

AGENDA
MPO Technical Committee
Tuesday, January 18th, 2022
10:00 AM Virtual Meeting via Zoom

This meeting will be conducted using video/phone conferencing. Use the link below to access the meeting.

<https://us02web.zoom.us/j/87989814300?pwd=N3B3QlJQQlRvT3ZscWdmaS9obFk2dz09>

Meeting ID: 879 8981 4300

Passcode: 334069

Item	Time	Description
0	10:00-10:05	Attendance and Emergency Statement
1	10:05-10:10	Matters from the Public: limit of 3 minutes per speaker <i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i>
2	10:10-10:15	General Administration* – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Staffing update – Sandy Shackelford • Acceptance of agenda* • Approval of November 16th, 2021 MPO Tech Minutes*
3	10:15-10:30	Resolution of Funding Support for the Regional Transit Governance Study DRPT Technical Assistance Grant Application* - Lucinda Shannon, CA-MPO <ul style="list-style-type: none"> • Resolution of Funding Support <i>MPO Tech will provide a recommendation to the Policy Board on whether to support funding a portion of the local match requirement through the MPO's 2023 Unified Planning Work Program.</i>
4	10:30-10:50	Safety Targets* - Lucinda Shannon, CA-MPO <ul style="list-style-type: none"> • Safety Performance Targets Memo • Safety Target Setting Workbook <i>MPO Tech will provide a recommendation to the Policy Board on whether to support the statewide safety targets.</i>
5	10:50-11:10	Office of Intermodal Planning & Investment Growth and Accessibility Planning Technical Assistance Program – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> • Overview of Technical Assistance and Goals
6	11:10-11:20	SMART SCALE Project Updates <ul style="list-style-type: none"> • VDOT Project Pipeline – Chuck Proctor, VDOT • Rivanna River Bike/Ped Crossing – Sandy Shackelford, CA-MPO • CA-MPO Project Development – Sandy Shackelford, CA-MPO
7	11:20-11:30	Staff Updates <ul style="list-style-type: none"> • RideShare – Sara Pennington, RideShare • Transit Projects – Lucinda Shannon, CA-MPO
8	11:30-11:55	Roundtable Updates

9	11:55-12:00	<p>Additional Matters from the Public: Limit of 3 minutes per speaker</p> <p><i>Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker</i></p>
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* A recommendation to the Policy Board and/or vote is expected for this item

Upcoming Meetings:

MPO Policy Board: January 26th at 4pm

MPO Tech Committee (3rd Tuesday): March 15th at 10am

NOTICE of ELECTRONIC MEETING:

This meeting of the Charlottesville-Albemarle Metropolitan Planning Organization Technical Committee is being held pursuant to *Code of Virginia* § [2.2-3708.2](#), which allows a public body to hold electronic meetings when the locality in which it is located has declared a local state of emergency, and the catastrophic nature of the emergency makes it impracticable or unsafe to assemble a quorum in a single location, and the purpose of the meeting is to provide for the discharge of its lawful purposes, duties, and responsibilities.

This meeting is being held via electronic video and audio means through Zoom online meetings and is accessible to the public. There will be an opportunity for public comment during that portion of the agenda.

Notice has been provided to the public through notice at the TJPDC offices, to the media, web site posting and agenda.

The meeting minutes will reflect the nature of the emergency, the meeting was held by electronic communication means, and the type of electronic communication means by which the meeting was held.

A recording of the meeting will be posted at www.tjpd.org within 10 days of the meeting.

MPO Technical Committee Meeting

Draft Minutes, November 16, 2021

Video of the meeting can be found at <https://www.youtube.com/watch?v=R2MTZgnTk7Q>

VOTING MEMBERS & ALTERNATES		STAFF	
Alex Ikefuna, Charlottesville	x	Sandy Shackelford, TJPDC	x
Jeanette Janiczek, Charlottesville	x	Lucinda Shannon, TJPDC	x
Rory Stolzenberg, Charlottesville PC	x	Gretchen Thomas	x
Kevin McDermott, Albemarle	x		
Jessica Hersh-Ballering, Albemarle	x		
Tim Keller, Albemarle PC	x	NON-VOTING MEMBERS	
Chuck Proctor, VDOT	x	Tony Cho FTA	
Stacy Londrey, VDOT (alternate)			
Christine Jacobs, TJPDC	x		
Stephen Johnson, Jaunt	x	GUESTS/PUBLIC	
Bill Palmer, UVA	x		
Patrick Clark, UVA (alternate)		Peter Krebs, PEC	x
Juwhan Lee, CAT		Sean Tubbs	x
Wood Hudson, DRPT	x		
Sara Pennington, Rideshare	x		
Richard Duran, FHWA			
Jeanette Janiczek, Charlottesville			

Note: The City of Charlottesville has declared a local state of emergency due to the COVID-19 pandemic and the nature of this declared emergency makes it impracticable or unsafe for the Thomas Jefferson Planning District Commission to assemble in a single location in the city. This meeting was held utilizing electronic virtual communication with the Zoom software application, and in accordance with virtual meeting provisions contained in Code of Virginia § [2.2-3708.2](#). A recording of the meeting was made available to the public on November 19, 2021 at <https://www.youtube.com/watch?v=R2MTZgnTk7Q>

1. CALL TO ORDER:

The MPO Technical Committee Chair, Rory Stolzenberg, presided and called the meeting to order at 10:01 a.m. Sandy Shackelford read the Notice of Electronic Meeting and Commissioner and Public Protocol. Gretchen Thomas confirmed she could see all attendees and will record them in the minutes.

2. MATTERS FROM THE PUBLIC (MINUTE 1:07):

- a. **Comments by the Public:** None
- b. **Comments provided via email, online, web site, etc.:** None



3. APPROVAL OF DRAFT MEETING MINUTES (MINUTE 1:43):

Motion/Action: Tim Keller made a motion to approve the minutes, Chuck Proctor seconded and the motion passed unanimously.

4. VIRGINIA TRANSIT EQUITY AND MODERNIZATION STUDY (MINUTE 2:15):

Wood Hudson shared the resolution that requires exploring a variety of topics that will create recommendations to advance transit equity and modernization efforts. He reviewed the study's goals, process, timeline, how DRPT will be proceeding and next steps. There was some discussion on how this will affect the localities. For more info, please visit <https://www.vatransitequity.com/>

5. ROUND 5 SMART SCALE CHANGES (MINUTE 23:54):

Chuck Proctor shared a CTB presentation showing the changes to Smart Scale Round 5. He then discussed the impacts on the potential projects.

6. SMART SCALE PROJECT UPDATES (MINUTE 49:37):

Mr. Proctor gave updates on the locations that have updates for the Smart Scale projects currently being considered. There was discussion on how it may affect the localities.

7. STAFF UPDATES (MINUTE 1:12:15):

Ms. Shackelford reported that the TJPDC is short-staffed and are not able to move forward as quickly as Staff would like on the UPWP. Staff is prioritizing projects that have tighter deadlines and are finding ways to meet the goals with the limited staffing.

She also reported that she put out an RFP for strategic plan, but got no response because many of the consulting firms are also understaffed. There may be a need to increase the fee to attract consultants which would require a budget readjustment in the UPWP.

Lastly, there is a new planner, Isabella O'Brien, starting on Monday and TJPDC is also in the process of searching for a higher-level planner as well.

Ms. Pennington said Rideshare has been promoting the Afton Express in the month of October. As of November 15, she reported that ridership has been continually increasing to nearly 40 passengers a day, even with fares kicking in in October. Rideshare is setting up engagement and marketing opportunities and asked the board for suggestions on where to promote Afton Express.

She also reported on Discover Transit month. In October, Rideshare partnered with Jaunt, CAT, and UTS and promoted transit together on numerous platforms.

Lucinda Shannon gave an update on the TIP adjustments. She then reported on the Transit Expansion Study and the Transit Vision Plan. She asked the committee to attend and share the information.

The following is the Expanded Transit Service to Albemarle County survey-
<https://storymaps.arcgis.com/stories/85862f72f1c6488bbc7aac5f37ed6c24>

Ms. Shannon asked the committee members and guests to register for and share the information for this Thursday's 6:30 pm meeting on the Regional Transit Vision Plan-
<https://storymaps.arcgis.com/stories/eba42b02fcf44a46a18d0d824b3ef911>

8. ROUNDTABLE UPDATES (MINUTE 1:30:02):

Bill Palmer said Emmet Street was closed for utility work. It should be open now, but there may be temporary closures in that area.

Mr. Hudson said the Transit Ridership Incentive Program is new this year and named the chosen transit organizations for the program, including CAT.

He said there is a new tool online called the Virginia Transportation Navigator. Disability and senior navigation and they offer transit resources as well.

He also reported that DRPT is hosting transit webinars.

Lastly, he said the Virginia Passenger Rail reporting is available on the DPRA website.

Jeanette Janiczek said Belmont Bridge is having its first traffic shift starting today. The bridge will begin demolition in about a month. She reminded the committee that since there are changes coming in the membership of the City Council, there may be changes in the Smart Scale projects being considered for application.

Rory Stolzenberg reported that the City has passed their comprehensive plan.

Kevin McDermott gave an update on many of the projects the County is currently working on.

Stephen Johnson said they have a new CEO starting on December 1.

Chuck Proctor reported VDOT is wrapping up the review of the initial study locations for Smart Scale and providing comments back to those who have submitted them. Regarding the pipeline, he said that VDOT has done the initial studies (Phase I) and is starting Phase II, the alternatives analysis. He also noted that there will be webinar on the Smart Scale application process on November 22.

Sandy Shackelford reminded the committee that TJPDC is hiring for a Planner III/IV.

10. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:49:19):

Peter Krebs said the rezoning in Albemarle Rio Place is going before the Board tomorrow. He is excited about the Rivanna River Bridge project moving forward. He also said there is staff transitioning in several key organizations, he does not want the Bike/Ped Committee to be forgotten.

ADJOURNMENT: Mr. Stolzenberg adjourned the meeting at 11:53 a.m.

RESOLUTION

FUNDING SUPPORT FOR A DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION TECHNICAL ASSISTANCE GRANT TO CONDUCT A TRANSIT GOVERNANCE STUDY FOR THE THOMAS JEFFERSON PLANNING DISTRICT

WHEREAS, the Regional Transit Partnership (RTP) was established in 2017 in part to “provide a sample model version of a Regional Transit Authority that allows all parties to become more familiar with the concept of a consolidated transit system;” and

WHEREAS, the Memorandum of Understanding (MOU) (originally signed on October 30, 2017 and amended on June 10, 2021) establishing the RTP indicates that funding for the RTP will be a regular item in the Charlottesville Albemarle Metropolitan Planning Organization’s (CA-MPO) Unified Planning Work Program; and

WHEREAS, the Thomas Jefferson Planning District Commission (TJPDC) is currently facilitating a Regional Transit Visioning Plan that will provide a high-level assessment of current conditions and future needs for public transit options throughout the region, recommending strategies to include financial considerations and implementation phasing of recommended transit options; and

WHEREAS, the TJPDC is preparing an application for a Department of Rail and Public Transportation (DRPT) Technical Assistance Grant to assess the existing governance structure and to determine the most effective governance structure needed to implement recommendations from the Regional Transit Visioning Plan; and

WHEREAS, TJPDC staff would serve as project managers and facilitators for a selected transit consultant selected through DRPT’s contracted vendor list; and

WHEREAS, the RTP shall act as an advisory committee for this effort; and

WHEREAS, the TJPDC will apply for a DRPT grant to be matched with a required 50% local match of up to \$90,000, for a total grant amount of up to \$180,000 for a Regional Transit Governance Study; and

WHEREAS, the County of Albemarle, the City of Charlottesville, the TJPDC, and the CA-MPO will contribute funding towards the local match over the two-year period of FY23 and FY24;

NOW THEREFORE, BE IT RESOLVED, that the CA-MPO commits a combined total of up to \$25,000 of funding from its FY23 and FY24 Unified Planning Work Program to be used towards the local match requirement upon successful award of the DRPT Technical Assistance grant; and

If there are any questions or comments, please contact Lucinda Shannon at lshannon@tjpd.org or 413-219-1748.

BE IT FURTHER RESOLVED, that the CA-MPO supports the application of a DRPT Technical Assistance grant application for a Regional Transit Governance Study to determine the most effective governance structure to implement recommendations from the Regional Transit Visioning Plan.

APPROVED, this 26th day of January, 2022 by the Charlottesville-Albemarle Metropolitan Planning Organization being legally assembled.

MPO Policy Board Chair

January 26, 2022

Memorandum

To: MPO Committee Members
From: Lucinda Shannon, Transportation Planning Manager
Date: January 26, 2022
Topic: Safety Performance Targets

Purpose:
Set annual safety performance targets for the MPO area.

Background:
MPOs are asked to participate in the federal Transportation Performance Management process by setting targets for their regions based on the state targets and trend data provided by the Virginia Department of Transportation. Each year the CA-MPO is required to adopt Safety Performance Targets. Last January the CA-MPO Policy Board voted to adopt the state targets for the Asset and System Condition Performance and Safety Performance Targets.

OIPI and VDOT prepare worksheets for each MPO showing the data collected to measure progress towards each performance measure that has an identified target. These worksheets compare the data over the years starting with the baseline year 2017 to identify trends and track percent changes to help measure progress and adjust the targets. These worksheets and a letter to the Virginia Department of Transportation declaring our intention to adopt the state standards are included in your packet.

Recommendation:
CA-MPO staff recommends that the MPO Policy Board votes to continue to adopt the state safety performance targets for FY 2022.



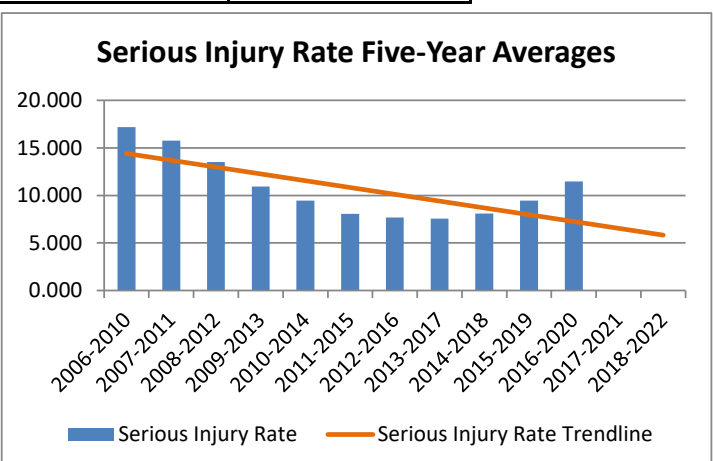
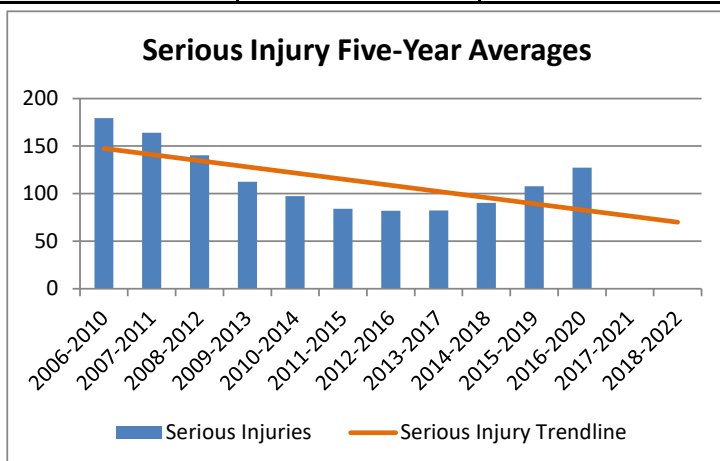
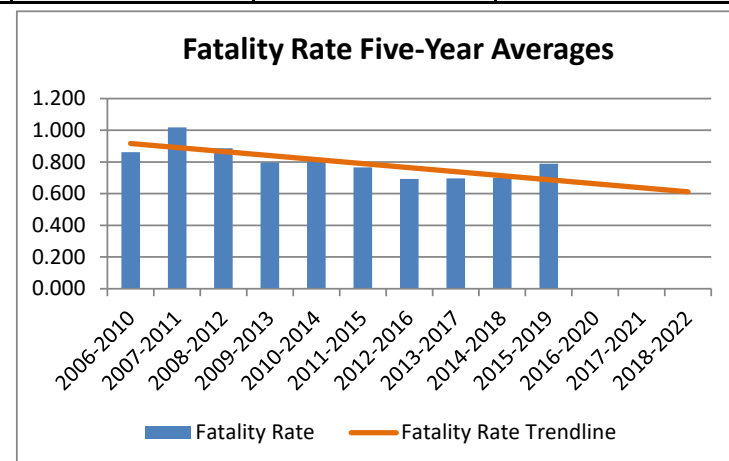
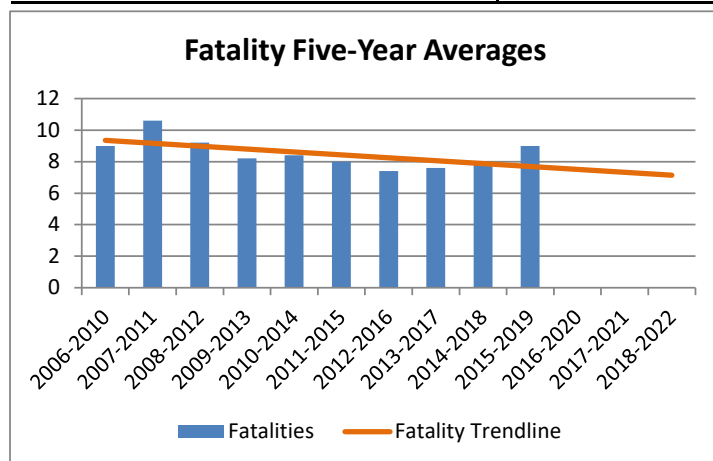
Directions:

View data in tables and graphs. Set goal percent changes and resulting targets in **yellow cells**.

[Click here for more information.](#)

Historical Crash Data	Crash Year	FARS Non-											Injury Crashes	VMT (100 Million)
		FARS Fatal People	Motorist Fatal People	A People	B People	C People	Persons Injured	K Crash	A Crash	B Crash	C Crash	PDO Crash		
Notes: The Fatality Analysis Reporting System (FARS), created by the National Highway Traffic Safety Administration (NHTSA), is used to report fatalities. FARS data is available through 2019. The Department of Motor Vehicles (DMV) crash data is used to report injury (Types A, B, and C) and property damage only (PDO) crashes. DMV data is available through 2020. All fatality and injury totals are based on the most recent MPO boundary.	2006	4	0	175	127	492	794	6	123	92	334	1,332	549	10.4
	2007	13	1	213	124	418	755	12	147	92	287	1,183	526	10.5
	2008	11	1	233	207	696	1,136	11	182	156	472	1,722	810	10.6
	2009	7	2	135	210	624	969	4	115	166	408	1,392	689	10.3
	2010	10	2	141	210	601	952	11	119	169	396	1,416	684	10.4
	2011	12	1	98	222	615	935	9	80	183	386	1,517	649	10.2
	2012	6	1	95	512	356	963	7	82	373	227	1,620	682	10.4
	2013	6	2	94	654	242	990	6	72	481	124	1,629	677	10.2
	2014	8	1	59	687	216	962	7	52	492	55	1,623	599	10.3
	2015	8	0	75	731	191	997	9	57	527	40	1,601	624	11.0
	2016	9	2	87	681	158	926	9	73	509	40	1,664	622	11.4
	2017	7	0	97	654	190	941	5	84	500	48	1,591	632	11.6
	2018	7	0	133	263	762	1,158	8	119	210	529	1,445	858	11.4
2019	14	2	147	278	843	1,268	14	131	227	555	1,495	913	11.6	
2020	--	--	173	196	840	1,209	15	156	162	529	977	847	9.6	

Calculated Five-Year Averages	Five-Year Period	Fatalities	% Change	Fatality Rate	% Change	Serious Injuries	% Change	Serious Injury Rate	% Change
Notes: This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2015-2019 five-year period. Serious injury data is reported up through the 2016-2020 five-year period.	2006-2010	9	--	0.862	--	179	--	17.184	--
	2007-2011	11	17.8%	1.019	18.2%	164	-8.6%	15.766	-8.3%
	2008-2012	9	-13.2%	0.886	-13.0%	140	-14.4%	13.525	-14.2%
	2009-2013	8	-10.9%	0.795	-10.2%	113	-19.8%	10.922	-19.2%
	2010-2014	8	2.4%	0.814	2.4%	97	-13.5%	9.441	-13.6%
	2011-2015	8	-4.8%	0.766	-5.9%	84	-13.6%	8.066	-14.6%
	2012-2016	7	-7.5%	0.693	-9.5%	82	-2.6%	7.683	-4.7%
	2013-2017	8	2.7%	0.697	0.5%	82	0.5%	7.557	-1.6%
	2014-2018	8	2.6%	0.700	0.4%	90	9.5%	8.095	7.1%
	2015-2019	9	15.4%	0.789	12.7%	108	19.5%	9.450	16.7%
	2016-2020	--	--	--	--	127	18.2%	11.455	21.2%



Projected Five-Year Average Based on Historical Trendline	Description	2020	2021	2022	Average Percent Change*
Notes: This table projects the five-year average for future years based on the historical trendline.	Fatalities	8	7	7	-2.5%
	Fatality Rate	0.663	0.637	0.612	-3.9%
	Serious Injuries	83	76	70	-8.5%
	Serious Injury Rate	7.255	6.540	5.824	-10.9%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

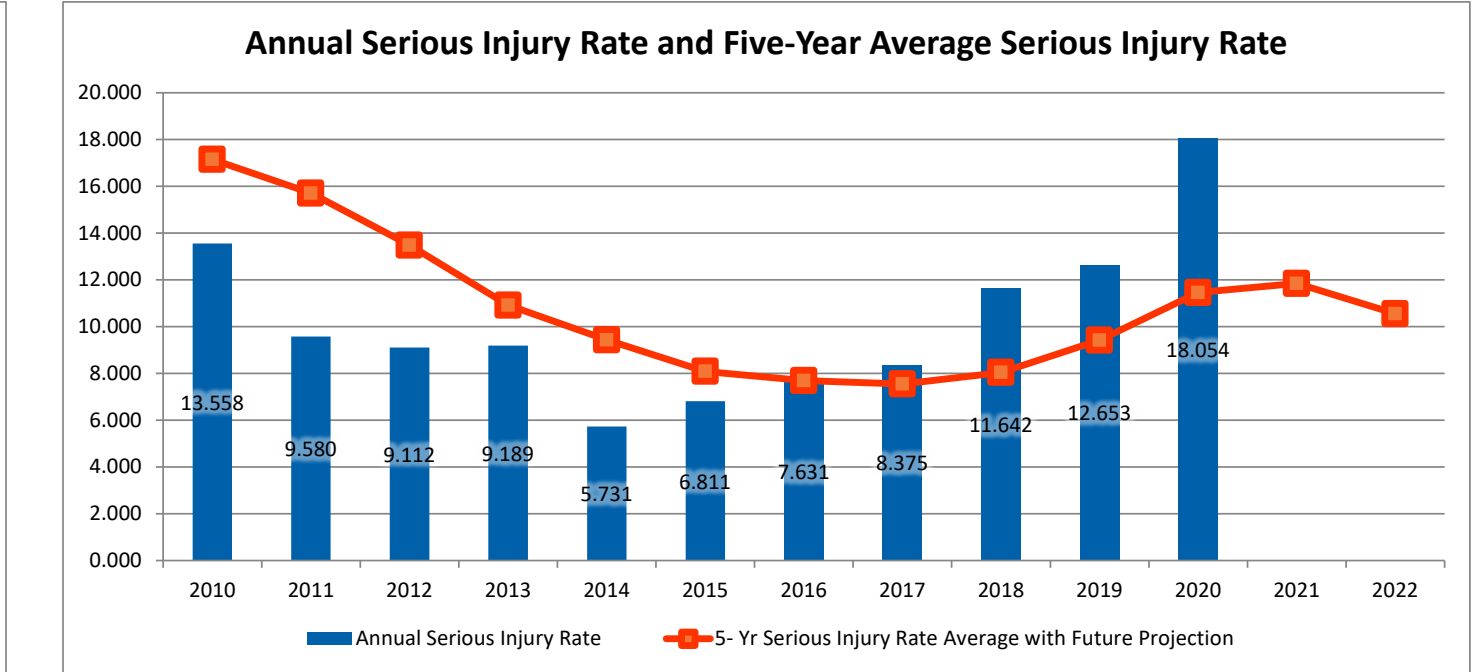
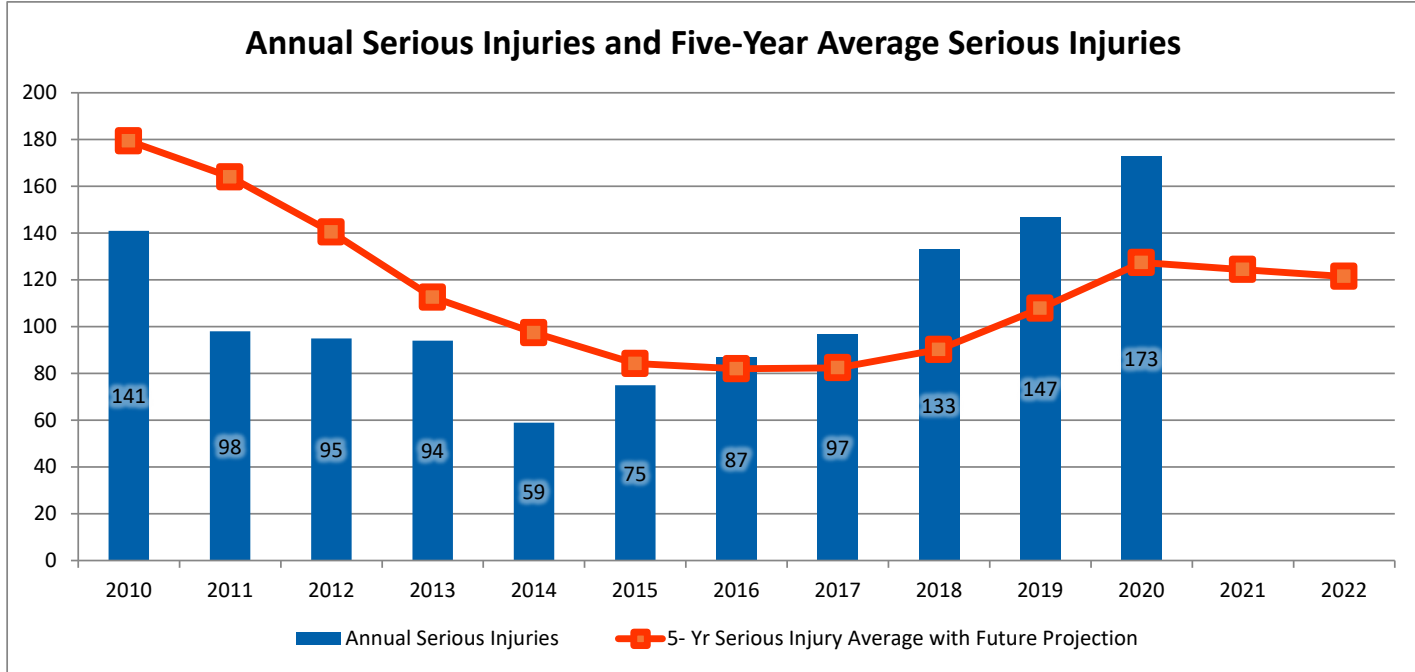
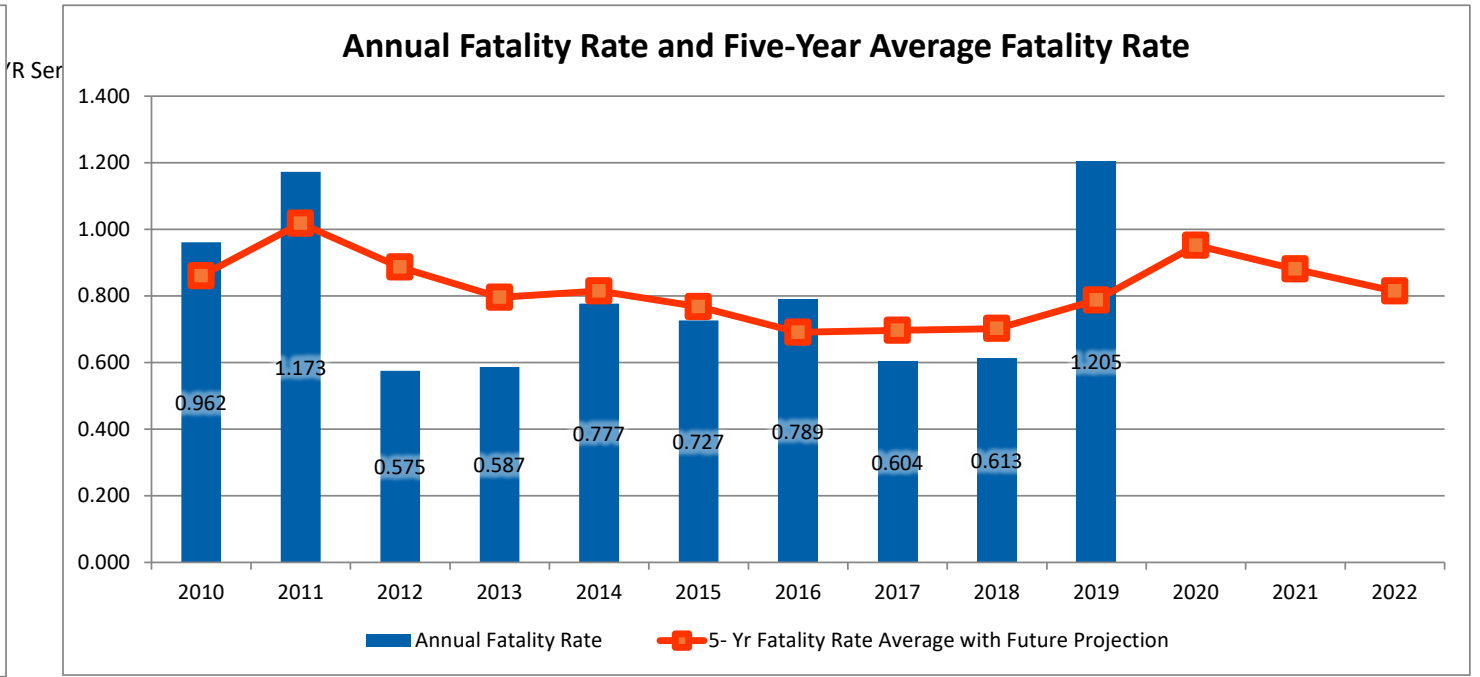
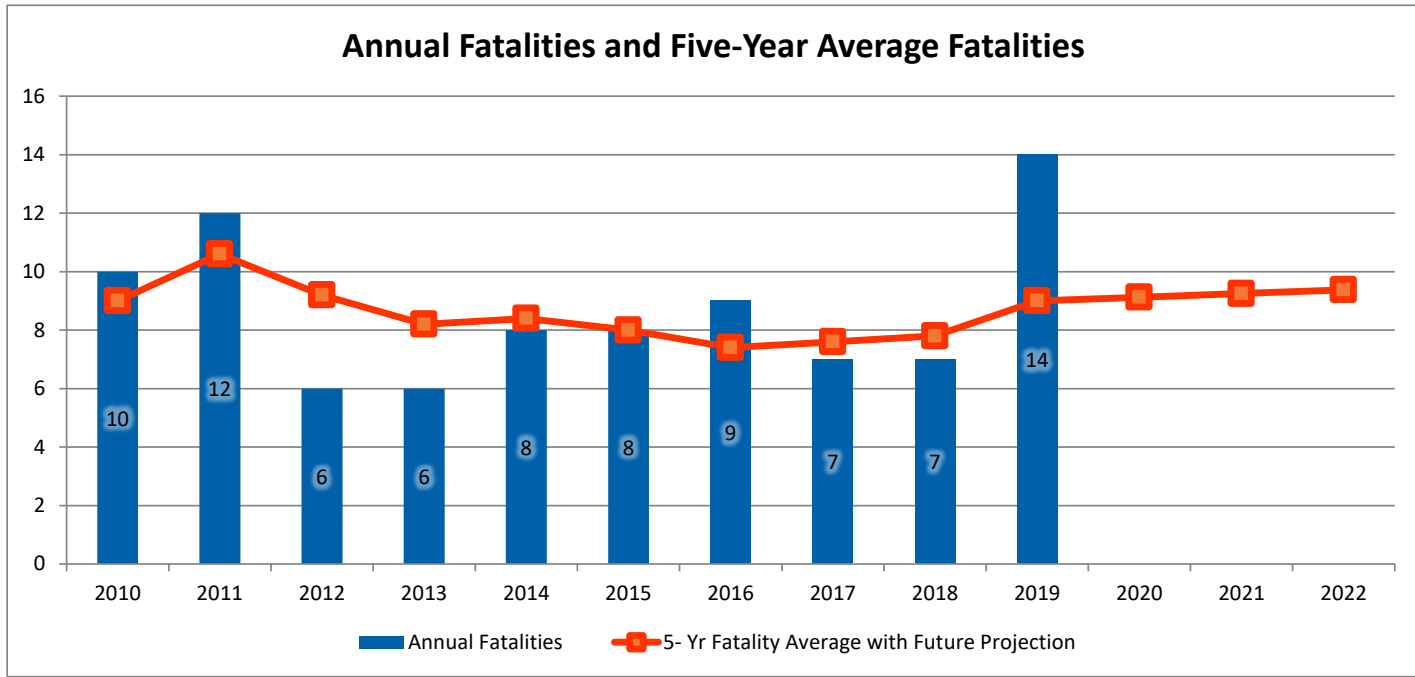
Goal Percent Changes	Description	Statewide Goal Percent Change	MPO Goal Percent Change
Instructions: Enter a goal percent change in the yellow cells. The goals will be used to develop the 2022 MPO safety targets in coordination with historical data in the table below. The statewide goal percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Fatalities	1.37%	1.37%
	Serious Injuries	-2.36%	-2.36%
	VMT	6.80%	6.80%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

Projected Five-Year Average Based on Goal Percent Changes and Projected VMT Change	Description	2020	2021	2022
Instructions: This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. Graphs for this data are shown in the <i>Graphs_Fatal_SI</i> tab.	VMT (100 Million)*	9.58	10.23	10.93
	Fatalities	9	9	9
	Fatality Rate	0.952	0.904	0.858
	Serious Injuries*	127	124	121
	Serious Injury Rate*	11.455	12.155	11.113

*Historical data provided for 2019. Projections reported for 2020-2021

2022 MPO Targets	Description	2022
Instructions: Once goal percent changes have been agreed upon, enter the resulting 2022 five-year average target values (from the table above).	Fatalities	9
	Fatality Rate	0.939
	Serious Injuries	127
	Serious Injury Rate	13.295





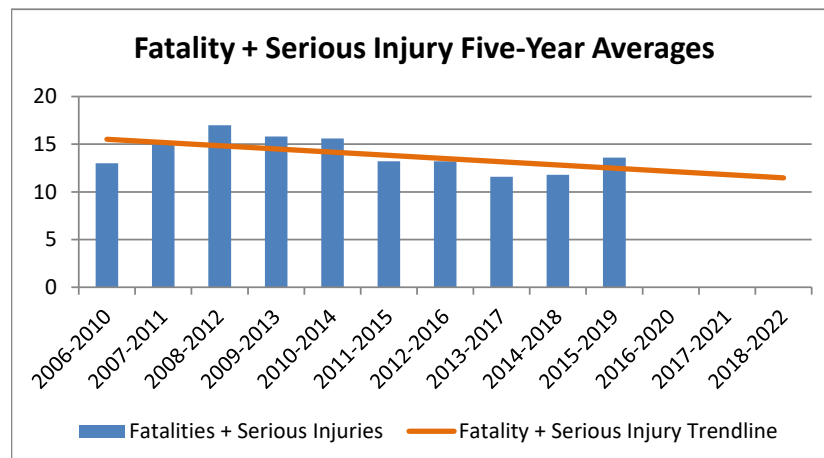
Directions:

View data in tables and graphs. Set goal percent changes and resulting targets in **yellow cells**.

[Click here for more information.](#)

Historical Crash Data		Crash Year	FARS Fatal People	FARS Non-Motorist Fatal People	Non-Motorist A People	Non-Motorist B People	Non-Motorist C People	Non-Motorist Persons Injured	Non-Motorist K Crash	Non-Motorist A Crash	Non-Motorist B Crash	Non-Motorist C Crash	Non-Motorist PDO Crash	Non-Motorist Injury Crashes	VMT (100 Million)	K+A Non-Motorist People
Notes: The Fatality Analysis Reporting System (FARS), created by the National Highway Traffic Safety Administration (NHTSA), is used to report fatalities. FARS data is available through 2019. The Department of Motor Vehicles (DMV) crash data is used to report injury (Types A, B, and C) and property damage only (PDO) crashes. DMV data is available through 2020. All fatality and injury totals are based on the most recent MPO boundary.	2006	4	0	4	5	1	10	1	3	4	1	0	8	10.4	4	
	2007	13	1	9	6	1	16	1	9	4	2	1	15	10.5	10	
	2008	11	1	20	19	18	57	1	19	21	20	0	60	10.6	21	
	2009	7	2	10	15	19	44	2	11	15	14	0	40	10.3	12	
	2010	10	2	16	32	24	72	2	15	31	24	0	70	10.4	18	
	2011	12	1	14	38	21	73	1	14	38	20	0	72	10.2	15	
	2012	6	1	18	41	21	80	1	20	40	16	1	76	10.4	19	
	2013	6	2	13	48	9	70	2	12	48	8	0	68	10.2	15	
	2014	8	1	10	54	4	68	1	10	50	4	1	64	10.3	11	
	2015	8	0	6	49	2	57	1	6	49	2	3	57	11.0	6	
	2016	9	2	13	35	4	52	2	11	31	4	1	46	11.4	15	
	2017	7	0	11	47	4	62	0	11	45	3	2	59	11.6	11	
	2018	7	0	16	17	25	58	0	16	17	25	0	58	11.4	16	
2019	14	2	18	25	11	54	2	18	25	11	0	54	11.6	20		
2020	--	--	15	17	11	43	4	15	17	11	0	43	9.6	--		

Calculated Five-Year Averages	Five-Year Period	Fatalities	% Change	Serious Injuries	% Change	Fatalities + Serious Injuries	% Change
Notes: This table contains the five-year averages based on the historical crash data. Fatality data is available up through the 2015-2019 five-year period. Serious injury data is reported up through the 2016-2020 five-year period.	2006-2010	1	--	12	--	13	--
	2007-2011	1	16.7%	14	16.9%	15	16.9%
	2008-2012	1	0.0%	16	13.0%	17	11.8%
	2009-2013	2	14.3%	14	-9.0%	16	-7.1%
	2010-2014	1	-12.5%	14	0.0%	16	-1.3%
	2011-2015	1	-28.6%	12	-14.1%	13	-15.4%
	2012-2016	1	20.0%	12	-1.6%	13	0.0%
	2013-2017	1	-16.7%	11	-11.7%	12	-12.1%
	2014-2018	1	-40.0%	11	5.7%	12	1.7%
	2015-2019	1	33.3%	13	14.3%	14	15.3%
2016-2020	--	--	15	14.1%	--	--	



Projected Five-Year Average Based on Historical Trendline	Description	2020	2021	2022	Average Percent Change
Notes: This table projects the five-year average for future years based on the historical trendline.	Non-Motorized Fatalities + Serious Injuries	12	12	11	-2.8%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

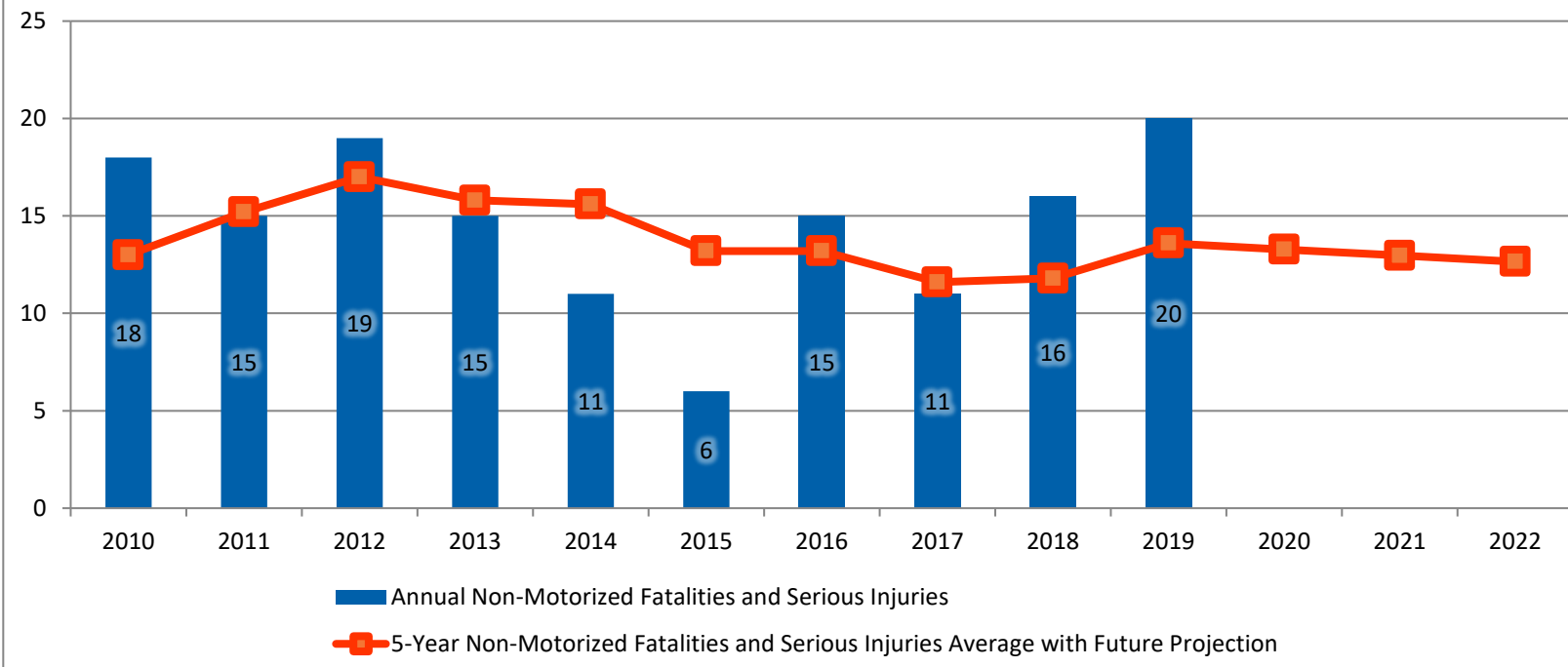
Goal Percent Change	Description	Statewide Percent Change	Goal Percent Change*
Instructions: Enter a goal percent change in the yellow cells. The goals will be used to develop the 2022 MPO safety targets in coordination with historical data in the table below. The statewide percent changes are provided for reference. The MPO may adopt the statewide goal percent changes if desired.	Non-Motorized Fatalities + Serious Injuries	-2.37%	-2.37%

*A positive value represents an increase and a negative value represents a reduction in five-year averages from 2019 to 2021

Projected Five-Year Average Based on Goal Percent Change and Projected VMT Change	Description	2020	2021	2022
Instructions: This table projects the five-year average for future years based on the most recent five-year averages and the goal percent changes. Graphs for this data are shown in the <i>Graphs Bike Ped</i> tab.	Non-Motorized Fatalities + Serious Injuries	13	13	13

2022 MPO Targets	Description	2022
Instructions: Once goal percent changes have been agreed upon, enter the resulting 2022 five-year average target values (from the table above).	Non-Motorized Fatalities + Serious Injuries	14

Annual Non-Motorized Fatalities and Serious Injuries



KABCO Scale: A functional measure of the injury severity for any person involved as determined by law enforcement at the scene of the crash.

Injury Type	Common Identification	Full Definition
K	Fatal Injury	A fatal injury is an injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
A	Incapacitating Injury	Injury = Suspected Serious Injury which is any injury other than fatal, resulting in one or more of the following: <ul style="list-style-type: none"> a. Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood b. Broken or distorted extremity (arm or leg) c. Crush injuries d. Suspected skull, chest, or abdominal injury other than bruises or minor lacerations e. Significant burns (second and third degree burns over 10 percent or more of the body) f. Unconsciousness when taken from the crash scene g. Paralysis
B	Non-incapacitating Injury	Minor/Possible Injury = Other Visible Injury, as Bruises, Abrasions, Swelling, Limping, etc.
C	Possible Injury	No Apparent Injury = No Visible Injury, But Complaint of Pain, or Momentary Unconsciousness
PDO Crash	Property Damage Only	Crash resulting in property damage of at least \$1500 to the motor vehicle or other property but without injury to any occupants or non-motorists. The damage amount prior to 2009 is \$1,000.