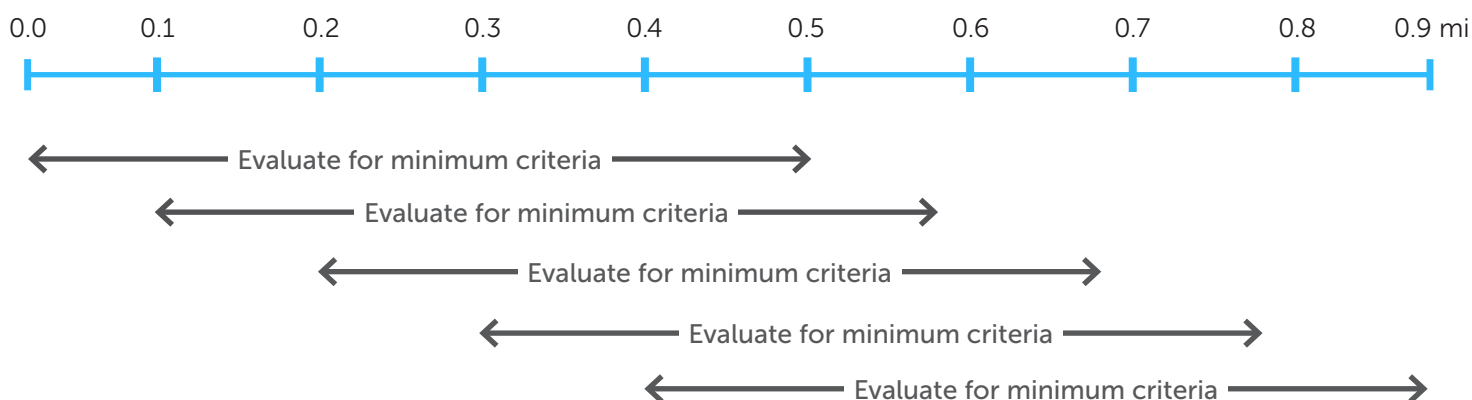


Figure 3: Sliding Window Analysis Methodology

HIN Segment Ranking

The project team calculated the crash cost per mile using all fatal and injury crashes for each HIN segment using VDOT's 2023 comprehensive crash costs shown in **Table 12**.

The project team then calculated a segment and mileage rank for each segment as follows:

- » **Segment Rank:** The project team ranked segments from one to the total number of segments based on the crash cost per mile. For example, the 0.5-mile segment with the highest crash cost per mile was assigned rank one, and the 0.5-mile segment with the second-highest crash cost per mile was assigned rank two.
- » **Mileage Rank:** The project team assigned segments a mileage rank based on the cumulative length of segments with a higher segment rank. For example, the top-ranked segment was assigned a mileage rank of 0.5 miles. The second-ranked segment was assigned a mileage rank of 1.0 mile, provided that it did not overlap with the top-ranked segment. If it overlapped with the top-ranked segment, the mileage rank increased from 0.5 miles by the length of the second-ranked segment that did not overlap.

The project team then categorized the segments into four tiers based on the mileage rank:

- » **Tier 1:** Segments with a mileage rank less than or equal to 10 miles (i.e., the 10 miles of roadway segments with the highest crash cost per mile)
- » **Tier 2:** Segments with a mileage rank between 10 and 25 miles
- » **Tier 3:** Segments with a mileage rank between 25 and 50 miles
- » **Tier 4:** Segments with a mileage rank higher than 50 miles

Table 12: *Crash Cost by Severity*

Crash Severity	Crash Cost
Fatality (K)	\$15,446,715
Suspected Serious Injury (A)	\$903,948
Suspected Minor Injury (B)	\$297,620
Possible Injury (C)	\$170,636

Results

The HIN comprises approximately 400 miles across the TJPDC region as shown in **Figure 4**. **Table 13** summarizes the number and percentage of the total roadway mileage within each jurisdiction included in the HIN and the number and percentage of crashes that occurred on HIN segments.

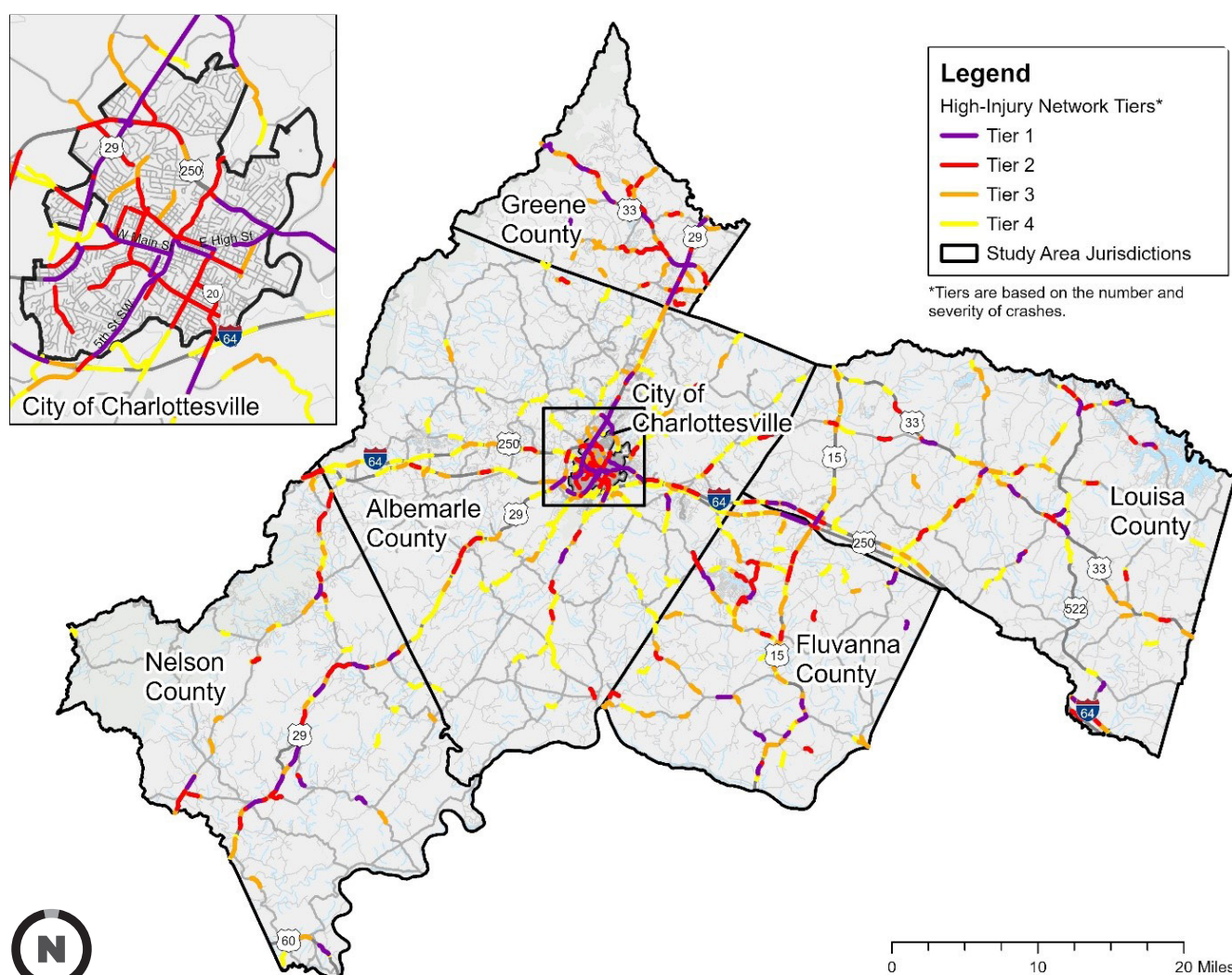


Figure 4: High-Injury Network

Table 13: HIN Crashes and Segment Miles by Jurisdiction (2018–2022)

Jurisdiction	Crash Severities Included	Segment Miles in HIN	% Miles	Crashes in HIN	% Crashes
Albemarle County	KA	125	7%	560	72%
City of Charlottesville	KAB	26	17%	342	84%
Fluvanna County	KAB	62	11%	250	74%
Greene County	KAB	46	12%	313	83%
Louisa County	KAB	71	8%	521	62%
Nelson County	KAB	53	7%	278	75%

Jurisdiction Crash Summaries

The project team compiled jurisdiction-specific crash summaries in the **Appendix**, including an HIN map, fatality and serious injury charts by emphasis area and year, and tables summarizing intersection and segment safety needs. The project team identified intersection safety needs as any intersection that ranked highly within the jurisdiction across the following categories using 2018–2022 crash data; the project team included any crash within 250 feet of each intersection:

- » Total number of crashes
- » Number of fatal and serious injury crashes
- » Number of equivalent property damage only (EPDO) crashes; EPDO crashes are calculated using the following weights:
 - » $K=160$
 - » $A=160$
 - » $B=20$
 - » $C=10$
 - » $O=1$
- » PSI

The project team identified segment safety needs as any roadway segment that ranked highly within the jurisdiction across the following categories using 2018–2022 crash data:

- » HIN
- » PSI
- » Regional PBSAP

Site Visits

The project team identified a preliminary list of locations in need of safety improvements based on the following considerations.

- » Intersections with a high number of total crashes
- » Intersections with a high number of fatalities or serious injuries
- » High-ranking intersections or segments for PSI
- » High-ranking segments for PBSAP
- » Segments on the HIN
- » Locations with multiple comments in public survey

The project team then met with the Working Group to refine the list based on local input about priorities and previously identified projects. The project team then visited each location listed in **Table 14** to observe geometric conditions and driver behavior and document potential countermeasures or improvements to be refined during the recommendations phase.

Table 14: Site Visit Locations by Jurisdiction

Jurisdiction	Site Visit Location
Albemarle County	<ul style="list-style-type: none"> » US 29 at I-64 interchange » US 29 at Greenbrier Drive » US 29 near Charlottesville Fashion Square » US 29 between Woodbrook Drive and Carrsbrook Drive » Proffit Road at Pritchett Lane
City of Charlottesville	<ul style="list-style-type: none"> » 5th Street SW between 5th Street Station and Harris Road » Cherry Avenue at 5th Street SW <ul style="list-style-type: none"> » Includes crosswalks at Tonsler Park » W Main Street between 14th Street and 10th Street » W Main Street at Ridge Street » E High Street between Locust Avenue and US 250
Fluvanna County	<ul style="list-style-type: none"> » US 250 at Diamond Road » S Boston Road between Route 53 and River Ridge Drive » Route 53 at Route 619 » Route 53 at Martin Kings Road
Greene County	<ul style="list-style-type: none"> » US 29 at Cedar Grove Road/Matthew Mill Road » Preddy Creek Road near Daniels Road » US 33 at US 29 <ul style="list-style-type: none"> » Includes intersections to the west on US 33 » Amicus Road east of Swift Run Road and at US 33 » US 33 at Swift Run Road » US 33 east of Skyline Drive
Louisa County	<ul style="list-style-type: none"> » Route 22 east of US 15 » US 33 at Route 22 » US 33 at Route 208 » Route 208 south of Jack Jouett Road <ul style="list-style-type: none"> » I-64 interchange at Zion Crossroads
Nelson County	<ul style="list-style-type: none"> » US 60 near Horsley Lane » US 29 in Colleen » Route 151 at Route 56 » US 29 in Lovingston » US 29 at Route 6 » Route 151 in Nellysford and Brent Gap

Community Conditions

This section summarizes demographic, socioeconomic, and environmental justice data to understand the distribution of roadway users throughout the TJPDC region.

Disadvantaged Community Indicators

The project team identified and analyzed disadvantaged communities throughout the TJPDC regions using the CEJST as part of the Community Conditions section. The CEJST serves as the primary tool for federal agencies to identify eligible disadvantaged communities for programs under the Justice40 Initiative, which aims to deliver 40% of overall benefits from federal investments in climate and clean energy to these communities. It highlights communities that have historically been overburdened and underserved within eight categories and associated economic indicators. The eight categories of burden are listed below:

- » **Climate Change:** Evaluates the likelihood of flooding events and their potential impact on communities and measures exposure to particulate matter from diesel exhaust, a significant pollutant.
- » **Energy:** Assesses the financial burden of energy expenses on households and considers the distance to hazardous waste sites, which can affect living conditions and health.
- » **Health:** Measures rates of asthma and chronic conditions within the community, influenced by environmental pollution and often exacerbated by environmental and socioeconomic factors.
- » **Housing:** Identifies homes without adequate plumbing and the presence of lead-based paint, which can affect sanitation and pose serious health risks.
- » **Legacy Pollution:** Indicates closeness to sites designated for cleanup due to hazardous contamination.
- » **Transportation:** Evaluates exposure to traffic-related pollution and the burden of high traffic volumes.
- » **Water and Wastewater:** Measures the impact of wastewater discharge on water quality in the community and considers the risks associated with leaks or releases from underground storage tanks.

- » **Workforce Development:** Captures rates of unemployment in the community, which affects economic stability, along with levels of poverty and the prevalence of households where English is not the primary language, impacting access to resources and opportunities.

Communities are considered disadvantaged if they meet 90th percentile thresholds for any of categories and are “in the 65th percentile or above for number of households with income less than twice the federal poverty level.” Further, all communities that are within Federally Recognized Tribes are classified as disadvantaged communities and all communities that are “completely surrounded by other disadvantaged communities and are at or above the 50th percentile for low-income as disadvantaged communities.”

USDOT developed the ETC Index to support the CEJST. Its primary aim is to remedy decades of underinvestment in transportation infrastructure in communities nationwide. It allows every community to evaluate the transportation burdens they face and understand how investments can mitigate or reverse these issues. This tool highlights transportation-related burdens by census tract, identifying areas with:

- » **Transportation Insecurity:** When residents in that census tract are more likely to be unable to reliably access transportation to meet the needs of their daily life (e.g., access to a vehicle)
- » **Climate and Disaster Risk Burden:** Future and current risks to residents from climate and natural disasters (e.g., potential losses from climate and natural disasters)
- » **Environmental Burden:** Residents’ exposure to pollution and other harmful elements caused from the built environment
- » **Health Vulnerability:** Prevalence of health conditions (e.g., asthma, cancer)
- » **Social Vulnerability:** Populations at a higher risk due to social conditions (e.g., poverty, crowded housing)

The project team used CEJST as the primary tool for identifying disadvantaged communities within the TJPDC region, offering a comprehensive approach for assessment. All maps displaying disadvantaged communities were based on CEJST data. While the ETC was not used in the mapping process, it provided direct statistics and insights into the transportation burdens faced by each community.

County Overview

Albemarle County features a mix of rural and urban development, encompasses a significant portion of the University of Virginia's campus, and provides access to the Blue Ridge Mountains to the west.

I-64 and U.S. Routes 29 and 250 traverse the county, providing vital regional connections. These corridors are essential for linking Albemarle's rural areas with larger metropolitan regions. The county's local roads serve both residential and rural areas. A map of Albemarle County is shown in **Figure 5** and a summary of demographic data is shown in **Table 15**.

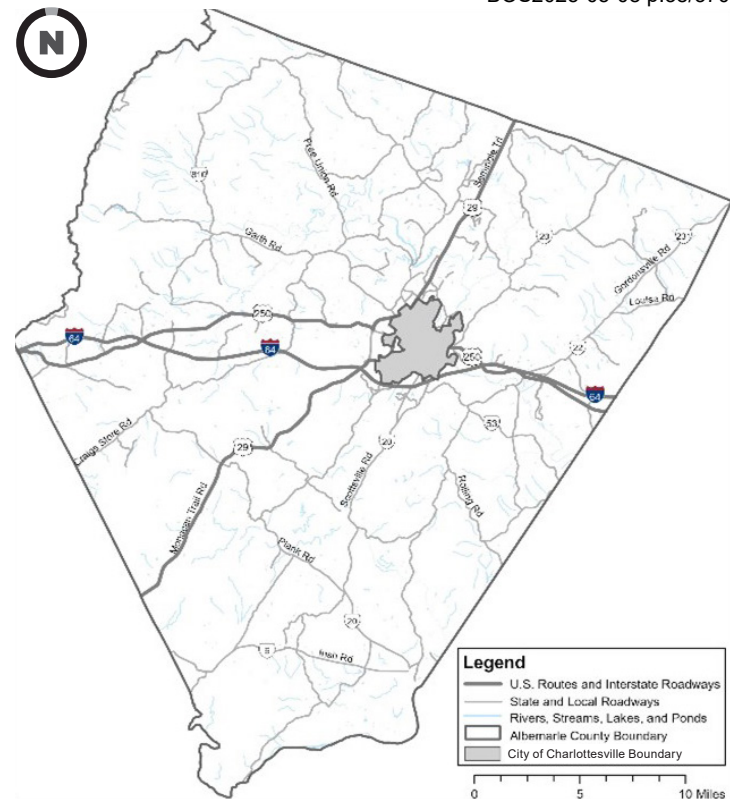


Figure 5: Albemarle County

Table 15: Albemarle County At a Glance

Albemarle County At a Glance	
2022 Estimated Population	112,513
Median Age	39.7
Percent of People of Color	21%
Racial Distribution	
White	79% (88,455)
Black or African American	9% (9,966)
American Indian and Alaska Native	<1% (125)
Asian	6% (6,319)
Native Hawaiian and Other Pacific Islander	<1% (34)
Some Other Race	1% (1,789)
Two or More Races	5% (5,825)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	68% (36,753)
Car, Truck, or Van – Carpooled	8% (4,134)
Public Transportation	2% (1,107)
Walk	3% (1,356)
Taxicab, Motorcycle, or Other Means	1% (771)
Work from Home	18% (9,716)
2022 Households	
Average Household Size	2.36
Percentage of Households Without Access to a Vehicle	5%
2022 Median Household Income	\$97,708

Disadvantaged Communities

Albemarle County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC provided valuable insights into the transportation burdens faced by each community. In Albemarle County, ETC disadvantaged areas were ranked in the 93rd percentile for transportation cost burdens and the 22nd percentile for transportation access. On average, households in these areas spend 28% of their income on transportation. Additionally, an estimated 34% of households within these areas do not own vehicles.

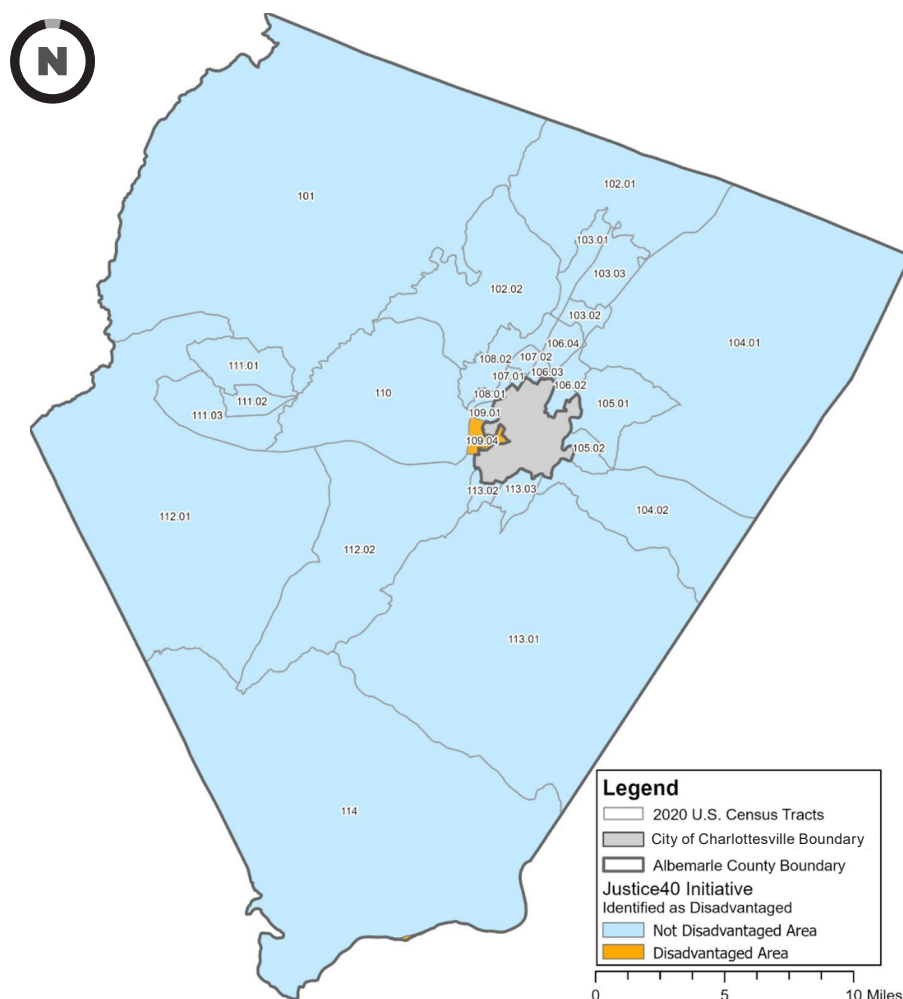
» 6 | Total Percent of Population Living in Disadvantaged Areas

» 93rd | Percentile for Transportation Cost Burden

» 22nd | Percentile for Transportation Access

Albemarle County Disadvantaged Communities Per Justice40 CEJST Census Tract Data

Figure 6 shows the disadvantaged communities within Albemarle County at the census tract level, using the disadvantaged communities indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. Based on the CEJST, Census Tract 109.04 is the only tract within the county that meets the criteria for a disadvantaged community.



2% of all serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Albemarle County.

Figure 6: Albemarle County Disadvantaged Communities

City Overview

The City of Charlottesville, located within Albemarle County, is entirely independent of any county or political subdivision. It features a mix of a dense downtown area and residential neighborhoods, with the University of Virginia extending into the city's western side.

Charlottesville is regionally served by U.S. Routes 250 and 29, State Route 20, and I-64, which passes through its southeastern corner. Local roadways provide the main connections within the city. A map of the City of Charlottesville is shown in **Figure 7** and a summary of demographic data is shown in **Table 16**.

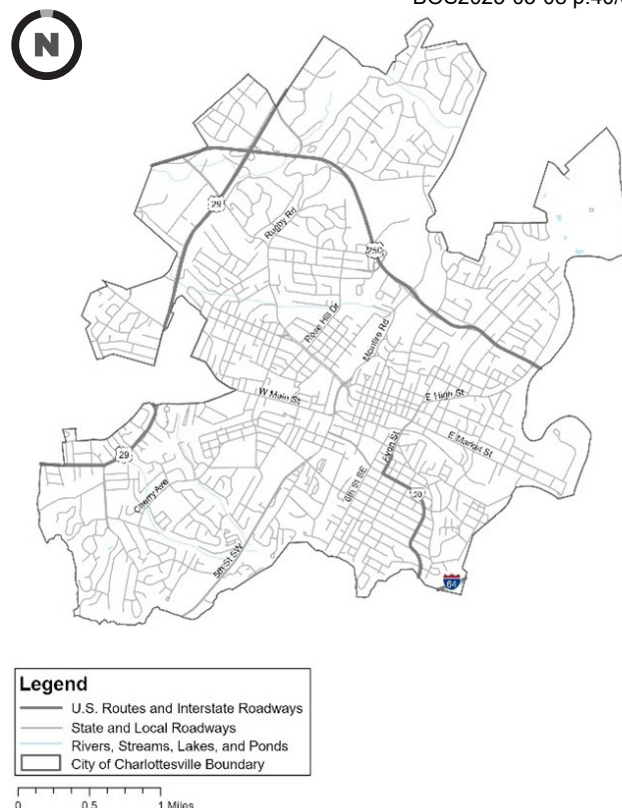


Figure 7: City of Charlottesville

Table 16: City of Charlottesville At a Glance

City of Charlottesville At a Glance	
2022 Estimated Population	46,289
Median Age	32.4
Percent of People of Color	31%
Racial Distribution	
White	69% (31,716)
Black or African American	17% (7,945)
American Indian and Alaska Native	<1% (70)
Asian	7% (3,237)
Native Hawaiian and Other Pacific Islander	-
Some Other Race	1% (577)
Two or More Races	% (62,744)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	54% (12,893)
Car, Truck, or Van – Carpooled	6% (1,359)
Public Transportation	5% (1,182)
Walk	13% (3,021)
Taxicab, Motorcycle, or Other Means	4% (933)
Work from Home	18% (4,282)
2022 Households	
Average Household Size	2.22
Percentage of Households Without Access to a Vehicle	12%
2022 Median Household Income	\$67,177

Disadvantaged Communities

City of Charlottesville Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In the City of Charlottesville, ETC disadvantaged areas ranked in the 56th percentile for transportation cost burden and the 32nd percentile for transportation access. On average, households in these areas spend 18% of their income on transportation. Additionally, an estimated 13% of households within these areas do not own vehicles. The City of Charlottesville's relatively lower percentile rankings could be attributed to the existing robust transit system.

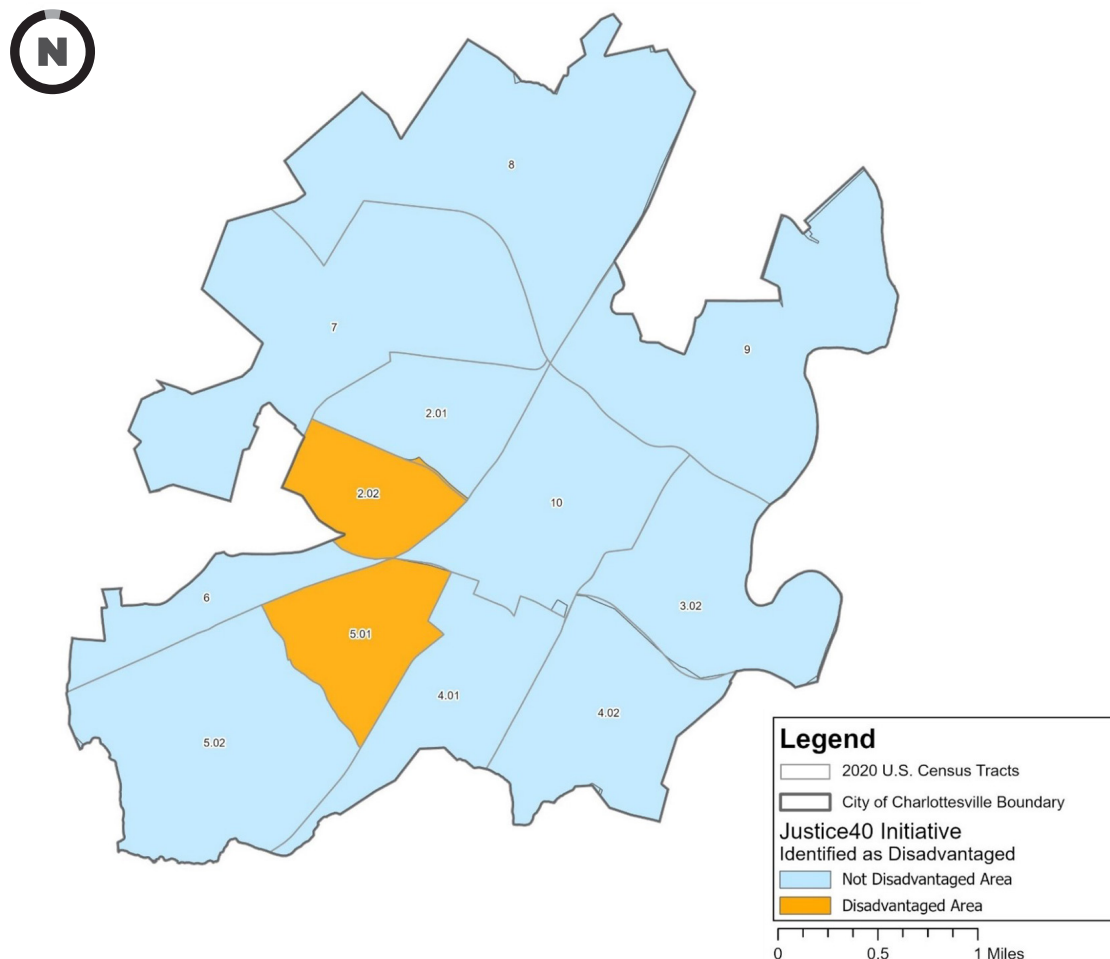
» 16% | Total Percent of Population Living in Disadvantaged Areas

» 56th | Percentile for Transportation Cost Burden

» 32nd | Percentile for Transportation Access

City of Charlottesville Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 8 shows the disadvantaged communities within the City of Charlottesville at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. Based on the CEJST, Census Tracts 2.02 and 5.01 are the only tracts within the city that meet the threshold for at least one of the CEJST's categories of burden, identifying it as a disadvantaged community.



17% of all serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within City of Charlottesville.

Figure 8: City of Charlottesville Disadvantaged Communities

Louisa County

County Overview

Louisa County is largely rural and located to the east of Albemarle County. Only about 10% of the county is developed as urban, residential, or industrial. The rest encompasses 71% natural and planted forest lands; 16% crop, pasture, and open land; and 3% bodies of water.

I-64 and U.S. Routes 250, 33, 15, and 522 facilitate essential regional connections to surrounding metropolitan areas, making these corridors vital for local commuting and regional travel. A map of Louisa County is shown in **Figure 9** and a summary of demographic data is shown in **Table 17**.

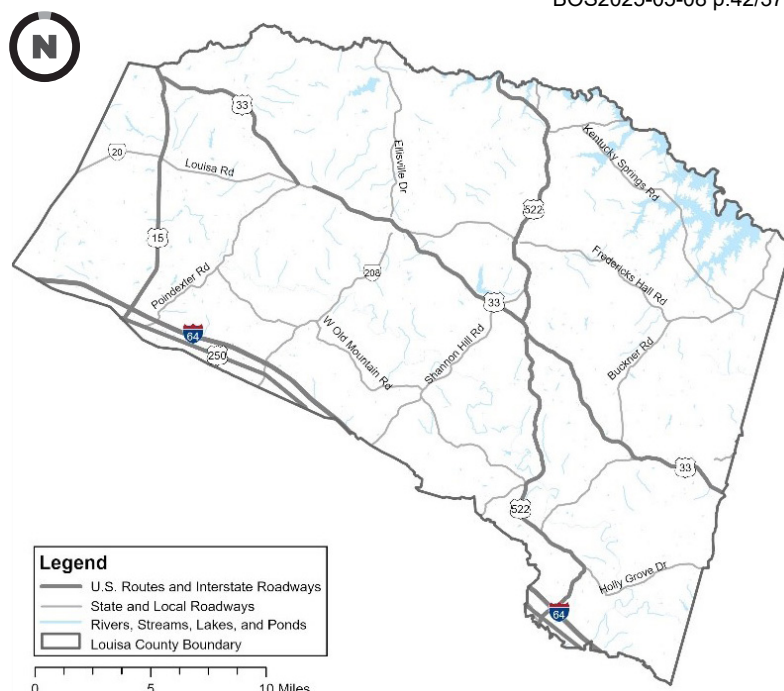


Figure 9: Louisa County

Table 17: Louisa County At a Glance

Louisa County At a Glance	
2022 Estimated Population	38,106
Median Age	45.0
Percent of People of Color	22%
Racial Distribution	
White	78% (29,805)
Black or African American	14% (5,130)
American Indian and Alaska Native	<1% (72)
Asian	1% (185)
Native Hawaiian and Other Pacific Islander	<1% (11)
Some Other Race	1% (510)
Two or More Races	6% (2,393)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	78% (13,670)
Car, Truck, or Van – Carpooled	10% (1,833)
Public Transportation	<1% (55)
Walk	<1% (85)
Taxicab, Motorcycle, or Other Means	1% (129)
Work from Home	11% (1,843)
2022 Households	
Average Household Size	2.59
Percentage of Households Without Access to a Vehicle	4%
2022 Median Household Income	\$76,594

Disadvantaged Communities

Louisa County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Louisa County, ETC disadvantaged areas ranked in the 96th percentile for transportation access and the 93rd percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, residents of disadvantaged areas in Louisa County must drive a minimum of 27 minutes to a park and approximately 16 minutes to a grocery store.

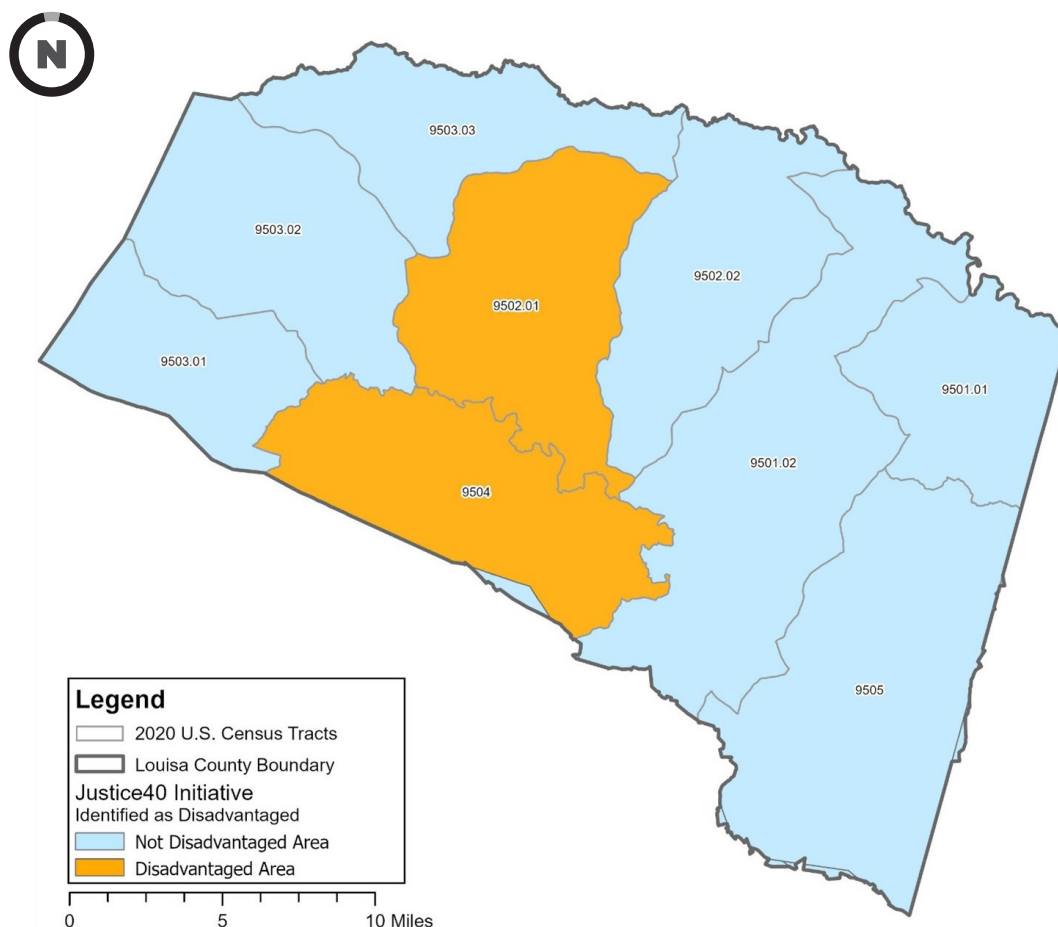
» 35% | Total Percent of Population Living in Disadvantaged Areas

» 96th | Percentile for Transportation Access

» 93rd | Percentile for Transportation Insecurity

Louisa County Disadvantaged Communities Per Justice40 CEJST Census Tract Data

Figure 10 shows the disadvantaged communities within Louisa County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. Based on the CEJST, Census Tracts 9502.01 and 9504 are the only tracts within the county that meet the threshold for at least one of the CEJST's categories of burden, identifying it as a disadvantaged community.



22% of all serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Louisa County.

Figure 10: Louisa County Disadvantaged Communities

Greene County



County Overview

Greene County is a small, rural community located north of Albemarle County, characterized by its mountains, forests, and open land on the western side. It serves as a gateway to the Blue Ridge Mountains and Shenandoah National Park.

U.S. Routes 33 and 29 intersect in the county, providing access to the parks, mountains, and larger metropolitan areas like Charlottesville, Richmond, and Washington, DC. A map of Greene County is shown in **Figure 11** and a summary of demographic data is shown in **Table 18**.

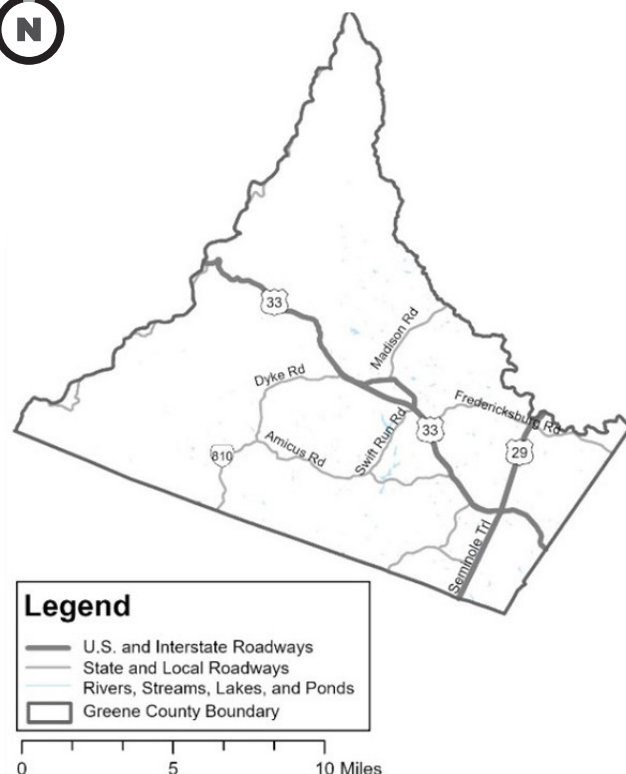


Figure 11: Greene County

Table 18: Greene County At a Glance

Greene County At a Glance	
2022 Estimated Population	20,631
Median Age	41.7
Percent of People of Color	19%
Racial Distribution	
White	81% (16,664)
Black or African American	7% (1,326)
American Indian and Alaska Native	<1% (18)
Asian	2% (481)
Native Hawaiian and Other Pacific Islander	<1% (15)
Some Other Race	5% (1,095)
Two or More Races	5% (1,032)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	72% (7,585)
Car, Truck, or Van – Carpooled	13% (1,402)
Public Transportation	1% (136)
Walk	1% (116)
Taxicab, Motorcycle, or Other Means	2% (145)
Work from Home	11% (1,173)
2022 Households	
Average Household Size	2.67
Percentage of Households Without Access to a Vehicle	2%
2022 Median Household Income	\$81,338

Disadvantaged Communities

Greene County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Greene County, about a quarter of the total population lives in ETC disadvantaged areas. These areas are ranked in the 76th percentile for transportation access and the 75th percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, 5% of households within these areas do not own vehicles.

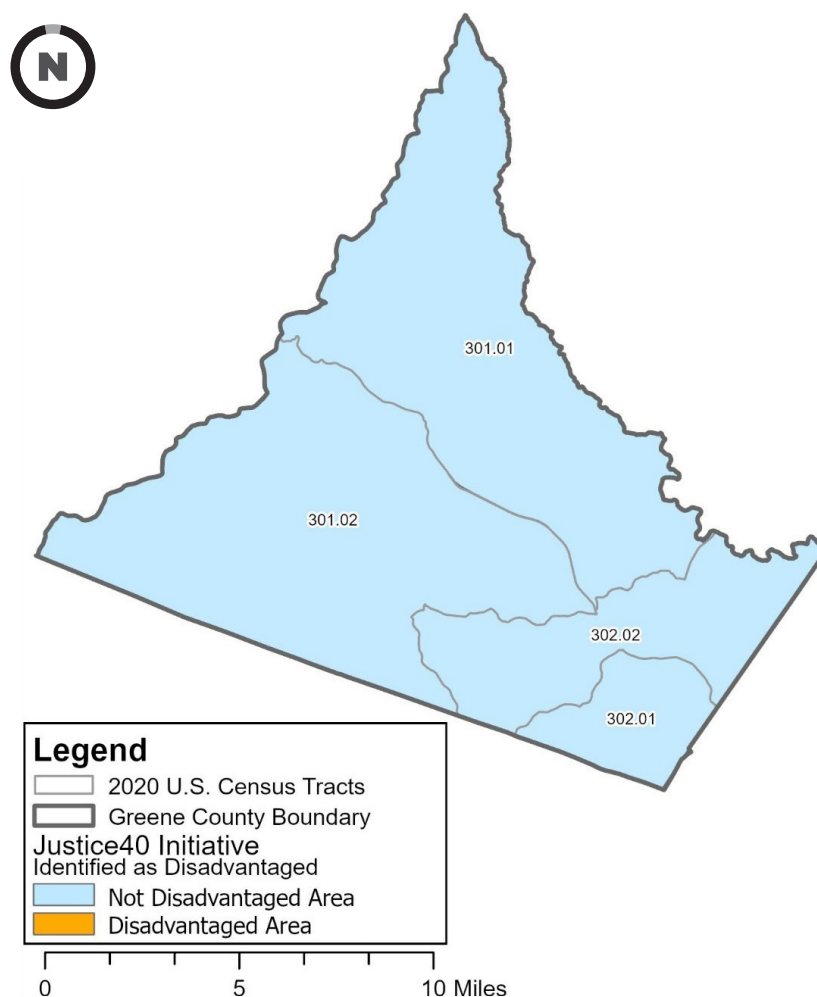
» 24% | Total Percent of Population Living in Disadvantaged Areas

» 76th | Percentile for Transportation Access

» 75th | Percentile for Transportation Insecurity

Greene County Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 12 shows the disadvantaged communities within Greene County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. No disadvantaged communities were identified by the CEJST.



No serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Greene County.

Figure 12: Greene County Disadvantaged Communities

Nelson County



County Overview

Nelson County is southwest of Albemarle County and is a rural community known for its natural beauty and historic sites. It is bordered by the James River to the south and east and the Blue Ridge Mountains to the north and west, with a large portion of the western section in the George Washington National Forest.

U.S. Route 29 runs through the county from north to south, I-64 passes through the northern corner, and U.S. Route 60 crosses the southern corner. A map of Nelson County is shown in **Figure 13** and a summary of demographic data is shown in **Table 19**.

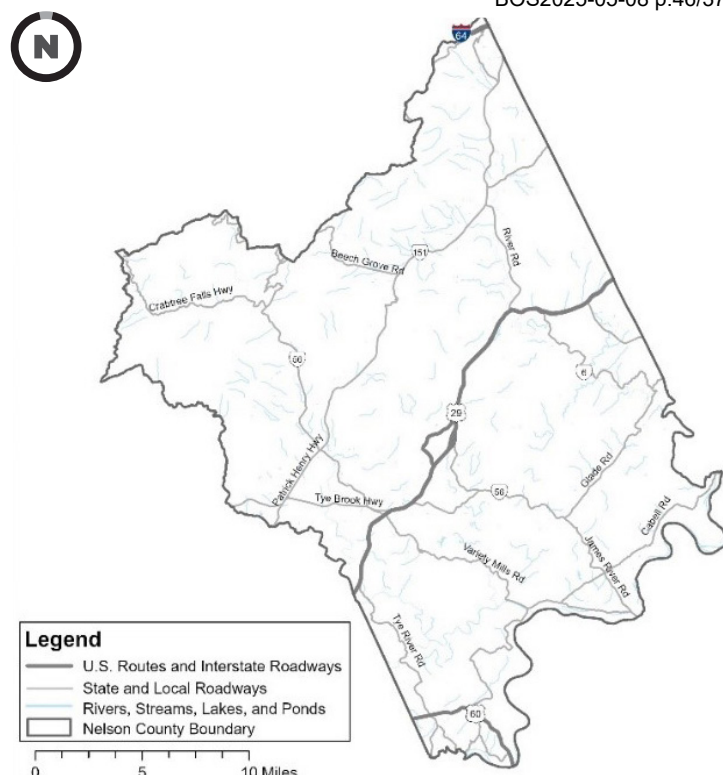


Figure 13: Nelson County

Table 19: Nelson County At a Glance

Nelson County At a Glance	
2022 Estimated Population	14,773
Median Age	50.7
Percent of People of Color	18%
Racial Distribution	
White	82% (12,160)
Black or African American	12% (1,830)
American Indian and Alaska Native	<1% (10)
Asian	<1% (29)
Native Hawaiian and Other Pacific Islander	-
Some Other Race	3% (367)
Two or More Races	3% (377)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	58% (93,762)
Car, Truck, or Van – Carpooled	15% (998)
Public Transportation	<1% (10)
Walk	2% (152)
Taxicab, Motorcycle, or Other Means	2% (92)
Work from Home	23% (1,481)
2022 Households	
Average Household Size	2.39
Percentage of Households Without Access to a Vehicle	6%
2022 Median Household Income	\$64,028

Disadvantaged Communities

Nelson County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Nelson County, close to 50% of the total population lives in ETC disadvantaged areas. These areas are ranked in the 94th percentile for transportation access and the 93rd percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, 12% of households within these areas do not own vehicles.

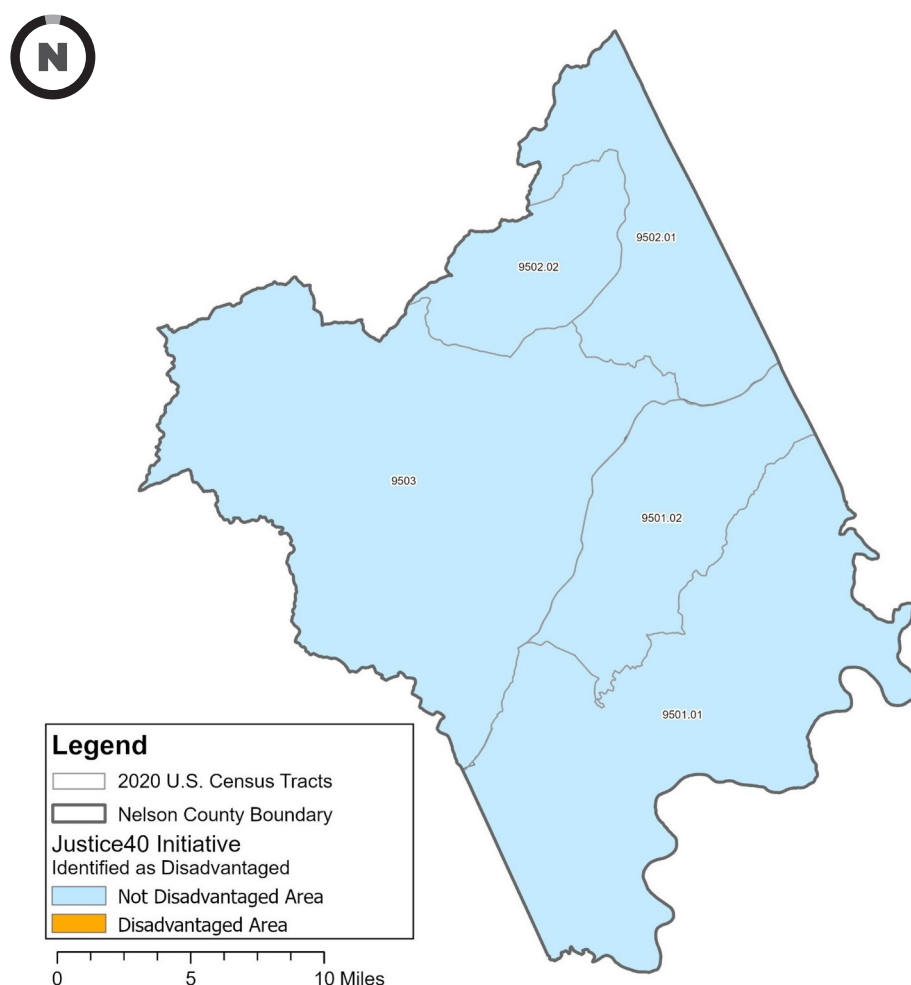
» 44% | Total Percent of Population Living in Disadvantaged Area

» 94th | Percentile for Transportation Access

» 93rd | Percentile for Transportation Insecurity

Nelson County Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 14 shows the disadvantaged communities within Nelson County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. No disadvantaged communities were identified by the CEJST.



No serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Nelson County.

Figure 14: Nelson County Disadvantaged Communities

Fluvanna County

County Overview

Strategically located between the Cities of Charlottesville and Richmond, Fluvanna County is a rural community known for its natural beauty and outdoor activities.

U.S. Route 15 runs directly through the center of the county, serving as the major regional connector for residents and visitors. I-64 and U.S. Route 250 pass through the northern corner, supported by various state and local roads that connect the county to larger highways and nearby metropolitan areas. A map of Fluvanna County is shown in **Figure 15** and a summary of demographic data is shown in **Table 20**.

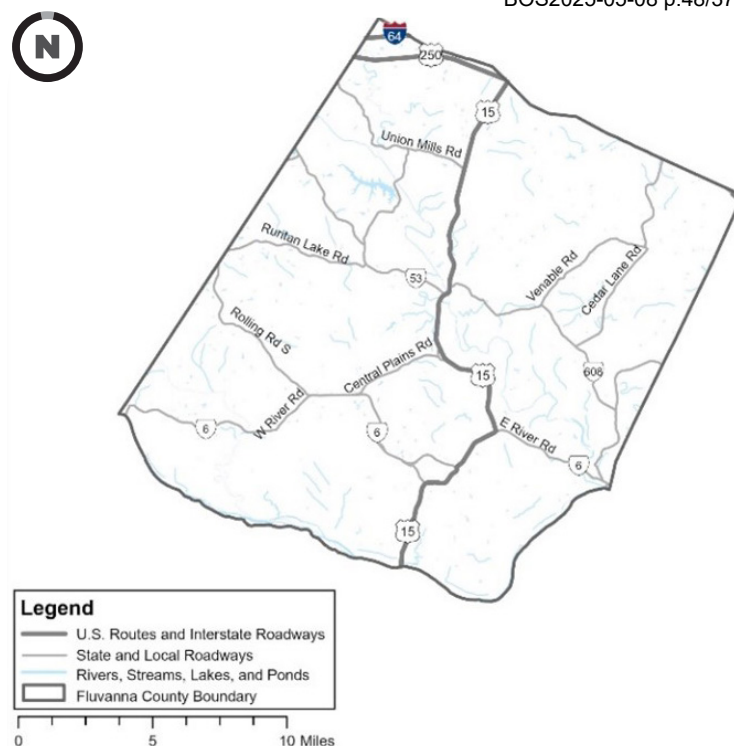


Figure 15: Fluvanna County

Table 20: Fluvanna County At a Glance

Fluvanna County At a Glance	
2022 Estimated Population	27,442
Median Age	43.1
Percent of People of Color	23%
Racial Distribution	
White	77% (21,205)
Black or African American	13% (3,559)
American Indian and Alaska Native	<1% (33)
Asian	2% (381)
Native Hawaiian and Other Pacific Islander	<1% (23)
Some Other Race	2% (529)
Two or More Races	6% (1,712)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	75% (9,963)
Car, Truck, or Van – Carpooled	9% (1,212)
Public Transportation	1% (90)
Walk	1% (120)
Taxicab, Motorcycle, or Other Means	2% (231)
Work from Home	12% (1,548)
2022 Households	
Average Household Size	2.57
Percentage of Households Without Access to a Vehicle	3%
2022 Median Household Income	\$90,766

Disadvantaged Communities

Fluvanna County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Fluvanna County, about a quarter of the total population lives in ETC disadvantaged areas. These areas are ranked in the 84th percentile for transportation access and the 80th percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, 4% of households within these areas do not own vehicles.

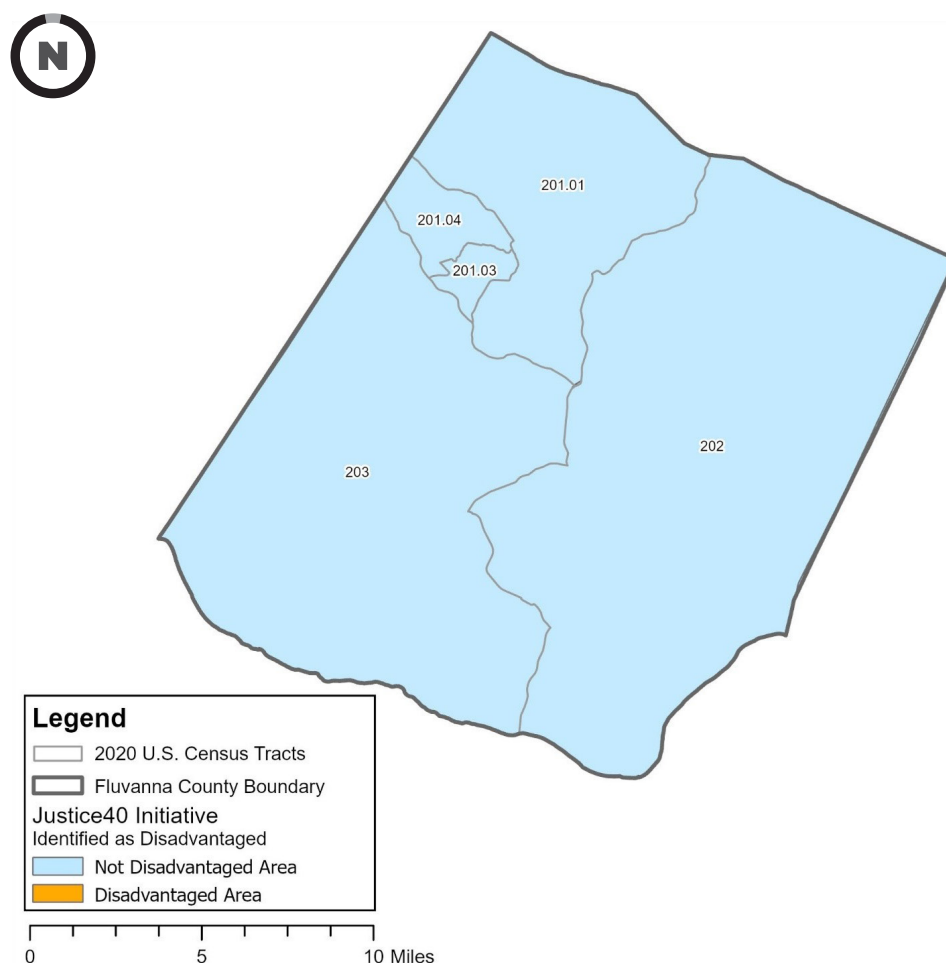
» 24% | Total Percent of Population Living in Disadvantaged Areas

» 84th | Percentile for Transportation Access

» 80th | Percentile for Transportation Insecurity

Fluvanna County Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 16 shows the disadvantaged communities within Fluvanna County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. No disadvantaged communities were identified by the CEJST.



No serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Fluvanna County.

Figure 16: *Fluvanna County Disadvantaged Communities*

Overview of Engagement Rounds

Between December 2023 and June 2025, TJPDC conducted three rounds of public engagement to inform the development of Move Safely Blue Ridge. Stakeholders, including the general public, were asked to identify roadway safety concerns and potential solutions across six local jurisdictions in Virginia's Planning District 10. Through the engagement process, the project team aimed to ensure community priorities were reflected in the safety action plan, expand participation among historically underrepresented and underengaged groups, and foster support for the solutions and strategies outlined in the safety action plan. The focus of each round of engagement is outlined below:

- » **Round 1:** Identifying the region's values, issues, and opportunities
- » **Round 2:** Engaging on roadway safety solutions and priorities
- » **Round 3:** Reviewing the safety action plan

Public Engagement Goals:



Gather community input to inform safety priorities and solutions



Collect data to shape actionable roadway safety strategies



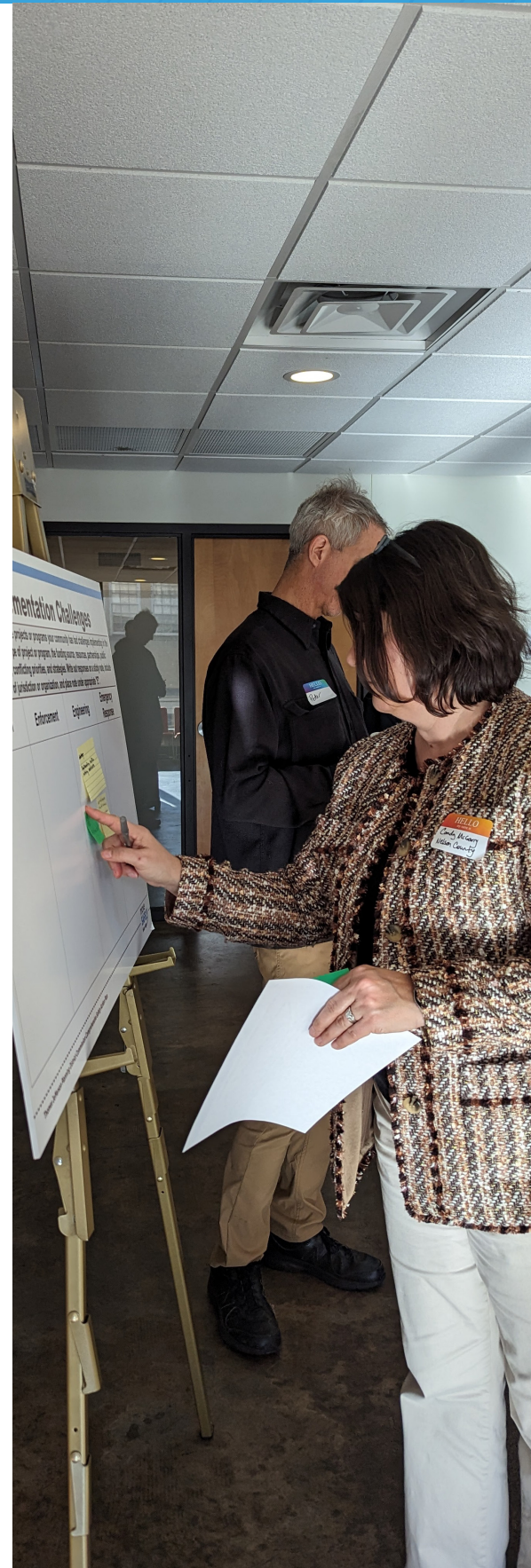
Engage stakeholders in a shared vision for roadway safety



Conduct an inclusive and transparent outreach campaign



Expand participation among historically underrepresented communities



Stakeholders Engaged:

Historically under engaged communities (low-income, minority, Limited English Proficiency, zero-car households, and rural)

Local government officials, VDOT representatives, and staff

Community organizations and faith-based organizations

Monacan Indian Nation

Farmers, ranchers, and foresters

Educational institutions (K–12 schools, vocational institutions, campus communities)

Advocacy groups, law enforcement, and first responders

Transportation Citizens Advisory Committee

General public

Local businesses

Community Champions:

The project team engaged with nine Community Champions to expand outreach, build support, and increase awareness for the development of Move Safely Blue Ridge. These individuals, recommended by Working Group members and community leaders across the region, represented a diverse range of backgrounds, including faith-based leadership, the head of a rural food pantry, and a staff member from a local community health center. During **Round 1** of public engagement, these Community Champions helped raise awareness and mobilize support for the development of the safety action plan. In **Round 2**, these advocates played an essential role in obtaining community feedback on prioritizing solutions to be implemented within the plan.



Notable Contributions by Community Champions:

- » Spearheaded outreach at Feeding Greene Pantry, engaging 81 individuals, the highest number of interactions at a single pop-up
- » Digitally distributed partner toolkit via social media channels to 500+ residents
- » Recorded a video testimonial highlighting the importance of roadway safety efforts

Project Website:

The MoveSafelyBlueRidge.com website served as a central hub for public engagement and project updates. The site featured:

- » Regular updates on the engagement process and project milestones
- » A sign-up portal for residents to receive newsletters and engagement opportunities
- » A calendar of upcoming and past public meetings and pop-up events
- » Resources on roadway safety, including tips for cyclists, pedestrians, and drivers



Snapshot of Outreach Strategies:

- » Flyer distributions at local businesses
- » Flyers placed on community bulletin boards
- » Distribution of project materials via TJPDC's social media channels
- » Jurisdiction newsletters (e.g., Louisa County Newsletter)
- » Digital signage at government buildings
- » Community digital calendars (e.g., Cville Calendar)



Public Engagement Activities

Round 1: Identifying the Region's Values, Issues, and Opportunities

Regional Safety Summit January 10, 2024

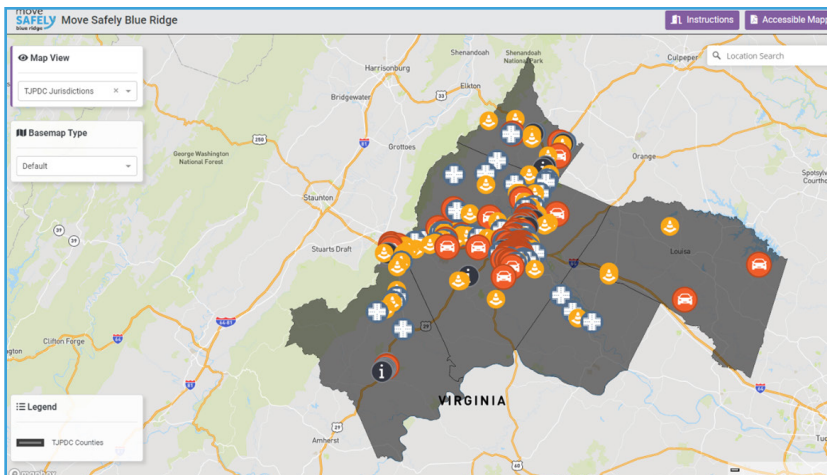
The Regional Safety Summit served as a foundational step in developing Move Safely Blue Ridge. Representatives from multiple jurisdictions, including VDOT and TJPDC staff and community members, gathered to establish a collective understanding of roadway safety challenges and solutions. At the summit, the project team introduced the SS4A program and the Safe System Approach, reinforcing that traffic fatalities and serious injuries are preventable through shared responsibility.

Participants engaged in discussions on the four Es of roadway safety—engineering, education, enforcement, and emergency response. Breakout sessions facilitated conversations on identifying unsafe intersections, high-traffic areas for outreach, and past safety improvement successes and challenges. These sessions helped shape priorities for the safety action plan, and participants closed the summit by reflecting on their motivations for involvement.



Online Interactive Survey Between May 17, 2024, and June 30, 2024,

TJPDPC invited the public to participate in an online survey, where they could pinpoint specific roadway safety concerns on an interactive map. Participants placed icons to indicate issues such as speeding, poor visibility, inadequate lighting, and dangerous intersections. The survey also gathered qualitative data on residents' general perceptions of roadway safety and their most pressing concerns. The collected responses helped the planning team identify regional hotspots for safety interventions and informed the selection of priority locations for targeted improvements. The planning team also provided the survey in Spanish and made it available in a paper format.



Take Survey

* 2. Please indicate the extent to which you agree with the following statements as they relate to the region. Make one selection per statement below.

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	unsure/don't know
Streets and roads are generally safe and well-maintained.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
People drive safely.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe travelling on both urban and rural streets and	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3 of 30 answered

powered by SurveyMonkey



Snapshot of Round 1 Pop-Ups:

- » Louisa County | Louisa County Sheriff's Office Special Needs & Autism Awareness Festival, June 1, 2024
- » Louisa County | Jack Jouett Day Festival, June 8, 2024
- » Fluvanna County | Farmers' Market, June 9, 2024
- » Albemarle County | Rivanna RiverFest (Albemarle), May 19, 2024
- » Albemarle County | Albemarle Farmers' Market, June 15, 2024
- » Greene County | Greene Farmers' Market, June 15, 2024
- » Nelson County | Village of Lovingson Farmers' Market, June 19, 2024
- » Charlottesville | Farmers in the Park, June 26, 2024
- » Albemarle County | Healthy Streets/Healthy People Fair, June 29, 2024
- » Nelson County | Nelson County Pantry Food Distribution, June 29, 2024
- » Albemarle County | Church of Our Savior Episcopal Food Pantry, June 28, 2024
- » Greene County | Feeding Greene Pantry Food Distribution, June 18 and 25, 2024
- » City of Charlottesville | Charlottesville City Market Pop-Up, June 22, 2024



Round 1 Public and Virtual Meetings:

- » Greene County | Greene County Library, June 10, 2024
- » Charlottesville | Carver Recreation Center, June 10, 2024
- » Albemarle County | Albemarle County Office Building, June 11, 2024
- » Louisa County | Betty Queen Center, June 11, 2024
- » Fluvanna County | Fluvanna County Public Library, June 12, 2024
- » Nelson County | Nelson Center, June 12, 2024
- » Virtual Public Meeting, June 20, 2024

Get Involved!

Join community members in Louisa County and the Thomas Jefferson Planning District Commission for a local public meeting.

move SAFELY blue ridge

Betty Queen Center
June 11, 2024, 6:00 p.m.-8:00 p.m.

movesafelyblueridge.com

Round 2: Engaging on Roadway Safety Solutions

Interactive Public Survey/Activity

This engagement activity allowed participants to prioritize potential safety solutions. Each participant received five tokens to allocate across three categories: engineering, education, and enforcement. They then selected their preferred solutions within each category—such as enhanced crosswalks, traffic-calming measures, increased lighting, and additional signage—by placing stickers on their chosen options. TJPDC gave participants postcards with ways to stay safe on the roads and additional information on how to stay engaged with Move Safely Blue Ridge.

The project team made an interactive public activity available in both online and paper formats for community participation. A total of 686 community members completed the online survey.

Pop-Up Events

A total of 690 community members from all jurisdictions participated in Round 2's in-person activities, including the public engagement activity, to provide input on their preferred roadway safety solutions. Below is a list of pop-up events held during Round 2 engagement:

- » Nelson County | Sheriff's Listening Session, November 7, 2024
- » Louisa County | High School Football First Responders Appreciation Night, November 8, 2024
- » Nelson County | Unity in Community Faith-Based Meeting, November 11, 2024
- » Greene County | Feeding Greene, November 13, 2024
- » Fluvanna County | Public Library, November 15, 2024
- » Albemarle County | Northside Library, November 15, 2024
- » Nelson County | First Responders 5K Race, November 16, 2024
- » City of Charlottesville | City Market, November 16, 2024
- » Albemarle County | Darden Towe Park, November 16, 2024
- » City of Charlottesville | Central Library, November 18, 2024
- » Albemarle County | Scottsville Library, November 18, 2024
- » Louisa County | Louisa County Library, November 19, 2024
- » Albemarle County | Crozet Library, November 20, 2024
- » Fluvanna County | Fluvanna Hardware Store, November 20, 2024
- » City of Charlottesville | The Center at Belvedere, November 25, 2024
- » Virtual Webinar, December 11, 2024



Farmers and Ranchers Roundtable

TJPDC designed the Farmers and Ranchers Roundtable to address key issues affecting farm vehicle safety on rural roads. The event included farmers, ranchers, and foresters, along with a separate discussion with a wildlife-vehicle conflict expert. Its primary objectives included gathering input from the community to understand the challenges farmers and ranchers face regarding road safety. The planning team also aimed to increase awareness of specific intersections identified as having safety concerns that pose risks to roadway safety for the farming and ranching community. Additionally, the event fostered open discussions, promoting dialogue on potential safety solutions to address these challenges. Highlights from the conversation are below.

» Roadway Safety Concerns:

- » *Left-hand turn risks due to vehicles passing slow-moving farm equipment*
- » *Speeding and frequent violations of double yellow lines*
- » *Limited visibility from large equipment obstructing sightlines*

» Roadway Design Issues:

- » *Insufficient turning radii for large farm vehicles*
- » *Lack of safe pull-off areas for farm equipment*
- » *Newly paved roads encouraging unsafe speeds*

» Coordination and Education Needs:

- » *Frustration with VDOT coordination related to safety improvement requests.*
- » *Need for public awareness campaigns about safely sharing the road with farm equipment*
- » *Calls for integrating farm vehicle safety into drivers' education programs*

» Potential Solutions:

- » *Improved signage (e.g., "Tractor Crossing" warnings, flashing lights for slow-moving vehicles)*
- » *Consider seasonal signage during harvest season to warn other road users of increased farm vehicles*
- » *Adjustments to passing zones and additional speed display signs*
- » *Increased law enforcement presence in high-risk areas*
- » *Educate drivers on how to respond safely to wildlife on roadways to reduce swerving-related crashes and serious injuries*
- » *Increase public awareness about high-risk wildlife crossing areas and the effectiveness of underpasses and exclusionary fencing in preventing collisions*



East High Street Safety Demonstration Project

The City of Charlottesville and TJPDC partnered to improve safety at the East High Street and Meade Avenue intersection. As part of the effort, the project team held a public open house on February 25, 2025, where community members reviewed three potential redesigns. In addition to the open house, the project team conducted door-to-door outreach to surrounding businesses and residences to gather input. A survey conducted from mid-February 2025 to early March 2025 collected more than 350 responses, with community members giving their preference on which design the City should implement. This community feedback will inform a temporary improvement plan set to be tested in summer 2025, allowing residents to experience the proposed changes before permanent modifications are made.



Round 3: Reviewing the Safety Action Plan

The public engagement goal for Round 3 was to ensure a comprehensive review of the draft Safety Action Plan. The project team shared the draft plan with the Working Group and held meetings with each jurisdiction to gather valuable feedback about the proposed projects for each community. The project team then updated the draft plan to reflect this feedback and presented the final plan at each jurisdiction's board or council meeting. The aim of this engagement was to facilitate the adoption of the plan by each respective authority and the TJPDC governing body.



SPOT AND SYSTEMIC IMPROVEMENTS

This section details proposed spot and systemic infrastructure countermeasures to address safety challenges in the TJPDC region. The project team identified improvements and countermeasures by analyzing input from various data sources, including the Working Group, stakeholders, the public, existing conditions analysis, historical crash data trends, and industry best practices.

Project Identification

The project team collaborated with each jurisdiction to examine documented safety needs identified in the existing conditions section. Based on these needs and feedback from jurisdiction staff, the project team conducted site visits to investigate safety concerns further at select locations. The project team visited select intersections and roadway segments within each jurisdiction to evaluate field conditions, observe roadway user behavior, and document geometric challenges and safety concerns. The **Appendix** contains a summary of the site visits carried out in each jurisdiction.

In addition to observing field conditions, the project team examined crash patterns to identify potential infrastructure improvements. Jurisdictions also provided existing comprehensive plans, master plans, and corridor and intersection studies for review and inclusion in the project location identification process. The existing documentation from prior efforts provided insights into previously-identified safety needs and potential unprogrammed safety improvements.

The project team categorized proposed improvement locations as spot (location-specific) improvements or systemic improvements.

» **Spot improvements or countermeasures** are targeted, location-specific improvements for an intersection or roadway segment where crash patterns can be attributed to intersection controls, land use context, or substandard roadway geometry. For instance, spot improvements may include adding or enhancing pedestrian infrastructure or upgrading the traffic signal to protected phasing.

» **Systemic improvements or countermeasures** are identified as a toolbox of countermeasures that are meant to enhance safety at multiple locations throughout the region. Systemic improvements may include advanced warning signage or rumble strips along longer roadway segments or a larger geographic area.

Prioritization Criteria for Spot Improvements

The project team reviewed and analyzed all potential spot improvements and developed a project prioritization matrix that ranks projects based on four categories informed by the Working Group. These categories include safety, demographics, implementation, and public need, and are described below. See **Appendix** for a prioritization scoring matrix legend.

Safety

The safety category focuses on ranking projects based on their ability to reduce crashes and their location on the high-injury network or an identified safety needs segment or intersection. Safety segments and intersections are identified within each jurisdiction and ranked.

Jurisdiction Safety Need Location

This subcategory checks if the project is on a high-injury network segment or if it is among the top three safety segment or intersection needs in the jurisdiction.

Max points = 30

Crash Reduction

The project team applied crash modification factors (CMFs) to the relevant crashes within the influence area of the proposed improvements to calculate the potential equivalent property damage only (EPDO) crash reduction.

Crash reduction scores are based on ranks within each jurisdiction. Max points = 30

Demographics

The demographics category focuses on ranking projects based on population and access data.

Disadvantaged Communities

This subcategory identifies if the project lies within a Climate & Economic Justice Screening Tool (CEJST)-identified census tract.

Max points = 5

Income

This subcategory identifies if the project lies within a census tract with an average household income less than the jurisdiction median household income.

Max points = 5

Non-Motorist Users

This subcategory identifies if the project lies within a census tract with median vehicle access below the median jurisdictional vehicle access and if the project is applicable to pedestrians and/or bicyclists.

Max points = 5

Implementation

The implementation category evaluates projects according to their projected costs and expected construction timelines once funding has been secured. This category assesses the readiness of a project for implementation and the resources required to complete it.

Cost

This subcategory identifies the projected cost related to all proposed improvements.

Max points = 10

Timeframe

This subcategory identifies the projected timeframe for all proposed improvements once funding is allocated.

Max points = 10

Public Need

The public need category assesses whether the proposed improvements are situated in locations where the public expressed safety concerns through the Move Safely Blue Ridge engagement efforts. Furthermore, it determines if the proposed improvements address previously-identified safety needs in prior documentation.

Identified Need

This subcategory identifies if the project addresses public safety concerns or previously identified safety concerns.

Max points = 5

Systemic Countermeasure Toolbox

The systemic countermeasure toolbox contains strategies to address specific traffic safety issues and challenges at multiple locations throughout the community. It provides transportation professionals with a range of options and resources to effectively mitigate risks, improve safety, and enhance the overall performance of roadways and transportation systems.

Jurisdiction-specific candidate locations for implementation are provided in the following section. The candidate locations are not an exhaustive list of eligible locations that may benefit from the proposed systemic countermeasure.



Edgeline Treatment

Edgeline treatment includes edgeline rumble strips or wider edge line markings. Edgeline rumble strips provide noise and vibration to alert drivers about to depart the roadway. They can be painted with a retroreflective coating to increase pavement edge visibility at night and during adverse weather conditions. Increasing the width of edgeline markings from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches increases the visibility of roadway boundaries. Candidate locations for edgeline treatment consist of roads with sufficient shoulder space and higher speeds and traffic volumes (see VDOT IIM-LD-212 for more details). Installing edgeline treatment on non-freeway facilities has the potential to reduce road delineation crashes by up to 16%.

Cost: \$

Sources: [VDOT IIM-LD-212](#); [FHWA Rumble Strips](#); [FHWA Wider Edge Lines](#)

Applicable Safety Emphasis Areas:

- » Roadway Departures
- » Distracted Driving



Centerline Rumble Strips

Centerline rumble strips provide noise and vibration to alert drivers who are about to enter opposing traffic. They can be painted with a retroreflective coating to increase pavement edge visibility at night and during extreme weather. Candidate locations consist of undivided roads with higher speeds and traffic volumes (see VDOT IIM-LD-212 for more details). Installing centerline rumble strips on non-freeway facilities has the potential to reduce head-on and sideswipe crashes by up to 24%.

Cost: \$

Sources: [VDOT IIM-LD-212](#); [FHWA Rumble Strips](#)

Applicable Safety Emphasis Areas:

- » Roadway Departures
- » Distracted Driving



Curve Delineation

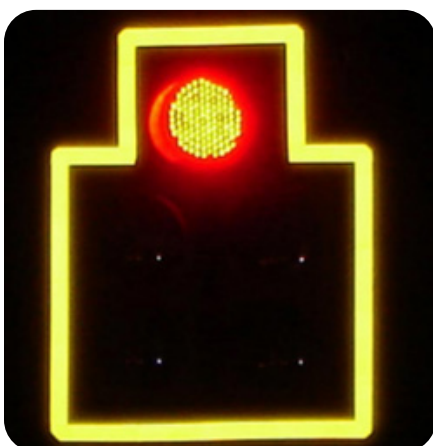
Curve delineation measures include signs and/or pavement markings that alert drivers to horizontal curves in the roadway. These markings consist of chevron signs, retroreflective plating, curve advisory signs, and flashing beacons. Speed advisory signs are required at curves with advisory speeds 15 mph below the speed limit and recommended at 10 mph below the speed limit. Applying chevrons has the potential to reduce nighttime crashes by 25%. Installing chevrons with flashing beacons has the potential to reduce nighttime crashes by 41%.

Cost: \$\$

Sources: *FHWA Curve Delineation; MUTCD 11th Edition Chapter 2C*

Applicable Safety Emphasis Areas:

» Roadway Departures



High-Visibility Backplates (HVSB)

Adding a 1-to-3-inch yellow retroreflective border to the backplates of traffic signals enhances their visibility, especially during dark or low-light conditions. This added visibility helps drivers more easily notice and interpret the signals, reducing the likelihood of running red lights and other traffic violations. Candidate locations consist of signalized intersections that do not possess any retroreflective back plating. Applying HVSB as a countermeasure has the potential to reduce all intersection crashes by 15%.

Cost: \$

Sources: *FHWA Backplates with Retroreflective boarder*

Applicable Safety Emphasis Areas:

» Intersections



High-Friction Surface Treatment

High-friction surface treatments added to existing pavement help ensure vehicles have solid contact with the road and reduce the potential for skidding. Candidate locations consist of horizontal curves and interchange ramps. Applying high-friction surface treatment has the potential to reduce crashes by 24%.

Cost: \$\$\$

Sources: *FHWA Pavement Friction Management*

Applicable Safety Emphasis Areas:

» Roadway Departures



Advance Warning Signs and Pavement Marking

These signs or markings are designed to alert drivers that they are approaching an intersection and may be static, flashing, or dynamic. Candidate locations consist of stop-controlled intersections on high-speed roads, steep downgrades, or horizontal curves. Applying this countermeasure has the potential to reduce crashes within the intersection by 18%.

Cost: \$\$

Sources: [FHWA Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections](#)

Applicable Safety Emphasis Areas:

» Intersections



Improved Signal Timing Strategies

Traffic signal coordination can promote progression through a corridor at or close to the posted speed limit. Proper clearance intervals can reduce red-light running. Adaptive signal control technologies can dynamically adjust timings in response to real-time traffic conditions to reduce congestion-related crashes. Candidate locations include roadways with multiple signalized intersections. The benefits of this countermeasure vary depending on the implementation strategies applied.

Cost: \$

Sources: [FHWA Highway Safety Programs](#)

Applicable Safety Emphasis Areas:

» Speeding

» Intersections



Flashing Yellow Arrows (FYA)

FYAs can be used in traffic signals to mitigate left-turn confusion and enhance safety at locations with permissive or protected-permissive phasing. FYAs indicate a permissive left turn. These signals replace a green ball signal, which can be confused as a protected left turn. Candidate locations consist of intersections with a permissive or protected-permissive left-turn phase and dedicated left-turn lane. Applying this countermeasure has varied impacts on crashes based on the pre-existing signal phasing.

Cost: \$

Sources: [VDOT FYA](#)

Applicable Safety Emphasis Areas:

» Intersections



Speed Limit Evaluations

Speed studies evaluate the viability of altering posted speeds limits to improve safety for roadways with multiple roadway users. If current speed limits are considered to be inappropriate, agencies often must implement other speed management strategies to encourage compliance with the new speed limit. Candidate locations consist of locations with speed compliance issues or with significant pedestrian activity. Applying this countermeasure has varied impacts on crashes depending on accompanying traffic calming countermeasures.

Cost: \$\$

Sources: [*FHWA Appropriate Speed Limits for All Road Users*](#)

Applicable Safety Emphasis Areas:

» Speeding

» Pedestrians



Leading Pedestrian Interval (LPI)

An LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3 to 7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. Candidate locations consist of intersections with pre-existing pedestrian signal heads with a high rate of turning vehicles. Applying this countermeasure has the potential to reduce pedestrian crashes within the intersection by 59%.

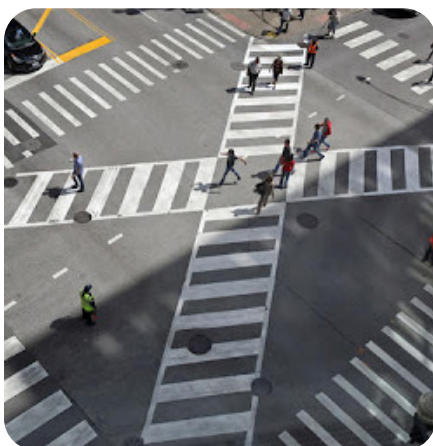
Cost: \$

Sources: [*FHWA Leading Pedestrian Interval*](#)

Applicable Safety Emphasis Areas:

» Intersections

» Pedestrians



Pedestrian Scramble

A pedestrian scramble allows pedestrians to traverse an intersection in all directions, including diagonally, during a dedicated signal phase while vehicular traffic on all approaches is stopped by a red signal. Candidate locations for implementation are signalized intersections with significant pedestrian crossing demand from multiple approaches. Pedestrian scrambles have the potential to reduce pedestrian crashes by 51%.

Cost: \$

Sources: [*NACTO*](#)

Applicable Safety Emphasis Areas:

» Intersections

» Pedestrians

Improvements by Jurisdiction

The following sections present a comprehensive overview of spot improvements and candidate locations for systemic improvements, organized by jurisdiction. This detailed analysis helps identify where safety measures and enhancements can be effectively implemented to improve overall roadway conditions.

Albemarle County Improvements

Table 21 summarizes prioritized spot improvements for Albemarle County. **Table 22** summarizes candidate locations for systemic improvements within the county. **Figure 17** maps proposed spot improvements in Albemarle County.

Table 21: Albemarle County Prioritized Spot Improvements

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
A-1	I-64 & US 29	<ul style="list-style-type: none"> Close US 29 northbound left turn onto I-64 	30	20	0	5	0	4	10	5	74	3
A-2	US 29 & Greenbrier Dr	<ul style="list-style-type: none"> Bring transit stops closer to pedestrian accommodations at intersection Implement adaptive traffic signals Add pedestrian accommodations across US 29 	30	30	0	5	5	7	10	5	92	1
A-3	US 29 & Woodbrook Dr	<ul style="list-style-type: none"> Re-mark eastern Woodbrook Dr to have two inbound lanes Implement adaptive traffic signals Add pedestrian accommodations across US 29 	30	30	0	0	0	7	10	5	82	2
A-4	US 29 from Woodson Store Ln to Rabbit Valley Rd	<ul style="list-style-type: none"> Construct an RCUT at Plank Rd, Sutherland Rd/Rabbit Valley Rd, and Woodson Store Ln Extend US 29 left-turn lanes Extend northbound US 29 right-turn lane 	10	30	0	5	0	0	5	5	55	4
A-5	US 29 & Airport Rd	<ul style="list-style-type: none"> Implement adaptive traffic signals 	10	20	0	0	0	7	10	5	52	5

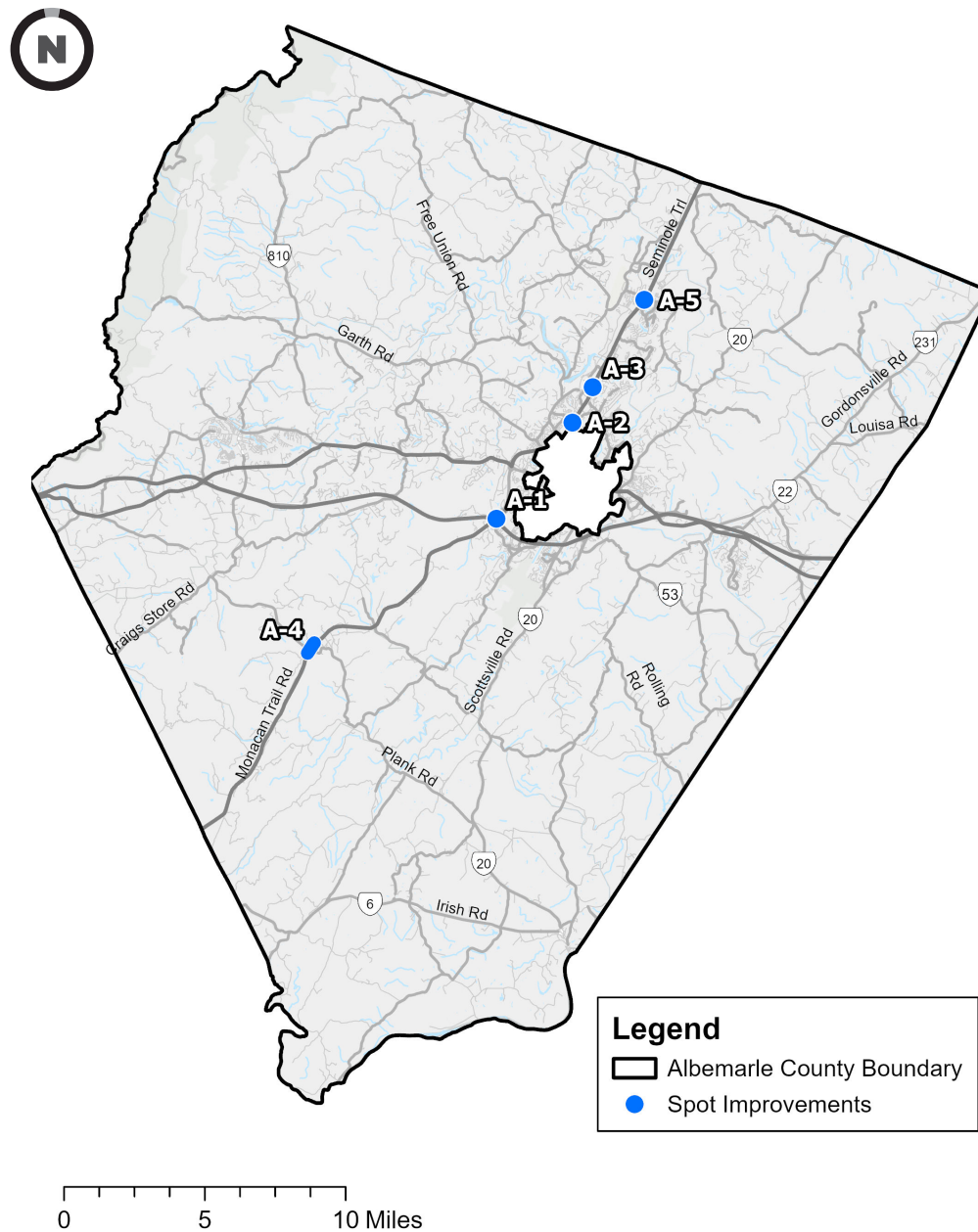


Figure 17: Albemarle County Spot Improvements

Table 22: Albemarle County Systemic Improvements- Candidate Locations

Countermeasure	Candidate Locations
Edgeline Treatment	Stony Point Rd from US 250 (Richmond Rd) to Stumblinn Farm
	Louisa Rd/Gordonsville Rd from US 250 (Richmond Rd) to Kloecker Rd
	Scottsville Rd from I-64 to James River Rd
	Old Lynchburg Rd/5th St from I-64 to Plank Rd
	James Monroe Pkwy/Rolling Rd from Thomas Jefferson Pkwy to Ruritan Lake Rd
	Thomas Jefferson Pkwy from Scottsville Rd to Pennwood Farm
Centerline Rumble Strips	Old Lynchburg Rd/5th St from I-64 to Plank Rd
	James Monroe Pkwy/Rolling Rd from Thomas Jefferson Pkwy to Ruritan Lake Rd
Curve Delineation	Stony Point Rd & Rivanna Farm
	Scottsville Rd between Daniel Morris Ln and Camp Rd
	Earlsville Rd between Solace Ln & Milford Rd
	Scottsville Rd between James River Rd & Miller Creek
High- Friction Surface Treatment	US 250 (Richmond Rd) & I-64
	US 250/US 29 & US 250 BUS (Ivy Rd)
	Scottsville Rd & I-64
Advance Warning Signs & Pavement Marking	Thomas Jefferson Pkwy & Milton Rd
	5th St/Old Lynchburg Rd & Old Lynchburg Rd
	Scottsville Rd & Plank Rd/Coles Rolling Rd

Albemarle County is currently conducting the following studies to address existing safety issues:

- » Hydraulic Road and U.S. 29 transportation improvements STARS Study
- » I-64 Interchange (Exit 118) to North of Fontaine Avenue Interchange Project Pipeline Study



City of Charlottesville Improvements

Table 23 summarizes prioritized spot improvements for the City of Charlottesville. **Table 24** summarizes candidate locations for systemic improvements in the city. **Figure 18** maps proposed spot improvements in the City of Charlottesville.

Table 23: City of Charlottesville Prioritized Spot Improvements

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
C-1	E High St & Meade Ave	<ul style="list-style-type: none"> Eliminate one movement on or off of Meade Ave, redirecting traffic to the intersection of Stewart Ave and E High St to the west Eliminate left turn from E High St onto Meade St 	30	10	0	0	0	7	10	5	62	9
C-2	Ridge St/ Ridge McIntire Rd & US BUS 250 (W Main)/W Water St/ South St W	<ul style="list-style-type: none"> Add LPIs to signals and extend pedestrian phase Make crosswalks more perpendicular Shrink footprint by removing a turn lane from the Water St approach Shrink footprint by removing a lane from the Ridge McIntire northbound approach 	30	30	0	0	5	7	10	5	87	2

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
C-3	5th St & Cherry Ave	<ul style="list-style-type: none"> • Make crosswalk on southern leg more perpendicular • Transition bike lane through right lane on 5th St northbound with green pavement markings and add accompanying signage • Add speed humps or speed tables for first and last crosswalks in Tonsler Park area • Improve existing Rectangular Rapid Flashing Beacons (RRFB) on Cherry Ave and tighten existing lane widths to 11 feet 	30	10	5	5	5	10	10	5	80	5
C-4	5th St & 5th St Station	<ul style="list-style-type: none"> • Add additional markings/signage on western approach • Implement future multimodal improvements as part of the Fifth St Hub and Trails Project • Add pedestrian signals for crosswalk and re-mark crosswalks perpendicular to Rd • Convert southbound lefts to protected phasing only 	30	30	0	0	5	7	10	5	87	2
C-5	W Main St/ University Ave 10th to Rugby Rd	<ul style="list-style-type: none"> • Create a pedestrian scramble phase • Add porkchop island at the southern end of 13th St • Tie-in to future multiuse infrastructure 	30	10	5	5	5	10	10	5	80	5

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
C-6	5th St & Harris Rd	<ul style="list-style-type: none"> Convert 5th St northbound left turn to protected phasing, either full-time or during PM peak Add yield ahead or pedestrian ahead signage for 5th St southbound right-turn lane 	30	30	0	0	5	10	10	5	90	1
C-7	E High St/ US 250/ River Rd	<ul style="list-style-type: none"> Pull stop bar closer to crosswalk Improve lane use signage for River Rd approach Add yield to pedestrians signs to US 250 	30	20	0	5	3	10	10	5	83	4
C-8	Preston Ave/ McIntire Rd/ Market St	<ul style="list-style-type: none"> Convert to a roundabout Shorten pedestrian crossing distance 	30	20	0	0	5	0	5	5	65	8
C-9	10th St NW & Preston Ave	<ul style="list-style-type: none"> Install comprehensive pedestrian upgrades (ramps, pedestrian signals, push buttons, crosswalks) 	30	10	5	5	5	7	10	5	77	7

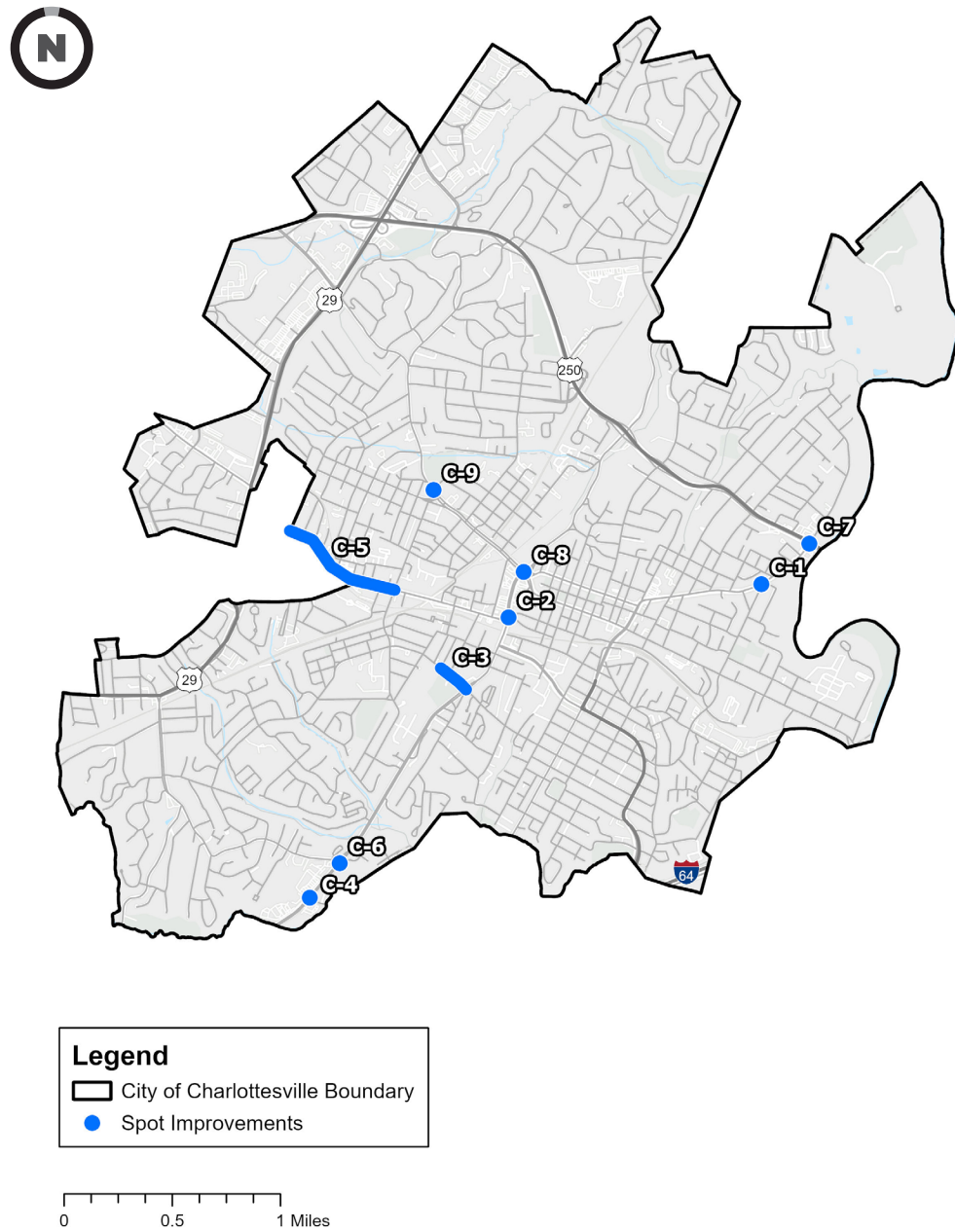


Figure 18: *City of Charlottesville Spot Improvements*

Table 24: *City of Charlottesville Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
High-Visibility Backplates (HVSB)	US 250 BYP & Hydraulic Rd/Rugby Rd
	Emmet St between Hydraulic Rd & US 250 (Ivy Rd)
	Roosevelt Brown Blvd/10th St & US 250 BUS (W Main St)
	Avon St & Elliott Ave
	Preston Ave & Rose Hill Dr
	Emmet St & Jefferson Park Ave
Improved Signal Timing Strategies	5th St & Harris Rd
	Emmet St between Hydraulic Rd & Barrack Rd
	9th St & E Market St
	Ridge St/Ridge McIntyre Rd & US 250 BUS (W Main St)/Water St/South St W
	Roosevelt Brown Blvd/10th St & US 250 BUS (W Main St)
	Ridge St/5th St & Cherry Ave/Elliott Ave
Flashing Yellow Arrows (FYA)	5th St & 5th St Station Pkwy
	Ridge St/5th St & Cherry Ave/Elliott Ave
	Roosevelt Brown Blvd/10th St & US 250 BUS (W Main St)
	US 250 BYP (Richmond Rd) & River Rd
	Preston Ave & McIntyre Rd
Speed Limit Evaluations	5th St from Harris Rd & US 250/Water St
	US 250 BYP from US 29 (Emmet St) to River Rd
	US 29 (Emmet St) from Hydraulic Rd to US 250 (Ivy Rd) & US 250 BUS (University Ave)
Leading Pedestrian Interval	Ridge St/Ridge McIntire Rd & US 250 BUS (W Main St)
	US 250 BUS (E Market St) & 9th St NE
	Ridge St & Monticello Ave

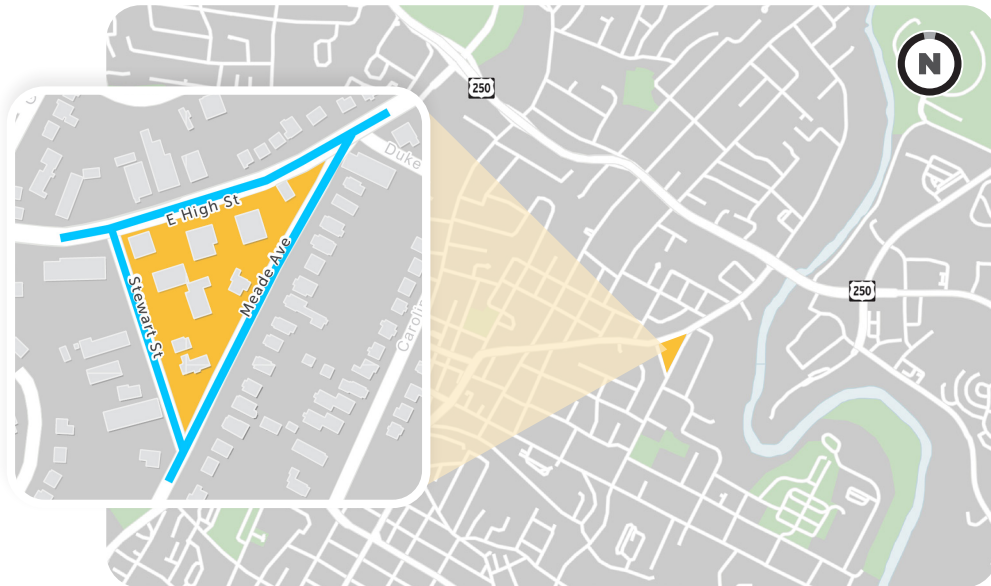
The City of Charlottesville has the following initiative and studies underway to address existing safety issues:

- » City Sidewalk Prioritization Program (Fiscal Years 2026 through 2030)
- » Ridge Street at W Main Street intersection STARS Study
- » Hydraulic Road and U.S. 29 transportation improvements STARS Study



East High Street Safety Demonstration Project

As part of the Move Safely Blue Ridge initiative, the City of Charlottesville plans to launch a safety improvement demonstration project along East High Street between Meade Avenue and Stewart Street to address safety concerns in spring 2025.



Safety Concerns

Between 2018 and 2022, five vehicle collisions occurred in this area that resulted in an injury, highlighting the need for improvements to address:



Limited visibility for drivers at the East High Street and Meade Avenue intersection



Inadequate sidewalks and crossings for pedestrians



Poor access and infrastructure for people walking through this area



Southeast corner of East High Street and Meade Avenue intersection



Southwest corner of East High Street and Meade Avenue intersection



East High Street and Meade Avenue intersection facing north

Demonstration Project

The demonstration project will involve installing temporary, cost-effective materials to test how well changes work in real conditions. The project allows for evaluation and adjustments, if needed, and will inform decisions about permanent improvements.

Implementation

The City gathered community feedback on potential design improvements through a public survey and a meeting in February 2025. City staff will present a recommended design improvement to the City Council in April 2025 and finalize design plans for implementation in May 2025. In summer 2025, the City will implement recommended improvements and seek feedback from the public post-installation.



Fluvanna County Improvements

Table 25 summarizes prioritized spot improvements for Fluvanna County. **Table 26** summarizes candidate locations for systemic improvements in the county. **Figure 19** maps proposed spot improvements in Fluvanna County.

Table 25: Fluvanna County Prioritized Spot Improvements

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
F-1	US 250/ Diamond Rd/Oliver Creek Rd	<ul style="list-style-type: none"> Add stop bar on Diamond Rd Improve visibility of stop signs Add transverse rumble strips on US 250 Widen to add turn lanes to US 250 	10	30	0	5	0	4	5	5	54	3
F-2	South Boston Rd & Broken Island Rd	<ul style="list-style-type: none"> Correct superelevation Add safety wedge on outside of curve Narrow approach of Broken Island Rd to facilitate correction of superelevation and allow more room for roadside warning signs 	30	20	0	0	0	7	10	5	72	1
F-3	Route 53 & Ruritan Lake Rd	<ul style="list-style-type: none"> Install a roundabout and address problematic vertical and horizontal geometry 	10	30	0	0	0	0	5	5	50	4
F-4	Route 53 & Martin Kings Rd	<ul style="list-style-type: none"> Add stop bar to Martin Kings Rd Add dynamic intersection warning signage on Route 53 southbound Add left-turn lane on Martin Kings Rd northbound 	20	30	0	0	0	4	10	5	69	2

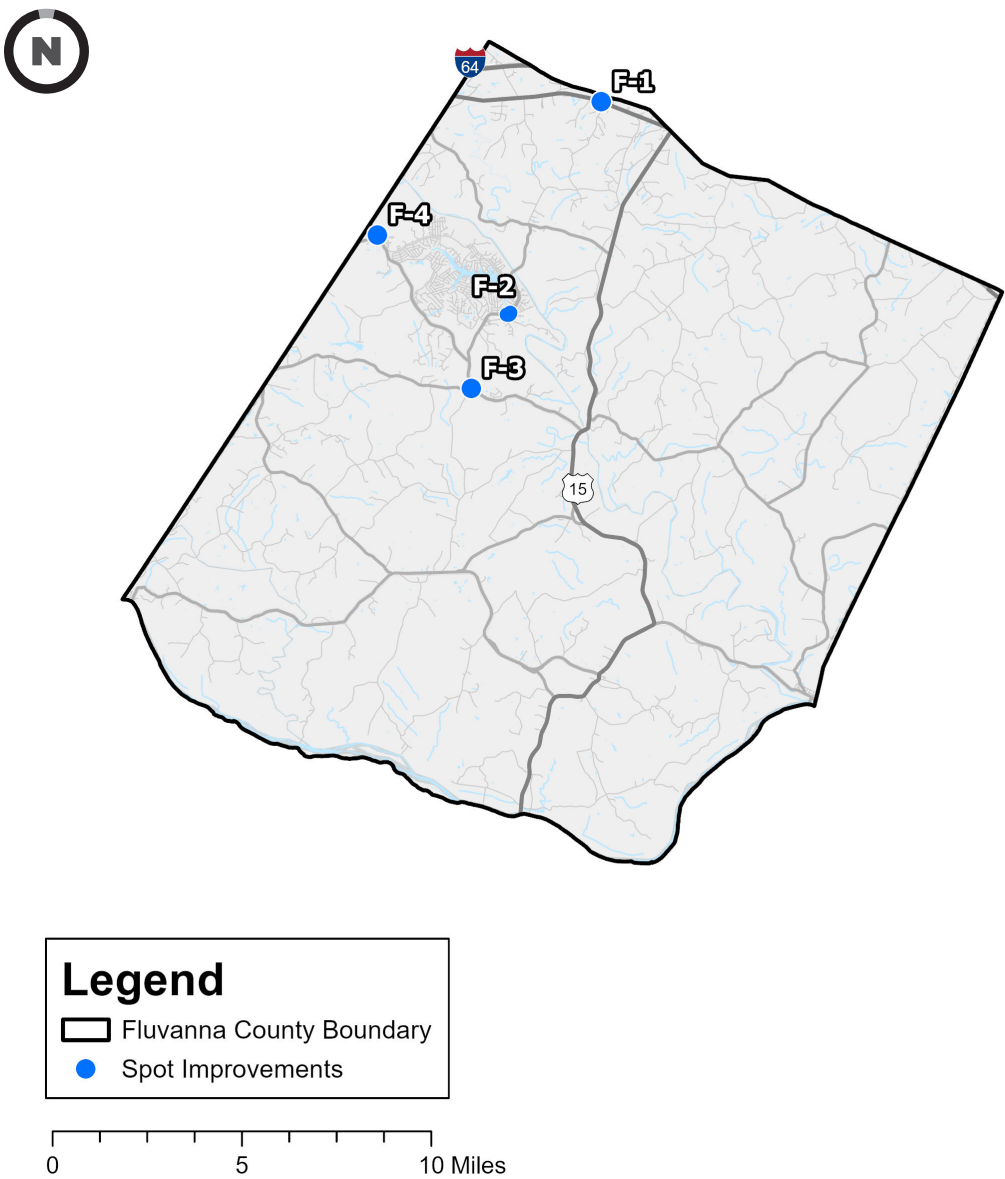


Figure 19: *Fluvanna County Spot Improvements*

Table 26: Fluvanna County Systemic Improvements- Candidate Locations

Countermeasure	Candidate Locations
Edgeline Treatment	Thomas Jefferson Pkwy from S Boston Rd to Lake Monticello Rd
	S Boston Rd from Union Mills Rd to Thomas Jefferson Pkwy
	W River Rd from US 15 (James Madison Hwy) to Vally St
	Union Mills Rd from US 15 (James Madison Hwy) to Martin Vally Farm
	Lake Monticello Rd from S Boston Rd to Thomas Jefferson Hwy
	US 15 (James Madison Hwy) from US 250 (Richmond Rd) to James River
	US 250 (Richmond Rd) from US 15 (James Madison Rd) to Warren Crescent Dr
Centerline Rumble Strips	W River Rd from US 15 (James Madison Hwy) to Vally St
Curve Delineation	Union Mills Rd between Oakl& Farm Way & Two Rivers Dr
	Kents Store Way between Four Winds Ln & Perkins Rd
	Bybee's Church Rd between Stanly Ln & Dogwood Dr
High- Friction Surface Treatment	S Boston Rd between Broken Isl& Rd & River Ridge Dr
	Union Mills Rd between Oakl& Farm Way & Two Rivers Dr
	Kents Store Way between Four Winds Ln & Perkins Rd

Greene County Improvements

Table 27 summarizes prioritized spot improvements for Greene County. **Table 28** summarizes candidate locations for systemic improvements in the county. **Figure 20** maps proposed spot improvements in Greene County.

Table 27: Greene County Prioritized Spot Improvements

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
G-1	US 29/ Matthew Mill Rd/Cedar Grove Rd	<ul style="list-style-type: none"> Close median crossover at Deerfield Drive or restrict movements to reduce conflicts 	30	30	0	5	0	7	10	0	82	1
G-2	Preddy Creek Rd	<ul style="list-style-type: none"> Add chevrons at standard spacing to improve visibility of curves Add warning signs to hot-spot curves 	10	10	0	0	0	10	10	0	40	9
G-3	US 29 & US 33	<ul style="list-style-type: none"> Add sidewalk from Stoneridge to east of US 29 Add crosswalks to Stoneridge and US 29 intersections Add pedestrian signals to both intersections 	30	30	0	5	5	0	5	5	80	2
G-4	US 33 & Swift Run Rd	<ul style="list-style-type: none"> Convert FYA to protected green phase(s) Install dynamic flashing signal ahead sign Offset left turns to improve sight distance 	30	30	0	5	0	4	10	0	79	3
G-5	Amicus Rd	<ul style="list-style-type: none"> Bring chevrons to standard Add edgeline rumble strips and/or safety edge 	20	10	0	5	0	7	10	5	57	8
G-6	US 33/ Advance Mills Rd/4 Seasons Dr	<ul style="list-style-type: none"> Conduct a speed study to extend the reduced speed zone to cover these intersections Construct RCUT 	30	10	0	5	0	4	5	5	59	7

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
G-7	US 33 east of Skyline Dr	<ul style="list-style-type: none"> Install additional signage immediately in advance of low-speed curve Add transverse rumble strips; check for adverse effect on motorcycles 	30	10	0	5	0	10	10	0	65	4
G-8	US 29 & Carpenters Mill Rd	<ul style="list-style-type: none"> Construct RCUT at the intersection at US 29 & Carpenters Mill Rd and Commerce Dr Convert Starks Ln to LI/RI/RO only as part of southern U-turn location for RCUT 	30	20	0	5	0	0	5	5	65	4
G-9	US 29 & Fredericksburg Rd	<ul style="list-style-type: none"> Extend left-turn lanes on US 29 Construct permanent RCUT 	30	10	0	5	0	4	10	5	64	6

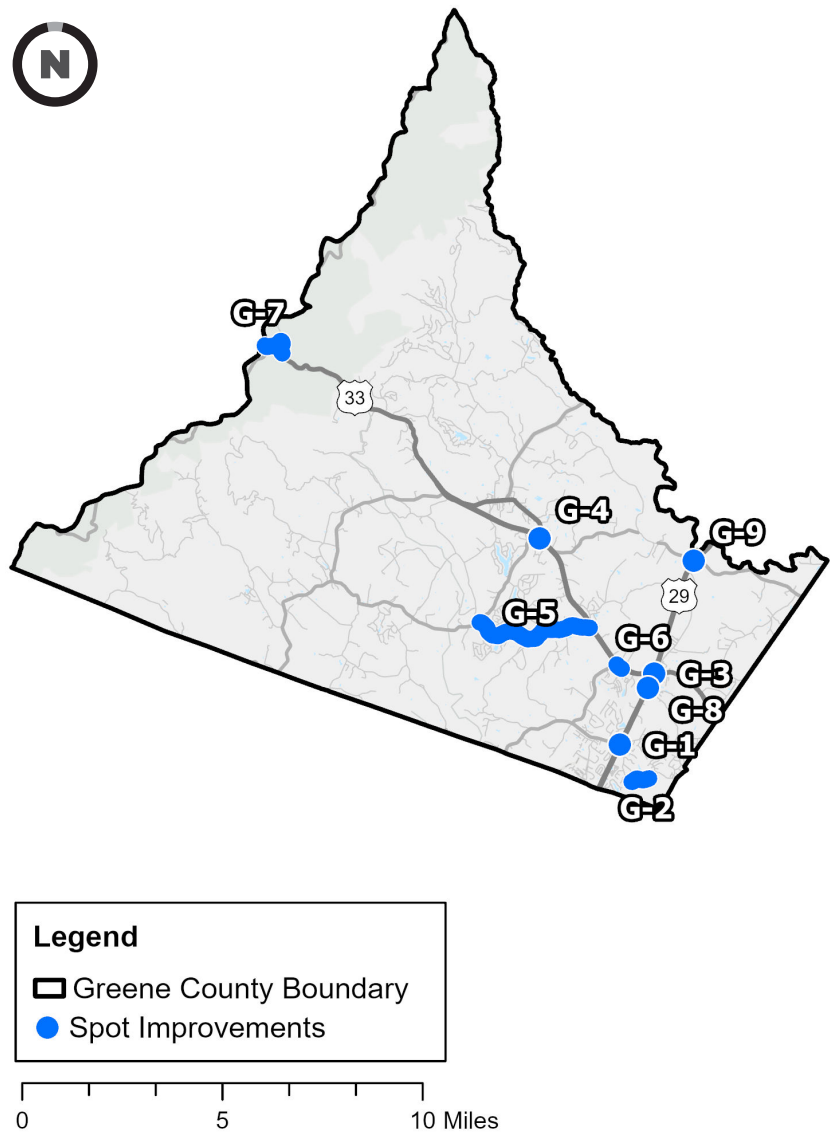


Figure 20: *Greene County Spot Improvements*

Table 28: *Greene County Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
Edgeline Treatment	Amicus Rd from US 33 (Spotswood Trl) to Bingham Mountain Rd
	Dyke Rd from US 33 (Spotswood Trl) to Church Ln
Centerline Rumble Strips	Amicus Rd from US 33 (Spotswood Trl) to Bingham Mountain Rd
	Dyke Rd from US 33 (Spotswood Trl) to Church Ln
Curve Delineation	US 33 (Spotswood Trl) between Skyline Dr & Big Bend Fire Rd
	Matthew Mill Rd between Carpenters Mill Rd & Cedar Dr
	Advance Mills Rd between Welsh Run Rd & Fray Mill Rd
High-Friction Surface Treatment	US 33 (Spotswood Trl) between Skyline Dr & Big Bend Fire Rd
	Amicus Rd between Welsh Run Rd & Rose Ln
	Matthew Mill Rd between Carpenters Mill Rd & Cedar Dr
Improved Signal Timing Strategies	US 33 (Spotswood Trl) & Stoneridge Dr
	US 29 (Seminole Trl) & US 33 (Spotswood Trl)
	US 29 (Seminole Trl) & Matthew Mill Rd/Cedar Grove Rd
	US 33 (Spotswood Trl) & US 33 BUS (Spotswood Trl)/ Swift Run Rd

Louisa County Improvements

Table 29 summarizes prioritized spot improvements for Louisa County. **Table 30** summarizes candidate locations for systemic improvements in county. **Figure 21** maps proposed spot improvements in Louisa County.

Table 29: Louisa County Prioritized Spot Improvements

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
L-1	US 33/ Waldrop Church Rd/ Range Rd	<ul style="list-style-type: none"> Improve sight distance by clearing vegetation Add turn lanes to US 33 Realign Waldrop Church Rd to align with Range Rd 	10	30	5	5	0	4	5	0	59	5
L-2	US 33 in Trevilians	<ul style="list-style-type: none"> Conduct a speed study to reduce speed limit Eliminate passing zone for US 33 eastbound Widen US 33 to add Two-Way Left Turn Lane (TWLTL) and curb and gutter 	30	30	5	5	0	0	5	0	75	2
L-3	US 33 & Route 22	<ul style="list-style-type: none"> Conduct a speed study to reduce speed limit T-up intersection based on road with higher traffic volume Convert intersection to roundabout 	30	20	5	5	0	0	5	0	65	4
L-4	US 33 & Oakland Rd	<ul style="list-style-type: none"> Realign profile of US 33 to reduce crest curve T-up intersection or convert to roundabout paired with one at west end of segment 	30	20	5	5	0	4	5	0	69	3

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
L-5	Route 22 near Nolting Rd	<ul style="list-style-type: none"> Add edgeline rumble strips and safety wedge Bring spacing of chevrons in line with standard Increase superelevation on eastbound approach Move utility pole away from edge of pavement in outside of curve 	10	10	0	0	0	7	10	0	37	8
L-6	US 33 & Route 208	<ul style="list-style-type: none"> Add pavement markings to better define gore area and travel lane on the US 33 northbound approach Add pedestrian signals Add flashing yellow arrow signs 	10	10	5	5	5	7	10	0	52	6
L-7	Route 208 near Jack Jouett Rd	<ul style="list-style-type: none"> Add recovery wedge on outside of curve Add additional curve warning signs Remove fixed objects within clear zone on curve 	20	30	5	5	0	7	10	0	77	1
L-8	Route 208 & Jack Jouett Rd	<ul style="list-style-type: none"> Add left-turn lane on Route 208 eastbound 	10	10	5	5	0	4	5	0	39	7

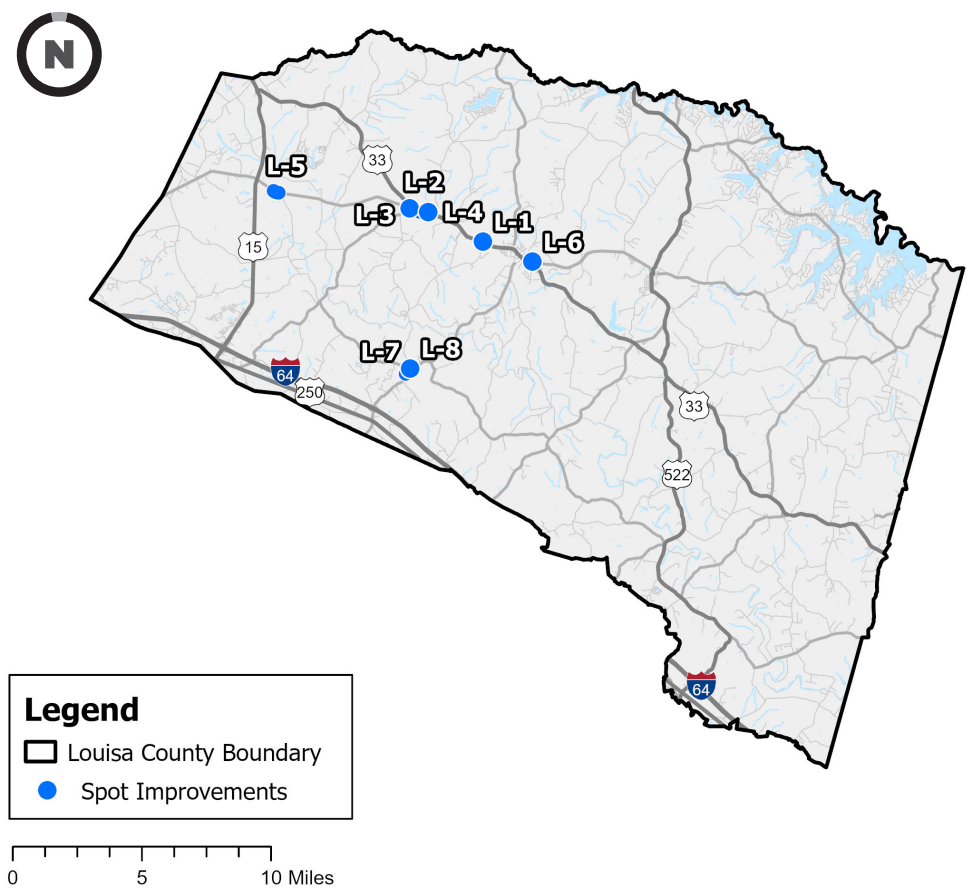


Figure 21: *Louisa County Spot Improvements*

Table 30: *Louisa County Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
Edgeline Treatment	208 (New Bridge Rd) from US 522 (Zachary Taylor Hwy) to The New Bridge
	US 522 (Cross Country Rd) from US 33 (Jefferson Hwy) to I-64
	Courthouse Rd from I-64 to E Main St
	Shannon Hill Rd/Willis Proffitt Rd from US 522 (Pendleton Rd) to I-64
	US 33 from US 15 (James Madison Hwy) to Jones Farm Rd
	Louisa Rd from Whitlock Rd to US 33 (Spotswood Trail)
Centerline Rumble Strips	Shannon Hill Rd/Willis Proffitt Rd from US 522 (Pendleton Rd) to I-64
Curve Delineation	US 33 (Jefferson Hwy) & Martin Rd
	US 15 (James Madison Hwy) & Camp Creek
High-Visibility Backplates (HVSB)	US 33 (E Main St) Fredericksburg Ave/Rosewood Ave
	Kentucky Springs Rd & Johnson Rd/Haley Dr
High- Friction Surface Treatment	208 (Courthouse Rd) by Bells Crossroads
	US 33 (Jefferson Hwy) & Martin Rd
	US 15 (James Madison Hwy) & Camp Creek
	US 33 (Louisa Rd) between Danne Rd & Oakland Rd
	Shannon Hill Rd between Mt Airy Rd & South Anna River



Nelson County Improvements

Table 31 summarizes prioritized spot improvements for Nelson County. **Table 32** summarizes candidate locations for systemic improvements in the county. **Figure 22** maps proposed spot improvements in Nelson County.

Table 31: Nelson County Prioritized Spot Improvements

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
N-1	US 29 & Tye Brook Rd	<ul style="list-style-type: none"> Construct RCUT 	30	20	0	5	0	4	5	0	64	5
N-2	Route 151 & Lowesville Rd	<ul style="list-style-type: none"> Improve advance warning on Lowesville Rd Improve sight distance by clearing trees 	20	20	0	5	0	10	10	0	65	4
N-3	US 29 in Colleen	<ul style="list-style-type: none"> Improve pavement markings in the crossovers Conduct a speed study to create a reduced speed limit zone Extend turn lane onto Colleen Rd Replace TWLTL with physical median 	30	30	0	5	0	4	10	0	79	3
N-4	US 29 through Lovington	<ul style="list-style-type: none"> Close crossover at Main St Construct RCUT at Northside Ln Conduct a speed study to extend the reduced speed limit zone and include curb and gutter 	30	30	0	5	5	0	5	5	80	2
N-5	US 29 & Route 6	<ul style="list-style-type: none"> Offset left-turn lane off US 29 northbound to provide better sight distance Construct RCUT Consider Tidbit Trail as an alternative route for turning movements Conduct a speed study to reduce speed limits on US 29 	30	30	0	5	0	4	10	5	84	1

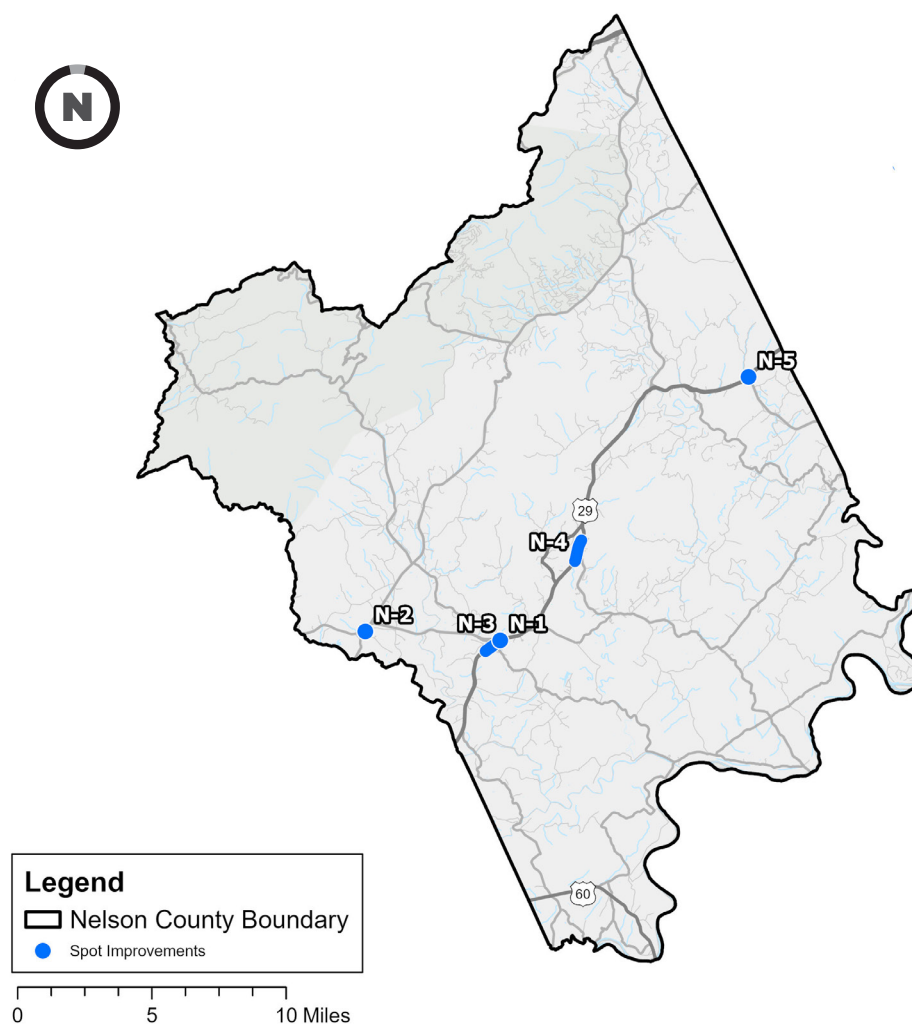


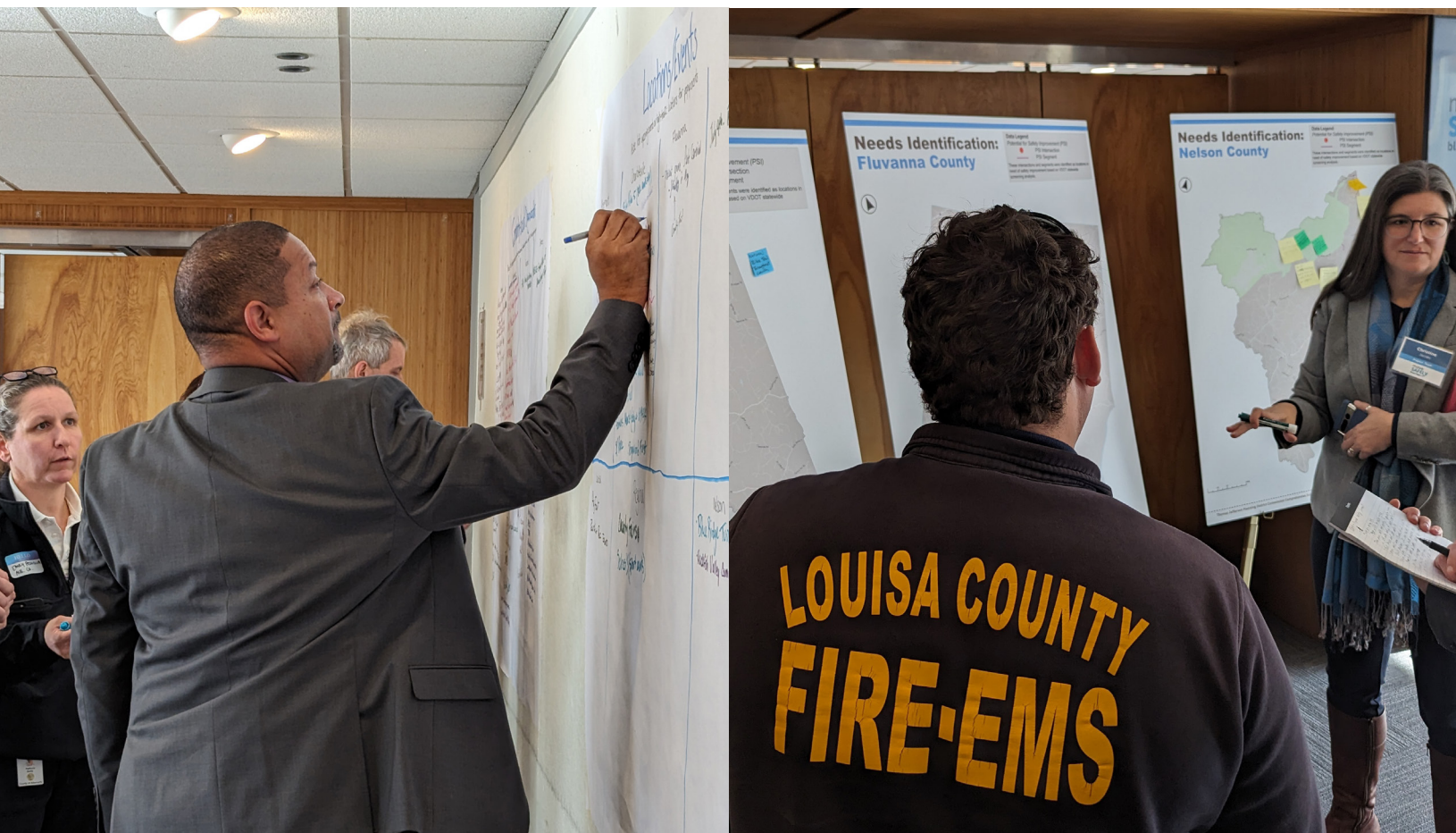
Figure 22: Nelson County Spot Improvements

Table 32: Nelson County Systemic Improvements- Candidate Locations

Countermeasure	Description
Edgeline Treatment	US 29 (Thomas Nelson Hwy) from Tidbit Trl to County Line
	Critzer Shop Rd/Rockfish Valley Hwy from County line to Beech Grove Rd/Glenthorne Loop
	Patrick Henry Hwy from County line to Beech Grove Rd/Glenthorne Loop
	James River Rd from Front St to Norwood Rd
Centerline Rumble Strips	US 29 (Thomas Nelson Hwy) from Tidbit Trl to County Line
	Critzer Shop Rd/Rockfish Vally Hwy from County line to Beech Grove Rd/Glenthorne Loop
	Patrick Henry Hwy from County line to Beech Grove Rd/Glenthorne Loop
	James River Rd from Front St to Norwood Rd
Advance Warning Signs & Pavement Marking	US 29 (Thomas Nelson Hwy) & Rockfish River Rd/Buck Creek Ln
	Rockfish Valley Hwy & River Rd
	US 29 (Thomas Nelson Hwy) & River Rd
	US 29 (Thomas Nelson Hwy) & Tye Brook Hwy
	Rockfish Valley Hwy & Blundell Hollow Rd

This section outlines non-engineering strategies to address roadway safety needs within the TJPDC region by highlighting behavioral and systemic issues that lead to fatal and serious injury crashes. These solutions focus on policies and programs targeted at education, enforcement, design, and implementation efforts needed to develop effective strategies for improving roadway safety.

In January 2024, the project team held a regional safety summit with representatives from each jurisdiction within the TJPDC region. Participants provided input on the challenges and areas of importance within the region, and this input guided the prioritization of policies and programs for the Move Safely Blue Ridge project.



The project team used input from the safety summit participants, along with feedback from the public and Working Group, to develop the strategies outlined in the plan. Policies are divided into design improvement policies and implementation support policies. Programs are divided into education and engagement programs and implementation support programs.

Policies

» **Design Improvements:** Policy recommendations for design improvements may include design guidelines for incorporating traffic calming measures, such as roundabouts or speed humps, and standards for visibility at crosswalks and intersections. These recommendations are crucial for roadway safety as they help reduce the risk of crashes and enhance the overall safety for all road users.

» **Implementation Support:** Implementing policies to support safety efforts helps enforce best practices by ensuring coordinated efforts, resource allocation, and expert guidance. This collaboration enhances the effectiveness and sustainability of safety measures, leading to safer roadways for all users.

Programs

» **Education and Engagement:** Educational campaigns and engagement efforts can raise awareness about safe driving practices and the importance of following traffic laws. These initiatives help foster a culture of safety among all road users, reducing the likelihood of crashes and promoting a more responsible and informed community.

» **Implementation Support:** Implementing programs to support safety efforts helps enforce best practices by ensuring coordinated efforts, resource allocation, and expert guidance. This collaboration enhances the effectiveness and sustainability of safety measures, leading to safer roadways for all users.

Potential Partners

Jurisdictions may work with strategic partners to facilitate these actions. The project team identified potential partners to assist the jurisdictions and TJPDC with the implementation of actions and monitoring performance measures.

Tables 33 through 36 summarize the proposed programs and policies targeting education, enforcement, design, and implementation efforts to develop effective strategies for improving roadway safety in the TJPDC region and include potential partners and potential performance measures to track progress. **Table 37** provides a summary of proposed programs and policies by emphasis area.

Table 33: Design Improvements – Policies

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
All	Continue Jurisdiction Safety Audits	Regional	Jurisdiction safety audits involve systematic evaluations of road conditions, traffic patterns, and safety measures within the respective jurisdiction. These audits aim to identify potential hazards and recommend improvements to enhance overall traffic safety.		TJPDC	Comprehensive jurisdictional awareness of roadway safety conditions. Routine RSA with subsequent maintenance.
All	Update Emergency Vehicle Preemption	Regional	Emergency vehicle preemption involves improving EMS readiness and response times through signal prioritization and optimized routing strategies. By using technology to control traffic signals and prepare infrastructure, these initiatives facilitate quicker and safer passage for emergency vehicles, ultimately enhancing overall emergency response efficiency.	<u>08-CR9 Virginia Transportation Research Council</u>	VDOT	Improved on-time performance for EMS trips.
All	Update or Develop Curb Management Policy	Regional	Amending the Curb Management Policy involves revising regulations and guidelines governing the use of curbside space to balance the needs of various users, including parking, deliveries, and passenger loading zones. This initiative aims to optimize curbside operations and enhance safety and efficiency in urban areas .	<u>Curb and Gutter Details - Charlottesville</u>		Reduction in crashes that involve curbside operations.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Bicyclists	Update Bike Lane Design Guidelines	Urban	This initiative involves updating standards and practices for designing and implementing bike lanes. The goal is to improve the safety, functionality, and accessibility of bike lanes, thereby better protecting cyclists and encouraging increased bicycle use.	<u>The 2015 Bicycle and Pedestrian Master Plan (Charlottesville)</u>	VDOT	Reduction in crashes involving cyclists.
Farm Vehicles	Update Farm Signage/Lane Markings	Rural	Conduct a rural sign inventory in agriculturally designated areas to understand what public signage is currently presented. Circulate more public information about lane markings and designated farm signage for public education.	<u>2025 Policies - Farm Bureau VA</u>	Virginia Farm Bureau	Regularly updated farm zone signage inventory.
Heavy Vehicles	Update Truck Restrictions	Regional	Implementing truck restrictions involves designating certain roads or areas off-limits to large trucks to enhance safety for other road users. This initiative aims to minimize the risks associated with heavy trucks in urban areas by conducting a Road Safety Audit (RSA).	<u>Truck restrictions VDOT</u>	VDOT	Reduction of crashes involving trucks on certain roads.
Roadway Departures	Update Roadway Departures Policy	Regional	Advocate for the development of policies and guidance based on new and existing roadway departure research. Promote best practices and innovative solutions to state and local transportation agencies.	<u>Examination of Features Correlated w Roadway Departure Crashes on Rural Roads</u>	VDOT	Application of roadway departure measures.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Speeding	Update Appropriate Speed Limits for All Road Users	Regional	Appropriate Speed Limits for All Road Users involves reviewing and adjusting speed limits to ensure they are suitable for the safety of drivers, pedestrians, and cyclists through conducting a speed study. By aligning speed limits with current roadway conditions and usage patterns, this effort aims to enhance overall transportation safety.	<u>FHWA Proven Safety Counter measure</u>	VDOT	Reduction in crashes caused by speeding.
Work Zones	Application of Work Zone Policy and Work Zone Communication	Regional	General application of VDOT's work area protection manual and awareness of the work zone policy for all roadway users. Proactive communication about work zone locations by the PDC, MPO, and localities is crucial for road safety.	<p><u>"1. Work Area Protection Manual and Pocket Guide Virginia Department of Transportation,</u></p> <p><u>2. https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/technical-guidance-documents/vdot-work-zone-pedestrian-and-bicycle-guidance/"</u></p>	VDOT	Public familiarity with the improvements made to temporary signage.

Table 34: Education and Engagement – Programs

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Aging Road Users	Senior Travel-Ready Transit Training Program	Regional	The Senior Travel-Ready Transit Training Program is a collaborative effort between Charlottesville Area Transit (CAT) and Jaunt to provide comprehensive, travel-ready training sessions for seniors. This initiative aims to increase transit ridership among older adults by equipping them with the necessary skills and confidence to use public transportation effectively. This program may include promoting the existing MicroCAT program.	<u>Partnership for Accessible Transportation Help</u>	PATH	Training participation.
Aging Road Users	Senior Resource Awareness Campaign	Regional	Care Is There initiative is dedicated to increasing public awareness of the transportation options and resources available to seniors. These resources aim to better inform and support the senior community in accessing transportation services.	<u>Care Is There</u>	JABA	Public familiarity with senior-oriented resources.
All	Roadway Safety Education	Regional	Collaborating with major employers to educate employees on roadway safety is crucial due to the significant transient workforce population. This collaboration allows for more effective education and communication strategies within well-defined audiences and offers opportunities for incentive programs that promote safe driving behaviors, leading to a broader impact on reducing crashes and enhancing overall traffic safety in the community.	<u>Connecting VA - employee commuter benefits</u>	DRPT	Participation in conduct incentive programs to encourage safe driving behaviors.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Bicyclists	Bike School	Urban	Provide educational materials or provide training events focused on bicycle safety for grades K-6. Material may include a parent guide that provides ways in which they can support safe bicycling.	<u>Bicycle Safety Virginia Department of Education</u>	Public Schools	Familiarity of safety skills and signs and signals.
Farm Vehicles	Farm Zone Educational Campaign	Rural	Provide educational materials to schools and major employers in and surrounding agriculturally designated areas focused on educating drivers on how to safely share the roadway with farm vehicles and the significance of farm zone signage.	<u>2025 Policies - Farm Bureau VA</u>	Virginia Farm Bureau	Public familiarity with farm zone signage.
Farm Vehicles	Wildlife Educational Campaign	Rural	Provide educational materials to schools and major employers in and surrounding agriculturally designated areas focused on educating drivers on how to respond safely to wildlife on roadways to reduce swerving-related crashes and serious injuries and increase public awareness about high-risk wildlife crossing areas and the effectiveness of underpasses and exclusionary fencing in preventing collisions. Engage local news outlets with this information for public reminder and education with seasonal updates to follow.	<u>Wildlife Center of Virginia</u>	Wildlife Virginia	A reduction in roadway crashes involving wildlife on the roadway and public familiarity with wildlife roadway protocol.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Impaired Driving	Impaired Driving Campaigns	Regional	Impaired driving awareness campaigns are vital for educating the public and deterring dangerous behaviors. By using a range of media channels such as radio, television, print, and social media, these campaigns effectively raise awareness, publicize preventative measures, and promote safe practices like using designated drivers, ultimately leading to a reduction in impaired driving incidents and saving lives.	<u>Virginia - 2024 Drive Sober or Get Pulled Over Campaign</u>	VDOT Virginia Department of Motor Vehicles	A reduction in the number of crashes per year that involved an impaired driver.
Motorcyclists	Motorcycle School or Motorcycle Education	Regional	This educational campaign is designed to enhance motorcycle safety by providing targeted content on issues like roadway departures, intersections, young riders, and speeding. Using online platforms and partnerships with motorcycle dealers, the campaign aims to disseminate essential safety information and encourage participation in the Virginia Rider Training Program for comprehensive training and resources.	<u>Virginia Rider Training Program Virginia Department of Motor Vehicles</u>	VDOT	Participation in the Virginia Rider Training Program.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Occupant Protection	Protected Occupants Campaign	Regional	<p>This campaign would involve messaging including highly publicized enforcement of seatbelt laws, with designated checkpoints at which officers check for seatbelt compliance. An example of this type of campaign is "Click it or Ticket."</p> <p>This initiative aims to increase seatbelt usage through education and enforcement, thereby reducing fatalities and injuries in crashes. A car and booster seat use educational campaign would focus on informing parents and caregivers about the proper installation and use of car seats and booster seats for children.</p>	<u>Click It or Ticket: Seat Belt Safety Awareness NHTSA</u>	Police	Public familiarity with seatbelt laws.
Pedestrians	Pedestrian and Bicycle Safety Campaigns	Urban	<p>Conducting a pedestrian and bicycle safety awareness campaign via social media and televised platforms educates both pedestrians and bicyclists on best practices and informs drivers on how to stay alert and proactive. These campaigns aim to reduce crashes involving pedestrians and bicyclists through targeted messaging and community outreach. Safe Routes to School (SRTS) is a specific program that is nationally funded. The initiative is designed to enhance the safety of students walking and biking to school while promoting these healthier activities.</p>	<u>Print PSAs: National Pedestrian Safety Campaign FHWA</u>	VDOT	Public familiarity on pedestrian and bicycle etiquette when sharing the road space.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Roadway Departures	Roadway Departure Educational Campaign	Regional	This roadway departure educational campaign could raise awareness about the risks associated with leaving the roadway and teach drivers how to avoid such crashes. By promoting safe driving practices and providing essential information, the campaign aims to reduce the number of crashes and save lives.	<u>Examination of Features Correlated w Roadway Departure Crashes on Rural Roads</u>	VDOT	Public familiarity with roadway departure safety habits.
Young Drivers	Youth Roadway Safety Education	Regional	Roadway safety education at a young age can promote roadway safety by teaching young students about alcohol, impaired driving, and traffic safety. By embedding these crucial topics into school curricula, the program helps cultivate important safety habits and awareness from an early age, enabling students to make informed and safe choices throughout their lives. A guardian driver's education program or "Parent Seminars" targets parents and guardians of young drivers to encourage responsible driving behaviors.	<u>YOVASO – Youth of Virginia Speak Out About Traffic Safety</u>	Public Schools	Increased awareness of roadway safety habits.

Table 35: Implementation Support – Policies

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
All	Require Safety Analysis in Traffic Impact Analysis (TIA) for Sites Fronting the High Injury Network	Regional	Integrating safety analysis into TIAs for sites along the High-Injury Network is data-driven decision-making and ensures the implementation of effective mitigation strategies. This approach enhances community safety and quality of life by lowering the risk of traffic fatalities and severe injuries based on historical crash data.		TJPDC Rural Technical Advisory Committee	TIA policy update.
Bicyclists	Subsidize Helmets for Children	Regional	This initiative aims to promote safe riding practices by offering subsidized helmets to children. The goal is to reduce head injuries and enhance overall safety for young bicyclists.	<u>Cheap or Free Bicycle Helmets</u>	Public Schools	Familiarity of safety skills and signs and signals.
Intersections	Add Red Light Cameras at Intersections	Regional	Red light cameras are automated systems designed to document instances of vehicles running red lights. These cameras capture critical information, which is later reviewed by law enforcement and, if validated, violation notices are mailed to vehicle owners.	<u>Red Light Running Camera Engineering Safety Analysis Guidelines (VDOT)</u>	VDOT	Reduction in red-light running roadway crashes.
Pedestrians	Coordinate with TJPDC Region Public Schools to Improve Circulation	Regional	Coordinate with TJPDC Region Public Schools to ensure traffic circulation plans are in place for each school will improve traffic operations and driver navigation during arrival and dismissal periods. This will improve safety for vehicular users and pedestrians.	<u>04D-Resolution-for-Cville-Safe-Routes-to-School.pdf</u>	VDOT	Public school community awareness of roadway safety practices during arrival and dismissal periods.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Speeding	Add Speed Monitoring Cameras	Regional	Advocate at the state level for the installation of speed cameras in areas outside of school and construction zones. This initiative seeks to expand the use of speed cameras to enhance traffic safety and deter speeding across a broader range of locations.	<u>§ 46.2-882.1. Use of photo speed monitoring devices in highway work zones, school crossing zones, and high-risk intersection segments; civil penalty</u>	TJPDC Rural Technical Advisory Committee	Reduction in roadway crashes beyond school zones and construction zones.

Table 36: Implementation Support – Programs

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
All	Develop Safety CIP Project List	Regional	Developing a Safety CIP Project List entails creating a prioritized list of infrastructure projects aimed at enhancing road safety. This initiative ensures that funding and efforts are strategically directed towards high-impact safety improvements.	<u>City of Charlottesville's Sidewalk Priorities Program</u>	MPO (CA-MPO)	CIP implementation and public awareness of the program.
Impaired Driving	High Visibility Saturation Patrol for Impaired Driving	Regional	A saturation patrol, or dedicated driving while intoxicated (DWI) patrol, involves law enforcement officers patrolling a specific area for a specific period to identify and arrest impaired drivers. The aim of these patrols is not only to apprehend impaired drivers but also to dissuade individuals from drinking and driving. For maximum effectiveness, saturation patrols should be widely publicized and conducted on a regular basis.	<u>High-Visibility Saturation Patrols NHTSA</u>	Police	A reduction in the number of crashes per year that involved an impaired driver.
Impaired Driving	High Visibility Cell Phone Enforcement	Regional	This program would involve targeted enforcement campaigns where law enforcement officers actively monitor and penalize drivers for cell phone use while driving. These campaigns are highly visible to the public to deter distracted driving and promote safer road behaviors.	<u>High-Visibility Cell Phone Enforcement NHTSA</u>	Police	A reduction in the number of crashes per year that involved an impaired driver who was distracted by the use of their cell phone.
Occupant Protection	Seatbelt Enforcement	Regional	Traffic safety checkpoints can reinforce seatbelt use and ensure that drivers and passengers are adhering to safety regulations. By consistently enforcing seatbelt laws, these checkpoints help reduce the severity of injuries.	<u>Seatbelt Enforcement NHTSA</u>	Police	Reduction in tickets associated with drivers not using seatbelts.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Speeding	High-Visibility Speeding Enforcement	Regional	Speeding patrols are law enforcement initiatives dedicated to enforcing speed limits in areas identified as speeding hotspots, where crashes frequently occur due to excessive speed. By increasing police presence and conducting traffic stops in these high-risk zones, these patrols aim to deter speeding and enhance road safety.	<u>High Visibility Enforcement (HVE) Toolkit NHTSA</u>	Police	Reduction in speed related crashes.
Work Zones	Automated Enforcement in Work Zones	Regional	In Virginia, state or local law enforcement agencies are permitted to install and use photo speed monitoring devices, such as cameras, in school zones and highway work zones to capture violations. Enforcing speed limits in these areas encourages drivers to reduce their speed, thereby decreasing the likelihood of crashes involving pedestrians, particularly students and workers in Work Zones.	<u>§ 46.2-882.1. Use of photo speed monitoring devices in highway work zones, school crossing zones, and high-risk intersection segments; civil penalty</u>	VDOT	Reduction in roadway crashes near work zones.
Young Drivers	Youth and Inexperienced Driver Enforcement	Regional	Implementing traffic safety checkpoints and enforcing Virginia laws for youth and inexperienced drivers aims to enhance road safety and compliance with traffic regulations. This initiative seeks to reduce crashes and promote responsible driving behavior among young and novice drivers by ensuring adherence to legal standards.	<u>Young Driver Countermeasures NHTSA</u>	Police	A reduction in the number of crashes per year that involved a young and/or impaired driver.

Table 37: Policies and Programs by Emphasis Area

Policy Or Program	Bicyclists	Pedestrians	Motorcyclists	Heavy Vehicles	Aging Road Users	Young Drivers	Occupant Protection	Speeding	Impaired Driving	Intersections	Roadway Departures	Farm Vehicles	Work Zones
Senior Travel-Ready Transit Training Program					X								
Senior Resource Awareness Campaign					X								
Roadway Safety Education	X	X	X	X	X	X	X	X	X	X	X	X	X
Require Safety Analysis in Traffic Impact Analysis (TIA) for Sites Fronting the High Injury Network	X	X	X	X	X	X	X	X	X	X	X	X	X
Develop Safety CIP Project List	X	X	X	X	X	X	X	X	X	X	X	X	X
Continue Jurisdiction Safety Audits	X	X	X	X	X	X	X	X	X	X	X	X	X
Bike School	X					X							
Subsidize Helmets for Children	X					X							
Update Bike Lane Design Guidelines	X												
Update Farm Signage/Lane Markings												X	
Farm Zone Educational Campaign								X				X	
Wildlife Educational Campaign								X				X	
Update Truck Restrictions				X				X				X	
Impaired Driving Campaigns									X				
High Visibility Saturation Patrol for Impaired Driving									X				
High Visibility Cell Phone Enforcement						X			X				
Add Red Light Cameras at Intersections								X	X				
Update Emergency Vehicle Preemption	X	X	X	X	X	X	X	X	X	X	X	X	X
Motorcycle School or Motorcycle Education			X										
Seatbelt Enforcement							X						
Protected Occupants Campaign							X						

Policy Or Program	Bicyclists	Pedestrians	Motorcyclists	Heavy Vehicles	Aging Road Users	Young Drivers	Occupant Protection	Speeding	Impaired Driving	Intersections	Roadway Departures	Farm Vehicles	Work Zones
Pedestrian and Bicycle Safety Campaigns	X	X											
Coordinate with TJPDC Region Public Schools to Improve Circulation		X											
Update Curb Management Policy	X	X	X	X	X	X	X	X	X	X	X	X	X
Update Roadway Departures Policy											X		
Roadway Departure Educational Campaign											X		
Add Speed Monitoring Cameras								X		X			X
High-Visibility Speeding Enforcement								X					
Update Appropriate Speed Limits for All Road Users								X					
Update Work Zone Policy								X					X
Automated Enforcement in Work Zones								X					X
Youth Roadway Safety Education						X							
Youth and Inexperienced Driver Enforcement						X							
Total	10	8	7	7	8	11	8	15	10	7	8	10	9

Competitive funding resources are available to assist in advancing and implementing the region's safety action plan. TJPDC and local jurisdictions should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout the region. This section introduces some of the main funding programs and grants to consider.

Safe Streets and Roads for All Implementation Grant

Safe Streets for All (SS4A) is a discretionary program that funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. SS4A supports funding for Planning and Demonstration Grants and Implementation Grants. Planning and Demonstration Grants support the development, completion, or supplementation of action plans, such as Move Safely Blue Ridge. The goal of an action plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in an area. Implementation Grants provide federal funds to implement projects and strategies identified in an action plan to address a roadway safety problem, which can include infrastructural, behavioral, or operational activity strategies.

SMART SCALE

SMART SCALE allocates funding from the construction District Grants Program (DGP) and High-Priority Projects Program (HPPP) to transportation projects based on a scoring process. The scoring process evaluates, scores, and ranks projects based on congestion mitigation, economic development, accessibility, safety, environmental quality, and land use factors. The location of the project determines the weight of each of these scoring factors in the calculation of the total score.

Revenue Sharing

Revenue Sharing is a program that provides a dollar-for-dollar state match to local funds for transportation projects. Projects eligible for Revenue Sharing funds include construction, reconstruction, improvement, and maintenance projects. All proposed spot improvement projects are candidate projects for Revenue Sharing.

Highway Safety Improvement Program (HSIP)

The HSIP is a federally funded, VDOT-managed program that apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- » Curb extensions
- » Pedestrian warning flashing beacons
- » High-visibility crosswalks

Virginia's local HSIP focuses on infrastructure projects with nationally recognized crash-reduction factors. Typically, HSIP calls for projects are made at an interval of one to two years.



MONITORING AND TRANSPARENCY

Effective monitoring of the Move Safely Blue Ridge roadway safety action plan is essential for reducing fatal and serious injury crashes across all six jurisdictions. By implementing a monitoring system, TJPDC and the jurisdictions can track progress, identify trends, and adjust strategies as necessary. Annual assessment of crash data will provide valuable insights into the effectiveness of proposed solutions and demonstrate the project team's commitment to transparency and accountability to the communities.

To ensure all stakeholders and community members stay informed about our progress, TJPDC will maintain an annually updated website featuring the latest statistics on fatalities and serious injuries. For the most current information on TJPDC's safety initiatives and to monitor progress toward creating safer roadways for all users, please visit our dedicated Move Safely Blue Ridge website at www.movesafelyblueridge.com. Together, we can work toward our shared vision of reducing roadway fatalities and serious injuries in our communities.



APPENDIX

- A.** Commitment Letters and Resolutions
- B.** Site Visit Notes
- C.** Jurisdiction Snapshots
- D.** Public Engagement Round 1 Summary
- E.** Public Engagement Round 2 Summary
- F.** Prioritization Criteria Scoring Matrix

A. COMMITMENT LETTERS AND RESOLUTIONS

A. Commitment Letters and Resolutions



THOMAS JEFFERSON PLANNING DISTRICT COMMISSION RESOLUTION OF COMMITMENT TO SUPPORTING ROADWAY SAFETY GOALS

WHEREAS, the Thomas Jefferson Planning District Commission (TJPDC) recognizes the critical importance of ensuring safe streets for all residents and visitors within its jurisdictions in Region 10, encompassing the City of Charlottesville, and the counties of Albemarle, Fluvanna, Nelson, Louisa, and Greene; and

WHEREAS, the TJPDC acknowledges the profound impact of roadway crashes, with 1,591 lives lost or seriously injured in its jurisdictions from 2018 to 2022, affecting individuals, families, and communities; and

WHEREAS, the Bipartisan Infrastructure Law establishes the Safe Streets and Roads for All (SS4A) discretionary program, providing crucial funding for regional, local, and Tribal initiatives aimed at preventing roadway fatalities and serious injuries; and

WHEREAS, in 2023 the TJPDC was awarded a United States Department of Transportation Safe Streets and Roads for All discretionary grant to develop a multi-jurisdictional safety action plan; and

WHEREAS, Move Safely Blue Ridge – the TJPDC’s comprehensive safety action plan, is poised to identify and prioritize roadway safety improvements across the region; and

WHEREAS, the federal grant received by the TJPDC necessitates an official public commitment within its safety action plan to ambitiously reduce roadway fatalities and serious injuries, with the ultimate goal of eliminating such incidents; and

WHEREAS, the TJPDC is committed to the Virginia Strategic Highway Safety Plan (SHSP)’s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, that the Thomas Jefferson Planning District Commission is committed to supporting its member jurisdictions in attaining the following safety targets approved by each member’s governing board to include:

- Undertaking efforts to one day eliminate roadway fatalities and serious injuries and to reduce the combined number of roadway fatalities and serious injuries in Albemarle, Fluvanna, Greene, Louisa, and Nelson counties by 50 percent by 2045, and
- Undertaking efforts to eliminate roadway fatalities in the City of Charlottesville by 2045 and to reduce the combined number of roadway serious injuries by 50 percent by 2045.

ADOPTED by the Thomas Jefferson Planning District Commission at its monthly Commission meeting of April 4, 2024, in the City of Charlottesville, Virginia, a quorum being present.


Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

4/4/24
Date


Ned Gallaway, Commission Chair
Thomas Jefferson Planning District Commission

4/4/2024
Date

City of Charlottesville Albemarle County Fluvanna County Greene County Louisa County Nelson County

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RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 875 people were killed or seriously injured in crashes that took place in Albemarle County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, to better comply with the Albemarle County Comprehensive Plan adopted in June 2015, reducing or eliminating roadway fatalities and serious injuries in Albemarle County will require collaboration among Albemarle residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC)—will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Albemarle County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Albemarle County that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Albemarle County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and,

RESOLVED, that Albemarle County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

I, Claudette K. Borgersen, do hereby certify that the foregoing writing is a true and correct copy of a Resolution duly adopted by the Board of Supervisors of Albemarle County by a vote of six to zero, as recorded below, at a meeting held on February 7, 2024.


Clerk, Board of County Supervisors

	<u>Aye</u>	<u>Nay</u>
Mr. Andrews	<u>Y</u>	___
Mr. Gallaway	<u>Y</u>	___
Ms. LaPisto-Kirtley	<u>Y</u>	___
Ms. Mallek	<u>Y</u>	___
Ms. McKeel	<u>Y</u>	___
Mr. Pruitt	<u>Y</u>	___



City of Charlottesville Safe Streets and Roads for All Commitment Letter

WHEREAS, 13 people were killed in crashes that took place in the City of Charlottesville from 2018 to 2022;

WHEREAS, 195 people were seriously injured in crashes that took place in City of Charlottesville from 2018 to 2022;

WHEREAS, roadway fatalities and serious injuries are preventable;

WHEREAS, roadway fatalities and serious injuries have lasting impacts on victims, loved ones, and communities at large;

WHEREAS, a goal of the 2045 Long Range Transportation Plan for the Charlottesville-Albemarle Metropolitan Planning Organization adopted in May 2019 is to “improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.”

WHEREAS, reducing or eliminating roadway fatalities and serious injuries in City of Charlottesville will require collaboration among Charlottesville residents and other jurisdictions, as well as regional, state, and federal organizations;

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program;

WHEREAS, the SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries;

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission—will identify and prioritize roadway safety improvements in the region;

WHEREAS, the Virginia Strategic Highway Safety Plan (SHSP) sets a vision of zero deaths and serious injuries and a goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, that the City of Charlottesville supports Move Safely Blue Ridge and will actively participate in the planning process and prioritize implementation of the safety countermeasures recommended in the safety action plan;

RESOLVED, that the City of Charlottesville commits to one day eliminate roadway fatalities and serious injuries;

RESOLVED, that the City of Charlottesville commits to eliminate roadway fatalities in the city by 2045; and,

RESOLVED, that the City of Charlottesville commits to reduce roadway serious injuries in the city by 50 percent by 2045.

Approved by Council
March 5, 2024

A handwritten signature in cursive script that reads "Kyna Thomas".

Kyna Thomas, MMC
Clerk of Council



BOARD OF SUPERVISORS
County of Fluvanna
Palmyra, Virginia
RESOLUTION No. 03-2024

RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 108 people were killed or seriously injured in crashes that took place in Fluvanna County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal indicated in the 2035 Thomas Jefferson Planning District Commission's Rural Long Range Transportation Plan, which is referenced in Fluvanna County's Comprehensive Plan adopted in 2015, of providing a safe and secure transportation system in Fluvanna County will require collaboration among Fluvanna residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC)—will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Fluvanna County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Fluvanna County that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Fluvanna County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and

RESOLVED, that Fluvanna County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Fluvanna County Board of Supervisors on this 7th day of February, 2024.

	AYE	NAY	ABSTAIN	ABSENT	MOTION	SECOND
Christopher Fairchild, Cunningham District	X					
D. Mike Goad, Fork Union District	X					X
Timothy M. Hodge, Palmyra District	X				X	
Anthony P. O'Brien, Rivanna District	X					
John M. Sheridan, Columbia District	X					

Attest:



Christopher S. Fairchild, Chair
Fluvanna County Board of Supervisors

RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 125 people were killed or seriously injured in crashes that took place in Greene County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal indicated in Greene County’s Comprehensive Plan adopted in 2023 of providing safe travel for pedestrians, bicyclists, and motorists will require collaboration among Greene residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Greene County is committed to the Virginia Strategic Highway Safety Plan (SHSP)’s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Greene County that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Greene County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and

RESOLVED, that Greene County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

I, Kimberly Morris, do hereby certify that the foregoing writing is a true and correct copy of a Resolution duly adopted by the Board of Supervisors of Greene County by a vote of 5 to 0, as recorded below, at a meeting held on Feb. 13, 2024


Clerk, Board of County Supervisors

	<u>Aye</u>	<u>Nay</u>
Mr. Catalano	<u>X</u>	___
Ms. Durrer	<u>X</u>	___
Mr. Goolsby	<u>X</u>	___
Mr. Lamb	<u>X</u>	___
Mr. McGuigan	<u>X</u>	___

RES-2024-62

**BOARD OF SUPERVISORS
COUNTY OF LOUISA
RESOLUTION**

At a regular meeting of the Board of Supervisors of the County of Louisa held in the Louisa County Public Meeting Room at 5:00 PM on the 18th day of March 2024, at which the following members were present, the following resolution was adopted by a majority of all members of the Board of Supervisors, the vote being recorded in the minutes of the meeting as shown below:

RESULT:	Passed
MOVER:	Board of Supervisors - Patrick Henry District Fitzgerald Barnes
SECONDER:	Board of Supervisors - Cuckoo District Christopher McCotter
AYES:	Duane Adams , Tommy Barlow , Rachel Jones , Fitzgerald Barnes , Manning Woodward, Christopher McCotter

A RESOLUTION TO PURSUE ROADWAY SAFETY GOALS

WHEREAS, 297 people were killed or seriously injured in crashes that took place in Louisa County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal of providing a safe and secure transportation system in Louisa County will require collaboration among Louisa residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPD) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPD requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Louisa County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by fifty percent (50%) by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Louisa County that



BOARD OF
SUPERVISORS

THOMAS D. HARVEY
North District

ERNIE Q. REED
Central District

JESSE N. RUTHERFORD
East District

J. DAVID PARR
West District

DR. JESSICA LIGON
South District

CANDICE W. MCGARRY
County Administrator

AMANDA B. SPIVEY
Administrative Assistant/
Deputy Clerk

LINDA K. STATON
Director of Finance and
Human Resources

RESOLUTION R2024-08
NELSON COUNTY BOARD OF SUPERVISORS
RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 173 people were killed or seriously injured in crashes that took place in Nelson County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal of providing a safe and secure transportation system in Nelson County will require collaboration among Nelson residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Nelson County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Nelson County Board of Supervisors that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Nelson County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and

RESOLVED, that Nelson County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

Approved: February 13, 2024

Attest:  Clerk
Nelson County Board of Supervisors

B. TJPDC SITE VISIT WRAP-UP

B. TJPDC Site Visit Wrap-Up

Site Visit Review

The project team met with each jurisdiction to discuss locations that should be prioritized for a site visit and location-specific improvements. The project team identified a preliminary list of locations based on the data analysis and refined the list with local input about priorities and previously identified projects. The project team conducted site visits on the following dates:

» Tuesday, September 3, 2024

» *Fluvanna County*

» *City of Charlottesville*

» Monday, September 9, 2024

» *Nelson County*

» *Albemarle County*

» Wednesday, September 11, 2024

» *Greene County*

» *Louisa County*

The project team visited each location to observe geometric conditions and driver behavior and documented potential countermeasures or improvements. Tables on the following pages summarize observations and potential recommendations for each location visited.

Fluvanna County Site Visit Summary





Location	Observations	Potential Recommendations
US-250 / Diamond Road / Oliver Creek Road 	<ul style="list-style-type: none"> » Crest on US-250 limits sight distance » High volume of right turns onto Oliver Creek Rd » Three of seven crashes occurred at night 	<ul style="list-style-type: none"> » Add stop bar on Diamond Rd » Improve visibility of stop signs » Add transverse rumble strips on US-250 » Widen to add turn lanes
South Boston Road & Broken Island Road 	<ul style="list-style-type: none"> » 90-degree curve with inadequate superelevation on South Boston Rd » Fixed object crashes and a severe head-on crash 	<ul style="list-style-type: none"> » Correct superelevation » Add safety wedge on high side of curve » Narrow approach of Broken Island Rd to facilitate correction of superelevation
Route 53 & Ruritan Lake Road 	<ul style="list-style-type: none"> » Sight distance left for turning off Ruritan Lake road is limited by a crest in the road » Congestion around time of school dismissal 	<ul style="list-style-type: none"> » Repave segment to flatten out problematic crest » Long term, consider a roundabout at this intersection
Route 53 & Martin Kings Road 	<ul style="list-style-type: none"> » Poor sight distance to turn on Martin Kings Rd » Can't see signage on Kings Rd approach 	<ul style="list-style-type: none"> » Add stop bar to Martin Kings Road » Add dynamic intersection warning signage on Route 53 southbound » Add left turn lane on Martin Kings Rd northbound

City of Charlottesville Site Visit Summary

Location	Observations	Potential Recommendations
E High Street & Meade Avenue  <i>Source: Google Maps (Sep 2023)</i>	<ul style="list-style-type: none"> » Southbound green almost always active unless pedestrian phase is activated » Angle of intersection between Meade Ave and E High St is very tight, making it difficult to check for conflicting traffic when turning right off Meade Ave 	<ul style="list-style-type: none"> » Meade-E High Safety Demonstration Project » Eliminate one movement on or off of Meade Ave, redirecting traffic to the intersection of Stewart Ave and E High St to the west » Eliminating left turn off E High St onto Meade St would allow for removal or replacement of sign
5th-Ridge-Main-Water-South 	<ul style="list-style-type: none"> » Crossing times for pedestrians, are very short for the required crossing distance » Right turn lane eastbound off Main St has bad sight distance left due to statue pedestal 	<ul style="list-style-type: none"> » Add leading pedestrian intervals (LPIs) to signals » Make crosswalks more perpendicular » Consider a full pedestrian "scramble" phase » Shrink footprint by removing a turn lane from the Water St approach and/or removing a lane from the Ridge McIntire southbound approach » Prohibit right turns on red for Main St slip lanes
5th Street & Cherry Avenue 	<ul style="list-style-type: none"> » High number of angle crashes » Southwest crosswalk has leading pedestrian interval (LPI) but it overly long/angled » Bike lane along 5th St jumps abruptly from curb to between lanes » Yield to pedestrians sign barely visible » Longer stopping distance along Cherry Ave due to series of crosswalks 	<ul style="list-style-type: none"> » T-up southwest crosswalk » Transition bike lane through right lane on 5th St northbound with green pavement markings and add accompanying signage » Add speed humps or speed tables for first and last crosswalks in Tonsler Park area

Location	Observations	Potential Recommendations
5th Street at 5th Street Station  <i>Source: Google Maps (Aug 2023)</i>	<ul style="list-style-type: none"> » Angle crashes on 5th St, permissive lefts conflicting with through movements » Lane use signage not clear on all approaches » Pedestrian crossings faded 	<ul style="list-style-type: none"> » Add additional signage on western approach » Re-mark crosswalks perpendicular to road » Add pedestrian signals for crosswalk » Consider setting southbound lefts to protected
W Main Street / 10th Street NW to 14th Street NW  <i>Source: Google Maps (Nov 2023)</i>	<ul style="list-style-type: none"> » At intersection of 10th St NW and Main St, green phase extends beyond pedestrian interval » Some movements prohibited on southern end of 13th St NW, but still geometrically possible 	<ul style="list-style-type: none"> » Extremely limited opportunity to restrict movements or modify geometry » Create a pedestrian scramble phase » Add porkchop island the southern end of 13th St
5th Street & Harris Road  	<ul style="list-style-type: none"> » Crashes concentrated around PM peak hour » Angle crashes typically northbound vehicles turning left hitting through traffic on 5th St » Poor visibility for pedestrians on 5th St right turn 	<ul style="list-style-type: none"> » Convert 5th St northbound left to protected, either full-time or during PM peak » Add yield ahead or pedestrian ahead signage in 5th St southbound right turn lane
E High Street / US-250 / River Road  <i>Source: Google Maps (Jul 2023)</i>	<ul style="list-style-type: none"> » River Rd approach has limited lane use signage » No reflective backplates on signals 	<ul style="list-style-type: none"> » Pull stop bar closer to crosswalk » Improve lane use signage for River Rd approach » Add yield to pedestrian signs to US-250

Nelson County Site Visit Summary

Location	Observations	Potential Recommendations
US-29 & Front Street 	<ul style="list-style-type: none"> » See US-29 through Lovington » Reduced speed limit zone (60 to 45) covers Front Street intersection 	<ul style="list-style-type: none"> » Construct RCUT at Front St intersection » Extend reduced speed limit zone
US-29 & Tye Brook Road 	<ul style="list-style-type: none"> » See US-29 in Colleen 	<ul style="list-style-type: none"> » Construct a RCUT for Tye Brook Rd
Route 151 & Lowesville Road 	<ul style="list-style-type: none"> » Route 151 high speed Lowesville Rd local » Speed limit reduced (55 to 45) through segment » Crashes due to turning onto Route 151 	<ul style="list-style-type: none"> » Improve advance warning on Lowesville Rd » Improve sight distance by clearing trees
US-29 in Colleen 	<ul style="list-style-type: none"> » High number of serious angle crashes » Advance intersection warning signs on US-29 » High count of commercial merges onto US-29 	<ul style="list-style-type: none"> » Improve pavement markings in the crossovers » Create a reduced speed limit zone » Extend turn lane onto Colleen Rd » Replace TWLTL with physical median




Location	Observations	Potential Recommendations
<p>US-29 through Lovington</p>  <p><i>Source: Google Maps (Dec 2023)</i></p>	<ul style="list-style-type: none"> » Angle crashes at crossovers within segment (Front St, Main St, and Northside Ln) » Sight distance inadequate » Pedestrians conflict at Main St 	<ul style="list-style-type: none"> » Close crossover or restrict turning movements » Eliminate left out of Northside Lane, northbound U-turn on US-29 » Add pedestrian protections on Main Street
<p>US-29 & Route 6</p> 	<ul style="list-style-type: none"> » Inadequate Sight distance between on Route 6 » Advance warning signs too close to intersection » Southbound right off Route 6 is yield-controlled, but many drivers stop before acceleration lane 	<ul style="list-style-type: none"> » Offset left turn lane off US-29 northbound to provide better sight distance » Construct restricted crossing U-turn (RCUT) » Consider Tidbit Trail as an alternative route

Albemarle County Site Visit Summary

Location	Observations	Potential Recommendations
I-64 & US-29  <p>Source: Google Maps (Dec 2023)</p>	<ul style="list-style-type: none"> » Southern intersection on US-29 is signalized, despite recent interval increase, queuing occurs » US-29 southbound speed differential in lanes » US-29 northbound has flashing advance warning signs and rumble strips before intersection » Difficult for trucks without platooning gaps 	<ul style="list-style-type: none"> » Separate US-29 southbound using HOT sticks » Close US-29 northbound left turn onto I-64
US-29 & Greenbrier Drive  <p>Source: Google Maps (Dec 2023)</p>	<ul style="list-style-type: none"> » Greenbrier Drive eastbound and westbound phases run concurrently with FYA » VDOT is installing a two-stage pedestrian crossing on US 29 soon 	<ul style="list-style-type: none"> » Bring Transit stops closer to pedestrian accommodations at intersections
US-29 at Fashion Square  <p>Source: Google Maps (Jul 2023)</p>	<ul style="list-style-type: none"> » Steep downhill from Rio Road grade separation on US-29 southbound increases required breaking distance before signalized intersections » Existing LED lighting to improve visibility at intersection 	<ul style="list-style-type: none"> » Pedestrian improvements across US-29 » Redevelopment opportunities
US-29 & Woodbrook Drive  <p>Source: Google Maps (Jan 2024)</p>	<ul style="list-style-type: none"> » Queue for elementary school on eastern Woodbrook Drive can extend to US-29 at peak 	<ul style="list-style-type: none"> » Re-mark eastern Woodbrook Drive to have two inbound lanes to alleviate school congestion



Greene County Site Visit Summary

Location	Observations	Potential Recommendations
US-29 & US-33 	<ul style="list-style-type: none"> » Recently reconfigured intersection » Pedestrian-involved crashes west of intersection, near Stoneridge Drive 	<ul style="list-style-type: none"> » Identify projects to facilitate pedestrian movements, extending to Stoneridge Drive
US-33 & Swift Run Road 	<ul style="list-style-type: none"> » Flashing yellow arrows for left turns off US-33 » Limited sight distance » Pattern of rear-end crashes 	<ul style="list-style-type: none"> » Convert FYA to protected green phase(s) » Dynamic flashing signal ahead sign » Offset left turns to improve sight distance
US-29 / Matthew Mill Road / Cedar Grove Road 	<ul style="list-style-type: none"> » Significant amount of Angle crashes » Serious angle crashes at Deerfield Dr & US-29 » Sight distance poor due to vegetation and grade 	<ul style="list-style-type: none"> » Close median crossover at Deerfield Dr or restrict movements to reduce conflicts » Revisit restricted crossing U-turn
Preddey Creek Road 	<ul style="list-style-type: none"> » Sharp reverse curves leading to fixed object crashes » Advance warning signs and transverse rumble strips present 	<ul style="list-style-type: none"> » Add chevrons at standard spacing to improve visibility of curves

Location	Observations	Potential Recommendations
Amicus Road  <i>Source: Google Maps (Jul 2023)</i>	<ul style="list-style-type: none"> » Chevrons spaced incorrectly or missing » Shoulder drop off on high side of curve reverse curves leading to fixed object crashes 	<ul style="list-style-type: none"> » Bring chevrons to standard » Add edge line rumble strips and/or safety edge along high side of curve
US-33 / Advance Mills Road / 4 Seasons Drive 	<ul style="list-style-type: none"> » Unusually wide median crossover at 4 Seasons Drive, leading to queues between US-33 eastbound and US-33 westbound » Pattern of angle crashes at crossovers » Limited sight distance right (SDR) from Advance Mills median crossover to the west » Reduced speed limit (55 mph down to 45 mph) east of 4 Seasons Drive, school zone west of Advance Mills Road 	<ul style="list-style-type: none"> » Extend reduced speed zone to cover these intersections » Construct restricted crossing U-turn (RCUT)
US-33 east of Skyline Drive 	<ul style="list-style-type: none"> » Sharp and steep compound curve » Pattern of fixed object crashes, likely related to over or understeering curve » Crash pattern worse for motorcycles » Advance warning signage farther to the west, does not depict the severity of curve 	<ul style="list-style-type: none"> » Add additional signage immediately in advance of this curve » Add transverse rumble strips, check for adverse effect on motorcycles

Louisa County Site Visit Summary

Location	Observations	Potential Recommendations
US-33 / Waldrop Church Road / Range Road  <p>Source: Google Maps (Sep 2023)</p>	<ul style="list-style-type: none"> » Sight distance from Waldrop Church Road low » At-grade railroad crossing on Range Road » Lots of signage around intersections 	<ul style="list-style-type: none"> » Improve sight distance by clearing vegetation
US-33 in Trevilians 	<ul style="list-style-type: none"> » Speed limit 55 mph through the corridor » Major side streets intersecting at acute angles » Pattern of rear-end crashes along US-33 	<ul style="list-style-type: none"> » Reduce speed limit to 45 mph on the west end » Eliminate passing zone for US-33 eastbound » Widen US-33 to add TWLTL and curb and gutter
US-33 & Route 22 	<ul style="list-style-type: none"> » US-33 and Rte. 22 are joined into single roadway » Poindexter Road intersects US-33 » Sight distance poor due to crest and vegetation 	<ul style="list-style-type: none"> » Reduce speed limit (55 down to 45) » T-up intersection based on road with higher ADT » Convert intersection to roundabout(s)
US-33 & Oakland Road 	<ul style="list-style-type: none"> » Skewed intersection with rail X-ing to northeast » High volume of Fire and EMS vehicles » Crest leads to poor sight distance 	<ul style="list-style-type: none"> » Repave US-33 to reduce crest curve » T-up intersection or convert to roundabout paired with one at west end of segment

Location	Observations	Potential Recommendations
Route 22 near Nolting Road 	<ul style="list-style-type: none"> » Horizontal curve with inadequate chevron » Advisory speed of 50 mph for curve » Utility pole inside clear zone 	<ul style="list-style-type: none"> » Add edge rumble strips and safety wedge » Bring spacing of chevrons in line with standard » Increase superelevation on eastbound » Move utility pole away from edge of pavement
US-33 & Route 208 	<ul style="list-style-type: none"> » Primary concern is congestion » Two-way left turn lane west of intersection » Flashing yellow arrows (permissive) for all roads » Sight distance limited for Route 208 » Pedestrian crossings marked on north and west 	<ul style="list-style-type: none"> » Gore out space on US-33 northbound approach » Add pedestrian signals » Confirm flashing yellow arrow signs are present
Route 208 near Jack Jouett Road 	<ul style="list-style-type: none"> » Road departure and fixed object crashes » Centerline rumble strips, chevrons, and advance warning signs present » Crest in road makes it difficult to see curve » Posted speed 50 mph, advisory speed 30 mph 	<ul style="list-style-type: none"> » Flatten vertical geometry in advance of curve » Add recovery wedge on high side of curve » Remove fixed objects within clear zone on curve
Route 208 & Jack Jouett Road 	<ul style="list-style-type: none"> » Immediately north of sharp curve » Large turn volumes between Route 208 and Jack Jouett Road » Sight distances adequate » Handful of rear-end crashes 	<ul style="list-style-type: none"> » Add left turn lane on Route 208 eastbound » Coordinate with potential improvements in curve

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C. JURISDICTION SNAPSHOTS

C. Jurisdiction Snapshots

Crash Data Snapshot: Albemarle



HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

10,116 Total Crashes



72 Fatal Crashes

708 Serious Injury Crashes



77 Fatalities

798 Serious Injuries

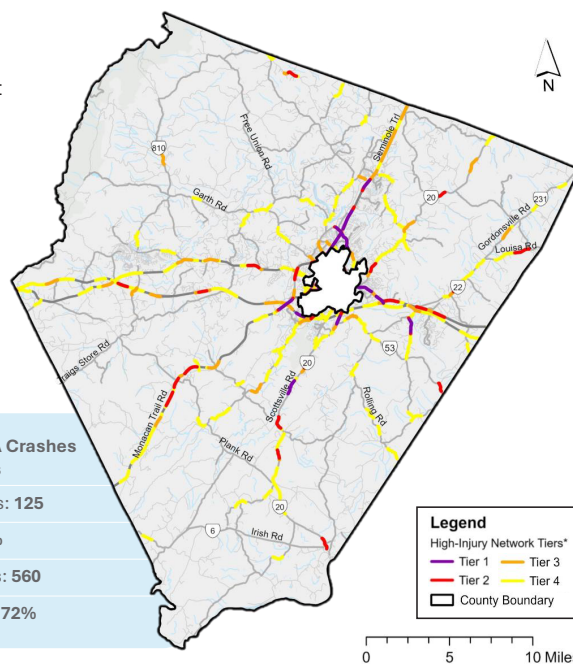
Criteria: 2+ KA Crashes
over 0.5 Miles

Segment Miles: 125

% of Miles: 7%

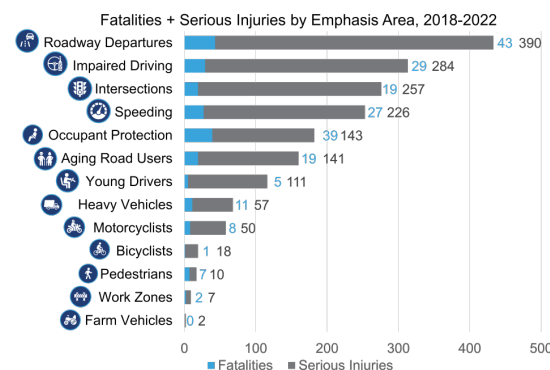
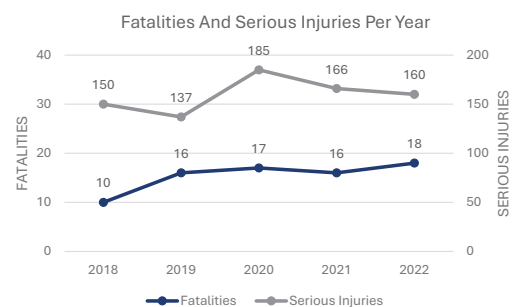
2+ KA Crashes: 560

% of Crashes: 72%



*Tiers are based on the number and severity of crashes

FATALITIES + SERIOUS INJURIES



JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPD Rank	PBSAP Rank	Jurisdiction PBSAP Rank
Rio Rd W/E from Nichols Ct/Woodburn Rd to Huntington Rd/Pine Haven Ct	0.5	1	11	6	16	4	
US 29 from Teel Ln/Gold Eagle Dr to South of Fontaine Ave	1.2	1	7	4	566	347	
US 250 from I 64 to Pantops Mountain Rd	2	1	2	1	107	60	
Scottsville Rd from Sowell Branch Ln to South of Camp Rd	2.8	1	230	68	-	-	
Milton Rd from Milton Village Ln to North of Milton Hills Dr	3.7	1	-	-	-	-	
US 29 from Rio Rd to Hydraulic Rd	4.5	1	6	3	36	20	
US 29 from Gardens Blvd to Seminole Ln	6	1	5	2	155	93	
Hydraulic Rd from Lambs Rd/Whitewood Rd to Hydraulic Cir	7.5	1	108	31	47	29	
Emmet St S from Stadium St to McCormick Rd	50.8	4	-	-	13	1	
Seminole Tr from Hydraulic Rd to Seminole Ct	-	-	10	5	33	18	

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Hydraulic Rd	145	1	8	1	1965	1	1	1
US 29 & Greenbrier Dr	99	2	3	8	1025	4	2	2
US 250 & Route 20	92	3	0	-	474	25	4	4
US 29 & Woodbrook Dr	89	4	1	51	591	16	3	3
US 29 & Airport Rd	71	5	0	-	472	27	7	6
US 29 & Boulders Rd	60	6	2	20	635	14	6	5
US 250 & Peter Jefferson Pkwy	48	7	4	5	961	6	9	7
US 250 & Route 240	38	15	6	2	1110	3	13	10
US 29 & Fashion Square Dr	38	15	5	4	998	5	-	-
US 29 & Austin Dr	35	18	4	5	771	9	25	12
Route 20 & Route 53	33	19	3	8	657	11	28	13
Rio Rd E & Fashion Square Dr	31	23	6	2	1123	2	-	-
US 29 & Plank Rd	20	48	4	5	786	7	68	14

Crash Data Snapshot: Charlottesville

move
SAFELY
charlottesville

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

2,805 Total Crashes



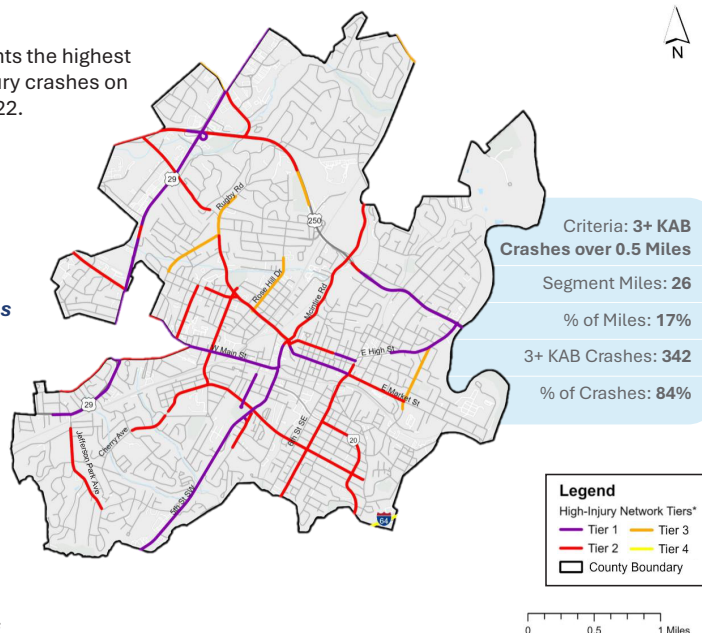
11 Fatal Crashes

180 Serious Injury Crashes



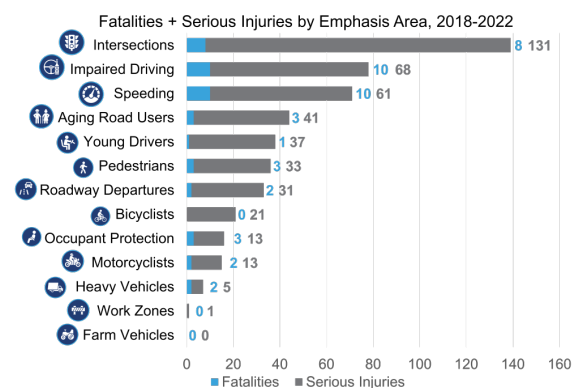
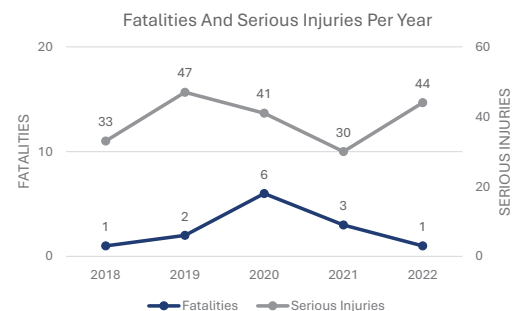
13 Fatalities

195 Serious Injuries



*Tiers are based on the number and severity of crashes

FATALITIES + SERIOUS INJURIES



JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPD PBSAP Rank	Jurisdiction PBSAP Rank
5th St SW From W Main St to Cherry Ave	0.3	1	-	-	569	167
Emmet St NW from US 250 Byp to Greenbrier Dr	0.8	1	1	1	6	6
US 250 from Preston Ave to South of 5th St Station Pkwy	1.3	1	4	2	3	3
E High St from US 250 Byp to Grove Ave	1.4	1	111	29	299	20
Emmet St NW from US 250 Byp to Arlington Blvd	1.9	1	9	3	5	5
W Main St from Market St/Ridge St to Chancellor St	7.7	1	32	4	394	132
Emmet St S from Thomason Rd to University Gardens	8.3	1	50	7	68	36
Preston Ave from Ros Hill Dr to Grady Ave	11	2	-	-	2	2
Grady Ave from Preston Ave to 10th St NW	15.4	2	-	-	1	1

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes Total Crash Rank	KA Crashes KA Rank	EPDO Crashes EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Barracks Rd	37 1	4 4	764 5	-	-
US 250 & East High St	36 2	6 1	1174 1	-	-
US 250 & Roosevelt Brown Blvd	36 2	1 19	425 9	21	2
US 250 & 14th St NW	34 4	1 19	258 23	17	1
US 250 & US 29	33 5	5 2	957 2	81	6
US 250 Bypass & Hydraulic Rd	31 7	5 2	917 3	-	-
Ridge St & Cherry Ave	30 8	0 -	213 29	55	3
US 250 & Ridge St	28 9	4 4	782 4	88	7
5th St SW & Harris Rd	28 9	3 8	632 8	59	4
Route 20 & Elliot Ave	22 10	0 -	132 56	61	5
US 29 & US 250 Off-ramp	19 17	4 4	710 7	-	-
Preston Ave & Rose Hill Dr	15 23	4 4	735 6	-	-

Crash Data Snapshot: Fluvanna

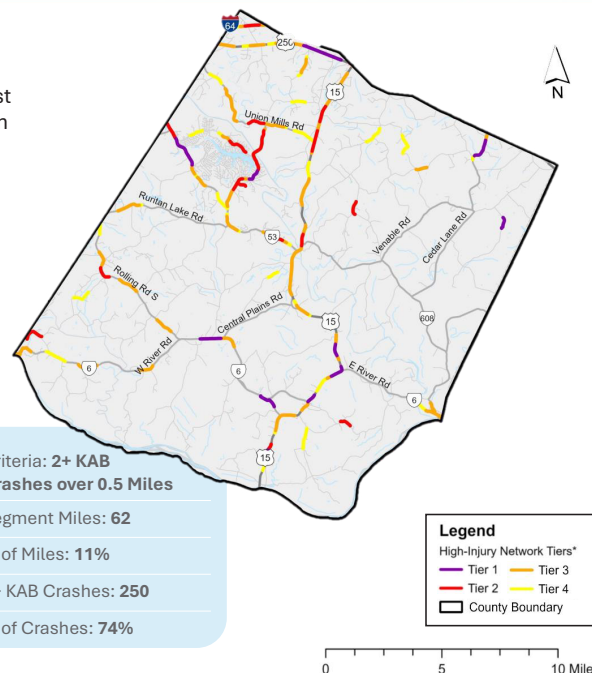


HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

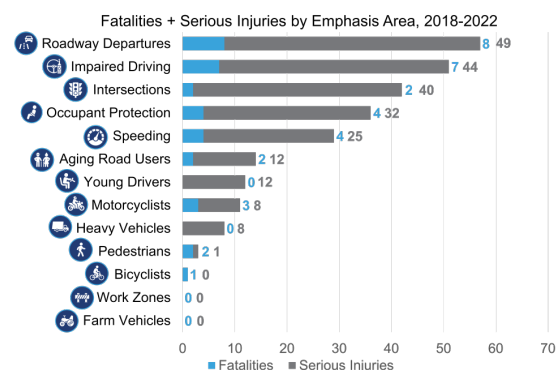
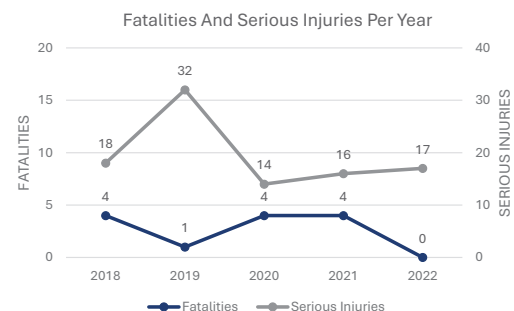
1,330 Total Crashes

13 Fatal *Crashes*
83 Serious Injury *Crashes*
13 *Fatalities*
97 *Serious Injuries*



*Tiers are based on the number and severity of crashes

FATALITIES + SERIOUS INJURIES



JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TIPDC Rank	PBSAP Rank	PBSAP Rank
US 250 from Blue Ridge Dr to Edgecomb Rd	0.5	1	-	-	-	-	-
Thomas Jefferson Pkwy from Lake Monticello Rd to South of Merry Oaks Ln	1.3	1	61	1	351	1	1
Kents Store Way from Waddy Creek Dr to Jordan Store Rd	3.4	1	-	-	-	-	-
Winsville Dr from W River Rd to North of Teepee Town Rd	3.4	1	-	-	-	-	-
Covered Bridge Rd from South of Venable Rd to North of Community House Rd	4.8	1	-	-	-	-	-
S Boston Rd from River Ridge Rd to Thomas Jefferson Pkwy	6.6	1	80	2	596	8	8
US 15 from Saylor Ln to Pine Ln	7.7	1	154	3	-	-	-
S Boston Rd from Lake Monticello Rd to Union Mills Rd	10.5	2	234	10	402	4	4
Thomas Jefferson Pkwy from Double D Farm Tr to Commons Blvd	11.3	2	218	9	354	2	2
US 15 from Friendship Rd to Main St	16.4	2	-	-	499	5	5
Abby Rd/Lexie Ln	20.5	2	-	-	401	3	3
Union Mills Rd from S Boston Rd to US 15	37	3	162	4	-	-	-

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
S Boston Rd & Lake Monticello Rd	23	1	3	1	576	1	34	1
S Boston Rd & Broken Island Rd	21	2	1	4	180	10	-	-
Route 53 & Monish Dr	13	3	0	-	89	29	-	-
US 15 & Union Mills Rd	10	4	1	4	207	4	-	-
Route 53 & Martin Kings Rd	9	5	1	4	196	6	-	-
US 15 & Troy Rd	9	5	0	-	66	30	-	-
US 250 & Diamond Rd	7	9	1	4	185	7	-	-
US 250 & Troy Rd	6	12	3	1	502	2	-	-
Route 6 & Haden Martin Rd	6	12	1	4	203	5	-	-
Courthouse Rd & Carysbrook Rd	6	12	1	4	165	12	-	-
Abby Rd & Market St	3	35	1	4	181	8	-	-
The Cross Rd & Pat Dennis Rd	2	54	2	3	320	3	-	-

Crash Data Snapshot: Greene

move
SAFELY
greene

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

1,283 Total Crashes



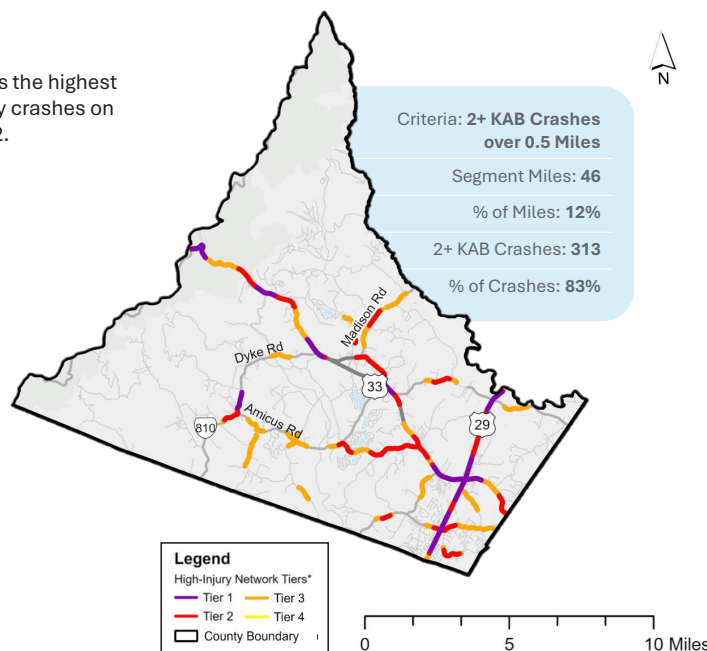
10 Fatal Crashes

97 Serious Injury Crashes



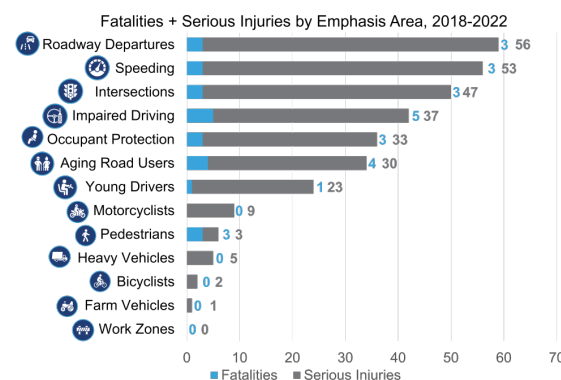
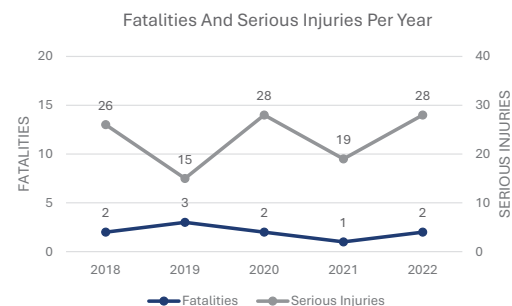
10 Fatalities

116 Serious Injuries



*Tiers are based on the number and severity of crashes

FATALITIES + SERIOUS INJURIES



JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TIPDC PBSAP Rank	Jurisdiction PBSAP Rank
US 29 from Keleigh Ln to North of Buck Dr	0.7	1	34	1	356	16
US 33 from Sassafras Ln to Pinewood Ct	1.4	1	-	-	203	1
US 29 from Starks Ln to Luck Stone Rd	2	1	53	2	329	11
Dyke Rd from Rosebrook Rd to Haneytown Rd	3.7	1	-	-	-	-
US 33 from South of Blue Run Rd to North of Dyke Rd	3.7	1	-	-	-	-
US 33 from East of Skyline Dr to Big Bend Fire Rd	6.2	1	106	7	-	-
US 33 from US 33 to Fredericksburg Rd/Reva Ln	7.2	1	-	-	293	5
US 33 from Greencroft Blvd/New Life Dr to Amicus Dr	9.6	1	-	-	295	7

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes Total Crash Rank	KA Crashes KA Rank	EPDO Crashes EPDO Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Cedar Grove Rd	49 1	0 -	332 10	15	1
US 33 & New Life Dr	48 2	3 4	658 4	-	-
US 29 & Clore Dr	31 3	6 1	1051 2	-	-
US 33 & Stoneridge Dr	28 4	1 9	453 5	74	4
US 29 & Fredericksburg Rd	21 5	6 1	1098 1	64	3
US 29 & Carpenters Mill Rd	21 5	0 -	144 23	47	2
US 33 & Amicus Rd	16 7	2 5	391 7	-	-
US 33 & Swift Run Rd	14 8	4 3	688 3	-	-
US 33 & Advance Mills Rd	13 9	0 -	70 26	84	5
US 29 & Stoneridge Pl	10 12	2 5	423 6	-	-
US 33 & Greencroft Blvd	9 13	2 5	384 8	-	-
US 33 & Dyke Rd	8 15	2 5	345 9	-	-

Crash Data Snapshot: Louisa



HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

2,752 Total Crashes



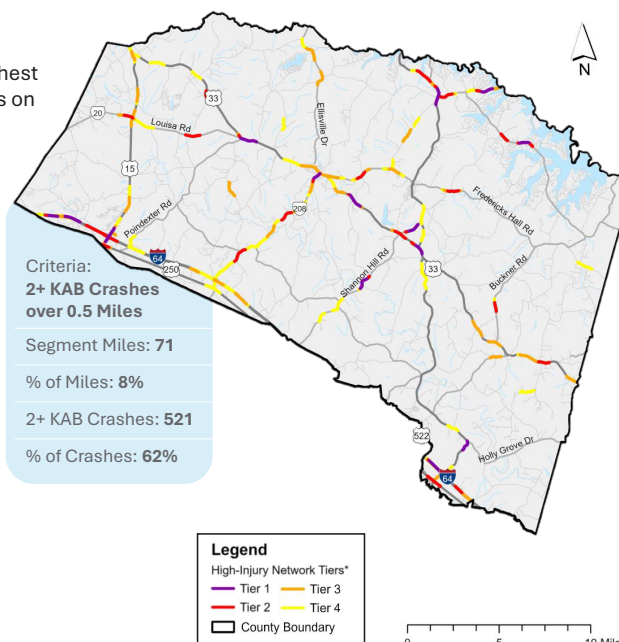
46 Fatal Crashes

203 Serious Injury Crashes



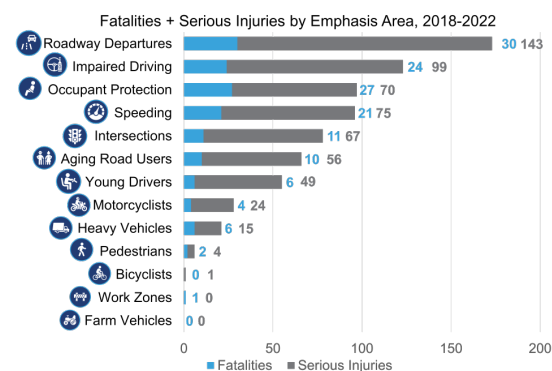
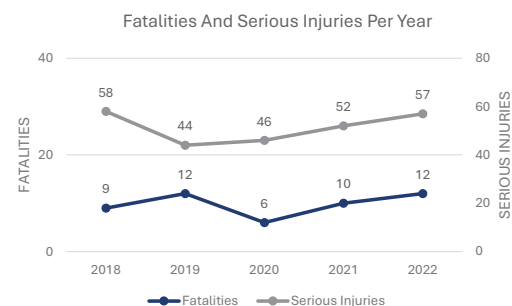
49 Fatalities

257 Serious Injuries



*Tiers are based on the number and severity of crashes

FATALITIES + SERIOUS INJURIES



JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TIPDC PBSAP Rank	Jurisdiction PBSAP Rank
US 522 from South of Chopping Rd to North of New Bridge Rd	0.5	1	-	-	-	-
US 33 from North of US 522 to North of US 522	1.5	1	-	-	-	-
US 522 from J and R Dr to Owens Creek Rd	2.1	1	-	-	-	-
Louisa Rd from Poindexter Rd to East of Oakland Rd	2.6	1	137	3	-	-
I-64 from West of Zion Rd to East of Zion Rd	3.2	1	-	-	-	-
US 15 from US 250 to North of Freedom Dr	4.5	1	85	2	533	12
US 33 from Mt Airy Rd to Pendleton Rd	6	1	-	-	375	1
US 33 from US 15 to Louisa Rd	16.6	2	-	-	415	4
US 250 from Three Chopt Rd to East of US 522	19.7	2	77	1	-	-
Courthouse Rd from E Jack Jouett Rd to Deer Tail Ln	20.3	2	139	4	483	5
Davis Hwy from Chopping Rd to East of Bus Garage Rd	38	3	152	5	396	2

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes Total Crash Rank	KA Crashes KA Rank	EPDO Crashes EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 522 & US 250	38 1	4 1	977 1	-	-
US 15 & US 250	32 2	1 13	352 6	40	2
US 15 & Spring Creek Pkwy	30 3	0 -	162 32	32	1
US 15 & Route 22	26 4	2 4	458 4	48	4
US 33 & East Main St	25 5	1 13	250 15	-	-
US 522 & Route 208	20 6	4 1	713 2	43	3
US 33 & Shannon Hill Rd	17 8	1 13	327 9	69	5
US 33 & School Bus Rd	10 16	2 4	366 5	-	-
US 33 & Gardners Rd	7 20	3 3	522 3	-	-
Ellisville Dr & Blue Ridge Rd	6 28	2 4	343 7	-	-
US 33 & Willow Brook Rd	5 42	2 4	342 8	-	-
US 33 & US 522	3 65	2 4	321 11	-	-
Kentucky Springs Rd & Pottlesville Rd	3 65	2 4	321 11	-	-

Crash Data Snapshot: Nelson



HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

1,473 Total Crashes



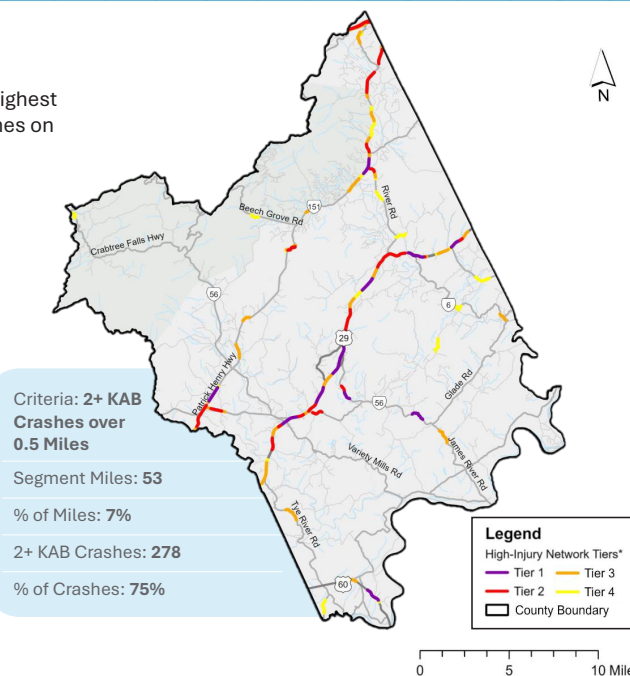
31 Fatal Crashes

104 Serious Injury Crashes



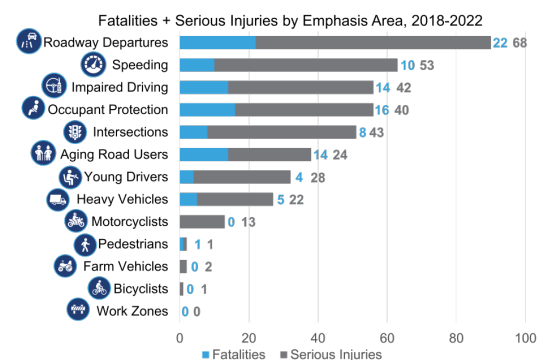
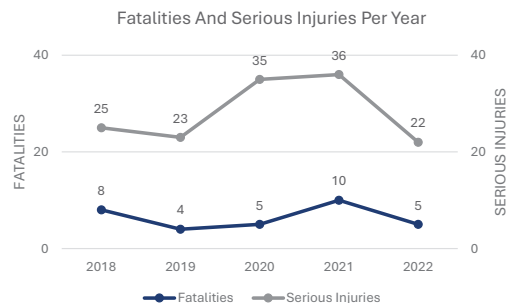
32 Fatalities

141 Serious Injuries



*Tiers are based on the number and severity of crashes

FATALITIES + SERIOUS INJURIES



JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPC PBSAP Rank	Jurisdiction PBSAP Rank
US 29 from Aistrop Ln to Twin Poplars Loop	0.5	1	379	7	-	-
US 29 from Irish Rd to North of Brent Manor Ln	1.1	1	-	-	-	-
James River Rd from Friendship Rd to South of Helena Ln	2.2	1	-	-	-	-
US 60 from Robertson Ln to Payne Pl	2.2	1	-	-	-	-
US 29 from Jerrys Way to Lena Rose Ln	2.7	1	-	-	-	-
Rockfish Valley Hwy from Stonegate Ln to Bland Wade Ln	3.6	1	-	-	522	4
US 29 from Mountain Cove Rd to Henrys Hill Ln	5.1	1	-	-	321	1
US 29 from Bowling Dr to Cooperative Way	13	2	303	5	-	-
US 29 from River View Ln to Tidbit Tr	14	2	23	1	-	-
I-64 from US 250 to East of Royal Orchard Rd	14.7	2	59	2	-	-
US 29 from Stagebridge Rd to Eades Ln	15.3	2	228	4	-	-
Patrick Henry Hwy from Beech Grove Rd to Brents Ln	24.6	2	71	3	-	-

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes Total Crash Rank	KA Crashes KA Rank	EPDO Crashes EPDO Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Route 56	22 1	2 4	416 4	-	-
US 29 & Route 6	19 2	2 4	394 5	70	3
Route 151 & Route 6	18 3	4 2	749 2	38	1
US 29 & Arrington Rd	15 4	5 1	876 1	51	2
Route 151 & Mill Ln	13 5	1 7	181 11	-	-
US 29 & Route 56	10 6	3 3	563 3	149	6
US 29 & Main St	10 6	2 4	347 6	-	-
Route 6 & Tanbark Dr	10 6	1 7	245 7	115	5
US 29 & Eades Ln	9 9	1 7	206 8	107	4

D. PUBLIC ENGAGEMENT ROUND 1 SUMMARY

D. Public Engagement Round 1 Summary

The Thomas Jefferson Planning District Commission (TJPDC) conducted Round I of public engagement for Move Safely Blue Ridge to raise awareness of the project and identify issues and opportunities for transportation safety in the region. The project team used a multifaceted public engagement approach to reach a diverse group of the region's residents. Round I of public engagement included:

- » In-person public meetings
- » Virtual public meeting
- » Pop-ups at community events
- » Public survey
 - » Online in multiple languages
 - » Paper copies in English and Spanish

In-Person Public Meetings

The project team held one public meeting in each participating jurisdiction (six in total) to share information about Move Safely Blue Ridge. The project team encouraged members of the public to discuss their concerns and ask questions of the project team at the in-person public meetings. **Table 1** shows details on each public meeting.

Table 1: Public Meeting Information

Jurisdiction	Meeting Date & Time	Meeting Location	Number of Attendees
Albemarle County	June 11, 2024, 6:00–8:00 p.m.	Albemarle County Office Building 401 McIntire Road, Room 241 Charlottesville, VA 22902	3
City of Charlottesville	June 10, 2024, 5:30–7:30 p.m.	Carver Recreation Center 233 4th Street NW Charlottesville, VA 22903	11
Fluvanna County	June 12, 2024, 6:00–8:00 p.m.	Palmyra Library 214 Commons Blvd Palmyra, VA 22963	8
Greene County	June 10, 2024, 6:00–8:00 p.m.	Greene County Library 222 Main Street, Suite 101 Stanardsville, VA 22973	3
Louisa County	June 11, 2024, 6:00–8:00 p.m.	Betty Great Room 522 Industrial Drive Louisa, VA 23093	2
Nelson County	June 12, 2024, 6:00–8:00 p.m.	The Nelson Center 8445 Thomas Nelson Hwy Lovingston, VA 22949	2

Project Information Sharing

Public meeting attendees had the opportunity to learn more about Move Safely Blue Ridge and the Safe Streets and Roads for All (SS4A) program, visualize statistics on roadway fatalities and serious injuries in their jurisdiction, and share their experiences traveling throughout the region with the project team. Members of the project team guided attendees through several boards as shown in **Figure 1**. The project team provided attendees with Move Safely Blue Ridge factsheets and swag items to serve as a reminder of the project that could help prompt conversations with others.

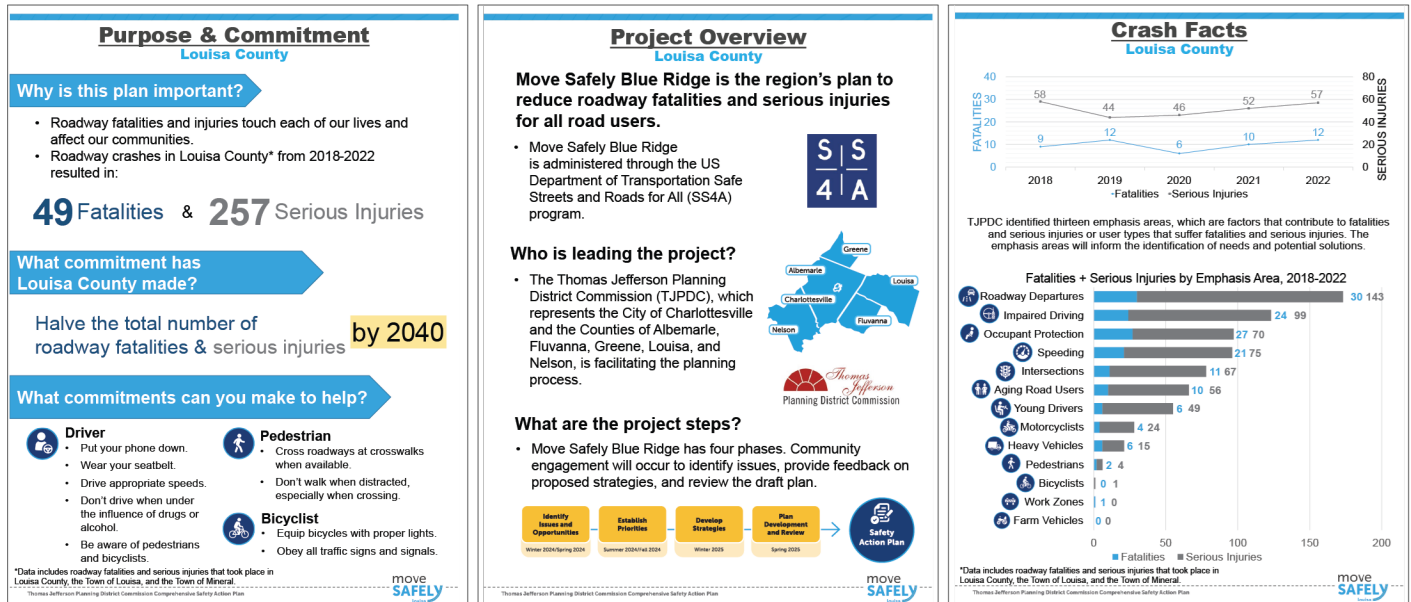


Figure 1: Example of Boards Used in Public Meetings



Figure 2: TJPD Staff Member Shares Project Information

Commitments

After learning more about Move Safely Blue Ridge and roadway fatality and serious injury statistics, public meeting attendees had the opportunity to make a personal commitment of how they would help improve roadway safety. The project team also encouraged attendees to write suggestions for how the project team could lead a productive public process.

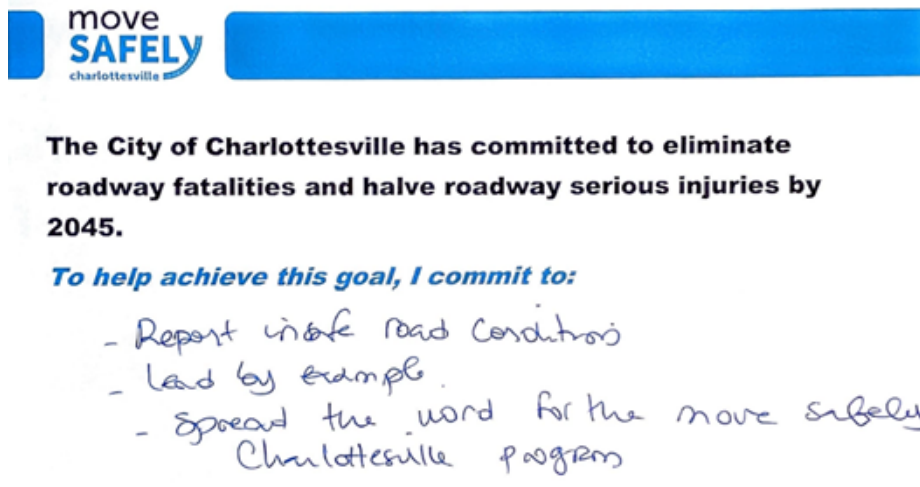


Figure 3: Example Commitment Made by a Public Meeting Attendee

Media Coverage

TJPDC, which is the regional body administering Move Safely Blue Ridge, issued a media advisory for the Round I public meeting. Two local news stations, 29 News and CBS 19, covered the public meeting held in the City of Charlottesville.



Figure 4: TJPDC Staff Member Participating in Interview during Public Meeting

Virtual Public Meeting

The project team hosted a virtual public meeting via Zoom on June 20, 2024, to provide an additional opportunity for members of the public to learn about Move Safely Blue Ridge, ask questions, and discuss concerns. The project team provided a presentation that mirrored the content presented on boards at the in-person public meetings. Six community members attended the virtual public meeting.



Next Steps and Q&A

- Visit movesafelyblueridge.com to stay up to date on the planning process.
- Tell your friends, family, neighbors, and coworkers about Move Safely Blue Ridge.
- Complete the online survey to help the project team understand your community's transportation safety needs.

Figure 5: Slide from the Virtual Public Meeting Presentation

Pop-Ups at Community Events

The project team hosted more than 20 pop-ups at community events split between the six participating jurisdictions to solicit engagement with Move Safely Blue Ridge in May and June 2024 as outlined in **Table 2**. Pop-ups provided an opportunity for the project team to engage with members of the public who might not otherwise attend a public meeting or participate in the public process. The project team encouraged those present at pop-ups to complete the survey (either online or on paper) and discuss their transportation safety concerns in the region.



Figure 6: Pop-Up at Palmyra Arts Fest in Fluvanna



Figure 7: Pop-Up at Jack Jouett Day in Louisa

Table 2: Pop-Up Event Details

Event	Date	Location	Jurisdiction
Rivanna RiverFest	Sunday, May 19, 2024	1150 River Road Charlottesville, VA	Albemarle County
Albemarle Farmers Market	Saturday, June 1, 2024	Towncenter Shopping Center Towncenter Lane Charlottesville, VA	
	Saturday, June 15, 2024		
Church of Our Savior Episcopal Food Pantry	Friday, June 28, 2024	1165 Rio Road, East Charlottesville, VA	
Healthy Streets/Healthy People Fair	Saturday, June 29, 2024	Booker T. Washington Park 1001 Preston Avenue Charlottesville, VA	
Fridays After Five at Ting Pavilion	Friday, May 24, 2024	700 E Main Street Charlottesville, VA	City of Charlottesville
	Friday, May 31, 2024		
Charlottesville City Market	Saturday, June 22, 2024	100 E Water Street Charlottesville, VA	
Farmers in the Park	Wednesday, June 26, 2024	1300 Pen Park Road Charlottesville, VA	
Palmyra Arts Fest	Saturday, June 8, 2024	Stone Jail Street 28 Stone Jail Street Palmyra, VA	Fluvanna County
Fluvanna County Farmers Market	Sunday, June 9, 2024	Crofton Plaza Palmyra, VA	
	Sunday, June 23, 2024		
Feeding Greene Pantry Food Distribution	Thursday, June 13, 2024	81 Main Street Standardsville, VA	Greene County
Greene Farmers Market	Saturday, June 15, 2024	Greene Commons 40 Celt Road Stanardsville, VA	
Feeding Greene Pantry Food Distribution	Tuesday, June 18, 2024	81 Main Street Standardsville, VA	
	Tuesday, June 25, 2024		
LCSO Special Needs & Autism Awareness Festival	Saturday, June 1, 2024	Moss-Nuckols Elementary School 2055 Courthouse Road Louisa, VA	Louisa County
Jack Jouett Day Festival	Saturday, June 8, 2024	1100 E Jack Jouett Road Louisa, VA	
Village of Lovington Farmers Market	Wednesday, May 22, 2024	562 Front Street Lovington, VA	Nelson County
	Wednesday, June 5, 2024		
	Wednesday, June 12, 2024		
	Wednesday, June 19, 2024		
Nelson County Pantry Food Distribution	Saturday, June 29, 2024	9890 Thomas Nelson Highway Lovington, VA 22949	

Public Survey

Survey Overview

The Move Safely Blue Ridge public survey helped the project team better understand public perceptions of transportation safety in the region and geographic areas with significant transportation safety concerns. The survey was open from May 17, 2024, to June 30, 2024. The project team distributed the survey in both a paper format and a digital format and advertised it through a community newsletter, community events, flyers, on the Move Safe Blue Ridge website, and on social media. The online survey was hosted on the Public Coordinate platform and was available in various languages. Paper surveys were available at several public locations, including public libraries, in both English and Spanish.

Survey Respondents

Locality of Residence

The project team received 303 survey responses in total. As shown in **Figure 8**, 142 respondents (47%) provided their locality of residence in the optional demographics question of the survey. Of respondents who provided their locality of residence, more than half reside in Albemarle County or the City of Charlottesville. The City of Charlottesville and Albemarle County are the most populous of the TJPDC member jurisdictions with communities who are highly engaged in public processes, particularly processes around transportation.

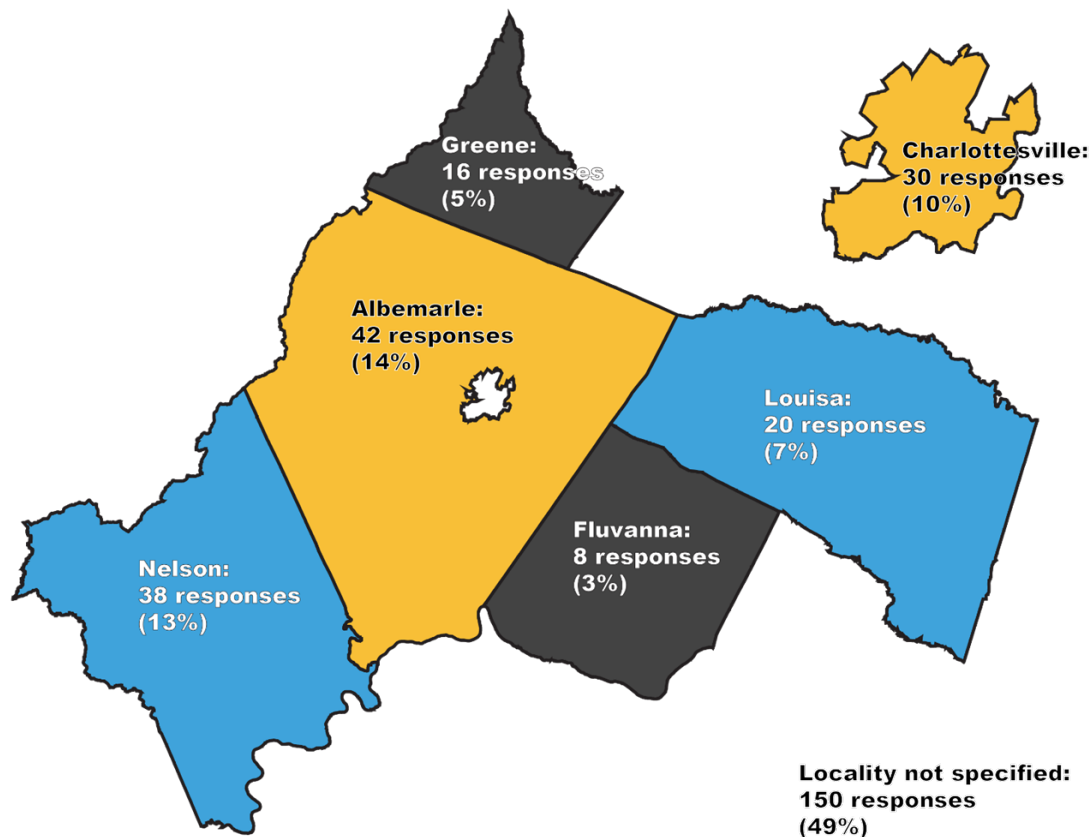


Figure 8: Responses by Locality of Residence

Race

The racial identity of respondents is summarized in **Figure 9**. Of respondents who answered optional demographic questions, the majority identified as White (81%). Respondents identifying as Black or African American followed at 9%, with others at 10% in total. The racial makeup of survey respondents roughly aligns with that of the region; however, there was a higher proportion of White respondents than exists in the region overall.

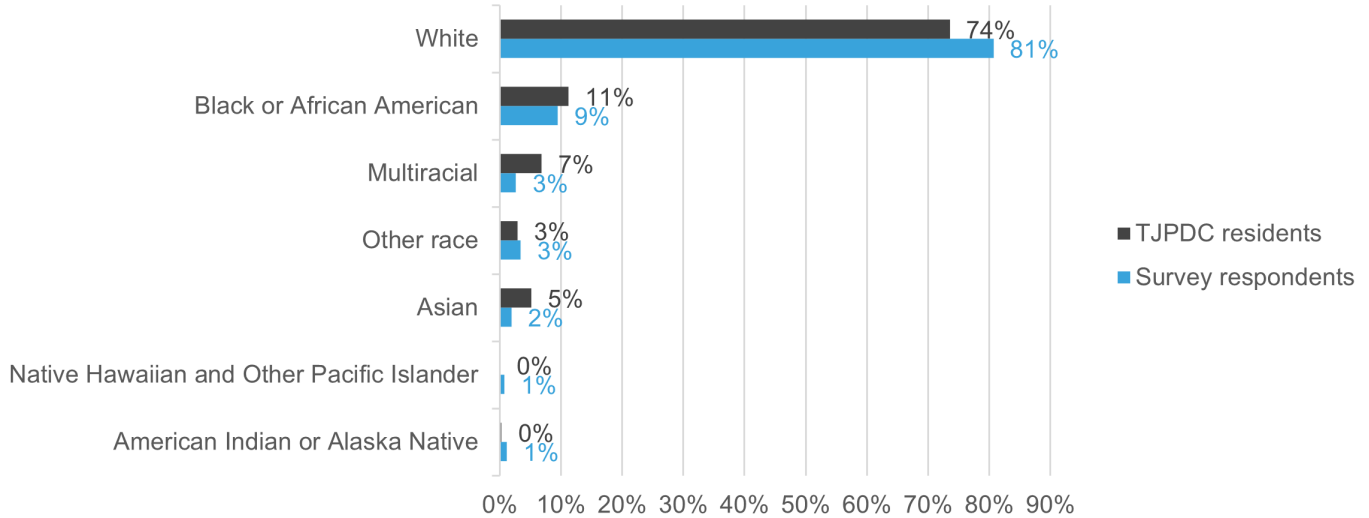


Figure 9: Respondents by Racial Identity (Non-Responses Excluded)

Age

As shown in **Figure 10**, most respondents (83%) were 40 years old or older. There were only three respondents between the ages of 18 and 25 years old and one respondent who was under 18 years old. Relative to the region, middle-aged and older residents were overrepresented among the survey respondents who reported their age.

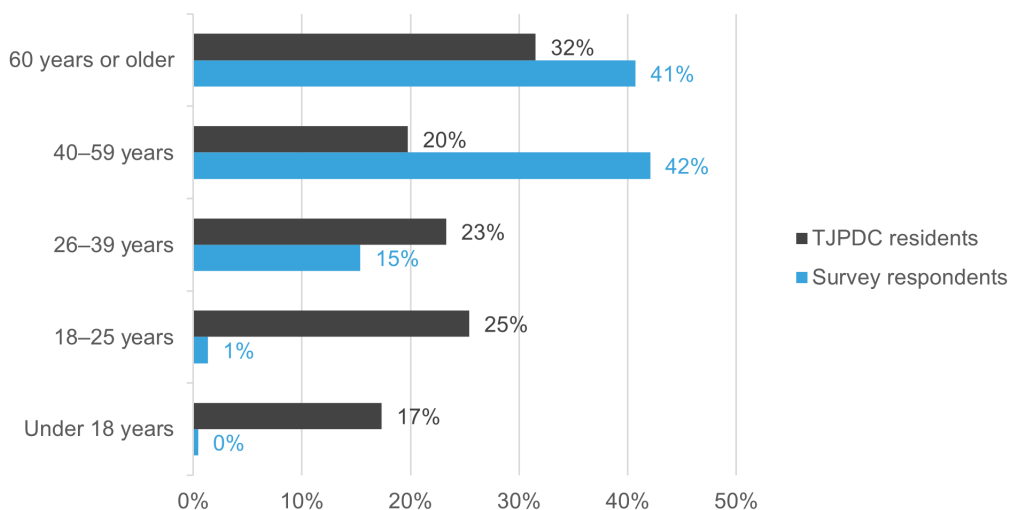


Figure 10: Respondents by Age

Household Income

As shown in **Figure 11**, more than half of respondents who answered the question have an annual household income of \$75,000 or greater. This roughly aligns with the household income profiles reported by the 2022 American Community Survey (ACS) 5-Year Estimates for TJPDC jurisdictions. TJPDC residents with household incomes less than \$35,000 are underrepresented in survey responses.

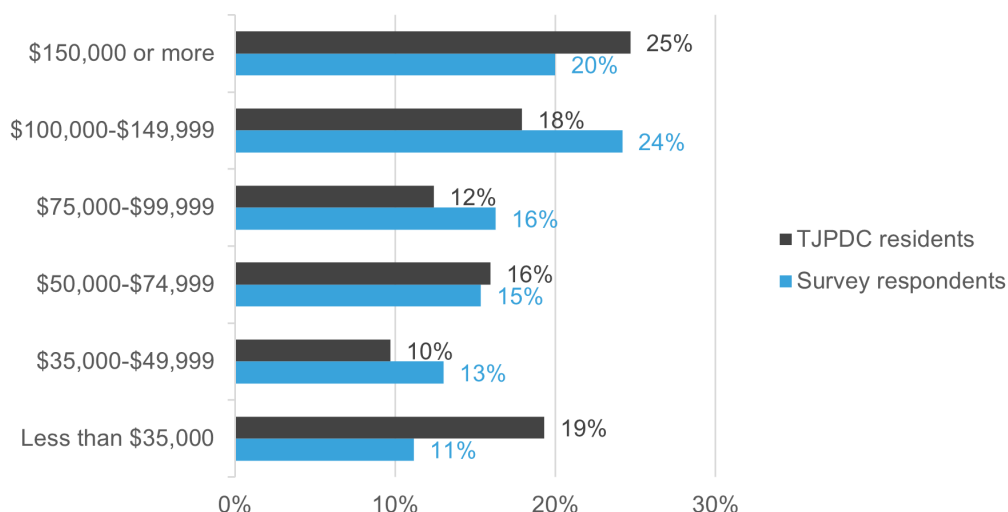


Figure 11: Respondents by Household Income

General Sentiment Regarding Transportation

At the beginning of the survey, the project team asked respondents to share their level of agreement with several statements related to the 4 Es of roadway safety: engineering, education, enforcement, and emergency response.

As shown in **Figure 12**, respondents were generally in agreement that the presence of law enforcement promotes safe driving behavior (53%), and that streets and roads are generally safe and well maintained (45%). A high percentage (61%) disagree with the statement that people drive safely. Nearly half (49%) disagree with feeling safe traveling on both urban and rural streets and roads. While 55% agree that they can rely on a rapid response from emergency services, a higher number of respondents reported being unsure.

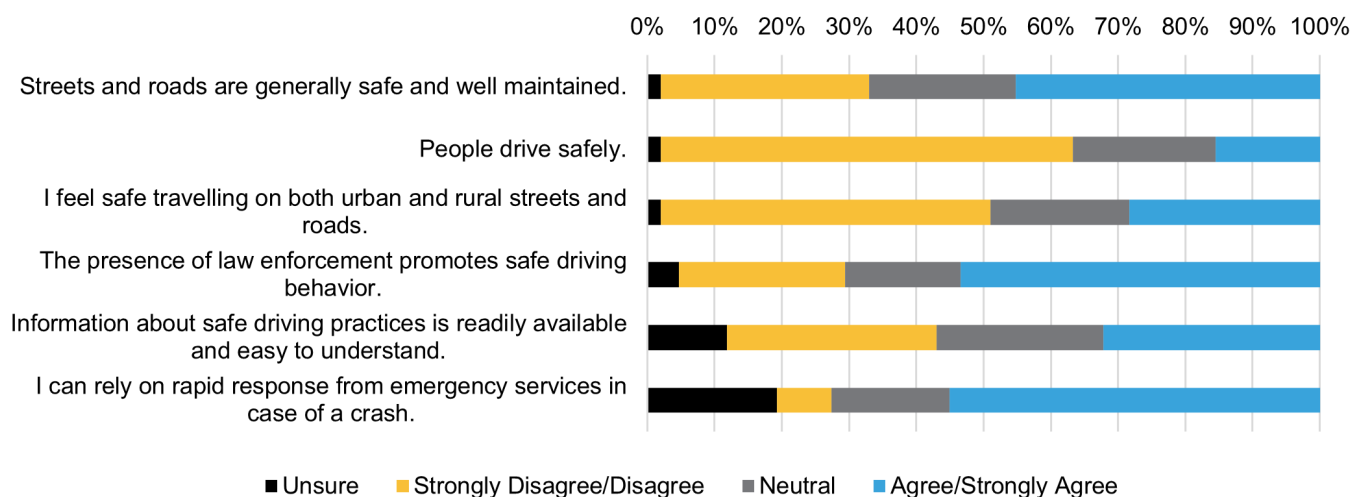


Figure 12: Agreement with Statements on the 4 Es of Road Safety

As shown in **Figure 13**, respondents who stated they were 60 years or older were much more likely to agree with the statement that law enforcement promotes safe driving behavior. While only 29% of those 26–39 years old and 48% of those 40–59 years old agreed/strongly agreed, 77% of those 60 years or older agreed/strongly agreed.

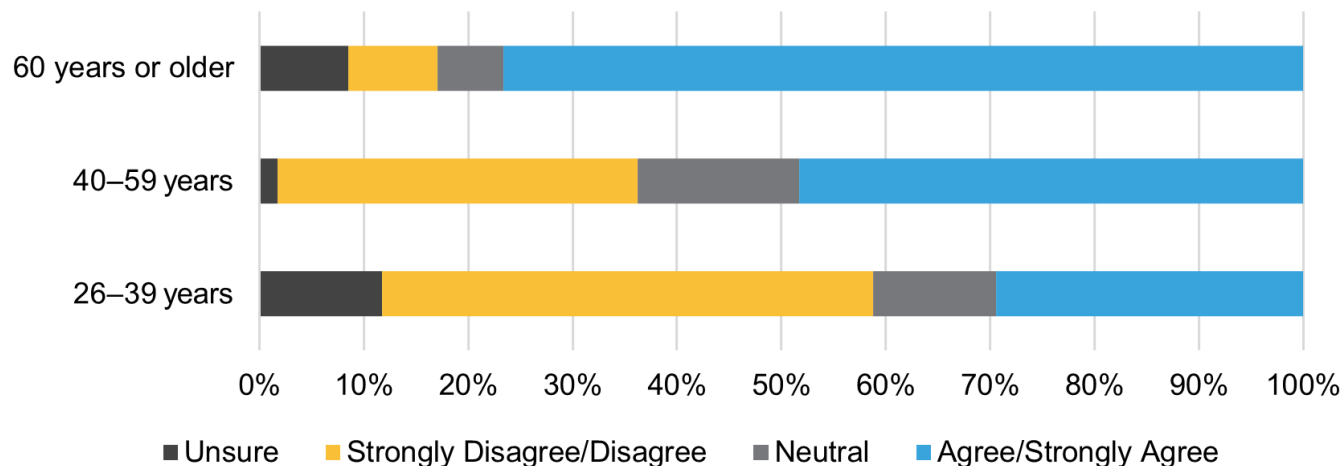


Figure 13: Agreement with Statement Regarding Law Enforcement

Mode of Transportation Used

The project team asked respondents to select their primary mode of transportation (how they get around most of the time) and any secondary modes of transportation (how they get around some of the time). The project team then asked respondents a series of questions regarding transportation safety as it pertains to each mode they use.

As shown in **Figure 14**, most respondents (82%) use a car as their primary mode of transportation. Of those who chose a secondary mode of transportation, 41% travel by walking and 21% travel by bicycle. While only two respondents use a bus, paratransit, taxi, Uber, or Lyft for their primary mode of transportation, 31% of respondents report using one of these as a secondary mode of transportation.

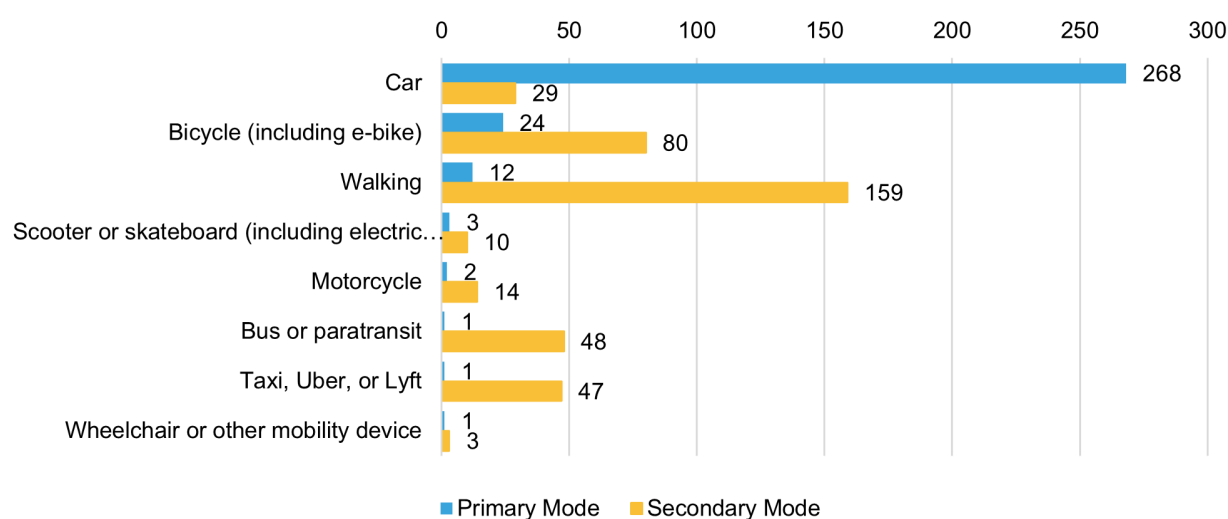


Figure 14: Primary and Secondary Modes of Transportation for Respondents

**Note: Some respondents chose more than one primary mode of transportation and/or more than one secondary mode of transportation. Therefore, the count total is higher than the number of respondents (303).*

The data in **Figure 15** represents all the transportation modes (one primary mode and as many secondary modes as desired) selected by respondents from each locality. Respondents from Albemarle County and the City of Charlottesville reported car usage at a lower rate than respondents who reside in the Counties of Fluvanna, Greene, Louisa, and Nelson. A relatively small portion of respondents who live in Nelson County reported walking as their primary or secondary mode of transportation.

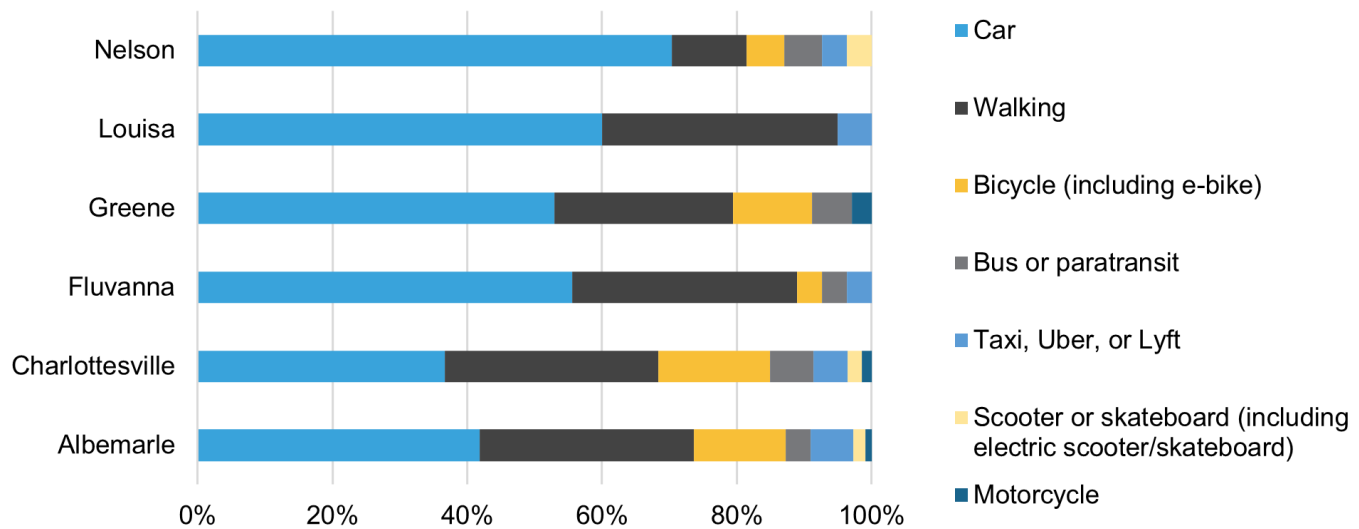


Figure 15: *Transportation Mode Choice (Primary and Secondary) by Jurisdiction*

Transportation Safety Concerns

As stated previously, the project team asked respondents a series of questions regarding transportation safety for each mode that they use. The project team then asked respondents to select up to three transportation safety concerns from a list for their primary transportation mode and any secondary transportation modes. The data in **Figure 16** represent the number of times each safety concern was selected across all transportation modes. Note that the options for safety concerns were the same for each travel mode.

Vehicle speeds represented more than 20% of the total safety concern selections. Road and street design represented about 20% of concerns, and impaired driving represented about 15% of all concerns.

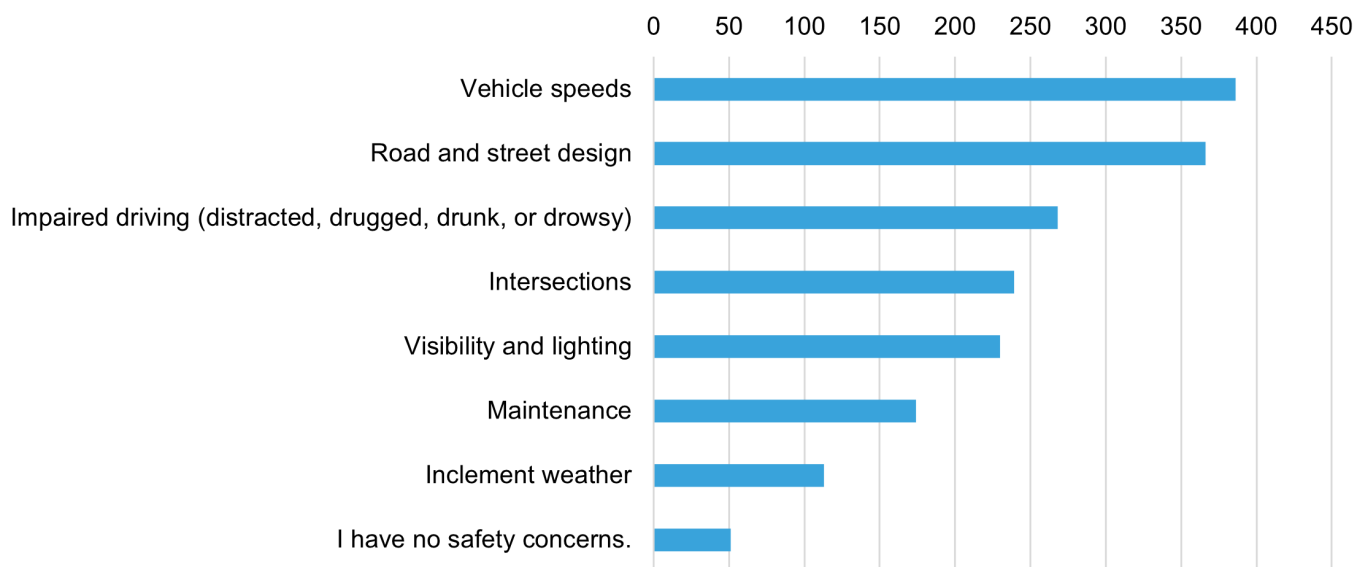


Figure 16: *Safety Concerns Across All Transportation Modes*

Safety Concerns by Transportation Mode

While investigating safety concerns by transportation mode, several trends emerged. As shown in **Figure 17**, vehicle speeds represent more than 20% of all concerns selected for trips by car, on foot, and by bicycle. Road and street design is a major concern for residents traveling on foot or by bicycle, representing more than 25% of concerns selected for both modes. Visibility and lighting represented more than 15% of concerns while traveling on foot.

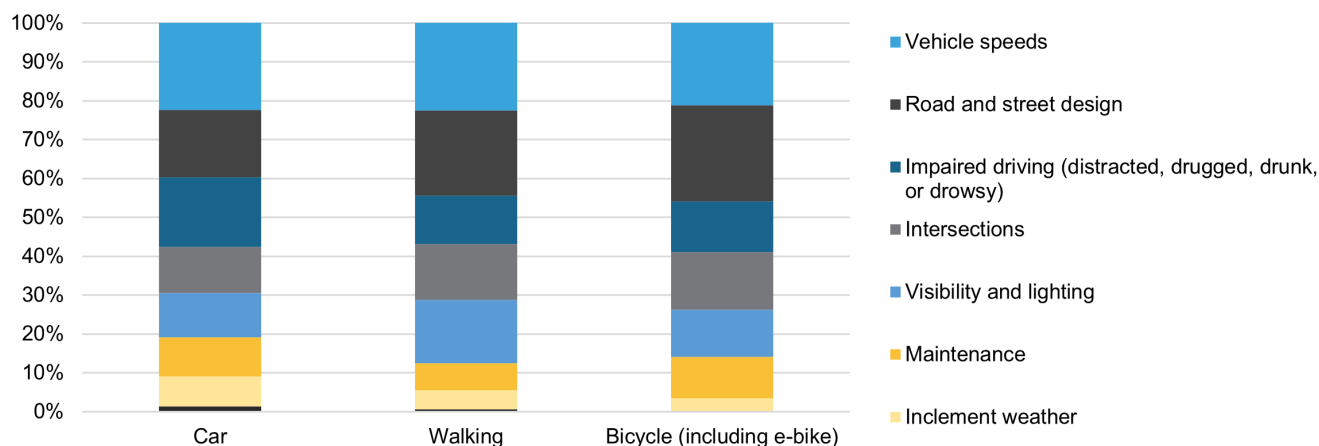


Figure 17: Safety Concerns by Transportation Mode

While not shown in the figure, maintenance and road and street design represent the most significant concerns for respondents while using mobility devices. Among motorcyclists, impaired driving is the most selected concern.

Map Pins

The public survey included an interactive mapping component in which respondents could drop a pin on the map to indicate a transportation safety concern in one of four categories: inadequate roads, sidewalks, bridges, etc.; unsafe driver behavior; unsafe intersection; or other concern.

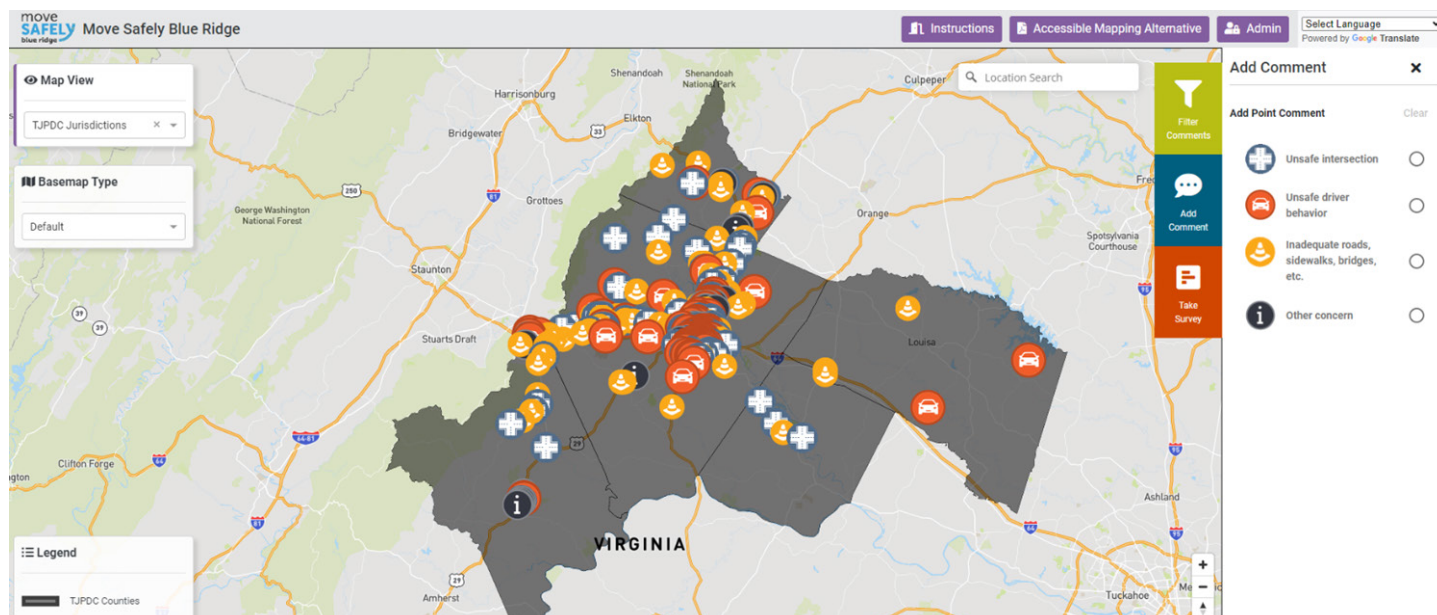


Figure 18: Interactive Mapping Tool User Interface

Respondents left more than 800 maps pins as part of the public survey. Note that respondents who used paper surveys had the opportunity to describe a location for their concerns in lieu of dropping a pin on the interactive map, and the project team mapped these points before processing data. Pins for unsafe intersections and inadequate roads, sidewalks, bridges, etc. each made up more than one-third of the total pins. While more than 60% of respondents disagreed or strongly disagreed that “people drive safely” in the survey questions, only 18% of maps pins were for unsafe driver behavior. Map pins placed in each jurisdiction are discussed further in the Existing Conditions section of this report.

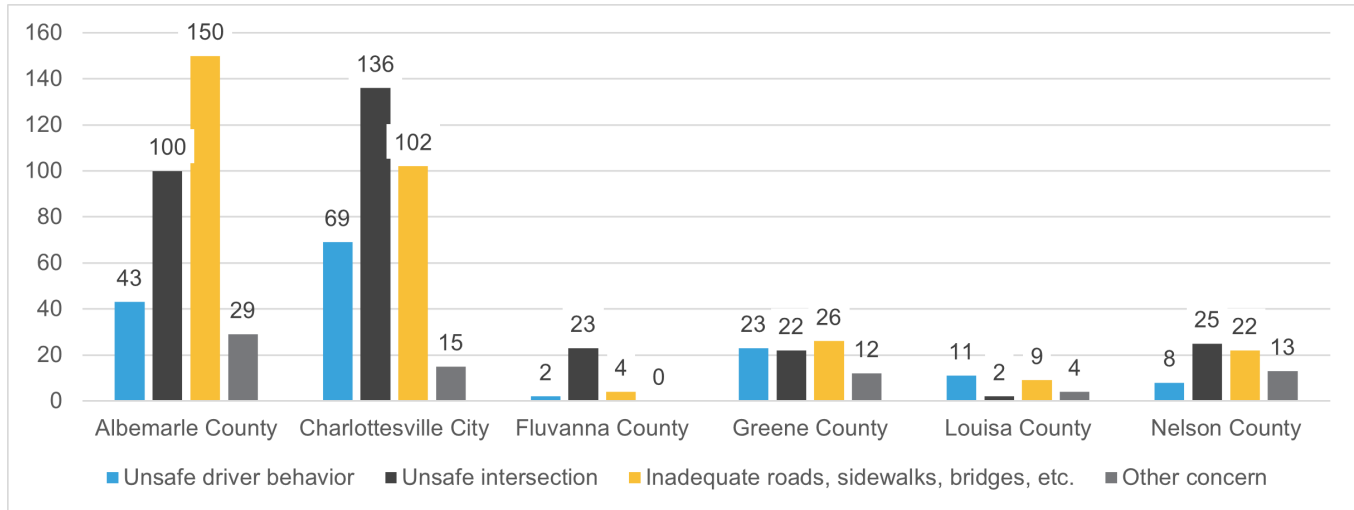


Figure 19: Survey Map Pins by Jurisdiction and Category

Overall Survey Findings

Survey responses represent the diverse transportation networks in jurisdictions participating in Move Safely Blue Ridge. Respondents across jurisdictions who use various transportation modes voiced significant concerns regarding driver behavior, especially regarding vehicle speeds throughout the survey questions. Respondents, especially non-motorized users, also have concerns regarding street and road design.

Key Takeaways and Next Steps

Residents expressed strong concerns over driver behavior (particularly speeding). Especially in the more urban areas, there is a desire for improved infrastructure for bicyclists and pedestrians. There also are concerns about the safety of two-lane rural roads with significant curvature, minimal recovery areas, and many heavy vehicles.

As Move Safely Blue Ridge progresses into the countermeasure identification phase, sentiments expressed in the public survey, along with crash data, will be used to identify key transportation safety needs at particular locations and across the regional transportation network.

Takeaways By Jurisdiction

The following section highlights several key takeaways from Round I of public engagement by jurisdiction. Note that survey responses by jurisdiction are based on responses to the optional self-identification of home jurisdiction question, rather than IP address.

Albemarle County

More than 70% of survey respondents who reside in Albemarle County disagree or strongly disagree with the statement that “people drive safely.” Additionally, more than 60% of survey respondents from Albemarle County disagree or strongly disagree with the statement that “I feel safe traveling on both urban and rural streets and roads.” Vehicle speeds and impaired driving are the most significant concerns when driving, while vehicle speeds and road and street design are the most significant concerns when walking or biking.

City of Charlottesville

Almost 70% of survey respondents who reside in the City of Charlottesville disagree or strongly disagree with the statement that “people drive safely.” Additionally, 60% of survey respondents from the City of Charlottesville disagree or strongly disagree with the statement that “I feel safe traveling on both urban and rural streets and roads.” These two statistics closely align with those from Albemarle County residents. Vehicle speeds and road and street design are top concerns among Charlottesville residents when driving, walking, or biking. Impaired driving is the third-most reported concern when driving, while intersections are the third-most reported concern when walking or biking.

Fluvanna County

All survey respondents from Fluvanna County disagree with the statement that “people drive safely.” More than 60% of survey respondents from Fluvanna County agree or strongly agree with the statement that “the presence of law enforcement promotes safe driver behavior.” Vehicle speeds are the top concerns when driving and walking, followed by visibility and lighting and impaired driving.

Greene County

Less than 45% of respondents from Greene County disagree or strongly disagree with the statement that “people drive safely,” while more than 35% of respondents from Greene County were neutral to the statement. More than 80% of survey respondents from Greene County agree or strongly agree with the statement that “the presence of law enforcement promotes safe driver behavior.” Vehicle speeds and road and street design are the most common concerns when driving, walking, or biking. Visibility and lighting and intersections also are common concerns across different travel modes.

Louisa County

Half of survey respondents who reside in Louisa County disagree or strongly disagree with the statement that “people drive safely.” More than 65% of survey respondents from Louisa County agree or strongly agree with the statement that “the presence of law enforcement promotes safe driver behavior.” Vehicle speeds and visibility and lighting are top concerns when driving and walking. Maintenance is another concern when driving, while impaired driving is a concern when driving and walking.

Nelson County

More than 50% of survey respondents who live in Nelson County disagree or strongly disagree with the statement that “people drive safely.” Despite concerns with driver behavior, more than 55% of respondents who reside in Nelson County agree or strongly disagree with the statement that “I feel safe travelling on both urban and rural streets and roads.” Respondents from Nelson County are relatively confident with law enforcement and emergency medical services (EMS) with more than 75% of respondents agreeing or strongly agreeing that “the presence of law enforcement promotes safe driver behavior” and more than 80% of respondents agreeing or strongly agreeing with the statement that “I can rely on rapid response from emergency services in case of a crash.” Vehicle speeds and road and street design are top concerns across travel modes, followed by impaired driving.

E. PUBLIC ENGAGEMENT ROUND 2 SUMMARY

E. Public Engagement Round 2 Summary



Round 2 Engagement Summary

0



Round 2 Engagement Tactics

- Local pop-up events
- Virtual webinars
- Partner toolkit for Community-Based Organizations
- Online survey



Activity Overview

Step 1



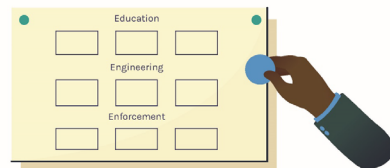
Take **5** tokens. These represent investments or resources to spend on initiatives to improve roadway safety.

Step 2

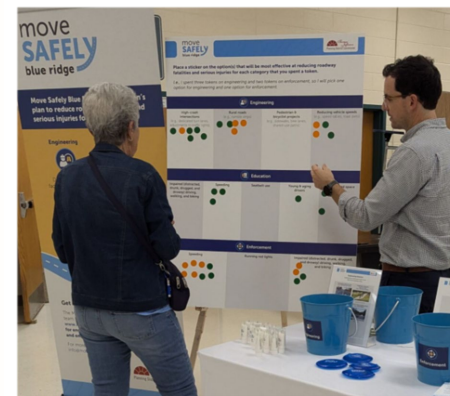


Place your tokens in the bucket(s) based on how you'd like to distribute these resources to make your community's roads safer.

Step 3



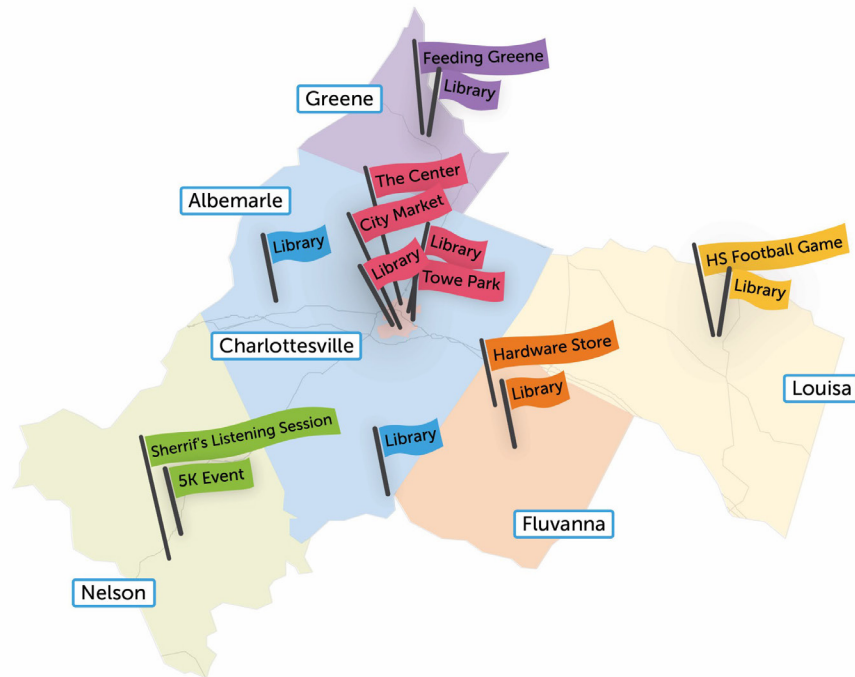
Take **3** dot stickers. Under each question on the board, place **1** sticker to vote for the option you think is the most effective to enhance safety on the road in your region.



Thomas Jefferson Planning District Commission Comprehensive Safety Action Plan



Round 2 Engagement Overview



Thomas Jefferson Planning District Commission Comprehensive Safety Action Plan



Round 2 Engagement

- **690 number of in-person interactions**
 - Participated in the activity
 - Took a flyer/postcard
 - Left a comment card
- **686 number of survey results**
- **35 participants at virtual public meeting**
- **Pop-ups were intended to gather community feedback and spread educational awareness on road safety**



Thomas Jefferson Planning District Commission Comprehensive Safety Action Plan



Number of Interactions by Jurisdiction

Jurisdiction	Pop-Up Locations	Total Interactions
Albemarle	<ul style="list-style-type: none"> • Crozet Library • Scottsville Library • Northside Library • Darden Towe Park • The Center at Belvedere 	215
Charlottesville	<ul style="list-style-type: none"> • Charlottesville City Market • Central Library 	107
Fluvanna	<ul style="list-style-type: none"> • Fluvanna Ace Hardware • Fluvanna County Library 	50
Greene	<ul style="list-style-type: none"> • Feeding Greene • Greene County Library 	133
Louisa	<ul style="list-style-type: none"> • Louisa County Library • Football Game First Responders Appreciation 	124
Nelson	<ul style="list-style-type: none"> • Nelson County 5K Race • Nelson County Sherriff Listening Session 	61



Community Outreach

- Bilingual engagement with Hispanic population
- Largest number of youth participants
- Outreach to unhoused community
- Engagement with faith-based groups



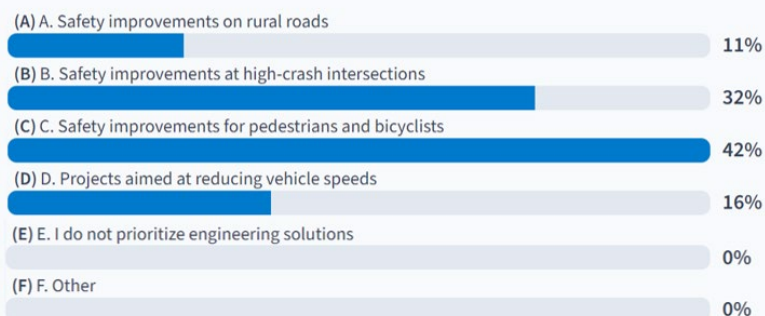
Thomas Jefferson Planning District Commission Comprehensive Safety Action Plan



Virtual Public Meeting

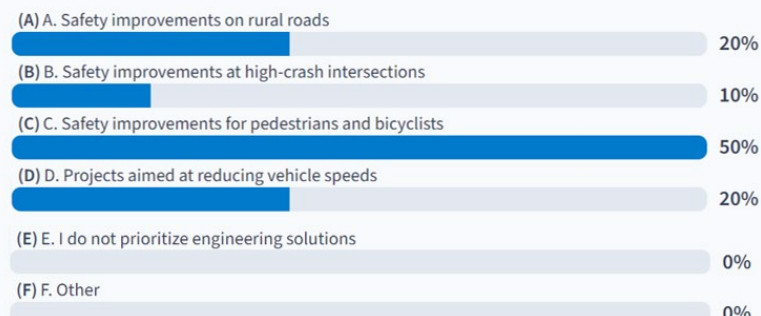
Engineering was the most favored safety approach in both live survey results during both meetings

Which engineering solution would you most like to see in your community?



**Midday Meeting Live
Survey Results for
Engineering
Countermeasures**

Which engineering solution would you most like to see in your community?



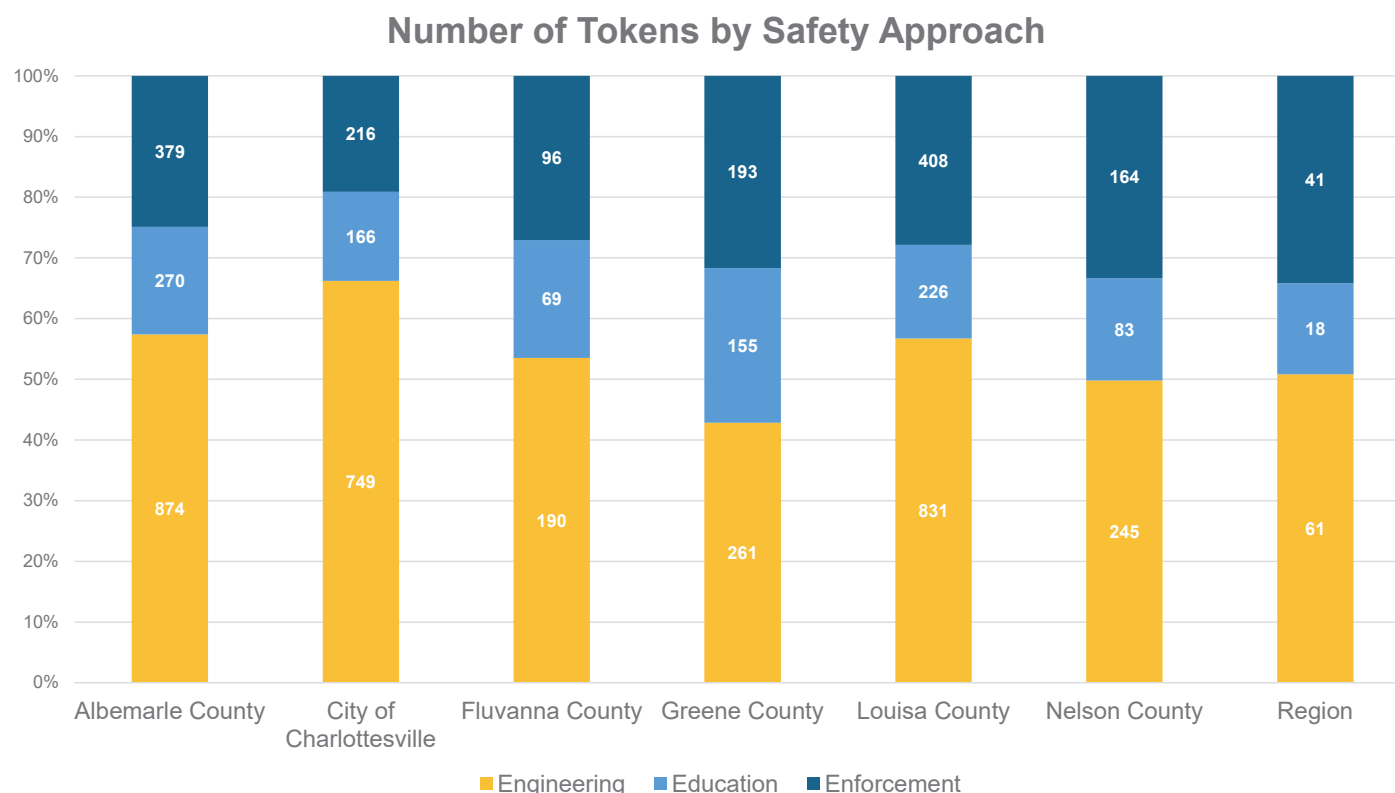
**Evening Meeting Live
Survey Results for
Engineering
Countermeasures**



Results

Participants spent five tokens on strategies to address roadway fatalities and serious injuries

Engineering safety countermeasures were favored most

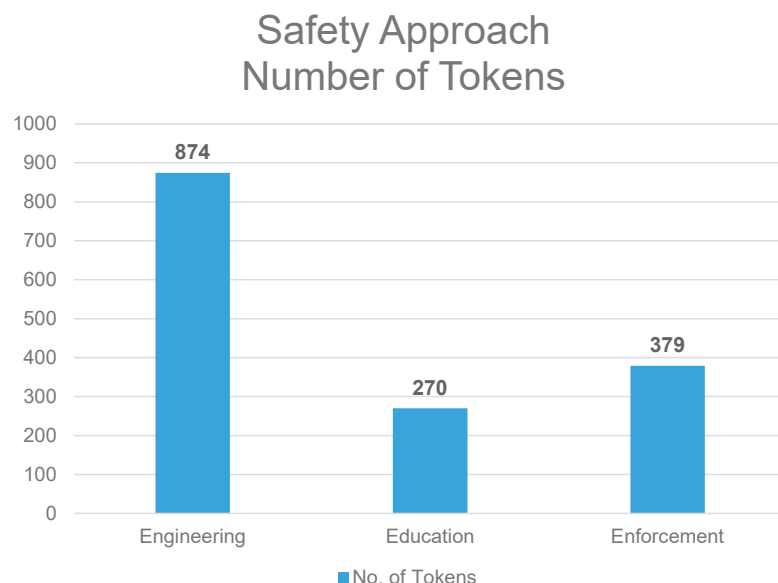




Jurisdiction Highlight

Albemarle County

148 survey responses
215 interactions



Safety Approach	Top Countermeasures
Engineering	Safety improvements for pedestrians and bicyclists
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

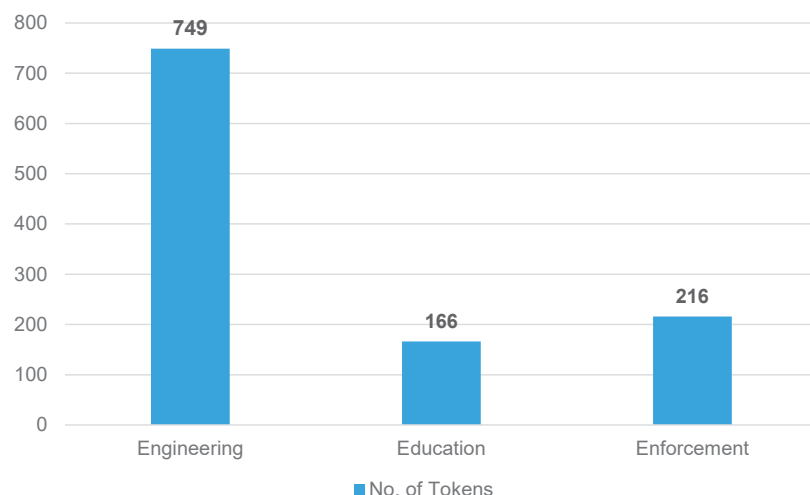


Jurisdiction Highlight

City of Charlottesville

168 survey responses
107 interactions

Safety Approach
Number of Tokens



Safety Approach	Top Countermeasures
Engineering	Safety improvements for pedestrians and bicyclists
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

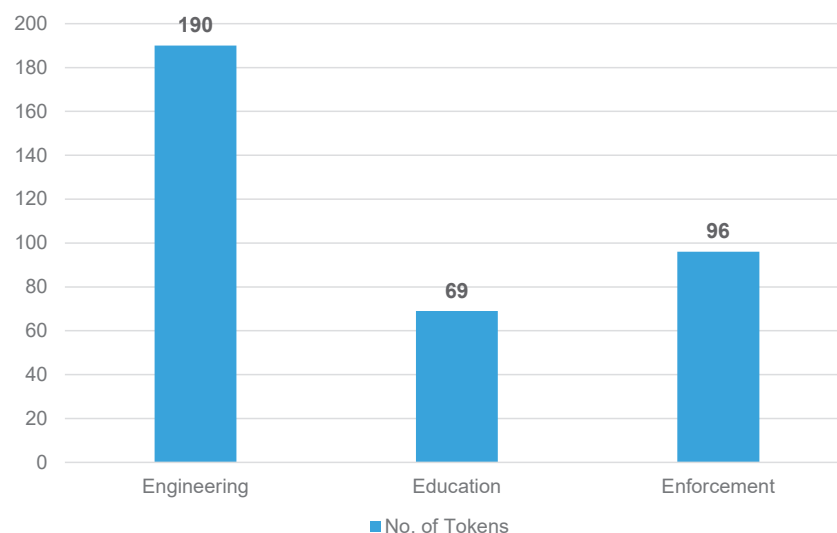


Jurisdiction Highlight

Fluvanna County

45 survey responses
50 interactions

Safety Approach
Number of Tokens



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education on the dangers of speeding
Enforcement	Enforcement on speeding

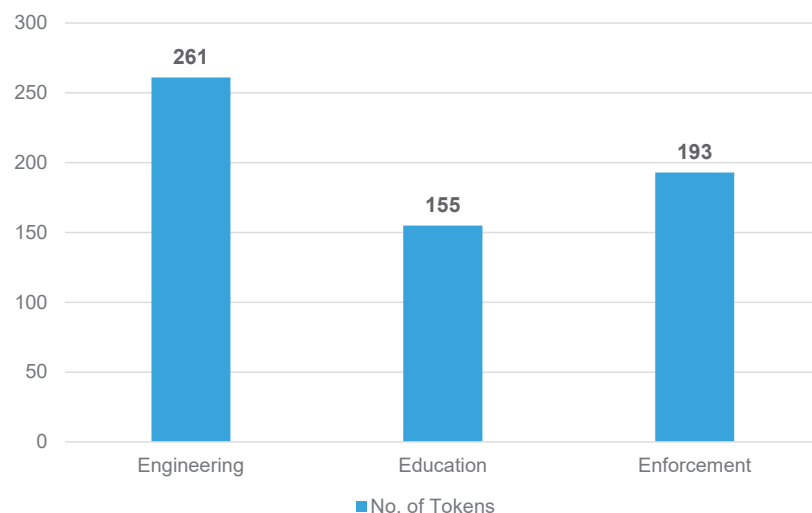


Jurisdiction Highlight

Greene County

14 survey responses
133 interactions

Safety Approach
Number of Tokens



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education on the dangers of speeding
Enforcement	Enforcement on speeding

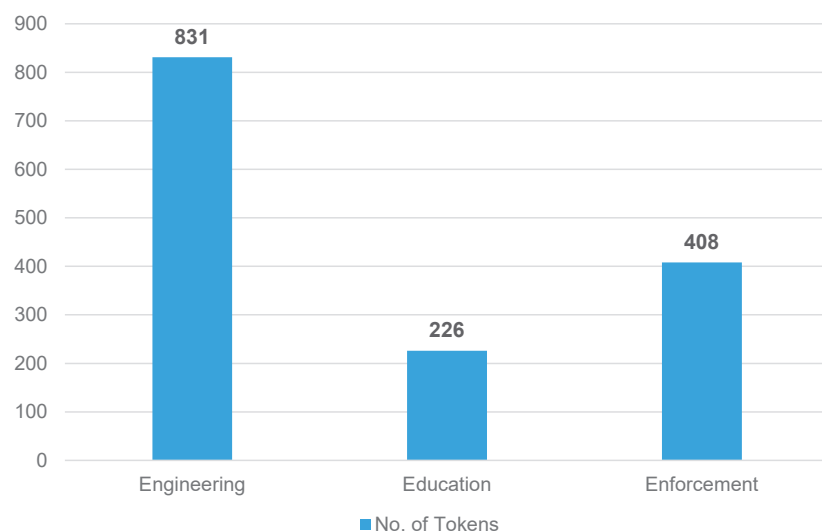


Jurisdiction Highlight

Louisa County

245 survey responses
124 interactions

Safety Approach
Number of Tokens



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

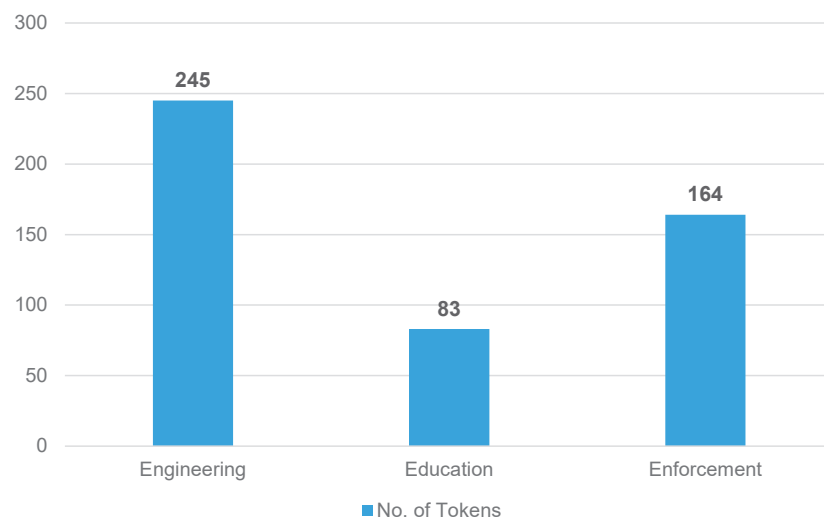


Jurisdiction Highlight

Nelson County

38 survey responses
61 interactions

Safety Approach
Number of Tokens



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

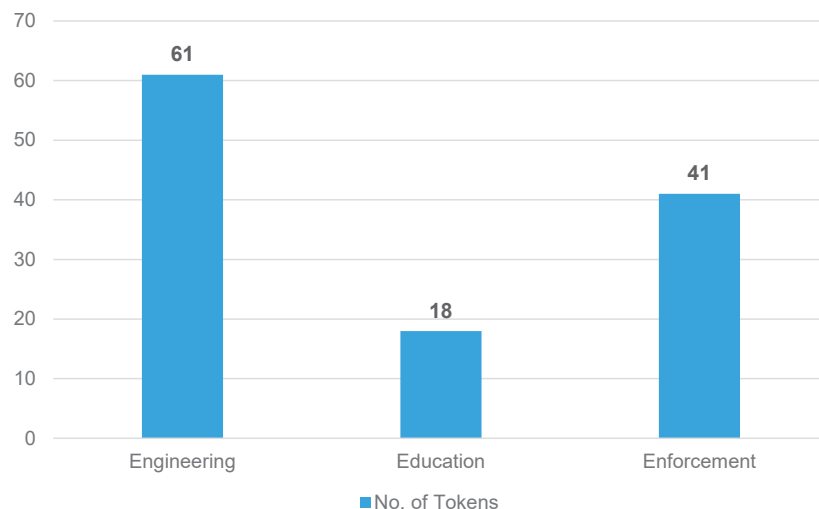


Regional Highlight

Regional Highlight

28 survey responses not
for a specific jurisdiction

Safety Approach
Number of Tokens



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education on the dangers of impaired (distracted, drunk, drugged, drowsy) driving, bicycling, or walking
Enforcement	Enforcement on impaired (distracted, drunk, drugged, or drowsy) driving, walking, and bicycling



Additional Round 2 Engagement

- Virtual public meeting
 - Two virtual community open houses
 - Feedback submitted via email and Q & A
 - Inclusion of community champion testimonial
 - 35 total community members
- [Albemarle County podcast](#)
- Charlottesville safety demonstration project



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F. PRIORITIZATION CRITERIA SCORING MATRIX

F. Prioritization Criteria Scoring Matrix

Category	Category Weight	Subcategory	Evaluation Metric	Points
Safety	60	Jurisdiction Safety Need Location	Project is located on Tier 1 HIN or ranks in Top 3 for other intersection or segment safety needs	30
			Project is located on Tier 2 HIN or ranks outside the top 3 for other intersection or segment safety needs	20
			Project is located on Tier 3 or 4 HIN	10
			Project is not located on HIN and does not rank for other intersection or segment safety needs	0
		Crash Reduction	Project ranks within the top 3 for projected crash reduction	30
			Project ranks within the top 5 for projected crash reduction	20
			Project ranks outside the top 5 for projected crash reduction	10
			Project is not projected to reduce any crashes	0
Maximum Points Available =				60

**Tiered reduction categories (i.e. Top 3 or Top 5) will be finalized with a final list of projects to provide a fair assessment of projects*

Demographic	15	Disadvantaged Communities HDC = Historically Disadvantaged Community APP = Areas of Persistent Poverty	Project is located in a CEJST-identified census tract.	5
			Project is not located in a CEJST-identified census tract	0
		Income	Project is located within a tract with a median household income lower than the median jurisdictional household income	5
			Project is located within a tract with a median household income at or above the median jurisdictional household income	0
		Non-Motorist Users	Project is located within a tract where the median vehicle access is below the median jurisdictional vehicle access and is applicable to pedestrians and/or bicyclists	5
			Project is not located within a tract where the median vehicle access is below the median jurisdictional vehicle access and is applicable to pedestrians and/or bicyclists	3
			Project is not applicable to pedestrians and/or bicyclists	0

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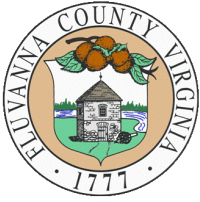
Category	Category Weight	Subcategory	Evaluation Metric	Points
Maximum Points Available =				15
Implementation	20	Cost	Project is estimated to cost between 0 - 200k	10
			Project is estimated to cost between 200k - 1M	7
			Project is estimated to cost between 1M - 5M	4
			Project is estimated to cost over 5M	0
		Timeframe	Project is estimated to take between 0-3 Years	10
			Project is estimated to take between 3-5 Years	5
			Project is estimated to take over 5 years	0
Maximum Points Available =				20
Public Need	5	Identified Need	Project addresses a need identified by the public as part of this or prior study	5
			Project does not address a need identified by the public or prior study	0
Maximum Points Available =				5



move
SAFELY
blue ridge

 *Thomas Jefferson*
Planning District Commission





BOARD OF SUPERVISORS
County of Fluvanna
Palmyra, Virginia
RESOLUTION No. 09-2025

A Resolution to adopt the Move Safely Blue Ridge Comprehensive Safety Action Plan

WHEREAS, Fluvanna County is committed to improving roadway safety and reducing fatalities and serious injuries on its transportation network; and

WHEREAS, 110 people were killed or seriously injured in crashes in Fluvanna County from 2018 to 2022, underscoring the urgent need for coordinated safety improvements; and

WHEREAS, the County has previously committed to the goal of reducing roadway fatalities and serious injuries by 50% by 2045, in alignment with the Virginia Strategic Highway Safety Plan (SHSP); and

WHEREAS, the Thomas Jefferson Planning District Commission (TJPDC) has developed the Move Safely Blue Ridge Comprehensive Safety Action Plan to identify data-driven strategies, prioritize safety improvements, and guide implementation efforts for enhanced roadway safety; and

WHEREAS, the Move Safely Blue Ridge Comprehensive Safety Action Plan serves as a framework for regional collaboration and supports eligibility for federal funding under the Safe Streets and Roads for All (SS4A) program; and

WHEREAS, adopting this plan reinforces Fluvanna County's commitment to proactive safety measures, including infrastructure improvements, policy initiatives, and community engagement strategies aimed at preventing roadway fatalities and serious injuries.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Fluvanna County hereby adopts the Move Safely Blue Ridge Comprehensive Safety Action Plan as a guiding document for improving roadway safety in the County; and

BE IT FURTHER RESOLVED, that Fluvanna County will work collaboratively with local, regional, state, and federal partners to implement the recommendations outlined in the plan, prioritize safety improvements, and seek funding opportunities to support these efforts; and

BE IT FINALLY RESOLVED, that Fluvanna County reaffirms its commitment to reducing roadway fatalities and serious injuries by 50% by 2045, with the ultimate goal of eliminating traffic deaths and serious injuries entirely.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Fluvanna County Board of Supervisors on this 7th day of May 2025.

	AYE	NAY	ABSTAIN	ABSENT	MOTION	SECOND
Chris Fairchild, Cunningham District						
John M. Sheridan, Columbia District						
Mike Goad, Fork Union District						
Timothy Hodge, Palmyra District						
Anthony P. O'Brien, Rivanna District						

Attest:

Christopher S. Fairchild, Chair
Fluvanna County Board of Supervisors

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB C

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	TJPDC Regional Housing Study Participation				
MOTION(s):	I move the Board of Supervisors approve Fluvanna County's participation in the TJPDC Regional Housing Study for \$6,000, and further authorize a budget transfer from the FY25 BOS Contingency budget to the Thomas Jefferson Planning District Commission.				
BOS WORKPLAN?	Yes	No	If yes, which item(s):		
		X			
AGENDA CATEGORY:	Presentation	Action Matter	Public Hearing	Consent Agenda	Other
		X			
STAFF CONTACT(S):	Eric Dahl, County Administrator				
PRESENTER(S):	Eric Dahl, County Administrator				
RECOMMENDATION:	Approve				
TIMING:	Immediate				
DISCUSSION:	<p>The TJPDC is requesting a \$6,000 contribution from Fluvanna County to participate in the Strategic Planning portion of the Study, through which Fluvanna staff, with direct support and guidance from Housing Forward Virginia staff and TJPDC staff, will develop housing strategies specifically tailored to the County's needs and goals.</p> <p>Outcomes of the Study will include:</p> <ul style="list-style-type: none"> - Tailored Housing Strategies (for all localities who participate financially) - Training for Planning Staff and Citizens - Focus Group data collection and analysis - Updated quantitative data and analysis (most recent Regional Housing Study was in 2019) - Toolkit of Resources - Complete Regional Housing Study Report - A Consumer Report 				
FISCAL IMPACT:	If approved, the FY25 BOS Contingency budget would be reduced by \$6,000 and the FY25 TJPDC budget would be increased by \$6,000. The current FY25 BOS Contingency balance is \$176,761.				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	<ul style="list-style-type: none"> - Regional Housing Study Memo - Regional Housing Scope of Work - Regional Housing Timeline 				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
		X			X



MEMO

To: Eric Dahl, Fluvanna County Administrator
Fluvanna County Board of Supervisors

From: Laurie Jean Talun, Regional Program Manager, TJPDC
Christine Jacobs, Executive Director, TJPDC

Date: April 28, 2025

Regarding: Update to the Regional Housing Study Budget

The Thomas Jefferson Planning District Commission (TJPDC) staff presented to the Board on June 5, 2024, requesting a letter of support for the development of a Regional Housing Study. The Study will analyze housing needs, challenges, and opportunities in each locality and across the region. The research team will gather and analyze data regarding housing availability, affordability, population trends, income levels, and other relevant information that will guide decision making in the future. The goal is to help counties plan effectively, develop targeted strategies, and collaborate on solutions that meet both local and regional housing needs.

At the time of the presentation to the board, the exact contribution amount was dependent on the success of securing several grants and commitments from the TJPDC's member jurisdictions. Since then, the TJPDC has successfully secured three grants to proceed with funding the proposed Regional Housing Study, which is set to begin this month.

Virginia Housing has awarded the TJPDC \$135,000 from their Community Impact Grant funding to hire a consultant, administrate, and translate materials. Additionally, the TJPDC has secured funding through the Virginia Department of Housing and Community Development (DHCD) (with Albemarle as the lead applicant and recipient of a \$77,841 Planning Grant) to hire a second consultant to work with contributing jurisdictions to develop locality-specific strategies to address any housing concerns raised through the initial Needs Assessment and Market Analysis. Finally, Dominion Energy awarded TJPDC with \$10,000 to support the study. In addition to grant funding, to date, Albemarle County has committed \$30,000, the City of Charlottesville has committed \$20,000, Greene County has committed \$6,000, and Nelson County has committed up to \$10,000.

The TJPDC is requesting a \$6,000 contribution from Fluvanna County to participate in the Strategic Planning portion of the Study, through which Fluvanna staff, with direct support and guidance from Housing Forward Virginia staff and TJPDC staff, will develop housing strategies specifically tailored to the County's needs and goals.

Outcomes of the Study will include:

- Tailored Housing Strategies (for all localities who participate financially)
- Training for Planning Staff and Citizens

- Focus Group data collection and analysis
- Updated quantitative data and analysis (most recent Regional Housing Study was in 2019)
- Toolkit of Resources
- Complete Regional Housing Study Report
- A Consumer Report

Supporting the Regional Housing Study offers Fluvanna County a valuable opportunity to gain deeper insight into its unique housing needs while building local capacity. The study will ensure that local voices are heard and will equip our partners with the data needed to pursue grant opportunities to bring external funding into our region.

Attachments:

Regional Housing Study Timeline

Regional Housing Study Scope of Work

Regional Housing Needs Assessment and Strategies Study

Conducted by the Virginia Center for Housing Research

Administered by the Thomas Jefferson Planning District Commission

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4. [Quantitative Data Compilation and Analysis](#)
5. [Qualitative Data Compilation and Analysis](#)
6. [Inventory of Existing Resources](#)
7. [Strategy Development](#)
8. [Reports](#)
9. [VCHR Approach, Background, Qualifications](#)

Timeline and Deliverables

Year 1

- Listening Sessions
 - VCHR will facilitate sessions with local staff in order to learn about housing challenges and goals in each locality. TJPDC staff will arrange the meetings.
- Trainings
 - VCHR will conduct 5-7 trainings with TJPDC staff, locality staff, and non-profit staff who choose to participate in both data collection and training.
- Literature Review
 - VCHR staff will develop a literature review on the topics discussed below.
- Quantitative Data Compilation and Analysis
 - VCHR staff will partner with training participants to obtain partial data.
 - Remaining data, as discussed below, will be collected and analyzed by VCHR staff.
- Qualitative Data Collection and Analysis
 - VCHR and TJPDC staff will conduct focus groups and targeted interviews.
 - VCHR will analyze results of focus groups and targeted interviews.
 - TJPDC staff will actively engage marginalized communities and VCHR will ensure that the perspectives of marginalized communities are included in the solutions developed.
 - Additional outreach may involve virtual town hall meetings, surveys, and targeted outreach to underrepresented groups, which will be completed as a partnership between VCHR and TJPDC staff.

Year 2

- Inventory of Existing Resources and Policies
 - VCHR will review existing plans, resources, and policies within each locality represented in TJPDC, and provide a summary.
- Strategy Development
 - In partnership with Housing Forward Virginia (HFV), VCHR will assist with identifying specific strategies that fit best with each locality (as supported by locality funding), based on quantitative and qualitative data, as well as consultation with key stakeholders, with the support of TJPDC to connect with stakeholders.
 - Strategies will not be entered into the final document without support from local staff and/or officials.
- Design and Reports
 - VCHR will hire a designer to produce two documents: one final report for professional planning use, and a second report for consumers.
 - The reports will include a review of the current context (including policy, land use, and funding landscapes), the current housing ecosystem (including rentals, homeownership, and homelessness and specialized housing), trends and patterns identified, as well as strategies for both the region and the localities that have participated.

Trainings

A training component led by the VCHR will give TJPDC staff and partners a deeper understanding of housing data and analysis, allow TJPDC staff and other partners to participate in data compilation and analysis and later, update the proposed study and better support region jurisdictions with housing analysis and questions. VCHR proposes 5 required trainings and a number of optional trainings. Each training will be approximately 1 hour and partners in data compilation and analysis will need to allot 5 hours per training for analytical contributions.

Required trainings:

- American Community Survey (household and housing characteristics)
- Consolidated Housing Affordability Strategy data (housing affordability and special populations)
- Bureau of Labor Statistics (or other occupation wage data if preferred by the PDC/localities, workforce housing affordability)
- Understanding market data (Realtor Sale Data and Co-Star)
- Facilitating focus groups

Optional trainings:

- R statistical Software & Public Use Microdata 1 (custom tabulations of ACS, will be needed for more in-depth rental analysis and conditions proxy, and student housing impact)
- Public Use Microdata 2 (custom tabulations of ACS, will be needed for more in-depth rental analysis)
- Other options: Onthemap, National Housing Preservation Database, Assessment Data, CO data

Literature Review

VCHR will distill findings for relevancy for the TJPDC jurisdictions and either deliver a brief on the topics or incorporate literature into the main body of the report.

Topics to be included:

- Housing and community development
- Housing and community stability
- Housing and workforce sustainability/development
- Housing and economic opportunity for individuals and families (wealth building, inter-generational wealth, employment stability, educational achievement)
- Displacement (impacts of eviction, homelessness, community displacement)
- Tenure choice and barriers to tenure choice
- Homebuyer preferences
- Interest rate and inflation impacts
- Relevance of urban housing issues in rural places

Existing Studies, Plans and Goals

VCHR and HFV will rely on TJPDC to provide relevant regional and local studies, plans and goals for review. VCHR and HFV will review each document as a way of learning about the relevant history and context of the region and its localities. Upon request, VCHR will offer notes and recommendations on housing plans as feasible based on VCHR expertise. HFV will offer related recommendations as chosen by regional and local staff within the strategy development scope of work, below.

Quantitative Data Compilation and Analysis

VCHR will **identify housing market(s) and submarkets** by examining **commuting patterns** among TJPDC jurisdictions and other nearby job centers. VCHR anticipates relationships along the major highway corridors which connect TJPDC jurisdictions to each other as well as the Staunton, Harrisonburg, and Washington MSAs. VCHR will **describe the major submarkets** in TJPDC and quantify connections for vetting by the TJPDC staff.

VCHR will compile data from **ACS, CHAS, BLS, and CoStar** for the MSA and jurisdictions within TJPDC as available. VCHR will rely on PDC staff to work with localities and Realtor associations provide the study team with **historic sale data and assessment data**. National Housing Preservation Database information includes the expiration data for **LIHTC** projects and other funding sources.

The list below offers basic measures and sources that VCHR will use at the beginning of the analysis. Further investigation as VCHR and TJPDC learn about the housing need and goals throughout the region will dictate additional measures and sources that will be added.

For example, TJPDC has requested **insights into evictions, limitations to housing expansion** such as education and awareness, **local policy barriers** and **fair housing** as well as **environmental concerns** related to housing such as **flooding, non-conforming mobile homes** and **heat islands**.

Household Characteristics

- Households by age of householder (ACS)
- Households by presence of children (ACS)
- Household by presence of seniors those people 62+ and 75+ (ACS, CHAS)
- Households by size (ACS)
- Households by number of workers, retirees and non-working people with disabilities (ACS)
- Households by income (ACS, CHAS)
- Households by cost-burden level (ACS, CHAS)
- Households by tenure, whether a home is rented or owned (ACS)
- Households by living arrangement such as family, roommates, and singles (ACS)
- Households by race and ethnicity and income, tenure and cost-burden level to establish disparities (CHAS, ACS)
- Households by presence of undergraduate students (ACS PUMS)
- Households by presence of graduate students (ACS PUMS)
- Educational attainment (ACS, VEC, DPOR)

Housing Characteristics

- Units by year built (ACS, Assessment data)
- Units by number of bedrooms (ACS)
- Units by structure type (ACS, DMV)
- Units by vacancy type (ACS)

- Units by rent/owner costs (ACS)
- Median gross rent (ACS, CoStar)
- Median contract rent (ACS, CoStar)
- Median utilities estimate (ACS)
- Median owner costs with a mortgage (ACS)
- Median owner costs without a mortgage (ACS)
- Rental units by types of owner (assessment data, CoStar data)
- Inventory of Multifamily rental (CoStar, assessment data)
- Short-term Rental (AirDNA)
- Committed affordable units (National Housing Preservation Database, Virginia Housing)

Data note for rural jurisdictions: The availability of quality, publicly available data is limited for many rural jurisdictions and other small places since the US Census Bureau is unable to collect enough sample data to make reliable estimates. Analysis of limited and sometimes unreliable data requires additional time and effort by the research team to collect and validate data. The team will analyze and report reliable data and then supplement this data with other local data or collect additional data through surveys or focus groups as needed, weaving secondary data with the concrete examples and stories of local stakeholders. Specific data analysis for towns depends on the reliability and availability of public and local data.

Local real estate assessment data and REALTOR's sales data will be a valuable resource in analyzing housing in the region and each locality therein. The research team anticipates that assessment data will provide accurate information regarding year built, unit sizes, and value; and may provide insights into unit conditions. Sale data is a key component of market analysis. The study team will depend on the TJPDC to attain sale data and assessment data in a digital format. In addition to these sources the study team will benefit from additional local data including

- Building Permit and CO data
- Entitlements
- Number and type of Vouchers, waitlists
- Pell grant recipients, other student income/need data as available
- HMIS aggregations and PIT (household size, household types, disabilities, employment, etc.)
- Local committed affordable housing data
- Local infrastructure data
 - Water
 - Transportation
 - Emergency Services
 - Schools
- Sherriff's eviction data
- Court eviction data

The study team will also rely on TJPDC to work with region localities and partners to attain this data where available.

Qualitative Data Collection and Analysis

VCHR will collaborate with TJPDC staff to conduct focus groups and targeted interviews to collect data from local housing experts and key stakeholders. VCHR will facilitate focus groups in-person or via Zoom, depending on the appropriateness for participants. VCHR has budgeted for up to five days of in-person focus group sessions and 3-5 sessions per day are comfortable. However, time and resources can be used much more efficiently by utilizing online meeting platforms. VCHR will work closely with TJPDC to determine how to collect the best and most information using the allocated resources.

VCHR suggests focus groups with realtors, builders, developers, lenders, housing services providers, community service providers (e.g. faith organization, community action), K-12 school representatives, economic developers and employers. For some large employers, targeted interviews or individual meetings are often more effective. Further, interviews may be necessary for key stakeholders or experts who are not available to attend a focus group session. Some groups may be combined or additional groups may be added. The composition of groups is usually very unique to individual localities and regions. VCHR will work closely with TJPDC to comprise groups. VCHR will rely on TJPDC to facilitate logistics for in-person groups as well as outreach to group participants. Depending on the number of groups hosted at a given time, VCHR may require facilitation and notetaking assistance from region staff.

TJPDC may also choose to conduct focus groups with residents as a part of the qualitative data collection effort and within the allocated time and travel resources. VCHR will collaborate with TJPDC to create a focus group strategy and associated protocols, but will rely on TJPDC for outreach and logistics. In the case of very-large meetings, VCHR will coordinate with TJPDC and HFV to staff the meeting with the appropriate number of facilitators and notetakers.

Additional outreach may involve virtual town hall meetings, surveys, and targeted outreach to underrepresented groups, which will be completed as a partnership between VCHR and TJPDC staff. TJPDC and VCHR will actively engage marginalized communities and incorporate their perspectives into the solutions developed.

Analysis

VCHR will use all of the data described above, plus additional data as needed to conduct a housing market analysis and needs assessment, inclusive of special topic requested by TJPDC as named above. The market analysis will include a description of rental market characteristics and trends including a housing gap analysis for rental units, estimations of naturally occurring affordable rental housing, change in nominal and real rents over 10+ years, market vacancy rates, an analysis of workforce housing needs, building trends and student impacts. The market analysis will also address homeownership market trends such as a housing gap analysis homeownership, estimations of naturally occurring affordable housing for first time homebuyers and more established households, change in sales price over 10+ years, number of sales where relevant, days on the market trends over 10+ years, change in interest rates, and building trends. The

housing needs assessment will include the identification and estimation of at-risk populations, populations experiencing homelessness, households that include children, seniors, households at risk for displacement, supportive housing needs and workforce housing affordability gaps.

Inventory of Existing Resources

VCHR and HFV will **leverage** a new data collection platform for the Housing Forward Virginia PLAYBOOK to inventory existing programs, policies, services and resources that address housing challenges. The new platform is a living database for which localities and partners will have a unique, persistent link to add and update information. **The platform includes a detailed form of possible resources and will evolve as informants identify new types of resources not included in the form.**

The form includes the following options, plus room to add unique programs and policies:

1. Development Incentives
 - a. Tax abatement
 - b. Fee waiver
 - c. Parking reduction / waiver
 - d. Fast-track review
 - e. Density bonus
 - f. Public land development / redevelopment policy / program
 - g. Bond financing
 - h. Gap financing
 - i. Community plans and goals
 - i. Comprehensive plan housing goals and elements
 - ii. Housing plan
 - iii. Development guide
 - iv. Development targets / goals
 - j. Zoning
 - i. Increase by-right densities
 - ii. Floating zones
 - iii. Transit-oriented development
 - iv. Density allowance / requirement
 - v. Accessory dwelling units
 - vi. Manufactured / modular housing
 - vii. Transfer of development rights (TDR)
 - k. CDBG commitments / set asides
 - l. HOME
 - m. Energy efficiency incentives
 - n. Other
2. Development requirements
 - a. Affordable dwelling unit ordinance
 - b. Voluntary affordable or workforce dwelling unit program
 - c. Energy efficiency above state code
 - d. Other
3. Preservation
 - a. Community Land Trust

- b. Manufactured housing community protection / preservation
 - c. Deed restricted properties
 - d. Rehabilitation
 - i. Accessibility modification
 - ii. Home repair program
 - iii. Bond financing
 - iv. Mobile home replacement
 - v. LIHTC supports
 - vi. Adaptive reuse incentives
 - vii. Tax abatement for rehabilitation or upgrades
 - e. Acquisition
 - i. Acquisition program
 - ii. Housing trust fund
 - iii. Land bank
 - iv. Vacant building registry
- 4. Renter support
 - a. Renter / tenant education
 - b. Rental inspection
 - c. Rent relief
 - d. Eviction prevention
 - e. Eviction diversion
 - f. Legal aid / support
 - g. Emergency energy assistance
 - h. Accessibility modification
 - i. Housing Choice Vouchers
- 5. Homeowner support
 - a. Patternbook
 - b. Accessory dwelling unit policy / program
 - c. Planning / building education
 - d. Mortgage relief
 - e. Short-term rental registry / policy
 - f. Tax abatement
 - i. Home improvement
 - ii. Seniors
 - g. Home repair program
 - h. Home repair financing
 - i. Home modification program (accessibility)
 - j. Emergency energy assistance
- 6. First-time homebuyer
 - a. Education
 - b. Counseling
 - i. Budgeting / credit
 - ii. Finance advising
 - iii. Realty
 - c. Down payment assistance
 - d. Second mortgage program
 - e. Closing costs assistance
 - f. Equity sharing

- g. Savings
 - h. Proactive fair housing initiatives
- 7. Homelessness
 - a. Shelters
 - b. Support services
 - i. Health
 - ii. Job training / placement
 - iii. Stabilization
 - iv. Other
 - c. Homelessness prevention
 - i. Housing first
 - ii. Emergency assistance
 - iii. Outreach
 - iv. Coordinated assessment and response
 - v. Youth focused programing
- 8. Supported Housing
 - a. Domestic violence
 - b. Recovery
 - c. Permanent
 - d. Accessible
 - e. Youth
 - f. Reentry
 - g. Other
- 9. Other community housing initiatives
 - a. Education
 - b. Studies
 - c. Demonstration
 - d. Partnerships
 - i. Regional
 - ii. Employer
 - iii. Hospital
 - iv. University
- 10. Environment
 - a. Disaster relief
 - b. Relocation incentives
 - c. Energy efficiency incentives

Strategy Development

Housing Forward Virginia will lead the development strategies for communities to improve their current housing stock as well as develop new housing opportunities. The study recommendations and strategies will help TJPDC facilitate regional collaboration and coordination to more effectively address housing challenges. Inter-jurisdiction partnerships can more effectively address challenges and opportunities that are shared among two or more jurisdictions. Coordination of local strategies will promote intentional development patterns and sensitivity to household demand and choice.

HFV will use the following **process** to propose, draft, and finalize the solutions:

1. Review existing housing programs, policies, and priorities at the local and regional level in the study area. Information will come primarily from kick-off meetings with local officials.
2. Evaluate scale and type of housing needs as determined by VCHR's needs assessment.
3. In consultation with VCHR and TJPDC, propose initial solution ideas for each geographic unit. (Title of solution and one paragraph description.) Via email, and virtual meetings if needed, vet solution ideas with applicable local officials.
4. Following approval from local officials, draft full solution proposals, including example best practices. (Must be done in partnership with locality staff, and should not duplicate what they have already done or have capacity to do.)
5. Provide complete drafts to VCHR and TJPDC for initial review and edits. HFV will complete revisions within two weeks of receiving this input.
6. Provide complete drafts to local officials for their first review and edits. HFV will complete revisions within four weeks of receiving this input.
7. Provide complete drafts to local officials for their final review and edits. HFV will complete revisions within two weeks of receiving this input.
8. Integrate finalized solutions into full report.

Strategy development will include up to 24 solutions, 12 primary solutions and 12 secondary solutions (described below). Strategies may be applied as regional, partnership and local strategies. Priority solutions provide greater detail for operational design and implementation than secondary solutions. Primary solutions are policy initiatives that are prioritized due to projected ability to meet current housing needs and strong levels of local support for near-future implementation. These recommendations may also be significant expansions of existing efforts. As such, HFV will provide much higher levels of detail to ensure local officials have a roadmap to success. Primary solutions will average 750-1,250 words each.

Each primary solution will include:

1. Policy framework - Explains the overall programmatic design of the solution to describe what it does and how it works.
2. Implementation plan - Specific steps that must be taken to make progress; organized by Short-term (1-2 years) and Long-term (3-5 years).

3. Responsible actors and roles - Descriptions of public, private, and nonprofit entities responsible for implementing solution, along with their tasks and responsibilities.
4. Legal, financial, and organizational capacity - Evaluation of state and local code to identify any legal barriers; evaluation of fiscal and staff capacities of relevant actors.
5. Funding scope requirements - As proposed, the possible levels of funding required to implement and support solution. Includes start-up and long-term operational costs.
6. Potential funding sources - Identification of possible local, state, national, and private funding sources to support solution.
7. Metrics to evaluate success - List of recommended measurable outputs and outcomes to benchmark implementation.
8. Projected impact - Possible levels of impact (as measured by selected metrics) depending on funding levels.
9. Relevant examples - Name and brief description of best practices from comparable localities (if applicable).

Secondary solutions are policy initiatives that could also meet existing housing needs, but are subordinate to priority solutions due to lower relative levels of support and capacity to implement. These recommendations may require additional public engagement, significant funding outside of local/regional control, or expanded enabling authority by the General Assembly. As a result, potential implementation of secondary solutions will take longer to begin. Secondary solutions will average 500-750 words each.

Each secondary solution will include:

1. Policy framework - Explains the overall programmatic design of the solution to describe what it does and how it works.
2. Implementation plan - Specific steps that must be taken to make progress. (Less detail than primary solutions.
3. Responsible actors and roles - Descriptions of public, private, and nonprofit entities responsible for implementing solution, along with their tasks and responsibilities.
4. Potential funding sources - Identification of possible local, state, national, and private funding sources to support solutions.
5. Relevant examples - Name of any best practices from comparable localities (if applicable).

Reporting

The **final technical report** will discuss data and analysis and will provide implementation details for proposed policies as described in preceding sections in full detail. The anticipated audience for the technical report is local and regional government staff and their partners. VCHR will rely on TJPDC staff to draft at least one local profile using an example provided by VCHR.

The **“consumer” version** of the report would be a high-level summary of the detailed report presenting the most important data and conclusions as well as summaries of the recommendations/solutions. HFV, VCHR and TJPDC will collaborate to identify the content for the report, with TJPDC leading the initial process of identifying the most important items to the region and VCHR identifying complementary or supportive information. VCHR and HFV anticipate that TJPDC will lead the drafting of plain-language information for the consumer version with HFV and VCHR collaborating to improve effectiveness of communication and accuracy. VCHR and HFV will hire a design consultant to prepare infographics, images and other design elements to enhance the report.

VCHR Approach

As a university research center, the Virginia Center for Housing Research at Virginia Tech (VCHR) is committed to developing and applying the best research design to improve public policy and programs through a mutual commitment to learning and discovery. We will work closely with TJPDC staff and region partners and will bring the necessary depth of experience and knowledge to implement the required tasks and produce the required deliverables with the high quality that distinguishes Virginia Tech's research and service missions.

The accuracy of data analysis depends on the quality of the data, collection instruments and procedures. The research and analysis to be carried out will be designed and supervised by the Principal Investigator who has significant training and experience in research methods. All of the procedures described below will conform to established University research protocols for assuring confidentiality, objectivity and accuracy of data. The faculty and research assistants who will be assigned to this project are trained in appropriate research methods and all standards will be closely supervised and upheld by the Principal Investigator.

Background and Qualification

VCHR was created by the Virginia General Assembly and Virginia Tech in 1989 to respond to the housing research needs of Virginia and the nation. In its 25+ year record of performance, VCHR has established an unparalleled reputation for high-quality research on affordable housing that integrates policy, building technology and the housing industry. In response to every request, VCHR identifies the best talent within Virginia Tech and beyond providing the capacity, talent and drive to deliver the best products possible. VCHR works with multiple partners and sponsors to fulfill its mission within the Commonwealth, including Virginia Housing, DHCD, Housing Forward Virginia and the Virginia Association of Realtors.

VCHR has lead regional and local housing studies across Virginia and the nation for more than 10 years. Examples of VCHR's recent work include

- the [New River Valley Regional + Local Housing study](#),
- the [Fairfax County 5-year Consolidated Plan for FY 2022-2026](#),
- the 2023 Housing Needs and Trends in Central Appalachia and Appalachian Alabama report for Fahe,
- the [2016 Virginia Beach Housing Needs Assessment, Market Analysis, and Re-Investment Study](#) and the 2023 Virginia Beach Housing Study (forthcoming), and
- the 2022 Randolph County, WV Housing Study.

VCHR will conduct trainings and lead the study's research elements: data compilation and analysis and literature review. Mel Jones, Associate Director of VCHR, will lead the project team and serve as the primary contact for TJPDC staff. Mel will manage and work closely with graduate student research assistants and a post-doctoral associate to produce much of the analysis described below; including housing gap analysis, analysis of naturally occurring affordable housing, commuting patterns and costs, as well as relevant workforce dynamics. VCHR will have overall responsibility for on-time and within-budget performance. VCHR will partner with Housing Forward Virginia (HFV) for solution development.

Jonathan Knopf, Executive Director of HFV, will lead solution development and draft detailed recommendations based on study findings in close consultation with VCHR, TJDPC staff, as well as local and regional partners. Jonathan directs HFV research and program efforts across the commonwealth, including regional and local housing needs assessments, policy generation and implementation, and communications strategies. VCHR's partnership with HFV in previous studies has been highly successful because HFV is able to produce detailed and actionable strategies with steps for immediate implementation.

Timeline and Deliverables

Thomas Jefferson Planning District
Regional Housing Study

April – July 2025

Consultants	TJPDC	Select Locality Staff	Deliverables
<ul style="list-style-type: none"> ▪ VCHR review local documents ▪ VCHR organize and prepare initial data before trainings begin ▪ Present to TJPDC Commission 	<ul style="list-style-type: none"> ▪ Share documents with VCHR 		Initiate Data Analysis and Program Launch
VCHR and HFV conduct listening sessions with each locality separately	<ul style="list-style-type: none"> ▪ Coordinate, consolidate days ▪ Recruitment - county staff, EDA staff 	<ul style="list-style-type: none"> ▪ Participate in listening sessions ▪ Share insights and priorities related to housing 	<ul style="list-style-type: none"> ▪ Notes from listening sessions ▪ Adjustments to Scope of Work ▪ If clear interest, HFV can begin working as a partner almost immediately ▪ After listening sessions, may share documents that provide more information about what staff are interested in
VCHR deliver 7 trainings	<ul style="list-style-type: none"> ▪ Coordinate, participate in trainings ▪ Collect data 	<ul style="list-style-type: none"> ▪ Attend trainings (5-7 hours) ▪ Collect data between trainings (25-35 hours total) 	Training Objectives Met (see Scope of Work)
Attend PMT meeting, provide updates	Host PMT meeting	Attend PMT meeting	Project Management Team Oversight
Provide slide deck of updates from PMT meeting	Distribute progress report through RHP newsletter		RHP Community Informed of Progress

Available to Locality Staff by June 2025:

- Notes from Listening Sessions, including resource documents identified as useful by VCHR
- Updated Scope of Work
- Training Outcomes for Participating Staff
 - Ability to identify data sources and pull data
 - If participating in additional voluntary trainings, this will include ability to analyze data using R

August – November 2025

Consultants	TJPD	Select Locality Staff	Deliverables
VCHR partner with TJPD to recruit appropriate focus group participants to inform the Market Analysis and Needs Assessment Begin conducting Focus Groups by August 2025	Partner with localities and VCHR to identify and recruit appropriate focus group participants	Partner with TJPD staff to identify focus group participants	Focus Groups Market Analysis Needs Assessment
VCHR analyze data obtained through trainings, collect and analyze additional quantitative data			Introductory Quantitative Outcomes Market Analysis Needs Assessment
VCHR compile content related to Literature Review (as described in the Scope of Work)			Literature Review
VCHR compile inventory of existing resources in the region, using RHP Dashboard, Charlottesville Tomorrow, and other inputs	<ul style="list-style-type: none"> ▪ Partner with VCHR, Charlottesville Tomorrow, RHP ▪ Plan for yearly updates 		Preliminary Housing Forward Virginia Toolkit, which will be easily updatable
Attend PMT meeting, provide updates	Host PMT meeting	Attend PMT meeting	Project Management Team Oversight

Provide slide deck of updates from PMT meeting	Distribute progress report through RHP newsletter		RHP Community Informed of Progress
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Available to Locality Staff by October 2025:

- Introductory quantitative outcomes
- Literature review draft
- Housing Forward Virginia Toolkit of existing resources inventory

December 2025 – March 2026

Consultants	TJPD	Select Locality Staff	Deliverables
VCHR conduct focus groups, to be completed by the end of October Analyze focus group and listening session data	Coordinate focus groups	Attend focus groups when relevant or desired	Unrefined Focus Group Outcomes
HFV, having attended listening sessions, trainings, and focus groups, and reviewing initial data, begin preparing strategies to present to localities in the new year			Initial Strategy Menu
VCHR develop Preliminary Data Analysis Report			Preliminary Data Analysis Report
Attend PMT meeting, provide updates	Host PMT meeting	Attend PMT meeting	Project Management Team Oversight
Provide slide deck of updates from PMT meeting	Distribute progress report through RHP newsletter		RHP Community Informed of Progress

Available to Locality Staff by February 2026:

- Preliminary Data Analysis Report
- Unrefined Focus Group Outcomes
- Initial Strategy Menu

April – July 2026

Consultants	TJPDC	Select Locality Staff	Deliverables
<ul style="list-style-type: none"> ▪ VCHR develop final data and content to be sent to the copy editor ▪ Incorporate feedback from locality staff 		Provide feedback within the first few months of 2026 based on the Preliminary Data Analysis Report, in order for it to be included in the final report	Report content ready for copy editor
HFV review the process and outcomes so far, evaluate needs, propose initial solutions, work with stakeholders to narrow strategies for each locality and the region	Coordinate strategy development process with consultants and stakeholders	Participate in narrowing strategy options by reviewing proposals through three iterations	Narrowed Strategy Menu
Attend PMT meeting, provide updates	Host PMT meeting	Attend PMT meeting	Project Management Team Oversight
Provide slide deck of updates from PMT meeting	Distribute progress report through RHP newsletter		RHP Community Informed of Progress

Available to Locality Staff by June 2026:

- Preliminary Strategy Menu
- Draft Needs Assessment Report

August – November 2026

Consultants	TJPDC	Select Locality Staff	Deliverables
HFV conduct any additional meetings necessary with locality staff to set final strategies	Coordinate strategy development process with consultants and stakeholders	Partner with consultants (via TJPDC) as needed	Final Selected Strategies
<ul style="list-style-type: none"> ▪ VCHR refine all components of the report, compile into a penultimate draft ▪ Review and incorporate any new data that has been produced ▪ Schedule with graphic designer 	<ul style="list-style-type: none"> ▪ Begin building out the content for the Consumer Report ▪ Share all content with the copy editor 		Draft Reports
Attend PMT meeting, provide updates	Host PMT meeting	Attend PMT meeting	Project Management Team prepare for presentation of final reports to the community, incorporate into Regional Housing Summit
Provide slide deck of updates from PMT meeting	Distribute progress report through RHP newsletter		RHP Community Informed of Progress, provided with dates to anticipate the report

Available to Locality Staff by October 2026:

- Final Selected Strategies

December 2026 – March 2027

Consultants	TJPDC	Select Locality Staff	Deliverables
VCHR coordinate with TJPDC for final changes	Partner with the designer to complete the full report and consumer report		Two final reports: Complete Report and Consumer Report
Partner with TJPDC and locality staff to present to Boards of Supervisors and City Council	Coordinate presentations to Boards and Council	Support the coordination of presentations to the Board / Council	Board / Council adoption of reports and strategies
VCHR and HFV provide on-going support of strategy implementation	Provide on-going support of strategy implementation	Pursue implementation of adopted strategies	Strategies adopted according to set timeline
Attend PMT meeting, provide updates	Host PMT meeting	Attend PMT meeting	Project Management Team prepare for 2027 Summit
Provide slide deck of updates from PMT meeting	Distribute progress report through RHP newsletter		RHP Community Informed of Final Reports

Available to Locality Staff by February 2027:

- Final Comprehensive Report and Consumer Report
- Presentations to Board of Supervisors and City Council
- RHP 2027 Summit inclusion
- Clear implementation plans for adopted strategies
- On-going support for implementation of strategies

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB D

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Incentive Program for Fluvanna County Fire, EMS and Water Rescue Volunteers				
MOTION(s):	I move the Board of Supervisors approve the amended Incentive Program for Fluvanna County Fire, EMS and Water Rescue Volunteers, as presented.				
BOS WORKPLAN?	Yes	No	If yes, which item(s):	H1	
	X				
AGENDA CATEGORY:	Presentation	Action Matter	Public Hearing	Consent Agenda	Other
		X			
STAFF CONTACT(S):	Eric Dahl, County Administrator				
PRESENTER(S):	Eric Dahl, County Administrator				
RECOMMENDATION:	Approve				
TIMING:	Routine				
DISCUSSION:	<p>Fluvanna County has been working on an incentive program for County Fire, EMS and Water Rescue volunteers. The goal is to drive recruitment, retention and increased participation of Fluvanna County Volunteers by providing an incentive program for volunteers. An original incentive plan was created, presented and approved by the Board of Supervisors on February 5, 2025. After approval, it was determined the incentive plan needed some revisions to more accurately address the different Fire, EMS and Water Rescue functions. To address the revisions, the Fluvanna Fire Rescue Association (FRA) came up with an Incentive sub-committee to make revisions. The sub-committee included:</p> <ul style="list-style-type: none"> • Richie Constantino – Lake Monticello Fire • John Lye – Lake Monticello Water Rescue • Howard Lagomarsino – Lake Monticello Rescue • James Rizza – Fork Union Fire • April Walker – Palmyra Fire • Andrew Pullen – Kents Store Fire • Steve Morris – Department of Emergency Services <p>More specific guidelines and criteria can be found in the amended Incentive Program for Fluvanna County Fire, EMS and Water Rescue Volunteers enclosed.</p>				
FISCAL IMPACT:	<p>\$37,500 has been budgeted for FY25 and also for previous years. The actual amount needed for the Incentive Program is still being developed. Best case scenario if the estimated 200 fire, EMS and water rescue volunteers meet the Tier 1 threshold of \$595, the total cost to the County would be \$119,000.</p>				

POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	<ul style="list-style-type: none">• ORIGINAL - Incentive Plan for Fluvanna County Fire and EMS Volunteers• REVISED - Incentive Program for Fluvanna County Fire, EMS Water Rescue Volunteers				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
		X			X



INCENTIVE PROGRAM FOR FLUVANNA COUNTY FIRE, EMS AND WATER RESCUE VOLUNTEERS

AGENCIES INCLUDED:

Palmyra Volunteer Fire Company

Fork Union Volunteer Fire Company

Kents Store Volunteer Fire Company

Lake Monticello Volunteer Fire Department

Lake Monticello Volunteer Rescue Squad

Lake Monticello Volunteer Water Rescue Team



Effective Date: __/__/----

I. ADMINISTRATION

- A. The purpose is to provide a recruitment and retention program and serve as a guideline and procedure for the monetary compensation to Fluvanna Fire Department, Lake Monticello Fire Department, Lake Monticello Rescue Squad and Water Rescue Team personnel of Fluvanna County, Virginia.
- B. The Fluvanna County Board of Supervisors will determine the monetary compensation and the County Administrator and/or designee will oversee the hybrid Incentive Program.
- C. It will be the responsibility of each fire, rescue and water rescue Chief, or his/her designee, to maintain true and accurate statistics/records which will be submitted to the Fluvanna County Director of Finance on or before July -- of the coverage year.
- D. The hybrid incentive program is voluntary and nominal in nature.
- E. The disbursements will be distributed on an annual basis.
- F. Any entries into the reporting database for incentives must be completed within five (5) days ending the given month.
- G. Any person (s) found falsifying documents and/or statistics to obtain incentive will be subject to punishment according to Local, Commonwealth, State, and/or Federal law.
- H. Fluvanna County or each fire, rescue and water rescue Chief reserves the right to remove any volunteer from the incentive program for any length of time and for any reason.
- I. All incentive payments shall be subject to all Local, Commonwealth and/or Federal reporting laws.
- J. A Member Agency may opt-out of the incentive program at any time with a general membership majority vote. Documentation of the vote must be submitted to the County Administrator and/or designee.
- K. Annually, each Chief will provide the County Administrator and/or designee with a list of current Officers and Administrative staff for the coming year.
- L. Chiefs and/or their designee will post quarterly a spread sheet or similar document summarizing individual members' activity and participation in the program.
- M. Standby and Collateral duties must be approved by the Company Chief.

- N. To determine the "primary agency" for a member(s) who volunteers with multiple operational units, consider the agency where they dedicate the most time, have the highest level of responsibility, or play the most critical role. If time commitment and responsibilities are evenly distributed, the volunteer can choose their primary agency based on personal preference or which organization they identify with most.
- O. Member(s) who are affiliated with multiple operational units within Fluvanna County and/or Lake Monticello may combine points and/or hours (see conversion formula) to obtain their final activity figure. It will be the responsibility of each unit Chief to maintain such statistics and confer to determine the member(s) final eligibility. The Chief of that member's primary agency affiliation shall be responsible for compiling such points and submitting them to County staff. See the conversion table below:

Conversion

One hour of duty time is equal to .48 points

- P. Member(s) who question their annual statistics reported by their Chief may appeal said findings to their respective Board of Directors for resolution.

II. Proposal

Original Proposal

Tier	Incentive Amount	Hour Requirement
1	\$595	288 Duty Crew Hours/year (minus number of call hours while on Duty Crew)
2	\$300	144 Duty Crew Hours/year (minus number of call hours while on Duty Crew)
3	\$175	Leadership/ Administration (limit to 3 per station)

Alternative Hybrid Proposal

Tier	Incentive Amount	Hour Requirement
1	\$595	See Below Eligibility Requirements
2	\$300	See Below Eligibility Requirements
3	\$175	Leadership/ Administration (limit to 3 per station)

III. Eligibility

A. Fire Personnel:

- Firefighters who respond to ten percent (10%) or more of FIRE and EMS incidents annually, to which his/her company is dispatched, will receive **ten (10) points**.
- Firefighters who respond to between five and nine percent (5 to 9 %) of FIRE and EMS incidents annually, to which his/her company is dispatched, will receive **five (5) points**.
- Each training session a firefighter attends will receive one (1) point per session, with a maximum of **ten (10) points**. The training session will be a minimum of four (4) hours.
 - ✓ *Personnel will receive training credit for an external (outside Fluvanna County) training session, with prior approval from their Chief or designee.*
- Each Company business meeting a firefighter attends, will receive one (1) point per session, with a maximum of **ten (10) points**
- A firefighter who attends twenty-four (24) hours or more of duty crew hours will receive a maximum of **fifteen (15) points**. The duty crew will be a minimum of four (4) hours per shift.
- A firefighter who attends between twelve and twenty-three (12-23) hours of duty crew hours will receive a maximum of **ten (10) points**. The duty crew will be a minimum of four (4) hours per shift.
- A firefighter who dedicates twelve (12) hours or more hours of public education, and public appearances annually will receive **five (5) points**.
- A firefighter who dedicates more than one, but less than twelve (12) hours of public education, and public appearances annually will receive **three (3) points**.
- Each duly elected line officer from each company will receive **five (5) points**, annually, if he/she meets or exceeds his/her ten percent (10%) incident response requirement.

Members must obtain a minimum of 50 points to qualify for Tier 1 incentive benefits, annually.

Members must obtain between 38 and 49 points to qualify for Tier 2 incentive benefits, annually.

- Each Fire Chief can appoint a maximum of three (3) members to act as administrative assistants to conduct administrative duties for his/her company. The members must remain the same within the calendar year. These persons will receive **one hundred and seventy-five dollars (\$175.00)**, annually. These persons(s) also cannot collect funds from the above incentive program unless prior approval is obtained from the Director of Emergency Services and/or Fluvanna County staff.

Tier	Incentive Amount	Points Earned
1	\$595.00	50
2	\$300.00	38-49
3	\$175.00	Predetermined Administrative Staff

B. EMS Personnel:

- Emergency medical personnel who devote a minimum of **two hundred and eighty-eight (288) hours** for:
 - ✓ Duty crew/Response assignments
 - ✓ Training
 - ✓ Continuing education sessions
 - ✓ Rescue squad meetings
 - ✓ Public education
 - ✓ Public appearances
 - ✓ Credit for serving as an Officer (**maximum number of hours awarded must be determined**)

Members must obtain a minimum of 288 hours to qualify for Tier 1 incentive benefits, annually.

Members must obtain a minimum of 144 hours to qualify for Tier 2 incentive benefits, annually.

- The Rescue Chief can appoint a maximum of three (3) members to act as administrative assistants to conduct administrative duties for his/her company. The members must remain the same within the calendar year. These persons will receive **one hundred and seventy-five dollars (\$175.00)**, annually. These persons(s) also cannot collect funds from the above incentive program unless prior approval is obtained from Fluvanna County staff.

Tier	Incentive Amount	Hours Served
1	\$595.00	288
2	\$300.00	144
3	\$175.00	Predetermined Administrative Staff

C. Water Rescue Team:

- Water Rescue Team members who respond to ten percent (10%) or more of the calls annually, to which the Water Rescue Team is dispatched, will receive **ten (10) points**.
- Water Rescue Team members who respond to between five and nine percent (5 to 9 %) of the calls annually, to which the Water Rescue Team is dispatched, will receive **five (5) points**.

- Each training session that a Water Rescue Team members attends will receive one (1) point per session, with a maximum of **ten (10) points**. The training session will be a minimum of four (4) hours.
✓ *Personnel will receive training credit for an external (outside Fluvanna County) training session, with prior approval from their Chief or designee.*
- Each Company business meeting a Water Rescue Team member attends, will receive one (1) point per session, with a maximum of **ten (10) points**
- A Water Rescue Team member who dedicates twelve (12) hours or more hours of public education, and public appearances annually will receive **five (5) points**.
- A Water Rescue Team member who dedicates more than one, but less than twelve (12) hours of public education, and public appearances annually will receive **three (3) points**.
- Each duly elected or appointed officer from of the Water Rescue Team will receive **five (5) points**, annually, if he/she meets or exceeds his/her ten percent (10%) incident response requirement.

Members must obtain a minimum of 35 points to qualify for Tier 1 incentive benefits, annually.

Members must obtain between 23 and 34 points to qualify for Tier 2 incentive benefits, annually.

- The Water Rescue Chief can appoint a maximum of three (3) members to act as administrative assistants to conduct administrative duties for his/her company. The members must remain the same within the calendar year. These persons will receive **one hundred and seventy-five dollars (\$175.00)**, annually. These persons(s) also cannot collect funds from the above incentive program unless prior approval is obtained from Fluvanna County staff.

Tier	Incentive Amount	Water Rescue Points
1	\$595.00	35
2	\$300.00	23-34
3	\$175.00	Predetermined Administrative Staff

IV. Payout:

- A. Tracking of time will be July 1 to June 30 of each fiscal year.
- B. Payout is once per year, typically 3-4 weeks after the Finance Department receives all verified data from all volunteer companies and stations.

Incentive Plan for Fluvanna County Fire and EMS Volunteers

Goal: To drive recruitment, retention and increased participation of Fluvanna County Volunteers by providing an increased incentive plan for volunteers to staff more often for immediate response to calls. This will also decrease response times to fire and ems calls.

Proposal:

Tier	Incentive Amount	Hour Requirement
1	\$595	288 Duty Crew Hours/year (minus number of call hours while on Duty Crew).
2	\$300	144 Duty Crew Hours/year (minus number of call hours while on Duty Crew).
3	\$175	Leadership / Administration (limit to 3 per station)

Guidelines:

- Duty crews must be signed up at least 12-hours prior to their shift. The use of the county Emergency Service computer software will track the hours for each of the members of the departments.
- Hours are based on annual participation, not monthly average.
- Volunteer can receive credit for hours at any station within Fluvanna County, but will only qualify for one incentive.
- Duty crew hour credit is only awarded for hours physically in station.
- There must be a minimum of 4 hours while on duty crew.
- Credit for calls are only awarded if member either:
 - Arrives at station and responds on apparatus
 - Responders that have to drive by the incident to reach an apparatus may respond directly in POV
 - EMS Response assistance (lift assist) and may respond directly in POV
 - Fire and EMS volunteer training

Criteria for Fire unit (max of 4 positions per unit for duty crew credit):

- Fire Apparatus – FF1, Haz-Mat Awareness, EVOC 3 (if driving), and must be staffed with a minimum of two personnel fitting this criteria for a duty crew.

Criteria for EMS unit (max of 4 positions per unit for duty crew credit):

- Certified as EVOC, EMT, AEMT, Intermediate, or Paramedic
 - Additional members with CPR, EMT, AEMT, Intermediate or Paramedic or Students in EMS classes including personnel precepting for release.

Payout:

• FY25 - Tracking of time will be January 1, 2025 to June 30, 2025. Requirement hours for this period will be half of the above yearly totals and the incentive amount will be half the amount as well.

• FY26 and beyond - Tracking of time will be July 1, 2025 to June 30, 2026. Tracking will continue following the fiscal year thereafter.


- Payout once per year, typically 3-4 weeks after finance receives all verified data from all volunteer companies and stations.
- If volunteers don't make the Tier 1 requirements, they could qualify for Tier 2, but can only qualify for one tier per calendar year.
- Tier 3 – 3 support members to be chosen by the department leadership. Members must remain the same within the calendar year.

FLUVANNA COUNTY BOARD OF SUPERVISORS
AGENDA ITEM STAFF REPORT

TAB E

MEETING DATE:	May 7, 2025																								
AGENDA TITLE:	Emergency Services and Emergency Management Position Updates and Reclassifications																								
MOTION(s):	I move the Board of Supervisors approve the Job Description updates and reclassifications for the EMS Supervisor and the Emergency Management Generalist, as presented.																								
BOS WORKPLAN?	Yes	No	If yes, which item(s):																						
		X																							
AGENDA CATEGORY:	Presentation	Action Matter	Public Hearing	Consent Agenda	Other																				
		X																							
STAFF CONTACT(S):	Eric Dahl, County Administrator; Stephen Morris, Interim Director of Emergency Services; Donna Snow, Director of Human Resources																								
PRESENTER(S):	Eric Dahl, County Administrator and Stephen Morris, Interim Director of Emergency Services																								
RECOMMENDATION:	Approve																								
TIMING:	Routine																								
DISCUSSION:	<p>With the Board of Supervisors approving the funding for the Chief of Fire and Rescue in the FY26 budget and other staffing changes, the structure of the existing Emergency Services and Emergency Management leadership positions have been reviewed with the Interim Director of Emergency Services and Director of Human Resources. With the future addition of the Chief of Fire and Rescue position, there are job description duties and functions in the Director of Emergency Services and Emergency Management Coordinator positions that need to be changed. With proposed changes, it is being recommended to reclassify the Director of Emergency Services position to an EMS Supervisor (transitional phase-out of contractual Interim Director of Emergency Services) and reclassify the Emergency Management Coordinator to an Emergency Management Generalist. The Job Description for the EMS Supervisor and Emergency Management Generalist have been updated to reflect the changes in the essential functions, skills, and experience. The Interim Director of Emergency Services would assist with these initial hires and onboarding.</p> <table><tr><td></td><td>Pay Band (PB)</td><td></td><td></td></tr><tr><td>Current</td><td></td><td>PB Minimum</td><td>Budget</td></tr><tr><td>Director of Emergency Services</td><td>27</td><td>\$ 83,034</td><td>\$ 97,018</td></tr><tr><td>Emergency Management Coordinator</td><td>21</td><td>\$ 61,963</td><td>\$ 72,690</td></tr><tr><td colspan="2">TOTAL</td><td>\$ 144,997</td><td>\$ 169,708</td></tr></table>						Pay Band (PB)			Current		PB Minimum	Budget	Director of Emergency Services	27	\$ 83,034	\$ 97,018	Emergency Management Coordinator	21	\$ 61,963	\$ 72,690	TOTAL		\$ 144,997	\$ 169,708
	Pay Band (PB)																								
Current		PB Minimum	Budget																						
Director of Emergency Services	27	\$ 83,034	\$ 97,018																						
Emergency Management Coordinator	21	\$ 61,963	\$ 72,690																						
TOTAL		\$ 144,997	\$ 169,708																						

	Proposed	Pay Band (PB)	PB Minimum	Budget	
	<i>Chief of Fire and Rescue (Half Year FY26)</i>	30	\$ 96,117	\$	65,000
	<i>EMS Supervisor</i>	25	\$ 75,317	\$	97,018
	<i>Emergency Management Generalist</i>	17	\$ 50,981	\$	72,690
	TOTAL		\$ 222,415	\$	234,708
	Once the Chief of Fire and Rescue is hired, the EMS Supervisor and Emergency Management Generalist would be direct reports to that position. The Job Description for the Chief of Fire and EMS will be brought back on an upcoming meeting.				
FISCAL IMPACT:	No additional increase, but there will be a budget decrease for FY26 and moving forward.				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	<ul style="list-style-type: none"> • EMS Supervisor Job Description – REDLINED • EMS Supervisor Job Description – CLEAN • Emergency Management “Coordinator” (now “Generalist”) – REDLINED • Emergency Management Generalist - CLEAN 				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
				X	X

 <div style="text-align: center;"> Fluvanna County, Virginia Department of Emergency Services Job Description </div>	
EMS Supervisor	
Job Class #:	9100
Pay Grade:	2225
Category:	Full-Time (with benefits)
FLSA Status:	Exempt
Reports To:	County Administrator <u>Director of Emergency Services</u>
SUMMARY	
<p>The <u>Emergency Medical Services</u> (EMS) Supervisor performs difficult skilled human support and administrative work coordinating day-to-day activities of the Department, scheduling, supervising, <u>management of the department pharmacy</u>, and overseeing the work of all levels of EMTs, operating an ambulance, responding to calls for emergency medical services, providing emergency medical care, preparing and maintaining appropriate records and files, and related work as apparent or assigned. Work is performed under the general direction of the County Administrator and the auspices of the Department's Operational Medical Director <u>Director of Emergency Services</u>.</p>	
ESSENTIAL FUNCTIONS	
<ul style="list-style-type: none"> Provides supervision for the day-to-day operational efficiency of the department's <u>EMS</u> activities; coordinates work in <u>the</u> station and on emergency calls, both on-site and in transport; reviews service calls and provides quality improvement feedback to appropriate <u>the</u> authority. Supervises service the EMS personnel and responds to emergency calls of a possible critical nature, as determined by the Director of Emergency Services, such as those involving chest pain, possible stroke, respiratory distress, trauma, cardiac arrest, altered mental status/unconsciousness, or other conditions that might require advanced life support (ALS), including treatment techniques such as airway management, cardiac monitoring and defibrillation, electrocardiogram strip interpretation, IV therapy, drug administration, behavioral sedation, rapid sequence intubation and other stabilizing techniques as necessary. <u>Provides ICS direction and control of EMS personnel on emergency scenes as part of a unified command with fire and law enforcement.</u> Responds to and assist with Emergency Management calls and critical incidents when notified by the Emergency Management Coordinator. <u>Maintains the department pharmacy to ensure drug bags are properly stocked, order necessary emergency drugs, maintains records for all, ensures accuracy of stock, and trains personnel in proper storage, handling, record management and exchange of all drugs to include control substances.</u> Reviews all EMS calls to ensure quality control and to evaluate areas for additional training and ensures that regular quality improvement committee meetings are held in conjunction with the Department's Operational Medical Director. <u>Handles daily scheduling and staffing for the department.</u> <u>Precepts new hires or employees progressing to ALS certifications.</u> Drives vehicles and transports patients to emergency care facilities. 	

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- Performs a variety of record-keeping and administrative reporting duties. Ensures that service prehospital patient care reports are completed promptly.
- Coordinates the ordering of appropriate equipment and supplies for proper functioning and response of the Department to service requests.
- ~~Ensures proper handling of all medications, including controlled substances.~~
- Complies with safety policies and procedures implemented by the assigned department; encourages and promotes a culture of safety and service.
- Attends continuing education for certification; coordinates training events and opportunities for department staff.
- Works in conjunction with the Department's Operational Medical Director to ensure that appropriate patient assessment, treatment, and disposition, including the selection of transport destination is provided to patients by the Department by overseeing the quality management program.
- Maintains positive working relationships and coordinates with other County fire, rescue, and law enforcement to provide optimal services.
- Performs the duties of the Department's Designated Infection Control Officer.
- Be an EMT-certified instructor and assist the department training officer with developing and implementing a ~~county-wide~~department CEU program
- Ability to function effectively as part of a team; considerable skill in performing emergency medical ~~technician~~ assessments, patient treatment, and procedures.
- Physically able to operate a variety of machinery and equipment.
- Ability to follow verbal and written instructions;
- Ability to communicate effectively orally and in writing;
- Ability to establish and maintain effective working relations with employees, volunteers, other agencies, and the general public.
- Any combination of training and experience which provides the required skills, knowledge, and abilities.
- Serve as duty officer for the department on a rotational basis.
- This position is also responsible for performing other duties as assigned.

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REQUIRED KNOWLEDGE, SKILLS, AND ABILITIES

The essential function of the position is to provide Fluvanna County Citizens with comprehensive EMS Service. The position must maintain all required certifications and licenses.

- High School diploma or equivalent;
- Virginia EVOC (Class II or III) as recognized by the Virginia EMS regulations;
- ~~VA EMT I or~~ EMT-Paramedic;
- VAOEMS Education Coordinator (within one year of hire);
- Designated Infection Control Officer Certification (within one year of hire);
- CPR
- ACLS, PALS
- ICS 100, 200, 700, 800
- ICS 300 and 400 (within two years of hire)

ACCEPTABLE EDUCATION, EXPERIENCE, AND TRAINING

Minimum 3 years of experience as an EMT-Paramedic and 3 years of progressive leadership experience as an EMS lead, Lieutenant, Captain, or EMS shift supervisor, with a preferred 5 years of progressive leadership experience as an EMS lead or EMS Shift supervisor. Will consider other experience on a case-by-case basis, considering education and experience.

The below certifications are not required for this position, but could be beneficial for the future:

- ~~ICS 300 & 400~~
- VA State Firefighter I & II;
- ~~Virginia EVOC (Class III);~~
- Fire or EMS Officer I and/or II

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WORKING CONDITIONS AND PHYSICAL REQUIREMENTS

- Environmental: Work is typically performed in an indoor/outdoor setting
The department Admin is currently open to the public Monday through Friday from 8:00 a.m. until 5:00 p.m.
- Physical Effort: Light to moderate work, exerting up to 50 pounds of force occasionally, and/or up to 10 pounds of force frequently, and/or a negligible amount of force constantly to move objects.
- Hazards: Employee is subject to both inside and outside conditions: activities occur inside and outside in approximately equal amounts.

POST OFFER REQUIREMENTS

- Criminal Background Check and Motor Vehicle Check
- Possession of and ~~Maintaining~~ maintaining a driver's license valid in the Commonwealth of Virginia
- Fingerprints per VA OEMS
- Vaccination records
- Copy of Certifications.
- Twelve (12) month probationary period.
- Must consent to drug testing consistent with Fluvanna County's Drug-Free Workplace Policy

Department Head Recommended:	Director of HR Manager Approval as to Form:	County Administrator Recommended:	Board of Supervisors Approved:
December 12, 2022 <u>April 25, 2025</u>	December 12, 2022 <u>April 25, 2025</u>	December 12, 2022 <u>May 1, 2025</u>	<u>Updated June 21, 2023</u>



Fluvanna County, Virginia
Department of Emergency Services
Job Description

EMS Supervisor

Job Class #:	9100
Pay Grade:	25
Category:	Full-Time (with benefits)
FLSA Status:	Exempt
Reports To:	Director of Emergency Services

SUMMARY

The Emergency Medical Services (EMS) Supervisor performs difficult skilled human support and administrative work coordinating day-to-day activities of the Department, scheduling, supervising, management of the department pharmacy, and overseeing the work of all levels of EMTs, operating an ambulance, responding to calls for emergency medical services, providing emergency medical care, preparing and maintaining appropriate records and files, and related work as apparent or assigned. Work is performed under the general direction of the Director of Emergency Services.

ESSENTIAL FUNCTIONS

- Provides supervision for the day-to-day operational efficiency of the department's EMS activities; coordinates work in the station and on emergency calls, both on-site and in transport; reviews service calls and provides quality improvement feedback to appropriate the authority.
- Supervises the EMS personnel and responds to emergency calls of a possible critical nature, as determined by the Director of Emergency Services, that might require advanced life support (ALS).
- Provides ICS direction and control of EMS personnel on emergency scenes as part of a unified command with fire and law enforcement.
- Maintains the department pharmacy to ensure drug bags are properly stocked, order necessary emergency drugs, maintains records for all, ensures accuracy of stock, and trains personnel in proper storage, handling, record management and exchange of all drugs to include control substances.
- Reviews all EMS calls to ensure quality control and to evaluate areas for additional training and ensures that regular quality improvement committee meetings are held in conjunction with the Department's Operational Medical Director.
- Handles daily scheduling and staffing for the department.
- Precepts new hires or employees progressing to ALS certifications.
- Drives vehicles and transports patients to emergency care facilities.
- Performs a variety of record-keeping and administrative reporting duties. Ensures that service prehospital patient care reports are completed promptly.
- Coordinates the ordering of appropriate equipment and supplies for proper functioning and response of the Department to service requests.
- Complies with safety policies and procedures implemented by the assigned department; encourages and promotes a culture of safety and service.

- Attends continuing education for certification; coordinates training events and opportunities for department staff.
- Works in conjunction with the Department's Operational Medical Director to ensure that appropriate patient assessment, treatment, and disposition, including the selection of transport destination is provided to patients by the Department by overseeing the quality management program.
- Maintains positive working relationships and coordinates with other County fire, rescue, and law enforcement to provide optimal services.
- Performs the duties of the Department's Designated Infection Control Officer.
- Be an EMT-certified instructor and assist the department training officer with developing and implementing a department CEU program
- Ability to function effectively as part of a team; considerable skill in performing emergency medical assessments, patient treatment, and procedures.
- Physically able to operate a variety of machinery and equipment.
- Ability to follow verbal and written instructions;
- Ability to communicate effectively orally and in writing;
- Ability to establish and maintain effective working relations with employees, volunteers, other agencies, and the general public.
- Any combination of training and experience which provides the required skills, knowledge, and abilities.
- Serve as duty officer for the department on a rotational basis.
- This position is also responsible for performing other duties as assigned.

REQUIRED KNOWLEDGE, SKILLS, AND ABILITIES

The essential function of the position is to provide Fluvanna County Citizens with comprehensive EMS Service. The position must maintain all required certifications and licenses.

- High School diploma or equivalent
- Virginia EVOC (Class II or III) as recognized by the Virginia EMS regulations
- EMT-Paramedic
- VAOEMS Education Coordinator (within one year of hire)
- Designated Infection Control Officer Certification (within one year of hire)
- CPR
- ACLS, PALS
- ICS 100, 200, 700, 800
- ICS 300 and 400 (within two years of hire)

ACCEPTABLE EDUCATION, EXPERIENCE, AND TRAINING

Minimum 3 years of experience as an EMT-Paramedic and 3 years of progressive leadership experience as an EMS lead, Lieutenant, Captain, or EMS shift supervisor, with a preferred 5 years of progressive leadership. Will consider other experience on a case-by-case basis, considering education and experience.

The below certifications are not required for this position, but could be beneficial for the future:

- VA State Firefighter I & II
- Virginia EVOC (Class III)
- Fire or EMS Officer I and/or II

WORKING CONDITIONS AND PHYSICAL REQUIREMENTS

- Environmental: Work is typically performed in an indoor/outdoor setting
The department Admin is currently open to the public Monday through Friday from 8:00 a.m. until 5:00 p.m.
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- Hazards: Employee is subject to both inside and outside conditions: activities occur inside and outside in approximately equal amounts.

POST OFFER REQUIREMENTS

- Criminal Background Check and Motor Vehicle Check
- Possession of and maintaining a driver's license valid in the Commonwealth of Virginia
- Fingerprints per VA OEMS
- Vaccination records
- Copy of Certifications.
- Twelve (12) month probationary period.
- Must consent to drug testing consistent with Fluvanna County's Drug-Free Workplace Policy

Department Head Recommended:	Director of HR Approval as to Form:	County Administrator Recommended:	Board of Supervisors Approved:
April 25, 2025	April 25, 2025	May 1, 2025	



Fluvanna County, Virginia
Department of ~~Administration~~ Emergency Management
Job Description

EMERGENCY MANAGEMENT ~~COORDINATOR~~ GENERALIST

Job Class #:	9400
Pay Grade:	18 <u>17</u>
Category:	Full-time (with benefits)
FLSA Status:	<u>Non</u> -Exempt
Reports To:	County Administrator <u>Director of Emergency Services</u>

SUMMARY

The Emergency Management ~~Coordinator Generalist (EMC)~~ Generalist (EMC) serves as Head of the County's Office of ~~Emergency Management (OEM)~~. The EMC is responsible for planning, training, response, resource coordination, and other emergency services support activities, both within the county government and in coordination with other local and state agencies. The ~~EMC~~ Emergency Management Generalist works under the general day-to-day direction of the ~~County Administrator~~ Director of Emergency Services, who serves as the County's ~~Director Coordinator~~ of Emergency ~~Services (DES)~~ Management.

ESSENTIAL FUNCTIONS

- The ~~EMC~~ Emergency Management Generalist manages all matters ~~pertaining to~~ Disaster Preparedness, Emergency Management, and Recovery Assistance and administrative coordination with and support for all county emergency services departments and agencies in Fluvanna County. The essential functions of the position include, but are not limited to:
- **Emergency Management Oversight**
- ~~1.~~ 1. Develop, update, and coordinate comprehensive emergency management plans and operations for Fluvanna County to mitigate, prepare for, respond to, and recover from the effects of ~~any and~~ all natural or manmade hazards.
- ~~2.~~ 2. Coordinate emergency management plans, procedures, and resources with all County departments, and other local, regional, state, and federal response agencies.
- ~~3.~~ 3. Coordinate activities and working relationships of service agencies within the County: Sheriff, Fire Departments, Rescue Services, Water Rescue Services, health care activities, Schools, Social Service agencies, County Public Works, the Red Cross, and others to assure their cooperation in an effective disaster relief system.
- ~~4.~~ 4. In consultation with the Director of Emergency Services (DES), activate and staff the County's Emergency Operations Center.
- ~~5.~~ 5. Disseminate warnings and notifications of disaster alerts and advise County staff and residents on emergency plans.
- ~~6.~~ 6. Coordinate emergency preparedness activities, training programs, and exercises to include workshops, drills, tabletop, functional, and/or full scale exercises to prepare residents, first responders, and staff to respond quickly and effectively in emergencies.
- ~~7.~~ 7. Develop and manage the emergency management budget; oversees and coordinates documentation of expense and reimbursement activities during the recovery phase of any emergency.

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- ~~8.●~~ Prepare and make presentations and conduct other outreach activities for citizens and community groups regarding prevention, identification, and preparedness in emergency situations; participates in other public relations activities in support of the emergency preparedness program.
- ~~9.●~~ Prepare and disseminate educational materials and programs to assist residents in preparing for emergencies both in the home and at work; promotes emergency safety programs.
- ~~10.●~~ Prepare reports for the County Administrator, the Board of Supervisors, and the Local Emergency Planning Committee pertaining to emergency services and emergency management activities.
- ~~11.●~~ Work with the Department of Environmental Quality (DEQ) to manage environmental issues relative to identifying hazards; developing and approving remedial plans; hazardous waste handling and disposal; coordinates issues with other County staff.
- ~~12.●~~ Develop emergency management plans/strategies for special events organized by the County, in consultation with County emergency service providers.
- ~~13. Recruit, train, manage, and direct volunteers to assist the County during emergency situations.~~
 - ~~● Coordinates emergency management, fire and EMS related grants.~~
 - ~~● Serves as the Health & Safety Officer for the county, maintaining the safety program and OSHA compliance.~~
 - ~~● Maintain designated emergency management software, programs and social media presence for emergency management, fire and EMS.~~
- ~~14.●~~ Maintain public awareness; meets with news media for interviews and prepares press releases.
- ~~15.●~~ Serve as chairperson for the Local Emergency Planning Committee (LEPC).

Emergency Services Support

- ~~● Assist fire/rescue operations/services in developing policies/procedures for compliance with federal, state, and county laws, rules, regulations and ordinances.~~
- ~~● Periodically attends volunteer department meetings and activities to foster positive engagement with the volunteers and their organizations.~~
- ~~● Direct budget planning, implementation and monitoring of the department, and makes recommendations to the County Administrator regarding appropriations to the fire, rescue, and water rescue companies and units.~~
- ~~● Coordinate on emergency services purchasing activities and perform grant writing, management, and reporting duties.~~
- ~~● Collaborate with emergency communication personnel on protocols and in procuring and maintaining systems and equipment.~~
- ~~● Collaborate with county emergency service providers (e.g., Fluvanna Fire, Fluvanna Rescue, and LMVFD&RS, Inc.) to coordinate resources, review and modify response patterns, and help ensure effective and efficient use of resources.~~
- ~~● Oversee EMS services contract and continually reviews alternatives and options, including volunteer expansion, transition to paid staffing augmentation, and contract EMS support.~~
- ~~● Coordinate collection and review of emergency service response and staffing data on an on-going basis; analyze data to identify needs and to drive the decision-making process regarding staffing, response assignments, etc.~~
- ~~● In concert with the Fire and Rescue Association, develops and maintains a strong county-wide volunteer recruitment and retention program and identifies and recommends incentives to help maintain a vibrant roster of fire and rescue volunteers for County agencies.~~

Other

16. Communicate with the County Administrator, Board of Supervisors, volunteer chiefs, and others, as appropriate, to keep them informed on all activities and works in cooperation with these individuals to manage the Department.
17. Work with the Virginia Department of Emergency Management to maintain plans, annual requirements for grant reporting, and attend required meetings, e.g., TEPW.
18. Plan for and attend meetings with staff, the County Administrator, the Board of Supervisors and special committees, ~~including the Fire and Rescue Association.~~
19. Attend educational and training classes and seminars ~~pertaining to~~ Emergency Services and Emergency Management and convey information of interest to local agencies through formal and informal training programs and meetings.
20. Perform related duties as required.

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REQUIRED KNOWLEDGE, SKILLS AND ABILITIES

Knowledge of:

- ~~Emergency, environmental and fire hazard prevention; principles and practices of emergency management, including hazard identification, mitigation, disaster preparedness, response and recovery.~~
- ~~Emergency plan contents and ability to analyze, research and evaluate documents.~~
- ~~Planning and coordination of emergency programs.~~
- ~~Researching, application and administering of grant programs.~~
- ~~Public health practices.~~
- Local, state and federal laws, and regulations regarding emergency ~~services management~~, disaster response recovery and mitigation, ~~i.e. the Virginia Department of Emergency Management Laws, i.e. 44-146.19~~
- Understanding of the County's responsibility to submit the Local Capability Assessment Report (LCAR) annually by June 30.
- ~~Principles and practices of emergency and disaster preparedness, as well as modern fire fighting/fire prevention and/or emergency medical services.~~
- Incident Command System (ICS) and the National Incident Management System (NIMS); Emergency Operations Center (EOC) structure and operating procedures; emergency operations communications systems.
- ~~Virginia Office of Emergency Medical System requirements and training techniques for development of emergency service personnel.~~
- ~~Interrelationships, responsibilities, goals and functions of local, State and Federal government in planning, conducting and implementing emergency services.~~
- ~~Logistics and operations planning techniques to coordinate and evaluate methods of service delivery of emergency personnel and materials.~~
- Management information systems (MIS) and computer applications.
- ~~Governmental responsibilities, programs and response plans for hazardous materials spills and/or nuclear emergencies.~~

Skills in:

- ~~Management with a focus toward positive change and results, along with a strong commitment to teamwork, goal orientation, and fiscal responsibility.~~
- ~~Collaboratively working with diverse groups on complicated projects.~~
- Preparing and presenting public information, and public speaking.
- Techniques for analysis and assessment of the types and extent of damages caused by various types of disasters.
- Operation and use of common office equipment including personal computers and copiers.
- ~~Coordination and monitoring of emergency personnel activities, equipment, and supplies.~~
- Preparation of comprehensive reports, correspondence, and plans involving detail, statistical and other data, or instructions.

Ability to:

- Work independently and take initiative, and ~~to~~ thrive in fast-paced, high-stress environments.
- Assess the relative costs and benefits of potential actions.
- Identify emergency and safety exposures.
- Analyze and recommend loss mitigation, prevention and control strategies, policies and programs.
- Develop and implement emergency and educational activity programs and training.
- Interpret State and Federal rules, regulations and directives governing disaster and emergency services management.
- Exercise appropriate judgment in answering questions and releasing information, and in analyzing and projecting the consequences of decisions and/or recommendations.
- Effectively communicate orally and in writing.
- Train and instruct varied groups of people on safety.
- Establish and maintain effective working relations with individuals, groups, and public agencies.

ACCEPTABLE EDUCATION, EXPERIENCE, AND TRAINING

- Graduation from an accredited college or university with an Bachelor's/Associates's Degree in Emergency Management, Public Health, Safety, Fire Administration, Public or Business Administration, or related field. ~~Five years of progressively responsible~~ Moderate experience in fire services, rescue services, emergency management, emergency services, or public safety, or any equivalent combination of education, training and experience. Bachelor's degree preferred.
- Requires the possession of the Federal Emergency Management Agency (FEMA) Professional Development Series and FEMS Advanced Professional Series within one year of hire.
- Requires FEMS Incident Command Series (ICS) 100, 200, 700, 800 and ICS 300 and 400 within one year of hire.
- ~~Emergency Management Certification or ability to obtain certification within one year of employment (i.e., Professional Emergency Manager (PEM) that is granted by the Virginia Emergency Management Association (VEMA) after successful completion of all application requirements, and recertify every two years or Certificate of completion of the Federal Emergency Management Agency's (FEMA) Professional Development Series for Emergency Management).~~
- ~~In addition, the successful candidate will have one or more of the following certifications (ideally several of these), and have field experience in these areas in a combination volunteer/career department: Virginia Department of Fire Programs or Pro Board certifications in Firefighter 1 and 2, including Hazardous Materials Operations, NFPA/VA Instructor I, NFPA/VA Officer I, EMT through Paramedic.~~

WORKING CONDITIONS AND PHYSICAL REQUIREMENTS

- Incumbent is provided with a County vehicle for use in commuting to and from work and in the performance of official duties.
- Required to carry a cell phone, portable radio and subject to recall at any time during an emergency and may be required to work long hours without normal days off.
- Must be able to travel in personal or assigned vehicle to emergency scenes, meetings, or public events in order to complete office assignments.
- Must be able to respond independently or as directed at odd hours and for extended periods ~~of time~~ during emergencies.
- Must be available to work some weekends and evenings for presentations, training, and meetings.
- Office environment exposure to computer screens; sitting for prolonged periods ~~of time~~.
- Ability to work indoors/outdoors under adverse conditions for an extended period ~~of time~~ in the event of an emergency.
- Must have the ability to occasionally lift, push/pull, and hold/carry 30 pounds.

<ul style="list-style-type: none">Must have the ability to frequently stand and sit, and occasionally walk over flat and uneven terrain.			
POST OFFER REQUIREMENTS			
<ul style="list-style-type: none">Criminal Background checkCheck and Motor Vehicle CheckPossession of, or eligibility for, a valid driver's license issued by the Commonwealth of Virginia.The incumbent is required to reside within 30 minutes regular driving time of the County Administration Offices, or be able to relocate to meet this requirement within 6 months of hiring.			
Department Head Recommended:	Director of HR Manager Approval as to Form:	County Administrator Recommended:	Board of Supervisors Approved:
<u>April 25, 2025</u>	Gail Parrish Oct 12, 2017 <u>April 25,</u> <u>2025</u>	Steve Nichols Oct 30, 2017 <u>May 1, 2025</u>	November 1, 2017



Fluvanna County, Virginia
Department of Emergency Management
Job Description

EMERGENCY MANAGEMENT GENERALIST

Job Class #:	9400
Pay Grade:	17
Category:	Full-time (with benefits)
FLSA Status:	Non-Exempt
Reports To:	Director of Emergency Services

SUMMARY

The Emergency Management Generalist is responsible for planning, training, response, resource coordination, and other emergency services support activities, both within the county government and in coordination with other local and state agencies. The Emergency Management Generalist works under the general day-to-day direction of the Director of Emergency Services, who serves as the County's Coordinator of Emergency Management.

ESSENTIAL FUNCTIONS

- The Emergency Management Generalist manages all matters on Disaster Preparedness, Emergency Management, and Recovery Assistance and administrative coordination with and support for all county emergency services departments and agencies in Fluvanna County. The essential functions of the position include, but are not limited to:

Emergency Management Oversight

- Develop, update, and coordinate comprehensive emergency management plans and operations for Fluvanna County to mitigate, prepare for, respond to, and recover from the effects of all natural or manmade hazards.
- Coordinate emergency management plans, procedures, and resources with all County departments, and other local, regional, state, and federal response agencies.
- Coordinate activities and working relationships of service agencies within the County: Sheriff, Fire Departments, Rescue Services, Water Rescue Services, health care activities, Schools, Social Service agencies, County Public Works, the Red Cross, and others to assure their cooperation in an effective disaster relief system.
- In consultation with the Director of Emergency Services (DES), activate and staff the County's Emergency Operations Center.
- Disseminate warnings and notifications of disaster alerts and advise County staff and residents on emergency plans.
- Coordinate emergency preparedness activities, training programs, and exercises to include workshops, drills, tabletop, functional, and/or full scale exercises to prepare residents, first responders, and staff to respond quickly and effectively in emergencies.
- Develop and manage the emergency management budget; oversees and coordinates documentation of expense and reimbursement activities during the recovery phase of any emergency.

- Prepare and make presentations and conduct other outreach activities for citizens and community groups regarding prevention, identification, and preparedness in emergency situations; participates in other public relations activities in support of the emergency preparedness program.
- Prepare and disseminate educational materials and programs to assist residents in preparing for emergencies both in the home and at work; promotes emergency safety programs.
- Prepare reports for the County Administrator, the Board of Supervisors, and the Local Emergency Planning Committee pertaining to emergency services and emergency management activities.
- Work with the Department of Environmental Quality (DEQ) to manage environmental issues relative to identifying hazards; developing and approving remedial plans; hazardous waste handling and disposal; coordinates issues with other County staff.
- Develop emergency management plans/strategies for special events organized by the County, in consultation with County emergency service providers.
- Coordinates emergency management, fire and EMS related grants.
- Serves as the Health & Safety Officer for the county, maintaining the safety program and OSHA compliance.
- Maintain designated emergency management software, programs and social media presence for emergency management, fire and EMS.
- Maintain public awareness; meets with news media for interviews and prepares press releases.
- Serve as chairperson for the Local Emergency Planning Committee (LEPC).
- Communicate with the County Administrator, Board of Supervisors, volunteer chiefs, and others, as appropriate, to keep them informed on all activities and works in cooperation with these individuals to manage the Department.
- Work with the Virginia Department of Emergency Management to maintain plans, annual requirements for grant reporting, and attend required meetings, e.g., TEPW.
- Plan for and attend meetings with staff, the County Administrator, the Board of Supervisors and special committees.
- Attend educational and training classes and seminars on Emergency Management and convey information of interest to local agencies through formal and informal training programs and meetings.
- Perform related duties as required.

REQUIRED KNOWLEDGE, SKILLS AND ABILITIES

Knowledge of:

- Emergency plan contents and ability to analyze, research and evaluate documents.
- Planning and coordination of emergency programs.
- Researching, application and administering of grant programs.
- Public health practices.
- Local, state and federal laws, and regulations regarding emergency management, disaster response, recovery and mitigation.
- Understanding of the County's responsibility to submit the Local Capability Assessment Report (LCAR) annually by June 30.
- Incident Command System (ICS) and the National Incident Management System (NIMS); Emergency Operations Center (EOC) structure and operating procedures; emergency operations communications systems.
- Management information systems (MIS) and computer applications.

Skills in:

- Collaboratively working with diverse groups on complicated projects.
- Preparing and presenting public information, and public speaking.

- Techniques for analysis and assessment of the types and extent of damage caused by various types of disasters.
- Operation and use of common office equipment including personal computers and copiers.
- Preparation of comprehensive reports, correspondence, and plans involving detail, statistical and other data, or instructions.

Ability to:

- Work independently and take initiative, and thrive in fast-paced, high-stress environments.
- Assess the relative costs and benefits of potential actions.
- Identify emergency and safety exposures.
- Analyze and recommend loss mitigation, prevention and control strategies, policies and programs.
- Develop and implement emergency and educational activity programs and training.
- Interpret State and Federal rules, regulations and directives governing disaster and emergency management.
- Exercise appropriate judgment in answering questions and releasing information, and in analyzing and projecting the consequences of decisions and/or recommendations.
- Effectively communicate orally and in writing.
- Train and instruct varied groups of people on safety.
- Establish and maintain effective working relations with individuals, groups, and public agencies.

ACCEPTABLE EDUCATION, EXPERIENCE, AND TRAINING

- Graduation from an accredited college or university with an Associates's Degree in Emergency Management, Public Health, Safety, Fire Administration, Public or Business Administration, or related field. Moderate experience in fire services, rescue services, emergency management, emergency services, or public safety, or any equivalent combination of education, training and experience. Bachelor's degree preferred.
- Requires the possession of the Federal Emergency Management Agency (FEMA) Professional Development Series and FEMS Advanced Professional Series within one year of hire.
- Requires FEMS Incident Command Series (ICS) 100, 200, 700, 800 and ICS 300 and 400 within one year of hire.

WORKING CONDITIONS AND PHYSICAL REQUIREMENTS

- Incumbent is provided with a County vehicle for use in commuting to and from work and in the performance of official duties.
- Required to carry a cell phone, portable radio and subject to recall at any time during an emergency and may be required to work long hours without normal days off.
- Must be able to travel in personal or assigned vehicle to emergency scenes, meetings, or public events in order to complete office assignments.
- Must be able to respond independently or as directed at odd hours and for extended periods during emergencies.
- Must be available to work some weekends and evenings for presentations, training, and meetings.
- Office environment exposure to computer screens; sitting for prolonged periods.
- Ability to work indoors/outdoors under adverse conditions for an extended period in the event of an emergency.
- Must have the ability to occasionally lift, push/pull, and hold/carry 30 pounds.
- Must have the ability to frequently stand and sit, and occasionally walk over flat and uneven terrain.

POST OFFER REQUIREMENTS

- Criminal Background Check and Motor Vehicle Check

<ul style="list-style-type: none">• Possession of, or eligibility for, a valid driver’s license issued by the Commonwealth of Virginia.• The incumbent is required to reside within 30 minutes regular driving time of the County Administration Offices, or be able to relocate to meet this requirement within 6 months of hiring.			
Department Head Recommended:	Director of HR Approval as to Form:	County Administrator Recommended:	Board of Supervisors Approved:
April 25, 2025	April 25, 2025	May 1, 2025	

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB F

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Authorization to Advertise for a Public Hearing an Ordinance Amendment to Amend § 20-13-3 and § 20-13-5 and Enacting § 20-13-14 Regarding the Food and Beverage Tax				
MOTION(s):	<p><u>Motion #1:</u> I move that Board of Supervisors advertise amendments to the County Code by amending § 20-13-3 and § 20-13-5 and enacting § 20-13-14 for a public hearing to be held June 18, 2025.</p> <p><u>Motion #2:</u> I move that Board of Supervisors approve the School Construction Fund Policy 3.13, as presented.</p>				
BOS WORKPLAN?	Yes	No	If yes, which item(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
		X			
STAFF CONTACT(S):	Dan Whitten, County Attorney				
PRESENTER(S):	Dan Whitten, County Attorney				
RECOMMENDATION:	Motion to approve advertisement for public hearing				
TIMING:	Advertise for public hearing on June 18, 2025				
DISCUSSION:	<ul style="list-style-type: none"> Fifty percent (50%) of the revenues collected from the county's food and beverage tax shall be used solely for public school construction projects in accordance with a policy to be approved by the Board of Supervisors. The ordinance would authorize sellers to deduct three percent of the amount owed for the food and beverage tax, not to exceed \$100, to compensate for the collection and reporting of such taxes. If sellers are paying the food and beverage tax to the Treasurer, they are required to pay an approximately 3% credit card fee. The ordinance would clarify that mobile food units shall collect the food and beverage tax even when they are selling at farmers markets. Authorized by VA Code § 58.1-3833 				
FISCAL IMPACT:	Estimate revenue of \$300,000- \$600,000 would decreased by 3% for the Deduction for Seller to cover administrative costs.				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				

ENCLOSURES:	<ul style="list-style-type: none">• Fluvanna County Code Amendments- § 20-13-3 and § 20-13-5 and § 20-13-14• School Construction Fund Policy 3.13				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
	X				

ORDINANCE TO AMEND “THE CODE OF THE COUNTY OF FLUVANNA, VIRGINIA”, BY AMENDING § 20-13-3 AND § 20-13-5 AND ENACTING § 20-13-14 TO CLARIFY THAT MOBILE FOOD UNITS SHALL COLLECT THE FOOD AND BEVERAGE TAX AND TO AUTHORIZE 50 PERCENT OF THE REVENUE FROM THE FOOD AND BEVERAGE TAX TO BE USED SOLELY FOR PUBLIC SCHOOL CONSTRUCTION PROJECTS IN ACCORDANCE WITH A POLICY APPROVED BY THE BOARD OF SUPERVISORS AND TO ALLOW THE SELLER TO DEDUCT 3% OF THE AMOUNT OF TAX DUE TO COMPENSATE SELLERS FOR THE COLLECTION OF THE TAX

BE IT ORDAINED by the Board of Supervisors of Fluvanna County:

(1) That The Code of the County of Fluvanna, Virginia is amended by amending § 20-13-5 and enacting 20-13-14, as follows:

CHAPTER 20 TAXATION

ARTICLE 13. – FOOD AND BEVERAGE TAX

Sec. 20-13-1. Definitions.

The words and phrases used in this article, shall have, for the purposes of this article, the meanings set forth in Virginia Code Sec. 58.1-3833, as the same may be amended from time to time.

Sec. 20-13-2. Levy of tax; amount.

In addition to all other taxes and fees of any kind now or hereafter imposed by law, a tax is hereby levied and imposed on the purchaser of all food and beverages served, sold or delivered for human consumption in the County in or from a restaurant, whether prepared in such restaurant or not, or prepared by a caterer. Grocery stores and convenience stores selling prepared foods ready for human consumption at a delicatessen counter shall be subject to the tax, for that portion of the grocery store or convenience store selling such items. The rate of this tax shall be four percent (4%) of the amount paid for such food or beverage. In the computation of this tax, any fraction of one-half cent (\$0.005) or more shall be treated as one cent (\$0.01).

Sec. 20-13-3. Exemptions.

The tax levied under this article shall not apply to food and beverages served, sold or delivered which are declared to be exempt pursuant to Virginia Code Sec. 58.1-3833, subsections A. and C., as the same may be amended from time to time. **However, such exemption from the tax shall not apply to food and beverages served or sold from a mobile food unit, as defined in § 58.1-3715.1.**

Sec. 20-13-4. Payment and collection of tax.

Every seller of food with respect to which a tax is levied under this article shall collect the amount of tax imposed under this article from the purchaser on whom the same is levied at the time payment for such food becomes due and payable, whether payment is to be made in cash or on credit by means of a credit card or otherwise. The amount of tax owed by the purchaser shall be added to the cost of the food and beverages by the seller who shall pay the taxes collected to the County as provided in this article. Taxes collected by the seller shall be held in trust by the seller until remitted to the County.

Sec. 20-13-5. Use of food and beverage tax revenues.

Fifty percent (50%) of the revenues collected from the county's food and beverage tax shall be used solely for public school construction projects **in accordance with a policy approved by the Board of Supervisors.**

Sec. 20-13-6. Reports and remittances generally.

Every seller of food with respect to which a tax is levied under this article shall make out a report, upon such forms and setting forth such information as the Treasurer may prescribe and require, showing the amount of food charges collected and the tax required to be collected, and shall sign and deliver such report to the Treasurer with a remittance of such tax. It shall be presumed that all food served, sold or delivered in the County in or from a restaurant is taxable under this article and the burden shall be upon the seller of food to establish by records what food is not taxable. Such reports and remittance shall be made on or before the twentieth day of each month, covering the amount of tax collected during the preceding month.

Sec. 20-13-7. Preservation of records.

It shall be the duty of any seller of food liable for collection and remittance of the taxes imposed by this article to keep and preserve for a period of three (3) years records showing gross sales of all food and beverages, the amount charged the purchaser for each such purchase, the date thereof, the taxes collected thereon and the amount of tax required to be collected by this article. The Treasurer shall have the power to examine such records at reasonable times and without unreasonable interference with the business of the seller for the purpose of administering and enforcing the provisions of this article and to make copies of all or any parts thereof.

Sec. 20-13-8. Duty of seller when going out of business.

Whenever any seller required to collect or pay to the County a tax under this article shall cease to operate or otherwise dispose of his business, any tax payable under this article shall become immediately due and payable and such person shall immediately make a report and pay the tax due.

Sec. 20-13-9. Advertising payment or absorption of tax prohibited.

No seller shall advertise or hold out to the public in any manner, directly or indirectly, that all or any part of the tax imposed under this article will be paid or absorbed by the seller or anyone else, or that the seller or anyone else will relieve the purchaser of the payment of all or any part of the tax.

Sec. 20-13-10. Enforcement; duty of Treasurer.

The Treasurer shall have the power and the duty of collecting the taxes imposed and levied hereunder and shall cause the same to be paid into the general treasury for the County. It shall also be the duty of the Treasurer to ascertain the name of every seller liable for the collection of the tax imposed by this article who fails, refuses or neglects to collect such tax or to make the reports and remittances required by this article. The Treasurer shall have all of the enforcement powers as authorized by Article 2, Chapter 31 of Title 58.1 of the Code of Virginia for purposes of this article. In so acting, the

Treasurer may promulgate reasonable rules and regulations for the interpretation, administration and enforcement of this article.

Sec. 20-13-11. Procedure upon failure to collect, report, etc.

If any seller whose duty it is to do so shall fail or refuse to collect the tax imposed under this article and to make, within the time provided in this article, the reports and remittances mentioned in this article, the Treasurer shall proceed in such manner as he may deem best to obtain facts and information on which to base his estimate of the tax due. As soon as the Treasurer shall procure such facts and information as he is able to obtain upon which to base the assessment of any tax payable by any seller who has failed or refused to collect such tax and to make such report and remittance, he shall proceed to determine and assess against such seller the tax and penalties provided for by this article and shall notify such seller, by registered mail sent to his last known place of address, of the total amount of such tax and penalties and the total amount thereof shall be payable within ten (10) days from the date such notice is sent.

Sec. 20-13-12. Penalty for late remittance or false return.

A. If any seller whose duty it is to do so shall fail or refuse to remit to the Treasurer the tax required to be collected and paid under this article within the time and in the amount specified in this article, there shall be added to such tax by the Treasurer a penalty in the amount of ten percent (10%) of the total amount of the tax owed if the failure is not for more than one month, with an additional penalty of five percent (5%) of the total amount of the tax owed for each additional month or fraction thereof during which the failure continues, such penalty not to exceed twenty-five percent (25%) of the taxes collected but not remitted, provided, however, the minimum penalty shall be ten dollars (\$10.00), or the amount of the tax assessable, whichever is less.

B. If any seller whose duty it is to do so shall fail or refuse to file any return required by this article within the time specified in this article, there shall be added to such tax by the Treasurer a penalty in the amount of ten percent (10%) of the tax assessable on such return or \$10, whichever is greater; provided, however, that the penalty shall in no case exceed the amount of the tax assessable.

Sec. 20-13-13. Violations of article.

Any corporate or partnership officer as defined in Virginia Code § 58.1-3906, or any other person required to collect, account for and pay over tax under this article, who willfully fails to collect or truthfully account for and pay over such tax, and any person who willfully evades or attempts to evade any such tax or payment thereof, shall be punished in accordance with Sec. 1-10 of this Code. Conviction of such violation shall not relieve any person from the payment, collection or remittance of the taxes or penalties provided for in this article. Any agreement by any person to pay the taxes or penalties provided for in this article by a series of installment payments shall not relieve any person of criminal liability for violation of this article until the full amount of taxes and penalties agreed to be paid by such person is received by the Treasurer.

Sec. 20-13-14. Deduction for seller.

For the purpose of compensating sellers for the collection of the tax imposed by this article, every seller shall be allowed three percent (3%) of the amount of the tax due and accounted for in the form of a deduction on his monthly return not to exceed one hundred dollars (\$100.00) per

monthly return; provided, the full amount shall be due if any part of the payment is delinquent at the time of payment.

(2) That the Ordinance shall be effective on August 1, 2025.

03. FINANCE

3.13. School Construction Fund

BOS DRAFT - May 7, 2025

3.13.1. Purpose. To provide funding support for the construction of new public school buildings or major expansion and/or renovation of existing public school buildings used for K-12 Instructional or Career and Technical education programs.

3.13.2. Policy. There is hereby created a special fund to be known as the School Construction Fund. Fifty percent (50%) of the revenues collected from the county's food and beverage tax shall be allocated to the School Construction Fund. Gifts and donations through the Fluvanna County Voluntary Contributions Program may also be allocated to the School Construction Fund, which allows individuals the opportunity to directly support a program most important to them. Funds accumulated for school construction are designated for new public school buildings or for major expansion and/or renovation of existing public school buildings. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it.

3.13.3. Procedure

A. School Construction Fund requests shall be submitted formally from the Fluvanna County Public Schools to the County Administrator via the Director of Finance.

B. The Finance Director and County Administrator will review requests and make recommendations for approval/disapproval based on this policy.

C. The County Administrator shall forward School Construction Fund requests, with staff recommendations, to the Board of Supervisors for their review and action.

(Seal)

PUBLIC HEARING
Fluvanna County Board of Supervisors
Wednesday, June 18, 2025, at 7:00 p.m.

Pursuant to Virginia Code § 15.2-1427, a Public Hearing will be held in the Fluvanna County Circuit Court, at 72 Main Street, Palmyra, VA 22963 Virginia for citizens of the County to have the opportunity to appear before and be heard by the Board of Supervisors for the following item:

Ordinance to Amend “The Code of the County of Fluvanna, Virginia,” by amending § 20-13-3 and § 20-13-5 and enacting § 20-13-14 to clarify that mobile home units shall collect the food and beverage tax and to authorize 50 percent of the revenue from the food and beverage tax to be used solely for public school construction projects in accordance with a policy approved by the Board of Supervisors and to allow the seller to deduct 3% of the amount of tax due to compensate sellers for the collection of the tax

A copy of the full text of the ordinance is available for review by the public at www.fluvannacounty.org and in the office of the County Administrator during regular office hours. All interested persons wishing to be heard are invited to attend the public hearing.

TO: Fluvanna Review

Advertise on the following dates: May 29 & June 5, 2025

Authorized by: Fluvanna County Board of Supervisors

Bill to: Board of Supervisors

CONTACT INFORMATION:

Caitlin Solis
Clerk, Board of Supervisors
Fluvanna County
P. O. Box 540
Palmyra, VA 22963
csolis@fluvannacounty.org
434-591-1910
434-591-1913

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB G

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Employee Engagement Survey Platform				
MOTION(s):	<p><u>Motion #1:</u> I move the Board of Supervisors approve the County Administrator to move forward with an employee engagement survey platform with _____, in an amount not to exceed \$_____.</p> <p><u>Motion #2:</u> I move the Board of Supervisors approve a budget transfer in the amount of \$_____ from the FY25 BOS Contingency Budget to the FY25 County Administrator Budget.</p>				
BOS WORKPLAN?	Yes	No	If yes, which item(s):		
		X			
AGENDA CATEGORY:	Presentation	Action Matter	Public Hearing	Consent Agenda	Other
		X			
STAFF CONTACT(S):	Eric Dahl, County Administrator				
PRESENTER(S):	Eric Dahl, County Administrator				
RECOMMENDATION:	Approve				
TIMING:	Routine				
DISCUSSION:	<p>Currently, there are approximately 233 full-time positions.</p> <p>Culture Amp (<i>Staff Recommendation</i>) Up to 250 Users: \$10,020/year Up to 300 Users: \$11,560/year</p> <ul style="list-style-type: none"> Fixed for the subscription year. Prices are inclusive of <i>unlimited use of the module(s)</i>, access to Culture Amp training (on-demand, recorded, and live), coached office-hours, and global support. There are no set-up, hidden, or implementation fees. Potential for 2-year and 3-year agreements. By choosing a multi-year agreement, current pricing is secured for the duration of the subscription. Annual cost is still recalculated based on number of employees each year, however would be shielded from any price increases that may occur within those headcount tiers during agreement term. <p>Polco \$6,500 – Limited to one survey per contract term.</p>				
FISCAL IMPACT:	<p>Culture Amp: \$10,020 - \$11,560/year depending on number of employees at time of signing contract Polco: \$6,500/year</p> <p>The current FY25 BOS Contingency balance is \$176,761.</p>				

POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	<ul style="list-style-type: none">• Culture Amp informational materials• Polco informational materials				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
		X			X

From: Peter Cyran
To: Kelly Belanger Harris
Subject: Fluvanna County + Culture Amp Follow-Up
Date: Monday, November 4, 2024 2:07:24 PM
Attachments: CustomerJourneyEngagementStandard_Onepager.png
 Why Culture Amp One-Pager.pdf
 culture-amp-differentiation-guide.pdf
 Engage_OnePager.pdf

You don't often get email from peter.cyran@cultureamp.com. [Learn why this is important](#)

[EXTERNAL EMAIL] USE CAUTION.

Hi Kelly,

Thank you for taking the time to connect today! I enjoyed learning more about Fluvanna County's employee experience initiatives and appreciate the insight into what you and the team envision for your culture moving forward.

Below I have included some resources as well as pricing for you to review and share with the team:

Next Steps:

- November 4th 2024
 - Peter to send follow-up resources - **DONE!**
- November 6th 2024
 - Board to update Kelly on Engagement Initiative
- Important Dates & Timelines
 - Unknown Right Now Until Board Meets

Pricing for up to 250 & 300 Employees:

Engagement (Up to 250 Users): \$10,020/year

Engagement (Up to 300 Users): \$11,560/year

- Fixed for the subscription year, *no matter how much you organically grow headcount via hiring*
- Prices are inclusive of unlimited use of the module(s), access to Culture Amp training (on-demand, recorded, and live), coached office-hours, and global support. There are no set-up, hidden, or implementation fees.
- We also offer 2-year and 3-year agreements. By choosing a multi-year agreement, you secure our current pricing for the duration of the subscription. Annual cost is still recalculated based on your company's headcount each year, however you are shielded from any price increases that may occur within those headcount tiers during your agreement term.

Resources:

Fluvanna County - Why Culture Amp

- Attached are just some of the reasons why culture-first organizations partner with us

Fluvanna County - Differentiation Guide

- This Workbook Outlines the main five differentiators that sets us apart from our competitors

Fluvanna County - One Pagers for Engagement

- Easy to skim information on the modules we went over that you can share with other members of your team.

Fluvanna County - Call Recording

- You will receive the link in a separate email. I have made it available for 60 days. If you require more time please let me know.

If you have any questions or are interested in any other resources, just let me know and I will be happy to assist wherever I can.

Very much look forward to hearing back from you and hope you have a great rest of your day!

--

Peter Cyran (he/him)

Account Executive

Office: +1 (773) 923-3090

Cellphone: +1 (941) 724-9616

LinkedIn: <https://www.linkedin.com/in/peter-cyran/>

[Book time on my calendar](#)

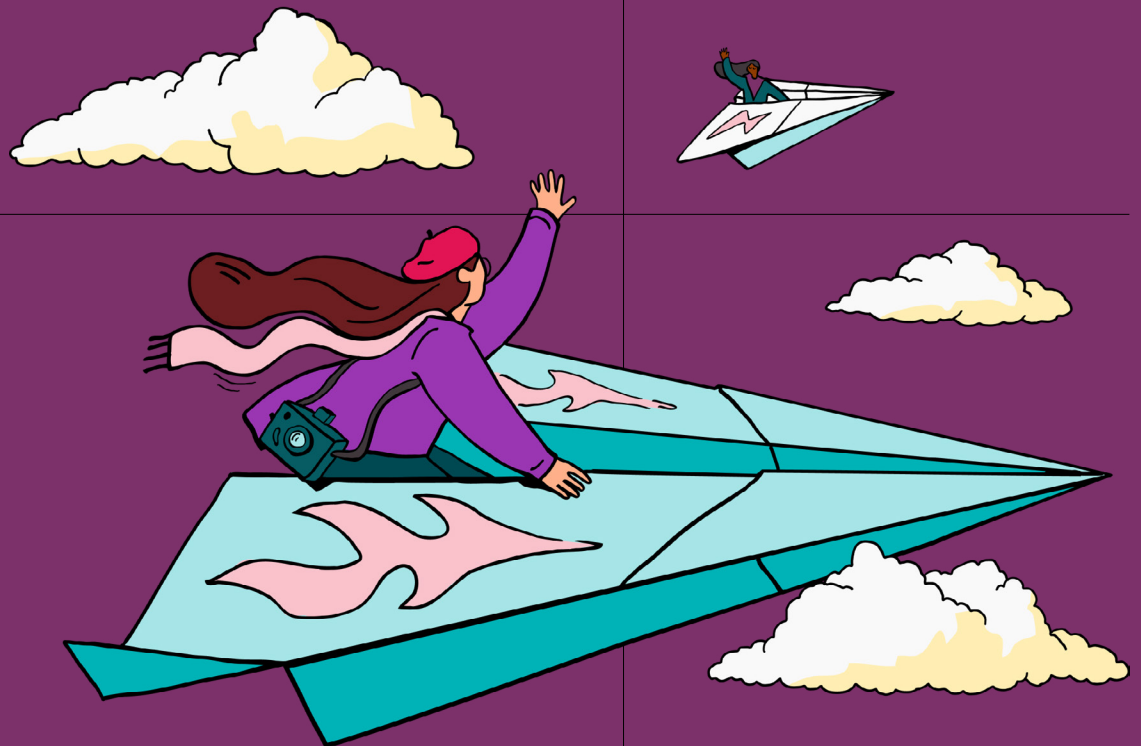


The Employee Experience Platform

www.cultureamp.com



5 Reasons to choose Culture Amp





What sets Culture Amp apart

With so many employee experience platforms out there, why should you trust Culture Amp to create an intentional culture that delivers results? Well, there are five main differentiators that set Culture Amp apart from its competitors:

1. Powerful people science you can count on
2. Unparalleled data & connected insights to fuel your workforce
3. A service model like no other
4. An intuitive interface that drives engagement
5. The thriving Culture First community

Read on to learn more about each of these factors – and find out why 6,600+ leading companies worldwide choose to power their employee experience (EX) with Culture Amp.

1. Powerful people science you won't find anywhere else

People science is the practice of understanding and shaping how people think, feel, behave, and learn – and it's at the heart of everything Culture Amp does. It's a cross-disciplinary practice that exists at the intersection of behavioral psychology, organizational development, business analytics, and data science.

Unlike competitors that outsource their research, Culture Amp's people science team works fully in-house, focusing 100% of their research efforts on our product and our customers. Each people scientist at Culture Amp has:

- A master's degree or Ph.D. in Organizational Psychology, Organizational Development, HR/Business Analytics, or a related field
- 3+ years of applied experience, for example, working as an HR professional within an organization and/or consulting with organizations
- At least 2 years of applied experience working with surveys throughout the employee lifecycle (candidate, onboarding, engagement, inclusion, exit) and/or 360-type feedback processes

This mighty team works across the organization, constantly improving our product, conducting and sharing the latest research on the business impact of EX, and partnering with organizations just like yours to help:

- Create equitable processes that reduce bias for all employees
- Set goals and manage OKRs across the company
- Build critical connections that keep teams aligned through effective 1-on-1 strategies
- Manage and motivate employee development with clear growth plans
- Provide science-backed guidance to upskill managers
- Co-design surveys to collect the right data for strategic decision-making

“Culture Amp’s *people scientists* helped us establish some frames and guard rails around what we wanted... We were able to map responses back to the team, department, and business unit levels to understand if any [attrition] patterns were appearing across the organization.”

Rich Taylor

Senior Vice President, People Experience & Diversity
Nasdaq



2. Unparalleled *data* & connected *insights* to fuel your workforce

Data is key to surfacing the insights you need to foster a high-performing, highly engaged workforce. That's why we've collected **approximately 1 billion survey responses* worldwide** from over 6,600 of the most innovative and successful organizations globally.

Our data comes from companies of all sizes and industries, giving us a wealth of knowledge about what does and doesn't work when it comes to organizational culture and performance.

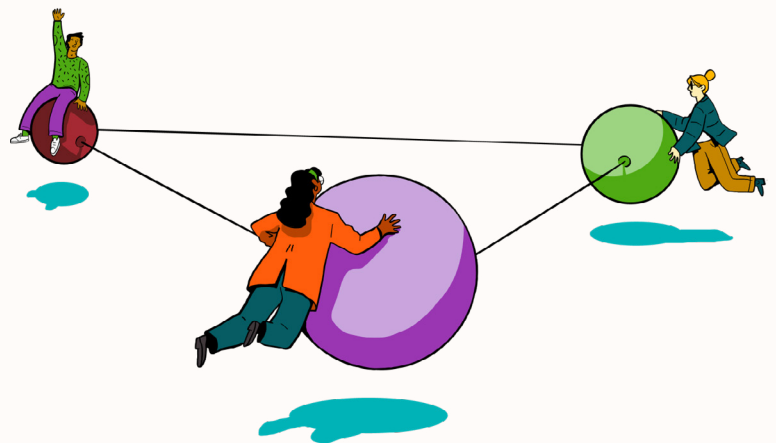
It's not just the number of individual survey responses that makes Culture Amp stand out. By leveraging advanced analytics to aggregate insights from statistically valid groupings (i.e., industry, region, job function, and individual attributes), we provide our customers with a comprehensive view of their organization's strengths and weaknesses, and benchmark their performance against industry peers.

*Over 41 million surveys have been completed with Culture Amp to date, making up the world's largest employee data lake.

Moreover, the Culture Amp platform allows customers to connect insights across engagement, development, and performance measures while also linking survey results back to specific business outcomes. This gives you and your business the ability to:

1. Improve engagement among your top performers
2. Save costs by reducing turnover
3. Connect the dots between employee engagement and customer satisfaction
4. Improve the productivity of your managers and HR teams

When you select Culture Amp as your employee experience solution, you're choosing a tool at the forefront of people analytics. Unlock the insights you need to create a culture of engagement and performance that drives business results with the largest employee dataset in the world.



A service model like no other

At Culture Amp, we understand that your organization's success depends on having an employee experience partner you can rely on. That's why we've built a service model that puts our customers first.

Right from the very start, you'll have access to Culture Amp's world-class customer success team. These experts are dedicated to helping you get the most out of our platform and achieve your engagement, performance, and development goals. Our support services include:

- Performance review training
- Platform setup & training
- Survey guidance
- Survey design & launch
- Post-survey guidance & results
- Action & strategy planning

And we do more than just provide support. **At Culture Amp, we believe that great service goes beyond solving problems – it's about building relationships and helping our customers achieve their goals.**

Together, we explore your unique needs and goals and develop a customized plan for success that grows as your organization grows.



“The beauty of the platform is that it’s easy, and I don’t need much technical support. But knowing I have access to such helpful people who offer great ideas and engage in a productive dialogue is a huge differentiator.”

Paula de Haen

Paula de Haen, VP of People Programs

[Ticketmaster](#)

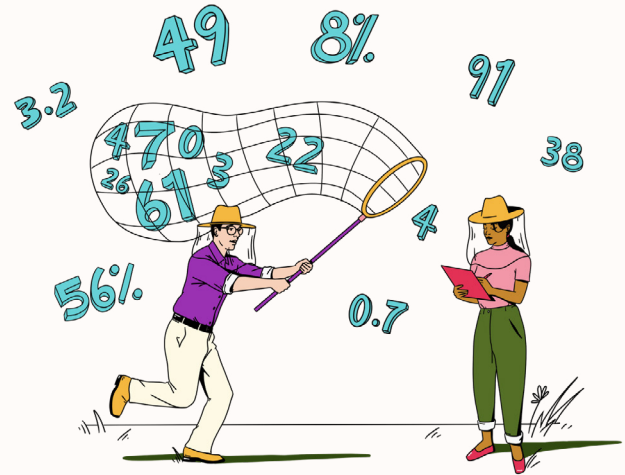
4. An intuitive *interface* that drives engagement

The Culture Amp platform was built with the user in mind. Its clean and simple design is easy for anyone to use – whether you're a C-level executive, HR leader, front-line manager, or individual contributor.

That's one reason **Culture Amp scored 45-66% higher than other major HRIS vendors in Net Promoter Score (NPS)**, which measures (1) the likelihood of recommending a product to a friend or colleague and (2) customer satisfaction.

Our intuitive interface was designed to drive engagement and participation across the full platform, from performance reviews to development planning and employee surveys. Don't just take our word for it, though. Look at the data. For example, customers that hold surveys on the Culture Amp platform have an **80% participation rate on average**.

Culture Amp was designed to be flexible – using the platform, you can easily customize surveys, set OKRs, and design competency frameworks. Plus, with our powerful analytics tools, you can quickly analyze your results to gain insights into what's working and what's not.



“The real-time nature of the platform is like nothing I’ve ever seen before. It’s incredibly fast to make changes, to get Results, and to derive insights. We get a very unbiased objective view of what people are saying, what people are feeling, what they want, and what they need.”

Amy Toppen

VP HR

[Soulcycle](#)

The thriving *Culture* *First* community

When you become a Culture Amp customer, you get more than our software and services – you get access to the [Culture First community](#), the largest global community of HR executives and people leaders.

Made up of **100,000 HR executives, practitioners, and change agents globally**, the Culture First community is a place where you can work through shared workplace and cultural challenges – together. Join our community for exclusive resources, including:

- Early access to new features and product updates from Culture Amp
- Live events and webinars featuring industry experts and thought leaders
- Online forums and discussion groups where you can connect with peers, ask questions, and share your experiences
- Best practice guides and resources for improving your organization's culture and engagement

Above all, the Culture First Community is a place to get to know others who share your values and vision for better workplace culture. Whether you're just starting out on your journey or you're a seasoned pro, you'll find a supportive community of peers who want to help you succeed.

Looking for a science-based performance process, rooted in human insight, that your employees will love?

See how Culture Amp can help your initiatives today.

Contact us

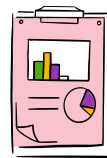
Understand your employees to *transform* your strategy

Harnessing people science and technology, we give you the insights, tools, and support you need to understand your people so you can make the right decisions and drive positive change.



Partnering with 6,000+ companies since 2009, we've seen how the most successful organizations consistently deliver on their goals by improving their employee experience. And we're here to share that knowledge with you. We can help you pinpoint culture challenges by scaling powerful insights across your organization to achieve meaningful behavior change and growth.

The Culture Amp difference:



Access flexible surveys you can trust

Enjoy a library of research-backed engagement, pulse, and deep-dive templates designed by our psychologists and data scientists – ensuring accurate results. Use them off the shelf or tailor to your specific needs with help from our world-class support.



Gain powerful insights for everyone

Understand exactly where to focus via quick, intuitive analytics. Reports are customizable for every level, giving your managers the information and direction they need to drive change. You can even get ahead of attrition with our turnover prediction tools, saving money and time.

“For our developer community, our turnover decreased by 43% and Culture Amp has been critical in helping us achieve that improvement. We see a clear link between employee engagement and commercial success.”



Make an impact

Take meaningful action across the board with our strategic guidance and the largest collection of tried-and-tested inspirations from leading companies, thought leaders, and experts. Plus, you can benchmark results against thousands of organizations to learn from the best.

CHRISTOS TSAPROUNIS & STEPHEN MOSS
Heads of People & Culture at Auto Trader

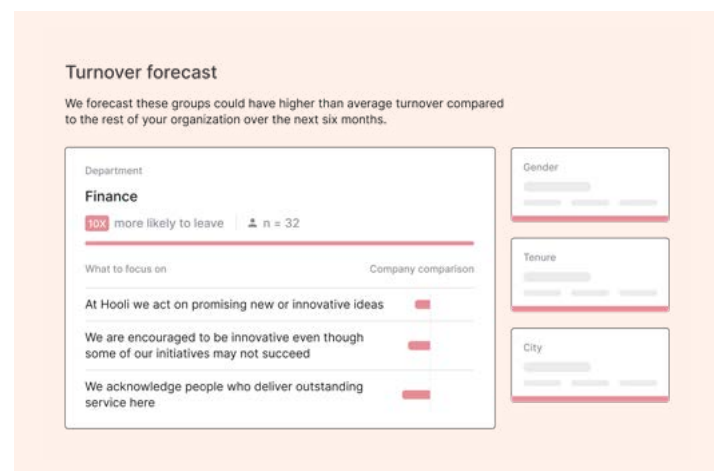
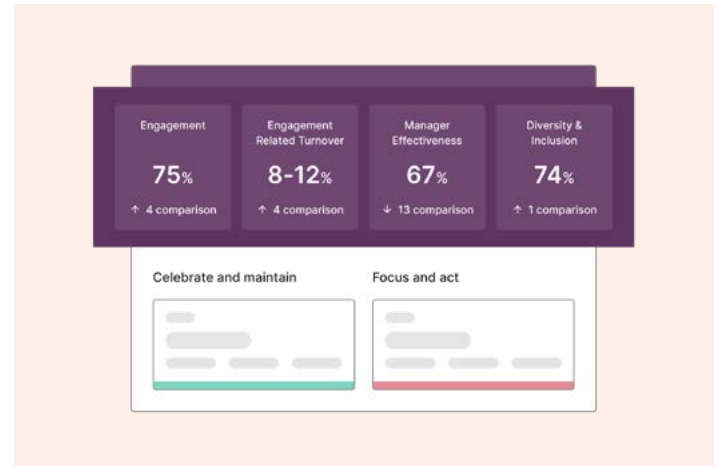
 AutoTrader

Engagement by Culture Amp

BOS2025-05-08 p.268/370

Everything you need in one intuitive platform.

- ✓ Research-backed templates
- ✓ Custom surveys
- ✓ Full-picture survey programs
- ✓ Powerful, intuitive analytics
- ✓ Clear focus areas and action plans
- ✓ Turnover prediction
- ✓ Strategic leader reports
- ✓ Coaching built for busy managers
- ✓ 1-on-1 tool to drive change
- ✓ Flow of work integrations (incl. Slack and Microsoft Teams)
- ✓ All powered by people science



Positive engagement is good for business

COMPARED TO LESS ENGAGED COLLEAGUES, ENGAGED EMPLOYEES RESULT IN:

43%

more revenue brought in ^[1]

34%

higher customer satisfaction metrics ^[2]

5X

less likely to turnover ^[3]

[1] Murlis, H. & Schubert, P. (2001). Engage Employees and Boost Performance. Hay Group. [2] Vance, R. J. (2006). Employee engagement and commitment: A guide to understanding, measuring, and increasing engagement in your organization. Alexandria, VA: The SHRM Foundation. [3] Buchanan, L. (2004). The things they do for love. Harvard Business Review, 82, 19-20.

“I’ve been able to work more strategically with our executive team and give solid guidance on how to interpret and use our results and how to create action plans. I consider Culture Amp to be a true partner.”

SHELLEY OSBORNE

Vice President of Learning at Udemy



Join 6,000+ companies in creating a *better* world of work



McDonald's



ORACLE



Etsy





Proposal Fluvanna County, VA

Prepared on

November 19, 2024

Expires on

March 19, 2025

Proposed Subscription Term

February 3, 2025 - February 2, 2026

Prepared by

Laurence Matthews
laurence.matthews@polco.us
(608) 710-8404

Policy Confluence, Inc. (Polco)
1241 John Q. Hammons Dr, #203
Madison, WI 53717
polco.us

Executive Summary

Polco is a trusted leader in civic engagement and data-driven governance solutions, offering tools to help communities like **Fluvanna County** understand their stakeholders better, make informed decisions, and improve trust. Our platform provides robust data visualizations and reporting that give you a full picture of your staff base to inform retainment and recruitment efforts. This proposal outlines how Polco will empower Fluvanna County to enhance decision-making with the help of our **National Employee Survey (NES)**.

Polco Overview

Our Story

Polco was founded in 2015 by former public servants who, after working at top tech companies (Google and Amazon), returned to the public sector with a mission to improve government performance through better civic engagement (crowdsourcing collective intelligence) and better use of civic input data, data in general, and analytics via artificial intelligence (AI).

In 2019 Polco acquired the **National Research Center** (NRC), the largest provider of standardized scientific local government surveys in the country which had amassed a local government performance data set of thousands of communities over 20 years. NRC's founders and key leaders are still with Polco doing advanced data science and survey science. Polco, now together with NRC, is working with more communities and growing faster than either was previously.

In 2021, Polco co-founded **GPAL (Government Performance Action & Learning)** along with the University of Wisconsin Madison and Stanford. GPAL is a government performance data and analytics consortium that brings together not only Polco and NRC historical survey data but also virtually every other public sector data relevant set into a cleaned, appended, monthly refreshed, cloud-based data warehouse. The breadth and depth of that data can make more confident predictions of community trajectories earlier, and, for the first time ever, begin to isolate the impacts of a variety of policies, programs, and other factors on government performance in order to answer seminal questions that have been elusive to the sector for decades, and in some cases centuries. This data is made available to jurisdictions through Polco's **Track**.

In 2023, Polco began development of **Polly**, a secure LLM-agnostic multi-agent RAG AI infrastructure to accelerate the breadth, depth, speed, and ease with which Polco could deliver data, analytics, reports, and other critical government workflow elements to public employees.

Polco's mission remains the same: bring communities together around their most important issues through informative transparent engaging communications, use that and other data together in concert to help leaders make great data informed decisions, and thereby demonstrate great outcomes, accountable governance, build trust, re-energize civic agency, and improve constituent quality of life. The Polco team feels extremely fortunate to have made good progress on this mission, but also feels there's a lot of work ahead left to do. The team is honored to do it.



Polco's Credibility and Reach

Polco's engagement tools have been widely adopted by communities across the United States, including partnerships with **ICMA** and **NLC**. We have successfully supported hundreds of communities in their public engagement efforts. Our case studies demonstrate the impact Polco has had on cities both large and small.



- [How Goodyear Became the Highest-Rated Workplace by Surveying Employees:](#)
Using Polco's **National Employee Survey** and **Track** tool, Goodyear improved resident satisfaction and trust in governance by basing decisions on reliable community data.
- [How Nevada County Involves Its Employees in Organizational Innovation](#)
Improving employee engagement and satisfaction is difficult but worthwhile work for local governments. Beyond showing employees that management cares about their experience, these efforts also impact the community's quality of life as a whole.

Customer Proposal

Fluvanna County faces challenges in constructively engaging employees and tracking staff sentiment. Internally developed surveys may not guarantee the anonymity that the staff base expects and response rates could suffer. The National Employee Survey guarantees employee confidentiality and anonymity while also benchmarking results against communities around the country to contextualize results.

Solution Details

[The NES:](#) The National Employee Survey helps governments assess employee satisfaction, engagement, and organizational culture through confidential feedback, and provides valuable insights to improve workplace conditions and benchmark performance against other agencies.

Our Team

A veteran-led GovTech company, Polco provides advanced engagement and analytics solutions that unite governments and constituents for stronger, better-trusted communities. Our industry-leading surveys, government performance data, analytics, and interactive simulations engage residents and provide government leaders with clear insights that inform, help prioritize decisions, and build trust in their communities. Our team has deep roots in data science, public opinion research, and AI. We create analytics, dashboards, models of community livability, and metrics for government performance. We have a deep bench and the people working directly with you will depend on the timing and needs of your engagement - but here we highlight a few of our talented colleagues.



Nick Mastronardi, PhD, CEO: Nick has over 20 years of experience in AI, starting as a research physicist developing classification algorithms for missile guidance systems in the Air Force. He later joined Amazon, where he worked on key business initiatives, including internal budgeting and prioritization, and built AI-based automatic repricing algorithms for 17,000 strategic products. Additionally, Nick served as a Senior Economist on the President's Council of Economic Advisors at the White House, contributing his expertise in economic policy and analysis.



Brandon Barnett (Senior Survey Associate) Brandon has managed dozens of customer-facing projects. He regularly consults with Cities and Counties to implement assessments to understand the needs of their communities, employees, and other stakeholders. He has created custom surveys, led benchmark projects, and was the project manager for Virginia's state-wide implementation of the Community Assessment Survey of Older Adults. He enjoys working closely with clients to understand their data needs and give them the tools to ensure they can make data-driven decisions. Internally, he works with colleagues across teams to bring the voice of customers to product development.



Jason Neumeyer (Senior Survey Associate) has a Master's degree in Political Science with an emphasis in political methodology and American institutions. He has spent several years teaching and researching in these areas at the University of Wisconsin-Oshkosh. Jason manages both benchmark and custom projects to help leaders make data-driven decisions that accurately represent their residents' preferences and improve their quality of life.

Investment Details

Your Polco Plan (12-Month Term)				
Polco Modules				
-	Track			
	-	Overview Dashboard and All Domains		-
	-	Polly: AI Analyst for Public-Facing Organizations		-
✓	Engage			
	✓	Ask (Internal Surveys and Polls)		Included
	-	In-Product Weighting		-
✓	Assess		Frequency	
	-	National Community Survey	-	-
	✓	National Employee Survey	-	\$8,875
	-	National Business Survey	-	-
	-	National Law Enforcement Survey	-	-
	-	National Employee Survey - Law Enforcement	-	-
	-	Community Assessment Survey for Older Adults	-	-
	-	Add-On: Integration of Prior Results	-	-
	-	Add-On: Spanish Language Translation	-	-
	-	Add-On: In-person Presentation of Results	-	-
Balancing Act Modules				
-	Full Suite			-
-	Simulation - Budgeting (\$6,000 Stand-Alone)			-
-	Prioritize (\$6,000 Stand-Alone)			-
-	Taxpayer Receipt (\$3,000 Stand-Alone)			-
	Total Investment			\$8,875 \$6,500

Appendix A:

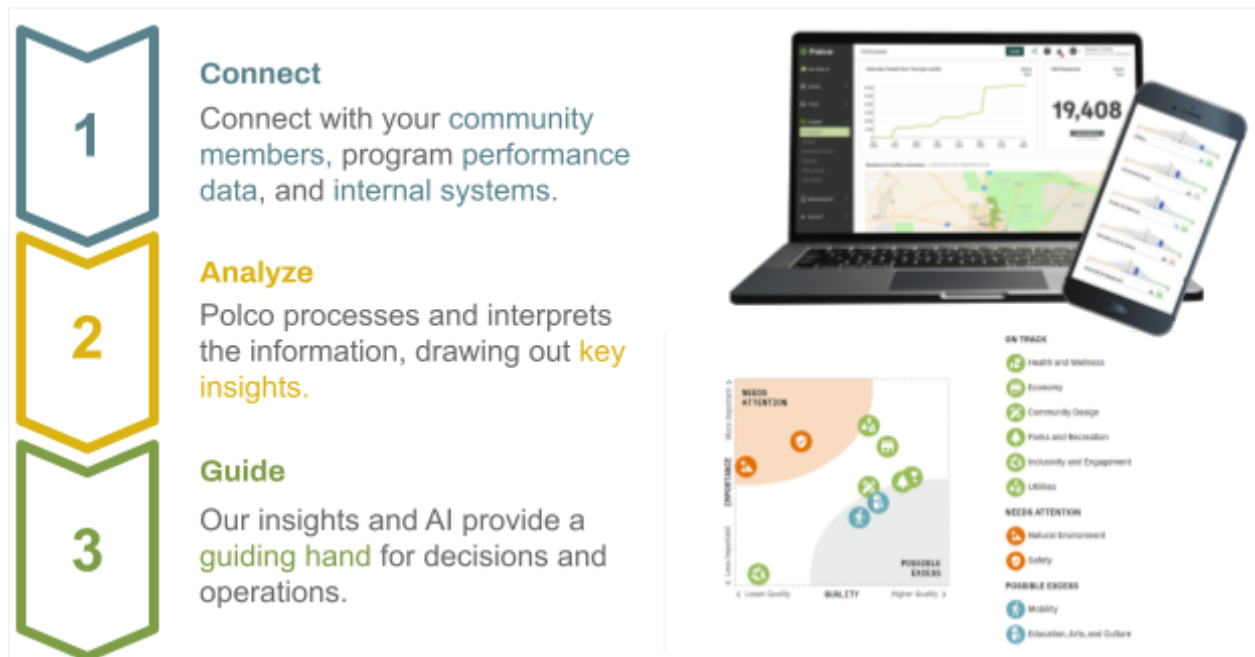
Polco Full Capability Overview

The main body of this proposal highlights how specific Polco tools and capabilities can address your current needs. The following pages seek to outline those capabilities within Polco's full ecosystem to provide context on how we could help meet future needs.

At Polco, we make it easier to build stronger, healthier communities by providing data-driven insights and AI-powered guidance for decision-making and operations. Our platform is designed for local governments, school districts, state agencies, and other public sector organizations to connect with residents and stakeholders, analyze performance data, and guide decisions.

Polco's Approach

To promote smooth operations, faster decisions, and more effective outcomes.



Why Polco?

Technology to make your job easier and your community better

Communities today face increasing pressure to do more with fewer resources, especially in regions where relationships with residents may be strained. Polco empowers community leaders with the data and tools they need to tackle these challenges with confidence.

- **Holistic Understanding:** Gain insights into your community, with resident feedback and performance metrics.
- **Actionable Data:** Move from identifying resident needs to applying for grants or updating strategic plans in just minutes.
- **Trusted Partner:** Polco is used in over 400 communities, with decades of regularly contributing to thought leadership in the governance space , through research, webinars and courses, industry presentations, and more.

Connecting with Your Community

Use Polco's software to connect with your community members, program performance data, and internal systems.

Assess - Statistically Sampled Benchmark Surveys

The National Community Survey® (The NCS)



Captures residents' views on facets of community livability, supporting informed decision-making and performance measurement.

Community Assessment Survey for Older Adults® (CASOA)



Focuses on the needs of older adults, covering housing, transportation, healthcare, and social services.

The National Employee Survey® (The NES)



Measures government employee satisfaction and engagement to enhance organizational culture.

The National Business Survey® (The NBS)



Gathers business insights on the local environment, employment, and community amenities, helping improve economic vitality.

The National Law Enforcement Survey®



(The NLES) Assesses public perceptions of safety and community policing to improve law enforcement practices.

The National Employee Survey for Law Enforcement (The NESLE)



Measures law enforcement employee satisfaction, morale, and organizational culture.

1

Engage - Resident Input and Communication



Budget Simulation

Engages residents in the budget process to foster transparency and understanding of government finances



Taxpayer Receipt

Detailed tax breakdowns for fiscal transparency and resident understanding of what their tax dollars paid for



Survey

Customizable surveys with multiple options for structure and question formats



Prioritize

Presents detailed options for residents to rank community projects or policies, providing valuable insight into priorities



Content Post

Integrates data and narratives With multimedia to give context and share requests and results with residents



Poll

For time-sensitive feedback on specific local issues, with commenting feature for additional context



Housing Simulation

Allows residents to interactively participate in housing planning decisions



Polco Library

A resource hub with best practices and hundreds of ready-to-implement topical surveys for pressing issues



Live Event

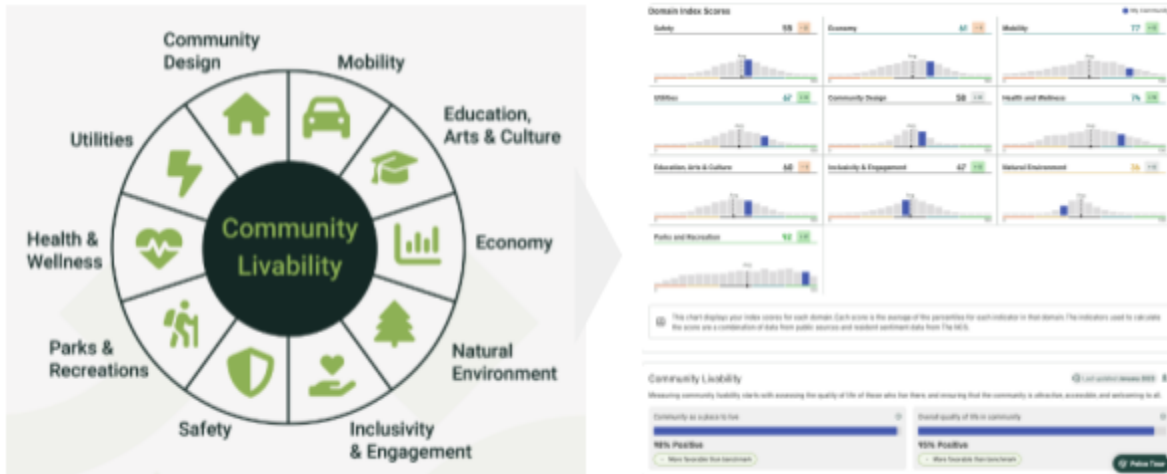
Real-time polls during online or in-person events to gather immediate input

1

Connecting with your Data

Out-of-the-box Performance Evaluation

Organized by ten facets of community livability our **Track - Data Dashboards** provide a holistic view of a community's well-being through hundreds of data points with trends and benchmark comparisons



Systems Integration

Bring data to your processes

- Budgets
- Planning
- Outreach
- Grant applications
- Registration
- Utilities
- Payments



Analyze

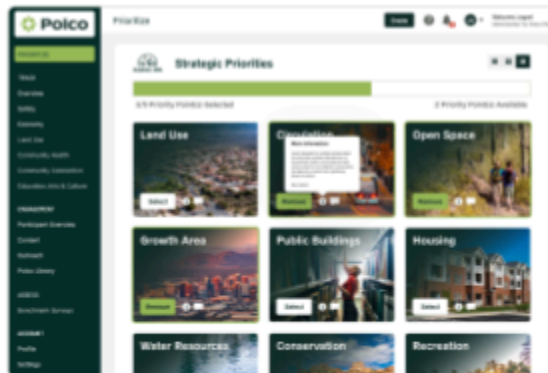
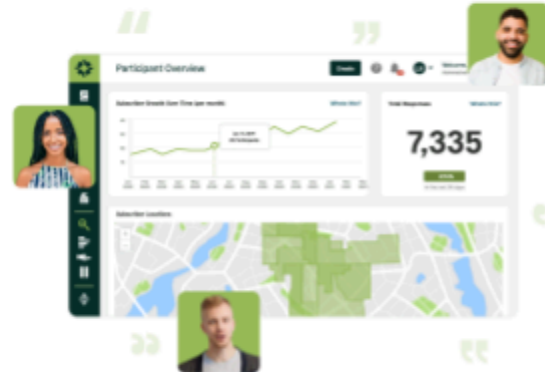
Let our system analyze and process community input and other data, interpret the information for you, and draw out key insights in visually compelling ways.

Advanced Analysis and Visualizations



To get you the information and insight you need most.

Community Liability Snapshot

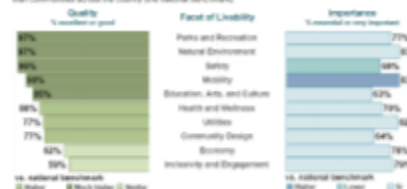


Interactive Reporting



Trends, Benchmarks, Disparity Analysis, and more

The table below shows the proportion of residents who rated the community factors positively for quality and the priority importance listed on each. Also displayed is whether local quality ratings were lower, similar, or higher than communities across the country (the national benchmark).



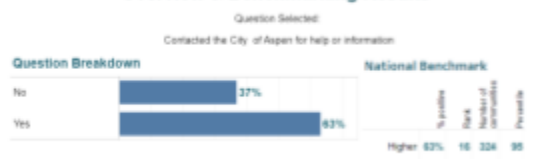
The gap analysis chart below shows the same data as above. However, this chart more clearly illustrates the comparative differences in quality and importance ratings for each factor, as well as the absolute ratings for each.



Table 1:
Choose a Question to View Results*

Select Question Below	Percent Positive	Comparison
Aspen as a place to live	79%	Similar
Your neighborhood as a place to live	80%	Similar
Aspen as a place to raise children	71%	Similar
Aspen as a place to work	67%	Similar
Aspen as a place to visit	92%	Much higher
Aspen as a place to retire	42%	Lower

-- Overview & Benchmarking Results* --



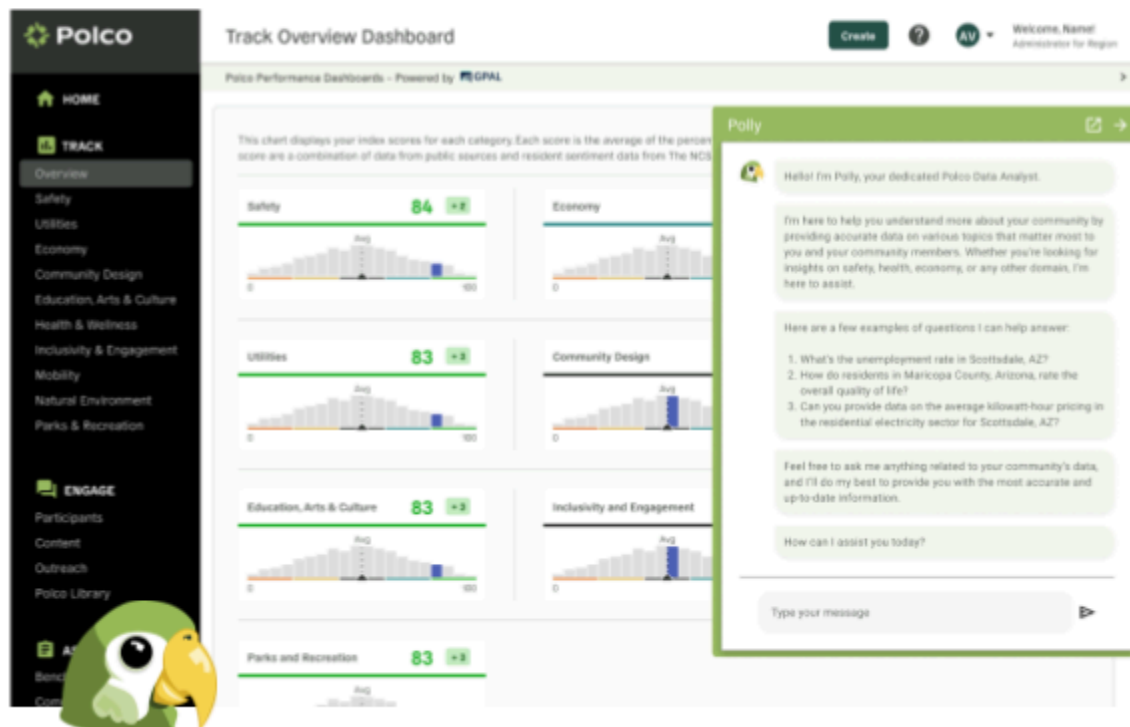
Guide

Our AI is designed to be a guiding hand for your decisions and operations, working with you to help establish priorities, apply for grants, draft strategic plans, build community engagement strategies, or anything in between.

Polly AI



Polly AI is Polco's advanced AI framework, providing community leaders with tailored recommendations across various governance domains. It integrates well with Polco's tools to support strategic planning, community engagement, and grant writing, and much more.



Not only able to answer critical questions, our AI can draft grant applications and strategic plans, learn to perform advanced analysis on your data, and much more.

Where do we do better and worse than the national benchmark?

What were the City of ABC's highest and lowest ratings from The NCS in 2024?

What data can you provide on natural environment in my City?

What data can support a grant application for parks funding?

?

Does our data show disparities by income level?

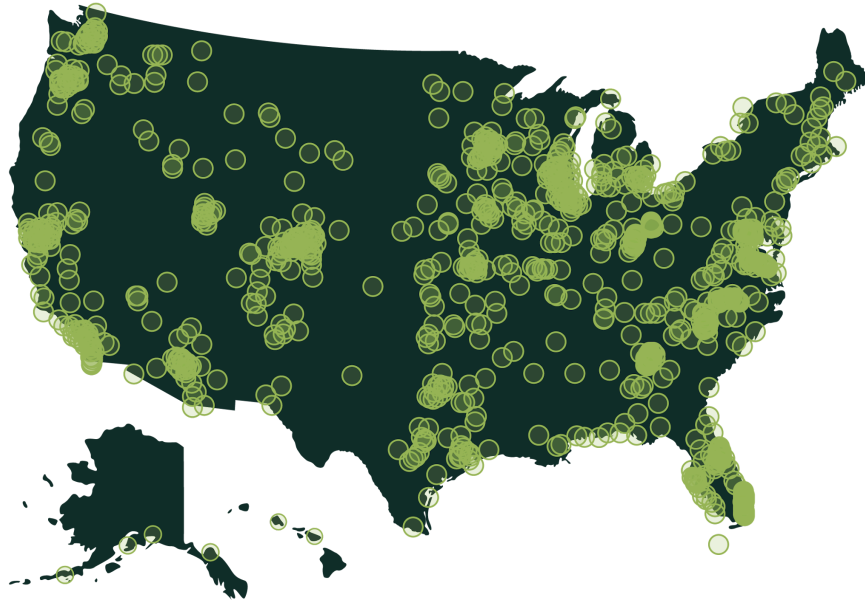
Create a short summary of our economic outlook to be used in a press release.

What key areas should the City focus on for writing our Strategic plan?

How can we maximize resident participation in surveys and polls?

Community Success

Polco is trusted by over 400 communities, ranging from large cities and states to organizations serving under 1,000 people. Whether you're applying for grants, designing a new park, or improving workforce development, Polco can guide you every step of the way.



FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB H

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Adoption of the Fluvanna County Board of Supervisors March 19, 2025 Meeting Minutes.				
MOTION(s):	I move the meeting minutes of the Fluvanna County Board of Supervisors Regular Meeting on Wednesday March 19, 2025, be adopted.				
BOS WORKPLAN?	Yes	No	If yes, list item(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				XX	
STAFF CONTACT(S):	Caitlin Solis, Clerk to the Board				
PRESENTER(S):	Eric Dahl, County Administrator				
RECOMMENDATION:	Approve				
TIMING:	Routine				
DISCUSSION:	None.				
FISCAL IMPACT:	N/A				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	Draft Minutes March 19, 2025.				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
					X

FLUVANNA COUNTY BOARD OF SUPERVISORS
REGULAR MEETING MINUTES
Circuit Courtroom, Fluvanna Courts Building
72 Main Street, Palmyra, VA 22963
March 19, 2025
Budget Work Session 5:00pm
Regular Meeting 6:00pm

MEMBERS PRESENT: Chris Fairchild, Cunningham District, Chair
Tony O’Brien, Rivanna District, Vice Chair *(entered the meeting at 5:10pm)*
Mike Goad, Fork Union District
Timothy M. Hodge, Palmyra District
John M. (Mike) Sheridan, Columbia District *(entered the meeting at 5:06pm)*

ABSENT: None.

ALSO PRESENT: Eric M. Dahl, County Administrator
Kelly Harris, Assistant County Administrator
Dan Whitten, County Attorney
Caitlin Solis, Clerk for the Board of Supervisors

1 - CALL TO ORDER, PLEDGE OF ALLEGIANCE, & MOMENT OF SILENCE

At 5:03pm, Chair Fairchild called to order the Budget Work Session of March 19, 2025. After the recitation of the Pledge of Allegiance, a moment of silence was observed.

- Mr. Dahl gave the Board a few updates since the March 12, 2025 meeting.
- The Board discussed teacher base pay rates from surrounding localities, with Fluvanna being about midway between the highest and lowest paying localities.
- New Sheriff Positions

MOTION:	Approve Tony O’Brien attend the March 19, 2025 Budget Work Session via Zoom from his vacation in Snowbird, Utah.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second	Motion		
VOTE:	Yes	Yes	Yes		Yes
RESULT:	4-0				

- Mr. Obrien Joined the meeting virtually via Zoom.

1 - CALL TO ORDER, PLEDGE OF ALLEGIANCE, & MOMENT OF SILENCE

At 6:18pm, Chair Fairchild called to order the Regular Meeting of March 19, 2025. After the recitation of the Pledge of Allegiance, a moment of silence was observed.

MOTION:	Approve Tony O’Brien attend the March 19, 2025 Regular meeting via Zoom from his vacation in Snowbird, Utah.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:			Second		Motion
VOTE:	Yes	Yes	Yes		Yes
RESULT:	4-0				

- Mr. Obrien Joined the meeting virtually via Zoom.

3 - ADOPTION OF AGENDA

MOTION:	Accept the Agenda, for the March 19, 2025 Regular Meeting of the Board of Supervisors, as presented.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second			Motion
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

4 - COUNTY ADMINISTRATOR’S REPORT

Mr. Dahl reported on the following topics:

Announcements and Updates - New Employee

- Judy Blakey, CSA Department, CSA Program Manager, Started March 17, 2025, March 17th

Dr. Peter M. Gretz has been named the 2026 Virginia Association of School Superintendents (VASS) Region V Superintendent of the Year. Dr. Gretz will be formally recognized during the annual VASS conference in April. During his tenure with Fluvanna, all Fluvanna County Public Schools have been fully accredited for the eleventh consecutive year, and the on-time graduation rate remains among the highest in Virginia.

Spotlight on Business

- Ribbon Cutting Ceremony for Freedom Drip Coffee will be held April 1, 2025 at 10:00am at 106 Crofton Plaza, Palmyra.
- Ribbon Cutting for the Winery at Hardware Hills Vineyard will be held April 5, 2025 at 4:00pm

Next BOS Meetings

Day	Date	Time	Purpose	Location
Wed	Mar 26	5:30 PM	BOS Budget Work Session – TBD	Morris Room
Wed	Apr 2	5:00 PM	Regular Meeting	Circuit Court
Wed	Apr 2	7:00 PM	BOS Budget Work Session – TBD	Morris Room

5 - PUBLIC COMMENTS #1

At 6:27pm, Chair Fairchild opened the first round of Public Comments.

- James Schoenster, 843 Jefferson Dr, spoke in favor of fully funding the school budget.
- Patti Reynard, 3531 Union Mills Rd, spoke in opposition to a tax increase.
- Don Reynard, 3531 Union Mills Rs, commented on land use.
- Judy Ward, 448 Dobby Creek Rd, commented on the reassessment.
- Kelsey Cowger, 60 Woodlawn Dr, commented on funding non-profits, services, and the schools needed by Fluvanna County residents.
- Cameron Van Iderstine, 19 Seminole Dr Trl, commented on fully funding the school budget.
- Georgianna Joslin, 5 White Bluff Ct, commented on land use, and bringing businesses to the county.
- Tracey Smith, 2 Sandy Beach Ct, spoke in favor of funding the schools, public safety and social services and infrastructure.
- Jennifer Ruffner, 11 Zephyr Ln, spoke in support of diversifying the tax base, and fully funding the school budget request.

Public Comments were paused at 7:03pm to begin the Public Hearings. Public Comments continue after the Public Hearings are completed.

9 - PUBLIC HEARING

Public Hearing to Discuss a Major Amendment to the Thomas Jefferson Solid Waste Management Plan – Isabella O’Brien, TJPDC

Legislation passed during the 2019 Virginia General Assembly requires Dominion Energy to remove all coal ash currently stored in the North Ash Pond at Bremono Power station within 15 years.

In keeping with the statute, Dominion Energy has submitted rezoning and Special Use Permit applications to Fluvanna County with plans to construct and operate a state-of-the-art, lined landfill on Dominion Energy property beside Bremono Power Station.

The TJPDC is requesting that Fluvanna County hold a public hearing and provide public notice regarding a major amendment to the Thomas Jefferson Solid Waste Management Plan to include Dominion's proposed captive industrial landfill in Bremono Bluff in the plan.

At 7:07pm, Chair Fairchild opened the Public Hearing.

- Don Reynard, 3531 Union Mills Rd, spoke in opposition.

With no one else wishing to speak, Chair Fairchild closed the Public Hearing at 7:09pm.

MOTION:	Approve the Major Amendment to Thomas Jefferson Solid Waste Management Plan Regarding Dominion’s Planned Captive Industrial Landfill.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:			Second	Motion	
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

ZTA 24:08 Amendments to the Fluvanna County Zoning Ordinances Regarding Day Homes – Todd Fortune, Director of Planning; Dan Whitten, County Attorney

- Proposed amendments to the County Code, §§22-4-2.1, 22-4-2.2, 22-5-2.2, 22-6-2.2, 22-7-9.2, 22-8-2.2, 22-9-2.1, 22-10-3, and 22-22-1 to lower the threshold number of children served in licensed Family Day Homes from six to five in accordance with Virginia Code requirements, and to clarify related definitions.

- This change, if approved, would lower the licensing requirement threshold for Family Day Homes from six to five children, and replace outdated usage terms with the terms used in the Virginia Code.

At 7:16pm, Chair Fairchild opened the Public Hearing. With no one wishing to speak, Chair Fairchild closed the Public Hearing at 7:16pm.

MOTION:	Approve ZTA 24:08, an ordinance to amend and reordain “The Code of the County of Fluvanna, Virginia” by amending § amending §§22-4-2.1, 22-4-2.2, 22-5-2.2, 22-6-2.2, 22-7-9.2, 22-8-2.2, 22-9-2.1, 22-10-3, and 22-22-1 to lower the threshold number of children served in licensed Family Day Homes from six to five in accordance with Virginia Code requirements, and to clarify related definitions.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second			Motion
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

ZTA 24:10 Amendments to the Fluvanna County Zoning Ordinances to correct the definition of “front yard” – Todd Fortune, Director of Planning; Dan Whitten, County Attorney

- Proposed amendments to the County Code, §22-22-1 to correct the definition of “front yard.”
- This change, if approved, would correct an erroneous definition in the County Code. The definition of “Front Yard” in the Code is incorrect.

At 7:19pm, Chair Fairchild opened the Public Hearing. With no one wishing to speak, Chair Fairchild closed the Public Hearing at 7:19pm.

MOTION:	Approve ZTA 24:10, an ordinance to amend and reordain “The Code of the County of Fluvanna, Virginia” by amending §22-22-1 to correct the definition of “front yard.”				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second	Motion		
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

ZTA 25:03 – Amendments to the Fluvanna County Zoning and Subdivision Ordinances, amending §22-25-4 to make a clerical correction removing an obsolete reference for outdoor light controls and to amend §22-25-6 to change the average horizontal illumination level for lighting for all parking, display and loading areas and for gasoline station/convenience store aprons and canopies – Todd Fortune, Director of Planning; Dan Whitten, County Attorney

- Under §22-25-4(E), the definition of Full Cutoff Angle needs to be amended to remove the phrase, “Refer to sample graphics.”
- Additionally, this amendment proposes to make two changes to average horizontal illumination level requirements: 1) §22-25-6.D (4) – Change the maximum average horizontal illumination for new facilities (pump islands and under canopies) from 10 footcandles at grade level to 20 footcandles; and 2) §22-25-4.E (1) – Change the maximum average horizontal illumination for all parking, display and loading areas from 2.5 footcandles to 5 footcandles.
- This change, if approved, would remove an obsolete reference to outdoor light controls and change the average horizontal illumination level allowed for lighting for all parking, display and loading areas and for gasoline station/convenience store aprons and canopies.

At 7:23pm, Chair Fairchild opened the Public Hearing. With no one wishing to speak, Chair Fairchild closed the Public Hearing at 7:23pm.

MOTION:	Approve ZTA 25:03, an ordinance to amend and reordain “The Code of the County of Fluvanna, Virginia” by amending §22-25-4 to make a clerical correction removing an obsolete reference for outdoor light controls and to amend §22-25-6 to change the average horizontal illumination level for lighting for all parking, display and loading areas and for gasoline station/convenience store aprons and canopies.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Motion	Second		
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

Food and Beverage Tax – Dan Whitten, County Attorney

- The ordinance would authorize the Treasurer to collect a tax of up to six (6) percent on prepared meals and beverages purchased from restaurants, deli counters, grocery stores or convenience stores.
- Authorized by VA Code § 58.1-3833
- Effective August 1, 2025 Estimated annual revenue of \$300,000 - \$600,000

At 7:39pm, Chair Fairchild opened the Public Hearing.

- John Richardson, 12 Hardwood Ln, spoke in opposition to the food and beverage tax
- Kelsey Cowger, 60 Woodlawn Dr, spoke in favor of the food and beverage tax
- Don Reynard, 3531 Union Mills Rd, spoke in opposition to the food and beverage tax
- Dave Flynn, 338 South Keswick, spoke in opposition to the food and beverage tax
- Patti Reynard, 3531 Union Mills Rd, spoke in opposition to the food and beverage tax
- James Schoenster, 843 Jefferson Dr, spoke in support to the food and beverage tax
- Ashleigh Crocker, 442 Justin Dr, spoke in support to the food and beverage tax
- Judy Ward, 448 Dobby Creek Rd, spoke in support to the food and beverage tax
- Tracey Smith, 2 Sandy Beach Ct, spoke in support to the food and beverage tax
- Wayne Campagna, 79 Hidden Valley, spoke in opposition to the food and beverage tax

With no one else wishing to speak, Chair Fairchild closed the Public Hearing at 8:03pm.

MOTION:	Approve the amendments to County Code §§ 20-13-1 through 20-13-13 to authorize a tax of four percent on prepared meals and beverages purchased from a restaurant, deli, grocery store or convenience store, as authorized by Virginia Code § 58.1-3833, to be effective August 1, 2025.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:				Second	Motion
VOTE:	No	No	Yes	Yes	Yes
RESULT:	3-2				

5 - PUBLIC COMMENTS #1 CONTINUED

Following the Public Hearings, Chair Fairchild continued the first round of Public Comments.

- John Richardson, 12 Hardwood, commented on missed revenue opportunities, and funding county services.
- James Kelley, 363 Manor Blvd, supported school funding.
- Ashley Crocker, 442 Justin Dr, spoke in favor of funding schools and county services.
- Gareth Hunt, 3637 Hardware Rd, commented on environmental programs.

With no one else wishing to speak, Chair Fairchild closed the first round of Public Comments at 8:51pm.

6 – BOARDS AND COMMISSIONS

MOTION:	Move the Board of Supervisors approve the following Board, Commission, or Committee appointment(s)/reappointments(s):				
BOARD/COMMISSION/COMMITTEE	APPOINTEES		APPT/REAPPT	BEGINS TERM	ENDS TERM
Planning Commission – Rivanna District	Gary David Sellick		Appt	3/19/2025	06/30/2026
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:				Motion	Second
VOTE:	No	No	No	Yes	Yes
RESULT:	2-3 Motion Failed				

MOTION:	Move the Board of Supervisors approve the following Board, Commission, or Committee appointment(s)/reappointments(s):				
BOARD/COMMISSION/COMMITTEE	APPOINTEES		APPT/REAPPT	BEGINS TERM	ENDS TERM
Planning Commission – Rivanna District	Robert Dorsey		Appt	3/19/2025	06/30/2026
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:				Motion	Second
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

7 – PRESENTATIONS

Historic Courthouse Restoration Update – Eric Dahl, County Administrator

- The County was awarded the Virginia 250 Preservation Grant funding through the Department of Historic Resources (DHR) on January 17, 2025.
- The County received a grant amount of \$784,504.50, with a required County local match of \$400,029.50.
- The County meet with DHR staff on February 13th at the Historic Courthouse for a grant kick-off meeting.
- The County has also been working with our architectural/engineering consultants MTFA on 30% Design Development. This will be the basis of the work towards developing construction documents.

Historic Courthouse Restoration - Timeline

- Through July 2025 - the architectural/engineering consultants will complete the Construction Document (CD) Drawings, specifications, bid sets and working to complete the IFB.
- August 2025 – County issues Invitation For Bid (IFB)
- September 2025 – IFB due to the County
- October 2025 – Construction contract to the BOS
- October 2025 – Commence construction

Fire Training Building Update – Eric Dahl, County Administrator

- Review of the roadway, building site in relation to apparatus turning radius, widths, and vehicle weights, site lights and electrical have been confirmed with TRC (County engineers).
- TRC is working on the final engineering plans for the site, with final review to the local Fire Training Building committee around April 15th.
- We will be working to issue the IFB for site work and an RFP for the prototype 4 structure no later than June 2025.
- The critical date with the Virginia Department of Fire Programs is the completion date of March 2026.

Description	Cost
Costs: containers, props, equipment, training and shipping	\$680,000
Grant funding - Applies to Structure only	(\$450,000)
County Cost	\$230,000
Costs: contingency fund, site work, special inspections, construction admin., electric and water hookups	\$320,000
TOTAL ESTIMATED COUNTY COST	\$550,000

8 - ACTION MATTERS

Authorization to Advertise a Public Hearing to consider an amendment to SUP 83:05 – Park, Caretaker Residence – Tax Map 53-5-1 and 53-5-2 – Todd Fortune, Director of Planning, Dan Whitten, County Attorney

The subject properties are zoned I-1, Industrial, Limited. A Special Use Permit (SUP) was approved for these properties on August 1, 1983 for the placement of a mobile home on the properties as a caretaker’s residence. The caretaker’s residence was removed several year ago. Staff are proposing an amendment to the SUP to limit the term of the SUP to five years, subject to renewal by the Board. This amendment would allow a mobile home to be placed back on the property for a period of five years.

At the time the SUP was approved, the subject properties were owned by Sidney Park. The properties are now owned by his son, Phillip Park. The SUP goes with the properties. The proposed amendment would allow the SUP to expire upon the passing of Phillip Park or the transfer of the properties to another party. The Board is being asked to approve an amendment to the existing SUP to limit the amount of time the SUP is valid. The SUP would have a term of five years, and could be extended by the Board every five years. As a result, when the owner passes or the property changes hands, the SUP would terminate at the end of the five-year term unless the Board extended the SUP.

Virginia Code § 15.2-2286 was amended on July 1, 2025 to state “Conditions may include the period of validity for a special exception or special use permit; however, in the case of a special exception or special use permit for residential projects, the period of validity shall be no less than three years.”
The Board approved a rezoning of the subject properties to I-1 in 1980 (Case 80-03). Subsequently, the Board approved a SUP on August 1, 1983 for the placement of a mobile home on the property as a caretaker’s residence (Case SUP 83-05). At the time, this use was allowed in I-1 with a SUP.

MOTION:	Advertise a request for an amendment to SUP 83:05 for a public hearing to be held April 16, 2025 to extend the special use permit for a period of 5 years.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:		Motion			Second
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

Authorization to Advertise public hearing for Deed of Temporary Construction Easement to Zion 3 Notch LLC – Dan Whitten, County Attorney

Zion 3 Notch LLC is developing the property for the location of a Wawa Convenience Store. Zion 3 Notch LCC needs a temporary construction easement on the property owned by the County to construct water and sewer facilities. The County property will be returned to its prior state after the facilities are constructed. The property is identified as 5-7-9E and currently contains the County water tank. Virginia Code Section 15.2-1800 requires a public hearing before the dedication of the temporary construction easement.

MOTION:	Authorize staff to advertise a public hearing on April 16, 2025 for approval of a deed of temporary construction easement to Zion 3 Notch LLC.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:		Second	Motion		
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

Department of Historic Resources Grant Funding Agreement – Eric Dahl, County Administrator

- The County applied for the Virginia 250 Preservation Fund Grant for funding for the Historic Courthouse Restoration Project
- Governor Glenn Youngkin announced on January 17, 2025 that 35 preservation projects from across the Commonwealth have been awarded grant funding through the Virginia 250 Preservation Fund, which included the Fluvanna County Historic Courthouse.
- The County received a grant amount of \$784,504.50, with a required County local match of \$400,029.50.
- Once the agreement is approved, the County can begin incurring expenses against the grant.

MOTION:	Approve the Virginia 250 Preservation Fund Grant Funding Agreement with the Department of Historic Resources (DHR), with a grant amount of \$785,504.50 from DHR and the required match of County in the amount of \$400,029.50, and further authorize the County Administrator to execute the agreement subject to approval as to form by the County Attorney.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:		Motion	Second		
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

MOTION:	Approve a supplemental appropriation in the amount of \$400,029.50 from Unassigned Fund Balance for the required match with the Virginia 250 Preservation Fund Grant Funding Agreement and approve the DHR supplemental appropriation of \$785,504.50.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:			Motion		Second
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

MOTION TO EXTEND

- *At 9:59pm, a motion was made to extend the Board of Supervisors meeting.*

MOTION:	Approve a motion to extend the March 19, 2025 Regular Board of Supervisors meeting to 12:00am.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:			Second		Motion
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

FY26 Health Insurance Selection – Eric Dahl, County Administrator

- Anthem/ The Local Choice (TLC) needs health insurance renewal contributions submitted by April 1, 2025.
- The County will see a 6.4% increase in health insurance premiums for FY26.
- At the BOS FY26 Budget Work Session on March 12, 2025, the BOS opted for the County to cover any premium increases, so County staff are held harmless of premium increases in FY26.

MOTION:	Defer the proposed FY26 Anthem/The Local Choice health insurance contributions chart, as presented.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:				Motion	
VOTE:					
RESULT:	MOTION FAILED FOR LACK OF A SECOND				

MOTION:	Approve the proposed FY26 Anthem/The Local Choice health insurance contributions chart, as presented.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:		Motion	Second		
VOTE:	Yes	Yes	Yes	No	Yes
RESULT:	4-1				

Advertisement of Proposed Fiscal Year 2026 Operations Budget, Tax Rates, & Capital Improvement Plan – Tori Melton, Finance Director

The amounts contained below are the current preliminary budget figures and tax rates, but these figures could change during the budget work session on March 20, 2024.

Approve advertisement of public hearings to set the tax rates as follows:

Real Property	\$.750 per \$100
Mobile homes	\$.750 per \$100
Personal Property (Residential)	\$4.10 per \$100
Personal Property (Business & Public Utilities)	\$2.90 per \$100
Machinery and Tools	\$1.90 per \$100

Set advertised FY25 Operations Budget of:

General Fund Operations	\$ 102,991,898
Capital Improvements Program	\$ 10,028,139
Enterprise Funds	\$ 4,256,022
TOTAL:	\$ 117,276,059

To meet the advertising deadline for the Fluvanna Review on March 27, 2025 for publication on April 3, 2025 per Virginia Code Section 15.2-2506.

- The Board agreed to vote after closed session to allow staff time to update the motion.

10 - CONSENT AGENDA

The following items were approved under the Consent Agenda for March 19, 2025:

- *Minutes of February 26, 2025* – Caitlin Solis, Clerk to the Board
- *Accounts Payable Report for January 2025* – Theresa McAllister, Management Analyst
- *Accounts Payable Report for February 2025* – Theresa McAllister, Management Analyst
- *Virginia Department of Environmental Quality Local Government Guarantee* – Tori Melton, Director of Finance
- *Virginia Destination Marketing Organization Marketing Leverage Grant* – Jennifer Schmack, Director of Economic Development
- *FY25 Voluntary Contributions* – Theresa McAllister, Management Analyst
- *Virginia Department of Emergency Management FY26 E-911 PSAP Education Program grant award* – Michael R. Grandstaff, Sheriff's Office Staff; Sheriff Eric B. Hess, Sheriff
- *Job Description update HVAC Apprentice to HVAC Assistant* – Donna Snow, Director of Human Resources
- *Job Description update to the Deputy Registrar position* – Director of Human Resources, Donna Snow
- *FY25 FCPS Grants Supplemental Appropriation* – Brenda Grasser, Executive Director for Instruction and Finance
- *FY25 FCPS Grants Supplemental Appropriation* – Brenda Grasser, Executive Director for Instruction and Finance
- *International Dark Sky Proclamation* – Gareth Hunt, Virginia Master Naturalist volunteering primarily in Fluvanna County

MOTION:	Approve the consent agenda, for the January 8, 2025 Board of Supervisors meeting.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O'Brien	Mr. Sheridan
ACTION:		Motion	Second		
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

11 - UNFINISHED BUSINESS

- Mr. Sheridan commented on the accident earlier in the day at Dixie, and the multi county mutual aid that responded.

12 - NEW BUSINESS

None.

13 - PUBLIC COMMENTS #2

At 10:30pm, Chair Fairchild opened the second round of Public Comments.

- James Schoenster, 843 Jefferson, commented on the Board’s appointment to the Planning Commission.
- Patti Reynard, 3531 Union Mills Rd, commented on unpaid school lunches and questioned why the schools has become a food pantry.
- Tracey Smith, 2 Sandy Beach Ct, commented on the Board’s appointment to the Planning Commission.
- Ashleigh Crocker, 442 Justin Dr, supported school funding, making sure students are fed, and commented on the Planning Commission appointment.
- James Kelley, 363 Manor Blvd, commented on the school budget.
- Don Reynard, 3531 Union Mills Rd, stated there is nothing morally right about using taxpayer’s money to feed students in the school system.
- Wayne Campagna, 79 Hidden Valley, commented on the pay and benefits discussion.

With no one else wishing to speak, Chair Fairchild closed the second round of Public Comments at 10:49pm.

14 - CLOSED MEETING

MOTION:	At 10:49pm, move the Fluvanna County Board of Supervisors enter into a closed meeting, pursuant to the provisions of Section 2.2-3711 A.1, & A.8 of the Code of Virginia, 1950, as amended, for the purpose of discussing Personnel – Department of Emergency Services, and Legal Matters – Department of Emergency Services.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:			Motion		Second
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

MOTION:	At 11:13 pm, move Closed Meeting be adjourned and the Fluvanna County Board of Supervisors convene again in open session and “BE IT RESOLVED, the Board of Supervisors does hereby certify to the best of each member’s knowledge (i) only public business matters lawfully exempted from open meeting requirements under Section 2.2-3711-A of the Code of Virginia, 1950, as amended, and (ii) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed, or considered in the meeting.”				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second	Motion		
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

Advertisement of Proposed Fiscal Year 2026 Operations Budget, Tax Rates, & Capital Improvement Plan – Tori Melton, Finance Director

MOTION:	Authorize staff to advertise the FY26 Budget, Tax Rates, and Capital Improvement Plan (CIP) for a public hearing on April 16, 2025; the proposed budget amount for FY26 is \$117,769,609 The advertised tax rate are as follows: Real Property \$.750 per \$100 Mobile Homes \$.750 per \$100 Personal Property (Residential) \$4.10 per \$100 Personal Property (Business & Public Utilities) \$2.90 per \$100 Machinery and Tools \$1.90 per \$100				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:			Second		Motion
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

- By consensus the Board agreed to cancel the March 26, 2025 Budget Work Session.

15 - ADJOURN

MOTION:	Adjourn the regular meeting of Wednesday, March 19, 2025 at 11:15pm.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:			Second		Motion
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

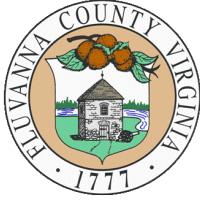
ATTEST:

FLUVANNA COUNTY BOARD OF SUPERVISORS

Caitlin Solis
Clerk to the Board

Christopher S. Fairchild
Chair

DRAFT

**BOARD OF SUPERVISORS**County of Fluvanna
Palmyra, Virginia**PROCLAMATION 01 - 2025****International Dark Sky Week Proclamation**

WHEREAS, the aesthetic beauty and wonder of a natural night sky is a shared heritage of all humankind and the experience of standing beneath a starry night sky inspires feelings of wonder and awe, and many people live under a dome of light pollution— excessive artificial lighting at night that disrupts natural darkness—and may never experience the visual wonder or ecological and health benefits of living under a dark sky; and

WHEREAS, light pollution has scientifically-established economic and environmental consequences, which result in significant impacts to the ecology and human health of all communities and light pollution represents a waste of natural resources amounting to roughly \$3 billion per year of wasted energy in the U.S. and contributes to climate change; and

WHEREAS, rural Fluvanna County where natural landscapes are home to many species which rely on undisturbed night environments to hunt, mate, and thrive; and

WHEREAS, the southern border of Fluvanna County is a stretch of the James River known as the Middle James River and recognized by the State of Virginia and all U.S. federal agencies as a dedicated Virginia Scenic River to be protected in its scenic beauty, pristine cleanliness, abundant natural wildlife and natural recreation resources; and

WHEREAS, Fluvanna County is in close proximity to the James River State Park which is one of four Virginia State Parks designated as an International Dark Sky Park by the International Dark Sky Association; and

WHEREAS, Fan Mountain Observatory is operated by the Astronomy Department of the University of Virginia and is located in neighboring southern Albemarle County and there are active amateur astronomy installations in Fluvanna County, the observations and research carried out at these facilities is hampered by the insidious effects of light pollution; and

WHEREAS, the International Dark-Sky Association is the globally-recognized authority on light pollution, and has created International Dark Sky Week to raise awareness of light pollution, and provide free education, resources, and solutions to the public to encourage the protection of and enjoyment of dark skies and responsible outdoor lighting; and

NOW, THEREFORE, the Fluvanna County Board of Supervisors does hereby **PROCLAIM** that April 21-28, 2025 as **INTERNATIONAL DARK SKY WEEK** in the County of Fluvanna, Virginia and ask each resident to join us, not only in observing and pondering this important week, but also in raising awareness and support for protecting our precious dark sky resources. We ask that residents use outdoor lighting in a mindful manner and that Fluvanna County enforce the dark sky protections in the town ordinances.

Passed and adopted this 19th day of March, 2025.

Christopher S. Fairchild
Chair, Board of Supervisors

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB I

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Adoption of the Fluvanna County Board of Supervisors April 23, 2025 Meeting Minutes.				
MOTION(s):	I move the meeting minutes of the Fluvanna County Board of Supervisors Regular Meeting on Wednesday April 23, 2025, be adopted.				
BOS WORKPLAN?	Yes	No	If yes, list item(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				XX	
STAFF CONTACT(S):	Caitlin Solis, Clerk to the Board				
PRESENTER(S):	Eric Dahl, County Administrator				
RECOMMENDATION:	Approve				
TIMING:	Routine				
DISCUSSION:	None.				
FISCAL IMPACT:	N/A				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	Draft Minutes April 23, 2025.				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
					X

FLUVANNA COUNTY BOARD OF SUPERVISORS
SPECIAL MEETING MINUTES
Circuit Courtroom, Fluvanna Courts Building
72 Main Street, Palmyra, VA 22963
April 23, 2025
Special Meeting 5:00pm

MEMBERS PRESENT: Chris Fairchild, Cunningham District, Chair
Tony O’Brien, Rivanna District, Vice Chair
Mike Goad, Fork Union District (*entered meeting at 5:34pm*)
Timothy M. Hodge, Palmyra District
John M. (Mike) Sheridan, Columbia District

ABSENT: None.

ALSO PRESENT: Eric M. Dahl, County Administrator
Kelly Harris, Assistant County Administrator
Dan Whitten, County Attorney
Caitlin Solis, Clerk for the Board of Supervisors

1 - CALL TO ORDER, PLEDGE OF ALLEGIANCE, & MOMENT OF SILENCE

At 5:30pm, Chair Fairchild called to order the Special Meeting of April 23, 2025. After the recitation of the Pledge of Allegiance, a moment of silence was observed.

3 - ADOPTION OF AGENDA

MOTION:	Accept the Agenda, for the April 23, 2025 Special Meeting of the Board of Supervisors, as presented.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second	Motion		
VOTE:	Yes	Yes	Yes	Yes	Absent
RESULT:	4-0				

4 - COUNTY ADMINISTRATOR’S REPORT

None.

5 - PUBLIC COMMENTS #1

At 5:31pm, Chair Fairchild opened the first round of Public Comments.

- Patti Reynard, 3531 Union Mills Rd, commented on the budget and land use.

With no one else wishing to speak, Chair Fairchild closed the first round of Public Comments at 5:35pm.

6 – BOARDS AND COMMISSIONS

None.

7 – PRESENTATIONS

None.

8 - ACTION MATTERS

Authorization to Advertise a Public Hearing for the VDOT Secondary Six Year Plan – Scott Thornton, VDOT Residency Administrator

The Board reviewed the VDOT Secondary Six Year Plan and request for authorization to advertise a Public Hearing for the proposed Secondary Six-Year Plan for Fiscal Years 2026 through 2031.

MOTION:	Authorize staff to advertise for a public hearing regarding the Virginia Department of Transportation Secondary Six Year Plan.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second	Motion		
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

Mr. Sheridan asked to have the following statement recorded in the Board minutes.

On Item 8(B) – Fiscal Year 2025 Operations Budget and Tax Rate and on Item 8(C) – Fiscal year 2025-2029 Capital Improvements Plan, I would like to disclose the following –

Pursuant to the Code of Virginia Section 2.2-3115(H), as amended, I want to disclose that I have worked for Fluvanna County Public Schools as a Physical Education teacher and bus driver since 1987.

Because my salary as a Physical Education teacher exceeds \$5,000.00, I have a “personal interest” in those transactions by the Board of Supervisors that would specifically affect my position with the Fluvanna County Public Schools.

Nevertheless, Virginia Code § 2.2-3112(B)(1) allows me to participate in a broad range of transactions by the Board of Supervisors that generally affect the Fluvanna County Public Schools as long as I make a public disclosure. Since I intend to participate and vote on the FY2025 Operations Budget and Tax Rate, and FY 2025-2029 Capital Improvements Plan, I publicly declare in accordance with Virginia Code § 2.2-3115(H) that:

- 1. I am a member of a group of three or more persons who work for the Fluvanna County Public Schools who are affected by the Board’s “transaction” of adopting a budget, tax rate, and capital improvement plan that affects Fluvanna County Public Schools;*
- 2. The “transaction” affects the public generally; and*
- 3. I am able to participate in the adoption of the budget, tax rates, and capital improvement plan fairly, objectively and in the public interest.*

I am asking the Clerk to record this statement, verbatim, in the minutes of the Board.

Fiscal Year 2026 Operations Budget and Tax Rates – Tori Melton, Director of Finance
FY26 Budget Highlights

- **Budget totals \$117,769,609**
 - Real Estate tax rate of \$0.750 (Equalized Tax Rate \$0.689)
 - Results in a tax increase of 8.85% for the average homeowner.
 - No change to the Personal Property tax rate (Remains at \$4.10 per \$100 of assessed value)
 - No change to the Business and Public Utility Personal Property tax rates (Remains at \$2.90 per \$100 of assessed value)
 - No change to the Machinery & Tools tax rate (Remains at \$1.90)
- **Overall increase in total County expenditures by \$6.8 million, a 6.1% increase from the FY25 amended budget**
 - Largest decreases:
 - Schools: \$2.9 million (Decrease in State & Federal funding)
 - Largest Increases:
 - Schools: \$1.5 million (County Funding)
 - CIP: \$4.6 in Projects
 - JRWA: \$1.4 million in Debt Service
 - Sheriff \$563k 3 FT deputies 1 ½ year deputy to start January 1st
 - Emergency Services \$217k Chief of Fire and EMS & increase in Contract
 - CSA Purchase of Service \$375k Increase in additional service needs
 - Social Services \$248k 3 new FT positions (108k offset by state/fed)
 - COLA & Compensation Study \$744k 3% COLA for staff and Compensation Study
 - Health Insurance \$283k Insurance increase

New Positions

Position	Department	Notes
Included in FY2026 Adopted Budget (planned for July 2025)		
Deputy Sheriff	Sheriff’s Office	New FT Position
Deputy Sheriff	Sheriff’s Office	New FT Position
Deputy Sheriff	Sheriff’s Office	New FT Position
Deputy Sheriff (Start Jan 1, 26)	Sheriff’s Office	New FT Position
Chief of Fire and EMS (Start Jan 1, 26)	Emergency Services	New FT Position
Utilities Operator	FUSD	New FT Position
Family Services Spc. I	Social Services	New FT Position
Human Services Asst. III	Social Services	New FT Position
Benefits Supervisor	Social Services	New FT Position

Not Included in FY2026 Adopted Budget		
Deputy Treasurer II	Treasurer’s Office	New FT Position
Information Security Officer	IT	New FT Position
Cyber Security Specialist	IT	New FT Position
Deputy Sheriff	Sheriff’s Office	New FT Position
Deputy Sheriff	Sheriff’s Office	New FT Position
EMT BLS	Emergency Services	New FT Position
EMT BLS	Emergency Services	New FT Position
EMT BLS	Emergency Services	New FT Position
EMT BLS	Emergency Services	New FT Position
EMS Billing Specialist	Emergency Services	New FT Position
Crew Chief	FUSD	New FT Position
Pipe Technician 1,2	FUSD	New FT Position
Pipe Technician 1,2	FUSD	New FT Position
FAPT Coordinator	CSA	New FT Position
EMS Billing Specialist	Emergency Services	New PT Position
Program Specialist	Library	New PT Position
Dep. Sheriff to Sergeant	Sheriff’s Office	Position Upgrade
Dep. Sheriff to Lieutenant	Sheriff’s Office	Position Upgrade

MOTION:	Adopt the resolution entitled “A Resolution to Adopt the FY26 Operations Budget, Set the Tax Rates and Appropriate Funds.”				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:				Motion	Second
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

- Fiscal Year 2026 – 2030 Capital Improvements Plan –* Tori Melton, Director of Finance
- FY26 Capital Improvements Plan outlines expenditures that are included in the FY26 budget. FY26-30 Capital Improvements Plan items are approved as planning projects only.
 - This action will allow administration and staff to plan projects and resources accordingly.

MOTION:	Adopt the resolution entitled “Adoption of the FY2026-2030 Capital Improvements Plan.”				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:				Motion	Second
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

9 - PUBLIC HEARING
None.

10 - CONSENT AGENDA
The following items were approved under the Consent Agenda for April 23, 2025:
Minutes of April 16, 2025 – Caitlin Solis, Clerk to the Board

MOTION:	Approve the consent agenda, for the April 23, 2025 Board of Supervisors meeting.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:		Second			Motion
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

11 - UNFINISHED BUSINESS
None.

12 - NEW BUSINESS
None.

13 - PUBLIC COMMENTS #2
At 5:48pm, Chair Fairchild opened the second round of Public Comments.

- James Kelley, 363 Manor Blvd, commented on the budget, and thanked the Board for their investment in the school’s students and staff.

With no one else wishing to speak, Chair Fairchild closed the second round of Public Comments at 5:49pm.

- Mr. O’Brien thanked staff for their work on the budget.

15 - ADJOURN

MOTION:	Adjourn the Special meeting of Wednesday, April 23, 2025 at 5:51pm.				
MEMBER:	Mr. Fairchild	Mr. Goad	Mr. Hodge	Mr. O’Brien	Mr. Sheridan
ACTION:				Second	Motion
VOTE:	Yes	Yes	Yes	Yes	Yes
RESULT:	5-0				

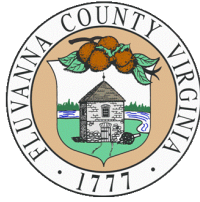
ATTEST:

FLUVANNA COUNTY BOARD OF SUPERVISORS

Caitlin Solis
Clerk to the Board

Christopher S. Fairchild
Chair

DRAFT



BOARD OF SUPERVISORS
County of Fluvanna
Palmyra, Virginia

RESOLUTION No. 09-2025

**A RESOLUTION TO ADOPT THE FY26 OPERATIONS BUDGET,
SET THE TAX RATES AND APPROPRIATE FUNDS**

WHEREAS, it is the responsibility of the Fluvanna County Board of Supervisors to approve and control the County’s fiscal plan for FY26; and,

WHEREAS, the Board of Supervisors has received numerous staff reports; received comments from residents at a duly advertised public hearing on April 16, 2025; and has reviewed each request for funding;

NOW, THEREFORE, BE IT RESOLVED by the Fluvanna County Board of Supervisors this 23rd day of April 2025, that the Fluvanna County budget totaling **\$117,769,609** is adopted and the tax rates for FY26, the period July 1, 2025 through June 30, 2026, are set as given below:

COUNTY TAX RATES

Real Estate	\$0.750 per \$100 of assessed value
Mobile Homes	\$0.750 per \$100 of assessed value
Public Service Corps.	\$0.750 per \$100 of assessed value
Personal Property (Residential)	\$4.10 per \$100 of assessed value
Personal Property (Business)	\$2.90 per \$100 of assessed value
Personal Property (Public Utilities)	\$2.90 per \$100 of assessed value
Machinery & Tools	\$1.90 per \$100 of assessed value

BE IT FURTHER RESOLVED that the Board of Supervisors does hereby budget and appropriate to the COUNTY OPERATING BUDGET the following revenues and expenditures; this appropriation is also conditioned on the understanding that, with regard to the operating budget for the School system, revenues received from the Commonwealth will be expended prior to local dollars:

GOVERNMENTAL REVENUES

Local	\$59,984,620
State	41,726,484
Federal	<u>3,225,765</u>
TOTAL	\$104,936,869

GOVERNMENTAL EXPENDITURES

General Government Administration	\$ 4,141,827
Judicial Administration	1,790,622
Public Safety	14,828,870
Public Works	4,581,331
Health and Welfare	7,763,666
Education	56,950,316
Parks and Recreation	1,458,262
Community Development	1,518,202
Non-Departmental	1,342,704
Debt Service	<u>8,876,348</u>
TOTAL	\$ 103,252,148

BE IT FURTHER RESOLVED that for budgeting and accounting purposes, the adopted budget revenues and expenditures for the Capital Improvements fund are set as follows:

Capital Fund Revenues*	
Local Use of General Fund Balance	\$ 5,140,627
Grants	4,470,812
Proceeds from Indebtedness	<u>0</u>
TOTAL	\$ 9,611,439
Capital Fund Expenditures	
Community Development	\$ 505,785
Community Services	226,000
Public Works	838,544
Public Utilities	4,301,200
Public Safety	3,039,910
Schools	<u>1,350,000</u>
TOTAL	\$ 10,261,439

*Capital fund revenues are supplemented by transfers from the General Fund.

FINALLY BE IT RESOLVED that for budgeting and accounting purposes the adopted budget revenues and expenditures for the Enterprise funds are set as follows:

	Expenditures	Revenues
School Food Service	\$2,571,945	\$2,571,945
Fork Union Sanitary District	449,574	449,574
Palmyra Sewer*	246,318	20,000
ZXR**	988,185	179,782
TOTAL	\$4,256,022	\$3,221,301

**Utility fund & ZXR revenues are supplemented by transfers from the General Fund.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Fluvanna County Board of Supervisors at the annual Organizational Meeting of the Board held on the 23rd day of April, 2025;

	AYE	NAY	ABSTAIN	ABSENT	MOTION	SECOND
Christopher Fairchild, Cunningham District	X					
John M. Sheridan, Columbia District	X					X
Anthony P. O’Brien, Rivanna District	X				X	
Timothy M. Hodge, Palmyra District	X					
David M. Goad, Fork Union District	X					

Attest:

Christopher Fairchild, Chair



BOARD OF SUPERVISORS
County of Fluvanna
Palmyra, Virginia

RESOLUTION No. 10-2025

A RESOLUTION TO ADOPT THE FY26-30 CAPITAL IMPROVEMENTS PLAN

At a meeting of the Fluvanna County Board of Supervisors held in the Administration Building Morris Room at 5:30 PM on Wednesday, April 23, 2025, the following resolution was adopted by the Board of Supervisors, the vote being as shown below and recorded in the minutes of the meeting.

WHEREAS, it is the responsibility of the Fluvanna County Board of Supervisors to approve the County’s Capital Improvements Plan; and,

WHEREAS, the Capital Improvements Plan recommends the initiation and completion of numerous capital projects based upon staff recommendations and citizen input; and,

WHEREAS, the Board of Supervisors held a public hearing on the proposed Capital Improvements Plan on April 16, 2025; and,

WHEREAS, the Board of Supervisors has approved the FY2026 Capital Improvements Budget as part of the overall Fluvanna County Budget;

NOW THEREFORE, BE IT RESOLVED by the Board of Supervisors that the FY 2026-2030 Capital Improvements Plan hereby be approved.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Fluvanna County Board of Supervisors at the annual Organizational Meeting of the Board held on the 23rd day of April, 2025;

	AYE	NAY	ABSTAIN	ABSENT	MOTION	SECOND
Christopher Fairchild, Cunningham District	X					
John M. Sheridan, Columbia District	X					X
Anthony P. O’Brien, Rivanna District	X				X	
Timothy M. Hodge, Palmyra District	X					
David M. Goad, Fork Union District	X					

Attest:

Christopher Fairchild, Chair
Fluvanna County Board of Supervisors

**FLUVANNA COUNTY BOARD OF SUPERVISORS
AGENDA ITEM STAFF REPORT**

TAB J

MEETING DATE:	May 3, 2023				
AGENDA TITLE:	Public Service Recognition Week				
MOTION(s):	I move the Fluvanna County Board of Supervisors proclaim May 4 – 10, 2025 as Public Service Recognition Week.				
BOS 2 YEAR GOALS?	Yes	No	If yes, which goal(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				X	
STAFF CONTACT(S):	Donna Snow, Director of Human Resources; Kelly Harris, Assistant County Administrator				
PRESENTER(S):	Donna Snow, Director of Human Resources and/or Kelly Harris, Assistant County Administrator				
RECOMMENDATION:	Adopt				
TIMING:	Routine				
DISCUSSION:	Public Service Recognition Week is celebrated the first week of May since 1985 (beginning on the first Sunday of the month) to honor the people who serve our nation as federal, state, county, local, and tribal government employees.				
FISCAL IMPACT:	None				
POLICY IMPACT:	None				
LEGISLATIVE HISTORY:	None				
ENCLOSURES:	Draft Proclamation				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
					X



BOARD OF SUPERVISORS
County of Fluvanna
Palmyra, Virginia

PROCLAMATION 04 - 2025

PUBLIC SERVICE RECOGNITION WEEK

WHEREAS, public servants at the federal, state, county, city, and tribal levels work tirelessly each day to ensure our communities function effectively; and

WHEREAS, the dedicated employees of Fluvanna County commit their time, skills, and energy to serving our community in numerous areas, including constitutional offices, administration, education, public safety, finance, infrastructure, planning, recreation, human services, and more; and

WHEREAS, these individuals consistently deliver essential services with professionalism, integrity, efficiency, and often, a much-appreciated sense of humor; and

WHEREAS, in a democracy that relies on the regular transition of elected leadership, public servants provide the vital continuity and institutional knowledge that make effective governance possible;

NOW, THEREFORE, be it resolved that the Fluvanna County Board of Supervisors hereby proclaims the week of May 4–10, 2025, as Public Service Recognition Week in Fluvanna County and encourages all residents to acknowledge and celebrate the contributions and achievements of the County's public employees.

Passed and adopted this 7th day of May, 2025.

Christopher Fairchild, Chair
Fluvanna County Board of Supervisors

**FLUVANNA COUNTY BOARD OF SUPERVISORS
AGENDA ITEM STAFF REPORT**

TAB K

MEETING DATE:	May 7, 2025					
AGENDA TITLE:	Resolution of the Designation of Rural Rustic Road – Rt. 672 Carys Creek Road					
MOTION(s):	I move that the Board of Supervisors approve “A RESOLUTION DESIGNATING RURAL RUSTIC ROAD PROJECT ROUTE 672 CARYS CREEK ROAD”, to be a Rural Rustic Road, and to be improved and accepted into the Secondary System of State Highways as such.					
BOS WORKPLAN?	Yes	No	If yes, which item(s):			
		X				
AGENDA CATEGORY:	Presentation	Action Matter	Public Hearing	Consent Agenda	Other	
				X		
STAFF CONTACT(S):	Eric Dahl, County Administrator					
PRESENTER(S):	Eric Dahl, County Administrator					
RECOMMENDATION:	Approve					
TIMING:	Routine					
DISCUSSION:	VDOT has requested this action by the County in order to move this project forward and improve it to the rural rustic road standards required for acceptance into the state system. This road is being considered for approval in the VDOT Secondary Six Year Plan.					
FISCAL IMPACT:	None					
POLICY IMPACT:	N/A					
LEGISLATIVE HISTORY:	N/A					
ENCLOSURES:	Resolution					
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other	
					X	



BOARD OF SUPERVISORS

County of Fluvanna
Palmyra, Virginia

RESOLUTION No. 09-2025

A RESOLUTION DESIGNATING RURAL RUSTIC ROAD PROJECT ROUTE 672 CARYS CREEK ROAD

WHEREAS, Section 33.2-332 of the *Code of Virginia*, permits the hard surfacing of certain unpaved roads deemed to qualify for designation as a Rural Rustic Road; and

WHEREAS, any such road must be located in a low-density development area and have no more than 1,500 vehicles per day; and

WHEREAS, the Board of Supervisors of Fluvanna County, Virginia desires to consider whether Route 672 Carys Creek road, From: Route 15 James Madison Highway To: Route 671 Gold mine Road should be designated a Rural Rustic Road; and

WHEREAS, the Board is unaware of pending development that will significantly affect the existing traffic on this road; and

WHEREAS, the Board believes that this road should be so designated due to its qualifying characteristics; and

WHEREAS, this road is in the Board's six-year plan for improvements to the secondary system of state highways.

NOW, THEREFORE, BE IT RESOLVED, the Board hereby designates this road a Rural Rustic Road, and requests that the Resident Engineer for the Virginia Department of Transportation concur in this designation.

BE IT FURTHER RESOLVED, the Board requests that this road be hard surfaced and, to the fullest extent prudent, be improved within the existing right-of-way and ditch-lines to preserve as much as possible the adjacent trees, vegetation, side slopes, and rural rustic character along the road in their current state.

BE IT FURTHER RESOLVED, that a certified copy of this resolution be forwarded to the Virginia Department of Transportation Resident Engineer.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Fluvanna County Board of Supervisors at the Regular Meeting of the Board held on the 7th day of May 2025;

SUPERVISOR	AYE	NAY	ABSTAIN	ABSENT	MOTION	SECOND
Chris Fairchild, Cunningham District, Chair						
Anthony P. O'Brien, Rivanna District, Vice Chair						
John M. Sheridan, Columbia District						
Mike Goad, Fork Union District						
Tim Hodge, Palmyra District						

Attest:

Christopher S. Fairchild, Chair
Fluvanna County Board of Supervisors

**FLUVANNA COUNTY BOARD OF SUPERVISORS
AGENDA ITEM STAFF REPORT**

TAB L

MEETING DATE:	May 07, 2025				
AGENDA TITLE:	FY25 Voluntary Contributions				
MOTION(s):	I move the Board of Supervisors approve the following supplemental appropriations for FY25 Voluntary Contributions Program: 1. \$20.00 – Transfer to Emergency Services FY25 Budget				
BOS WORKPLAN?	Yes	No	If yes, list item(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				X	
STAFF CONTACT(S):	Theresa McAllister, Management Analyst				
PRESENTER(S):	Theresa McAllister, Management Analyst				
RECOMMENDATION:	I recommend approval of the motion as stated above.				
TIMING:	Effective: May 07, 2025				
DISCUSSION:	<p>The Board of Supervisors approved the “Fluvanna County Voluntary Contributions Program Policy” on August 7th, 2013, with the program to become effective September 1st, 2013.</p> <p>The Voluntary Contributions Program has 100% of your contribution going to the department/agency selected – The money donated goes to directly support the area selected after it is appropriated by the Board of Supervisors.</p> <p>Contributions can be designated for any one of the seven department/agencies noted below.</p> <p>(1) County Government General Fund (2) Fluvanna County Public Schools (FCPS) (3) Parks and Recreation Department (4) Social Services Special Welfare Fund (5) Sheriff’s Department (6) County Library (7) Emergency Services</p>				
FISCAL IMPACT:	This supplemental appropriation would authorize staff to appropriate the revenue to the specific donation general ledger account and expenditures as indicated above.				
POLICY IMPACT:	N/A				

LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	None				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
		X			

FLUVANNA COUNTY BOARD OF SUPERVISORS
AGENDA ITEM STAFF REPORT

TAB M

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Project Agreement 03 with MTFA Architecture for Historic Courthouse				
MOTION(s):	I move the Board of Supervisors approve Project Agreement #03 between Fluvanna County and MTFA Architecture, PLLC for the Historic Courthouse restoration project totaling no more than \$58,300.00, and further authorize the County Administrator to execute the agreement subject to approval as to form by the County Attorney.				
BOS WORKPLAN?	Yes	No	If yes, list item(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				X	
STAFF CONTACT(S):	Dan Whitten, County Attorney				
PRESENTER(S):	Dan Whitten, County Attorney				
RECOMMENDATION:	Approve				
TIMING:	Routine				
DISCUSSION:	<ul style="list-style-type: none"> The County signed a Term Agreement with MTFA Architecture, PLLC on Feb. 23, 2024 for professional services related to the Historic Structure Report for the Courthouse. It is anticipated that the proposed services under this proposal will pursue additional scopes of work to incorporate Mechanical, Electrical, and Plumbing (MEP) design included within the Virginia 250 grant as well as additional pre-construction and landscape analysis to facilitate project planning. 				
FISCAL IMPACT:	\$58,300.00 from FY26 CIP				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	<ul style="list-style-type: none"> MTFA Architecture Project Agreement #03 Proposal for A/E services 				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
	X				

May 1, 2025



County of Fluvanna, Virginia
132 Main Street
P.O. Box 540
Palmyra, VA 22963

ATTN: Eric Dahl
County Administrator
Submitted by e-mail: edahl@fluvannacounty.org

RE: *County of Fluvanna, Fluvanna County Historic Courthouse, Courthouse Order 03 – Phase 2 Restoration – Additional Services*

Dear Mr. Dahl:

We are pleased to submit a fee proposal for Courthouse Order 03 – Exterior Restoration under the Term Contract dated February 23, 2024 for the Fluvanna County (FC) Historic Courthouse AE Services in Palmyra, Virginia. This purchase order pursues additional scopes of work to incorporate MEP design included within the Virginia 250 grant as well as additional pre-construction and landscape analysis to facilitate project planning. The initial Phase 2 scope of work was approved by the County board prior to the award of the Virginia 250 grant. Prior to receipt of the grant, MEP was not intended to proceed as a part of Phase 2 and therefore had not been included in Order 02. With the award of the grant, the County directed MTFA to pursue full MEP services through to completion and that work is included in this modification. Refer to Courthouse Order 2 dated January 17th for additional information regarding the remainder of the Phase 2 scope of work.

For this expanded scope, the historic preservation division of MTFA Architecture will be supported by 2RW Inc. for mechanical, electrical, and plumbing engineering services, Liz Sargent Historic Landscape Architecture for historic landscape assessment, and Historic Preservation and Restoration Inc. for pre-construction services and removals.

ADDITIONAL SCOPE OF WORK

This purchase order includes the following efforts:

- Extend the MEP design from the currently contracted 30% level of completion through to the completion of construction administration. This scope increase captures all scope indicated in the 30% DD submission for mechanical, electrical, plumbing, and fire alarm design disciplines.
- Historic landscape site review and preparation of summary memorandum of findings.
 - o One site meeting
 - o Historical documentation review
 - o Preparation of memorandum
- Pre-construction services for construction logistics to facilitate planning and protection of historic landscape.
 - o Participation in site meeting
 - o Advising on site logistics in the context of the surrounding landscape
 - o Removal of small area of brick paving at side accessible ramp for assessment of sub-grade conditions
- Additional architectural work for administering additional MEP, constructability, and landscape work.

Fluvanna County Historic Courthouse – Courthouse Order 03 – Fee Proposal

Compensation

Lump sum fee total is fifty-eight-thousand and three-hundred dollars (\$58,300) broken down by phase:

Phase 2 Additional Services	
<i>Category</i>	<i>Fee</i>
95% Construction Documents	26,000.00
100% Bid Set	3,500.00
Bidding	1,600.00
Construction Administration	20,100.00
Landscape Analysis	3,100.00
Pre-Construction Services	3,000.00
Travel reimbursables	1,000.00
Total Fees	\$58,300.00

CLARIFICATIONS AND ASSUMPTIONS

The following are clarifications and assumptions related to the scope of work and our proposal. Refer to Order 02 for additional qualifications to the Phase 2 project scope of work:

- A. Schedule: A revised project schedule is attached to this proposal. MTFA will endeavor to meet project deadlines, but MTFA cannot guarantee the performance of others.
- B. Meetings: One (1) additional on-site design meeting for the landscape review and pre-construction services during design is included in addition to the one (1) follow-up site review by the MEP engineer and the three (3) on-site meetings for the MEP engineer during construction administration.

Please let me know if you have any questions or if you need further information at this time.

Sincerely,



James P. Clark, FAIA

Principal

MTFA Architecture, PLLC

Attachments (1)

Revised Project Schedule dated May 1, 2025



FLUVANNA COUNTY HISTORIC COURTHOUSE
PHASE 2 - RESTORATION
 Palmyra, Virginia

May 1, 2025

PROJECT SCHEDULE

REVISED

PHASE 2 A/E SERVICES	DURATION	DATE
Approved Task Order		Monday, January 27, 2025
Prepare and submit 30% Design Development (DD) Drawings for Exterior and Interior Renovations	50 days after task order	Tuesday, March 18, 2025
Submit Cost Estimate	17 days after 30% submission	Friday, April 4, 2025
30% DD Review Meeting (virtual)	4 days after cost estimate	Tuesday, April 8, 2025
County to process contract modification for interior scope	29 days after 30% review mtg	Wednesday, May 7, 2025
Prepare and submit 95% Construction Documents (CD) Drawings and Specifications for owner-defined scope	83 days after 30% review mtg	Monday, June 30, 2025
Submit Cost Estimate	17 days after 95% submission	Thursday, July 17, 2025
County to issue draft IFB	17 days after 95% submission	Thursday, July 17, 2025
95% CD Review Meeting (virtual)	7 days after cost estimate	Thursday, July 24, 2025
Prepare and submit 100% Bid Set	29 days after 95% review mtg	Friday, August 22, 2025
County issues documents for bids	17 days after submission	Monday, September 8, 2025
Bids Received	30 days after issuance	Wednesday, October 8, 2025
County Completes Review of Bids	21 days after receipt of bids	Wednesday, October 29, 2025
County Board Approves Contract	28 days after receipt of bids	Wednesday, November 5, 2025
Commence Construction	7 days after contract approval	Wednesday, November 12, 2025

PROJECT AGREEMENT # 03
TERM CONTRACT BETWEEN COUNTY AND ARCHITECT/ENGINEER FOR
PROFESSIONAL SERVICES
Fluvanna County Historic Courthouse

This Project Agreement #03 (the Project Agreement") made this ___ day of _____, 2025 between Fluvanna County, Virginia (the "County"), a political subdivision of the Commonwealth of Virginia, and MTFA Architecture, PLLC ("A/E"), a Virginia limited liability company, is an addendum to that TERM CONTRACT BETWEEN COUNTY AND ARCHITECT/ENGINEER FOR PROFESSIONAL SERVICES dated the 23rd day of February, 2024 (including all exhibits, and as modified by any amendments or addenda thereto the "Agreement"). All defined terms in the Agreement shall have the same meaning in this Project Agreement unless the context used herein requires otherwise.

Whereas, pursuant to the Agreement the County shall issue written task orders to the A/E as services are needed;

Whereas, the A/E submitted a proposal letter dated May 1, 2025 entitled "County of Fluvanna, Fluvanna County Historic Courthouse, Courthouse Order 03 – Phase 2 Restoration - Additional Services" (the "Proposal") which is attached hereto as **Exhibit 1** and made a material part hereof;

Whereas, the County desires that the Consultant complete the work and services set forth in the Proposal, including, without limitation, the services described both in the "Additional Scope of Work" section, which services are generally described therein as:

The purpose of this task order ("Task Order") pursues additional scopes of work to incorporate MEP design included within the Virginia 250 grant as well as additional pre-construction and landscape analysis to facilitate project planning.

Now therefore, for good and valuable consideration, the parties hereby agree as follows:

ARTICLE I: THE AGREEMENT

The foregoing recitations are incorporated by reference into this Project Agreement.

This Project Agreement is an addendum to and made a material part of the Agreement. The parties hereto agree that except as specifically and expressly modified hereby that Agreement remains in full force and effect and the provisions of the Agreement are incorporated herein and are a material part hereof.

ARTICLE II: TASK ORDER

Consultant shall provide all work and services as needed and necessary or desired to complete Services on the Task Order consistent with all provisions of this Project Agreement, the Proposal, and the Agreement.

The County's project manager for technical inquiries relating to this Project Agreement shall be:

Dale Critzer
 Director of Public Works
 197 Main Street
 P.O. Box 540
 Palmyra, VA 22963

Phone: (434) 591-1925 Ext. 1008
 Email: dcritzer@fluvannacounty.org

Billing inquiries should be directed to Victoria Melton, Finance Director, whose contact information appears below in Article VI.

ARTICLE III: EXHIBITS AND RESOLVING CONFLICTS

The rights and duties of the County and Consultant applicable to the County's projects under this Project Agreement are set forth in the following Agreement Documents:

- i. This Project Agreement;
- ii. Exhibit 1 hereto;
- iii. Exhibit 2 hereto, being the Term Contract for Professional Services dated February 23, 2024 and including exhibits thereto; and
- iv. Exhibit 3 hereto, being the County of Fluvanna General Terms Conditions and Instructions to Bidders and Contractors

Whenever possible, the terms of the above Agreement Documents shall be read together, however in the event of a conflict, the order of preference above shall govern which Document will control. In other words, (i) shall control over (ii) to (iv) above, and (ii) shall control over (iii) and (iv) and so forth.

ARTICLE IV: FEES

The A/E shall receive up to a not-to-exceed total of FIFTY-EIGHT THOUSAND THREE HUNDRED AND NO/100 DOLLARS (\$58,300.00) based on the Proposal, which shall be payable monthly for work and expenses accrued during the past month.

The fixed fee, lump sum is a not-to exceed amount. The A/E shall submit invoices to the County monthly for services actually rendered on each subtask and upon final completion. The invoice shall describe the services rendered to date with specificity. The A/E will be paid within forty-five (45) days of receipt of a valid invoice following final acceptance of all work by the County in the County's sole discretion ("Final Completion"). No invoice may be provided by the A/E to the County until the items or services purchased have been delivered to, inspected by and accepted by the County. In no event shall the fees invoiced or due under this Project Agreement exceed \$58,300.00 total.

Notwithstanding anything to the contrary contained in the Proposal, the A/E shall be paid up to the fixed fee, lump sum for the Task Order Services set forth in this Project Agreement.

The fee includes all fees, costs and charges of any kind to perform all the services and work, including supplying at its own cost and expense any necessary tools, equipment or materials necessary or desirable for completion of the task(s) specified.

ARTICLE V: TERM

A/E shall with due diligence and dispatch assiduously pursue this Task Order to completion. A/E will meet the schedule provided in **Exhibit 1**, as time is of the essence.

ARTICLE VI: MISCELLANEOUS

As appropriate to the context, the singular will include the plural and vice versa, and reference to one gender will include the others. This Project Agreement may be executed in one or more counterparts, each of which will be considered the Project Agreement for all purposes of proof. In addition to allowing

electronic signatures upon an electronic copy of this Project Agreement, as provided by Virginia law, facsimile signatures upon any signature page will be considered to be original signatures. This Project Agreement contains the entire understanding of the parties with respect to the subject matter hereof and is to be modified only by a writing signed by the parties to this Project Agreement. This Project Agreement will be binding upon and inure to the benefit of the respective parties and their successors. This Project Agreement is not assignable by either party, except by operation of law. The legal address for the County and for the Consultant and the addresses for delivery of Notices and other documents related to the administration of this Project Agreement are as follows:

County:

ATTN: Victoria Melton, Finance Director

Fluvanna County

P.O. Box 540

Palmyra, VA 22963

Telephone: (434) 591-1930

Facsimile: (434) 591-1931

A/E:

MTFA Architecture, PLLC

ATTN: James P. Clark, Principal

3200 Langston Boulevard

Arlington, VA 22207

Telephone: (703) 524-6616

Any party may substitute another address for the one set forth above by giving a notice in the manner required. Any notice given by mail will be deemed to be received on the fifth (5th) day after deposit in the United States mail. Any notice given by hand will be deemed to be received when delivered. Notice by courier will be deemed to have been received on the date shown on any certificate of delivery.

[Signature page to follow.]

In witness whereof the undersigned duly authorized representatives have executed this Project Agreement on the dates set forth beside their respective signatures.

A/E:
MTFA Architecture, PLLC

County:
Fluvanna County:

By: _____
Name: James P. Clark
Title: Principal

Date: _____

By: _____ Date: _____
Name: Eric M. Dahl
Title: County Administrator

Approved as to form:

By: _____
Fluvanna County Attorney

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB N

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Purchase Order Contract with Motorola Solutions, Inc. for radio equipment				
MOTION(s):	I move the Board of Supervisors approve the Purchase Order Contract with Motorola Solutions, Inc. for radio equipment and authorize the County Administrator to execute the Purchase Order Contract subject to approval as to form by the County Attorney.				
BOS WORKPLAN?	Yes	No	If yes, which ITEM(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				X	
STAFF CONTACT(S):	Dan Whitten, County Attorney				
PRESENTER(S):	Dan Whitten County Attorney				
RECOMMENDATION:	Approve				
TIMING:	Effective upon full execution				
DISCUSSION:	<p>Contract terms the Board should be aware of (highlights only, see contract for details):</p> <ul style="list-style-type: none"> Cooperative contract off Metropolitan Washington Council of Governments contract, resulting in 40% discount from list price Total cost is \$247,550.05 Equipment to be delivered no later than July 15, 2025 				
FISCAL IMPACT:	No additional funding is required; the funding is available in the E-911 department budget				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	<ul style="list-style-type: none"> Contract between Fluvanna County and Motorola Solutions, Inc. 				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
	X	X	X		

Motorola Radio Equipment Purchase Order Contract

This **Purchase Order Contract** (the "**Contract**") dated the ____ day of _____, 2025 is between **Motorola Solutions, Inc. ("Vendor")**, a Delaware corporation authorized to transact business in Virginia, and **Fluvanna County ("County")**, a political subdivision of the Commonwealth of Virginia, and the **Fluvanna County Sheriff's Office** (together the "**Customer**"), and sets forth the terms and conditions for Vendor's provision of those Products and/or Services to the Customer.

Whereas, the Customer desires to purchase radios and with associated equipment (the "**Equipment**") for use by the Fluvanna County Sheriff's Office, more specifically set out under Cooperative Contract between Metropolitan Washington Council of Governments (COG) Number 21-069 for a discount of 40% off from list price attached hereto as **Exhibit 1**, Amendment #6 Contract Period Extended, attached hereto as **Exhibit 2**, and the Rider Clause Approval Form attached hereto as **Exhibit 3**, all of which Exhibits are incorporated herein as a material part of this Contract; and

Whereas, the Cooperative Agreement has a termination date of May 18, 2027; and

Whereas, the Vendor submitted Quote #3046129 dated March 13, 2025, (the "**Quote**") to the Customer for the Equipment radio and associated options and warranties more specifically described in such Quote attached hereto as **Exhibit 4** and incorporated herein as a material part of this Contract; and

Whereas, the Customer may cooperatively procure the Equipment from the Cooperative Agreement pursuant to Virginia Code Section 2.2-4304 and as a joint procurement as set forth in the Cooperative Solicitation; and

Whereas, the Vendor wishes to provide the Equipment to the Customer as described in the Quote.

NOW THEREFORE, the parties hereby agree as follows:

1. **RECITATIONS AND WARRANTIES.** The foregoing recitations are incorporated herein by reference as material terms of the Contract between the Customer and Vendor. Vendor agrees to complete and attach the forms attached hereto as **Exhibit 6** which are material part hereof. All manufacturer's warranties shall be assigned and delivered to the Customer with the Equipment. In addition, all warranties required or offered under the Quote or this Contract for the Equipment shall be assigned and delivered to the Customer with the Equipment.
2. **COOPERATIVE PROCUREMENT.** Pursuant to the Virginia Public Procurement Act, this a cooperatively procured contract off of the Cooperative Agreement. The services must meet or exceed all terms, provisions and requirements of the Cooperative Agreement, the Quote and this Agreement. The Vendor promises and agrees that the Customer shall receive the benefits of the Cooperative Agreement and the Customer shall have all rights and remedies under the Cooperative Agreement. **Notwithstanding any other provisions hereof, the Vendor represents and warrants to the Customer that all pricing in this Agreement for the products and/or services are consistent with or lower than the pricing set forth in the Cooperative Agreement and all products and/or services purchased hereunder are available under the Cooperative Agreement.** The Customer is materially relying on such representations and warranties in executing this Agreement as a cooperative procurement pursuant to Virginia law.

Motorola Radio Equipment Purchase Order Contract

3. **PRODUCTS AND/OR SERVICES.** The Vendor agrees that the Equipment shall comply with: (i) all applicable industry standards; (ii) all requirements and provisions of this Contract and the Quote; (iii) all requirements of the County's General Terms, attached hereto as **Exhibit 5**, which are incorporated herein by reference as a material part of this Agreement; and (iv) all requirements of Applicable Law. "Applicable Law" as used herein means all applicable federal, Commonwealth of Virginia and local laws, ordinances, rules and regulations or similar standards in any way related to the Equipment or performance under this Contract. The Equipment includes specifically, without limitation, evidence of ownership such as title or MSO and any manuals, warranties, manufacturer warranties, customer support, etc.

The Vendor has reviewed and agrees to the County's General Terms: _____[Initial].

4. **LOCATION.** Delivery of the Equipment shall be to the following address: 160 Commons Blvd., Palmyra VA 22963. The Vendor must coordinate with the Customer on convenient delivery times for the Equipment; and the contact for delivery is Director Michael Grandstaff, (434) 589-8211.

5. **NOTICES:**

CUSTOMER:

Fluvanna County, Attn: Finance Director, 132 Main Street Palmyra, VA 22963, telephone: (434) 591-1930 (billing, service and product inquiries)

Fluvanna County Sheriff's Office, Attn: Director Michael Flagstaff, 160 Commons Blvd., Palmyra VA 22963, telephone (434) 591-2008 (service and product inquiries)

With a Copy to: Fluvanna County Attorney, P.O. Box 540 Main Street Palmyra, VA 22963, telephone: (434) 591-1910 (contract inquiries)

VENDOR:

Motorola Solutions, Inc., Attn: Legal, Government, Affairs & Corporate Communications, 500 W. Monroe Street, 43rd Floor, Chicago, IL 60661

6. **PERFORMANCE.** The Equipment shall be delivered no later than **July 15, 2025**; time being of the essence. Any warranties on the Equipment shall begin on the later of the date that the Customer accepts the Equipment without reservation. All risk of loss on the Equipment remains with the Vendor until delivery to the Customer at the delivery location and acceptance by the Customer of the Equipment. All applicable warranties, promises and covenants relating to the Equipment provided for hereunder and any manufacturer's warranties benefiting the Customer shall continue according to the terms thereof and shall survive any earlier termination of this Contract.
7. **INSURANCE.** The Contractor agrees that, during the period of time it renders services to the Customer pursuant to any Contract, it shall carry (and provide the Customer with evidence of coverage of) the following minimum amounts of insurance:

Public General Liability	\$1,000,000 per occurrence; \$2,000,000 in the aggregate
--------------------------	--

Motorola Radio Equipment Purchase Order Contract

Excess Liability	\$2,000,000	Aggregate Over Above Policy Limits (Excluding Professional Liability)
------------------	-------------	--

Worker's Compensation Amount required by Virginia law

These requirements are minimums. The Contract may specifically require the Contractor to carry additional or higher minimum amounts of insurance; and may include other additional requirements with respect to insurance and the provisions therefor.

The Contractor shall provide a copy of a Certificate of Insurance, evidencing such insurance and such endorsements as prescribed herein, and shall have it filed with the Customer prior to entering into any Contract with the Customer. On this Certificate of Insurance, the County of Fluvanna shall be named or indicated as additional insureds for comprehensive general liability. No change, cancellation or non-renewal shall be made in any insurance coverage without a forty-five (45) day written notice to the Customer and such shall be noted in the policy. The Contractor shall furnish a new certificate prior to any change or cancellation date. Insurance required by this section shall be in full force and effect throughout any Contract term. If the Contractor fails to provide the Customer with acceptable evidence of current insurance within ten (10) days after written request from the Customer therefor during the any Contract term, then the Customer shall have the absolute right to terminate the Contractor without any further obligation to the Contractor.

8. **COMPENSATION.** Consistent with the Quote, the Vendor shall be paid a flat fee of **TWO HUNDRED FORTY-SEVEN THOUSAND, FIVE HUNDRED FIFTY AND 05/100 DOLLARS (\$247,550.05)** for the Equipment, being more specifically described in the Quote. Payment and invoice terms are governed by the County's General Terms, but in no event will the Vendor be paid before the Completion Date (as defined below). Any additional products or services must be purchased only under a written amendment of this Contract signed by authorized representatives of both parties. Invoices should be directed to Fluvanna County. The date that the Equipment is delivered in compliance with this Contract to the satisfaction of the Customer is the "**Completion Date.**" **IN NO EVENT WILL THE CONTRACTOR BE PAID MORE THAN \$247,550.05 TOTAL UNDER THIS CONTRACT FOR THE EQUIPMENT.**

9. **EXHIBITS AND RESOLVING CONFLICTS.** The rights and duties of the Customer and Vendor under this Contract are set out herein and in Exhibits 1 through 6 (the "Exhibits") attached hereto. Whenever possible, the terms of the above Contract and the Exhibits shall be read together and where there are similar provisions both shall apply, however in the event of a direct conflict, the order of control shall be this Contract, the County's General Terms, then Exhibit 3, then Exhibit 2, then Exhibit 1. To clarify, the Contract shall control over the Exhibits in the event of a direct conflict, the County's General Terms shall control over the attached Exhibits, and Exhibit 3 shall control over Exhibits 1 and 2.

10. **COUNTERPARTS AND ELECTRONIC SIGNATURES.** This Agreement may be executed in counterparts, each of which shall be deemed an original, but such counterparts, when taken together, shall constitute one agreement. This Agreement may be executed by a Party's signature transmitted by facsimile or email, and copies of this Agreement executed and

Motorola Radio Equipment Purchase Order Contract

delivered by means of faxed or emailed signatures shall have the same force and effect as copies hereof executed and delivered with original signatures.

- 11. MISCELLANEOUS.** The headings of the sections of this Contract are inserted for convenience only and do not alter or amend the provisions hereof. A word importing the masculine or neuter gender only may extend and be applied to females and to corporations as well as males, and vice versa. A word importing the singular number only may extend and be applied to several persons or things as well as to one person or thing; and a word importing the plural number only may extend and be applied to one person or thing, as well as to several persons or things. This contract may be executed in multiple counterparts each of which shall be deemed an original and together which shall constitute the Contract. This Contract may be executed in duplicate originals, any of which shall be equally authentic. Applicable law and venue provisions of the County's General Terms apply.

IN WITNESS WHEREOF, the Parties hereto agree to the above terms and have caused this Agreement to be executed and sealed in their names by their duly authorized officers.

[SIGNATURE PAGE TO FOLLOW]

Motorola Radio Equipment Purchase Order Contract

Vendor:
MOTOROLA SOLUTIONS, INC.

Customer:
**County of Fluvanna, a political subdivision of
the Commonwealth of Virginia**

By: _____

By: _____

Name: _____

Name: Eric Dahl

Title: _____

Title: County Administrator

Date: _____

Date: _____

APPROVED AS TO FORM:

**Fluvanna County Sheriff's Office,
a political subdivision of the Commonwealth of
Virginia**

Dan Whitten, Fluvanna County Attorney

By: _____

Name: _____

Title: _____

Date: _____



QUOTE-3046129
APX6000 Order 031325C

Billing Address:
FLUVANNA COUNTY
PO BOX 540
PALMYRA, VA 22963
US

Quote Date:03/13/2025
Expiration Date:06/11/2025
Quote Created By:
David Belew
dbelew@clearcomva.com

End Customer:
FLUVANNA COUNTY

Contract: 36331 - MWCOG
Payment Terms:30 NET

Line #	Item Number	Description	Qty	List Price	Contract Price	Sale Price	Ext. Sale Price
	APX™ 6000 Series	APX6000					
1	H98KGF9PW6BN	APX6000 VHF MHZ MODEL 2.5 PORTABLE	35	\$3,667.00	\$2,200.20	\$2,200.20	\$77,007.00
1a	Q361AR	ADD: P25 9600 BAUD TRUNKING	35	\$330.00	\$198.00	\$198.00	\$6,930.00
1b	H38BT	ADD: SMARTZONE OPERATION	35	\$1,320.00	\$792.00	\$792.00	\$27,720.00
1c	Q58AL	ADD: 3Y ESSENTIAL SERVICE	35	\$184.00	\$184.00	\$184.00	\$6,440.00
1d	QA00580AC	ADD: TDMA OPERATION	35	\$495.00	\$297.00	\$297.00	\$10,395.00
1e	QA09113AB	ADD: BASELINE RELEASE SW	35	\$0.00	\$0.00	\$0.00	\$0.00
1f	Q806BM	ADD: ASTRO DIGITAL CAI OPERATION	35	\$567.00	\$340.20	\$340.20	\$11,907.00
1g	Q629AK	ENH: AES ENCRYPTION AND ADP	35	\$523.00	\$313.80	\$313.80	\$10,983.00
1h	QA09001AB	ADD: WIFI CAPABILITY	35	\$330.00	\$198.00	\$198.00	\$6,930.00
1i	QA07682AA	ADD: SMARTCONNECT	35	\$0.00	\$0.00	\$0.00	\$0.00
2	LSV00Q00202A	DEVICE PROGRAMMING	35	\$85.71	\$85.71	\$85.71	\$2,999.85
	APX™ 6000 Series	APX6000					
3	H98KGF9PW6BN	APX6000 VHF MHZ MODEL 2.5 PORTABLE	20	\$3,667.00	\$2,200.20	\$2,200.20	\$44,004.00
3a	Q667BB	ADD: ADP ONLY (NON-P25 CAP COMPLIANT) (US ONLY)	20	\$0.00	\$0.00	\$0.00	\$0.00



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.
Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800



QUOTE-3046129
APX6000 Order 031325C

Line #	Item Number	Description	Qty	List Price	Contract Price	Sale Price	Ext. Sale Price
3b	Q361AR	ADD: P25 9600 BAUD TRUNKING	20	\$330.00	\$198.00	\$198.00	\$3,960.00
3c	Q58AL	ADD: 3Y ESSENTIAL SERVICE	20	\$184.00	\$184.00	\$184.00	\$3,680.00
3d	QA00580AC	ADD: TDMA OPERATION	20	\$495.00	\$297.00	\$297.00	\$5,940.00
3e	QA09001AB	ADD: WIFI CAPABILITY	20	\$330.00	\$198.00	\$198.00	\$3,960.00
3f	H38BT	ADD: SMARTZONE OPERATION	20	\$1,320.00	\$792.00	\$792.00	\$15,840.00
3g	QA07682AA	ADD: SMARTCONNECT	20	\$0.00	\$0.00	\$0.00	\$0.00
3h	QA09113AB	ADD: BASELINE RELEASE SW	20	\$0.00	\$0.00	\$0.00	\$0.00
3i	QA01427AB	ALT: IMPACT GREEN HOUSING	20	\$28.00	\$16.80	\$16.80	\$336.00
3j	Q806BM	ADD: ASTRO DIGITAL CAI OPERATION	20	\$567.00	\$340.20	\$340.20	\$6,804.00
4	LSV00Q00202A	DEVICE PROGRAMMING	20	\$85.71	\$85.71	\$85.71	\$1,714.20

Grand Total

\$247,550.05(USD)

Notes:

- + Promotional pricing for 1 year Application Service trial.
- Unless otherwise noted, this quote excludes sales tax or other applicable taxes (such as Goods and Services Tax, sales tax, Value Added Tax and other taxes of a similar nature). Any tax the customer is subject to will be added to invoices.



Any sales transaction following Motorola's quote is based on and subject to the terms and conditions of the valid and executed written contract between Customer and Motorola (the "Underlying Agreement") that authorizes Customer to purchase equipment and/or services or license software (collectively "Products"). If no Underlying Agreement exists between Motorola and Customer, then Motorola's Standard Terms of Use and Motorola's Standard Terms and Conditions of Sales and Supply shall govern the purchase of the Products.

Motorola Solutions, Inc.: 500 West Monroe, United States - 60661 ~ #: 36-1115800



Purchase Order Checklist NA OM

Marked as PO/ Contract/ Notice to Proceed on Company Letterhead
(PO will not be processed without this)

PO Number/ Contract Number

PO Date

Vendor = Motorola Solutions, Inc.

Payment (Billing) Terms/ State Contract Number

Bill-To Name on PO must be equal to the *Legal* Bill-To Name

Bill-To Address

Ship-To Address (If we are shipping to a MR location, it must be documented on PO)

Ultimate Address (If the Ship-To address is the MR location then the Ultimate Destination address must be documented on PO)

PO Amount must be equal to or greater than Order Total

Non-Editable Format (Word/ Excel templates cannot be accepted)

Tax Exemption Status

Signatures (As required)

NOTE: When an email order is submitted a confirmation is sent from Motorola AutoNotify referencing a **case number**.

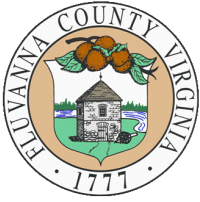
Once checklist is complete, order still must go through **Order Validation/Credit Approval**

FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB O

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Resolution to set a percentage of tax relief for the 2025 tax year that is anticipated to exhaust PPTR funds provided to the County				
MOTION(s):	I move that the Board of Supervisors approve the resolution to set a percentage of tax relief for the 2025 tax year at a level that is anticipated to exhaust personal property tax relief funds provided to the County of Fluvanna by the Commonwealth of Virginia as authorized by County Code Sec. 20-1.1-2				
BOS WORKPLAN?	Yes	No	If yes, list item(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				X	
STAFF CONTACT(S):	Dan Whitten, County Attorney				
PRESENTER(S):	Dan Whitten, County Attorney				
RECOMMENDATION:	Approve resolution				
TIMING:	Resolution in effect upon adoption				
DISCUSSION:	<p>County Code Sec. 20-1.1-2 requires the Board to set the percentage of tax relief at such a level that it is anticipated fully to exhaust PPTRA relief funds provided to the county by the Commonwealth.</p> <p>Qualifying vehicles obtaining situs within the County of Fluvanna as of January 1, 2025, shall receive personal property tax relief in the following manner:</p> <ul style="list-style-type: none"> Personal use vehicles valued at \$1,000 or less will be eligible for 100% tax relief; Personal use vehicles valued at \$1,001 to \$20,000 will be eligible for 31.1% tax relief; Personal use vehicles valued at \$20,001 or more shall only receive 31.1% tax relief on the first \$20,000 of value Other vehicles which do not meet the definition of "qualifying" (business use vehicles, farm use vehicles, motor homes, etc.) will not be eligible for any form of tax relief under this program. 				
FISCAL IMPACT:	N/A				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				

ENCLOSURES:	<ul style="list-style-type: none">Resolution				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
	X				X



BOARD OF SUPERVISORS

County of Fluvanna
Palmyra, Virginia

RESOLUTION No. XX-2025

A Resolution to set a percentage of tax relief for the 2025 tax year at a level that is anticipated to exhaust personal property tax relief funds provided to the County of Fluvanna by the Commonwealth of Virginia as authorized by County Code Sec. 20-1.1-2

WHEREAS, the Personal Property Tax Relief Act of 1998, Va. Code 58.1-3523 et seq. ("PPTRA"), has been substantially modified by the enactment of Chapter 1 of the Acts of Assembly, 2004 Special Session I (Senate Bill 5005), and the provisions of Item 503 of Chapter 951 of the 2005 Acts of Assembly (the 2005 revisions to the 2004-06 Appropriations Act, hereinafter cited as the "2005 Appropriations Act"); and

WHEREAS, these legislative enactments require the County of Fluvanna to take affirmative steps to implement these changes, and to provide for the computation and allocation of relief provided pursuant to the Personal Property Tax Relief Act as revised; and

WHEREAS, these legislative enactments provide for the annual appropriation to the County of Fluvanna, of a fixed sum to be used exclusively for the provision of tax relief to owners of qualifying personal use vehicles that are subject to the personal property tax on such vehicles, which the County of Fluvanna has authorized to be accomplished by resolution of the Board of Supervisors of Fluvanna County by the enactment of County Code Sec. 20-1.1-2.

NOW THEREFORE BE IT RESOLVED by the Board of Supervisors that;

Qualifying vehicles obtaining situs within the County of Fluvanna as of January 1, 2025, shall receive personal property tax relief in the following manner:

- Personal use vehicles valued at \$1,000 or less will be eligible for 100% tax relief;
- Personal use vehicles valued at \$1,001 to \$20,000 will be eligible for 31.1% tax relief;
- Personal use vehicles valued at \$20,001 or more shall only receive 31.1% tax relief on the first \$20,000 of value; and

IT IS FURTHER RESOLVED AND ORDERED that all other vehicles which do not meet the definition of "qualifying" (business use vehicles, farm use vehicles, motor homes, etc.) will not be eligible for any form of tax relief under this program.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Fluvanna County Board of Supervisors on this 7th day of May, 2025.

	AYE	NAY	ABSTAIN	ABSENT	MOTION	SECOND
Chris Fairchild, Cunningham District						
John M. Sheridan, Columbia District						
Mike Goad, Fork Union District						
Timothy Hodge, Palmyra District						
Anthony P. O'Brien, Rivanna District						

Attest:

Christopher S. Fairchild, Chair
Fluvanna County Board of Supervisors



Capital Reserve Maintenance Fund Request

TAB P

MOTION: I move that the Board of Supervisors approve a Capital Reserve Maintenance Fund Request in the amount of **\$9,645.68** for the purpose(s) of:
Replace the transmission in Ambulance 6.

Section 1 - REQUEST

Requesting Department/Agency Emergency Services	Dept/Agency Contact Stephen Morris	Date of Request 04/30/2025	
Phone (434) 270-6321	Fax	Fiscal Year FY25	
Reserve Fund Purpose Category: Failure of equipment after warranty expiration but before expected lifecycle			
Description of Project/Repair	Qty	Unit Price	Total Price
Automatic transmission	1	\$7,229.23	\$7,229.23
Automatic Transmission Oil Cooler	1	\$336.19	\$336.19
Labor	1	\$1,574.48	\$1,574.48
Diagnoses, Kooler Kleen, Transmission Fluid & Shop Supplies	1	\$505.78	\$505.78
Total Request:			\$9,645.68

Description and justification for proposed use.

Ambulance 6 has been removed from service due to transmission slipping and recommendation of mechanic as being unreliable. This repair will replace the transmission having a 3yr/36k warranty and allow the Ambulance to be placed back in service.

Department/Agency Head Name Stephen Morris	Signature Stephen Morris <small>Digitally signed by Stephen Morris Date: 2025.04.30 14:27:09 -04'00'</small>	Date 04/30/2025
--	---	---------------------------

Section 2 - REVIEW

Recommended? <input type="checkbox"/> Yes <input type="checkbox"/> No	County Finance Director	Date
Recommended? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	County Administrator Eric Dahl <small>Digitally signed by Eric Dahl Date: 2025.04.30 14:56:42 -04'00'</small>	Date

Section 3 - BOARD OF SUPERVISORS

Approved? <input type="checkbox"/> Yes <input type="checkbox"/> No	Decision Date	Comments
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FLUVANNA COUNTY BOARD OF SUPERVISORS AGENDA ITEM STAFF REPORT

TAB Q

MEETING DATE:	May 7, 2025				
AGENDA TITLE:	Accept Dedication of Easements and Memorandum of Understanding with McKenzie Marie Young, Terri Marshall, and Robert Schiller Marshall, Jr.				
MOTION(s):	<p><u>Motion #1:</u> I move that the Board of Supervisors accept the dedication of easements from McKenzie Marie Young, Terri Marshall, and Robert Schiller Marshall, Jr. and authorize the County Administrator to execute the deed subject to approval as to form by the County Attorney.</p> <p><u>Motion #2:</u> I move that the Board of Supervisors accept the memorandum of understanding with McKenzie Marie Young, Terri Marshall, and Robert Schiller Marshall, Jr. and authorize the County Administrator to execute the deed subject to approval as to form by the County Attorney.</p> <p><u>Motion #3:</u> I move the Board of Supervisors approve a Capital Reserve Maintenance Fund Request in the amount of \$30,000 for the County's share of the new alternative sewage system replacement for the Public Utilities department.</p>				
BOS WORKPLAN?	Yes	No	If yes, which ITEM(s):		
		X			
AGENDA CATEGORY:	Public Hearing	Action Matter	Presentation	Consent Agenda	Other
				X	
STAFF CONTACT(S):	Dan Whitten, County Attorney				
PRESENTER(S):	Dan Whitten, County Attorney				
RECOMMENDATION:	Motion to approve the dedication of easements and memorandum of understanding				
TIMING:	Record dedication of easements and Memorandum of Understanding after approval by the Board				
DISCUSSION:	<p>McKenzie Marie Young, Terri Marshall, and Robert Schiller Marshall, Jr. are the owners of property located on U.S. Route 6 and identified as Tax Map # 51-A-42 and 51-A-41. The property owners desire to dedicate a septic drainfield easement, access easement and parking easement to the County in order to install a new alternative sewage system. The easements are identified as " NEW SEPTIC DRAINFIELD EASEMENT 4,250 SQUARE FEET" and "NEW PARKING EASEMENT 176 SQUARE FEET" and "NEW 10' ACCESS EASEMENT 1,116 SQUARE FEET" on the Plat. The County Attorney has drafted the attached deed of dedication.</p> <p>The property owners have also agreed to a Memorandum of Understanding for sharing the cost of installing the new alternative sewage system. The cost is \$45,000 and will be split 60% County and 40% Property Owners. The County will be responsible for the annual maintenance costs which will be less than \$1,000</p>				

	annually. The County will also be responsible for paying the monthly electric bill for the meter that supplies power to the system.				
FISCAL IMPACT:	N/A				
POLICY IMPACT:	N/A				
LEGISLATIVE HISTORY:	N/A				
ENCLOSURES:	<ul style="list-style-type: none"> • Deed of dedication of easements with an attached plat • Memorandum of Understanding for installation of alternative sewage system. 				
REVIEWS COMPLETED:	Legal	Finance	Purchasing	HR	Other
	X				

**AGREEMENT BETWEEN MCKENZIE MARIE YOUNG, TERRI MARSHALL AND
ROBERT SCHILLER MARSHALL, JR. AND FLUVANNA COUNTY, VIRGINIA**

THIS AGREEMENT (“the Agreement”) is made this ____ day of _____, 2025 by and between FLUVANNA COUNTY, a political subdivision of the Commonwealth of Virginia, hereinafter called the “County,” party of the first part; and MCKENZIE MARIE YOUNG, TERRI MARSHALL, AND ROBERT SCHILLER MARSHALL, JR., hereinafter together called “Owner,” party of the second part.

WITNESSETH:

WHEREAS, the Owner is the owner of certain real property in the County of Fluvanna, Virginia, more particularly described on Schedule A attached hereto (the “Property”);

WHEREAS, the Owner dedicated a septic drainfield easement, access easement, and parking easement (the “Easements”) to the County by deed of easement dated May 7, 2025 and recorded _____, 2025 in the Clerk’s Office of the Circuit Court of Fluvanna County, Virginia as Instrument Number _____; and such Easements are identified on a plat by G.V. “Kirk” Hughes, Land Surveyor, dated April 18, 2025, entitled “A NEW PARKING EASEMENT, NEW SEPTIC DRAINFIELD EASEMENT & NEW 10’ ACCESS EASEMENT THRU LANDS OF MCKENZIE MARIE YOUNG AND TERRI & ROBERT SCHILLER MARSHALL, JR.” (the “Plat”);

WHEREAS, the Owner plans to contract with Enviro-Klean Co. to install an alternative onsite sewage system (the “Alternative Onsite Sewage System”) on the Property for a cost of \$45,000; and

WHEREAS, the Owner and County desire to share the cost of installing the Alternative Onsite Sewage System; and

WHEREAS, the County desires to pay for the cost of annual maintenance for the Alternative Onsite Sewage System; and

WHEREAS, the County desires to pay for all utility costs associated with the operation of the Alternative Onsite Sewage System.

NOW THEREFORE, for and in consideration of the mutual covenants hereinafter contained, the parties agree as follows:

1. Contract for Alternative Onsite Sewage System:

The Owner will contract with Enviro-Klean Co. to install an Alternative Onsite Sewage System for a cost of \$45,000.

2. Cost sharing for Alternative Onsite Sewage System:

The County will pay 60% (\$27,000) of the cost and the Owner will pay 40% (\$18,000) of the cost for Alternative Onsite Sewage System.

3. Approval of Alternative Onsite Sewage System

The County must approve the construction of the Alternative Onsite Sewage System before it makes the payment to the Owner, such approval not being unreasonably denied.

4. Maintenance

After the County has accepted the Alternative Onsite Sewage System, the County will be responsible for all annual maintenance on the Alternative Onsite Sewage System.

5. Utilities

After the County has accepted the Alternative Onsite Sewage System, the County will be responsible for all utility costs for the operation of the Alternative Onsite Sewage System.

6. County Payment:

- a) The County shall pay to the Owner \$27,000 upon 100% final completion of the installation of the Alternative Onsite Sewage System.
- b) The County must accept the Alternative Onsite Sewage System before the payment will be made, such acceptance not being unreasonably denied.

- c) Such payment outlined in Sections 6(a) shall be paid by the County to the Owner within twenty (20) days of receiving an invoice from the Owner.
- d) The Owner will be responsible for all costs of installing the Alternative Onsite Sewage System that are not covered by the payment outlined in Section 6(a).

7. Term for Completion:

The Owner shall have a period of six (6) months to complete the installation of the Alternative Onsite Sewage System. The County has the option of extending the term for completion by an additional six (6) month period.

8. Default:

- a) In the event that the Owner shall for any reason or through any cause be in default of the terms of this Agreement, the County may give the Owner written notice of such default.

Unless otherwise provided, Owner shall then have thirty (30) days from the date such notice is received to cure the default, provided, however, such period may be extended for up to an additional sixty (60) days if Owner, in the discretion of the County, is diligently pursuing a cure. Upon failure of the Owner to cure the default, the County may immediately cancel and terminate this Agreement as of the date of the default notice and shall be entitled to pursue all other remedies available by law.

In the event of violations of material applicable law, safety or health standards and regulations by Owner, this Agreement may be immediately canceled and terminated by the County with written notice to Owner, and provisions herein and the foregoing opportunity to cure default shall not be applicable.

- b) In the event of a breach or default by the County with any of its obligations and duties in this Agreement, Owner shall be entitled to its damages and costs incurred as a result of any such breach or default including but not limited to all reasonable attorney fees and costs incurred in any litigation.

9. Virginia Contract:

This Agreement shall be deemed to be a Virginia contract and shall be governed as to all matters whether of validity, interpretations, obligations, performance or

otherwise exclusively by the laws of the Commonwealth of Virginia, and all questions arising with respect thereto shall be determined in accordance with such laws. Regardless of where actually delivered and accepted, this Agreement shall be deemed to have been delivered and accepted by the parties in the Commonwealth of Virginia.

10. Venue:

Any and all suits for any claims or for any and every breach or dispute arising out of this Agreement shall be maintained in the appropriate court of competent jurisdiction in Fluvanna County, Virginia.

11. Notice:

If to County: County of Fluvanna, Virginia
P.O. Box 540
Palmyra, VA 22963
Attn: County Attorney

If to Owner: Robert Jr. and Terri Marshall
15608 West River Road
Bremo Bluff, Virginia 23022

All notices under this Agreement, including change of address, shall be in writing and shall be deemed given (i) when hand delivered, (ii) one business day after being delivered to a nationally recognized overnight delivery service for next business day delivery, (iii) three business days after being deposited in the United States Mail, postage prepaid via first class mail, or (iv) one business day after being sent by email (unless sender receives a notice of non-delivery during that time period) or upon confirmed receipt, whichever is earlier, and in all events addressed to the addresses shown above. The parties may, at any time, change their notice address by giving notice to all other parties. In addition to the above, any written notice given in any manner shall be effective, if not already deemed effective, when actually received.

12. Non-assignment:

The Owner shall not assign its respective rights and duties under this Agreement without the prior written consent of the County, which consent shall not be unreasonably withheld.

13. Modification:

There may be no modification of this Agreement, except in writing, executed by the authorized representatives of the parties.

14. Successors and Assigns:

This Agreement shall run with the land and shall inure to the benefit of and shall be binding upon the Owner, their respective successors in interest, heirs, executors, administrators, and assigns, and their respective properties described above.

15. Severability:

If any part, term, or provision of this Agreement, shall be found by a court of competent jurisdiction to be legally invalid or unenforceable, then such provision or portion thereof, shall be performed in accordance with applicable laws. The invalidity or unenforceability of any provision or portion of the Agreement shall not affect the validity of any other provision or portion of the Agreement.

16. Waivers:

The failure of any party to insist upon strict performance of any obligation in this Agreement shall not constitute a waiver of said party's right to demand strict compliance therewith in the future.

17. Authority to Sign:

The undersigned representative of the Owner represents and warrants that he/she is authorized to execute this Agreement on behalf of the Owner and that the execution and delivery of this Agreement has been duly authorized by all appropriate and necessary action.

18. Counterparts:

This Agreement may be executed in counterparts, and any number of counterparts signed in the aggregate by the parties will constitute a single, original instrument.

19. Non-Appropriation:

It is understood and agreed between the parties hereto that the County shall be bound

and obligated hereunder only to the extent that the funds shall have been appropriated and budgeted for the purpose of this Agreement.

20. Indemnification/Hold Harmless:

The Owner shall, during the term of the Agreement, indemnify, defend and hold harmless the County from and against any and all losses, damages, claims, fines, penalties, suits and costs, including bodily injury or death of any person(s), or loss or damage to property, as well as fines, assessments and penalties imposed by any authority which may arise out of any violations of law by, and all acts and omissions of the Owner, the Owner’s agents, employees occurring in connection with the products, completed operations, and other services covered herein, to be provided or completed by Owner pursuant to the Agreement, and involving no negligent act of omission on the part of the County.

In witness whereof, the parties hereafter have caused the same to be signed as of the date above and by their duly authorized officers.

MCKENZIE MARIE YOUNG

By: _____ (SEAL)
McKenzie Marie Young

STATE OF _____
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by McKenzie Marie Young.

Notary Public [SEAL]

My commission expires:
Notary registration number:

TERRI MARSHALL

By: _____ (SEAL)
Terri Marshall

STATE OF _____
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Terri Marshall.

Notary Public [SEAL]

My commission expires:
Notary registration number

ROBERT SCHILLER MARSHALL, JR.,

By: _____ (SEAL)
Robert Schiller Marshall, Jr.

STATE OF _____
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Robert Schiller Marshall, Jr.

Notary Public [SEAL]

My commission expires:
Notary registration number

COUNTY OF FLUVANNA, a political
subdivision of the Commonwealth of Virginia

BY: _____ (SEAL)
Eric M. Dahl, County Administrator

COMMONWEALTH OF VIRGINIA
COUNTY OF FLUVANNA, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____,
2025, by Eric M. Dahl, County Administrator, on behalf of the County of Fluvanna, a political
subdivision of the Commonwealth of Virginia.

Notary Public [SEAL]

My commission expires:
Notary registration number:

APPROVED AS TO FORM:

FLUVANNA COUNTY ATTORNEY

Schedule A**Parcel One: TMP 51-A-41**

All that certain lot or parcel of land, with all improvements thereon and appurtenances thereto belonging, situated in the Fork Union District, Fluvanna County, Virginia, off State Route 6, containing 0.427 acres, more or less, as shown on Plat of Boundary line adjustment Survey of TM 51 parcels 42 and 43 and survey of TM 51 Parcel 41 entitled "The Talley Property" dated November 9, 2017, prepared by Stanley Land Surveys, PLC, Land Surveyors, which said Boundary Line adjustment is recorded with the Fluvanna County Circuit Court Clerk's Office as Instrument Number 180000122.

Parcel Two: TMP 51-A-42

All that certain lot or parcel of land, with all improvements thereon and appurtenances thereto belonging, situated in the Fork Union District, Fluvanna County, Virginia, off State Route 6, containing 1.588 acres, more or less, as shown on Plat of Boundary line adjustment Survey of TM 51 parcels 42 and 43 and survey of TM 51 Parcel 41 entitled "The Talley Property" dated November 9, 2017, prepared by Stanley Land Surveys, PLC, Land Surveyors, which said Boundary Line Adjustment is recorded with the Fluvanna County Circuit Court Clerk's Office as Instrument Number 180000122.

BEING the same property conveyed to Richard Henry Talley, Sr. and Joan Taylor Talley, husband and wife, by deed from Fluvanna Rescue Squad, Incorporated, a Virginia nonstock corporation, dated May 22, 2017 and recorded on July 17, 2017 in the Clerk's Office of the Circuit Court of Fluvanna County, Virginia in Deed Book 990, page 875, and as corrected by deed of correction dated November 8, 2017 and recorded on November 16, 2017 in the aforesaid Clerk's Office in Deed Book 999, page 131.

Prepared by and return to:
 Dan N. Whitten, Esquire (VSB #79205)
 Fluvanna County Attorney
 132 Main Street
 Palmyra, Virginia 22963

Tax Map: 51-A-42

51-A-41

Consideration: \$ 0.00

This deed is exempt from recordation tax and Clerk's fee pursuant to Virginia Code §§ 58.1-811(A)(3), 58.1-811(C)(5) and 17.1-266.

**SEPTIC DRAINFIELD EASEMENT, ACCESS EASEMENT,
AND PARKING EASEMENT**

THIS DEED OF EASEMENT, made this _____ day of _____, 2025 by
 and between **MCKENZIE MARIE YOUNG, TERRI MARSHALL AND ROBERT
 SCHILLER MARSHALL, JR.**, of the first part (hereinafter, whether one or more, "Grantor"),
 and the **COUNTY OF FLUVANNA**, a political subdivision of the Commonwealth of Virginia,
 of the second part (hereinafter "Grantee"), whose address is: P. O. Box 540, Palmyra, Virginia
 22963.

W I T N E S S E T H:

WHEREAS, Grantor is the owner of certain real property in the County of Fluvanna,
 Virginia, more particularly described on **Schedule A** attached hereto (the "Property"), and
 identified as "TMP 51-A-41" and "TMP 51-A-42" on a plat by G.V. "Kirk" Hughes, Land
 Surveyor, dated April 18, 2025, entitled "A NEW PARKING EASEMENT, NEW SEPTIC
 DRAINFIELD EASEMENT & NEW 10' ACCESS EASEMENT THRU LANDS OF
 MCKENZIE MARIE YOUNG AND TERRI & ROBERT SCHILLER MARSHALL, JR." (the
 "Plat");

WHEREAS, Grantor is willing to convey to Grantee a certain septic drainfield easement,
 access easement and parking easement (the "Easements") in the locations shown on the Plat, as
 more particularly set forth hereinafter;

WHEREAS, a shared drainfield that serves a parcel known as TMP 51-A-39, which is owned by the Grantee, is located on adjacent parcels known as TMP 51-A-41 and TMP 51-A-42, which are owned by the Grantor.

NOW THEREFORE, for and in consideration of \$1.00 and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor does hereby GRANT and CONVEY unto Grantee, its successors and assigns, a new septic drainfield easement, and exclusive right to use said easement and drainfield for the benefit of a parcel known as TMP 51-A-39; together with a 10' access easement from said drainfield for the purpose of cleaning, maintaining, repairing and replacing lines (and pump if applicable) from said drainfield to adjacent property owned by the Grantee, as well as a new parking easement. The Easements shall be a perpetual easement appurtenant to the land herein conveyed.

The easements granted hereby are shown, respectively, as "NEW SEPTIC DRAINFIELD EASEMENT 4,250 SQUARE FEET" and "NEW PARKING EASEMENT 176 SQUARE FEET" and "NEW 10' ACCESS EASEMENT 1,116 SQUARE FEET" on the Plat. Reference is hereby made to the Plat for a more particular description of the Easements and the locations thereof.

Grantor and Grantee agree that:

1. Grantee, its employees, agents, contractors, successors, and/or assigns shall have full and free use of the Easements for the purposes stated herein and related activities, and shall have all rights and privileges reasonably necessary to the exercise of the easements, including but not limited to the right of reasonable access to and from the Easements over the Property.

2. Grantee shall have the right to trim, cut, and remove trees, shrubbery, fences, structures, or other obstructions or installations in or reasonably near the Easements hereby conveyed, deemed by it to interfere with the proper and efficient exercise of the Easements,

including the right to remove any trees that are planted in the sand dispersion area within the Easements; provided however that, except as otherwise provided hereinafter in this deed, Grantee at its own expense shall restore, as nearly as practicable, the surface conditions of the Property to its original condition, such restoration to include the backfilling of trenches and the reseeding of lawns or pasture areas and the replacement of asphalt and/or concrete. Such restoration by Grantee shall not include the ongoing maintenance of any restoration work, the replacement of trees, or the replacement or restoration of structures or other installations deemed by Grantee to interfere with the proper, economical, and efficient exercise of the easements.

3. Grantor shall not erect any building or structure, including fences, or change the existing ground elevation, or impound any water on the easements, without the prior written approval of Grantee, and Grantor shall not locate new trees within the easements.

4. This agreement shall be binding on the parties, their heirs, assigns, or successors in interest.

The signature of Eric M. Dahl, County Administrator, is affixed hereto on behalf of Grantee pursuant to a motion duly adopted by the Board of Supervisors of the County of Fluvanna on _____, to evidence the acceptance of this deed in accordance with Virginia Code § 15.2-1803, as amended.

[Signature pages follow.]

Witness the following duly authorized signatures and seals.

MCKENZIE MARIE YOUNG

By: _____ (SEAL)

STATE OF _____
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by McKenzie Marie Young.

Notary Public

[SEAL]

My commission expires:
Notary registration number:

TERRI MARSHALL

By: _____ (SEAL)

STATE OF _____
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Terri Marshall.

Notary Public

[SEAL]

My commission expires:
Notary registration number:

ROBERT SCHILLER MARSHALL, JR.

By: _____ (SEAL)

STATE OF _____
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Robert Schiller Marshall, Jr.

Notary Public [SEAL]

My commission expires:
Notary registration number:

COUNTY OF FLUVANNA, a political
subdivision of the Commonwealth of Virginia

BY: _____ (SEAL)
Eric M. Dahl, County Administrator

COMMONWEALTH OF VIRGINIA
COUNTY OF FLUVANNA, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Eric M. Dahl, County Administrator, on behalf of the County of Fluvanna, a political subdivision of the Commonwealth of Virginia.

Notary Public [SEAL]

My commission expires:
Notary registration number:

APPROVED AS TO FORM:

FLUVANNA COUNTY ATTORNEY

Schedule A**Parcel One: TMP 51-A-41**

All that certain lot or parcel of land, with all improvements thereon and appurtenances thereto belonging, situated in the Fork Union District, Fluvanna County, Virginia, off State Route 6, containing 0.427 acres, more or less, as shown on Plat of Boundary line adjustment Survey of TM 51 parcels 42 and 43 and survey of TM 51 Parcel 41 entitled "The Talley Property" dated November 9, 2017, prepared by Stanley Land Surveys, PLC, Land Surveyors, which said Boundary Line adjustment is recorded with the Fluvanna County Circuit Court Clerk's Office as Instrument Number 180000122.

Parcel Two: TMP 51-A-42

All that certain lot or parcel of land, with all improvements thereon and appurtenances thereto belonging, situated in the Fork Union District, Fluvanna County, Virginia, off State Route 6, containing 1.588 acres, more or less, as shown on Plat of Boundary line adjustment Survey of TM 51 parcels 42 and 43 and survey of TM 51 Parcel 41 entitled "The Talley Property" dated November 9, 2017, prepared by Stanley Land Surveys, PLC, Land Surveyors, which said Boundary Line Adjustment is recorded with the Fluvanna County Circuit Court Clerk's Office as Instrument Number 180000122.

BEING the same property conveyed to Richard Henry Talley, Sr. and Joan Taylor Talley, husband and wife, by deed from Fluvanna Rescue Squad, Incorporated, a Virginia nonstock corporation, dated May 22, 2017 and recorded on July 17, 2017 in the Clerk's Office of the Circuit Court of Fluvanna County, Virginia in Deed Book 990, page 875, and as corrected by deed of correction dated November 8, 2017 and recorded on November 16, 2017 in the aforesaid Clerk's Office in Deed Book 999, page 131.

LEGEND

C=CONCRETE
 DB=DEED BOOK/PAGE
 EG=EDGE GRAVEL
 EP=EDGE PAVEMENT
 ESM'T.=EASEMENT
 FH=FIRE HYDRANT
 HVAC=AIR CONDITIONING
 INSTR.=LEGAL
 INSTRUMENT
 AIF=ANGLE IRON FOUND
 IRF=IRON ROD FOUND
 NF=NAIL FOUND
 MH=MANHOLE
 E=OVERHEAD ELECTRIC
 T=OVERHEAD TELEPHONE
 R/W=RIGHT OF WAY
 S.F.=SQUARE FEET
 TMP=TAX MAP PARCEL
 UP=UTILITY POLE
 WV=WATER VALVE

NO.	DIRECTION	DISTANCE
L1	N 71°07'31" W	10.62'
L2	S 71°07'31" E	15.56'
L3	N 71°07'31" W	6.44'
L4	N 71°07'31" W	11.38'
L5	N 21°13'55" E	5.00'
L6	S 71°07'31" E	12.48'
L7	N 26°07'31" W	32.83'
L8	S 71°07'31" E	21.18'
L9	N 18°52'29" E	36.81'
L10	S 22°29'05" W	7.85' TIE
L11	N 75°20'01" W	2.33'
L12	N 15°24'42" E	38.55'
L13	N 77°13'07" W	7.16'

TMP 51-A-42
 MCKENZIE MARIE YOUNG, AND TERRI & ROBERT
 SCHILLER MARSHALL, JR.
 INSTR.# 230001093
 ("PARCEL TWO")
 INSTR.# 180000122.005-6 PLAT
 ("AREA X")

NEW SEPTIC DRAINFIELD EASEMENT
 4,520 SQUARE FEET

WEST RIVER ROAD
 ST. RTE. 6
 VARIABLE WIDTH R/W HWY PLAT BOOK 1, PG. 209

NEW PARKING EASEMENT
 176 SQUARE FEET

NEW 10' ACCESS
 EASEMENT
 1,116 SQUARE FEET
 1 STORY OFFICE BUILDING
 #15704

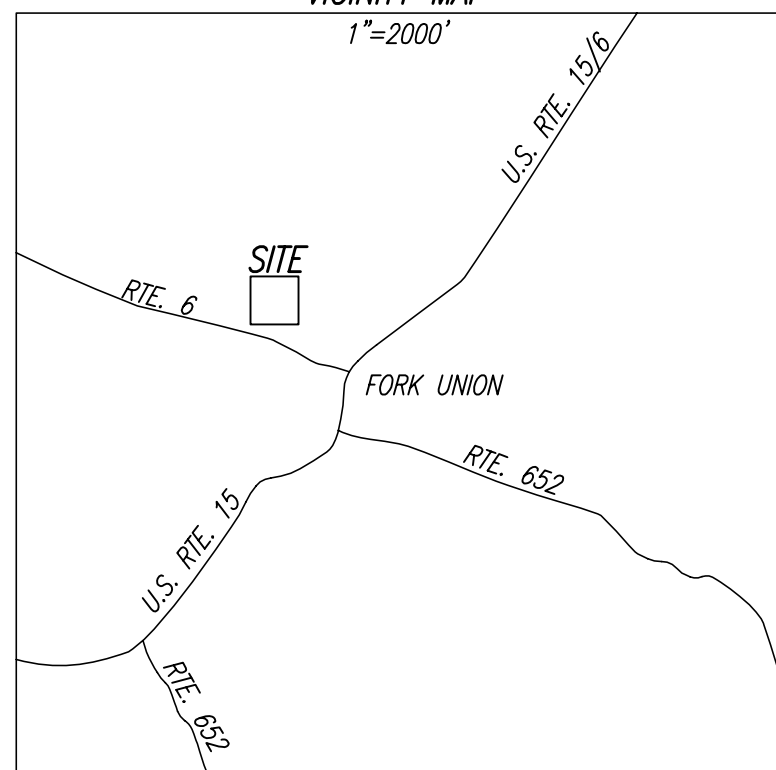
TMP 51-A-40
 FORK UNION MILITARY ACADEMY
 DB 38/263
 DB 255/523, 525 PLAT

TMP 51-A-39
 BOARD OF SUPERVISORS OF
 THE COUNTY OF FLUVANNA
 DB 72/418, 419 PLAT
 DB 255/523, 525 PLAT

TMP 51-A-41
 MCKENZIE MARIE YOUNG, AND TERRI & ROBERT
 SCHILLER MARSHALL, JR.
 INSTR.# 230001093 ("PARCEL ONE")
 INSTR.# 180000122.005-6 PLAT

TMP 51-A-43A
 ROBIN O. & SANDRA M. BROWN
 DB 156/560

VICINITY MAP
 1"=2000'



Scale: 1" = 30'



PLAT SHOWING
 A NEW PARKING EASEMENT, NEW
 SEPTIC DRAINFIELD EASEMENT & NEW
 10' ACCESS EASEMENT
 THRU LANDS OF
 MCKENZIE MARIE YOUNG, AND TERRI
 & ROBERT SCHILLER MARSHALL, JR.

LOCATED NEAR FORK UNION

FORK UNION DISTRICT
 FLUVANNA COUNTY, VIRGINIA

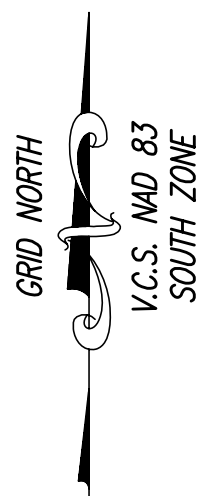
APRIL 18, 2025

KIRK HUGHES & ASSOCIATES
 LAND SURVEYORS & PLANNERS
 220 EAST HIGH STREET
 CHARLOTTESVILLE, VA 22902
 (434) 296-6942

NOTES

THE UNDERSIGNED BEING A LICENSED LAND SURVEYOR OF THE COMMONWEALTH OF VIRGINIA DOES HEREBY CERTIFY TO AS FOLLOWS:

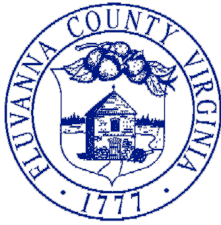
- 1.) THIS PLAT AND THE CURRENT FIELD SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARDS AND PROCEDURES FOR LAND BOUNDARY SURVEYING" ADOPTED BY THE COMMONWEALTH OF VIRGINIA.
- 2.) THIS PLAT WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT AND THEREFORE DOES NOT NECESSARILY INDICATE ALL ENCUMBRANCES/EASEMENTS OR IMPROVEMENTS ON THIS PROPERTY. THIS SURVEYOR HAS MADE NO INDEPENDENT SEARCH OR INVESTIGATION FOR RESTRICTIVE COVENANTS, EASEMENTS OF RECORD, OWNERSHIP TITLE EVIDENCE, ENCUMBRANCES, OR OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.
- 3.) NO GRAVES, CEMETERIES OR OTHER OBJECTS OR STRUCTURES MARKING A PLACE OF HUMAN BURIAL WERE FOUND OR OBSERVED ALONG THE PERIMETER OF THE BOUNDARY SHOWN HEREON.
- 4.) THE BOUNDARY WAS ESTABLISHED BY CURRENT FIELD SURVEY USING PHYSICAL EVIDENCE; DEEDS AND PLATS FOUND RECORDED IN THE CLERK'S OFFICE OF THE CIRCUIT COURT OF THE COUNTY OF FLUVANNA, VIRGINIA.
- 5.) PROPERTY LIES WITHIN ZONE "X"; NOT A F.E.M.A. DEFINED 100-YEAR FLOOD PLAIN.
- 6.) PREPARED FOR FLUVANNA COUNTY UTILITIES.



[Shaded area] =INDICATES NEW SEPTIC DRAINFIELD EASEMENT

**FLUVANNA COUNTY BOARD OF SUPERVISORS
MEETING PACKAGE ATTACHMENTS**

Incl?	Item
<input checked="" type="checkbox"/>	BOS Contingency Balance Report
<input type="checkbox"/>	Building Inspections Report
<input checked="" type="checkbox"/>	Capital Reserve Balances Memo
<input type="checkbox"/>	Fluvanna County Bank Balance and Investment Report
<input checked="" type="checkbox"/>	Unassigned Fund Balance Report
<input type="checkbox"/>	VDOT Monthly Report & 2020 Resurfacing List
<input type="checkbox"/>	ARPA Fund Balance Memo
<input checked="" type="checkbox"/>	The Board of Supervisors Work Plan



COUNTY OF FLUVANNA

"Responsive & Responsible Government"

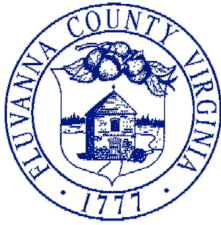
BOS2025-05-08 p.359/370
P.O. Box 540
Palmyra, VA 22963
(434) 591-1910
Fax (434) 591-1911
www.fluvannacounty.org

MEMORANDUM

Date: May 07, 2025
From: Theresa McAllister – Management Analyst
To: Board of Supervisors
Subject: FY25 BOS Contingency Balance

The FY25 BOS Contingency line balance is as follows:

Beginning Original Budget:	\$248,824
Less: Position Upgrades for COR's Office – 07.03.24	-\$19,721
Less: TJPDC Spring Regional Housing Summit – 07.03.24	-\$2,500
Less: BOS Leadership Retreat – 07.03.24	-\$4,500
Less: Position Upgrade from EMS Supervisor to Director – 07.03.24	-\$22,670
Less: Command Structure in Emergency Services – 07.03.24	-\$22,025
Reassessment Budget Transfer – 08.07.24	\$49,284.47
Less: Dewberry Engr Svc for Comms Twr Inspect and Mapping – 09.04.24	-\$5,300
Less: Prelim Engg Rpt PG & Comm Blvd Wtr & Sewer Service – 10.16.24	-\$31,555
Less: Position Upgrades for Treasurer Office – 11.06.24	-\$13,076
Available:	\$176,761.47



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MEMORANDUM

Date: May 07, 2025
From: Theresa McAllister – Management Analyst
To: Board of Supervisors
Subject: FY25 Capital Reserve Balances

The FY25 Capital Reserve account balances are as follows:

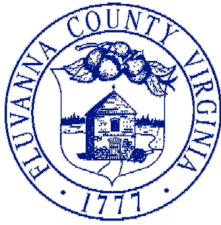
County Capital Reserve:

FY24 Carryover	\$497,849.16
FY25 Budget Allocation:	\$250,000
Less: Public Safety Building Replace HVAC Unit #4 – 09.04.24	-\$19,318.80
Less: Library Heat Pump Unit #4 Replacement – 10.02.24	-\$7,000
Less: FUFC Bay #5 Roll Up Door Repair – 10.02.24	-\$9,055
Less: Public Safety Building Sewer Back-Up – 10.02.24	-\$10,175
Less: Public Safety Sewer Line Repairs – 11.20.24	-\$20,500
Less: Admin Building IT Room HVAC Replacement – 11.20.24	-\$10,340
Less: Forestry Mulching Pleasant Grove Park – 04.16.25	-\$8,000
Less: Floor Recoat Kent's Store Fire Truck Bay Area – 04.16.25	-\$49,321
Less: Replace Water Heater Courts Building – 04.16.25	-\$11,750
FY25 Available:	\$602,389.36

Schools Capital Reserve:

FY24 Carryover	\$237,045.55
FY25 Budget Allocation:	\$200,000
Less: FMS HVAC Unit Replacement & Installation – 07.03.24	-\$39,566
Less: FMS Bat Elimination – 08.07.24	-\$30,000

Less: School's Asphalt Patching (FCHS, CB, & CE) – 08.07.24	-\$9,759
Less: FCHS Driver on Chiller Circulation Pump – 08.21.24	-\$9,850
Less: CE Failed Condenser Fan's Chillers 1 & 2 – 10.02.24	-\$5,985
Less: FMS Remove Bat Colony & Seal Roofline – 10.02.24	-\$61,129
Less: Central Chiller Condenser Fan Motors – 11.06.24	-\$13,500
Add: Closed CRM Projects – 11.10.24	\$4,400
Less: Furnish & Install 9 HVAC Contactors – 11.20.24	-\$8,224.45
Less: FCHS Replace & Install 8 Speed Bumps – 11.20.24	-\$8,000
Less: FCHS Replace & Install Hot Water Pump Motor – 11.20.24	-\$4,736
Less: CEN & FMS Damage Due to Weather & Power Surges – 11.20.24	-\$9,171
Less: Abrams Academy 2 Building Removal – 11.20.24	-\$11,500
Less: FMS Recess Field Netting – 02.05.25	-\$3,220
Less: FCHS Bleachers & Gym – 02.05.25	-\$5,850
Less: Remove Carpet and ACM Floor Tile in 2 Small Buildings – 04.02.25	-\$7,250
Add: Closed CRM Projects – 04.17.24	\$286.53
FY25 Available:	\$213,991.63



COUNTY OF FLUVANNA

"Responsive & Responsible Government"

MEMORANDUM

Date: May 07, 2025
From: Theresa McAllister– Management Analyst
To: Board of Supervisors
Subject: Unassigned Fund Balance

BOS2025-05-08 p.363/370
P.O. Box 540
Palmyra, VA 22963
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*FY24 Year End (Audited) Unassigned Fund Balance:	\$30,580,253
Unassigned Fund Balance – 12% Target Per Policy:	12,268,030
Unassigned Fund Balance – Excess Above Policy Target:	18,312,223
Less: FCHS Track Resurfacing/Milling CIP – 08.06.24	-\$221,000
Less: Dev Agrmt btw Fluvanna, Zion 3 Notch, & Econ Dev Auth – 08.07.24	-\$250,000
Less: FY24-25 County Carryover Request – 12.04.24	-\$124,510.50
Less: FY24-25 Schools Carryover Request – 12.04.24	-\$370,591.10
Less: Space Study – 02.05.25	-\$136,295
Less: Deed of Easement & Utility Agmt with Macon Properties – 12.18.25	-\$106,000
Less: VA 250 Preservation Fund Grant – Historic Courthouse – 03.19.25	-400,029.50
Current (Audited) Unassigned Fund Balance:	\$16,703,796.90

Completed	#	BOS 2024 Work Plan Adopted Oct 2, 2024	Due	Progress Notes (Most recent appear in red.) Updated: 05/01/2025
A	Infrastructure: Develop and maintain adequate utilities and facilities to sustain quality of life and, support appropriate new development and provide for efficient County operations			
	1	Develop sewer infrastructure at Zions Crossroads and Fork Union		
	1a	A preliminary engineering report (PER) is being developed for Zions Crossroads and will be completed by July 1, 2025	1-Jul-25	
	1b	Re-engage w/ Fork Union Military Academy (FUMA) regarding a partnership, or the County taking over the wastewater treatment plant – County Administrator to initiate discussions with FUMA leadership and provide a status report.	1-Jan-25	Apr 2025 - County engineers and FUMA engineers coordinating to review waste water treatment updates.
	2	Develop water and sewer infrastructure in Pleasant Grove Park		
	2a	PER completion.	1-Jul-25	
	2b	Include funding for master plan development in the FY 2026 Budget with completion.	31-Dec-26	Oct 2024 - Submitted for FY26 CIP 04/23/2025 - Board adopted the FY26 Budget and CIP: design and engineering approved.
	3	Provide for public water in Fork Union		
	3a	PER to be completed by December 31, 2024	31-Dec-24	Draft PER submitted to the County 12/23/04. County staff meet with Dewberry January 9, 2025 to review the PER. Updates and revisions are due back to the County by the end of February 2025.
	3b	Develop an implementation plan by July 1, 2025	1-Jul-25	
	3c	Include the project or project components in the FY 2026 Budget and CIP.	FY26	Oct 2024 - Submitted for FY26 CIP 04/23/2025 - Board adopted the FY26 Budget and CIP: design and engineering approved.
	4	Extension of water service west on Route 250 from Zions Crossroads – go/no-go decision by December 31, 2024.	31-Dec-24	01/08/2025 - The BOS decided to suspend moving forward with the project at this time.

Completed	#	BOS 2024 Work Plan Adopted Oct 2, 2024	Due	Progress Notes (Most recent appear in red.) Updated: 05/01/2025
	5	Construct a new County Administration and Social Services Building and renovate the existing County Administration and Social Services Building for department expansion and consolidation.		
	5a	Issue RFP for design and construction	1-Oct-24	Post for 30 days 10/10/2024 - RFP Issued 11/08/2024 - RFP closed. Multiple bids received.
	5b	Select an architect by December 31, 2024.	18-Dec-24	1/22/2025 - BOS approved an agreement with an architect
	5c	Include the project in the FY 2026 CIP.	3-Sep-24	Oct 2024 - Submitted for FY26 CIP Apr 2025 - Budget authority for space study and design
	5d	Complete space needs analysis and preliminary planning and develop and adopt a financing plan.	1-Nov-25	02/05/2025 - Board approved Space Needs Study project agreement Apr 2025 - Enteros Design, PC, began space study interviews with County Departments.
	5e	Occupancy planned for July 2028.	30-Jul-28	
B	Government Performance: Continually work to improve efficiency, effectiveness, and equity in service delivery and project management with an appropriate organizational structure and through the adoption of appropriate policies, procedures, and practices; adapt and implement best practices.			
	1	Prepare an enhanced Capital Improvements Plan for the current fiscal year plus 5 for the Fiscal Year 2027 Budget:		
	1a	include project descriptions, costs, sources of funding, potential operating costs.	FY27	
	1b	identify other projects outside of the six-year window or that, while desirable, are of a lower priority for funding.	FY27	
	2	Develop a budget projection tool looking at least five years out (with a goal of a ten-year projection).	1-Dec-25	
	3	Develop or procure an Asset Management Plan for the maintenance and replacement of capital assets for the Fiscal Year 2028 Budget and CIP.	FY28	Sept 2024: Munis module already purchased, not currently implemented

Completed	#	BOS 2024 Work Plan Adopted Oct 2, 2024	Due	Progress Notes (Most recent appear in red.) Updated: 05/01/2025
C	Citizen Engagement: Actively engage citizens through outreach and effective two-way communications.			
	1	Complete implementation of the Citizens Self-Service Portal.	31-Dec-25	
	2	Upgrade the County website to include important information and access to documents	1-Jul-26	
	3	Develop a Communications Plan for citizen engagement		
	3a	identify audiences, potential platforms, information priorities, communications mechanisms, and timing.	1-Jul-25	
	3b	Immediate action to conduct citizen outreach in May and November of 2025, possibly through tax bills, and to include information such as on the budget and County accomplishments.	05/2025 & 11/2025	Apr 2025 -Comprehensive Plan Survey launched - good community penetration: available via QR Code as well as paper forms. Available in local businesses, all area post offices, Pleasant Grove House and Musuem, several county offices/buildings; published in the Fluvanna Review; on the County website and in FAN Mail, as well as social media; several county residents have provided paper forms to neighbors and at community events. To date, 280 electronic submissions have been recieved as well as a handful of paper copies.
D	Economic Development: Support business development and expansion that increases the tax base, provides gainful employment, and enhances quality of life. Agriculture and tourism are important components.			
	1	Provide an annual report on implementation of the Economic Development Strategic Plan and other accomplishments.	1-Mar-25	01/08/2025 - Annual report provided to the BOS
	2	Provide an annual report on implementation of the Tourism Strategic Plan and other accomplishments.	1-Mar-25	04/02/2025 - Annual report provided to BOS
E	Rural Preservation: Foster rural open space, protect the natural beauty of the County, and support agricultural production through appropriate land use planning and regulation.			

Completed	#	BOS 2024 Work Plan <i>Adopted Oct 2, 2024</i>	Due	Progress Notes (Most recent appear in red .) Updated: 05/01/2025
	1	Provide a report on the number of approved cluster subdivisions, including the number of undeveloped lots, and the status of proposed cluster subdivisions. Identify options for management.	1-Nov-24	09/18/2024 BOS Mtg - Provided report and discussed rural cluster subdivisions; Board remanded to PC for further research and options 10/08/2024 PC Mtg - Planning Commission adopted a resolution authorizing and advertisement for Zoning Text Amendment to eliminate rural cluster subdivisions in A1 Zoning District.
	2	Provide a report on undeveloped parcels in the County in size categories such as greater than 1000 acres, 500-1000 acres, 200-500 acres, etc.	1-Nov-24	Planned for the Nov 6, 2024 BOS Mtg. 11/06/2024 - Presentation/map provided. Parcels with more than 50 acres and a single dwelling will be added to the map and presented at a future BOS meeting. 11/20/2024 - updated map provided to the BOS
F	Growth Management: Act to accommodate responsible growth that enhances quality of life, preserves rural character, and provides economic opportunities.			
	1	Revise and update the Comprehensive Plan – provide a plan for the process of updating the plan by January 1, 2025.	1-Jan-25	10/08/2024 PC Mtg - Provided timeline and work plan to Planning Commission; will present to BOS on 11/06/2024 Feb 2025 - Residents were appointed to 4 Comp Plan Advisory Groups: Rural Preservation; Historic Preservation; Housing; Economic Development. Feb/Mar 2025 - 4 community meetings: Fork Union Community Center; Antioch Baptist Church; Maple Room (LMVFR); Columbia Baptist Church. Apr 2025 - Comprehensive Plan Community Input Survey launched: to date, 468 electronic submissions, 8 paper forms returned.
G	Community Development and Enrichment: Support infrastructure development, revitalization, streetscape improvements, and amenities to promote village centers of housing, commerce, and cultural activities in areas such as Columbia, Fork Union, Palmyra, and Zions Crossroads.			
	1	Complete Phase 1 of the Palmyra Streetscape Improvements by December 31, 2025.	31-Dec-25	Apr 2025 - Awaiting update from VDOT
	1a	Include future phases in the FY 2026 CIP.	3-Sep-24	Oct 2024 - Submitted for FY26 CIP

Completed	#	BOS 2024 Work Plan <i>Adopted Oct 2, 2024</i>	Due	Progress Notes (Most recent appear in red .) Updated: 05/01/2025
	2	Provide a preliminary plan to complete Fork Union streetscape improvements – by December 31, 2024.	31-Dec-24	Apr 2025 - presented VDOT preliminary design to BOS; funds approved in FY26 Budget that does not cover costs for preliminary design as presented; VDOT and County staff to coordinate to create a cost effective plan for completion.
	3	Explore planning grants opportunities for the development of a Columbia area plan.	31-Dec-25	May 2025 Planning Commission Work Session will discuss Residential Village Overlay Zoning to address housing in Columbia.
	4	Incorporate the use of the \$500,000 grant from Dominion Energy as a funding source for selected projects in the Fiscal Year 2026 CIP.	FY26	

H	Public Safety: Protect life and property, plan for emergency management, mitigate risks, and respond to individual and community-wide crises.			
	1	Present the incentives plan to promote greater volunteer participation developed by the Fire and Rescue Association (FRA) by March 31, 2025.	31-Mar-25	02/05/2025 - Board approved an Incentive Plan for Fluvanna County Fire and Rescue Volunteers to begin retroactively on Jan 1, 2025. May 2025 - amended incentive plan to be presented at May 7, 2025 BOS meeting
	2	Include funding for a County Fire Chief in the FY 2026 Budget.	FY26	04/23/2025 - Approved in adopted FY26 Budget.

