



# Transportation Improvement Program (TIP)

Fiscal Year 2021 to 2024

DRAFT

*Thomas Jefferson*  
Planning District Commission  
*Charlottesville/Albemarle MPO*



**VDOT**  
Virginia Department of Transportation

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

U.S. Department of Transportation  
**Federal Highway  
Administration**



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## **TIP Activity**

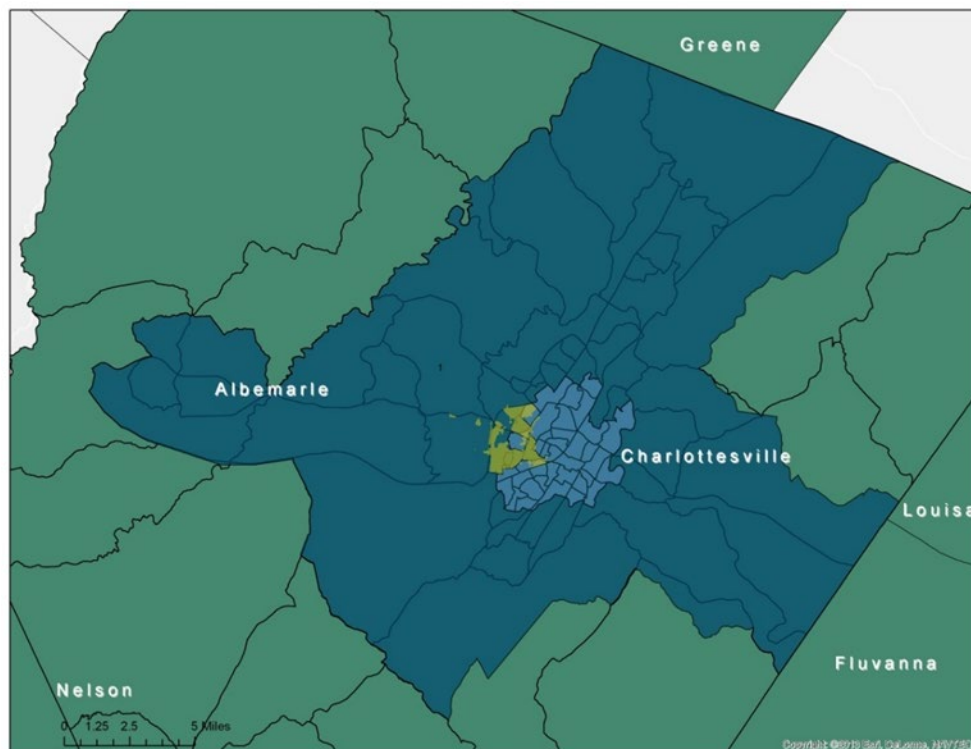
Approved by the MPO Policy Board on March 25, 2020

## 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).



**Illustration: Charlottesville-Albemarle MPO**

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:

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

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.tjpd.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.tjpd.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 21<sup>st</sup> 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**

Performance Measure	Five-year average annual reduction
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	-0.73%
Number of Serious Injuries	88
Rate Serious Injury Million Miles Vehicle Miles Traveled	7.41%
Number of Non-Motorized Fatalities & Serious Injuries	13

## 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**

Performance Measure	Scope	MPO			State Target		
		2017 Baseline	2-year Target	4-Year Target	2017 Baseline	2-year Target	4-Year Target
% Pavement in Good Condition	Interstate	Adopted State 4 year target			57.8%	45%	45%
% Pavement in Poor Condition	Interstate				0.4%	<3%	<3%
% Pavement in Good Condition	NHS (non Interstate)				35.4%	25%	25%
% Pavement in Poor Condition	NHS (non Interstate)				0.9%	<5%	<5%
% of Bridge Deck Area in Good Condition	NHS (All)	12.8%	13%	23%	34.5%	33.5%	33.0%
% of Bridge Deck Area in Poor Condition	NHS (All)	12.1%	12%	2%	3.5%	3.5%	3.0%

### 3. System Performance (PM3) – August 24, 2018

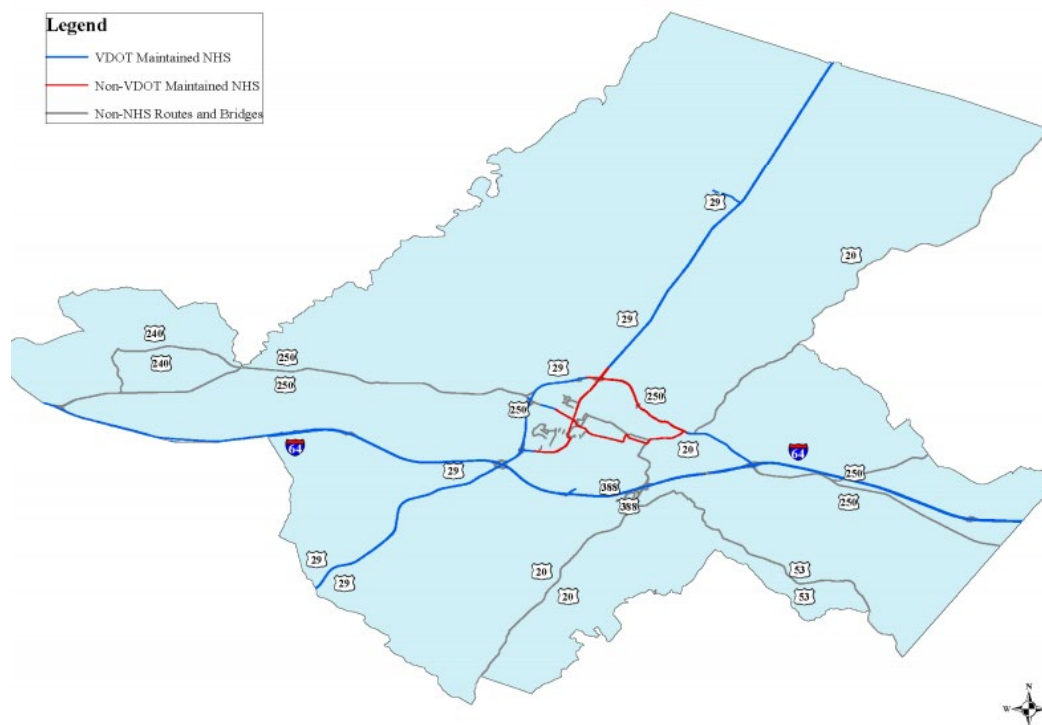
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability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

Performance Measure	Scope	MPO			State Target		
		2017 Baseline	2-year Target	4-Year Target	2017 Baseline	2-year Target	4-Year Target
% Person-miles traveled that are reliable	Interstate	99%	99%	99%	82.56%	82.2%	82%
% Person-miles traveled that are reliable	NHS (Non Interstate)	86.21%	n/a	80%	86.76%	n/a	82.5%
Truck travel time reliability index	NHS (All)	1.13	1.17	1.2	1.49	1.53	1.56

### CA-MPO Interstates and National Highway System Roadways



### 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:

1	2045 Long Range Transportation Plan	<a href="http://campo.tipdc.org/process-documents/lrtp/">http://campo.tipdc.org/process-documents/lrtp/</a>
2	Albemarle County Places29 Master Planning Process	<a href="http://www.albemarle.org/departments.asp?department=cd&amp;relpage=3735">http://www.albemarle.org/departments.asp?department=cd&amp;relpage=3735</a>
3	29H250 Phase II Report	<a href="http://campo.tipdc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/">http://campo.tipdc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/</a>
4	Eastern Planning Initiative	<a href="http://campo.tipdc.org/eastern-planning-initiative/">http://campo.tipdc.org/eastern-planning-initiative/</a>
5	Hillsdale Drive	<a href="http://www.hillsdaledrive.org/">http://www.hillsdaledrive.org/</a>
6	TJPDC Transportation	<a href="http://tipdc.org/transportation-planning/">http://tipdc.org/transportation-planning/</a>

7	Environmental Review Reports	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).
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## 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.

1	UPC NO	77273	2	SCOPE	BRIDGE REPLACEMENT			
3	SYSTEM	Secondary	4	JURISDICTION	Albemarle County	OVERSIGHT	NFO	7
6	PROJECT	RTE 743 - BRIDGE & APPROACHES OVER NORTH FORK RIVANNA				ADMIN BY	VDOT	10
8	DESCRIPTION	FROM: 0.11 Mi. W Int. Rte. 641 TO: Int. Rte. 641 (0.1100 MI)						
9	ROUTE/STREET	0743				TOTAL COST	\$4,017,516	
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12		
			\$0	\$0	\$0	\$0		

## Glossary of Terms

	Term	Definition
1	<b>Universal Project Code (UPC) Number</b>	Number assigned to each project at its conception, remaining with the project until completion.
2	<b>Scope</b>	Includes notes about the work to be covered by the project.
3	<b>System</b>	Indicates which system, program, or mode of transportation the project falls within. E.g. Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous.
4	<b>Jurisdiction</b>	The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.
5	<b>Federal Oversight Indicator (FO or NFO)</b>	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.



	Term	Definition	
6	Project/Project Phase	Name of the Project and Phase (i.e. <i>PE: Preliminary Engineering</i> - 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; <i>RW: Right of Way</i> - 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 <i>CN: Construction</i> - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)	
7	Admin By	Entity responsible for the project	
8	Description	Limits of the project	
9	Route/Street	Local street name	
10	Total Cost	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.	
11	Fund Source <i>All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</i>	FHWA funding sources are described below:	
		<b>APD</b> Appalachian Development	<b>HPD</b> TEA-21 Priority
		<b>APL</b> Appalachian Local Access	<b>I</b> Interstate
		<b>BH</b> Bridge Rehabilitation	<b>IM</b> Interstate Maintenance
		<b>BOND</b> Bonds/Interest	<b>NHS</b> National Highway System
		<b>BR</b> Bridge Replacement	<b>OC</b> Open Container
		<b>CMAQ</b> Congestion Mitigation & Air Quality	<b>OT</b> Off the Top
		<b>DEMO</b> Federal Demonstration	<b>RO</b> Repeat Offender
		<b>DT</b> Dulles Toll Facilities	<b>RPT</b> Richmond-Petersburg Turnp Tolls
		<b>EN</b> Enhancement	<b>RS</b> Rail Safety (100% Federal)
		<b>FH</b> Forest Highway	<b>RSTP</b> Regional Surface Transportation Program
		<b>FRAN</b> Federal Reimbursement Anticipation Notes	<b>S</b> State
		<b>FTA</b> Federal Transit Authority Grant	<b>STP</b> Surface Transportation
<b>HES</b> Hazard Elimination Safety (Sec. 152)	<b>TFRA</b> Toll Facilities Revolving Doc		
12	Match	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.	
13	Current and Future Obligations	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.	

**Additional Project Information** Each ungrouped project summary includes additional detail provided by the MPO, the City of Charlottesville, and Albemarle County. This information

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:

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

## 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)**

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
<b>Federal</b>										
BR	\$1,698,863	\$1,698,863	\$1,689,772	\$1,689,772	\$890,884	\$890,884	\$0	\$0	\$4,279,519	\$4,279,519
HIP/F	\$1,148,468	\$1,148,468	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,468	\$1,148,468
HSIP	\$703,669	\$703,669	\$80,000	\$80,000	\$75,000	\$75,000	\$0	\$0	\$858,669	\$858,669
NHPP/E	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000
NHS/NHPP	\$373,426	\$373,426	\$790,000	\$790,000	\$0	\$0	\$3,020,310	\$3,020,310	\$4,183,736	\$4,183,736
STP/STBG	\$1,104,676	\$1,104,676	\$0	\$0	\$0	\$0	\$0	\$0	\$1,104,676	\$1,104,676
<b>Subtotal -- Federal</b>	<b>\$5,029,102</b>	<b>\$5,029,102</b>	<b>\$2,559,772</b>	<b>\$2,559,772</b>	<b>\$2,465,884</b>	<b>\$2,465,884</b>	<b>\$3,020,310</b>	<b>\$3,020,310</b>	<b>\$13,075,068</b>	<b>\$13,075,068</b>
<b>Other</b>										
Non-Federal	\$6,160,904	\$6,160,904	\$0	\$0	\$0	\$0	\$0	\$0	\$6,160,904	\$6,160,904
State Match	\$7,412,109	\$7,412,109	\$8,889	\$8,889	\$8,333	\$8,333	\$755,077	\$755,077	\$8,184,408	\$8,184,408
<b>Subtotal -- Other</b>	<b>\$13,573,013</b>	<b>\$13,573,013</b>	<b>\$8,889</b>	<b>\$8,889</b>	<b>\$8,333</b>	<b>\$8,333</b>	<b>\$755,077</b>	<b>\$755,077</b>	<b>\$14,345,312</b>	<b>\$14,345,312</b>
<b>Total</b>	<b>\$18,602,115</b>	<b>\$18,602,115</b>	<b>\$2,568,661</b>	<b>\$2,568,661</b>	<b>\$2,474,217</b>	<b>\$2,474,217</b>	<b>\$3,775,387</b>	<b>\$3,775,387</b>	<b>\$27,420,380</b>	<b>\$27,420,380</b>

<b>Federal - ACC (1)</b>										
BR	\$0	\$0	\$0	\$0	\$2,440,228	\$2,440,228	\$0	\$0	\$2,440,228	\$2,440,228
HSIP	\$38,450	\$38,450	\$70,000	\$70,000	\$0	\$0	\$15,000	\$15,000	\$123,450	\$123,450
NHS/NHPP	\$0	\$0	\$3,775,783	\$3,775,783	\$401,699	\$401,699	\$3,093,672	\$3,093,672	\$7,271,154	\$7,271,154
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$38,450</b>	<b>\$38,450</b>	<b>\$3,845,783</b>	<b>\$3,845,783</b>	<b>\$2,841,927</b>	<b>\$2,841,927</b>	<b>\$3,108,672</b>	<b>\$3,108,672</b>	<b>\$9,834,832</b>	<b>\$9,834,832</b>

<b>Maintenance - Federal (4)</b>										
NHS/NHPP	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$12,522,852	\$12,522,852
STP/STBG	\$9,868,611	\$9,868,611	\$13,786,272	\$13,786,272	\$13,727,778	\$13,727,778	\$14,987,998	\$14,987,998	\$52,370,659	\$52,370,659
<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$12,999,324</b>	<b>\$12,999,324</b>	<b>\$16,916,985</b>	<b>\$16,916,985</b>	<b>\$16,858,491</b>	<b>\$16,858,491</b>	<b>\$18,118,711</b>	<b>\$18,118,711</b>	<b>\$64,893,511</b>	<b>\$64,893,511</b>

- (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

UPC NO		115852	SCOPE	Traffic Management/Engineering		
SYSTEM		Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO
PROJECT		ITTF FY20 Micro Transit			ADMIN BY	
DESCRIPTION		FROM: Various TO: Various				
ROUTE/STREET		999			TOTAL COST	\$500,000
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal – AC OTHER	\$0	\$500,000	\$0	\$0	\$0
MPO Notes						

## Primary Projects

UPC NO		77383	SCOPE		Reconstruction w/ Added Capacity		
SYSTEM		Primary	JURISDICTION		Albemarle County	OVERSIGHT	
PROJECT		RTE 29 – WIDENING & CORRIDOR IMPROVEMENTS				ADMIN BY	VDOT
DESCRIPTION		FROM: Route 643 (Polo Grounds Road) TO: Route 1719 (Town Center Drive) (1.9300 MI)					
PROGRAM NOTE		All funds obligated based on current allocations/estimate					
ROUTE/STREET		0029				TOTAL COST	\$50,235,940
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	
MPO Notes							

UPC NO		106136	SCOPE		Reconstruction w/Added Capacity	
SYSTEM		Primary	JURISDICTION	Albemarle County	OVERSIGHT	FO
PROJECT		US-29 RIO ROAD GRADE SEPARATED INTERSECTION			ADMIN BY	VDOT
DESCRIPTION		FROM: ROUTE 851 (DOMINION DRIVE) TO: ROUTE 1417 (WOODBROOK DRIVE (1.0000 MI)				
PROGRAM NOTE		WAITING FINANCIAL CLOSURE				
ROUTE/STREET		SEMINOLE TRAIL (0029)			TOTAL COST	\$66,463,579
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – NHS/HHPP	\$0	(\$2,571,196)	\$0	\$0	\$0
RW AC	Federal – AC OTHER	\$0	\$5,791,457	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$4,829,920	\$0	\$0	\$0
MPO Notes						

## Secondary Projects

UPC NO	106137	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	BERKMAR DRIVE EXTENDED (CONSTRUCTION OF NEW ROADWAY)			ADMIN BY	VDOT	
DESCRIPTION	FROM: HILTON HEIGHTS ROAD TO: TOWNCENTER DRIVE (2.3000 MI)					
PROGRAM NOTE	WAITING FINANCIAL CLOSURE					
ROUTE/STREET	BERKMAR DRIVE EXTENDED (9999)			TOTAL COST	\$46,933,010	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

## Urban Projects

UPC NO		110381	SCOPE			
SYSTEM		Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO
PROJECT		#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE		Includes \$847,583 GARVEE Debt Service Interest Prev, \$374,548 GARVEE Debt Service Interest FFY21, \$425,719 GARVEE Debt Service Interest FFY22, \$401,699 GARVEE Debt Service Interest FFY23, \$373,104 GARVEE Debt Service Interest FFY24, \$1,885,164 GARVEE Debt Service Interest FFY25-36. Total GARVEE Debt Service Interest \$4,307,817. Corresponding CN UPC 109551 which is included in Construction : Safety/ITS/Operational Improvements grouping.				
ROUTE/STREET		0000			TOTAL COST	\$4,307,817
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – AC CONVERSION	\$0	\$0	\$425,719	\$401,699	\$373,104
	Federal – NHS/NHPP	\$0	\$374,548	\$0	\$0	\$0
PE	TOTAL	\$0	\$374,548	\$425,719	\$401,699	\$373,104
PE AC	Federal - AC	\$0	\$3,085,686	\$0	\$0	\$0
MPO Notes						

UPC NO		75878	SCOPE		Bridge Replacement w/o Added Capacity		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		#SGR – RTE 20 – BRIDGE REPLACEMENT				ADMIN BY	Locally
DESCRIPTION		FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)					
PROGRAM NOTE							
ROUTE/STREET		9 <sup>TH</sup> ST NE (0020)				TOTAL COST	\$25,187,399
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0	
	Federal – HIP	\$22	\$87	\$0	\$0	\$0	
	Federal – STP/STBG	\$171,763	\$687,051	\$0	\$0	\$0	

	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,364,904	\$6,979,905	\$0	\$0	\$0
CN AC	Federal – AC	\$281,629	\$1,126,514	\$0	\$0	\$0
	Federal – AC OTHER	\$0	\$6,047,214	\$0	\$0	\$0
CN AC		\$281,629	\$7,173,728	\$0	\$0	\$0
MPO Notes						

UPC NO	109089	SCOPE	Landscaping/Beautification			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	LANDSCAPING FOR RTE. 29 (EMMET ST)/RTE. 250 BYPASS INT			ADMIN BY	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					
ROUTE/STREET	EMMET ST			TOTAL COST	\$140,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

UPC NO		60233	SCOPE		New Construction Roadway		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		HILLSDALE DRIVE EXTENDED (3 LANES)				ADMIN BY	Locally
DESCRIPTION		FROM: GREENBRIER DRIVE TO: HYDRAULIC ROAD (0.8500 MI)					
PROGRAM NOTE		Waiting Financial Closure.					
ROUTE/STREET		HILLSDALE DRIVE				TOTAL COST	\$27,396,255
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
		\$0	\$0	\$0	\$0	\$0	
MPO Notes							

UPC NO		106138	SCOPE		New Construction Roadway		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		HILLSDALE EXTENDED SOUTH / US-29 HYDRAULIC PE			ADMIN BY	VDOT	
DESCRIPTION		FROM: HYDRAULIC ROAD TO: HOLIDAY DRIVE					
PROGRAM NOTE		Child UPCs 106139, 110333					
ROUTE/STREET		HILLSDALE DRIVE (0000)			TOTAL COST	\$10,000,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal – NHPP/E	\$0	\$0	\$0	\$1,500,000	\$0	
MPO Notes							

UPC NO		106139	SCOPE		Reconstruction w/ Added Capacity		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		US-29 HYDRAULIC ROAD GRADE SEPARATED INTERSECTION (PE ONLY)				ADMIN BY	VDOT
DESCRIPTION		FROM: ROUTE 250 (IVY ROAD) TO: NCL CITY OF CHARLOTTESVILLE (0.8500 MI)					
PROGRAM NOTE		Parent UPC 106138					
ROUTE/STREET		SEMINOLE TRAIL (0000)				TOTAL COST	\$8,000,000
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE AC	Federal – AC OTHER	\$0	\$3,000,000	\$0	\$0	\$0	
MPO Notes							

UPC NO	110333	SCOPE	Preliminary Engineering			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	ENG ANALYSIS FOR US-29/HYD. RD AREA TRANSP IMPROVMT			ADMIN BY	VDOT	
DESCRIPTION	FROM: US-29 / HYDRAULIC INT. TO: US-29 / HYDRAULIC INT. (0.8500 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate. Parent UPC 106138					
ROUTE/STREET	SEMINOLE TRAIL (0000)			TOTAL COST	\$2,000,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

## Project Groupings

GROUPING	Construction: Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET	0000			TOTAL COST	\$20,960,612	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
RW	Federal - BR	\$0	\$250,000	\$80,000	\$0	\$0
	Federal - NHS/NHPP	\$0	\$260,000	\$0	\$0	\$0
RW TOTAL		\$0	\$510,000	\$80,000	\$0	\$0
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$2,440,228	\$0
	Federal - BR	\$0	\$1,320,000	\$1,609,772	\$890,884	\$0
	Federal - NHS/NHPP	\$0	\$0	\$790,000	\$0	\$0
CN TOTAL		\$0	\$1,320,000	\$2,399,772	\$3,331,112	\$0
MPO Notes						

GROUPING	Construction: Rail					
ROUTE/STREET				TOTAL COST	\$1,500,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

GROUPING	Construction: Safety/ITS/Operational Improvements					
ROUTE/STREET				TOTAL COST	\$105,329,168	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$137,179	\$13,450	\$407,259	\$0	\$135,481
	Federal - HSIP	\$12,778	\$0	\$80,000	\$35,000	\$0
	Federal - NHS/NHPP	\$101,815	\$407,260	\$0	\$0	\$0
PE TOTAL		\$254,772	\$420,710	\$487,259	\$35,000	\$135,481
RW	Federal - AC CONVERSION	\$996,751	\$0	\$1,395,252	\$0	\$2,600,087
	Federal - HIP/F	\$287,095	\$1,148,381	\$0	\$0	\$0
	Federal - HSIP	\$4,444	\$0	\$0	\$40,000	\$0

	Federal – NHS/NHPP	\$992,929	\$951,407	\$0	\$0	\$3,020,310
<b>RW TOTAL</b>		\$2,281,220	\$2,099,788	\$1,395,252	\$40,000	\$5,620,397
CN	Federal – AC CONVERSION	\$397,444	\$25,000	\$1,617,553	\$0	\$0
	Federal – HSIP	\$78,185	\$703,669	\$0	\$0	\$0
	Federal – NHS/NHPP	\$237,852	\$951,407	\$0	\$0	\$0
	Federal – STP/STBG	\$104,406	\$417,625	\$0	\$0	\$0
<b>CN TOTAL</b>		\$817,887	\$2,097,701	\$1,617,553	\$0	\$0
CN AC	Federal – AC	\$182,245	1,640,240	\$0	\$0	\$0
MPO Notes						

<b>GROUPING</b>		Construction: Transportation Enhancement/Byway/Non-Traditional				
<b>ROUTE/STREET</b>					<b>TOTAL COST</b>	\$4,992,889
	<b>FUNDING SOURCE</b>	<b>MATCH</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

<b>GROUPING</b>		Maintenance: Preventive Maintenance and System Preservation				
<b>PROGRAM NOTE</b>		Funding identified to be obligated districtwide as projects are identified.				
<b>ROUTE/STREET</b>					<b>TOTAL COST</b>	\$42,054,529
	<b>FUNDING SOURCE</b>	<b>MATCH</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>
CN	Federal - NHS/NHPP	\$0	\$2,130,713	\$2,130,713	\$2,130,713	\$2,130,713
	Federal – STP/STBG	\$0	\$5,364,923	\$9,356,080	\$8,522,368	\$10,288,306
<b>CN TOTAL</b>		\$0	\$7,495,636	\$11,486,793	\$10,653,081	\$12,419,019
MPO Notes						

<b>GROUPING</b>		Maintenance: Preventive Maintenance for Bridges				
<b>PROGRAM NOTE</b>		Funding identified to be obligated districtwide as projects are identified.				
<b>ROUTE/STREET</b>					<b>TOTAL COST</b>	\$17,737,292
	<b>FUNDING SOURCE</b>	<b>MATCH</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Federal – STP/STBG	\$0	\$3,487,446	\$3,515,822	\$3,517,075	\$3,216,949
<b>CN TOTAL</b>		\$0	\$4,487,446	\$4,515,822	\$4,517,075	\$4,216,949
MPO Notes						

<b>GROUPING</b>		Maintenance: Traffic and Safety Operations				
<b>PROGRAM NOTE</b>		Funding identified to be obligated districtwide as projects are identified.				
<b>ROUTE/STREET</b>					<b>TOTAL COST</b>	\$5,101,690
	<b>FUNDING SOURCE</b>	<b>MATCH</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>
CN	Federal – STP/STBG	\$0	\$1,016,242	\$914,370	\$1,688,335	\$1,482,743
MPO Notes						

## Transit Summary

<b>Charlottesville MPO</b>	<b>Previous Funding</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>Total FY 2021-2024</b>	
FTA 5307	\$2,229,000	\$1,930,000	\$2,090,000	\$2,547,000	\$2,151,000	FTA 5307	\$8,718,000
FTA 5309	\$0	\$0	\$0	\$0	\$0	FTA 5309	\$0
FTA 5310	\$0	\$67,200	\$71,232	\$74,400	\$78,400	FTA 5310	\$291,232
FTA 5311	\$2,009,000	\$6,956,400	\$7,473,460	\$8,014,751	\$16,643,111	FTA 5311	\$39,087,722
FTA 5314	\$0	\$0	\$0	\$0	\$0	FTA 5314	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$697,000	\$0	\$0	\$0	\$0	FTA 5339	\$0
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
FTA DPF	\$0	\$0	\$0	\$0	\$0	FTA DPF	\$0
FTA TIGER	\$0	\$0	\$0	\$0	\$0	FTA TIGER	\$0
FBD	\$0	\$0	\$0	\$0	\$0	FBD	\$0
Flexible STP	\$0	\$3,710,036	\$4,576,107	\$4,798,718	\$2,284,386	Flexible STP	\$15,369,247
CMAQ	\$0	\$0	\$0	\$0	\$0	CMAQ	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
FHWA TAP	\$0	\$0	\$0	\$0	\$0	FHWA TAP	\$0
TIFIA	\$0	\$0	\$0	\$0	\$0	TIFIA	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$3,093,000	\$4,295,926	\$4,761,066	\$4,847,663	\$5,864,517	State	\$19,769,172
Local	\$8,157,000	\$8,738,980	\$11,429,924	\$11,989,589	\$13,397,509	Local	\$45,556,002
Revenues	\$1,088,000	\$3,592,000	\$1,496,000	\$1,462,000	\$1,211,200	Revenues	\$7,761,200
<b>Totals</b>	<b>\$17,273,000</b>	<b>\$29,290,542</b>	<b>\$31,897,789</b>	<b>\$33,734,121</b>	<b>\$41,630,123</b>		<b>\$136,552,575</b>



## CAT Summary

<b>Charlottesville Transit</b>	<b>Previous Funding</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>Total FY 2021-2024</b>	
FTA 5307	\$1,615,000	\$1,501,000	\$1,554,000	\$2,011,000	\$1,615,000	FTA 5307	\$6,681,000
FTA 5309	\$0	\$0	\$0	\$0	\$0	FTA 5309	\$0
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$0	\$0	\$0	\$0	\$0	FTA 5311	\$0
FTA 5314	\$0	\$0	\$0	\$0	\$0	FTA 5314	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
FTA DPF	\$0	\$0	\$0	\$0	\$0	FTA DPF	\$0
FTA TIGER	\$0	\$0	\$0	\$0	\$0	FTA TIGER	\$0
FBD	\$0	\$0	\$0	\$0	\$0	FBD	\$0
Flexible STP	\$0	\$3,710,036	\$4,576,107	\$4,798,718	\$2,284,386	Flexible STP	\$15,369,247
CMAQ	\$0	\$0	\$0	\$0	\$0	CMAQ	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
FHWA TAP	\$0	\$0	\$0	\$0	\$0	FHWA TAP	\$0
TIFIA	\$0	\$0	\$0	\$0	\$0	TIFIA	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$1,787,000	\$2,450,006	\$2,861,220	\$2,893,743	\$2,243,877	State	\$10,448,846
Local	\$3,516,000	\$1,821,500	\$3,840,803	\$3,550,935	\$3,630,219	Local	\$12,843,457
Revenues	\$691,000	\$3,103,000	\$996,000	\$952,000	\$691,000	Revenues	\$5,742,000
<b>Totals</b>	<b>\$7,609,000</b>	<b>\$12,585,542</b>	<b>\$13,828,130</b>	<b>\$14,206,396</b>	<b>\$10,464,482</b>		<b>\$51,084,550</b>

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
<b>CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION</b>						
TIP ID:	<b>CAT0001</b>	Title: Operating Assistance		Recipient: <b>Charlottesville Transit Service</b>		
FTA 5307	\$1,615,000	\$1,501,000	\$1,554,000	\$2,011,000	\$1,615,000	FTA 5307 <b>\$6,681,000</b>
State	\$1,787,000	\$1,708,000	\$1,946,000	\$1,934,000	\$1,787,000	State <b>\$7,375,000</b>
Local	\$3,516,000	\$1,636,000	\$3,612,000	\$3,311,000	\$3,516,000	Local <b>\$12,075,000</b>
Revenues	\$691,000	\$3,103,000	\$996,000	\$952,000	\$691,000	Revenues <b>\$5,742,000</b>
<b>Year Total:</b>	<b>\$7,609,000</b>	<b>\$7,948,000</b>	<b>\$8,108,000</b>	<b>\$8,208,000</b>	<b>\$7,609,000</b>	<b>Total Funds: \$31,873,000</b>
Description:						
TIP ID:	<b>CAT0002</b>	Title: Expansion Rolling Stock		Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP		\$1,226,138	\$1,484,454	\$1,774,281	\$2,284,386	Flexible STP <b>\$6,769,259</b>
State		\$245,227	\$296,890	\$354,856	\$456,877	State <b>\$1,353,850</b>
Local		\$61,306	\$74,222	\$88,714	\$114,219	Local <b>\$338,461</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$1,532,671</b>	<b>\$1,855,566</b>	<b>\$2,217,851</b>	<b>\$2,855,482</b>	<b>Total Funds: \$8,461,570</b>
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:	<b>CAT0003</b>	Title: Replacement Rolling Stock		Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP		\$1,712,107	\$2,665,640	\$3,024,437		Flexible STP <b>\$7,402,184</b>
State		\$342,421	\$533,128	\$604,887		State <b>\$1,480,436</b>
Local		\$85,605	\$133,282	\$151,221		Local <b>\$370,108</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$2,140,133</b>	<b>\$3,332,050</b>	<b>\$3,780,545</b>	<b>\$0</b>	<b>Total Funds: \$9,252,728</b>
Description:						
TIP ID:	<b>CAT0007</b>	Title: Passenger Shelters		Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP						Flexible STP <b>\$0</b>
State						State <b>\$0</b>
Local						Local <b>\$0</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds: \$0</b>
Description:						
TIP ID:	<b>CAT0008</b>	Title: Fare Collection Equipment (Fareboxes)		Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP						Flexible STP <b>\$0</b>

State						State	\$0
Local						Local	\$0
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							
TIP ID:	<b>CAT0009</b>	Title: Purchase Support Vehicles			Recipient:	<b>Charlottesville Transit Service</b>	
Flexible STP		\$48,440				Flexible STP	<b>\$48,440</b>
State		\$9,688				State	<b>\$9,688</b>
Local		\$2,422				Local	<b>\$2,422</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$60,550</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$60,550</b>
Description:							
TIP ID:	<b>CAT0011</b>	Title: Purchase Shop Equipment			Recipient:	<b>Charlottesville Transit Service</b>	
Flexible STP		\$73,150	\$316,975			Flexible STP	<b>\$390,125</b>
State		\$14,630	\$63,395			State	<b>\$78,025</b>
Local		\$3,657	\$15,848			Local	<b>\$19,505</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$91,437</b>	<b>\$396,218</b>	-	-	<b>Total Funds:</b>	<b>\$487,655</b>
Description:							
TIP ID:	<b>CAT0012</b>	Title: Purchase Vehicle Locator System			Recipient:	<b>Charlottesville Transit Service</b>	
Flexible STP						Flexible STP	<b>\$0</b>
State						State	<b>\$0</b>
Local						Local	<b>\$0</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							
TIP ID:	<b>CAT0014</b>	Title: Purchase Misc Equipment			Recipient:	<b>Charlottesville Transit Service</b>	
Flexible STP						Flexible STP	<b>\$0</b>
State						State	<b>\$0</b>
Local						Local	<b>\$0</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							
TIP ID:	<b>CAT0016</b>	Title: JARC Project- CTS Night Service			Recipient:	<b>Charlottesville Transit Service</b>	
JARC						JARC	<b>\$0</b>
State						State	<b>\$0</b>
Local						Local	<b>\$0</b>
Revenues						Revenues	<b>\$0</b>

<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							
TIP ID:	<b>CAT0017</b>	Title: Purchase Surveillance/Security Equipment			Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP		\$476,000	\$109,038			Flexible STP	<b>\$585,038</b>
State		\$95,200	\$21,807			State	<b>\$117,007</b>
Local		\$23,800	\$5,451			Local	<b>\$29,251</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$595,000</b>	<b>\$136,296</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$731,296</b>
Description:							
TIP ID:	<b>CAT0018</b>	Title: Purchase Replacement Trolley			Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP						Flexible STP	<b>\$0</b>
State						State	<b>\$0</b>
Local						Local	<b>\$0</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							
TIP ID:	<b>CAT0019</b>	Title: Aquire Auto Passenger Counters			Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP						Flexible STP	<b>\$0</b>
State						State	<b>\$0</b>
Local						Local	<b>\$0</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							
TIP ID:	<b>CAT0020</b>	Title: Purchase Transit Radio System			Recipient: <b>Charlottesville Transit Service</b>		
Flexible STP		\$174,201				Flexible STP	<b>\$174,201</b>
State		\$34,840				State	<b>\$34,840</b>
Local		\$8,710				Local	<b>\$8,710</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$217,751</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$217,751</b>
Description:							

## JAUNT Summary

JAUNT, Inc.	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	\$614,000	\$429,000	\$536,000	\$536,000	\$536,000	FTA 5307	\$2,037,000
FTA 5309	\$0	\$0	\$0	\$0	\$0	FTA 5309	\$0
FTA 5310	\$0	\$67,200	\$71,232	\$74,400	\$78,400	FTA 5310	\$291,232
FTA 5311	\$2,009,000	\$6,956,400	\$7,473,460	\$8,014,751	\$16,643,111	FTA 5311	\$39,087,722
FTA 5314	\$0	\$0	\$0	\$0	\$0	FTA 5314	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$697,000	\$0	\$0	\$0	\$0	FTA 5339	\$0
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
FTA DPF	\$0	\$0	\$0	\$0	\$0	FTA DPF	\$0
FTA TIGER	\$0	\$0	\$0	\$0	\$0	FTA TIGER	\$0
FBD	\$0	\$0	\$0	\$0	\$0	FBD	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	CMAQ	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
FHWA TAP	\$0	\$0	\$0	\$0	\$0	FHWA TAP	\$0
TIFIA	\$0	\$0	\$0	\$0	\$0	TIFIA	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$1,306,000	\$1,845,920	\$1,899,846	\$1,953,920	\$3,620,640	State	\$9,320,326
Local	\$4,641,000	\$6,917,480	\$7,589,121	\$8,438,654	\$9,767,290	Local	\$32,712,545
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	\$2,019,200
<b>Totals</b>	<b>\$9,664,000</b>	<b>\$16,705,000</b>	<b>\$18,069,659</b>	<b>\$19,527,725</b>	<b>\$31,165,641</b>		<b>\$85,468,025</b>

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
TIP ID:	<b>JNT0001</b>	Title: Operating Assistance		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5307	\$614,000	\$429,000	\$536,000	\$536,000	\$536,000	FTA 5307	<b>\$2,037,000</b>
FTA 5311	\$1,985,000	\$2,794,000	\$3,045,460	\$3,319,551	\$3,618,311	FTA 5311	<b>\$12,777,322</b>
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	<b>\$4,000,000</b>
Local	\$4,605,000	\$6,706,000	\$7,364,160	\$8,200,174	\$9,112,130	Local	<b>\$31,382,464</b>
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	<b>\$2,019,200</b>
<b>Year Total:</b>	<b>\$8,763,000</b>	<b>\$11,418,000</b>	<b>\$12,445,620</b>	<b>\$13,565,725</b>	<b>\$14,786,641</b>	<b>Total Funds:</b>	<b>\$52,215,986</b>
Description:							
TIP ID:	<b>JNT0002</b>	Title: Replacement Rolling Stock		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311	\$0	\$2,890,400	\$1,673,600	\$2,758,400	\$3,600,000	FTA 5311	<b>\$10,922,400</b>
FTA 5339	\$697,000					FTA 5339	<b>\$0</b>
Flexible STP						Flexible STP	<b>\$0</b>
State	\$139,000	\$578,080	\$334,720	\$551,680	\$720,000	State	<b>\$2,184,480</b>
Local	\$35,000	\$144,520	\$83,680	\$137,920	\$180,000	Local	<b>\$546,120</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$3,613,000</b>	<b>\$2,092,000</b>	<b>\$3,448,000</b>	<b>\$4,500,000</b>	<b>Total Funds:</b>	<b>\$13,653,000</b>
Description:							
TIP ID:	<b>JNT0006</b>	Title: ADP Hardware		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311		\$213,600	\$192,000	\$180,000	\$180,000	FTA 5311	<b>\$765,600</b>
Flexible STP		\$0	\$0	\$0	\$0	Flexible STP	<b>\$0</b>
State		\$42,720	\$38,400	\$36,000	\$36,000	State	<b>\$153,120</b>
Local		\$10,680	\$9,600	\$9,000	\$9,000	Local	<b>\$38,280</b>
<b>Year Total:</b>	<b>-</b>	<b>\$267,000</b>	<b>\$240,000</b>	<b>\$225,000</b>	<b>\$225,000</b>	<b>Total Funds:</b>	<b>\$957,000</b>
Description:							
TIP ID:	<b>JNT0008</b>	Title: Admin/Maint Facility		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311			\$1,200,000	\$1,200,000	\$8,000,000	FTA 5311	<b>\$10,400,000</b>
State			\$240,000	\$240,000	\$1,600,000	State	<b>\$2,080,000</b>
Local			\$60,000	\$60,000	\$400,000	Local	<b>\$520,000</b>
<b>Year Total:</b>	<b>-</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$10,000,000</b>	<b>Total Funds:</b>	<b>\$13,000,000</b>
Description:	FY22 - Engineering and Design, FY23 - Land acquisition, FY24 construction						
TIP ID:	<b>JNT0009</b>	Title: ADP Software		Recipient:	<b>JAUNT, Inc.</b>		



FTA 5311						FTA 5311	-
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
<b>Year Total:</b>	<b>\$0</b>					<b>Total Funds:</b>	<b>-</b>
Description:							
TIP ID:	<b>JNT0010</b>	Title: Communications System		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311		\$6,400	\$225,600			FTA 5311	<b>\$232,000</b>
Flexible STP						Flexible STP	<b>\$0</b>
State		\$1,280	\$45,120			State	<b>\$46,400</b>
Local		\$320	\$11,280			Local	<b>\$11,600</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$282,000</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$290,000</b>
Description:							
TIP ID:	<b>JNT0012</b>	Title: Rehab Renovation Facility		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311		\$458,400	\$80,000	\$80,000	\$80,000	FTA 5311	<b>\$698,400</b>
Flexible STP				\$0		Flexible STP	<b>\$0</b>
State		\$91,680	\$16,000	\$16,000	\$16,000	State	<b>\$139,680</b>
Local		\$22,920	\$4,000	\$4,000	\$4,000	Local	<b>\$34,920</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$573,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>Total Funds:</b>	<b>\$873,000</b>
Description:							
TIP ID:	<b>JNT0013</b>	Title: Rehab/Rebuild Buses		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311		\$230,400	\$38,400	\$38,400	\$38,400	FTA 5311	<b>\$345,600</b>
Flexible STP						Flexible STP	<b>\$0</b>
State		\$46,080	\$7,680	\$7,680	\$7,680	State	<b>\$69,120</b>
Local		\$11,520	\$1,920	\$1,920	\$1,920	Local	<b>\$17,280</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$288,000</b>	<b>\$48,000</b>	<b>\$48,000</b>	<b>\$48,000</b>	<b>Total Funds:</b>	<b>\$432,000</b>
Description:							
TIP ID:	<b>JNT0014</b>	Title: Surveillance/Security Equipment		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311		\$93,600				FTA 5311	<b>\$93,600</b>
Flexible STP						Flexible STP	<b>\$0</b>
State		\$18,720				State	<b>\$18,720</b>
Local		\$4,680				Local	<b>\$4,680</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$117,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$117,000</b>
Description:							
TIP ID:	<b>JNT0015</b>	Title: Support Vehicles		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311	\$24,000	\$116,000	\$24,000	\$24,000	\$116,000	FTA 5311	<b>\$280,000</b>

Flexible STP						Flexible STP	\$0
State	\$5,000	\$23,200	\$4,800	\$4,800	\$23,200	State	\$56,000
Local	\$1,000	\$5,800	\$1,200	\$1,200	\$5,800	Local	\$14,000
<b>Year Total:</b>	<b>\$30,000</b>	<b>\$145,000</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$145,000</b>	<b>Total Funds:</b>	<b>\$350,000</b>
Description:							
TIP ID:	<b>JNT0016</b>	Title: Expansion Rolling Stock		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311		\$153,600	\$946,400	\$406,400	\$962,400	FTA 5311	\$2,468,800
FTA 5339						FTA 5339	\$0
Flexible STP			\$0	\$0	\$0	Flexible STP	\$0
State		\$30,720	\$189,280	\$81,280	\$192,480	State	\$493,760
Local		\$7,680	\$47,320	\$20,320	\$48,120	Local	\$123,440
<b>Year Total:</b>	<b>\$0</b>	<b>\$192,000</b>	<b>\$1,183,000</b>	<b>\$508,000</b>	<b>\$1,203,000</b>	<b>Total Funds:</b>	<b>\$3,086,000</b>
Description:							
TIP ID:	<b>JNT0017</b>	Title: Misc Equipment		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311			\$40,000	\$0	\$40,000	FTA 5311	\$80,000
State			\$8,000	\$0	\$8,000	State	\$16,000
Local			\$2,000	\$0	\$2,000	Local	\$4,000
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$50,000</b>	<b>Total Funds:</b>	<b>\$100,000</b>
Description:							
TIP ID:	<b>JNT0018</b>	Title: Fare Collection Equipment (Fareboxes)		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311						FTA 5311	\$0
State						State	\$0
Local						Local	\$0
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							
TIP ID:	<b>JNT0019</b>	Title: Mobility Management		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5310		\$67,200	\$71,232	\$74,400	\$78,400		\$291,232
FTA 5311						FTA 5311	\$0
State		\$13,440	\$14,246	\$14,880	\$15,680	State	\$58,246
Local		\$3,360	\$3,561	\$3,720	\$3,920	Local	\$14,561
<b>Year Total:</b>	<b>\$0</b>	<b>\$84,000</b>	<b>\$89,039</b>	<b>\$93,000</b>	<b>\$98,000</b>	<b>Total Funds:</b>	<b>\$364,039</b>
Description:							
TIP ID:	<b>JNT0020</b>	Title: Furniture & Equipment		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311			\$8,000	\$8,000	\$8,000	FTA 5311	\$24,000
State			\$1,600	\$1,600	\$1,600	State	\$4,800

Local			\$400	\$400	\$400	Local	<b>\$1,200</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>Total Funds:</b>	<b>\$30,000</b>
Description:							
TIP ID:	<b>JNT0021</b>	Title: Interactive Voice Response System		Recipient:	<b>JAUNT, Inc.</b>		
FTA 5311						FTA 5311	<b>\$0</b>
State						State	<b>\$0</b>
Local						Local	<b>\$0</b>
<b>Year Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>Total Funds:</b>	<b>\$0</b>
Description:							

## **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**

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

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.**

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

Additional information and guidance is available on FTAs Transit Asset Management website:  
<https://www.transit.dot.gov/TAM>

FTA TAM planning factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Planning%20for%20TAM%20fact%20sheet.pdf>

## Appendix C. Self-Certification Statement



### Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water St., Charlottesville, VA 22902 [www.tjpd.org](http://www.tjpd.org)

(434) 979-7310 phone; (434) 979-1597 fax; [info@tjpd.org](mailto:info@tjpd.org) email

#### Metropolitan Transportation Planning Process Self-Certification Statement

In accordance with 23 CFR 450.336, 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:

- I. → 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this [part](#).
- II. → Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) & 49 CFR part 21.
- 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 et seq.) 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; and
- 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.

.....Section Break (Continuous).....

Charlottesville-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**