Transportation Improvement Program (TIP)

Fiscal Year 2021 to 2024

DRAFT
# Table of Contents

Table of Contents .......................................................................................................................................... 2  
TIP Activity .................................................................................................................................................... 3  
Purpose of this Document ............................................................................................................................ 4  
Introduction to the Charlottesville/Albemarle Metropolitan Planning Organization (MPO) ....................... 4 
Introduction to Transportation Improvement Program (TIP) ....................................................................... 5  
Getting Involved in the MPO and the TIP Development .............................................................................. 8  
Performance Based Planning and Programming .......................................................................................... 8  
CA-MPO Interstates and National Highway System Roadways ................................................................. 11  
Performance-Based Planning and Programming in the TIP and LRTP:...................................................... 11  
Resource Documents: ................................................................................................................................. 12 
TIP User’s Guide: Understanding the TIP Format ....................................................................................... 14  
Glossary of Terms........................................................................................................................................ 14 
TIP Financial Information ............................................................................................................................ 16 
Table C: CAMPO Federal Funding Categories Fiscal Constraint by Year (Hwy 2021-2024) ........................ 20  
Interstate Projects....................................................................................................................................... 21 
Primary Projects .......................................................................................................................................... 21  
Secondary Projects...................................................................................................................................... 22  
Urban Projects ............................................................................................................................................ 22 
Project Groupings ....................................................................................................................................... 24  
Transit Summary ......................................................................................................................................... 26  
CAT Summary.............................................................................................................................................. 27 
JAUNT Summary......................................................................................................................................... 31  
Additional 5310 Grants ................................................................................................................................... 31 
Appendix A. Projects by Grouping .............................................................................................................. 36  
Appendix B. Transit Asset Management...................................................................................................... 37 
Appendix C. Self-Certification Statement ................................................................................................... 39 
Appendix D. Resolution of Adoption FY 21-24 TIP ...................................................................................... 40
TIP Activity

Approved by the MPO Policy Board on March 25, 2020
Purpose of this Document
The Charlottesville-Albemarle Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within the metropolitan region, in coordination with significant state and local funds for the federal fiscal years 2021 through 2024. It also demonstrates how these projects comply with federal planning regulations. The TIP is a product of the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) in compliance with federal requirements.

Introduction to the Charlottesville/Albemarle Metropolitan Planning Organization (MPO)
The Charlottesville-Albemarle Metropolitan Planning Organization is the forum for continued, cooperative and comprehensive transportation decision-making among Charlottesville, Albemarle, state, and federal officials. Federal law (23 CFR Part 450) requires urbanized areas in the United States with populations greater than 50,000 persons to establish an MPO to coordinate transportation planning. The boundary of the Charlottesville-Albemarle MPO includes the City of Charlottesville and the adjacent urbanized areas of Albemarle County (the rural areas of Albemarle County are outside the MPO boundary, as is illustrated on the map below).
The MPO considers long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions to transportation related challenges.

The MPO is responsible for carrying out a continuous, cooperative, and comprehensive transportation planning process. This process includes reviewing transportation projects and preparing studies and plans.

The Charlottesville-Albemarle MPO is governed by the MPO Policy Board and staffed by the Thomas Jefferson Planning District Commission (TJPDC). MPO Policy Board membership consists of 12 representatives from the following organizations:

<table>
<thead>
<tr>
<th>Voting Member Organizations (5)</th>
<th>Nonvoting Member Organizations (8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albemarle County Board of Supervisors [two members]</td>
<td>Charlottesville Area Transit (CAT)</td>
</tr>
<tr>
<td>Charlottesville City Council [two members]</td>
<td>Citizens Transportation Advisory Committee (CTAC)</td>
</tr>
<tr>
<td>Va. Dept. of Transportation (VDOT)</td>
<td>Federal Transit Administration (FTA)</td>
</tr>
<tr>
<td></td>
<td>Federal Highway Administration (FHWA)</td>
</tr>
<tr>
<td></td>
<td>JAUNT</td>
</tr>
<tr>
<td></td>
<td>Thomas Jefferson Planning District Commission (TJPDC)</td>
</tr>
<tr>
<td></td>
<td>UVA Office of the Architect</td>
</tr>
<tr>
<td></td>
<td>Va. Dept. of Rail and Public Transportation (DRPT)</td>
</tr>
</tbody>
</table>

Two committees support the MPO Policy Board: The MPO Technical Committee and a Citizens Transportation Advisory Committee (CTAC). These two committees include representatives from the following organizations:

- Albemarle County
- City of Charlottesville
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (VDRPT)
- University of Virginia
- Charlottesville Area Transit
- JAUNT

**Introduction to Transportation Improvement Program (TIP)**

**What is TIP?**

The Charlottesville-Albemarle MPO Transportation Improvement Program (TIP) is a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. It represents projects from the most recently adopted Long Range Transportation Plan, the 2045 LRTP. The fiscal year for the FY2021-2024 TIP begins on October 1, 2020 and is applicable until September 30, 2023. The
Federal Highway Administration (FHWA) is a primary sponsor for many of the highway projects listed in the TIP. Activities listed for Charlottesville Area Transit (CAT) and JAUNT are projects and programs expected to obligate federal funds over the coming four-year period.

The primary sponsor of funding for these activities is the Federal Transit Administration (FTA).

The Purpose of TIP

The TIP:
- Prioritizes transportation projects expected to be implemented during a four-year period, and describes the schedule for obligating federal funds.
- Contains a financial plan for all modes of transportation including roadways and transit capital and operating costs.
- Serves as a tool for monitoring progress in implementing the MPO’s long range transportation plan.
- Is incorporated into the State Transportation Improvement Program (STIP), for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.
- Includes state and locally funded regionally significant transportation projects to provide a comprehensive view of transportation projects in the Charlottesville-Albemarle area.
- Includes regionally significant unfunded, visioning transportation projects that are significant to the region’s transportation network improvement strategies.

Selecting Projects for TIP

The FHWA tracks all federally funded projects in the Statewide Transportation Improvement Program (STIP), which incorporates each MPO TIP by reference, in total and without change. The STIP includes all transportation projects in the state of Virginia that are scheduled to receive federal funding over a four-year interval and must first be included in the Six Year Improvement Program (SYIP), developed by VDOT, in cooperation with local governments.

The SYIP is updated biennially and includes a listing of projects, their descriptions, funding sources, and cost estimates. The Commonwealth Transportation Board (CTB) approves the SYIP for the upcoming six-year period by June 30 of every other year. Smart Scale is the State’s data driven process for evaluating and selecting funding for most projects in the SYIP.

All projects which appear in the SYIP and require federal approval are included in the TIP; state and locally funded projects are not included in the TIP, unless deemed regionally significant. The schedule and cost estimate for each phase of a project, as well as phase allocation and obligation information per project, can be found in the currently adopted VDOT SYIP, and is available at http://www.virginiadot.org/projects/syp-default.asp. Some projects in the TIP are not shown as individual projects. Rather, they are grouped together and shown as a single line item in the TIP. This single line-item represents a grouping of projects with similar funding categories, and displays a cumulative sum of obligations rather than obligations per project.

Transportation Goals and Priorities

The Charlottesville-Albemarle MPO has long-standing transportation goals and priorities that are defined in the regional long-range transportation plan, the 2045 Long Range Transportation Plan (2040 LRTP). As required under federal regulations, the 2045 LRTP is a listing of the most important projects for the MPO area over the next 20 years. Due to budget constraints, the
2045 LRTP focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

**Primary Goal and Major Factors**

The overarching regional transportation system goal is to create a balanced, multimodal transportation network, by 1) improving connections throughout the region; 2) improving mobility within neighborhoods, towns, and counties; and 3) making transportation choices that help foster livable communities. Several major objectives have been identified to help the MPO achieve these goals:

- Completion of a well-connected network of roadways parallel to major highways with better connections within and between neighborhoods.
- Re-engineered intersection and corridor design, along with added lanes and capacity improvements, to improve operational efficiency and safety.
- Fast, frequent, dependable transit service with seamless connections throughout the region.
- A grid of smaller streets serving more compact development forms in the suburban and rural developments.
- Well-executed design details for pedestrian-friendly streets, bike lanes and trails, transit stops, safer intersections, and pedestrian crossings.

All of these elements will also help complete the transit “customer delivery system” needed for efficient, cost-effective transit operations. By building new critical facilities and re-engineering existing roadways, overall system operations and safety will be improved.

The regional dynamics of interconnected roads; coordinated transit systems such as JAUNT, CAT, UTS, and Park and Ride lots; varied commuting patterns; and regional destinations for shopping and recreation point to the need for a coordinated, multi-modal regional transportation plan. This plan must be effectively implemented if the region is to continue to flourish and grow in keeping with the quality of life we currently enjoy. Because the majority of local roadway construction is actually funded privately by developers building new subdivision streets, significant progress can be made through better planning and project coordination. By encouraging more interconnections between new developments, coupled with lower-speed and safer roadway design, a major portion of the roadway network can be completed with private funds. With careful planning, public funding can be maximized by “connecting the dots” between developments.

**Specific Emphasis**

A better-connected network of neighborhood streets will help relieve traffic congestion along heavily used corridors, and reduce congestion at major bottlenecks and intersections. These streets will also provide for many safety improvements to the overall transportation network, allowing people to access nearby destinations on smaller-scale, pedestrian-, bike-, and transit-friendly roadways.

While a major focus is expedited project implementation, several new roadways and improvement projects are completed or underway to provide better multi-modal connections
and through movements. Some roadways require minor and/or spot improvements, widening, realignments, widened shoulders, or expanded lanes. These projects will improve safety and capacity.

To provide residents and businesses with safe, efficient and truly usable transportation options, the MPO Long Range Plan includes significant emphasis on bike, pedestrian and transit projects. Strategies include a focus on improvements around existing villages, coupled with better connections between neighborhoods, schools, and town centers. Other improvements for pedestrian safety can be made that do not require capital funding and include enhanced enforcement of safety laws.

Getting Involved in the MPO and the TIP Development

MPO Area Meetings
All meetings for the MPO Policy Board and the two other MPO committees are open to the public. Time is reserved at the start and finish of each meeting for comment from members of the public. All meetings are held at the TJPDC Office’s Water Street Center, 407 E. Water St., Charlottesville, VA 22902. For more information about the MPO and its committees, please visit http://campo.tjpdc.org/.

TIP Development
The MPO encourages public involvement in the TIP process. A table summarizing the public comments and MPO responses is located in the Appendix. Time is also allotted for public comment concerning the SYIP at the Spring public hearings and the Fall public meetings. For more information about MPO Public Hearings, please visit http://campo.tjpdc.org/committees/.

For more information about the CTB, please visit http://www.ctb.virginia.gov/For more information about Smart Scale, the process for the Six Year Improvement Program (SYIP), please visit http://vasmartscale.org/.

Performance Based Planning and Programming
Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt performance measures. Each MPO adopts a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects.

Rollout of performance measures is ongoing. The MPO has been coordinating with VDOT and DRPT to adopt performance measures and targets as they become available. Once the initial performance measures and targets are adopted, the MPO will continue to monitor and report progress at required intervals set forth in State and Federal guidance. To date the MPO has formally adopted the following performance measures and targets.
**Adopted Measures:**

1. **Safety Performance Measures**

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in Virginia’s 2017 - 2021 Strategic Highway Safety Plan (SHSP) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

There are five measures that make up the safety category. These measures include the number of fatalities, fatality rate, the number of serious injuries, serious injury rate, and the number of crashes involving bike/ped. The MPO has adopted the state-wide Safety Targets for the five measures. For safety performance measures 1, 2, and 3, annual targets were developed collaboratively by the MPO, Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff. The DMV HSO also includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT's annual report submission to FHWA, The MPO has adopted the Statewide targets for 2020 in the table listed below. The MPO will assess and update these targets annually.
Table 1: 2020 SHSP Safety Performance Objectives

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Five-year average annual reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>9</td>
</tr>
<tr>
<td>Rate of Fatalities per 100 Million Vehicle Miles Traveled</td>
<td>-0.73%</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>88</td>
</tr>
<tr>
<td>Rate Serious Injury Million Miles Vehicle Miles Traveled</td>
<td>7.41%</td>
</tr>
<tr>
<td>Number of Non-Motorized Fatalities &amp; Serious Injuries</td>
<td>13</td>
</tr>
</tbody>
</table>

2. Pavement and Bridge Condition (PM2) – August 24, 2018

There are three measures that make up the pavement and bridge condition category. These measures include; the percentage of pavement in good condition (interstate), percentage of pavement in poor condition (interstate), percentage of pavement in good condition (non-interstate National Highway System), percentage of pavement in poor condition (non-interstate National Highway System), percentage of deck area of bridges in good condition (National Highway System), and the percentage of deck area of bridges in poor condition (National Highway System).

The MPO has reviewed the state targets (Table 2) and adopted its own two and four-year targets based on local conditions (Table 2).

Table 2: Proposed PM2 Targets for MPO and Virginia

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Scope</th>
<th>MPO 2017 Baseline</th>
<th>MPO 2-year Target</th>
<th>MPO 4-Year Target</th>
<th>State Target 2017 Baseline</th>
<th>State Target 2-year Target</th>
<th>State Target 4-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Pavement in Good Condition</td>
<td>Interstate</td>
<td>57.8%</td>
<td>45%</td>
<td>45%</td>
<td>35.4%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td>% Pavement in Poor Condition</td>
<td>Interstate</td>
<td>0.4%</td>
<td>&lt;3%</td>
<td>&lt;3%</td>
<td>0.9%</td>
<td>&lt;5%</td>
<td>&lt;5%</td>
</tr>
<tr>
<td>% Pavement in Good Condition</td>
<td>NHS (non Interstate)</td>
<td>35.4%</td>
<td>25%</td>
<td>25%</td>
<td>34.5%</td>
<td>33.5%</td>
<td>33.0%</td>
</tr>
<tr>
<td>% Pavement in Poor Condition</td>
<td>NHS (non Interstate)</td>
<td>0.9%</td>
<td>&lt;5%</td>
<td>&lt;5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of Bridge Deck Area in Good Condition</td>
<td>NHS (All)</td>
<td>12.8%</td>
<td>13%</td>
<td>23%</td>
<td>34.5%</td>
<td>33.5%</td>
<td>33.0%</td>
</tr>
<tr>
<td>% of Bridge Deck Area in Poor Condition</td>
<td>NHS (All)</td>
<td>12.1%</td>
<td>12%</td>
<td>2%</td>
<td>3.5%</td>
<td>3.5%</td>
<td>3.0%</td>
</tr>
</tbody>
</table>
3. System Performance (PM3) – August 24, 2018

There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability index (Interstates).

The MPO has reviewed the state targets (table 3) and adopted its own two and four-year targets based on local conditions (table 3).

Table 3: Proposed PM3 Targets for MPO and Virginia

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Scope</th>
<th>MPO</th>
<th>State Target</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017 Baseline</td>
<td>2-year Target</td>
<td>4-Year Target</td>
</tr>
<tr>
<td>% Person-miles</td>
<td>Interstate</td>
<td>99%</td>
<td>99%</td>
</tr>
<tr>
<td>traveled that are</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>reliable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% Person-miles</td>
<td>NHS (Non Interstate)</td>
<td>86.21%</td>
<td>n/a</td>
</tr>
<tr>
<td>traveled that are</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>reliable</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck travel time</td>
<td>NHS (All)</td>
<td>1.13</td>
<td>1.17</td>
</tr>
<tr>
<td>reliability index</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CA-MPO Interstates and National Highway System Roadways

Legend
- VDOT Maintained NHS
- Non-VDOT Maintained NHS
- Non-NHS Routes and Bridges

Performance-Based Planning and Programming in the TIP and LRTP:

As Performance-Based Planning and Programming requirements are rolled out and targets are set, projects in the TIP have been assessed to connect project scopes, as identified in the TIP, to
goals in the MPO Long Range Transportation Plan (LRTP 2045). The LRTP 2045 plan was
developed with MAP-21 guidance and includes performance measures aligned with MAP-21.
These goals are set out in Chapter 4 of the 2045 Long Range Transportation Plan, and listed
below.

LRTP 2045 Goals:

1. ACCESSIBILITY & MOBILITY- Improve inter and intra-regional access and mobility for all users
   (people, goods, and services) by integrating various modes of transportation in an effort to
   improve connectivity and coordination among stakeholders.

2. ECONOMIC DEVELOPMENT & LAND USE- Support the region’s economic competitiveness by
   ensuring the integration of transportation and land use decisions in the planning process to
   enhance efficiency across all modes of transportation.

3. OPERATIONS & MAINTENANCE- Encourage and promote the cost-effective operations and
   maintenance of the regional transportation network that delivers optimal performance for all
   users.

4. SAFETY- Improve the geometric conditions and physical characteristics of the transportation
   network to reduce fatalities and serious injuries.

5. CONGESTION- Where appropriate, improve roadway design to reduce congestion for vehicles,
   freight, and transit.

6. ENVIRONMENT & COMMUNITY- Promote sustainable transportation improvements that avoid
   impacts on the environment and ensure nondiscriminatory planning in our region.

TIP linkage to adopted measures:
New TIP and LRTP projects are reviewed for their linkages to safety needs using the following
steps:
- Safety deficiencies are identified by analyzing crash data provided by VDOT as part of
  the Highway Safety Improvement Program.
- Proposed projects are reviewed for their impact on safety using crash modification
  factors based on project design.

Resource Documents:

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Hillsdale Drive</td>
<td><a href="http://www.hillsdaledrive.org/">http://www.hillsdaledrive.org/</a></td>
</tr>
<tr>
<td>6</td>
<td>TJPDC Transportation</td>
<td><a href="http://tjpdc.org/transportation-planning/">http://tjpdc.org/transportation-planning/</a></td>
</tr>
<tr>
<td>7</td>
<td>Environmental Review Reports</td>
<td>Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).</td>
</tr>
</tbody>
</table>
TIP User's Guide: Understanding the TIP Format

Project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. Terms are listed consistently in the grey boxes, while project-specific details are listed in the white boxes to the right of, or below, each term. Definitions for the numbered terms appear in the corresponding Glossary of Terms table. Project information will appear in the TIP if funding is necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). Projects must be removed from the Six Year Program in order to be removed from the TIP.

Glossary of Terms

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Universal Project Code (UPC) Number</td>
<td>Number assigned to each project at its conception, remaining with the project until completion.</td>
</tr>
<tr>
<td>2 Scope</td>
<td>Includes notes about the work to be covered by the project.</td>
</tr>
<tr>
<td>3 System</td>
<td>Indicates which system, program, or mode of transportation the project falls within. E.g. Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous.</td>
</tr>
<tr>
<td>4 Jurisdiction</td>
<td>The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.</td>
</tr>
<tr>
<td>5 Federal Oversight Indicator (FO or NFO)</td>
<td>FO: Indicates Federal Oversight in the project construction, contracting, and management. NFO: Indicates No Federal Oversight in the construction, contracting, and management issues, and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight required.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>6 Project/Project Phase</td>
<td>Name of the Project and Phase (i.e. PE: Preliminary Engineering - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; RW: Right of Way - Negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project; or CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)</td>
</tr>
<tr>
<td>7 Admin By</td>
<td>Entity responsible for the project</td>
</tr>
<tr>
<td>8 Description</td>
<td>Limits of the project</td>
</tr>
<tr>
<td>9 Route/Street</td>
<td>Local street name</td>
</tr>
<tr>
<td>10 Total Cost</td>
<td>The total estimated cost (TO) reflecting the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.</td>
</tr>
<tr>
<td>11 Fund Source</td>
<td>FHWA funding sources are described below:</td>
</tr>
<tr>
<td>All designations except &quot;State&quot; indicate that federal funds are to be used for at least a portion of the project.</td>
<td>APD Appalachian Development</td>
</tr>
<tr>
<td></td>
<td>APL Appalachian Local Access</td>
</tr>
<tr>
<td></td>
<td>BH Bridge Rehabilitation</td>
</tr>
<tr>
<td></td>
<td>BOND Bonds/Interest</td>
</tr>
<tr>
<td></td>
<td>BR Bridge Replacement</td>
</tr>
<tr>
<td></td>
<td>CMAQ Congestion Mitigation &amp; Air Quality</td>
</tr>
<tr>
<td></td>
<td>DEMO Federal Demonstration</td>
</tr>
<tr>
<td></td>
<td>DT Dulles Toll Facilities</td>
</tr>
<tr>
<td></td>
<td>EN Enhancement</td>
</tr>
<tr>
<td></td>
<td>FH Forest Highway</td>
</tr>
<tr>
<td></td>
<td>FRAN Federal Reimbursement Anticipation Notes</td>
</tr>
<tr>
<td></td>
<td>FTA Federal Transit Authority Grant</td>
</tr>
<tr>
<td></td>
<td>HES Hazard Elimination Safety (Sec. 152)</td>
</tr>
<tr>
<td>12 Match</td>
<td>Dollar amount matched to federally funded project. Most federal fund sources require a match of some sort; most often 20% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources.</td>
</tr>
<tr>
<td>13 Current and Future Obligations</td>
<td>The amount of funding which is obligated for the indicated phase of work. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project’s eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expect reimbursement for during each Federal fiscal year.</td>
</tr>
</tbody>
</table>
appears in a small chart beneath the project’s cost estimates and obligations, and includes detail describing the project’s location, purpose, MPO endorsement status, and environmental review information, including:

<table>
<thead>
<tr>
<th>Environmental Impact Statement (EIS)</th>
<th>An Environmental Impact Statement is prepared for projects which are expected to have a significant impact on the environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Categorical Exclusions (CE)</td>
<td>Categorical Exclusions apply to projects which will not individually or cumulatively cause a significant environmental impact. Most CEs require minimal administrative review.</td>
</tr>
<tr>
<td>Program Categorical Exclusions (PCE)</td>
<td>Program Categorical Exclusions are pre-determined actions which do not require administration review.</td>
</tr>
<tr>
<td>Environmental Assessment (EA)</td>
<td>An Environmental Assessment is prepared for actions in which the significance of the environmental impact is not clear.</td>
</tr>
<tr>
<td>Not Available (NA)</td>
<td>Not available or not undertaken is when an any of the above have not yet been completed or are not needed.</td>
</tr>
</tbody>
</table>

**TIP Financial Information**

**SYIP Allocations vs. TIP Obligations**

The SYIP is an allocation document similar to a capital outlay plan. Allocations are funds that are available in current and previous years (i.e., “the budget”) and those forecasted for future years over the period covered in the SYIP. For example, the FY 2015-2020 SYIP became effective on July 1, 2014; at that time, FY 2015 allocations were combined with any remaining previous allocations that were on each project and together, all previous allocations represent the current budget on the project; funds for FY 2016 through FY 2020 are funds projected to be available in each of those years based on the most recent revenue forecast. Allocations come from several sources, including state, federal, and local funds and represent the amount of funding the Commonwealth has set aside to fund the cost of each project.

The TIP is an obligation document. Obligations are not allocations, but instead represent commitments by the federal government to reimburse the state for the federal share of a project’s eligible costs. Thus, states do not receive funding in advance of beginning a project or phase; instead, a project or phase is authorized in a federal agreement under which FHWA or FTA commits to reimburse the state for a share of eligible costs. Obligations are identified in the STIP/TIP by project and project phase (i.e., Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)), and are forecasted across a three-year period.

To better understand the relationship between allocations and obligations, consider the allocation as the money in your checking account that you plan to spend; consider the obligations as the checks you plan to write to cover costs incurred. Like balancing a checkbook, a project’s obligations should be equal to or less than the amount of funding allocated to it, generally speaking. Since the TIP is an obligation document, it identifies the amount of funding...
anticipated to be reimbursed by the federal government, while the SYIP is an allocation
document that identifies the total amount of funding expected to be expended to deliver the
specified projects and programs.

**TIP Financial Plan**
MAP-21’s planning regulation 23 CFR 450.324(h) specifies the inclusion of a financial plan in the
TIP that shows how the projects or project phases identified can reasonably be expected to be
implemented with the available public and private revenues identified. TIP projects and phases
are required to be consistent with the long-range plan and must be fully funded in the TIP. To
the extent that funding is available or is reasonably expected to be available, priority projects
and phases have been selected for inclusion in this TIP. The MPO and its member organizations
have cooperatively developed financial forecasts for the TIP based on the latest official planning
assumptions and estimates of revenue(s) and cost(s). The financial information is given by
funding category for the projects listed and expected to be implemented during the four-year
period beginning in FY 2021.

Some projects listed in the TIP may show $0 for planned obligations. Possible reasons for this
include:

- Project is complete and is awaiting financial closeout;
- Subsequent phases beyond four years;
- Information only, funding being pursued; or
- Project to be funded from [category] group funding

In addition to construction projects, revenue projections have been made for maintaining and
operating the region’s highway and transit systems during the same four-year period. Funded
TIP actions typically include, but are not limited to:

- transportation studies;
- ground transportation system improvement projects (fixed-guide, highway, bicycle,
pedestrian, commuter lots, etc);
- public transit systems and services, including the components of coordinated human
service mobility plans;
- system maintenance (monitoring, repair and/or replacement of system facilities and
support sites; snow removal; mowing; painting; rest area or weigh station sites; etc);
and
- system operations (ITS-TSM applications; traffic operations such as signalization, signal
coordination, ramp meters, or message signs; roadside assistance; incident
management; for the urbanized TMAs, their Congestion Management Process activities;
VDOT traffic management centers; bridge-tunnel management; toll road or congestion
pricing management; etc).

**Funding Sources**
The following provides a general overview of funding programs utilized in the development of
the TIP.

**Highway Funding Program:**
**BR/BROS**  *Bridge Rehabilitation and Replacement* program provides funding for
bridge improvements. Eligibility for funding is based on a rating of bridge
condition by VDOT as a candidate for upgrading.

DEMO The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

EB/MG The Equity Bonus (formerly known as Minimum Guarantee) ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.

IM Interstate Maintenance (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.

NHS National Highway System (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.

RSTP Regional Surface Transportation Program (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others.

SAFETEA-LU The Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the federal transportation bill that provides federal transportation funding to each state. The SAFETEA-LU funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.

STP Surface Transportation Program (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.

Non-Federal Any funding that does not come from federal sources is grouped into the non-federal funding category.

EN Transportation Enhancement funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of the TEA-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the
Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.

**SRS** Safe Routes to School is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.

*Transit Funding Programs:*

**Section 5307** Federal Transit Administration formula grants for transit operating assistance in urbanized areas.

**Section 5311** Federal Transit Administration formula grants transit operating assistance outside urbanized areas.

**Section 5317** Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.

**Section 5309** Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.

**Section 5310** Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.

**Non-Federal** Any funding that does not come from federal sources is grouped into the non-federal funding category.

*Transit*

Charlottesville Area Transit (CAT) uses the Transportation Improvement Program (TIP) development process of the TJPDC Metropolitan Planning Organization (MPO) to satisfy the public hearing requirements of 49 U.S.C. Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.
### Table C: CAMPO Federal Funding Categories Fiscal Constraint by Year (Hwy 2021-2024)

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>FFY 2021 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>FFY 2022 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>FFY 2023 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>FFY 2024 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>TOTAL Planned Obligation Authority</th>
<th>Planned Obligation</th>
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</thead>
<tbody>
<tr>
<td><strong>Federal</strong></td>
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</tr>
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<td>$4,183,736</td>
<td>$4,183,736</td>
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<tr>
<td>STP/STBG</td>
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<td>$1,104,676</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,104,676</td>
<td>$1,104,676</td>
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<td><strong>Subtotal -- Federal</strong></td>
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<td><strong>$5,029,102</strong></td>
<td><strong>$2,559,772</strong></td>
<td><strong>$2,559,772</strong></td>
<td><strong>$2,465,884</strong></td>
<td><strong>$2,465,884</strong></td>
<td><strong>$3,020,310</strong></td>
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<tr>
<td><strong>Non-Federal</strong></td>
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<td><strong>$6,160,904</strong></td>
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<td><strong>Subtotal -- Other</strong></td>
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<td><strong>$13,573,013</strong></td>
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<td><strong>$755,077</strong></td>
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<td><strong>$14,345,312</strong></td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$18,602,115</strong></td>
<td><strong>$2,559,772</strong></td>
<td><strong>$2,559,772</strong></td>
<td><strong>$2,465,884</strong></td>
<td><strong>$2,465,884</strong></td>
<td><strong>$3,020,310</strong></td>
<td><strong>$3,020,310</strong></td>
<td><strong>$27,420,380</strong></td>
<td><strong>$27,420,380</strong></td>
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</table>

**Federal - ACC (1)**

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>FFY 2021 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>FFY 2022 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>FFY 2023 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>FFY 2024 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>TOTAL Planned Obligation Authority</th>
<th>Planned Obligation</th>
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<tbody>
<tr>
<td>BR</td>
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<td>$0</td>
<td>$2,440,228</td>
<td>$2,440,228</td>
<td>$0</td>
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<td>$9,834,832</td>
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<tr>
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<td>$0</td>
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<td>$15,000</td>
<td>$15,000</td>
<td>$12,450</td>
<td>$12,450</td>
<td>$12,450</td>
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<tr>
<td>NHS/NHPP</td>
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<td>$9,834,832</td>
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<tr>
<td><strong>Subtotal -- Federal - ACC (1)</strong></td>
<td><strong>$38,450</strong></td>
<td><strong>$38,450</strong></td>
<td><strong>$3,845,783</strong></td>
<td><strong>$3,845,783</strong></td>
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<td><strong>$2,841,927</strong></td>
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<td><strong>$3,108,672</strong></td>
<td><strong>$9,834,832</strong></td>
<td><strong>$9,834,832</strong></td>
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**Maintenance - Federal (4)**

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<th>Fund Source</th>
<th>FFY 2021 Planned Obligation Authority</th>
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<th>Planned Obligation</th>
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<th>FFY 2024 Planned Obligation Authority</th>
<th>Planned Obligation</th>
<th>TOTAL Planned Obligation Authority</th>
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</thead>
<tbody>
<tr>
<td>NHS/NHPP</td>
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<td>$3,130,713</td>
<td>$3,130,713</td>
<td>$3,130,713</td>
<td>$3,130,713</td>
<td>$3,130,713</td>
<td>$3,130,713</td>
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<tr>
<td>STP/STBG</td>
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<td>$13,727,778</td>
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<td>$14,987,998</td>
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<td>$52,370,659</td>
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<td><strong>Subtotal -- Maintenance - Federal (4)</strong></td>
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<td><strong>$12,999,324</strong></td>
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<td><strong>$16,916,985</strong></td>
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<td><strong>$18,118,711</strong></td>
<td><strong>$64,893,511</strong></td>
<td><strong>$64,893,511</strong></td>
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</tr>
</tbody>
</table>

1. ACC – Advance Construction – Funding included in Federal Category based on year of AC Conversion
2. CMAQ/RSTP includes funds for TRANSIT projects
3. Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
4. Maintenance Projects - Funding to be obligated for maintenance projects as identified
### Interstate Projects

<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>SYSTEM</th>
<th>JURISDICTION</th>
<th>OVERSIGHT</th>
<th>DESCRIPTION</th>
<th>ROUTE/STREET</th>
<th>TOTAL COST</th>
<th>FUNDING SOURCE</th>
<th>MATCH</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
</tr>
</thead>
<tbody>
<tr>
<td>115852</td>
<td>Traffic Management/Engineering</td>
<td>Interstate</td>
<td>Statewide</td>
<td>NFO</td>
<td>ITTF FY20 Micro Transit</td>
<td>FROM: Various TO: Various</td>
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### Primary Projects

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<th>UPC NO</th>
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<th>SYSTEM</th>
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<th>OVERSIGHT</th>
<th>DESCRIPTION</th>
<th>ROUTE/STREET</th>
<th>TOTAL COST</th>
<th>FUNDING SOURCE</th>
<th>MATCH</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
</tr>
</thead>
<tbody>
<tr>
<td>77383</td>
<td>Reconstruction w/ Added Capacity</td>
<td>Primary</td>
<td>Albemarle County</td>
<td>VDOT</td>
<td>RTE 29 – WIDENING &amp; CORRIDOR IMPROVEMENTS</td>
<td>FROM: Route 643 (Polo Grounds Road) TO: Route 1719 (Town Center Drive) (1.9300 MI)</td>
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<td>Federal – AC</td>
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<table>
<thead>
<tr>
<th>UPC NO</th>
<th>SCOPE</th>
<th>SYSTEM</th>
<th>JURISDICTION</th>
<th>OVERSIGHT</th>
<th>DESCRIPTION</th>
<th>ROUTE/STREET</th>
<th>TOTAL COST</th>
<th>FUNDING SOURCE</th>
<th>MATCH</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
</tr>
</thead>
<tbody>
<tr>
<td>106136</td>
<td>Reconstruction w/Added Capacity</td>
<td>Primary</td>
<td>Albemarle County</td>
<td>VDOT</td>
<td>US-29 RIO ROAD GRADE SEPARATED INTERSECTION</td>
<td>FROM: ROUTE 851 (DOMINION DRIVE) TO: ROUTE 1417 (WOODBROOK DRIVE) (1.0000 MI)</td>
<td>SEMINOLE TRAIL (0029)</td>
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<th>OVERSIGHT</th>
<th>DESCRIPTION</th>
<th>ROUTE/STREET</th>
<th>TOTAL COST</th>
<th>FUNDING SOURCE</th>
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<th>FY21</th>
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<tr>
<td>106136</td>
<td>Reconstruction w/Added Capacity</td>
<td>Primary</td>
<td>Albemarle County</td>
<td>VDOT</td>
<td>US-29 RIO ROAD GRADE SEPARATED INTERSECTION</td>
<td>FROM: ROUTE 851 (DOMINION DRIVE) TO: ROUTE 1417 (WOODBROOK DRIVE) (1.0000 MI)</td>
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<th>FUNDING SOURCE</th>
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<th>FY22</th>
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<tr>
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<td>US-29 RIO ROAD GRADE SEPARATED INTERSECTION</td>
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<td>OVERSIGHT</td>
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<tr>
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<td>PROJECT</td>
<td>BERKMAR DRIVE EXTENDED (CONSTRUCTION OF NEW ROADWAY)</td>
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<td>DESCRIPTION</td>
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### MPO Notes

## Urban Projects

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### MPO Notes

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### Project 1
- **UPC NO**: 109089
- **Scope**: Landscaping/Beautification
- **System**: Urban
- **Jurisdiction**: Charlottesville
- **Oversight**: VDOT
- **Description**: From: 0.123 Mi. South of RTE 29/RTE 250 Bypass Interchange to: 0.369 Mi North of RTE 29/RTE 250 Bypass Interchange (0.4290 Mi)
- **Program Note**: All fund obligated based on current allocations/estimate

### Project 2
- **UPC NO**: 60233
- **Scope**: New Construction Roadway
- **System**: Urban
- **Jurisdiction**: Charlottesville
- **Oversight**: VDOT
- **Description**: From: Greenbrier Drive to: Hydraulic Road (0.8500 Mi)
- **Program Note**: Waiting Financial Closure.

### Project 3
- **UPC NO**: 106138
- **Scope**: New Construction Roadway
- **System**: Urban
- **Jurisdiction**: Charlottesville
- **Oversight**: VDOT
- **Description**: From: Hydraulic Road to: Holiday Drive
- **Program Note**: Child UPCs 106139, 110333

### Project 4
- **UPC NO**: 106139
- **Scope**: Reconstruction w/ Added Capacity
- **System**: Urban
- **Jurisdiction**: Charlottesville
- **Oversight**: VDOT
- **Description**: From: Route 250 (Ivy Road) to: NCL City of Charlottesville (0.8500 Mi)
- **Program Note**: Parent UPC 106138
### Project Groupings

**Construction: Bridge Rehabilitation/Replacement/Reconstruction**

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- **GROUPING**: Maintenance: Preventive Maintenance for Bridges
- **PROGRAM NOTE**: Funding identified to be obligated districtwide as projects are identified.

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**Description:**

Adjustment #6: Remove FY19 funding $178K (remove Flexible STP $143K, State $28K, local $7K) in accordance with draft FY19 SYIP. Approved by MPO 5/7/18. Approved by DRPT 6/1/18.

TIP ID: CAT0003

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# JAUNT Summary

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Description:

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<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
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Description: FY22 - Engineering and Design, FY23 - Land acquisition, FY24 construction
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<th>Title: Rehab/Rebuild Buses</th>
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<table>
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<th>State</th>
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<table>
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**Description:**

TIP ID: JNT0016  
Title: Expansion Rolling Stock  
Recipient: JAUNT, Inc.

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**Description:**

TIP ID: JNT0017  
Title: Misc Equipment  
Recipient: JAUNT, Inc.

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<td>$50,000</td>
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<td>$50,000</td>
<td>$100,000</td>
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**Description:**

TIP ID: JNT0018  
Title: Fare Collection Equipment (Fareboxes)  
Recipient: JAUNT, Inc.

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**Description:**

TIP ID: JNT0019  
Title: Mobility Management  
Recipient: JAUNT, Inc.

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**Description:**

TIP ID: JNT0020  
Title: Furniture & Equipment  
Recipient: JAUNT, Inc.

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**Description:**
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<th>JNT0021</th>
<th>Title: Interactive Voice Response System</th>
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<td></td>
<td>Local</td>
<td>Total Funds: $0</td>
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Description:

- **TIP ID:** JNT0021
- **Title:** Interactive Voice Response System
- **Recipient:** JAUNT, Inc.
- **FTA 5311:** $0
- **State:** $0
- **Local:** $0
- **Year Total:** $0
- **Total Funds:** $0

**Local** | **$400** | **$400** | **$400** | **Local** | **$1,200**

**Year Total:** $0 | $0 | $10,000 | $10,000 | $10,000 | **Total Funds:** $30,000
Appendix A. Projects by Grouping

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Appendix B. Transit Asset Management

Transit Asset Management Plans

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure 2 describes each of these measures.

Figure 2: TAM Performance Measures by Asset Category

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Relevant Assets</th>
<th>Measure</th>
<th>Measure Type</th>
<th>Desired Direction</th>
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<tbody>
<tr>
<td>Equipment</td>
<td>Service support, maintenance, and other non-revenue vehicles</td>
<td>Percentage of vehicles that have met or exceeded their ULB</td>
<td>Age-based</td>
<td>Minimize percentage</td>
</tr>
<tr>
<td>Rolling Stock</td>
<td>Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats</td>
<td>Percentage of revenue vehicles that have met or exceeded their ULB</td>
<td>Age-based</td>
<td>Minimize percentage</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Fixed guideway track</td>
<td>Percentage of track segments with performance (speed) restrictions, by mode</td>
<td>Performance-based</td>
<td>Minimize percentage</td>
</tr>
<tr>
<td>Facilities</td>
<td>Passenger stations, parking facilities, administration and maintenance facilities</td>
<td>Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale</td>
<td>Condition-based</td>
<td>Minimize percentage</td>
</tr>
</tbody>
</table>

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—“The expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB of a bus is 14 years.

- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA’s TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Charlottesville Albemarle MPO programs federal transportation funds for Charlottesville Area Transit and JAUNT. Charlottesville Area Transit and JAUNT are Tier II agencies participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum into the MPO’s planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

Table 3: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.

<table>
<thead>
<tr>
<th>Asset Category - Performance Measure</th>
<th>Asset Class</th>
<th>2020 Target*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue Vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>AB - Articulated Bus</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>BU - Bus</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>CU - Cutaway</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>MB - Minibus</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>BR - Over-the-Road Bus</td>
<td>15%</td>
</tr>
<tr>
<td></td>
<td>TB - Trolley Bus</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>VN - Van</td>
<td>25%</td>
</tr>
<tr>
<td>Equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)</td>
<td>Non-Revenue/Service Automobile</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>Trucks and other Rubber Tire Vehicles</td>
<td>25%</td>
</tr>
<tr>
<td>Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale</td>
<td>Administrative and Maintenance Facility</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Administrative Office</td>
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</tr>
<tr>
<td></td>
<td>Maintenance Facility</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>Passenger Facilities</td>
<td>10%</td>
</tr>
</tbody>
</table>

Additional information and guidance is available on FTAs Transit Asset Management website: [https://www.transit.dot.gov/TAM](https://www.transit.dot.gov/TAM)
Appendix C. Self-Certification Statement

Charlottesville-Albemarle-Metropolitan-Planning-Organization
POB 1305, 401 E. Water St., Charlottesville, VA 22902 www.tjpcd.org
(434) 979-7310 phone; (434) 979-1597 fax; info@tjpcd.org email

Metropolitan Transportation Planning Process
Self-Certification Statement

In accordance with 23 CFR 450.356, the Virginia Department of Transportation and the
Charlottesville-Albemarle Metropolitan Planning Organization for the City of Charlottesville and
the urbanized area of Albemarle County hereby certify that the transportation planning process is
addressing the major issues in the metropolitan planning area and is being conducted in
accordance with all applicable requirements of:

III. → 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national
origin, sex, or age in employment or business opportunity.
IV. → Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding
the involvement of disadvantaged business enterprises in USDOT-funded projects.
V. → 23 CFR part 230, regarding the implementation of an equal employment opportunity
program on Federal and Federal-aid highway construction contracts.
VI. → The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101-1213
and 49 CFR parts 27, 37 and 38.
VII. → In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d)
of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40
CFR part 93.
VIII. → The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination
on the basis of age in programs or activities receiving Federal financial assistance.
IX. → Section 324 of Title 23 U.S.C., regarding the prohibition of discrimination based on
gender;
X. → Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27
regarding discrimination against individuals with disabilities.

Charlotteville-Albemarle MPO
Signature → → →
Printed Name
Title
Date

Virginia Department of Transportation
Signature → → →
Printed Name
Title
Date
Appendix D. Resolution of Adoption FY 21-24 TIP