

AGENDA

Join Zoom Meeting

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 (for Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public)

Meeting ID: 835 4317 4168 Passcode: 639970 Dial in: 1-646-931-3860

Item	Time†	Description
1	4:00 – 4:05	Call to Order: Read the notice of electronic meeting
2	4:05-4:15	Matters from the Public: limit of 3 minutes per speaker Public are welcome to provide comment on any transportation-related topic, including the items listed on this agenda, and/or comment <u>during</u> items marked with an *
3	4:15-4:20	General Administration * - Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> Review and Acceptance of the Agenda* Approval of October 25, 2023 Meeting Minutes*
4	4:15-4:20	Appointment of Officer Nomination Committee – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> The CA-MPO by-laws state that the Chair shall appoint a nominating committee of three voting and/or non-voting members of the MPO no later than twenty-five days prior to the regular MPO meeting at which time the election of MPO officers is held. The election of officers shall be held at the MPO’s first meeting after January 1st of each year.
5	4:20-4:45	Transit Governance Study – Stephanie Amoaning-Yankson, AECOM <ul style="list-style-type: none"> Executive Summary
6	4:45-5:00	SMART SCALE Program Updates – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> Final Action Taken by Commonwealth Transportation Board SMART SCALE Round 6 Project Eligibility
7	5:00-5:10	VDOT Project Pipeline Updates – Chuck Proctor, VDOT <ul style="list-style-type: none"> Updates and Discussion
8	5:10-5:30	Moving Toward 2050 Updates – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> Travel Demand Model Outputs Needs Prioritization Data Analysis
9	5:30-5:40	Staff Updates <ul style="list-style-type: none"> 2024 RAISE Grant Application – Sandy Shackelford, CA-MPO Safe Streets and Roads for All – Curtis Scarpignato, CA-MPO Upcoming TIP Modifications – Sandy Shackelford, CA-MPO Annual Obligations Report – Sandy Shackelford, CA-MPO
10	5:40-5:50	Roundtable Updates
11	5:50-5:55	Items Added to the Agenda
12	5:55-6:00	Matters from the Public
13	6:00 pm	Adjourn

† Times are approximate * Requires a vote of the Board

Upcoming Meeting Date: **January 24, 2024**

TJPDC fully complies with Title VI of the Civil Rights Act of 1964 in all programs and activities. TJPDC provides reasonable accommodations for persons who require special assistance to participate in public involvement opportunities. For more information, to request translation services or other accommodations, or to obtain a Discrimination Complaint Form, contact (434) 979-7310 or www.tjpc.org.

VOTING MEMBERS
Ann Mallek, Albemarle
Ned Gallaway, Albemarle
Brian Pinkston, Charlottesville
Lloyd Snook, Charlottesville
Sean Nelson, VDOT
Stacy Londrey, VDOT (alternate)
NON-VOTING MEMBERS
Ted Rieck, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Daniel Wagner, DRPT
Steven Minor, FHWA
Dan Koenig, FTA
Lee Kondor, CTAC
Christine Jacobs, TJPDC

MPO Policy Board Meeting

Minutes, October 25, 2023

DRAFT

Video of the meeting can be found here:

<https://www.youtube.com/watch?v=SOKk81ovQ8A>

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Lucinda Shannon, TJPDC	x
Ned Gallaway, Albemarle	x	Gretchen Thomas, TJPDC	x
Brian Pinkston, Charlottesville	x	Christine Jacobs, TJPDC *	x
Lloyd Snook, Charlottesville	x	Sara Pennington, Rideshare	
Sean Nelson, VDOT	x	Ryan Mickles, TJPDC	x
Stacy Londrey, VDOT (alternate)	x	Curtis Scarpignato, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Ted Rieck, Jaunt		Paul Grady, Albemarle resident	x
Sandy Shackelford, TJPDC	x	Ben Chambers, City of Charlottesville	x
Julia Monteith, UVA	x	Jessica Hersch-Ballering, Albemarle County	x
Garland Williams, CAT			
Steven Minor, FHWA			
Dan Koenig, FTA			
Lee Kondor, CTAC *	x		
Chuck Proctor, VDOT *	x		
Michael Barnes, VDOT (alternate)	x		
Daniel Wagner, DRPT	x		

* attended online via Zoom

1. CALL TO ORDER (MINUTE 0:48)

The MPO Policy Board Chair, Mr. Brian Pinkston, presided and called the meeting to order at 4:01 p.m. Sandy Shackelford called roll.

2. MATTERS FROM THE PUBLIC (MINUTE 1:20)

- a. **Comments by the Public:** Paul Grady, resident outside of Crozet, spoke about a Smart Scale project (widening of the 250 bypass from four to six lanes and the replacement of the numerous bridges) that did not get funded. He said the project, the 250 interchange is where 25% of the traffic got on and off the road and only 75% of the traffic went under the bridges which means the bridges don't need replacement yet, but the 250 bypass still needs to be six lanes. He said he had made suggestions in the past for the on and off ramps for UVA and Barracks Road and that didn't happen. He said that Alice Raucher, from UVA, said some years ago that UVA would really like an interchange at Leonard Sandridge Road with the 250 bypass but they did not have the money to make that happen. He suggested that it would make a good revenue sharing project between UVA, Albemarle County, and VDOT.



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

Mr. Pinkston invited Daniel Wagner to introduce himself to the committee as the newest member.

3. GENERAL ADMINISTRATION* (MINUTE 5:08)

Review and Acceptance of the Agenda

Motion/Action: Ann Mallek made a motion to approve the agenda as amended, Ned Gallaway seconded the motion and the motion passed unanimously.

Approval of the August 23, 2023 Meeting Minutes

Motion/Action: Ann Mallek made a motion to approve the minutes. Ned Gallaway seconded the motion and the motion passed unanimously with Lloyd Snook abstaining.

Approval of the September 27, 2023 Meeting Minutes

Motion/Action: Ann Mallek made a motion to approve the minutes. Ned Gallaway seconded the motion and the motion passed unanimously.

4. MOVING TOWARD 2050 PLAN UPDATE (MINUTE 6:40)

Sandy Shackelford presented the committee on the update for the Moving Toward 2050 plan. She gave a background of the engagement process & goals. She continued by highlighting the level of effort to get public engagement to date which resulted in engagement with nearly 600 participants, and a breakdown of the total comments received.

She continued by breaking down further the MetroQuest community survey results, including scoring priorities trade offs, interactive map, and demographics.

Ms. Shackelford said staff created an online map showing the locations of candidate transportation projects pulled from various plan documents and studies from throughout the region. She presented the map showing an overview of candidate projects in the region.

Ms. Shackelford noted that the overarching themes from this phase of the public engagement effort include a need for safer roadways and intersections, dedicated and protected bicycle and pedestrian infrastructure, and an enhanced public transit system. She noted that the community appears to be eager for solutions that prioritize safety and accessibility over traditional car-centric designs.

She continued by sharing that it will be important to determine the weighing of each of the evaluation metrics that will be used to prioritize the transportation system needs. She continued by presenting the prioritization categories.

There was discussion about how best to weigh the metrics.

5. REGIONAL TRANSIT GOVERNANCE STUDY (MINUTE 45:33)

Lucinda Shannon shared that the Regional Transit Governance Study is heading into Phase IV, Governance Options. She said the steering committee discussed board membership, the role in transit planning and decision making, indicators of accountability, the current state of transit funding, and the regional vision plan operating cost estimates.

She said there was a discussion with the steering committee about local funding options, including estimated revenues from additional sources from sales, lodging, personal property tax, and real estate taxes. There was some conversation about those cost estimates/taxes and how the information will be presented to the affected jurisdictions.

6. SOCIOECONOMIC DATA FOR TRAVEL DEMAND MODEL (TDM) (MINUTE 1:02:40)

Ms. Shackelford presented the committee with an overview of why the MPO needs this information and why action is needed by the committee. She also gave an explanation of a Traffic Analysis Zone (TAZ).

She noted that the MPO is required to maintain and use the model in its long-range transportation plan and said needs formal action by the Policy Board to approve the use of the data as presented.

Ms. Shackelford said there is a new model that will be implemented in the future, but it will not be available in time for this long range plan.

Motion/Action: Ned Gallaway made a motion to approve the use of the data as presented by staff. Sean Nelson seconded the motion and it passed unanimously.

7. SMART SCALE (MINUTE 1:13:49)

Ms. Shackelford presented a summary of the discussions at the September and October Commonwealth Transportation Board (CTB) meetings. The first summary was about the application caps based on population.

She continued by covering the definition of “high priority project” (HPP). She said “Transit Transfer Station” and “New Bridge” were added at the September meeting for consistency with economic development project tiering considerations. She covered the potential eligibility of MPO projects under the revised HPP definition.

Ms. Shackelford asked if there was consensus to move forward on the Diverging Diamond Intersection at exit 120, and after some discussion, consensus was reached to study the project for potential inclusion.

Ms. Shackelford reviewed how the current economic development methodology is evaluated through Smart Scale and then discussed how the CTB is considering changing the evaluation process.

Ms. Shackelford provided the committee with the MPO Technical Advisory Committee feedback,

She continued by giving a summary of the CTB discussion.

Ms. Shackelford presented the land use scoring factor re-allocation considerations, and shared how the re-allocations would have impacted Round 5 projects.

She presented potential feedback the CA-MPO Policy Board could provide to the CTB and there was a discussion about what else might be added or amended. It was noted that the only consensus on feedback that there was support for increasing the application caps as presented in the revised staff recommendation.

8. STAFF UPDATES (MINUTE 1:52:12)

Safe Streets & Roads for All Grant

Curtis Scarpignato briefly reviewed the grant and gave information on the current status. He noted that Kimly Horn is the consultant on this project with the MPO.

9. ROUNDTABLE DISCUSSION (MINUTE 1:54:49)

Ben Chambers, Charlottesville, and Jessica Hersch-Ballering, Albemarle County, and Michael Barnes and Sean Nelson, VDOT, gave brief updates.

Brian Pinkston had to leave the meeting because he had a City Council meeting at 6:00 p.m. Ann Mallek took over as Chair.

10. ADDITIONAL MATTERS FROM THE PUBLIC

None.

The next meeting will be on December 11 at 10:00 a.m.

Committee materials and meeting recording may be found at
<https://campo.tjpd.org/committees/policy-board/>

Regional Transit Governance Study

Draft Executive Summary

Study Overview

Over the past several years, the Thomas Jefferson Planning District Commission (TJPDC) has worked collaboratively with its member jurisdictions to improve transit service in the region. In the past year, the region undertook a collaborative effort to develop a [Transit Vision Plan](#) to establish a clear, long-term vision for efficient, equitable and effective transit service for the region. Led by the TJPDC and supported by the City of Charlottesville, Albemarle County, and DRPT, the Transit Vision Plan established a unified vision for transit service in Region 10, which is made up of the counties of Albemarle, Fluvanna, Greene, Louisa, Nelson, and the City of Charlottesville.

This governance study is a follow-up study that seeks to identify governance options for regional transit and increase transportation investments in the region. The study's focus identifies options for a governance body that can steward additional transit revenues generated; the scope does not include strategies or approaches for consolidating current transit operations.

Study Goals and Approach

The two main goals of this study are to:

1. Identify strategies for dedicated transit funding to augment current jurisdictional costs for transit.
2. Identify a governing structure that can manage and account for the use of the additional transit funds, better capture and allocate the full costs of service, and ensure transparency.

The additional funds will support the implementation of the services in the Transit Vision Plan and increase transit services across the region.

To achieve these goals, the study team adopted a five-phase approach shown in Figure E-1.

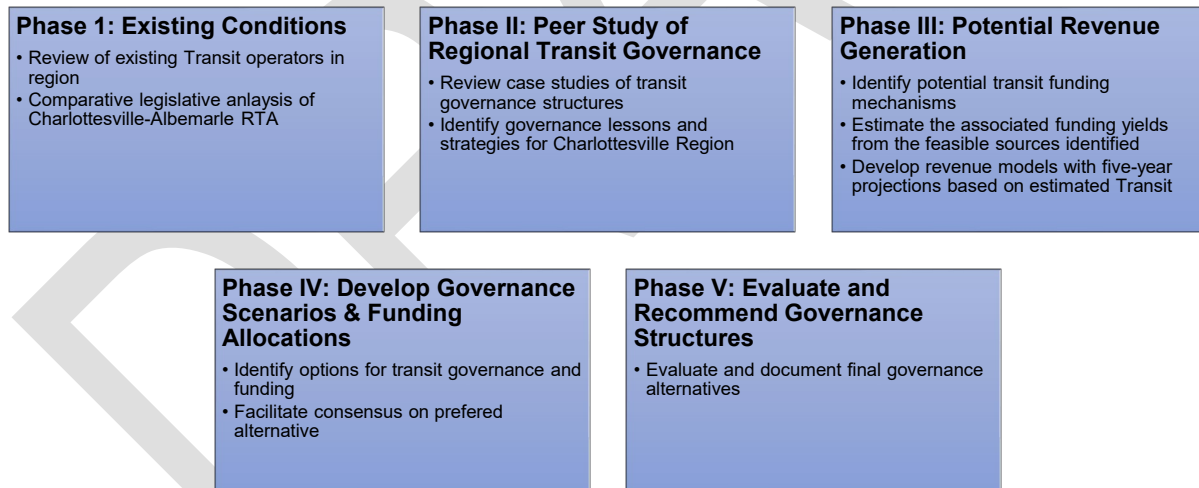


Figure E- 1 Study Approach

A steering committee was formed to guide the study and provide feedback. It comprised representatives from Albemarle, Fluvanna, Louisa, Nelson, and Greene counties, the City of Charlottesville, TJPDC, Virginia Department of Rail and Public Transportation (VDRPT), and University of Virginia (UVA). Additionally, stakeholder engagement was also conducted with the transit providers, Regional Transit Partnership, the TJPDC Commission, boards of supervisors of member counties, Charlottesville City Council, the Metropolitan Planning Organization Policy Board, and the Virginia Department of Transportation (VDOT).

Existing Legislation for a Regional Transit Authority

The legislature provided for the Charlottesville-Albemarle Regional Transit Authority (CARTA) as early as 2009 with subsequent amendments. The authority was established as a service delivery organization, with the contracting, financial (including bonding), and acquisition and operating powers necessary. Its authority is for transit. Charlottesville and “all or portions of Albemarle County” are the essential boundaries, but additional portions of Albemarle, Fluvanna, Greene, Louisa, and Nelson counties as well as cities, towns, tourist-driven and public transit agencies, and higher education agencies may join as members. There is no provision in the current CARTA legislation for dedicated funding, which would come from federal, commonwealth, or local sources.

Frameworks for Regional Transit Governance

Other frameworks exist for regional transit governance. A peer review of six agencies with similar demographic, geographic, and operating characteristics to the Charlottesville Region showed various governance structures including transit service provided by a **town department** with funding from a university (Blacksburg Transit); **public transportation corporation** funded through local property and income taxes (Bloomington Transit); a **joint municipal authority** funded by member municipalities (CATA); **501 (c)(3) nonprofit** funded through general fund contributions from a city, county, and university (TCAT, Ithaca); and a **transportation authority** (TheRide, Ann Arbor) and city department (ICT, Iowa City) both funded through local property taxes.

Recommended Governance Structure

With the exception of funding authority, the existing CARTA legislation possesses the fundamental structure and make-up of a regional transit authority that could serve Region 10. It is recommended for regional stakeholders to implement the existing structure in the interim while an *ideal* transit authority that has potential to accomplish regional goals is pursued.

The following describes the ideal transit authority for the region. These characteristics were derived from a comparative review of other Virginia Regional Transit Authorities (RTAs)¹ and regional peers, and consensus building discussions with regional stakeholders.

- **Creation:** The authority may be created by issuing new state legislation or modifying existing² legislation to form a transit authority that meets the characteristics described. Existing legislation for the Charlottesville-Albemarle Regional Transit Authority (CARTA) may be amended to include funding and align with other sections described in this section.
- **Purpose:** The authority would serve as a regional decision-making body for transit matters. Its purpose would be to plan for regional transit service and to manage any dedicated transit funding generated in the region.
- **Authority participation:** The authority may be created with the City of Charlottesville and Albemarle County as initial members, and an option for the counties of Fluvanna, Greene, Louisa, and Nelson to join as participating members as well.
- **Other Entities as Participants:** Other entities such as higher education institutions, public transportation agencies, or private nonprofit entities may also join the authority upon agreement, concurrent resolution, or ordinance of the existing members of the authority.
- **Board Composition:** The board composition will be:
 - Two directors representing the County of Albemarle, each of whom shall be a member of the governing body of the county.
 - Two directors representing the City of Charlottesville, each of whom shall be a member of the governing body of the city.
 - One director representing each county that joins the Authority, each of whom shall be a member of the governing body of each respective county.³

¹ Hampton Roads Transportation Accountability Commission (HRATC), Central Virginia Transportation Authority (CVTA), and Northern Virginia Transportation Authority (NVTA).

² Charlottesville-Albemarle Regional Transit Authority <https://law.lis.virginia.gov/vacode/title33.2/chapter28/>

³ There are mechanisms available to ensure that funding raised by a jurisdiction are invested back into that jurisdiction.

The Board may also include gubernatorial appointees and representatives from state or regional bodies such as DRPT, the House of Delegates, the Senate, or any other body deemed appropriate by the state legislature. Additional directors may also be added to represent the interests of any agencies or institutions that join the authority.

Most authorities have the option for the board structure to change as needed to reflect changes in the region that occur over time. Rules for change may include transit service-based methods or population-based methods. Boards should ideally represent all taxpayers (including non-transit riding taxpayers), therefore, a combination of the two approaches could be considered if modifications are required.

Potential Transit Funding Options

Two transit network alternatives were developed as part of the Transit Vision Study. Operating costs for the two alternatives were estimated at roughly \$35.5 million and \$85 million per year⁴ for the constrained network and unconstrained network respectively. The constrained vision network was developed under the premise of a future regional transit authority with the ability to generate additional revenue. Both options provide a drastic improvement to current transit service across the region including increased routes, frequencies, and days of service for the urban areas; and micro transit options and all-day service, seven days a week into the city from the lower density areas. Detailed descriptions of the transit service improvements can be found in the study [report](#).

Public transportation is funded through a combination of federal, state, local, and internally generated sources (e.g., fares, advertising, etc.). Average operating costs per year for current transit service in the region (not including UTS) is approximately \$18 million per year with the local component making up about a third (~\$5 million⁵ in 2021) of the total amount. A substantial increase in local funding is required to meet the funding gap between current transit funding and the future funding needed for increased transit service across the region.

After extensive research of potential revenue sources and stakeholder engagement, the following options were determined to be most feasible⁶ under the Virginia context: Sales tax: A tax on the sale of goods or services purchased (not including tax for non-prepared foods). It is the most common source for funding local and regional transit services. Being relatively stable and having moderate public acceptance, an additional 0.7% increase in sales tax across the region could generate an approximate five-year average of \$37 million per year.

- **Transient occupancy tax/lodging tax:** A tax on lodging establishments and does not directly impact residents. It has a minimal revenue yield in some areas. An additional 0.5% could generate an approximate five-year average of \$1 million per year.
- **Personal property tax:** A tax on the value of all motor vehicles, trailers, mobile homes, boats, and aircrafts. It is a relatively stable source but has potential for public resistance if the rate of increase is significant. An additional 0.5% could generate an approximate five-year average of \$13 million per year.
- **Real estate tax:** A tax on the assessed value land and buildings. It is widely used to finance transit and typically considered a default funding source. An additional 0.1% could generate an approximate five-year average of \$52 million per year.

Although funding estimates were developed for the four revenue sources above, representatives from member localities expressed flexibility in pursuing funding sources. As efforts are made toward implementation, member localities are open to adopting one sole source, a combination of sources, or alternative options not identified in this study. Detailed estimates may be found in Section 4: Revenue Generation.

⁴ When anticipated state and federal funding are accounted for, the local component of these amounts are estimated to be between 54 percent and 65 percent of the total respective amounts. Total cost estimates do not include costs associated with capital investments and ADA paratransit service requirements for fixed route expansions.

⁵ National Transit Database (2021).

⁶ Analysis was conducted assuming a uniform levy across all Region 10 localities.

Recommended Next Steps

The following next steps are recommended as a result of feedback from this study.

- Use the CARTA structure to establish an interim entity for regional transit governance and decision making (while legislative action is being pursued) with authority to plan for transit service and with the ability to expand its role over time.
- Conduct a transit needs assessment that clearly analyzes rural transit needs and estimated service costs.
- Ensure continued rural engagement in development of legislative packet for a regional transit authority. Include protective mechanisms in the use of transit revenue generated to lead to equitable investments across the region. Continue educational efforts on the potential benefits of a regional authority and its impact on different types of residents.
- Engage UVA leadership at a level where there is decision-making authority in subsequent efforts toward establishing a transit authority.

The scope of this study does not cover identification of transit service improvements, consolidation of existing transit operations, and administration/governance of school bus operations.

Recommendations presented at the conclusion of this study do not require any immediate action beyond consensus and good faith efforts to participate and support the groundwork needed for implementation.

Memorandum

To: MPO Committees
From: Sandy Shackelford, Director of Planning & Transportation
Date: November 29, 2023
Reference: Moving Toward 2050 Travel Demand Model Outputs

Purpose:

The travel demand model for the region is maintained by VDOT in collaboration with the MPO. Regions with an existing Travel Demand Model are required to reference their models in the development of their long range transportation plans.

The Travel Demand Model provides information on existing and projected network congestion based on estimated growth rates throughout the region. The growth projections for use in the Travel Demand Model were approved by the Policy Board at their meeting in October.

Discussion:

Using the baseline and future growth socio-economic data that was approved at the previously Policy Board meeting, VDOT modeling staff ran the baseline and future no-build scenarios to demonstrate estimated volume over capacity ratios throughout the network based on anticipated growth. The future no-build scenario incorporates committed transportation improvements that have been awarded funding but have not yet been built.

To ensure an accurate comparison of system conditions between the baseline conditions and the future conditions, staff used the ranges of volume over capacity ratios that correlated to established Level of Service summarized in the table below to develop the system maps:

Level of Service	V/C
A	0.35
B	0.55
C	0.77
D	0.92
E	1.0
F	>1.0

Once the MPO begins to narrow down potential projects to include in the fiscally-constrained priority list, the model will demonstrate how the potential projects may impact overall future system conditions.

The maps can be viewed here: [Travel Demand Model Outputs](#)

Actions: This information is being shared for discussion purposes. No action is requested at this time.

Memorandum

To: MPO Committees
From: Sandy Shackelford, Director of Planning & Transportation
Date: November 29, 2023
Reference: Moving Toward 2050 Data Analysis Updates

Purpose:

The MPO worked with a consultant team of Michael Baker and Renaissance to develop a process to prioritize transportation improvements within the MPO area. MPO staff and the EPR consultant team have been working through the prioritization of system needs.

Discussion:

The attached table shows the current status of the data processing as of the date of this memo. As data processing is completed, staff will continue to make the outputs available in a shared folder for review with the caveat that the individual data layers will paint an incomplete picture of the overall system needs. The needs prioritization will be based on the cumulative weighting from all of the evaluation criteria to demonstrate where the highest priority system needs are. However, review of the individual evaluation metric outputs is a good opportunity to ensure the data outputs are reasonable and make sense.

It is also important to reiterate that this data analysis is only one aspect of identifying system network needs. This data will be considered in conjunction with the public input that was provided as part of the public outreach that was conducted earlier this year.

Staff is continuing to work to complete the data processing and begin reviewing the system needs and public input against the candidate project list to begin identifying the project priorities. This analysis will be used to develop an initial list of project priorities. Ultimately, this list will be determined by the Policy Board based on additional public feedback and recommendations from the MPO committees.

Maps of the data analysis completed to date can be found here: [Data Prioritization Maps](#)

Actions: This information is being shared for discussion purposes. No action is requested at this time.

Table 1. Summary of Needs Prioritization Processing Completed

Prioritization Category	Evaluation Metric	Threshold	Factor Weighting	Data Processing
Safety	Roadway Safety (PSI ¹)	All PSI locations	15%	In Progress
	Bike/Ped Safety (PSAP ² Corridors)	Top 5% Regional Corridors ³	15%	Complete
Multi-modal Accessibility	PAI ⁴ - Bike/Ped	All segments PAI greater than 0	8%	Complete
	PAI - Transit	All segments PAI greater than 0	8%	Complete
	PAI - Vehicle	All segments PAI greater than 0	6%	Complete
	PAI – Disadvantaged Populations	All segments PAI greater than 0	8%	Complete
Efficiency & Economic Development	Travel Time Index	Avg weeklong TTI > 1.5 for three hours; > 1.7 for one hour	3%	Not yet started
	Travel Time Reliability (PTI ⁵)	Avg weeklong PTI > 1.5 for three hours; > 1.7 for one hour	3%	Not yet started
	Transit On-Time Performance	On-time performance less than systemwide average performance from previous year	4%	Not yet started
Land Use Coordination	Walk Access - General	All segments in “somewhat walkable” census tracts	10%	Not yet started
	Walk Access – Disadvantaged Populations	All segments in transit viable EEA ⁶ that are also in “somewhat walkable” census tracts	20%	Not yet started
Environment	Flooding Exposure	Segments Exposed to Historical Flooding		
		Additional Adjustment for economically distressed communities		

¹ PSI – Potential for Safety Improvement

² PSAP – Pedestrian Safety Action Plan

³ While the MPO committees had supported the use of the top 5% of the statewide corridors for this evaluation metric, the information contained in that data layer was not compatible with the processing steps to utilize the information. The information glitch in the mapping layer that prevented us from viewing the correct information when the MPO committees were discussing the information had been resolved. While the top 5% regional corridor contains additional segments on smaller road networks than what is considered in the Top 5% of statewide corridors, the use of the top 1% regional corridors did not include all of the segments that were captured by the top 5% statewide corridors. Therefore, MPO staff used the top 5% regional corridors data layer to complete the first step of the data processing.

⁴ PAI – Potential for Accessibility Improvement

⁵ PTI – Planning Time Index

⁶ EEA – Equity Emphasis Areas; defined in [VTrans](#)

Final FFY23 Annual Listing

**Transportation Improvement Program (TIP)
Annual Listing of Obligated Projects**

Charlottesville-Albemarle Metropolitan Planning Organization



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Urban

Secondary

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Public Transportation

Rail

Enhancement

Groupings

Charlottesville Area Transit

JAUNT, Inc.

Appendix



Glossary of Terms

NHPP: National Highway Performance Program

Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

IM/NH: Interstate Maintenance/National Highway System

Provides funding for resurfacing, restoration, rehabilitation and reconstruction (4R) work, including added lanes to increase capacity, on most existing Interstate System routes.

STP: Surface Transportation Program

Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

EB/MG: Equity Bonus/Minimum Guarantee

Provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21. This program replaces TEA-21's Minimum Guarantee program.

CMAQ: Congestion Mitigation and Air Quality

Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

BROS: Bridge Off-System

Provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

DEMO: Demonstration

Provides funding for the adoption of innovations and technologies, thereby improving highway safety and quality while reducing congestion caused by construction.

SAFE: Safety Funding or Highway Safety Improvement Program

Provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

ARRA: American Recovery and Reinvestment Act

Provides funding to a wide variety of transportation programs, including roads, bridges, rail, buses and airport improvements.

Description

The Annual Listing of Obligated Projects (Annual Listing) includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the immediately preceding program year. The Annual Listing is intended to improve the transparency of transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients (e.g. CAT Transit System) for expenditure on projects programmed in the TIP.

The tables on the following pages describe the projects included in the TIP, identify the responsible agency, the amount of federal funds requested/obligated, and the amount of funds remaining to be obligated on the project. A “guide sheet” precedes the Annual Listing for all roadway projects in the Charlottesville-Albemarle MPO that received federal obligations. At the end of this report there is a table that outlines all FFY19 federal obligations for transit systems within the MPO. Should there be any questions regarding the report, please contact the MPO staff at (434) 979-7310 or info@tipdc.org.

Definitions of Interest

- Program Year: the year in which project obligations are reported; for purposes of this report, the program year is the federal fiscal year from October 1, 2022 through September 30, 2023. Both the roadway obligations and the transit obligations are organized by the federal program year.
- Obligation: An obligation is the federal government’s legal commitment to pay the federal share of a project’s cost. An obligated project is one that has been authorized by the federal agency and for which funds have been committed. Projects for which funds have been obligated are not necessarily initiated or completed during the program year, and the amount of the obligation will not necessarily equal the total cost of the project. For projects under the auspices of the Federal Transit Administration (FTA), obligation occurs when the FTA grant is awarded. For projects under the auspices of the Federal Highway Administration (FHWA), obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated.

Overview of FFY23

FHWA

- Interstate Projects: There were no identified interstate projects in FFY23
- Primary Projects: There were no identified Primary projects in FFY23
- Urban Projects: There were 4 projects with an obligation in FFY23
- Secondary Projects: There were no federal obligations for secondary projects in FFY23
- Miscellaneous: There were no identified miscellaneous items in FFY23
- Public Transportation: There were no identified public transit projects from FHWA in FFY23
- Rail: There were no identified rail projects in FFY23
- Enhancement: There were no identified enhancement projects in FFY23
- Grouping: There were several federal obligations for these various projects. Project groupings include projects that are not considered to be of an appropriate scale to be called-out individually in the TIP. They are grouped by project function, work type, and/or geographic area.

FTA

- Charlottesville Area Transit: Obligations for CAT projects are indicated at the back of this document. The biggest obligations were for the:
 - Governor's Apportionment
 - Engineering and Design of Admin. Facility
- JAUNT: The biggest obligations related to JAUNT service were:
 - Operating Management

Guide Sheet MPO Obligation Report

Charlottesville MPO Study Area: Federal Obligated Funds: 10/1/2022 - 9/30/2023

STIP Transactions

Find text or tools

Northern Virginia MPO Study Area
Federal Obligated Funds: October 1, 2022 - September 30, 2023

		Funding Source/Amount												
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
Urban														
Herndon														
	105521 #HB2.FY17 WIDEN EAST SPRING STREET - 0.168 MILE WEST OF HERNDON PARKWAY; 0.063 MILE EAST OF FAIRFAX COUNTY PARKWAY ON-RAMP (0.3660 MI)													
	FedID(s) 5A01749, 5B01040													
	0000 (1)TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$148,888	\$0	\$0	\$0	\$0	\$0	(1A)\$148,888
	(2)Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$153,493	\$0	\$0	\$0	\$0	\$0	(2A)\$153,493
		(3)Remaining: *												
Leesburg														
	102895 SYCOLIN ROAD - WIDEN TO FOUR LANES (PH IV) - Claudia Drive; Tolbert Lane SE (1.0180 MI)													
	FedID(s) 5A01741													
	0000 (1)TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(1A)\$0
	InCO (2)Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$1,382,818	\$0	\$0	\$0	\$0	\$0	(2A)\$1,382,818
		(3)Remaining: *												
Manassas														
	96721 ROUTE 28 WIDENING - MANASSAS - 0.145 MI South of Pennsylvania Avenue; 0.163 MI North of Godwin Drive (1.0000 MI)													
	FedID(s) 5A01227, 5A01456													
	0028 (1)TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$123,773	\$0	\$0	\$0	\$0	\$0	(1A)\$123,773
	(2)Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$120,497	\$0	\$0	\$0	\$0	\$0	(2A)\$120,497
		(3)Remaining: \$3,276												
		0												
URBAN SUBTOTAL														
	(4)TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$272,661	\$0	\$0	\$0	\$0	\$0	(4A)\$272,661
	(5)Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$1,868,808	\$0	\$0	\$0	\$0	\$0	(5A)\$1,868,808
	(R)Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		(6)Remaining: *												
MPO SUBTOTAL														
	(7)TIP:	\$86,776,869	\$0	\$52,078,169	\$8,826,336	\$12,441,818	\$16,232,719	\$28,848,484	\$0	\$0	\$0	\$0	\$0	(7A)\$218,000,540
	(8)Obligated:	\$128,491,076	\$429,800	\$31,160,831	\$3,809,140	\$18,872,316	\$20,614,031	\$38,782,787	\$11,676,247	\$7,426,870	\$0	\$0	\$0	(8A)\$260,800,676
	(R)Released:	(\$14,819,678)	\$0	(\$9,428,046)	\$0	(\$6,677,184)	\$0	(\$18,773,717)	\$0	(\$61,187)	\$0	\$0	\$0	(\$50,544,685)
		(9) Remaining: *												

PROJECT OBLIGATIONS

- (1) Planned obligations by Fund Source
- (2) Actual obligations by Fund Source
- (1A) Total planned obligations
- (2A) Total actual obligations
- (3) Difference between FFY23 actual obligations vs. FFY23 planned obligations (Funds Remaining Available for Subsequent Years)
*indicates no funds remain
- (R) Obligations released from the Project
- (InCO) Project in closeout/final vouchered
- (FedID(s)) FMIS ID associated with UPC

Sliding Scale (Estimate change requiring an amendment)	
STIP Estimate Amount (millions)	Limit Requiring Amendment
Up to \$2	100%
> \$2 to \$10	50%
> \$10 to \$20	25%
> \$20 to \$35	15%
> \$35	10%

SYSTEM SUBTOTAL

- (4) Total planned obligations by Fund Source by System
- (5) Total actual obligations by Fund Source by System
- (4A) Total planned obligations of System
- (5A) Total actual obligations for System
- (6) Difference between FFY23 actual obligations vs. FFY23 planned obligations (Funds Remaining Available for Subsequent Years)

MPO SUBTOTAL

- (7) Total planned obligations by MPO by Fund Source for all systems
- (8) Total actual obligations by MPO by Fund Source for all Systems
- (7A) Grand Total of ALL FUND SOURCES planned obligations for MPO for all systems
- (8A) Grand Total of ALL FUND SOURCES actual obligations for all systems
- (9) Difference between FFY23 actual obligations vs. FFY23 planned obligations (Funds Remaining Available for Subsequent Years)
*indicates no funds remain

Notes:

- A. For projects where obligations identified with no TIP amount identified - The transaction was a modification and based on the sliding scale, no TIP action was required; and/or project closeout (InCO)
- B. For projects where the obligated amount exceeds the TIP amount identified - Based on the total estimated cost of the project phase vs. the sliding scale, no TIP action was required; and/or AC conversion
- C. By project; Funds indicated "()" denote release of obligation
- D. Release obligations are not calculated in any totals

STIP Transactions

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2022 - September 30, 2023

District / Jurisdiction	UPC / Description	Funding Source/Amount												TOTAL		
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP			
Secondary																
0	No projects identified in the MPO Area	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:																
0																
Miscellaneous																
0	No projects identified in the MPO Area	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:																
0																
Public Transportation																
0	No projects identified in the MPO Area	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:																
0																
Rail																
0	No projects identified in the MPO Area	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:																
0																
Enhancement																
0	No projects identified in the MPO Area	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:																
0																
Grouping																
G507	Construction : Bridge Rehabilitation/Replacement/Reconstruction - (T9936507)	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,331,112	\$0	\$0	\$0	\$0	\$0	\$3,331,112
6507	Obligated:	\$0	\$0	\$928,300	\$0	\$0	\$0	\$0	\$0	\$95,651	\$0	\$0	\$0	\$0	\$0	\$1,024,151
Remaining:																
\$2,306,961																

STIP Transactions

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2022 - September 30, 2023

District / Jurisdiction	UPC / Description	Funding Source/Amount											TOTAL		
		NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI		CRP	
G506 Construction : Safety/ITS/Operational Improvements - (T9936506)															
6506	TIP:	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000
	Obligated:	\$26,354,323	\$0	\$3,873,565	\$2,595,663	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,823,551
	Released:	\$0	\$0	(\$50,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$50,000)
Remaining:													*		
G501 Construction : Transportation Alternatives/Byway/Non-Traditional - (T9936501)															
6501	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$102,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102,800
Remaining:													*		
0															
GROUPING SUBTOTAL															
	TIP:	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$3,331,112	\$0	\$0	\$0	\$0	\$0	\$3,406,112
	Obligated:	\$26,354,323	\$0	\$4,904,665	\$2,595,663	\$0	\$0	\$0	\$95,851	\$0	\$0	\$0	\$0	\$33,950,502	
	Released:	\$0	\$0	(\$50,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$50,000)	
Remaining:													*		
MPO SUBTOTAL															
	TIP:	\$217,758	\$0	\$75,000	\$0	\$0	\$0	\$0	\$3,331,112	\$0	\$0	\$0	\$0	\$0	\$3,623,870
	Obligated:	\$26,934,582	\$0	\$4,930,177	\$2,595,663	\$0	\$585,516	\$0	\$95,851	\$0	\$0	\$0	\$0	\$35,141,789	
	Released:	\$0	\$0	(\$50,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$50,000)	
Remaining:													*		

						Flexible			
CHARLOTTESVILLE - ALBEMARLE MPO		FEDERAL FUNDS	YEAR	CMAQ	RSTP	STP	FTA	Other	TOTAL
Charlottesville Transit Service									
Governor's Apportionment		FTA 5307	2022				\$2,867,365.00		\$2,867,365.00
Replacement Support Vehicle - SUV, Pickup Truck; 4yrs/100K mi (2)		FTA 5339	2022				\$25,277.00		\$25,277.00
ADP Software - Operations (Inventory Management Software)		FTA 5339	2022				\$60,900.00		\$60,900.00
Transit Infrastructure (Bus Shelter Amenities and Improvements)		FTA 5339	2022				\$90,720.00		\$90,720.00
ADP Software - Operations (Pre-trip Management Software)		FTA 5339	2022				\$8,400.00		\$8,400.00
Surveillance / Security Equipment (Avon Facility)		FTA 5339	2022				\$17,431.00		\$17,431.00
Engineering & Design of Admin Facility (Operations Annex & Alt. Fuel Mods)		FTA 5339	2022				\$465,500.00		\$465,500.00
Engineering & Design of Admin Facility (Administration Building)		FTA 5339	2022				\$162,820.00		\$162,820.00
JAUNT, Inc.									
Governor's Apportionment		FTA 5307	2022				\$956,676.00		\$956,676.00
Operating Management		FTA 5311	2022				\$2,650,146.00		\$2,650,146.00
ADP Hardware - Operations (Workstation Replacements) (12)		FTA 5311	2022				\$13,440.00		\$13,440.00
ADP Hardware - Operations (Cloud Phone System Migration - Mitel)		FTA 5311	2022				\$45,749.00		\$45,749.00
Spare Parts / Assoc. Capital Maintenance Items (Transmissions)		FTA 5311	2022				\$22,400.00		\$22,400.00
Shop Equipment (Transmission Jack/Transmission Flush Machine)		FTA 5311	2022				\$6,400.00		\$6,400.00
Mobility Manager Cost		FTA 5311	2022				\$67,545.00		\$67,545.00
Technology/Equipment - ITS - On Board Systems (APCs) (14)		FTA 5311	2022				\$112,000.00		\$112,000.00
ADP Software - Operations (Fleetio)		FTA 5311	2022				\$28,000.00		\$28,000.00
ADP Hardware - Operations (Core Networking Equipment)		FTA 5311	2022				\$17,200.00		\$17,200.00
ADP Hardware - Operations (Commuter Bus Router)		FTA 5311	2022				\$13,350.00		\$13,350.00
TOTAL				\$-	\$-	\$-	\$7,631,319.00	\$-	\$7,631,319.00

Appendix

Federal Obligated Funds

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2022 - September 30, 2023

		Funding Source/Amount												
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
T9936501 - Construction : Transportation Alternatives/Byway/Non-Traditional														
Charlottesville														
	111393 Rugby Avenue Shared Use Path - West McIntire Park; Westwood Road													
	FedID(s) 5104318													
	1393	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$0	\$0	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800
														Remaining:
Charlottesville														
	121656 CITY OF CHARLOTTESVILLE SRTS COORDINATOR/PROGRAM DEVELOPMENT - VARIOUS; VARIOUS													
	FedID(s) 5104321													
	1656	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
														Remaining:
T9936501 - CONSTRUCTION : TRANSPORTATION ALTERNATIVES/BYWAY/NON-TRADITIONAL SUBTOTAL														
		TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$0	\$0	\$102,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$102,800
		Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
														Remaining:
T9936506 - Construction : Safety/ITS/Operational Improvements														
Albemarle County														
	114299 ROUTE 29 AND WOODBROOK INTERSECTION MODIFICATION - Woodbrook Dr; Woodbrook Dr (0.0600 MI)													
	FedID(s) 9677083													
	0029	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	InCO	Obligated:	\$0	\$0	\$192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$192
														Remaining:
Albemarle County														
	114401 Signal Performance Metric - ATSC - Rte. 649; Stone Ridge Drive													
	FedID(s) 9677083													
	0029	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	InCO	Obligated:	\$0	\$0	\$243,733	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$243,733
														Remaining:
Albemarle County														
	118868 #SMART22 - US 29 AND FONTAINE AVE INTERCHANGE IMPROVEMENTS - S. FONTAINE INTERCHANGE RAMP; N. FONTAINE INTERCHANGE RAMP (0.7000 MI)													
	FedID(s) 0027069													
	0029	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$1,799,189	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,799,189
														Remaining:

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2022 - September 30, 2023

														Funding Source/Amount		
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL		
Albemarle County																
	118871 #SMART22 - RTE 29 SHARED USE PATH - 0.007 Mi. S. CARRSBROOK DR.; 0.021 Mi. N. SEMINOLE LANE (0.5000 MI)															
	FedID(s) 5104304															
	0029	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Obligated:	\$645,095	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$645,095	
														Remaining:		*
Albemarle County																
	118876 #SMART22 - RIO ROAD & JOHN WARNER PARKWAY ROUNDABOUT - 0.02 MILES N RTE. 631; 0.02 MILES S. RTE 631 (MI)															
	FedID(s) 5104308															
	0631	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Obligated:	\$0	\$0	\$1,529,703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,529,703	
														Remaining:		*
Albemarle County																
	118878 #SMART22 - OLD LYNCHBURG RD/5TH ST EXT. INT IMPROVEMENTS - 0.25 MILES S. RTE 780; 0.25 MILES N. RTE 780 (0.5000 MI)															
	FedID(s) 5104307															
	0631	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Obligated:	\$0	\$0	\$739,980	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$739,980	
														Remaining:		*
Albemarle County																
	122879 SIGNAL REBUILD AT ROUTES 250/240/635 - ROUTES 250/240/635; ROUTES 250/240/635															
	FedID(s) 5104330															
	0250	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Obligated:	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	
														Remaining:		*
Albemarle County																
	123044 #SMART20/22 - RTE. 250 & RTE. 20 INT & CORRIDOR IMPROVEMENTS - 0.054 M. W. RTE. 20; 0.567 Miles E. Rte. 20 (0.6200 MI)															
	FedID(s) 5104331															
	0250	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Obligated:	\$2,885,234	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,885,234	
														Remaining:		*
Charlottesville																
	100548 Construct Multi-Use Path along McIntire Rd - Route 250 Bypass; Harris Street (MI)															
	FedID(s) 5104192															
	0250	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Obligated:	\$0	\$0	\$19,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,263	
														Remaining:		*
Charlottesville																
	109484 #HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS - 0.03 mi west of Westery Avenue; JEFFERSON PARK AVENUE (0.4300 MI)															
	FedID(s) 5104255															
	0000	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Obligated:	\$212,465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$212,465	
														Remaining:		*

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2022 - September 30, 2023

		Funding Source/Amount														
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL		
Charlottesville																
	111796 #SMART18 - BARRACKS RD @ EMMET ST INTERSECTION - 0.06 MI S OF INT. BARRACKS ROAD ; 0.08 MI N OF INT. BARRACKS ROAD (0.0900 MI)															
	FedID(s) 5104275, 5104312															
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$495,738	\$0	\$49,809	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$545,547	
															Remaining:	*
Charlottesville																
	113861 WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL - PRESTON AVENUE; ROSE HILL DRIVE															
	FedID(s) 5104293, 5104316															
	0000 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$0	\$0	\$13,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,450	
															Remaining:	*
Charlottesville																
	113915 PEDESTRIAN IMPROVEMENTS MONTICELLO/RIDGE - 0.002 mi East of Ridge Street; 0.046 mi East of Ridge Street (0.0440 MI)															
	FedID(s) 5104287, 5104291															
	3405 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	InCO Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Released:	\$0	\$0	(\$50,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$50,000)	
															Remaining:	*
Charlottesville																
	113916 10TH & GRADY AVENUE BIKE PED - 0.04 EAST OF ROUTE 3423; 0.06 WEST OF ROUTE 3423 (0.1000 MI)															
	FedID(s) 5104320															
	0250 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$0	\$0	\$96,618	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96,618	
															Remaining:	*
Culpeper District-wide																
	116007 District-wide Pedestrian Crossings Installations - VARIOUS; VARIOUS															
	FedID(s) 9677099															
	9999 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$0	\$0	\$93,823	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93,823	
															Remaining:	*
Multi-jurisdictional: Charlottesville MPO																
	118880 #SMART22 - HYDRAULIC ROAD AND RTE. 29 - ANGUS ROAD; 0.24 MI North of HYDRAULIC ROAD (0.5300 MI)															
	FedID(s) 5104299															
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Obligated:	\$20,316,602	\$0	\$986,994	\$2,595,663	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,899,259	
															Remaining:	*
T9936506 - CONSTRUCTION : SAFETY/ITS/OPERATIONAL IMPROVEMENTS SUBTOTAL																
	TIP:	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	
	Obligated:	\$26,354,323	\$0	\$3,873,565	\$2,595,663	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,823,551	
	Released:	\$0	\$0	(\$50,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$50,000)	
															Remaining:	*

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: October 1, 2022 - September 30, 2023

		Funding Source/Amount												
District / Jurisdiction	UPC / Description	NHS/NHPP	NHFP	STP/STBG	EB/MG	CMAQ	HIP	RSTP	BR/BROS	DEMO	PROTECT	NEVI	CRP	TOTAL
T9936507 - Construction : Bridge Rehabilitation/Replacement/Reconstruction														
Albemarle County														
110000	#SGR18VB - RT 641 FRAYS MILL RD STR 709 OVER MARSH RUN - 0.03 MI. FROM RTE. 743; 2.37 MI. TO RTE. 606 (0.0050 MI)													
	FedID(s) 5104278, 5104303, 5104325													
0641	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
Remaining:														*
Albemarle County														
111378	#SGR18VB - RT 708 RED HILL RD STRUCT 792 OVER N.F. HARDWARE - 0.022 MI. E. of North Fork Hardware River ; 0.113 Mi. W. of North Fork Hardware River (0.0870 MI)													
	FedID(s) 5104273, 5104313, 5104319													
0708	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$828,300	\$0	\$0	\$0	\$0	\$95,851	\$0	\$0	\$0	\$0	\$924,151
Remaining:														*
T9936507 - CONSTRUCTION : BRIDGE REHABILITATION/REPLACEMENT/RECONSTRUCTION SUBTOTAL														
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,331,112	\$0	\$0	\$0	\$0	\$3,331,112
	Obligated:	\$0	\$0	\$928,300	\$0	\$0	\$0	\$0	\$95,851	\$0	\$0	\$0	\$0	\$1,024,151
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:														\$2,306,961
MPO SUBTOTAL														
	TIP:	\$0	\$0	\$75,000	\$0	\$0	\$0	\$0	\$3,331,112	\$0	\$0	\$0	\$0	\$3,406,112
	Obligated:	\$26,354,323	\$0	\$4,904,665	\$2,595,663	\$0	\$0	\$0	\$95,851	\$0	\$0	\$0	\$0	\$33,950,502
	Released:	\$0	\$0	(\$50,000)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$50,000)
Remaining:														*