

## AGENDA MPO Technical Committee

Tuesday, January 16, 2024 @ 10:00 a.m.  
Water Street Center, 407 E. Water Street  
Charlottesville, VA 22902

For Remote Participation in Compliance with Adopted Remote Meeting Policy, Guest Speakers, and Members of Public Zoom Meeting  
Link: <https://us02web.zoom.us/j/84890573710?pwd=ZVZiWUxWbDRYbm9qelZGeTdRMUxWZz09>

Meeting ID: 848 9057 3710

Password: 538237

Item	Time	Description		
0	10:00 - 10:05	<b>Attendance</b>		
1	10:05 - 10:10	<b>Matters from the Public</b> Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker		
2	10:10 - 10:15	<b>General Administration*</b> – <i>Sandy Shackelford, CA-MPO</i> <ul style="list-style-type: none"> <li>Acceptance of agenda*</li> <li>Approval of December 5, 2023 Meeting Minutes*</li> </ul>		
3	10:15 - 10:50	<b>Moving Toward 2050</b> – <i>Sandy Shackelford, CA-MPO</i> <ul style="list-style-type: none"> <li>Completed Needs Assessment Outputs</li> <li>Draft Candidate Projects</li> <li><i>Information is not available for distribution at time of this memo. It will be presented at the meeting and will be uploaded to <a href="#">this folder</a> as it is developed.</i></li> </ul>		
4	10:50 - 11:10	<b>SMART SCALE ROUND 6</b> <ul style="list-style-type: none"> <li>Round 6 MPO Eligible Projects – <i>Sandy Shackelford, CA-MPO</i></li> <li>VDOT Pipeline Project Updates – <i>Chuck Proctor, VDOT</i></li> </ul>		
5	11:10 - 11:30	<b>US 29 and Fontaine Avenue Interchange Improvement Project Discussion</b> – <i>Sandy Shackelford, CA-MPO &amp; Chuck Proctor, VDOT</i> <ul style="list-style-type: none"> <li>Technical Memo</li> </ul>		
6	11:30 - 11:40	<b>FY24-27 Transportation Improvement Program Amendments and Modifications</b> – <i>Sandy Shackelford, CA-MPO</i> <ul style="list-style-type: none"> <li>TIP Amendment Memo*</li> <li>TIP Modification Memo</li> <li>Revised TIP Document</li> </ul>		
7	11:40 - 11:45	<b>Staff Updates:</b> <ul style="list-style-type: none"> <li>Safe Streets and Roads for All – <i>Curtis Scarpignato, CA-MPO</i></li> <li>Transit &amp; Mobility Management Programs – <i>Lucinda Shannon, CA-MPO</i></li> <li>RAISE Grant Application for the Rivanna River Bicycle and Pedestrian Bridge Preliminary Engineering Phase – <i>Sandy Shackelford, CA-MPO</i></li> <li>RideShare/Commuter Assistance Program Strategic Plan – <i>Sara Pennington, TJPDC</i></li> </ul>		
8	11:45 - 11:55	<b>Roundtable Updates</b> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <li>City of Charlottesville</li> <li>Albemarle County</li> <li>CA-MPO/TJPDC</li> <li>Virginia Department of Transportation</li> <li>Department of Rail and Public Transportation</li> </ul> </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <li>RideShare</li> <li>CAT</li> <li>Jaunt</li> <li>University of Virginia</li> </ul> </td> </tr> </table>	<ul style="list-style-type: none"> <li>City of Charlottesville</li> <li>Albemarle County</li> <li>CA-MPO/TJPDC</li> <li>Virginia Department of Transportation</li> <li>Department of Rail and Public Transportation</li> </ul>	<ul style="list-style-type: none"> <li>RideShare</li> <li>CAT</li> <li>Jaunt</li> <li>University of Virginia</li> </ul>
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9	11:55 - 12:00	<b>Matters from the Public</b> Members of the public are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda – limit three minutes per speaker		

(\* ) A recommendation to the MPO Policy Board and/or vote is expected for this item

**MPO Technical Committee Meeting**

Draft Minutes, December 5, 2023

Recording of the meeting can be found here:

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

VOTING MEMBERS & ALTERNATES		STAFF	
James Freas, Charlottesville		Sandy Shackelford, TJPDC	x
Ben Chambers, Charlottesville	x	Lucinda Shannon, TJPDC	x
Rory Stolzenberg, Cville PC	x	Gretchen Thomas, TJPDC	x
Jessica Hersh-Ballering, Alb Co	x	Curtis Scarpignato, TJPDC	x
Alberic Karina-Plun, Albemarle (alternate)	x	Ruth Emerick, TJPDC	x
Luis Carrazana, Albemarle PC			
Charles Proctor, VDOT *	x	<b>NON-VOTING MEMBERS</b>	
Michael Barnes, VDOT (alternate)	x	Daniel Koenig FTA	
Christine Jacobs, TJPDC	x	Donna Chen, CTAC Liaison	
Jaunt (VACANT)			
Bill Palmer, UVA Ofc of Architect	x	<b>GUESTS/PUBLIC</b>	
Daniel Wagner, DRPT *	x		
Tiffany Dubinsky, DRPT (alternate)	x		
Sara Pennington, Rideshare	x		
Richard Duran, FHWA			
Tommy Safranek, Charlottesville (alternate)	x		

\* attended online via Zoom

**1. CALL TO ORDER:**

Rory Stolzenberg called the meeting to order at 10:02 a.m. Sandy Shackelford called roll.

**2. MATTERS FROM THE PUBLIC (MINUTE 2:08)**

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

**3. GENERAL ADMINISTRATION (MINUTE 2:25)**



#### September 19, 2023 Minutes

Ben Chambers said he was at the September 19 meeting and would like the minutes to reflect it. Ben Chambers made a motion to approve the minutes with that change. Tommy Safranek seconded the motion and the motion passed unanimously.

#### October 17, 2023 Minutes

Michael Barnes made a motion to approve the minutes from the October 17 minutes. Ben Chambers seconded the minutes and the motion passed unanimously.

### **4. MOVING TOWARD 2050 (MINUTE 4:09)**

#### Travel Demand Model Outputs

Sandy Shackelford gave background information on the Travel Demand Model (TDM) and gave an update on the TDM outputs. She noted that the data points have not been studied yet but presented the difference in a few of the locations being considered between the years 2021 and 2050.

Chuck Proctor gave some additional details on the expected congestion on some of the corridors. There was additional discussion and explanation on the data and its corresponding model(s).

### **5. SMART SCALE ROUND 6 (MINUTE 44:08)**

#### Smart Scale Program Updates from CTB

Ms. Shackelford reported on the CTB meeting yesterday and they made changes to Smart Scale Round 6. She said the CTB approved 7-year future congestion factor (not 10 years in the future); they approved the updated economic development measure; the CTB approved the refined high-priority program eligibility with modifications from what was presented previously; they eliminated funding step 2; the three-tier application limit failed; and there was an approval of an alternative weighting adjustment scenario from what had been presented.

She detailed the factor weighting modifications, including the elimination of consideration of Land Use as a multiplier or as a standalone scoring factor.

She also reviewed the final high priority project definition which are the projects that the TJPDC and the MPO will be able to apply for.

#### Round 6 MPO Eligible Projects

Ms. Shackelford continued by reporting on the potential eligible MPO projects, including the Diverging Diamond Intersection (DDI) at I-64/5<sup>th</sup> St (Exit 120), Hillsdale South Extension, Round 5 pipeline studies, VDOT pipeline projects including US 250 and Barracks Road, and Ivy Road including the US 250 interchange. It was also noted that both TJPDC and MPO will be able to submit additional projects.

#### VDOT Pipeline Project Updates

Chuck Proctor gave an update on the VDPT pipeline projects.

### **6. STAFF UPDATES (MINUTE 1:23:42)**

### Safe Streets and Roads for All (SS4A)

Curtis Scarpignato gave a background on the SS4A grant presented an update on the draft timeline and next steps for the summit on January 10. There will be public meetings with jurisdictions in February and March.

### Transit Programs

Lucinda Shannon presented the committee with a background on the Mobility Management grant. She said they will begin providing services in January. They are working on their application for next year which is due on February 1.

She noted that the Regional Transit Governance Study will be presented in January at the RTP meeting. Ms. Shannon said the study's conclusions and recommendations will be approved by the TJPDC commission in February.

### Upcoming TIP Modifications

Ms. Shackelford noted that Jaunt will be taken out of the TIP and there will be changes made to CAT. The amended document will be presented in January.

### Annual Obligations Reports

Ms. Shackelford noted that this portion is for information purposes only. She explained that the TIP outlines what is scheduled to be spent and the Annual Obligation Report explains what was actually spent for the year.

## **7. ROUNDTABLE (MINUTE 1:28:39)**

### Charlottesville

Ben Chambers said painting has been halted because of leaf fall. He also gave an update on bike parking. He said in response to zoning code changes, there will be changes to parking starting in January or February. He said they are in Chapter 3 of CAT's TSP. He said their ADA transition plan is heading into a prioritization plan.

Tommy Safranek reported that the Bike and Ped Advisory Committee said there will be an update on the ADA plan. He said in 2024, he will be doing a neighborhood monthly walk series as an outreach to the community. He said he is working with UVA's sustainability department and the County's Department of Equity and Inclusion.

Rory Stolzenberg said the public meeting for the new zoning code is tonight.

### Albemarle

Jessica Hersh-Ballering said they are working on their comp plan. She said there is a joint school board and board of supervisors meeting tomorrow night to discuss the a few of the projects in the work.

### CAMPO

Ms. Shackelford said she will be bringing the RAISE grant opportunity to the MPO Policy Board at their next meeting to for their general feedback to see if they want staff to continue pursuing it.

### VDOT

Michael Barnes said he will be leaving VDOT and moving to Albemarle County.

### DRPT

Daniel Wagner said they have updated their web grants management system. If anyone is interested in participating in the FY25 grant cycle, it will have to be online. He also noted that Jennifer DeBruhl will be retiring in June and they are looking for a new director to replace her. He thanked her for her service and wishes her well in her retirement.

### Rideshare

Sara Pennington reported that Rideshare is having their kickoff of the CAT Strategic Plan on December 14 and said they anticipate it will be completed by the end of the fiscal year. She also noted that there will be some stakeholder engagement in the future to cover.

### CAT

Ben Chambers said the TSP and the Alternative Fuel Study are the two major efforts going forward right now. He said they are also working with DRPT to determine shelter locations throughout the City to make them more ADA compliant.

### Jaunt

Ms. Shackelford said they indicated they would most likely not be able to participate through the end of the year. There is no other update at this time.

### UVA

Bill Palmer said the Commons Bridge across Emmet Street is nearly ready to be reopened.

## **8. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:41:15)**

None

**ADJOURNMENT:** Mr. Stolzenberg adjourned the meeting at 11:43 p.m.

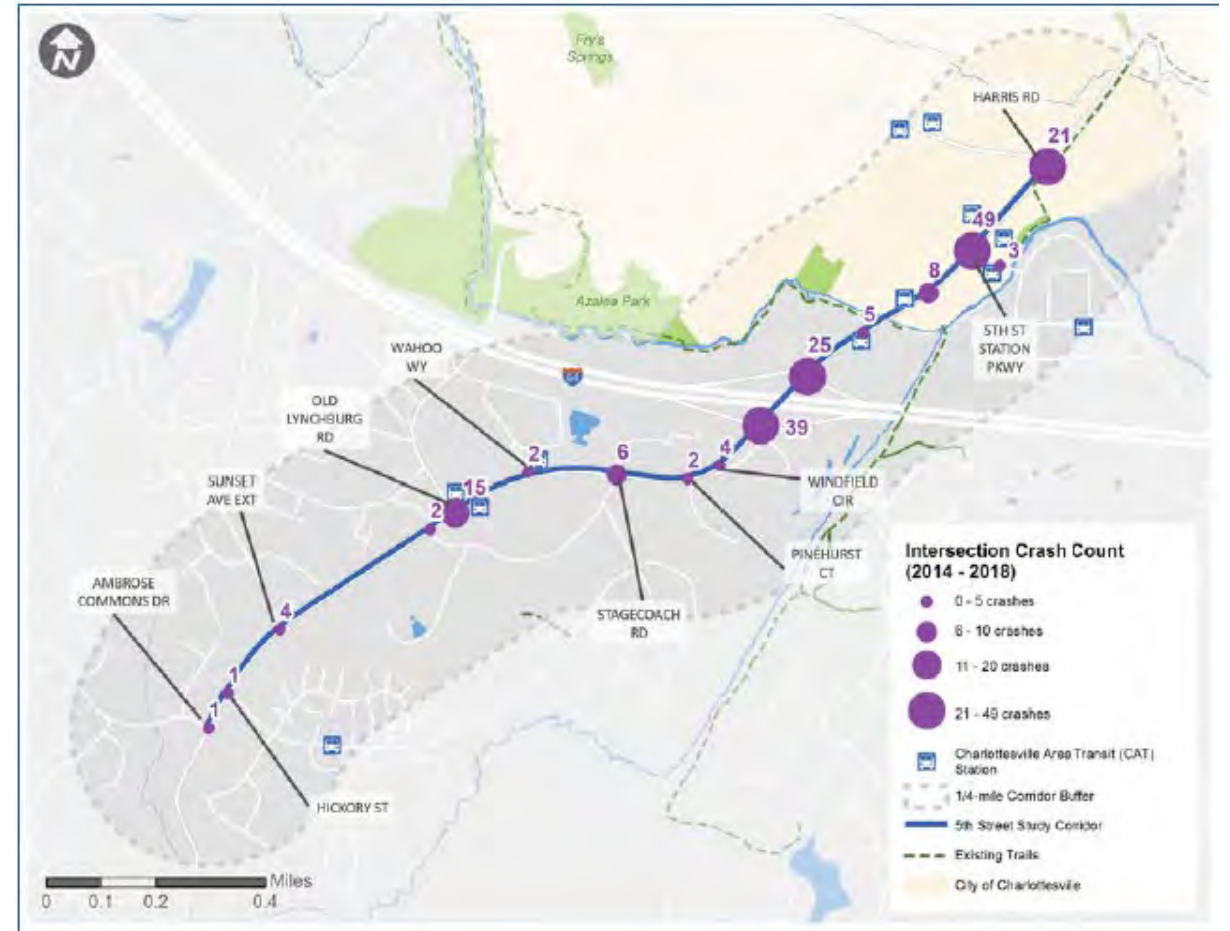
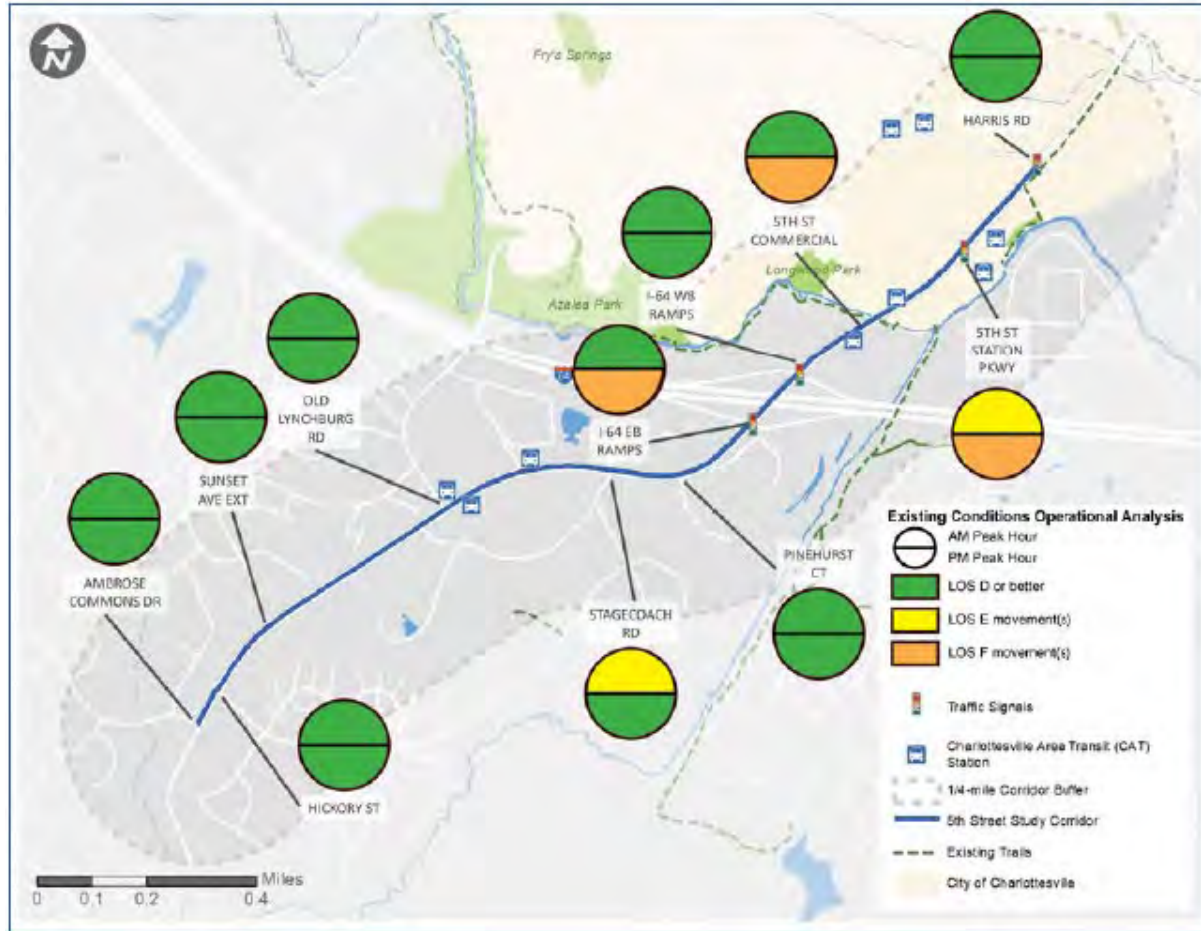
# Round 6 – Potential Eligible MPO Projects

- Projects currently identified:
  - DDI at I-64/5<sup>th</sup> Street (Exit 120)
  - Hillsdale South Extension
  - Round 5 Pipeline Studies
    - Peter Jefferson Parkway/Rolkin Road Improvements – Concerns with adjusting scope since the Park & Ride lot is likely not going to be feasible with planned development and property ownership by Westminster-Canterbury
    - Louisa Road/Milton Road Improvements – Most likely not competitive based on Round 5 scores
- VDOT Pipeline Projects (not yet identified)
  - US 250 and Barracks Road – Current
  - Ivy Road, including US 250 interchange – Current
    - Study likely won't be completed in time for MPO to submit application

# 1-64/5<sup>th</sup> Street Interchange Improvement

- Need identified in the 5<sup>th</sup> Street Corridor Study, January 2021
- Top 100 PSI location in Culpeper District based on 2017-2021 data
- EB ramp performing at LOS F in PM based on 2021 corridor study
- No pedestrian accommodations at existing signals
- Only bike/ped access across the bridge is a narrow concrete walkway
- Corridor study recommendations included:
  - Sidewalks on both sides and Crossings at Signals
  - Conduct full project development and environment study to vet feasibility of a full interchange redesign
  - High level analysis completed during the study indicated that a Diverging Diamond Interchange may be a preferred alternative
- VDOT conducting full study to determine appropriate improvement

# 5<sup>th</sup> Street Existing Conditions





# Hillsdale South Extension

- Improvement identified in the Hydraulic Small Area Plan, 2019
- Submitted in SMART SCALE Round 4 (normalized benefit scores in table)

Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
28.0	0.0	1.2	0.4	1.4	82.8
Estimated Cost: \$34.3 million					

- Primary benefit would be congestion mitigation/operational improvements and supporting bike/ped circulation around smaller area
- Project Description:  
*Extension of Hillsdale Drive south to connect directly to 250. Includes an intersection with Holiday Dr., relocation of the WB on/off ramps on 250, a connection into Kroger's, Sidewalk and a Shared Use path on Hillsdale, reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.*

# Hillsdale South Extension Project Description

- Extension of Hillsdale Drive south to connect directly to 250.
- Intersection with Holiday Dr.
- Relocation of the WB on/off ramps on 250
- Connection into Kroger's
- Sidewalk and a shared Use path on Hillsdale
- Reconfiguration of the NB lanes on 29 at Holiday Dr. for an acceleration lane from Holiday Dr.



**Project Title**

# Hillsdale Rd. Extension & US 250 WB Ramp Relocation

**Project Description**

This project idea would extend Hillsdale Dr. to Holiday Rd. The US 250 westbound off- and on-ramps would be relocated to connect to the extension of Hillsdale Dr. This intersection of US 29 & Holiday Rd. would be modified to provide a dedicated acceleration lane for right turning vehicles from Holiday Rd. to US 29 northbound. This project idea is subject to change based on the recommended Improvements at US 29 & Angus Rd.

**Project Location**



**Scale**

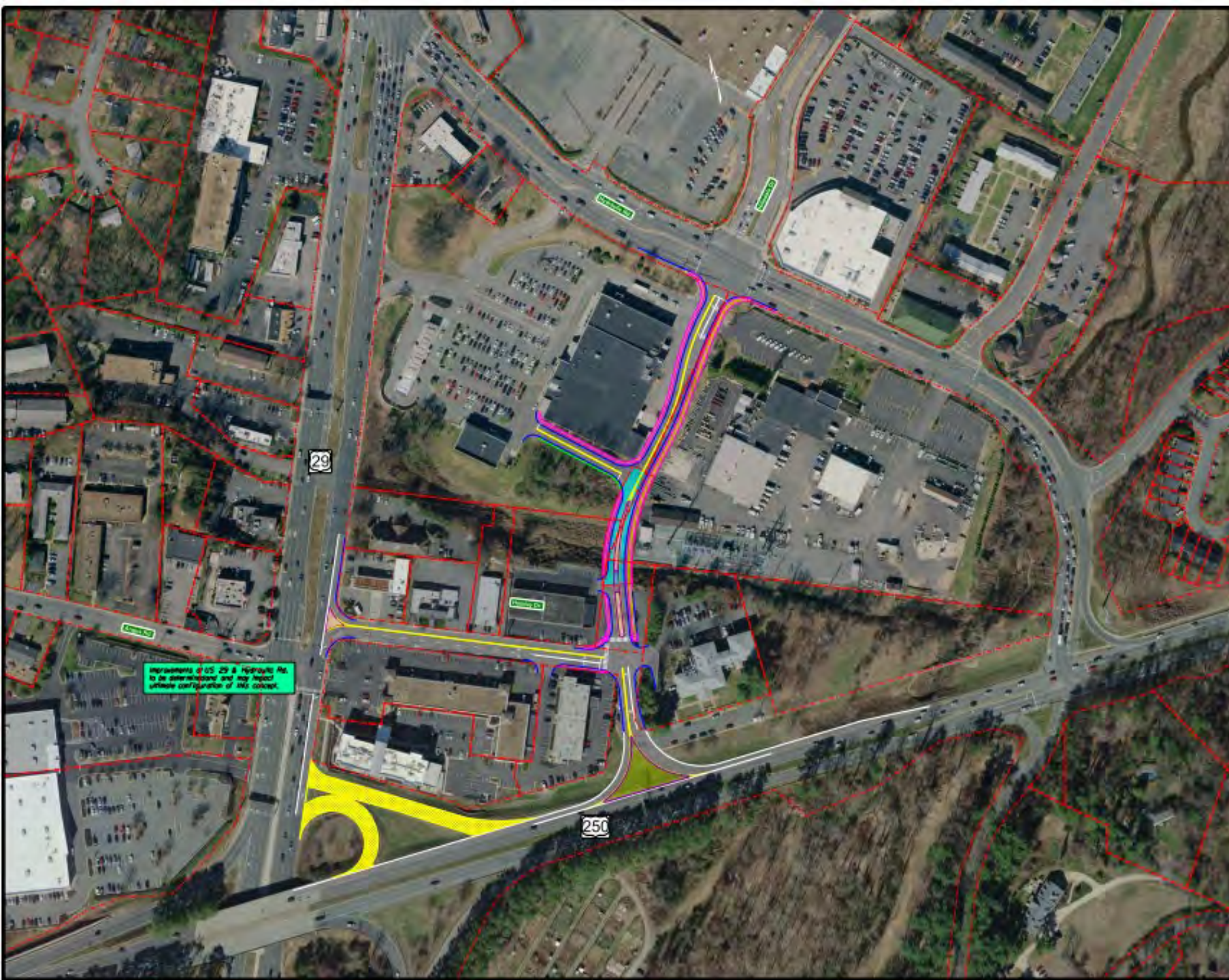


**Legend**

-  Proposed Sidewalk / Share-Use Path
-  Pavement to be Removed
-  Proposed Concrete Median
-  Proposed Bridge
-  Proposed Grass Median
-  Proposed New Pavement
-  Proposed New Curb or Curb & Gutter
-  Proposed Retaining Wall
-  Approximate Parcel Limits from GIS
-  Proposed Lane Use

**Date**

03/17/2020





# Peter Jefferson Parkway & Rolkin Road Pipeline Project Improvements

- Both projects were submitted separately in Round 5 of SMART SCALE
- Peter Jefferson Parkway project was recommended for funding before that project was exchanged for the District Avenue roundabout project in the final consensus scenario
- Must be submitted as a bundle for MPO to be eligible applicant
- The location of the park and ride would have to be re-evaluated
  - If park and ride is not included, project would not be eligible for MPO to submit

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
<b>Peter Jefferson Parkway</b>	1.2	5.7	4.1	20.2	30.6	20.9
Cost Estimate	\$20.5 million					
<b>Rolkin Road</b>	0.6	2.3	0.7	0.5	4.2	23.0
Cost Estimate	\$11.9 million					

# Peter Jefferson Parkway & Rolkin Road Project Descriptions

- **Peter Jefferson Parkway Intersection Improvements and Access Management:**
  - Add a 200-ft right-turn only for eastbound traffic on US 250 (turning right onto Peter Jefferson Parkway) to reduce rear-end crashes at this intersection; the existing eastbound shared right-turn/thru-lane should be converted to thru-only
  - Implement a “Thru-cut” at the US 250/Peter Jefferson Parkway intersection such that thru-movements on the minor approaches are eliminated to maximize signal efficiencies and reduce delay
  - Construct a new 50-space park and ride lot on the northwest corner of the US 250/Peter Jefferson Parkway intersection
  - Complete/close the existing median cut between Pantops Mountain Road and Peter Jefferson Parkway – this access management treatment is intended to improve safety and reduce delay
- **Rolkin Road Pedestrian Improvements:**
  - An at-grade pedestrian crossing for the northern, eastern, and southern legs of the US250/Rolkin Road intersection with a pedestrian island to be located in the northeastern quadrant of the intersection. These crosswalks require that signals masts will need to be relocated and pedestrian signals to be install for all of the crosswalks
  - Continuation of the 800-ft sidewalk on the southern side of US250 (that currently ends at Rolkin Road) to State Farm Boulevard. The sidewalk will be 5-foot wide, except where adjacent to retaining walls where it will be 6-foot wide



Virginia Department of Transportation

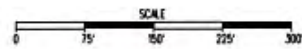
# Route 250 Improvements and Park n' Ride US 250 & Peter Jefferson Parkway

### Project Location



Pantops, Virginia

### North Arrow & Scale



### Legend

PARCEL LINES	VDOT STD. CG-4/CG-7
PROPOSED RIGHT OF WAY	VDOT STD. CG-2/CG-3
PROPOSED FULL DEPTH PAVEMENT	VDOT MODIFIED CG-3
PROPOSED MILL & OVERLAY	TEMPORARY CONSTRUCTION EASEMENT
PROPOSED CONCRETE MEDIAN	UTILITY EASEMENT
PROPOSED PERMEABLE PAVEMENT	PROPOSED GRASS/VEGETATION
PROPOSED BASIN	PROPOSED BUS PAD
PROPOSED PAVEMENT MARKINGS	PROPOSED SIDEWALK

### Date

09/16/2022

**Michael Baker**  
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Virginia Department of Transportation

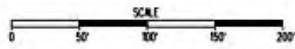
# Rolkin Road and Richmond Road (Rte 250) Pedestrian Improvements

### Project Location



ALBERMARLE COUNTY, VA

### North Arrow & Scale



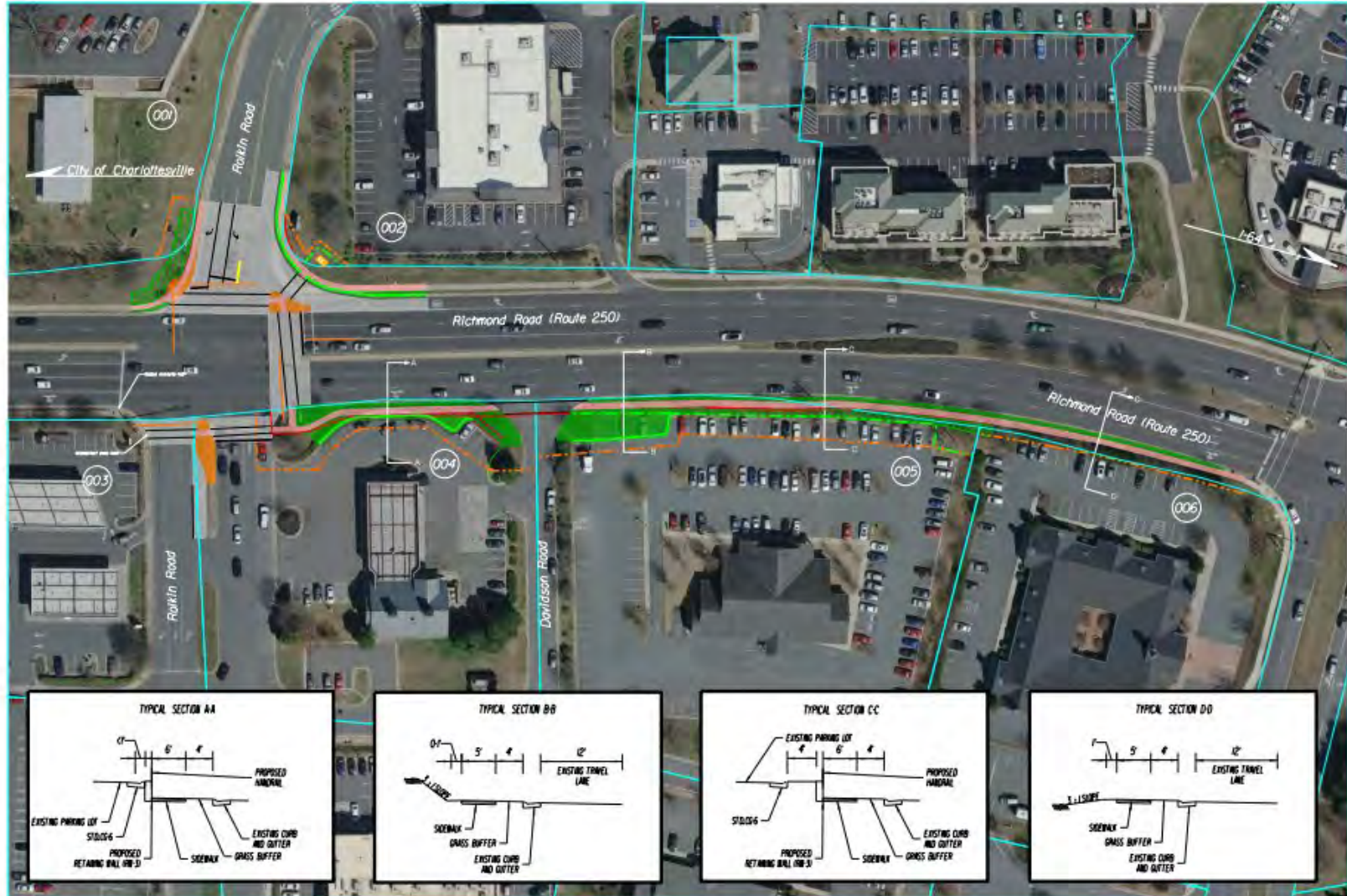
### Legend

	PROPOSED MILL OVERLAY
	PROPOSED PAVEMENT
	PROPOSED SIDEWALK
	PROPOSED RETAINING WALL
	PROPOSED GRASS MEDIAN
	PROPOSED CONCRETE MEDIAN
	PROPOSED GRASS/LANDSCAPING BEHIND RETAINING WALLS
	PROPOSED PAVEMENT MARKINGS

### Date

7/1/2022

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# US 250/Milton Road/Louisa Road Project Pipeline Improvements

- Must be submitted as a bundle for MPO to be eligible applicant
- Both projects submitted separately in Round 5 of SMART SCALE; neither scored well

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
<b>Milton Road</b>	0.2	7.1	0.4	0.2	0.0	0.3
Cost Estimate	\$9.8 million					
Louisa Road	0.1	3.5	0.4	0.1	0.0	0.4
<b>Cost Estimate</b>	\$11 million					



# US 250/Milton Road/Louisa Road Project

## Descriptions

- US 250/Louisa Road
  - The project would result in a displaced left-turn for traffic traveling east on US 250 and turning north onto Rt22 (Louisa Road). Existing traffic signals will be modified.
- US 250/Milton Road
  - The project would construct a single lane (150-ft diameter) roundabout at this intersection.



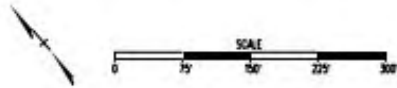
Virginia Department of Transportation

# US 250 at Route 22 Partial DLT Intersection Modification - Displaced Left Turn (DLT)

### Project Location



### North Arrow & Scale



### Legend

VDOT STD. LANE	VDOT STD. OSLT
PAVED SHOULDER	PARCELLINGS
PROPOSED MILLS & OVERLAY	PROPOSED STORMWATER RETENTION FACILITY
PROPOSED FULL DEPTH PAVEMENT	PROPOSED ROW
PROPOSED GRASS/VEGETATION	TEMPORARY CONSTRUCTION EASEMENT
PROPOSED CONCRETE MEDIAN	PERMANENT UTILITY EASEMENT
PROPOSED PAVEMENT MARKINGS	

### Date

8/31/2022

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For more information, please contact the project engineer.





Virginia Department of Transportation

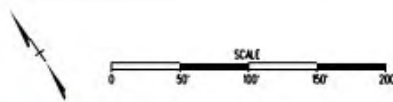
# Shadwell Roundabout

## US 250 and N Milton Road Near Route 22

### Project Location



### North Arrow & Scale

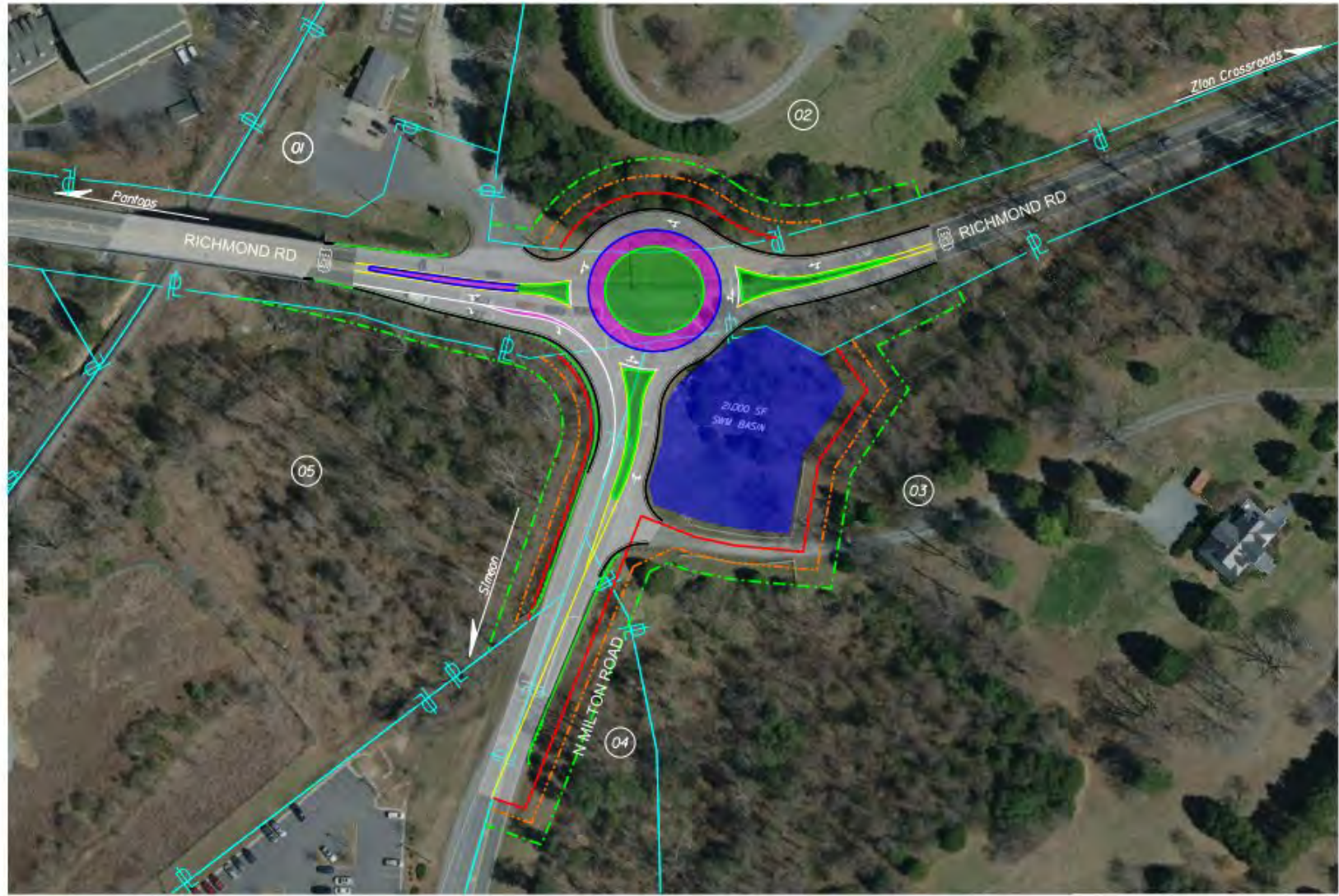


### Legend

- VDOT STD. CG-3
- VDOT STD. GR-MGS2
- VDOT MODIFIED CG-3
- VDOT STD. CG-7
- PARCEL LINE
- PROPOSED RIGHT OF WAY
- TEMP CONSTRUCTION EASEMENT
- PROPOSED UTILITY EASEMENT
- PROPOSED PAVEMENT MARKINGS
- PROPOSED TRUCK APRON / FLUSH TEXTURED CONCRETE
- GRASS MEDIAN

### Date

8/8/2022





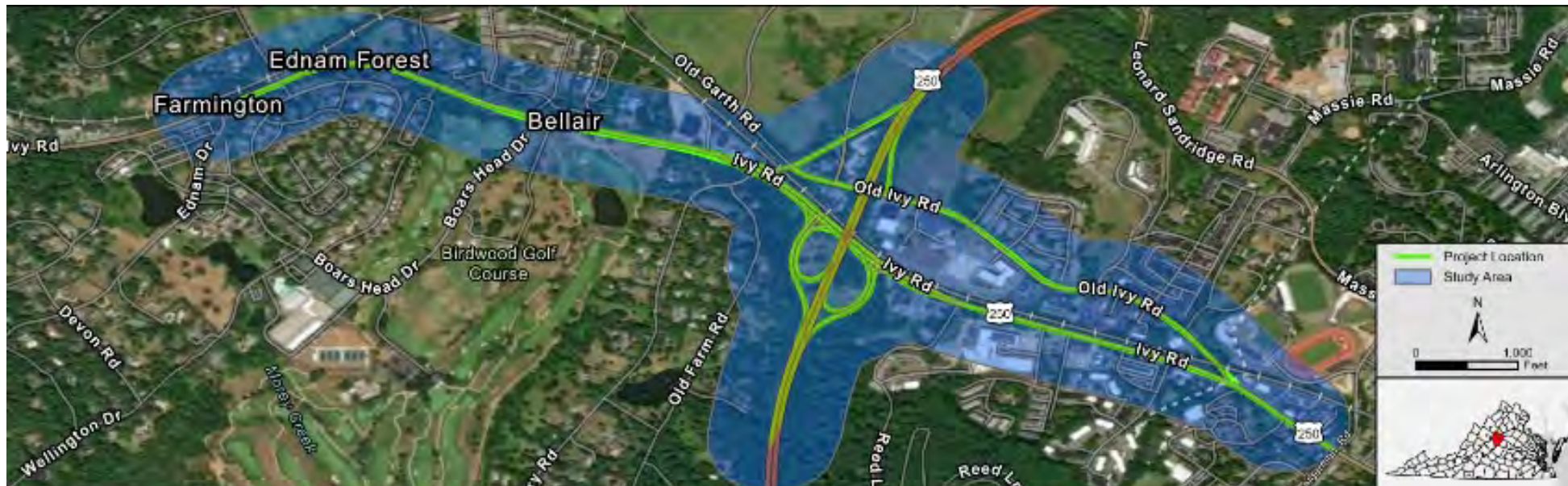
# US 250 & Barracks Road Pipeline Study – In Progress

- VTrans needs:
  - Safety
  - Bike/Ped Accessibility/Connectivity
  - Transit Accessibility/Connectivity



# US 250 (Ivy Road) Pipeline Study – In Progress

- VTrans Needs:
  - Safety
  - Congestion Mitigation
  - Bike/Ped Accessibility/Connectivity
  - Access
  - Transit Accessibility/Connectivity
- Pipeline study not anticipated to be completed in time for MPO to submit as a bundle





### Memorandum

**To:** MPO Committees  
**From:** Sandy Shackelford, Director of Planning and Transportation  
**Date:** January 9, 2024  
**Reference:** Fontaine Interchange Improvement – SMART SCALE Round 4

#### **Purpose:**

In Round 4 of SMART SCALE, the Charlottesville-Albemarle MPO submitted an application for a displaced left turn at Fontaine Avenue that was awarded for funding. The original concept for this interchange was a Diverging Diamond Interchange (DDI). However, the DDI had been submitted in previous rounds of SMART SCALE and had not scored well enough to be funded. Therefore, VDOT worked with consultants to develop the displaced left turn as a less expensive alternative in an effort to secure funding for the project. While the MPO Policy Board and Albemarle County Board of Supervisors agreed to move forward with the application, the City, the County, and the Policy Board had reservations in the design as evidenced by documented comments from the Policy Board of preferences for the DDI and concerns for the displaced left turn concept expressed by both the University of Virginia (UVA) and the City of Charlottesville.

In an effort to assess some of the concerns and prior to beginning construction on the project, VDOT worked with a consultant team to explore other options that could potentially be implemented within the award amount funded.

#### **Discussion:**

##### Background

The primary objective of the project as documented in MPO meeting minutes was to address the westbound turning movement from 29 North to I-64. The overall concept of the funded project was to close the left turn movement from 29 North to I-64 westbound and redirect the traffic making that movement through the Fontaine Interchange. Vehicles wishing to access I-64 west bound from 29 North would take the Fontaine exit and have a protected left-turn movement to make a U-turn back onto 29 South in order to access I-64 west (see Figure 1).

All other vehicles would turn right onto Fontaine Avenue. For those vehicles wishing to travel west onto Fontaine Avenue or stay straight to get back onto 29 North, they would turn right off of the exit and make a U-turn at Ray C. Hunt Drive (see Figure 2). Any vehicle traveling along Fontaine Avenue from the west of the interchange wishing to access 29 northbound would also need to go through the interchange to make the U-turn at Ray C. Hunt Drive. To accommodate commercial vehicles, a bulb out was planned to ensure that large vehicles could facilitate that turn.

The proposed project included a shared use path to facilitate bicycle and pedestrian access across the interchange.

Both the City of Charlottesville and UVA expressed concerns related to this alternative design when it was proposed.

Primary concerns included:

- The City of Charlottesville was working to make Fontaine Avenue more pedestrian-friendly. The proposed changes would direct interstate traffic onto a local road, including high volumes of truck traffic.
- The Rivanna Trail has connections on both sides of Fontaine Avenue. Additional interstate traffic will make it less safe for trail users to cross Fontaine. Additional pedestrian accommodations such as pedestrian lighting, curb extensions/pedestrian refuges, green space/landscaping/buffering were requested to provide a more cohesive connection to the Fontaine Streetscape project that was initiated by the City.
- The growth scenarios used to evaluate the alternatives were not reflective of planned development by the University, and the proposed project therefore may not provide the benefits that were estimated during the alternatives analysis.

- Local traffic along Fontaine Avenue is expected to increase along with planned development and additional growth at the Fontaine Research Park, which would enter the research park at the Ray C. Hunt intersection leading to additional concerns with the additional traffic navigating through the Ray C. Hunt intersection.

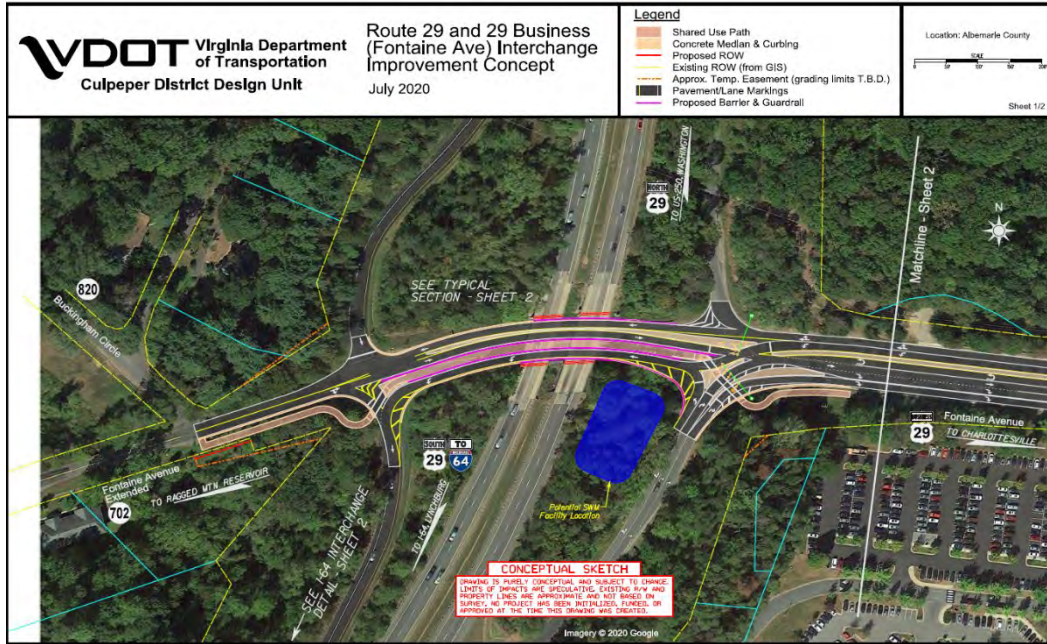


Figure 1

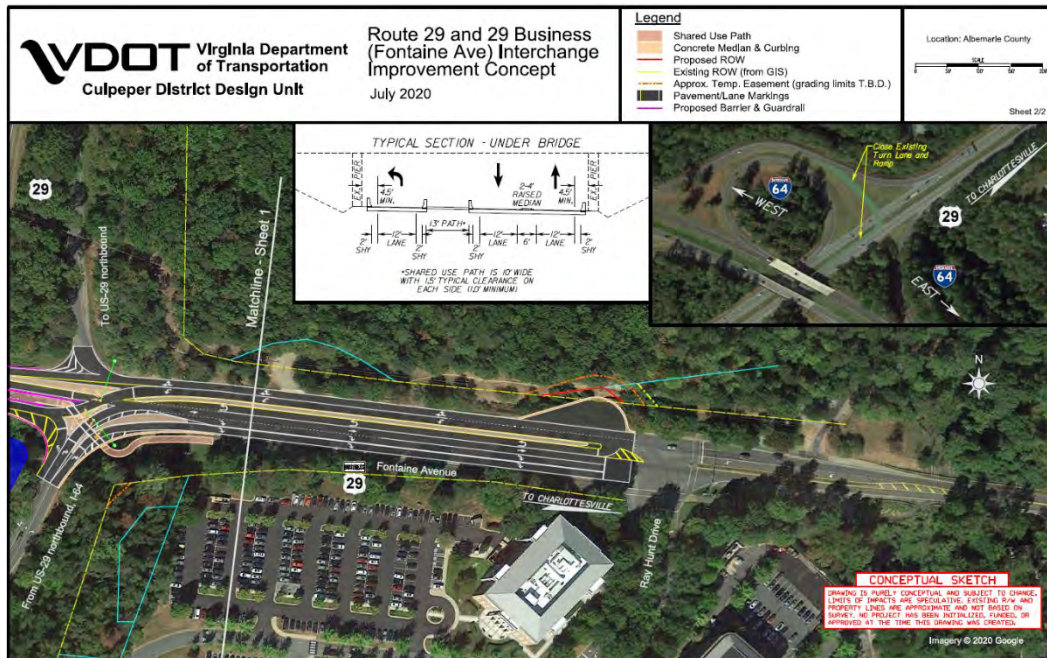


Figure 2

Prior to moving forward with the project as scoped, VDOT worked with a consultant team to evaluate some additional alternatives based on the following factors:

- The cost of any of the alternatives was to remain within the funding amount awarded through SMART SCALE Round 4.
- If the scope of a project awarded through SMART SCALE changes, the project must be re-scored based on the criteria it was originally scored with to ensure that it meets the benefit requirements to receive funding through its awarded round. The Fontaine Avenue project received most of its score from the land use benefits which is primarily due to the inclusion of the shared use path component. As long as the shared use path is included, the benefit score of the rescored project would be high enough for scope adjustments to be made.

Round 4 SMART SCALE Score:

	Congestion Mitigation	Safety	Accessibility	Economic Development	Environment	Land Use
Factor Value	5.6	5.9	0.1	1.1	0	86.1
Weighted Factor Value	0.9	1.2	0.0	0.2	0.0	8.6
Project Benefit	10.9					
SMART SCALE COST	\$12,374,620					
SMART SCALE Score	8.8					

Alternatives

The following alternatives to the displaced left turn were reviewed, but ultimately ruled out from further consideration:

- Roundabouts – cost and operations
- Diverging Diamond Interchange – cost
- Continuous Green-T Intersection – cost and operations

The remaining alternatives for the interchange include:

- Displaced Left Turn (existing concept)
- Conventional Intersections

There are three conventional intersection designs that are currently under consideration by VDOT. Each of those include signaling the ramps between 29 and Fontaine Avenue with some additional lane reconfigurations. Those concepts are included as Attachment A and will be reviewed in more detail during the meetings. The primary benefits of these alternatives is to improve traffic operations along Fontaine Avenue itself. However, it is important to note that none of the new alternatives address the left turn movement from 29 northbound to I-64 westbound, which was a stated primary objective for pursuing this project.



### Options

Several options remain for how to move the project forward, to include:

1. Move forward with the existing project as scoped.
2. Pull the project (and therefore decline awarded funding) and reapply for the full diverging diamond interchange improvement or another preferred alternative for the project.
3. Pursue one of the conventional intersection configurations proposed by VDOT and their consultant team (therefore, not addressing the left-turn movement at Route 29).

### Factors for consideration

- There is no alternative to address the left turn movement from 29 northbound to I-64 westbound currently developed. It is possible that this could be identified in a future study, but any information regarding potential designs or costs are unknown at this time.
- It is difficult to assess whether any solutions to address the left turn movement by itself would be competitive for funding through SMART SCALE. Based on the existing information available, it would not appear to garnish sufficient SMART SCALE benefit points.
- The primary SMART SCALE benefit for the project came from the land use scoring factor, which resulted from the shared use path along Fontaine Avenue. The Commonwealth Transportation Board's decision to eliminate the land use scoring factor from the SMART SCALE scoring criteria could have significant impacts for the competitiveness of this project if submitted in future funding rounds. It is possible that recently adopted changes to the Economic Development measurements could provide some additional project benefits through SMART SCALE, but it is difficult to assess whether this is likely until there is data on this scoring process through the first round using the new methodology. Pulling the project and reapplying runs the risk that the project will not receive any funding in future rounds.

**Actions:** Staff is sharing this information for review and discussion purposes. Action on the desired direction will be requested at the MPO Policy Board meeting in February.

Attachment A



ATCS

Michael Baker  
INTERNATIONAL

## Fontaine Ave & US 29 Interchange

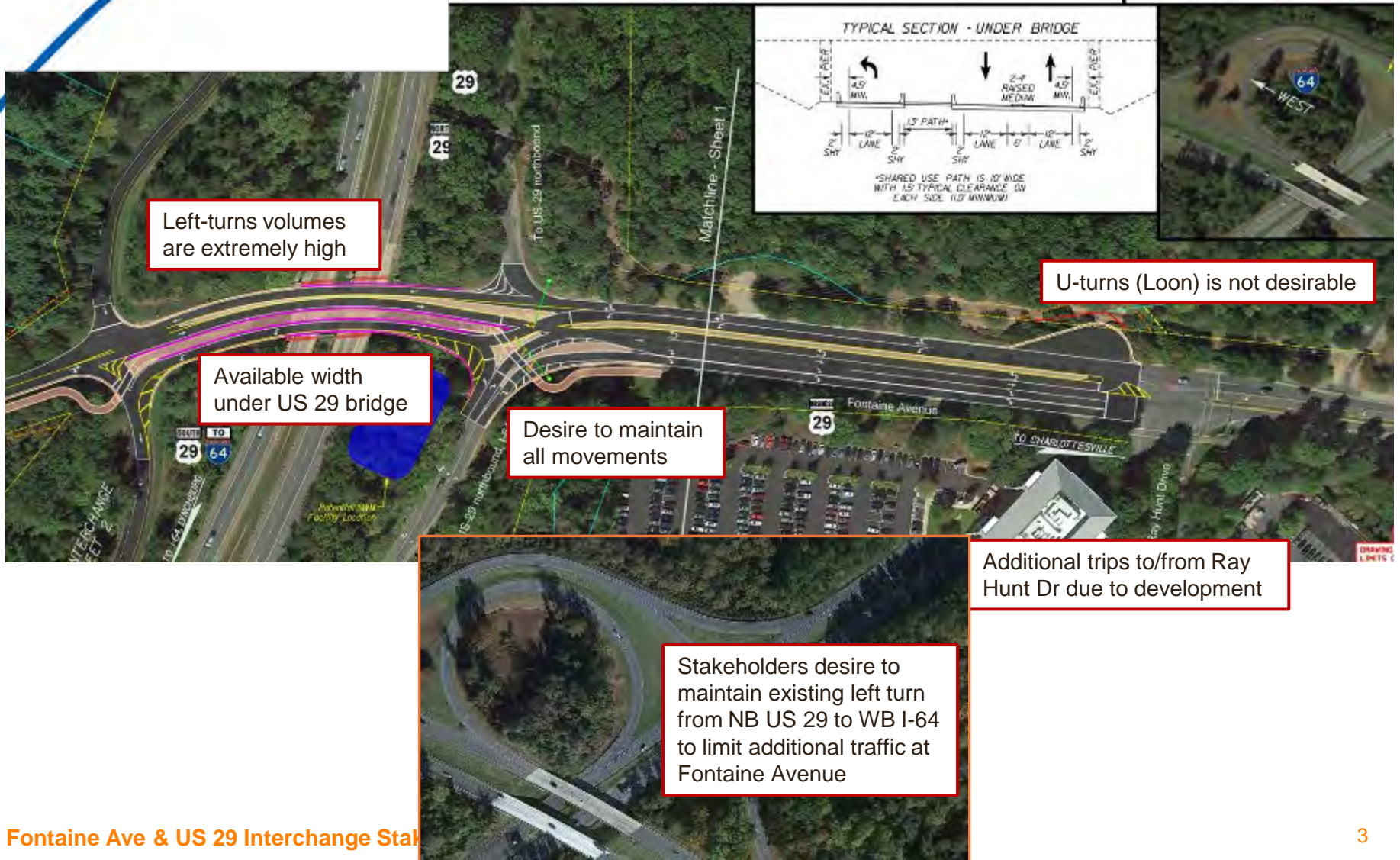
# Current Design



Removal of left turns from NB US 29 to WB I-64 - trips would be routed through Fontaine Interchange to SB US 29 to WB I-64



# Issues/Challenges with current Design



# Alternatives Development

## Interchange

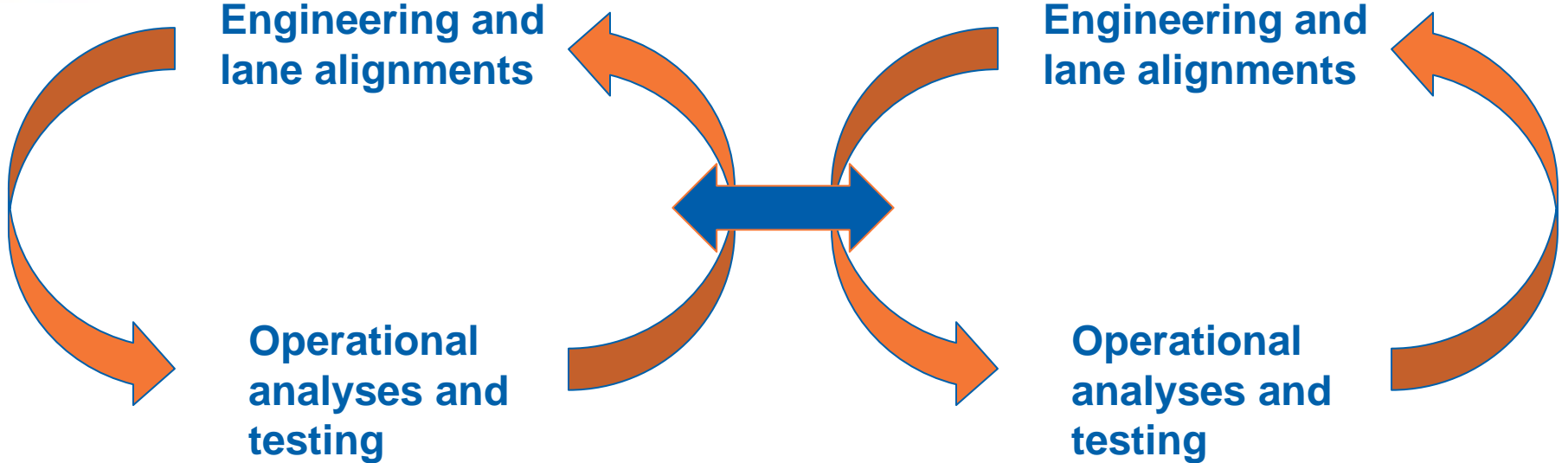
Engineering and  
lane alignments

Operational  
analyses and  
testing

## Ray Hunt Dr

Engineering and  
lane alignments

Operational  
analyses and  
testing



**\*Maintain similar cost of Smart Scale Project and keep shared use path**

# Alternatives Development

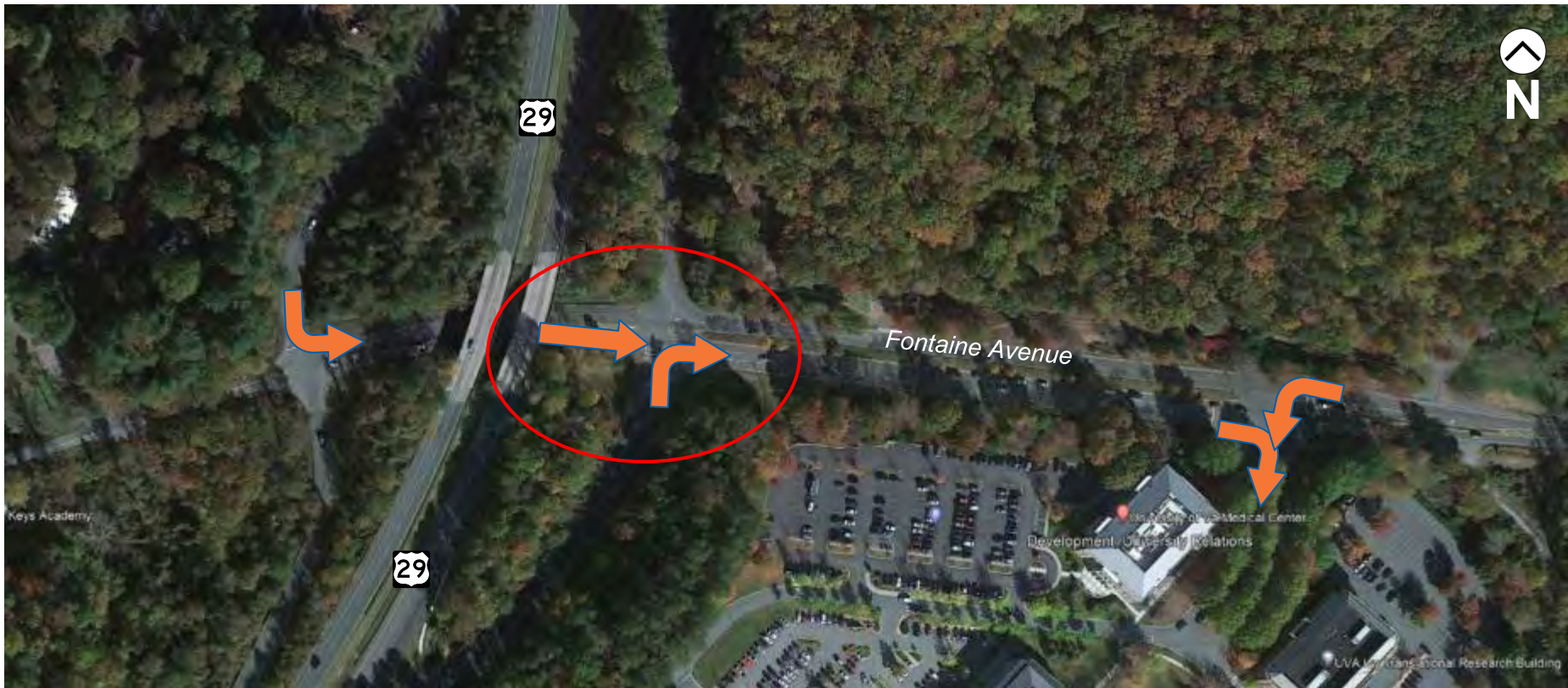
## Considered Alternatives

- **Roundabouts**      **Cost, Operations**
- **Diverging Diamond Interchange (DDI)**      **Cost**
- **Displaced Left Turn (DLT)**      **Currently under consideration**
- **Continuous Green-T (CGT)**      **Cost, Operations**
- **Conventional Intersections**      **Currently under consideration**

\*The list above includes previously considered alternatives



# Alternatives Development AM Critical Movements

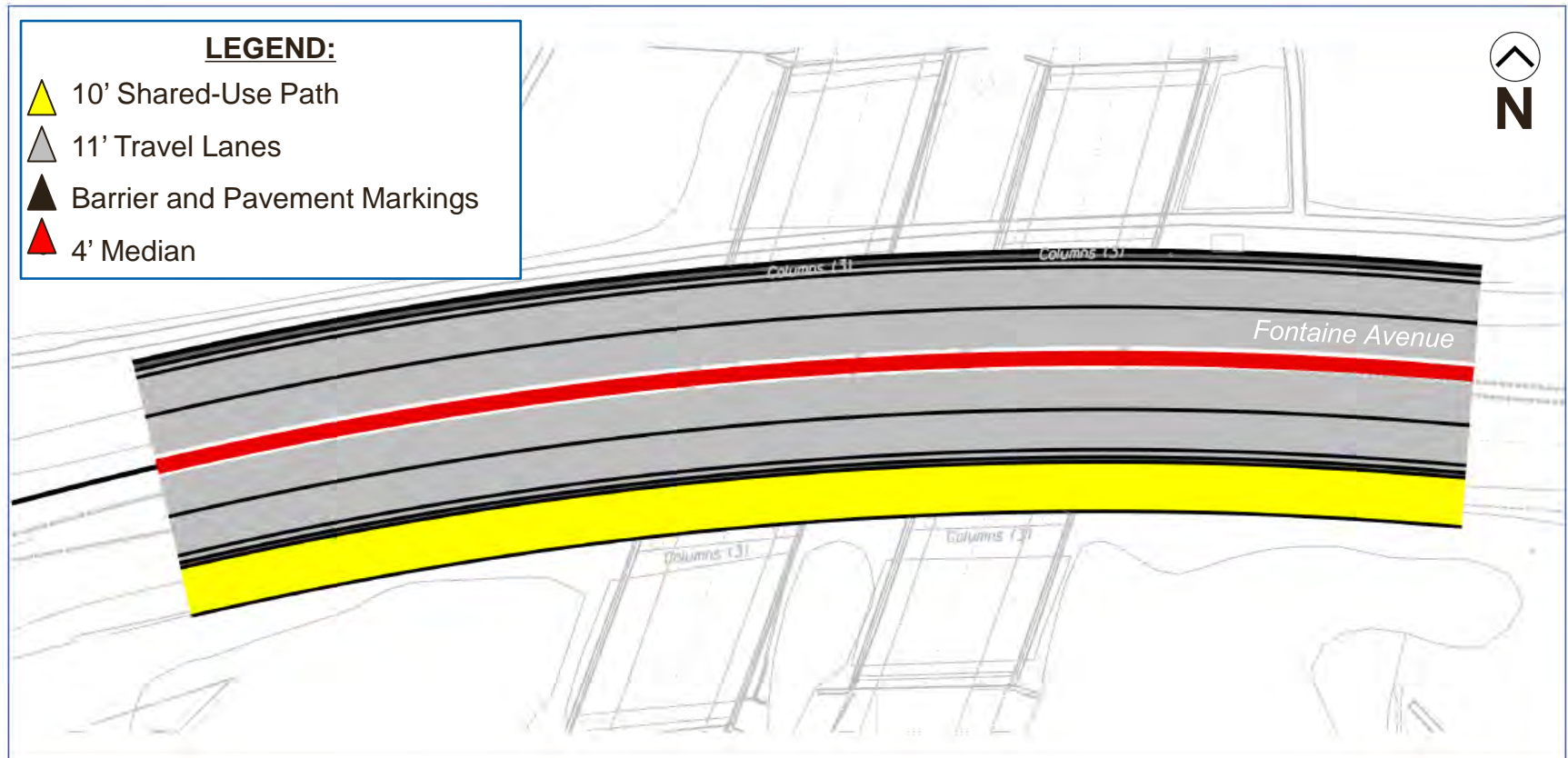


# Alternatives Development PM Critical Movements

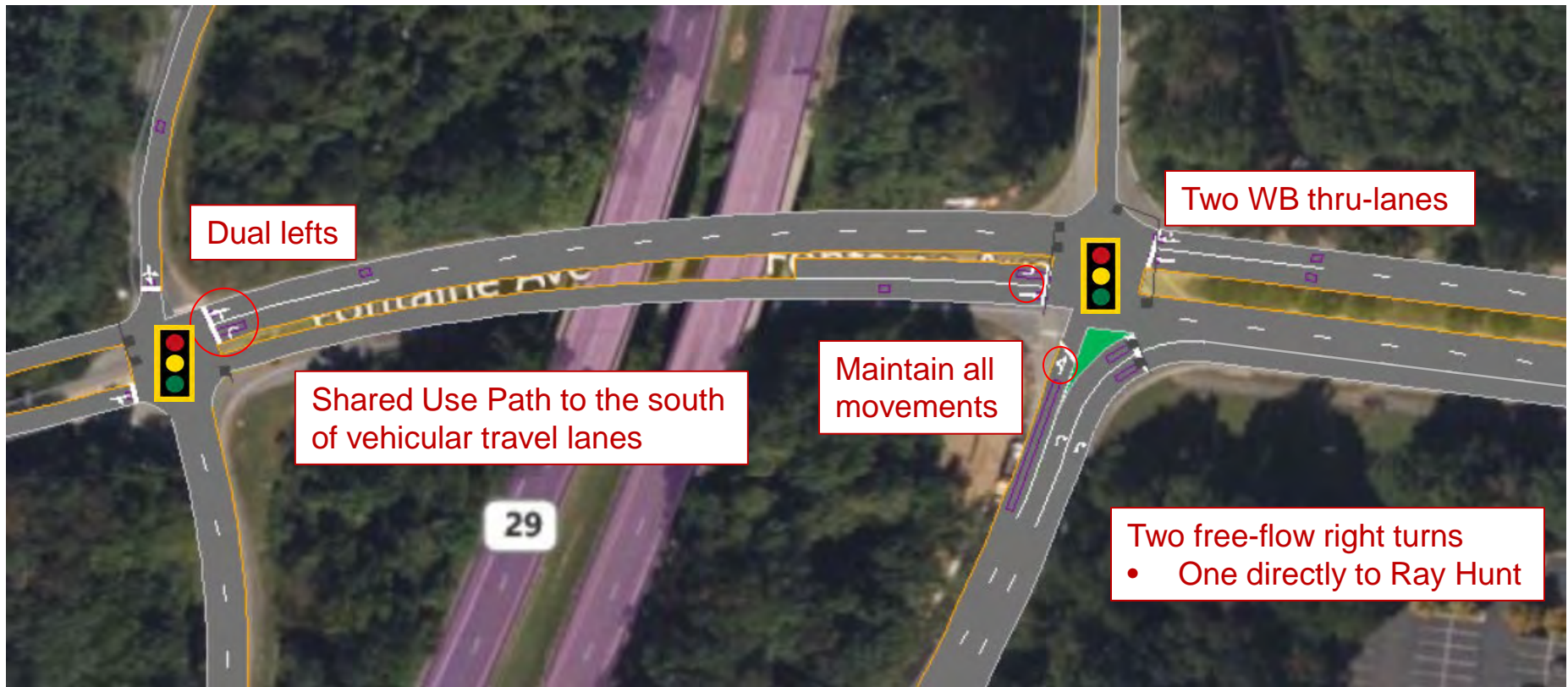




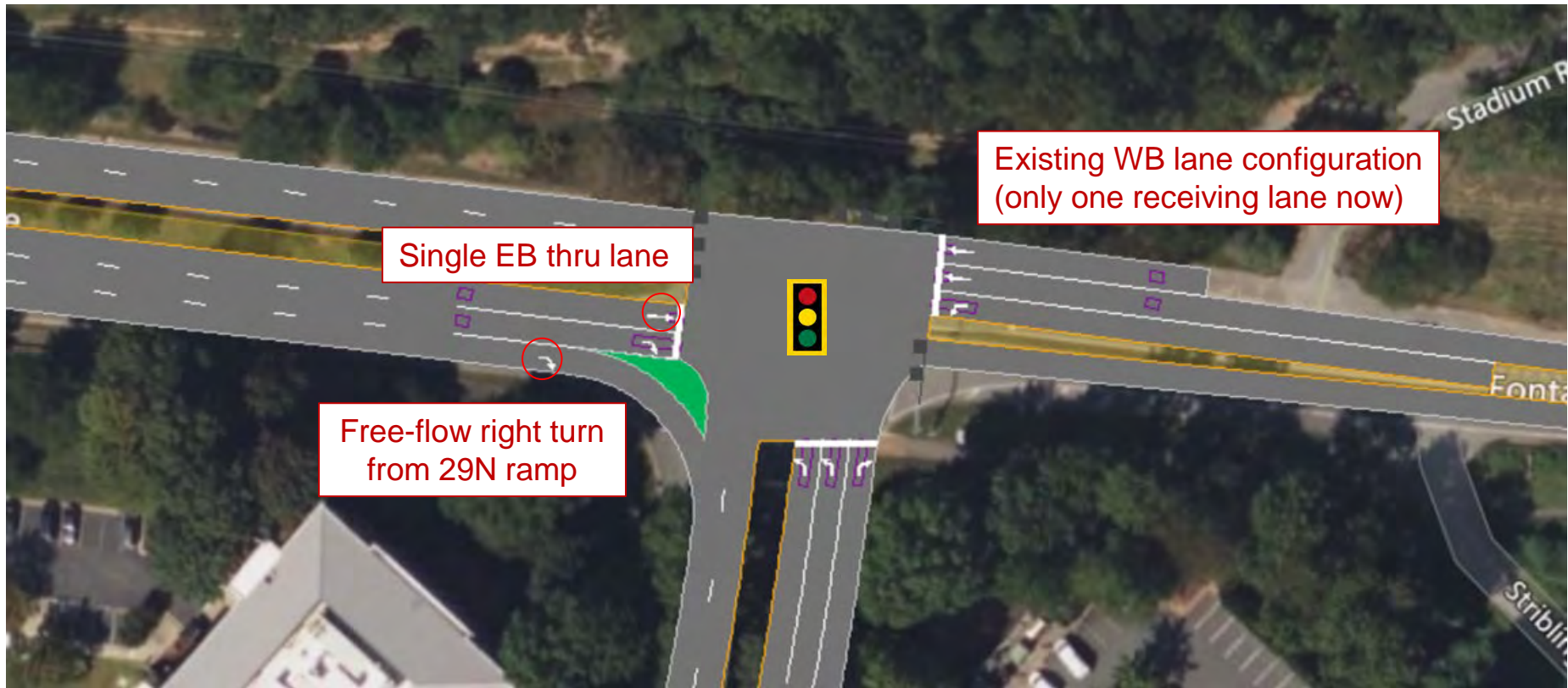
# Alternatives Development Under Bridge



# Alternatives Development Base Concept



# Alternatives Development Base Concept





# Alternatives Development

## Base Concept – 2045 Prelim AM Queues

(SimTraffic max queue) of (Available storage)



# Alternatives Development

## Base Concept – 2045 Prelim PM Queues

(SimTraffic max queue) of (Available storage)

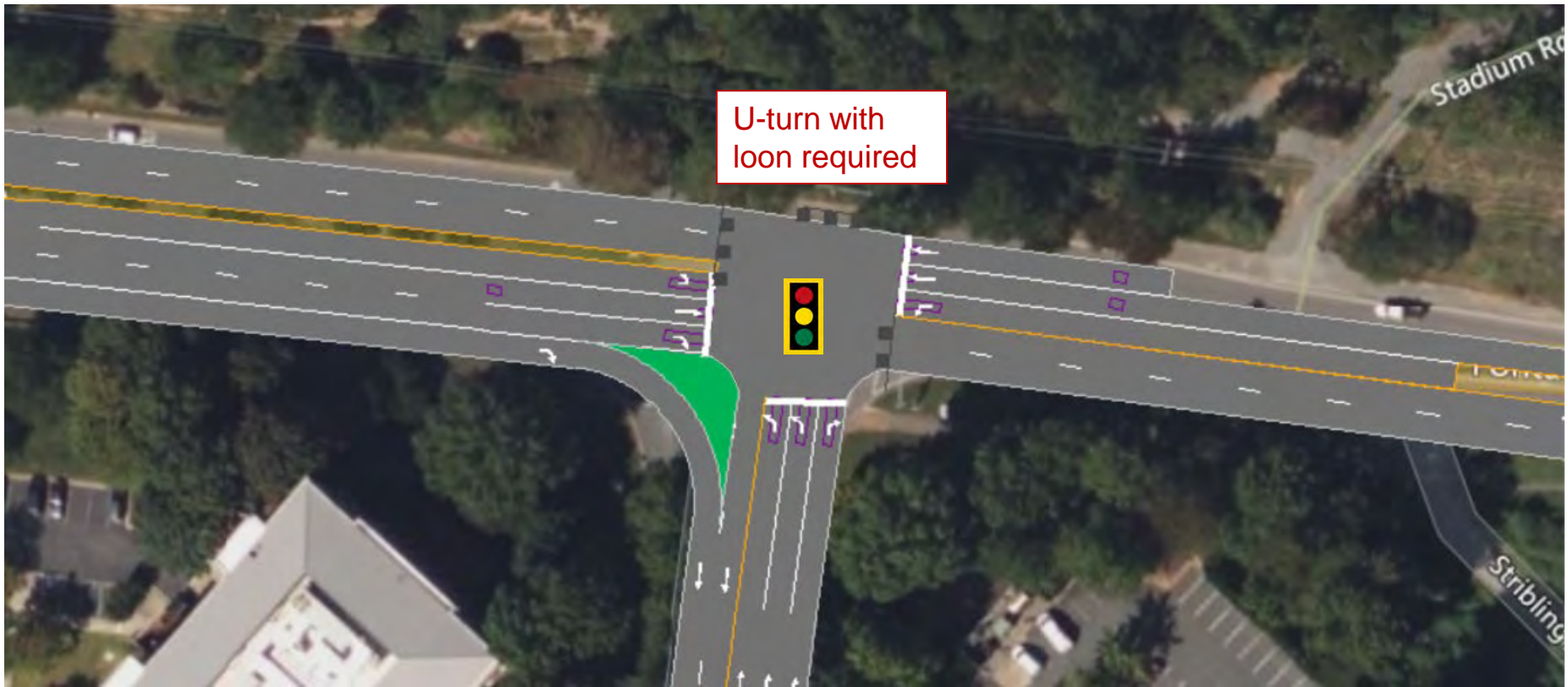








# Alternatives Development Upgrades to Base Concept



# Alternatives Development Upgraded Concept – 2045 AM Queues

(SimTraffic max queue) of (Available storage)





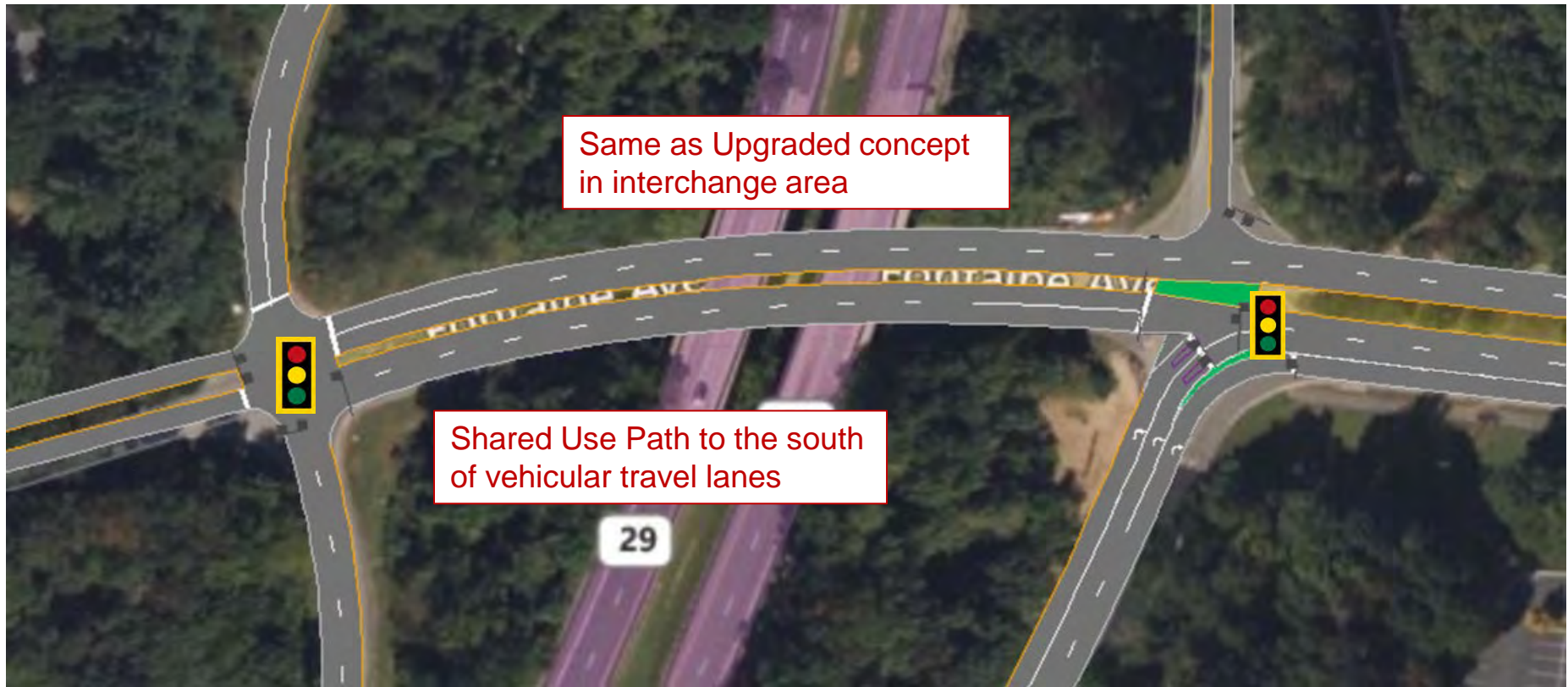
# Alternatives Development Upgraded Concept – 2045 PM Queues

(SimTraffic max queue) of (Available storage)





# Alternatives Development Ultimate Concept



# Alternatives Development Ultimate Concept





# Alternatives Development

## Max Queue Comparison – 2045 AM

\*Queue spills back to 29S  
 \*\*No WB Queue because movement is free-flow in this configuration  
 \*No WB Queue because this movement is free-flow in this configuration

- DLT
- Base Concept
- Upgraded Concept

NOTE: in all concepts, max queues EB on Fontaine Ave block the upstream intersection; however, the true back of these queues are reflected in max queues on the 29S off-ramp and Fontaine Ave Extended





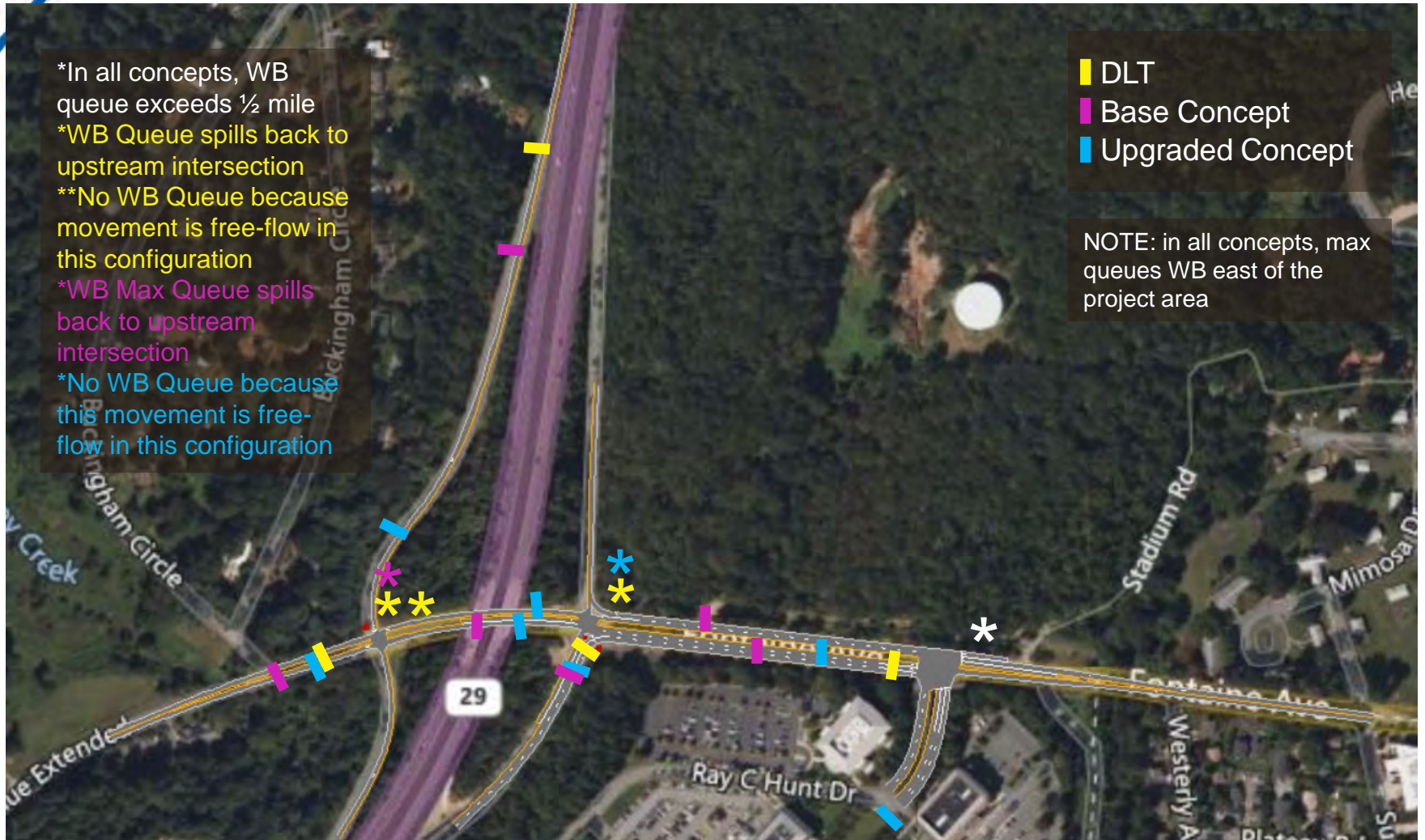
# Alternatives Development

## Max Queue Comparison – 2045 PM

\*In all concepts, WB queue exceeds ½ mile  
 \*WB Queue spills back to upstream intersection  
 \*\*No WB Queue because movement is free-flow in this configuration  
 \*WB Max Queue spills back to upstream intersection  
 \*No WB Queue because this movement is free-flow in this configuration

DLT  
 Base Concept  
 Upgraded Concept

NOTE: in all concepts, max queues WB east of the project area



# Alternatives Development

## Other Considerations

**UVA development Build-out year and Project Phasing**

**Smart Scale Fontaine Avenue Streetscape improvements  
(within City)**

**Potential Fontaine Widening west of City**

## **Attachment B**

### **Fontaine Interchange Improvement SMART SCALE Application Timeline**

**7/1/2020**

At this time, the standing concept was still the DDI. See email from CAMPO to Albemarle County staff with application information or their review.

**7/13/2020**

CAMPO staff was forwarded the concept sketch for the displaced left turn.

**7/20/2020**

CAMPO and Albemarle County staff met with VDOT to discuss the DLT concept.

**7/22/2020**

DLT concept was reviewed at the CAMPO Policy Board Meeting.

From the meeting minutes:

Mr. Boyles said the changes were made up to just a few hours prior to this meeting. He said he would like to have community engagement, perhaps virtually, sometime in August and then come back to the Board for a final resolution for that one project.

Ms. Mallek asked why there were changes to the project.

Mr. Lynch explained there was an effort to reduce the cost while salvaging the benefits of the project to give it more of a chance for funding. The movements through the intersection will be different. He noted that it would be worth waiting to see if it is feasible with the public's input and support.

**7/27/2020**

Email sent from CAMPO to the Policy Board letting them know that we scheduled a webinar to review the proposed changes to the DDI concept. The webinar was scheduled for August 3, 2020.

**7/31/2020**

Email sent showing difference in costs between the DDI concept and the Displaced Left Turn concept.

**8/3/2020**

Email from the City to Albemarle, CAMPO, and VDOT staff sent expressing concerns.

The City wishes to highlight its concern about the mix and volume of users being expected to use this unique, innovative concept.



This intersection serves local vehicle traffic that will become used to the design as well as occasional visitors who will probably not become accustomed to anticipating the correct lane/required movement - to the hospital/outpatient services/football games/the University/etc.

Pedestrians use the RTF trailhead directly off Fontaine as well commute along the roadway or take neighborhood walks – something rarely encountered soon after leaving the Interstate/Bypass/Limited Access facilities. The City is also making Fontaine more walkable and multimodal in its section through a current Streetscape project.

Now, with this design, we are anticipating adding Interstate movements to the existing ramps to eliminate safety concerns on 64 – which include a high volume of truck traffic.

Both the County and the University are also proposing additional developments within the area which will also increase the volume – so an improvement to these intersections are needed.

We note that a shared use path, concrete barriers, signals and signage are proposed to aid in separating movements/modes and communicating movements.

**We would propose enhanced pedestrian lighting, curb extensions/pedestrian refuges to aid in crossings, consideration of bicyclists and landscaping/green space/buffers be included when identifying the project limits – all elements used in the Fontaine Streetscape. Extending this project’s limits slightly to the City/County line would create a connection to the streetscape project, eliminating a “gap” between the 2 projects, while providing benefits both to the community and enhancing the application’s score within SmartScale with low cost implications.** 60% design plans for the Streetscape project can be found here:

[https://rkkllp-my.sharepoint.com/:b:/g/personal/asamberg\\_rkk\\_com/EWRdq0dzbrtGqYXPWW74y1gBEG35ZeE3GYxvOfT\\_xZBSrQ?e=y54c7c](https://rkkllp-my.sharepoint.com/:b:/g/personal/asamberg_rkk_com/EWRdq0dzbrtGqYXPWW74y1gBEG35ZeE3GYxvOfT_xZBSrQ?e=y54c7c)

Softer details designed at a human scale will help promote safer multimodal movements while giving cues to the motorists that they have left the interstate and to slow down as they are entering a City and neighborhood.

**8/19/2020**

Albemarle discussed the alternative concept at their Board meeting (after submission deadline)

**9/23/2020**

CAMPO Policy Board approved the resolution of support for the Fontaine Displace Left Turn

From the meeting minutes:

Mr. Proctor explained the updated concept sketch and changes to the County's Fontaine Avenue's Smart Scale application to the Policy Board and meeting participants.

Mr. Boyles said there was a question that came up at the CTB meeting last week. He said it is important to be clear in identifying the objective with a project like this. This one addresses congestion, safety, and west-bound turn movement onto I-64. He asked what the one overall benefit of the project was.

Mr. Proctor said the safety aspect is highest benefit.

Ms. Monteith said UVA had a team of people who took a look at the project approximately a month and a half ago and then gave it to the public for their comments. She read the comments from the public. She finished the comments by saying that the group felt the project needed a lot more scrutiny before moving forward.

Mr. Gallaway moved for the approval of the Smart Scale application for the Fontaine Avenue project as presented. Mr. Payne seconded the motion. The motion passed unanimously.

Mr. Gallaway noted that the Albemarle County Board of Supervisors preferred the previous design.

## Memorandum

**To:** MPO Policy Board  
**From:** Sandy Shackelford, Director of Planning and Transportation  
**Date:** January 9, 2024  
**Reference:** Amendments to the FY24-27 Transportation Improvement Program

**Purpose:** There are several amendments that need to be considered for action by the MPO Policy Board related to changes in transit funding allocations. Notably, all allocations for funding received by Jaunt are being removed from the document. Jaunt is not a direct recipient of federal transit funding, so their funding is documented by the state. Inclusion of Jaunt's funding in our document has been in error.

Other amendments are requested for Charlottesville Area Transit (CAT) as indicated in the blocks below:

Amendment #2:

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0003</b>	<b>Title: Replacement - Rolling Stock</b>				<b>Recipient :</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	898	1,242	517	329	1,144	FTA 5339	3,232	
State	2,180	3,016	1,255	800	2,779	State	7,850	
Local	128	177	74	47	164	Local	462	
Year Total	3,206	4,435	1,846	1,176	4,087	Year Total	11,544	
Description:	<b>Amendment #2:</b> The CA-MPO Policy Board approved amendments to the FY2024 amounts based on actual funding allocations for FY2024. Based on planned replacement schedule, funding will be reduced in FY2026.							

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0003</b>	<b>Title: Replacement - Rolling Stock</b>				<b>Recipient :</b>	<b>Charlottesville Area Transit</b>	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	898	1,059	517	577	-	FTA 5339	2,152	
State	2,180	2,571	1,256	1,401	-	State	5,227	
Local	128	151	74	82	-	Local	307	
Year Total	3,206	3,781	1,846	2,060	-	Year Total	7,687	
Description:								



Amendment #3:

New Table (new project, no old table):

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0021</b>	<b>Title: Capital Facilities Renovations</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	-	628	-	9,773	6,302	FTA 5339	16,703	
State	-	1,526	-	10,435	6,850	State	18,811	
Local	-	90	-	867	548	Local	1,505	
Year Total	-	2,244	-	21,075	13,700	Year Total	37,019	
Description:	Amendment #3: This funding will go towards two capital projects. The first is improvements to the Operations Annex to include two additional bays, bays for alternative fuel vehicles and other facility improvements. The second improvement is for the Administrative Offices to include renovations and the addition of training facilities. NEPA will be completed in FY2024 for both projects, and improvements will start in FY2026 once plans are reviewed and approved.							

Amendment #4:

New Table (new project, no old table):

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>TJPDC1</b>	<b>Title: Mobility Management</b>				<b>Recipient:</b>	<b>TJPDC</b>	
FTA 5310	-	95	-	-	-	FTA 5310	29	
State	-	19	-	-	-	State	-	
Local	-	5	-	-	-	Local	16	
Year Total	-	119	-	-	-	Year Total	45	
Description:	Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.							

Amendments #5-11:

Old tables (no new tables):

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0001</b>	<b>Title: Operating Assistance</b>		<b>Recipient:</b>		<b>JAUNT, Inc.</b>	
FTA 5307	957	952	962	971	981	FTA 5307	<b>3,866</b>
FTA 5311	2,455	2,641	2,667	2,694	2,721	FTA 5311	<b>10,724</b>
FTA 5307 ARPA	600	-	-	-	-	-	-
Mobility Mgr (Fed)	68	-	-	-	-	-	-
State	2,552	1,162	1,174	1,185	1,197	State	<b>4,718</b>
Local	4,632	6,276	6,527	6,788	7,060	Local	<b>26,651</b>
Revenues	590	396	297	309	321	Revenues	<b>1,323</b>
<b>Year Total:</b>	<b>11,854</b>	<b>11,427</b>	<b>11,627</b>	<b>11,948</b>	<b>12,280</b>	<b>Total Funds:</b>	<b>47,281</b>
Description:	Amendment #5: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0002</b>	<b>Title: Replacement Rolling Stock</b>		<b>Recipient:</b>		<b>JAUNT, Inc.</b>	
FTA 5311	1,576	956	914	923	960	FTA 5311	<b>3,754</b>
FTA 5339	-	-	-	-	-	FTA 5339	-
Flexible STP	-	-	-	-	-	Flexible STP	-
State	520	315	302	305	317	State	<b>1,238</b>
Local	1,154	700	669	676	703	Local	<b>2,748</b>
<b>Year Total:</b>	<b>3,250</b>	<b>1,971</b>	<b>1,885</b>	<b>1,904</b>	<b>1,980</b>	<b>Total Funds:</b>	<b>7,740</b>
Description:	Amendment #6: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0006</b>	<b>Title: ADP Hardware</b>		<b>Recipient:</b>		<b>JAUNT, Inc.</b>	
FTA 5311	139	99	115	43	38	FTA 5311	<b>295</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	46	33	38	14	12	State	<b>97</b>
Local	102	72	84	32	28	Local	<b>216</b>
<b>Year Total:</b>	<b>287</b>	<b>204</b>	<b>237</b>	<b>89</b>	<b>78</b>	<b>Total Funds:</b>	<b>608</b>
Description:	Amendment #7: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0009</b>	<b>Title: ADP Software</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	320	455	27	11	FTA 5311	<b>813</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	106	150	9	4	State	<b>268</b>
Local	-	234	333	20	8	Local	<b>595</b>
<b>Year Total:</b>	-	<b>660</b>	<b>938</b>	<b>55</b>	<b>23</b>	<b>Total Funds:</b>	<b>1,676</b>
Description:	Amendment #8: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

<b>TIP ID:</b>	<b>JNT0012</b>	<b>Title: Rehab Renovation Facility</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	59	59	60	12	FTA 5311	<b>189</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	19	20	20	4	State	<b>62</b>
Local	-	43	43	44	9	Local	<b>138</b>
<b>Year Total:</b>	-	<b>121</b>	<b>122</b>	<b>123</b>	<b>24</b>	<b>Total Funds:</b>	<b>390</b>
Description:	Various projects to improve the facility  Amendment #9: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0013</b>	<b>Title:Spare Parts/ACM Items</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	14	31	32	33	FTA 5311	<b>110</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	4	10	11	11	State	<b>36</b>
Local	-	10	22	23	24	Local	<b>80</b>
<b>Year Total:</b>	-	<b>28</b>	<b>63</b>	<b>66</b>	<b>69</b>	<b>Total Funds:</b>	<b>226</b>
Description:	Amendment #10: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0015</b>	<b>Title: Support Vehicles</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	15	41	44	-	FTA 5311	<b>99</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	5	14	14	-	State	<b>33</b>
Local	-	11	30	32	-	Local	<b>73</b>
<b>Year Total:</b>	-	<b>30</b>	<b>85</b>	<b>90</b>		<b>Total Funds</b>	<b>205</b>
Description:	Amendment #11: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						



**Action Item:** MPO staff recommends a motion to approve the FY24-27 TIP amendments as presented.

Once these TIP amendments are reviewed and approved by the MPO Policy Board, the FY24-27 TIP document will be updated with the modified tables.

IN WITNESS WHEREOF, the MPO Policy Board on January 24, 2024, approved the amendments proposed above.

**Signature:**

\_\_\_\_\_  
Chair  
Charlottesville-Albemarle  
Metropolitan Planning Organization

\_\_\_\_\_  
Executive Director  
Thomas Jefferson Planning District Commission/  
Charlottesville-Albemarle Metropolitan Planning Organization

WITNESS BY \_\_\_\_\_

If there are any questions, please contact Sandy Shackelford at [sshackelford@tjpd.org](mailto:sshackelford@tjpd.org).

### Memorandum

**To:** MPO Policy Board  
**From:** Sandy Shackelford, Director of Planning and Transportation  
**Date:** January 9, 2024  
**Reference:** Adjustments to the FY24-27 Transportation Improvement Program (TIP)

**Purpose:** The information contained here show administrative adjustments to the TIP. These adjustments do not require action by the Policy Board, but are being shared for informational purposes.

Adjustment #1:

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0001</b>	<b>Title: Operating Assistance</b>				<b>Recipient :</b>	<b>Charlottesville Area Transit</b>	
FTA 5307	2,867	4,463	4,210	4,514	3,043	FTA 5307	16,229	
FTA 5307 - Jaunt	957	-	-	-	-	Flexible STP	-	
FTA 5307 - ARP	1,586							
State	3,231	3,106	2,972	2,839	2,896	State	11,813	
Local	3,514	4,125	5,252	5,325	6,525	Local	21,227	
Revenues	107	110	113	115	585	Revenues	922	
Year Total	12,262	11,804	12,546	12,793	13,049	Year Total	50,191	
Description:	Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.							

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0001</b>	<b>Title: Operating Assistance</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5307	4,453	4,463	4,210	4,514	3,043	FTA 5307	16,229	
Flexible STP	-	-	-	-	-	Flexible STP	-	
State	3,231	3,106	2,972	2,839	2,896	State	11,813	
Local	3,514	4,125	5,252	5,325	6,525	Local	21,227	
Revenues	107	110	113	115	585	Revenues	922	
Year Total	11,305	11,804	12,546	12,793	13,049	Year Total	50,191	
Description:								

Adjustment #2:

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0002</b>	<b>Title: Expansion - Rolling Stock</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	519	672	984	800	-	FTA 5339	2,456	
State	1,262	1,632	2,389	1,942	-	State	5,963	
Local	74	96	140	114	-	Local	350	
Year Total	1,855	2,400	3,513	2,856	-	Year Total	8,769	
Description:	Adjustment #2: This block was modified to update the FY2024 amounts based on actual funding allocations and increase the amounts anticipated in FY26 based on agency funding requests.							

Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0002</b>	<b>Title: Expansion - Rolling Stock</b>				<b>Recipient :</b>	<b>Charlottesville Area Transit</b>	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	520	621	984	577	-	FTA 5339	2,182	
State	1,262	1,508	2,389	1,401	-	State	5,298	
Local	74	89	141	82	-	Local	311	
Year Total	1,855	2,218	3,513	2,060	-	Year Total	7,791	
Description:								

Adjustment #3:

New Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0009</b>	<b>Title: Purchase Support Vehicles</b>				<b>Recipient :</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	25	22	-	28	-	FTA 5339	50	
State	61	55	-	68	-	State	123	
Local	4	3	-	4	-	Local	7	
Year Total	90	80	-	100	-	Year Total	180	
Description:	Adjustment #3: This block was modified to update the FY2024 amounts based on actual funding allocations.							



Old Table:

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
TIP ID:	CAT0009	Title: Purchase Support Vehicles				Recipient :	Charlottesville Area Transit	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	25	14	-	28	-	FTA 5339	42	
State	61	34	-	68	-	State	102	
Local	4	2	-	4	-	Local	6	
Year Total	90	50	-	100	-	Year Total	150	
Description:								

**Action Item:** No action is needed. These TIP adjustments will be incorporated into the FY24-27 TIP and posted on the TJPDC website.

If there are any questions, please contact Sandy Shackelford at [sshackelford@tjpd.org](mailto:sshackelford@tjpd.org).



# Transportation Improvement Program (TIP)

Fiscal Year 2024 to 2027

Approved by the MPO Policy Board  
May 24, 2023  
Last Amended January 24, 2024

 *Thomas Jefferson*  
Planning District Commission  
Charlottesville/Albemarle MPO



  
Virginia Department of Transportation

  
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 05/24/ 2023

## Amendments

Amendment #	Date	Notes
1	August 2023	Rail. UPC: 124309/120532 Virginia State-Supported Amtrak Operations. Operational expenses for two trains.
2	January 2024	Transit. CAT0003 Replacement – Rolling Stock. Updated 2024 funding amounts based on actual allocations, reduced FY2026 funding amount based on planned replacement schedule, and added projected funding amounts for FY2027.
3	January 2024	Transit. CAT0021 Capital Facilities Renovations. New project added to TIP for capital improvements at the operations annex and for the administrative offices.
4	January 2024	TJPDC. TJPDC1 Mobility Management. New project added to TIP for the development and launch of a regional ride referral service for seniors and individuals with disabilities.
5	January 2024	Transit. JNT0001 Operating Assistance. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
6	January 2024	Transit. JNT0002 Replacement Rolling Stock. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
7	January 2024	Transit. JNT0006 ADP Hardware. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
8	January 2024	Transit. JNT0009 ADP Software. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
9	January 2024	Transit. JNT0012 Rehab Renovation Facility. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
10	January 2024	Transit. JNT0013 Spare Parts/ACM Items. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
11	January 2024	Transit. JNT0015 Support Vehicles. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.

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## Adjustments

Adjustment #	Date	Notes
1	January 2024	Transit. CAT0001 Operating Assistance. Block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.
2	January 2024	Transit. CAT0002 Expansion – Rolling Stock. This block was modified to update the FY2024 amounts based on actual funding allocations and increase the amounts anticipated in FY26 based on agency funding requests.
3	January 2024	Transit. CAT0009 Purchase Support Vehicles. This block was modified to update the FY2024 amounts based on actual funding allocations.

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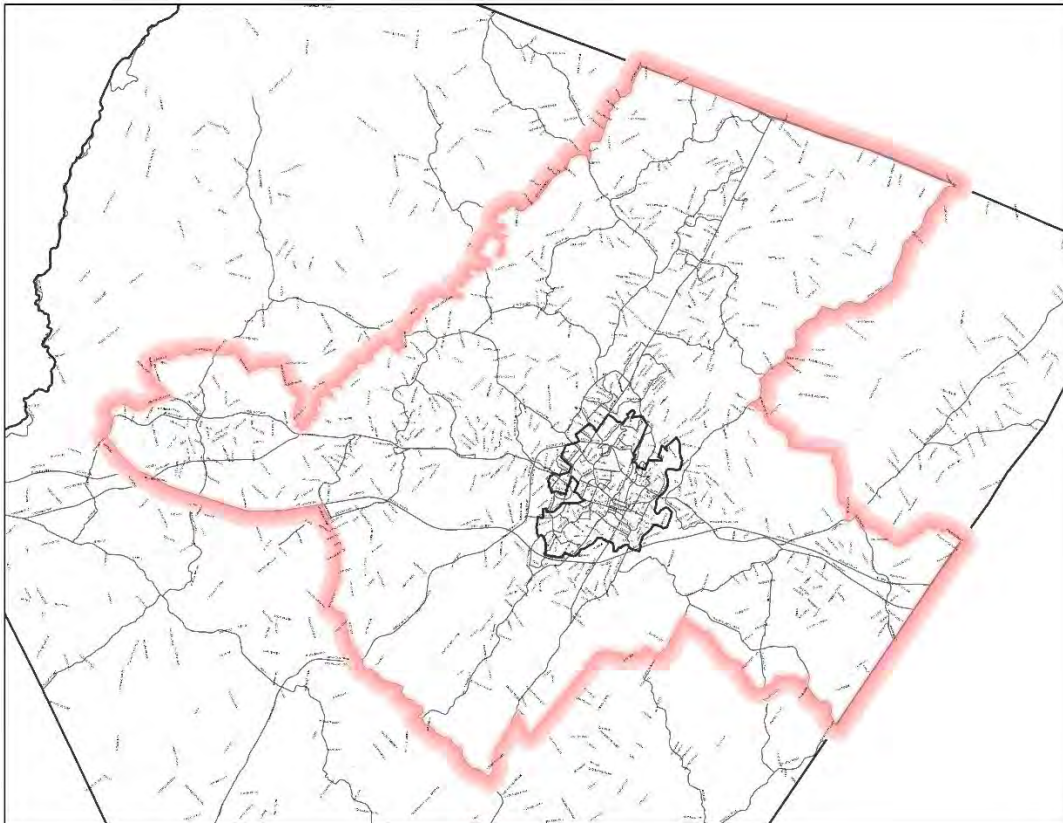


## **Purpose of this Document**

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 2024 through 2027. It also demonstrates how these projects comply with federal planning regulations. The TIP is a product of the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) in compliance with federal requirements.

## **Introduction to the Charlottesville/Albemarle Metropolitan Planning Organization (MPO)**

The Charlottesville-Albemarle Metropolitan Planning Organization is the forum for continued, cooperative and comprehensive transportation decision-making among Charlottesville, Albemarle, state, and federal officials. Federal law (23 CFR Part 450) requires urbanized areas in the United States with populations greater than 50,000 persons to establish an MPO to coordinate transportation planning. The boundary of the Charlottesville-Albemarle MPO includes the City of Charlottesville and the adjacent urbanized areas of Albemarle County (the rural areas of Albemarle County are outside the MPO boundary, as is illustrated on the map below).



The MPO considers long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions to transportation related challenges.

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

The Charlottesville-Albemarle MPO is governed by the MPO Policy Board and staffed by the Thomas Jefferson Planning District Commission (TJPDC). MPO Policy Board membership consists of 13 representatives from the following organizations:

- |   |   |
|---|---|
| <b>Voting Member Organizations (5)</b>    | (2) Albemarle County Board of Supervisors<br>(2) Charlottesville City Council<br>(1) Va. Dept. of Transportation (VDOT)   |
| <b>Nonvoting Member Organizations (8)</b> | Charlottesville Area Transit (CAT)<br>Citizens Transportation Advisory Committee (CTAC)<br>Federal Transit Administration (FTA)<br>Federal Highway Administration (FHWA)<br>Jaunt<br>Thomas Jefferson Planning District Commission (TJPDC)<br>UVA Office of the Architect<br>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).

The MPO Technical Committee includes representatives from the following organizations:

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• City of Charlottesville</li><li>• Albemarle County</li><li>• University of Virginia</li><li>• Virginia Department of Transportation (VDOT)</li><li>• Department of Rail and Public Transportation (VRPT)</li></ul> | <ul style="list-style-type: none"><li>• Charlottesville Area Transit</li><li>• Jaunt</li><li>• Federal Transit Administration (FTA)</li><li>• Federal Highway Administration (FHWA)</li><li>• Federal Aviation Administration (FAA)</li></ul> |
|--|---|

The Citizens Transportation Advisory Committee (CTAC) includes 13 citizen representatives. Albemarle County and the City of Charlottesville each appoint five members, and the MPO Policy Board appoints three members.

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

### **What is a 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 FY2024-2027 TIP begins on October 1, 2022 and is applicable until September 30, 2026. 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 the 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 the 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.

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. As required under federal regulations, the long range transportation plan 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 multi-modal networks with better connections within and between neighborhoods.
- Re-engineered intersection and corridor design to improve operational efficiency and safety.
- Fast, frequent, dependable transit service with seamless connections throughout the region.
- 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 roadway networks; 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 multi-modal network will help relieve traffic congestion along heavily used corridors, and reduce congestion at major bottlenecks and intersections. These systems 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. 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 the Six Year Improvement Program (SYIP), please visit [https://www.virginiadot.org/projects/syip/virginia's\\_transportation\\_funding.asp](https://www.virginiadot.org/projects/syip/virginia's_transportation_funding.asp).

## **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 adjusted performance measures and targets.

## VDOT 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. In Fiscal Year 2021, the performance measures were updated by CA-MPO to match the state’s performance measures as illustrated in Table 2.

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 2022 and adopted regionally-specific targets in 2023 as shown in the tables listed below. The MPO will assess and update these targets annually.

**Table 1: 2022 SHSP Safety Performance Objectives**

<b>Performance Measure</b>	<b>Five-year average annual reduction</b>
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	0.939
Number of Serious Injuries	127
Rate Serious Injury Million Miles Vehicle Miles Traveled	13.295
Number of Non-Motorized Fatalities & Serious Injuries	14



**Table 2: 2023 SHSP Safety Performance Objectives**

<b>Performance Measure</b>	<b>Five-year average annual reduction</b>
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	0.76
Number of Serious Injuries	108
Rate Serious Injury Million Miles Vehicle Miles Traveled	9.204
Number of Non-Motorized Fatalities & Serious Injuries	13

**2. Pavement and Bridge Condition (PM2)**

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 and the predicted trends for the MPO area and adopted the state targets for Fiscal Year 2023 (table 4).

**Table 4: PM2 Targets for MPO and Virginia in 2023**

<b>Performance Measure</b>	<b>Scope</b>	<b>MPO 2021 Baseline</b>	<b>Adopted 4-Year Target</b>
% Pavement in Good Condition	Interstate	73.50%	45%
% Pavement in Poor Condition	Interstate	0%	3%
% Pavement in Good Condition	NHS (non Interstate)	28.70%	25%
% Pavement in Poor Condition	NHS (non Interstate)	0.10%	5%
% of Bridge Deck Area in Good Condition	NHS (All)	10.80%	25.1%
% of Bridge Deck Area in Poor Condition	NHS (All)	7.80%	3.6%

**3. System Performance (PM3)**

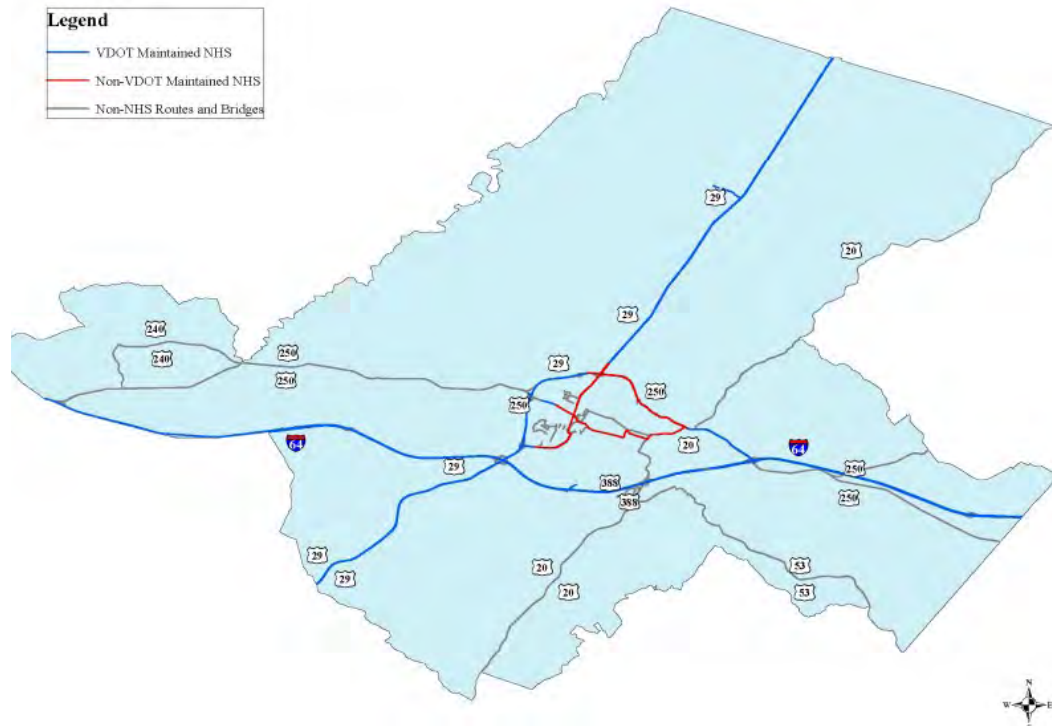
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability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

The MPO has reviewed the state targets and the predicted trends for the MPO area and adopted the state targets for Fiscal Year 2021 (table 5).

**Table 5: Proposed PM3 Targets for MPO and Virginia**

Performance Measure	Scope	MPO 2021 Baseline	Adopted 4-year Targets
% Person-miles traveled that are reliable	Interstate	100%	85%
% Person-miles traveled that are reliable	NHS (Non Interstate)	90.70%	88.00%
Truck travel time reliability index	NHS (All)	1.15	1.64

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



## DRPT Adopted Measures

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and sub-recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that, establish processes and procedures to support the implementation of Safety Management Systems (SMS). Agencies are required to fulfill this requirement through an individual or group plan. The PTASP 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 **Tier II** The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group PTASP Plan.

The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) programs federal transportation funds for Charlottesville Area Transit (CAT) and Jaunt. Charlottesville Area Transit and Jaunt are both Tier II agencies participating in the DRPT sponsored group PTASP Plan.

The CA-MPO has adopted the Tier II PTASP into its TIP by reference and integrated the goals measures and targets described in the 2022 Commonwealth of Virginia Tier II Group Transit Asset Management Plan, October 1, 2022 into the MPO's planning and programming process. Specific targets for the Tier II Group PTASP Plan are displayed in the tables below. CAT contracts with Jaunt to provide paratransit service for its fixed routes. Table 6 contains CAT's fixed route service and the paratransit numbers are for Jaunt's paratransit service provided to CAT. Table 7 is for fixed route commuter service provided by Jaunt like the Buckingham route and the 29 express.

**Table 6: Charlottesville Area Transit PTASP Performance Targets by Mode:**

<b>Performance Measures</b>	<b>Targets by Mode</b>	
	<b>Fixed Route</b>	<b>Paratransit/ Demand Response</b>
<b>Fatalities (total number of reportable fatalities per year)</b>	0	0
<b>Fatalities (rate per total vehicle revenue miles by mode)</b>	0	0
<b>Injuries (total number of reportable injuries per year)</b>	5	0
<b>Injuries (rate per total vehicle revenue miles by mode)</b>	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
<b>Safety events (total number of safety events per year)</b>	10	1
<b>Safety events (rate per total vehicle revenue miles by mode)</b>	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
<b>Distance between Major Failures</b>	10,000 miles	10,000 miles
<b>Distance between Minor Failures</b>	3,200 miles	3,200 miles



**Table 7: Jaunt PTASP Performance Targets by Mode:**

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Demand Response
<b>Fatalities (total number of reportable fatalities per year)</b>	0	0
<b>Fatalities (rate per total vehicle revenue miles by mode)</b>	0	0
<b>Injuries (total number of reportable injuries per year)</b>	9	0
<b>Injuries (rate per total vehicle revenue miles by mode)</b>	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
<b>Safety events (total number of safety events per year)</b>	17	0
<b>Safety events (rate per total vehicle revenue miles by mode)</b>	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
<b>Distance between Major Failures</b>	10,000 miles	10,000 miles
<b>Distance between Minor Failures</b>	3,200 miles	3,200 miles

Additional information and guidance on the Public Transportation Agency Safety Plan (PTASP) is available on FTAs Public Transportation Safety Plan webpage: <https://www.transit.dot.gov/PTASP> and in the PTASP final rule factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/safety/public-transportation-agency-safety-program/117281/ptasp-fact-sheet-02-06-2019.pdf>.

### **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.

## L RTP 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 L RTP 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.tjpc.org/process-documents/lrtp/">http://campo.tjpc.org/process-documents/lrtp/</a>
2	Albemarle County Places29 Master Planning Process	<a href="http://www.albemarle.org/department.asp?department=cdd&amp;relpage=3735">http://www.albemarle.org/department.asp?department=cdd&amp;relpage=3735</a>
3	29H250 Phase II Report	<a href="http://campo.tjpc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/">http://campo.tjpc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/</a>
4	Eastern Planning Initiative	<a href="http://campo.tjpc.org/eastern-planning-initiative/">http://campo.tjpc.org/eastern-planning-initiative/</a>
5	Hillsdale Drive	<a href="http://www.hillsdaledrive.org/">http://www.hillsdaledrive.org/</a>
6	TJPC Transportation	<a href="http://tjpc.org/transportation-planning/">http://tjpc.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).

## 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.

<b>1</b>	UPC NO	77273	<b>2</b>	SCOPE	BRIDGE REPLACEMENT	<b>5</b>	OVERSIGHT	NFO	<b>7</b>	ADMIN BY	VDOT	<b>10</b>
<b>3</b>	SYSTEM	Secondary	<b>4</b>	JURISDICTION	Albemarle County							
<b>6</b>	PROJECT	RTE 743 - BRIDGE & APPROACHES OVER NORTH FORK RIVANNA										
<b>8</b>	DESCRIPTION	FROM: 0.11 MI. W Int. Rte. 641 TO: Int. Rte. 641 (0.1100 MI)										
<b>9</b>	ROUTE/STREET	0743				TOTAL COST		\$4,017,516				
	FUND SOURCE	MATCH		FY09	FY10	FY11	FY12					
				\$0	\$0	\$0	\$0					
<b>11</b>			<b>12</b>					<b>13</b>				

## Glossary of Terms

	Term	Definition
<b>1</b>	<b>Universal Project Code (UPC) Number</b>	Number assigned to each project at its conception, remaining with the project until completion.
<b>2</b>	<b>Scope</b>	Includes notes about the work to be covered by the project.
<b>3</b>	<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.
<b>4</b>	<b>Jurisdiction</b>	The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.
<b>5</b>	<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.

	<b>Term</b>	<b>Definition</b>																										
6	<b>Project/Project Phase</b>	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	<b>Admin By</b>	Entity responsible for the project																										
8	<b>Description</b>	Limits of the project																										
9	<b>Route/Street</b>	Local street name																										
10	<b>Total Cost</b>	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	<b>Fund Source</b> <i>All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</i>	<p>FHWA funding sources are described below:</p> <table border="1"> <tbody> <tr> <td><b>APD</b> Appalachian Development</td> <td><b>HPD</b> TEA-21 Priority</td> </tr> <tr> <td><b>APL</b> Appalachian Local Access</td> <td><b>I</b> Interstate</td> </tr> <tr> <td><b>BH</b> Bridge Rehabilitation</td> <td><b>IM</b> Interstate Maintenance</td> </tr> <tr> <td><b>BOND</b> Bonds/Interest</td> <td><b>NHS</b> National Highway System</td> </tr> <tr> <td><b>BR</b> Bridge Replacement</td> <td><b>OC</b> Open Container</td> </tr> <tr> <td><b>CMAQ</b> Congestion Mitigation &amp; Air Quality</td> <td><b>OT</b> Off the Top</td> </tr> <tr> <td><b>DEMO</b> Federal Demonstration</td> <td><b>RO</b> Repeat Offender</td> </tr> <tr> <td><b>DT</b> Dulles Toll Facilities</td> <td><b>RPT</b> Richmond-Petersburg Turnp Tolls</td> </tr> <tr> <td><b>EN</b> Enhancement</td> <td><b>RS</b> Rail Safety (100% Federal)</td> </tr> <tr> <td><b>FH</b> Forest Highway</td> <td><b>RSTP</b> Regional Surface Transportation Program</td> </tr> <tr> <td><b>FRAN</b> Federal Reimbursement Anticipation Notes</td> <td><b>S</b> State</td> </tr> <tr> <td><b>FTA</b> Federal Transit Authority Grant</td> <td><b>STP</b> Surface Transportation</td> </tr> <tr> <td><b>HES</b> Hazard Elimination Safety (Sec. 152)</td> <td><b>TFRA</b> Toll Facilities Revolving Doc</td> </tr> </tbody> </table>	<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
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12	<b>Match</b>	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	<b>Current and Future Obligations</b>	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 an 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 2024-2027)**

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		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	\$0	\$0	\$901,970	\$901,970	\$0	\$0	\$0	\$0	\$901,970	\$901,970
DEMO	\$0	\$0	\$7,368	\$7,368	\$0	\$0	\$0	\$0	\$7,368	\$7,368
HSIP	\$299,403	\$299,403	\$3,613,900	\$3,613,900	\$0	\$0	\$0	\$0	\$3,913,303	\$3,913,303
NHPP/E	\$0	\$0	\$644,319	\$644,319	\$2,158,332	\$2,158,332	\$0	\$0	\$2,822,651	\$2,822,651
NHS/NHPP	\$3,655,109	\$3,655,109	\$14,212,498	\$14,212,498	\$849,980	\$849,980	\$0	\$0	\$18,717,587	\$18,717,587
STP/STBG	\$1,985,902	\$1,985,902	\$8,882,013	\$8,882,013	\$4,109,922	\$4,109,922	\$0	\$0	\$14,977,837	\$14,977,837
<b>Subtotal -- Federal</b>	<b>\$5,940,414</b>	<b>\$5,940,414</b>	<b>\$28,282,068</b>	<b>\$28,282,068</b>	<b>\$7,118,234</b>	<b>\$7,118,234</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,340,716</b>	<b>\$41,340,716</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	\$7,730,306	\$7,730,306	\$5,908,389	\$5,908,389	\$1,779,557	\$1,779,557	\$0	\$0	\$8,184,408	\$8,184,408
<b>Subtotal -- Other</b>	<b>\$13,891,210</b>	<b>\$13,891,210</b>	<b>\$5,908,389</b>	<b>\$5,908,389</b>	<b>\$1,779,557</b>	<b>\$1,779,557</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,345,312</b>	<b>\$14,345,312</b>
<b>Total</b>	<b>\$19,831,624</b>	<b>\$19,831,624</b>	<b>\$34,190,457</b>	<b>\$25,668,661</b>	<b>\$2,474,217</b>	<b>\$8,897,791</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,420,380</b>	<b>\$27,420,380</b>

<b>Federal - ACC (1)</b>										
HSIP	\$139,196	\$139,196	\$0	\$0	\$0	\$0	\$0	\$0	\$139,196	\$139,196
NHPP/E	\$0	\$0	\$0	\$0	\$1,003,424	\$1,003,424	\$0	\$0	\$1,003,424	\$1,003,424
NHS/NHPP	\$0	\$0	\$380,421	\$380,421	\$1,046,362	\$1,046,362	\$316,432	\$316,432	\$1,743,215	\$1,743,215
STP/STBG	\$0	\$0	\$200,000	\$200,000	\$1,136,683	\$1,136,683	\$0	\$0	\$1,336,683	\$1,336,683
TAP	\$67,074	\$67,074	\$0	\$0	\$0	\$0	\$0	\$0	\$67,074	\$67,074
<b>Subtotal -- Federal - ACC (1)</b>	<b>\$206,270</b>	<b>\$206,270</b>	<b>\$580,421</b>	<b>\$580,421</b>	<b>\$3,186,469</b>	<b>\$3,186,469</b>	<b>\$316,432</b>	<b>\$316,432</b>	<b>\$4,289,592</b>	<b>\$4,289,592</b>

<b>Statewide and/or Multiple MPO – Federal (3)</b>										
NHS/NHPP	\$1,031,697	\$1,031,697	\$0	\$0	\$0	\$0	\$0	\$0	\$1,031,697	\$1,031,697
<b>Subtotal -- Federal - ACC (3)</b>	<b>\$1,031,697</b>	<b>\$1,031,697</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,031,697</b>	<b>\$1,031,697</b>

<b>Maintenance - Federal (4)</b>										
NHFP	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503	\$7,510,012	\$7,510,012
NHS/NHPP	\$5,678,620	\$5,678,620	\$1,380,499	\$1,380,499	\$528,620	\$528,620	\$528,620	\$528,620	\$8,116,359	\$8,116,359
STP/STBG	\$14,706,804	\$14,706,804	\$14,766,739	\$14,766,739	\$14,827,694	\$14,827,694	\$14,889,684	\$14,889,684	\$59,190,921	\$59,190,921

<b>Subtotal -- Maintenance - Federal (4)</b>	<b>\$22,262,927</b>	<b>\$22,262,927</b>	<b>\$18,024,741</b>	<b>\$18,024,741</b>	<b>\$17,233,817</b>	<b>\$17,233,817</b>	<b>\$17,295,807</b>	<b>\$17,295,807</b>	<b>\$74,817,292</b>	<b>\$74,817,292</b>
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- (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	115869	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT				ADMIN BY	VDOT	
DESCRIPTION	#ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS					
PROGRAM NOTE	PE Plan Obligation \$913,491					
ROUTE/STREET	9999			TOTAL COST	\$2,000,000	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC	\$0	\$1,086,509	\$0	\$0	\$0
PE	Federal – NHS/NHPP	\$0	\$913,491	\$0	\$0	\$0
MPO Notes	Previous \$1,950,000					

## Primary Projects

UPC NO	77383	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	RTE 29 – WIDENING & CORRIDOR IMPROVEMENTS			ADMIN BY	VDOT	
DESCRIPTION	FROM: Route 643 (Polo Grounds Road) TO: Route 1719 (Town Center Drive) (1.8300 MI)					
PROGRAM NOTE	Linked with UPC 106136 & 106137					
ROUTE/STREET	0029			TOTAL COST	\$50,235,940	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – NHS/NHPP	\$0	(\$304,685)	\$0	\$0	\$0
RW	Federal – NHS/NHPP	\$0	(\$4,612,073)	\$0	\$0	\$0
CN AC	Federal = AC Other	\$0	\$9,758,749	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

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	LINKED WITH UPC 77383 & 106137					
ROUTE/STREET	SEMINOLE TRAIL (0029)			TOTAL COST	\$66,463,579	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal – AC OTHER	\$0	\$5,901,475	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$4,829,920	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

## Secondary Projects

UPC NO	111779	SCOPE	Bridge Replacement without Added Capacity			
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	Rte. 702 – Bridge Replacement Str. 6401			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.04 MI. W. MOREY CREEK TO: 0.04 MI. E. MOREY CREEK (0.0800 MI)					
PROGRAM NOTE						

ROUTE/STREET	FONTAINE AVE EXT (0702)				TOTAL COST	\$3,499,960
FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	
	\$0	\$0	\$0	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

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	LINKED WITH UPC 77383 & 106136					
ROUTE/STREET	BERKMAR DRIVE EXTENDED (1403)			TOTAL COST	\$46,211,254	
FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	
	\$0	\$0	\$0	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

## 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 \$1,552,308 GARVEE Debt Service Interest Prev, \$382,163 GARVEE Debt Service Interest FFY24, \$380,421 GARVEE Debt Service Interest FFY25, \$349,178 GARVEE Debt Service Interest FFY26, \$316,432 GARVEE Debt Service Interest FFY27, \$1,378,067 GARVEE Debt Service Interest FFY28-38. Total GARVEE Debt Service Interest \$4,358,569. Corresponding CN UPC 109551					
ROUTE/STREET	0000			TOTAL COST	\$8,138,624	
FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	
PE	Federal – AC CONVERSION	\$0	\$0	\$380,421	\$349,178	\$316,432
	Federal – NHS/NHPP	\$0	\$382,163	\$0	\$0	\$0
PE	TOTAL	\$0	\$382,163	\$380,421	\$349,178	\$316,432
PE AC	Federal - AC	\$0	\$2,424,098	\$0	\$0	\$0
MPO Notes	Smart Scale project					

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	\$38,078,180	
FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	
PE	Federal-STP/STBP	\$44,502	\$178,006	\$0	\$0	\$0
RW	Federal-STP/STBG	\$0	(\$249,678)	\$0	\$0	\$0
CN	Federal – NHS/NHPP	\$0	\$4,280,739	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$0	\$2,656,780	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN TOTAL		\$6,160,904	\$10,441,643	\$2,656,780	\$0	\$0



CN AC	Federal – AC Other	\$0	\$13,745,208	\$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						
ROUTE/STREET	HILLSDALE DRIVE (U000)			TOTAL COST	\$27,081,640	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal – AC OTHER	\$0	\$548,132	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$13,605,896	\$0	\$0	\$0
MPO Notes	Rt 29 Solutions project. Finished, waiting financial close out. Added new road, realigned to tie into Hydraulic Rd.					

## Project Groupings

GROUPING	Construction: Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET					TOTAL COST	\$9,624,826
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal – AC OTHER	\$0	\$180,000	\$0	\$0	\$0
CN	Federal – BR	\$225,493	\$0	\$901,970	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$0	\$3,138,620	\$1,329,631	\$0
MPO Notes						

GROUPING	Construction: Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	\$243,333,199
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – NHS/NHPP	\$359,838	\$1,439,351	\$0	\$0	\$0
	Federal – STP/STBG	\$188,821	\$0	\$558,344	\$196,940	\$0
PE TOTAL		\$548,659	\$1,439,351	\$558,344	\$196,940	\$0
PE AC	Federal – AC OTHER	\$0	\$0	\$1,358,602	\$1,020,168	\$0
RW	Federal – AC CONVERSION	\$8,500	\$76,500	\$0	\$0	\$0
	Federal – HSIP	\$7,339	\$66,051	\$0	\$0	\$0
	Federal – NHPP/E	\$116,080	\$0	\$464,319	\$0	\$0
	Federal – NHS/NHPP	\$1,167,127	\$683,924	\$3,984,583	\$0	\$0
	Federal – STP/STBG	\$1,062,923	\$658,812	\$574,453	\$3,018,427	\$0
RW TOTAL		\$2,361,969	\$1,485,287	\$5,023,355	\$3,018,427	\$0
RW AC	Federal – AC OTHER	\$0	\$1,076,520	\$472,543	\$0	\$0
CN	Federal – AC CONVERSION	\$656,127	\$62,696	\$0	\$2,596,643	\$0
	Federal - DEMO	\$1,842	\$0	\$7,368	\$0	\$0

	Federal – HSIP	\$427,472	\$233,352	\$3,613,900	\$0	\$0
	Federal – NHPP/E	\$589,583	\$0	\$200,000	\$2,158,332	\$0
	Federal – NHS/NHPP	\$3,215,896	\$1,785,690	\$10,227,915	\$849,980	\$0
	Federal – STP/STBG	\$365,300	\$319,784	\$246,860	\$894,555	\$0
<b>CN TOTAL</b>		<b>\$5,256,220</b>	<b>\$2,401,522</b>	<b>\$14,296,043</b>	<b>\$6,499,510</b>	<b>\$0</b>
CN AC	Federal – AC OTHER	\$0	\$28,744,480	\$11,105,149	\$2,967,848	\$0
MPO Notes						

<b>GROUPING</b>		Construction: Transportation Enhancement/Byway/Non-Traditional				
<b>ROUTE/STREET</b>					<b>TOTAL COST</b>	<b>\$10,365,594</b>
	<b>FUNDING SOURCE</b>	<b>MATCH</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>
PE	Federal – AC CONVERSION	\$16,769	\$67,074	\$0	\$0	\$0
RW	Federal – AC CONVERSION	\$110,162	\$0	\$200,000	\$240,648	\$0
	Federal – STP/STBG	\$269,745	\$1,078,978	\$0	\$0	\$0
<b>RW TOTAL</b>		<b>\$379,907</b>	<b>\$1,078,978</b>	<b>\$200,000</b>	<b>\$240,000</b>	<b>\$0</b>
RW AC	Federal – AC OTHER	\$0	\$550,811	\$0	\$0	\$0
CN	Federal – STP/STBG	\$1,211,394	\$0	\$4,845,576	\$0	\$0
	Federal – AC OTHER	\$0	\$0	\$0	\$300,811	\$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>	<b>\$49,752,817</b>
	<b>FUNDING SOURCE</b>	<b>MATCH</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>
CN	Federal – AC CONVERSION	\$0	\$0	\$851,879	\$0	\$0
	Federal - NHS/NHPP	\$0	\$5,150,000	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$10,482,284	\$10,525,317	\$10,569,082	\$10,613,591
<b>CN TOTAL</b>		<b>\$0</b>	<b>\$15,632,284</b>	<b>\$11,377,196</b>	<b>\$10,569,082</b>	<b>\$10,613,591</b>
CN AC	Federal – AC OTHER	\$0	\$1,560,664	\$0	\$0	\$0
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>	<b>\$18,387,625</b>
	<b>FUNDING SOURCE</b>	<b>MATCH</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>
CN	Federal - NHFP	\$0	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503
	Federal - NHS/NHPP	0	\$528,620	\$528,620	\$528,620	\$528,620
	Federal – STP/STBG	\$0	\$2,177,888	\$2,186,388	\$2,195,033	\$2,203,824
<b>CN TOTAL</b>		<b>\$0</b>	<b>\$4,584,011</b>	<b>\$4,592,511</b>	<b>\$4,601,156</b>	<b>\$4,609,947</b>
MPO Notes						

<b>GROUPING</b>		Maintenance: Traffic and Safety Operations				
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PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$8,237,514
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal – STP/STBG	\$0	\$2,046,632	\$2,055,034	\$2,063,579	\$2,072,269

## Rail Projects

UPC NO	124309/120532	SCOPE	Operational expenses related to two trains.				
SYSTEM	Primary	JURISDICTION	Charlottesville-Albemarle MPO	OVERSIGHT	NFO		
PROJECT	Virginia State-Supported Amtrak Operations			ADMIN BY	VPRA		
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46). The cost included is only for a portion of the route and a portion of the train costs estimated for the jurisdiction.						
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations						
ROUTE/STREET	Roanoke Operations (Route 46)			TOTAL COST	\$22,170,853*		
	FUNDING SOURCE	Previous Funding	FY24	FY25	FY26	FY27	Total FY24-27
PE	Federal CMAQ	\$0	\$1,701,699	\$1,771,225	\$1,904,175	\$1,982,655	\$7,359,754
PE	State CMAQ	\$0	\$425,425	\$442,806	\$476,044	\$495,664	\$1,839,938
PE	VPRA	\$3,771,469	\$2,127,123	\$2,214,031	\$2,380,219	\$2,478,318	\$9,199,692
MPO Notes	<p>FHWA considers the CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements as the funding is going towards “operating assistance,” which is specifically listed as being exempt in Table 2 of EPA’s Transportation conformity rule.</p> <p>* Total cost includes operating expenses from previous funding and estimated expenses through FY27 as these are operating expenses without an end date.</p> <p>*Amendment #1: The CA-MPO Policy Board approved addition of this project to the TIP on August 23, 2023.</p>						

## CAT Summary

The following tables are based on CAT's FY2020 Transit Development Plan (TDP). The TDP serves as a guide regarding the ongoing and future operations of CAT. It provides a review of CAT's operational performance and objectives to direct performance improvements and expansions. All amounts are reported in units of \$1,000.

Charlottesville Transit	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY2024-2027	
FTA 5307	2,867	2,867	2,954	2,983	2,998	FTA 5307	FTA 5307
FTA 5307-JAUNT	957	957	971	986	1,000	FTA 5307-JAUNT	FTA 5310
FTA 5339	1,665	2,227	1,530	1,240	1,171	FTA 5339	FTA 5311
State	7,313	8,733	6,859	5,970	5,805	State	FTA 5337
Local	3,927	4,565	5,582	6,742	6,422	Local	FTA 5339
Revenues	107	110	112	115	118	Revenues	FTA ADTAP
<i>Totals</i>	16,836	19,459	18,008	18,036	17,514		Flexible STP

*This summary table was updated to reflect the modifications and amendments that were approved by the MPO Policy Board on January 24, 2024. Funding sources shown in the original summary table that were not programmed were removed.*



Charlottesville Transit	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY2024-2027	
FTA 5307	5,410	5,414	5,171	5,485	4,024	FTA 5307	<b>20,094</b>
FTA 5310		103	163	169	178	FTA 5310	<b>613</b>
FTA 5311	4,170	4,104	4,282	3,823	3,775	FTA 5311	<b>15,984</b>
FTA 5337						FTA 5337	
FTA 5339	1,665	1,984	1,530	1,265	27	FTA 5339	<b>4,806</b>
FTA ADTAP						FTA ADTAP	
Flexible STP						Flexible STP	
RSTP						RSTP	
Other Federal	68					Other Federal	
State	10,431	9,590	8,426	7,502	4,542	State	<b>30,060</b>
Local	9,815	11,785	13,186	13,120	14,370	Local	<b>52,461</b>
Revenues	697	506	409	424	906	Revenues	<b>2,245</b>
<b>Totals</b>	<b>32,256</b>	<b>33,486</b>	<b>33,167</b>	<b>31,788</b>	<b>27,822</b>		<b>126,263</b>

*This was the original summary table that was produced when the TIP was adopted by the MPO Policy Board. It was erroneously included as the CAT Summary even though it reflects funding received by both CAT and Jaunt. The original table remains in the TIP as historical documentation.*

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0001</b>	<b>Title: Operating Assistance</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5307	2,867	4,463	4,210	4,514	3,043	FTA 5307	16,229	
FTA 5307 - Jaunt	957	-	-	-	-	Flexible STP	-	
FTA 5307 - ARP	1,586							
State	3,231	3,106	2,972	2,839	2,896	State	11,813	
Local	3,514	4,125	5,252	5,325	6,525	Local	21,227	
Revenues	107	110	113	115	585	Revenues	922	
Year Total	12,262	11,804	12,546	12,793	13,049	Year Total	50,191	
Description:	Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.							

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0001</b>	<b>Title: Operating Assistance</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5307	4,453	4,463	4,210	4,514	3,043	FTA 5307	16,229	
Flexible STP	-	-	-	-	-	Flexible STP	-	
State	3,231	3,106	2,972	2,839	2,896	State	11,813	
Local	3,514	4,125	5,252	5,325	6,525	Local	21,227	
Revenues	107	110	113	115	585	Revenues	922	
Year Total	11,305	11,804	12,546	12,793	13,049	Year Total	50,191	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0002</b>	<b>Title: Expansion - Rolling Stock</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	519	672	984	800	-	FTA 5339	2,456	
State	1,262	1,632	2,389	1,942	-	State	5,963	
Local	74	96	140	114	-	Local	350	
Year Total	1,855	2,400	3,513	2,856	-	Year Total	8,769	
Description:	Adjustment #2: This block was modified to update the FY2024 amounts based on actual funding allocations and increase the amounts anticipated in FY26 based on agency funding requests.							

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0002</b>	<b>Title: Expansion - Rolling Stock</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	520	621	984	577	-	FTA 5339	2,182	
State	1,262	1,508	2,389	1,401	-	State	5,298	
Local	74	89	141	82	-	Local	311	
Year Total	1,855	2,218	3,513	2,060	-	Year Total	7,791	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0003</b>	<b>Title: Replacement - Rolling Stock</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	898	1,242	517	329	1,144	FTA 5339	3,232	
State	2,180	3,016	1,255	800	2,779	State	7,850	
Local	128	177	74	47	164	Local	462	
Year Total	3,206	4,435	1,846	1,176	4,087	Year Total	11,544	
Description:	<b>Amendment #2:</b> The CA-MPO Policy Board approved amendments to the FY2024 amounts based on actual funding allocations for FY2024. Based on planned replacement schedule, funding will be reduced in FY2026.							

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0003</b>	<b>Title: Replacement - Rolling Stock</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	898	1,059	517	577	-	FTA 5339	2,152	
State	2,180	2,571	1,256	1,401	-	State	5,227	
Local	128	151	74	82	-	Local	307	
Year Total	3,206	3,781	1,846	2,060	-	Year Total	7,687	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0007</b>	<b>Title: Passenger Shelters</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	-	64	26	26	26	FTA 5339	142	
State	-	156	62	62	62	State	342	
Local	-	9	4	4	4	Local	21	
Year Total	-	229	92	92	92	Year Total	505	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0009</b>	<b>Title: Purchase Support Vehicles</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	25	22	-	28	-	FTA 5339	50	
State	61	55	-	68	-	State	123	
Local	4	3	-	4	-	Local	7	
Year Total	90	80	-	100	-	Year Total	180	
Description:	Adjustment #3: This block was modified to update the FY2024 amounts based on actual funding allocations.							



	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0009</b>	<b>Title: Purchase Support Vehicles</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	25	14	-	28	-	FTA 5339	42	
State	61	34	-	68	-	State	102	
Local	4	2	-	4	-	Local	6	
Year Total	90	50	-	100	-	Year Total	150	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0011</b>	<b>Title: Purchase Shop Equipment</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	98	63	-	-	-	FTA 5339	63	
State	238	153	-	-	-	State	153	
Local	14	9	-	-	-	Local	9	
Year Total	350	225	-	-	-	Year Total	225	
Description								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0012</b>	<b>Title: Purchase Vehicle Locator System</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	-	154	-	-	-	FTA 5339	154	
State	-	374	-	-	-	State	374	
Local	-	22	-	-	-	Local	22	
Year Total	-	550	-	-	-	Year Total	550	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0014</b>	<b>Title: Purchase Misc Equipment</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	70	4	3	1	1	FTA 5339	9	
State	171	10	7	3	3	State	24	
Local	10	1	-	-	-	-	-	
Year Total	252	15	10	5	5	Year Total	34	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0017</b>	<b>Title: Purchase Surveillance/Security Equipment</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	56	6	-	56	-	FTA 5339	62	
State	135	14	-	136	-	State	150	
Local	-	-	-	-	-	Local	-	
Year Total	190	20	-	192	-	Year Total	212	
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0020</b>	<b>Title: Purchase Transit Radio System</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	-	-	-	-	-	FTA 5339		
State	35	-	-	-	-	State		
Local	183	-	-	-	-	Local		
Year Total	218	-	-		-	Year Total		
Description:								

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>CAT0021</b>	<b>Title: Capital Facilities Renovations</b>				<b>Recipient:</b>	<b>Charlottesville Area Transit</b>	
FTA 5339	-	628	-	9,773	6,302	FTA 5339	16,703	
State	-	1,526	-	10,435	6,850	State	18,811	
Local	-	90	-	867	548	Local	1,505	
Year Total	-	2,244	-	21,075	13,700	Year Total	37,019	
Description:	Amendment #3: New project added to the TIP. This funding will go towards two capital projects. The first is improvements to the Operations Annex to include two additional bays, bays for alternative fuel vehicles and other facility improvements. The second improvement is for the Administrative Offices to include renovations and the addition of training facilities. NEPA will be completed in FY2024 for both projects, and improvements will start in FY2026 once plans are reviewed and approved.							

## TJPDC Summary

The TJPDC received FTA 5310 starting in FY 2024 to launch a Mobility Management program to operate a one-call-one-click ride referral and information center to support improved mobility for seniors and individuals with disabilities throughout the region.

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
<b>TIP ID:</b>	<b>TJPDC1</b>	<b>Title: Mobility Management</b>				<b>Recipient:</b>	<b>TJPDC</b>	
FTA 5310	-	95	-	-	-	FTA 5310	29	
State	-	19	-	-	-	State	-	
Local	-	5	-	-	-	Local	16	
Year Total	-	119	-	-	-	Year Total	45	
Description:	Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.							

## Rail Summary

The Commonwealth programmed \$111 million in CMAQ funds to the Virginia Passenger Rail Authority to be used on four state-supported Amtrak routes. FHWA confirmed CMAQ funding can be used for new Amtrak state-supported service in the Commonwealth, to be applied to gross operational and capital equipment expenses.

UPC NO	20299/25137	SCOPE	Operational expenses related to two trains.				
SYSTEM	Primary	JURISDICTION	Charlottesville-Albemarle MPO	OVERSIGHT			
PROJECT	Virginia State-Supported Amtrak Operations			ADMIN BY	VPRA		
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46). The cost included is only for a portion of the route and a portion of the train costs estimated for the jurisdiction.						
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations						
ROUTE/STREET	Roanoke Operations (Route 46)			TOTAL COST	\$22,170,853*		
	FUND SOURCE	Previous Funding	FY24	FY25	FY26	FY27	Total FY24-27
PE	Federal CMAQ	\$0	\$1,701,699	\$1,771,225	\$1,904,175	\$1,982,655	\$7,359,754
PE	State CMAQ	\$0	\$425,425	\$442,806	\$476,044	\$495,664	\$1,839,938
PE	VPRA	\$3,771,469	\$2,127,123	\$2,214,031	\$2,380,219	\$2,478,318	\$9,199,692

### Notes:

- Oversight – No federal oversight
- Regionally Significant for Air Quality – No, FHWA considers the CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements as the funding is going towards “operating assistance,” which is specifically listed as being exempt in Table 2 of EPA’s Transportation conformity rule.
- \* Total cost includes operating expenses from previous funding and estimated expenses through FY27 as these are operating expenses without an end date.

## Jaunt Summary<sup>1</sup>

JAUNT completed its 2022 Transit Development Plan in December of the same year to more closely align with operating changes and capital improvement projects.

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0001</b>	<b>Title: Operating Assistance</b>		<b>Recipient:</b>	<b>JAUNT, Inc.</b>		
FTA 5307	957	952	962	971	981	FTA 5307	<b>3,866</b>
FTA 5311	2,455	2,641	2,667	2,694	2,721	FTA 5311	<b>10,724</b>
FTA 5307 ARPA	600	-	-	-	-	-	-
Mobility Mgr (Fed)	68	-	-	-	-	-	-
State	2,552	1,162	1,174	1,185	1,197	State	<b>4,718</b>
Local	4,632	6,276	6,527	6,788	7,060	Local	<b>26,651</b>
Revenues	590	396	297	309	321	Revenues	<b>1,323</b>
<b>Year Total:</b>	<b>11,854</b>	<b>11,427</b>	<b>11,627</b>	<b>11,948</b>	<b>12,280</b>	<b>Total Funds:</b>	<b>47,281</b>
Description:	Amendment #5: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

<sup>1</sup> This information is being left in the FY2024-2027 TIP for historical documentation. After the approval of the initial document, staff realized that inclusion of Jaunt's funding in the document was in error. The 5307 funding that Jaunt receives as a sub-recipient to Charlottesville Area Transit is reflected in Charlottesville Area Transit's Operating Assistance TIP block, and the rest of Jaunt's funding allocations were removed from the TIP at the January 24, 2024 Policy Board meeting.



	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0002</b>	<b>Title: Replacement Rolling Stock</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	1,576	956	914	923	960	FTA 5311	<b>3,754</b>
FTA 5339	-	-	-	-	-	FTA 5339	-
Flexible STP	-	-	-	-	-	Flexible STP	-
State	520	315	302	305	317	State	<b>1,238</b>
Local	1,154	700	669	676	703	Local	<b>2,748</b>
<b>Year Total:</b>	<b>3,250</b>	<b>1,971</b>	<b>1,885</b>	<b>1,904</b>	<b>1,980</b>	<b>Total Funds:</b>	<b>7,740</b>
Description:	Amendment #6: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0006</b>	<b>Title: ADP Hardware</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	139	99	115	43	38	FTA 5311	<b>295</b>
Flexible STP	-	-	-	-	-	Flexible STP	
State	46	33	38	14	12	State	<b>97</b>
Local	102	72	84	32	28	Local	<b>216</b>
<b>Year Total:</b>	<b>287</b>	<b>204</b>	<b>237</b>	<b>89</b>	<b>78</b>	<b>Total Funds:</b>	<b>608</b>
Description:	Amendment #7: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0009</b>	<b>Title: ADP Software</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	320	455	27	11	FTA 5311	<b>813</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	106	150	9	4	State	<b>268</b>
Local	-	234	333	20	8	Local	<b>595</b>
<b>Year Total:</b>	-	<b>660</b>	<b>938</b>	<b>55</b>	<b>23</b>	<b>Total Funds:</b>	<b>1,676</b>
Description:	Amendment #8: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

<b>TIP ID:</b>	<b>JNT0012</b>	<b>Title: Rehab Renovation Facility</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	59	59	60	12	FTA 5311	<b>189</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	19	20	20	4	State	<b>62</b>
Local	-	43	43	44	9	Local	<b>138</b>
<b>Year Total:</b>	-	<b>121</b>	<b>122</b>	<b>123</b>	<b>24</b>	<b>Total Funds:</b>	<b>390</b>
Description:	Various projects to improve the facility  Amendment #9: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0013</b>	<b>Title:Spare Parts/ACM Items</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	14	31	32	33	FTA 5311	<b>110</b>
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	4	10	11	11	State	<b>36</b>
Local	-	10	22	23	24	Local	<b>80</b>
<b>Year Total:</b>	-	<b>28</b>	<b>63</b>	<b>66</b>	<b>69</b>	<b>Total Funds:</b>	<b>226</b>
Description:	Amendment #10: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
<b>TIP ID:</b>	<b>JNT0015</b>	<b>Title: Support Vehicles</b>		<b>Recipient: JAUNT, Inc.</b>			
FTA 5311	-	15	41	44	-	FTA 5311	<b>99</b>
Flexible STP	-	-	-	-	-	Flexible STP	
State	-	5	14	14	-	State	<b>33</b>
Local	-	11	30	32	-	Local	<b>73</b>
<b>Year Total:</b>	-	<b>30</b>	<b>85</b>	<b>90</b>		<b>Total Funds</b>	<b>205</b>
Description:	Amendment #11: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

# Appendix A. Projects by Grouping

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**Appendix A**  
Projects by Grouping

**Charlottesville MPO**

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19276	Culpeper District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	110001	Albemarle County	CROZET AVENUE (0240)		\$2,331,560
			#SGR18VB - RT 240 CROZET AVE STR 589 OVER LICKINGHOLE CREEK		
			FROM: 0.084 MI. South of Lickinghole Creek TO: 0.031 MI. North of Lickinghole Creek (0.1150 MI)		
Secondary	110000	Albemarle County	FRAY'S MILL ROAD (0641)		\$1,912,044
			#SGR18VB - RT 641 FRAYS MILL RD STR 708 OVER MARSH RUN		
			FROM: 0.03 MI. FROM RTE. 743 TO: 2.37 MI. TO RTE. 606		
Secondary	111378	Albemarle County	RED HILL ROAD (0708)		\$5,381,222
			#SGR18VB - RT 708 RED HILL RD STRUCT 792 OVER N.F. HARDWARE		
			FROM: 0.022 MI. E. of North Fork Hardware River TO: 0.064 MI. W. of North Fork Hardware River (0.0860 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$9,624,826

**Construction : Safety/ITS/Operational Improvements**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119329	Albemarle County	0064		\$183,000
			#I64CIP - CCTV Culpeper District		
			FROM: WB 102.4 TO: WB 102.4		
Interstate	119333	Culpeper District-wide	0064		\$1,000,000
			#I64CIP - CMS CULPEPER DISTRICT		
Interstate	119445	Statewide	0064		\$282,535
			#I64 CIP - CULPEPER DISTRICT SSP		
			FROM: Various TO: Various		
Interstate	119446	Statewide	0064		\$0
			I64CIP - PUBLIC SAFETY ADVISORY POINTS INTEGRATIONS		
			FROM: various TO: various		
Interstate	117790	Statewide	0081		\$382,000
			#ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81		
			FROM: various TO: various		
Interstate	118193	Statewide	0085		\$5,744,292
			#I95CIP CRO SSP FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	119154	Statewide	0085		\$900,000
			#I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE		
			FROM: Various TO: Various		
Interstate	119155	Statewide	0085		\$0
			#I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT		
			FROM: various TO: various		

Appendix is for informational purposes only.

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Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	110551	Statewide	9999 TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE FROM: Various TO: Various		\$307,192
Interstate	110812	Statewide	9999 Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various		\$813,019
Interstate	111613	Statewide	9999 STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2 FROM: Various TO: Various		\$1,807,000
Interstate	111892	Statewide	9999 ATMS - PHASE 1, 2, 3, 4 FROM: Various TO: Various		\$0
Interstate	115854	Statewide	9999 #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: n/a TO: n/a		\$0
Interstate	115856	Statewide	9999 #ITTF20 PARKING DEMAND MANAGEMENT SYSTEM FROM: Various TO: Various		\$1,950,000
Interstate	119197	Statewide	9999 #ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE FROM: Various TO: Various		\$1,500,000
Interstate	119198	Statewide	9999 #ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II) FROM: Various TO: Various		\$25,040
Interstate	119199	Statewide	9999 #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE FROM: Various TO: Various		\$500,000
Interstate	119332	Statewide	9999 #ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING FROM: Various TO: Various		\$300,000
Interstate	119379	Statewide	9999 #ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE FROM: Various TO: Various		\$0
Interstate	119401	Statewide	9999 #ITTF22 PROJECT EVALUATIONS STATEWIDE FROM: Various TO: Various		\$250,000
Interstate	119402	Statewide	9999 #ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE FROM: Various TO: Various		\$1,030,000
Interstate	119404	Statewide	9999 #ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE FROM: various TO: various		\$1,000,000
Interstate	119406	Statewide	9999 #ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE FROM: Various TO: Various		\$0

**Charlottesville MPO****Construction : Safety/ITS/Operational Improvements**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	111727	Albemarle County	MONACAN TRAIL (0029) I-64 / ROUTE 29 INTERCHANGE IMPROVEMENTS FROM: 0.22 MI NORTH OF ROUTE 1106 TO: 0.37 MI NORTH OF ROUTE 1106 (0.1500 MI)	\$2,080,207
Primary	111813	Albemarle County	ROUTE 29 (0029) #SMART18 - NB US 29 exit ramp to Fontaine Avenue FROM: 0.29 MILES N. of I-64 WB BRIDGE TO: Fontaine Avenue (0.3500 MI)	\$2,629,600
Primary	114299	Albemarle County	SEMINOLE TRAIL (0029) ROUTE 29 AND WOODBROOK INTERSECTION MODIFICATION FROM: Woodbrook Dr TO: Woodbrook Dr (0.0600 MI)	\$0
Primary	114666	Albemarle County	0029 PSAP - Pedestrian Facility Improvements in Albemarle County FROM: Various Locations TO: Various Locations	\$407,340
Primary	114401	Culpeper District-wide	SEMINOLE TRAIL (0029) Signal Performance Metric - ATSC FROM: Rte. 649 TO: Stone Ridge Drive	\$600,000
Primary	111729	Albemarle County	IVY ROAD (0250) ROUTE 250 / 240 / 680 ROUNDABOUT FROM: INTERSECTION OF ROUTES 250 / 240 / 680 TO: INTERSECTION OF ROUTES 250 / 240 / 680	\$3,550,000
Primary	111814	Albemarle County	RICHMOND ROAD (0250) #SMART18 - EXIT 124 (INTERSTATE 64) FROM: 0.32 MILES E. FR-179 (HANSENS MTN ROAD) TO: 0.02 MILES W. FR-179 (HANSENS MTN ROAD) (0.3400 MI)	\$18,102,653
Primary	115477	Albemarle County	RICHMOND ROAD (0250) #SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)	\$8,800,000
Primary	115476	Charlottesville	5TH STREET (9999) #SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET	\$6,103,034
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000) #HB2.FY17 EAST HIGH STREETScape IMPROVEMENTS FROM: INT. E. MARKET ST. / 7TH. ST. N.E. TO: E. HIGH ST. / LOCUST AVE. (0.3600 MI)	\$7,157,000
Urban	109551	Charlottesville	EMMET ST. N. (0000) #HB2.FY17 EMMET STREET CORRIDOR STREETScape & INTERSECTIONS FROM: IVY ROAD / UNIVERSITY AVENUE TO: ARLINGTON BOULEVARD (0.5500 MI)	\$12,098,063
Urban	111796	Charlottesville	EMMET STREET (0029) #SMART18 - BARRACKS RD @ EMMET ST INTERSECTION FROM: 0.08 MI S OF INT. BARRACKS ROAD TO: 0.01 MI N OF INT. BARRACKS ROAD (0.0900 MI)	\$8,640,866
Urban	109484	Charlottesville	FONTAINE AVENUE (0000) #HB2.FY17 FONTAINE AVENUE STREETScape IMPROVEMENTS FROM: RAY C HUNT DRIVE TO: JEFFERSON PARK AVENUE (0.4300 MI)	\$11,700,000
Urban	113916	Charlottesville	GRADY AVENUE (0250) 10TH & GRADY AVENUE BIKE PED FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)	\$291,000

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121664	Statewide	9999	\$350,000
		#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY FROM: Various TO: Various		
Interstate	121663	Statewide	9999	\$3,000,000
		#ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED FROM: Various TO: Various		
Interstate	121664	Statewide	9999	\$1,000,000
		#ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER FROM: Various TO: Various		
Interstate	121665	Statewide	9999	\$500,000
		#ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION FROM: Various TO: Various		
Interstate	121666	Statewide	9999	\$500,000
		#ITTF23 ITTF PROJECT EVALUATIONS FROM: Various TO: Various		
Interstate	121667	Statewide	9999	\$3,575,000
		#ITTF23 RM3P DEP Data Services FROM: Various TO: Various		
Interstate	121668	Statewide	9999	\$1,000,000
		#ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs FROM: Various TO: Various		
Interstate	121670	Statewide	9999	\$500,000
		#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY FROM: VARIOUS TO: VARIOUS		
Interstate	121712	Statewide	9999	\$650,000
		NETWORK OPERATIONS CENTER IMPLEMENTATION FROM: Various TO: Various		
Interstate	121776	Statewide	9999	\$1,000,000
		HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component FROM: Various TO: Various		
Interstate	121822	Statewide	9999	\$5,000,000
		#ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS FROM: Various TO: Various		
Interstate	122048	Statewide	VARIOUS (9999)	\$500,000
		#ITTF23 - RM3P EVALUATION FROM: various TO: various		
Miscellaneous	T19275	Culpeper District-wide	0000	\$0
		CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	121537	Culpeper District-wide	9999	\$0
		District-wide Flashing Yellow Arrows Installations FROM: VARIOUS TO: VARIOUS		
Miscellaneous	121643	Statewide	9999	\$1,000,000
		#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT FROM: Various TO: Various		



**Charlottesville MPO**

**Construction : Safety/ITS/Operational Improvements**

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	111733	Albemarle County	STONY POINT ROAD (0020) #SMART18 - ROUTE 20/649 INTERSECTION IMPROVEMENT FROM: 0.119 MILE SOUTH OF RT. 649 TO: 0.058 MILE NORTH OF RT. 649 (0.3800 MI)	\$4,207,346
Primary	118875	Albemarle County	SCOTTSVILLE ROAD (0020) #SMART22 - RTE. 20/53 INTERSECTION IMPROVEMENTS FROM: .025 MILES S. RTE 53 TO: 0.10 MILES N. RTE 53 (0.3500 MI)	\$10,271,103
Primary	111727	Albemarle County	MONACAN TRAIL (0029) I-64 / ROUTE 29 INTERCHANGE IMPROVEMENTS FROM: 0.152 MILE SOUTH OF I-64 EB TO: 0.010 MILE SOUTH OF I-64 EB (0.1500 MI)	\$2,080,207
Primary	111813	Albemarle County	ROUTE 29 (0029) #SMART18 - NB US 29 exit ramp to Fontaine Avenue FROM: .208 Miles South of Fontaine Ave TO: .057 Miles South of Fontaine Ave (0.3500 MI)	\$2,621,489
Primary	114401	Albemarle County	SEMINOLE TRAIL (0029) Signal Performance Metric - ATSC FROM: Rte. 649 TO: Stone Ridge Drive	\$600,000
Primary	118868	Albemarle County	RTE. 29 BYPASS (0029) #SMART22 - US 29 AND FONTAINE AVE INTERCHANGE IMPROVEMENTS FROM: S. FONTAINE INTERCHANGE RAMP TO: N. FONTAINE INTERCHANGE RAMP (0.7000 MI)	\$13,440,089
Primary	118871	Albemarle County	SEMINOLE TRAIL (0029) #SMART22 - RTE 29 SHARED USE PATH FROM: CARRSBROOKE DR. TO: SEMINOLE LANE (0.5000 MI)	\$3,524,115
Primary	118867	Charlottesville	EMMET STREET (0029) #SMART22 - EMMET STREET MULTIMODAL PHASE II FROM: ARLINGTON BLVD TO: BARRACKS ROAD (0.4500 MI)	\$20,465,490
Primary	118880	Multi-jurisdictional: Charlottesville MPO	SEMINOLE TRAIL (0029) #SMART22 - HYDRAULIC ROAD AND RTE. 29 FROM: ANGUS ROAD TO: 0.24 MI North of HYDRAULIC ROAD (0.5300 MI)	\$28,254,264
Primary	111729	Albemarle County	IVY ROAD (0250) ROUTE 250 / 240 / 680 ROUNDABOUT FROM: INTERSECTION OF ROUTES 250 / 240 / 680 TO: INTERSECTION OF ROUTES 250 / 240 / 680	\$4,539,016
Primary	111814	Albemarle County	RICHMOND ROAD (0250) #SMART18 - EXIT 124 (INTERSTATE 64) FROM: 0.337 MILE WEST OF I-64 WB TO: 0.321 MILE EAST OF I-64 WB (0.3400 MI)	\$18,102,653
Primary	115477	Albemarle County	RICHMOND ROAD (0250) #SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)	\$8,800,000
Primary	118879	Albemarle County	RICHMOND ROAD (0250) #SMART22 - RTE 250 EAST CORRIDOR IMPROVEMENTS FROM: STONEY POINT ROAD TO: ROLKIN ROAD	\$5,939,563
Primary	100548	Charlottesville	MCINTIRE ROAD BUSINESS (0250) Construct Multi-Use Path along McIntire Rd FROM: Route 250 Bypass TO: Harris Street	\$1,039,517
Secondary	118878	Albemarle County	5TH STREET EXTENDED (0631) #SMART22 - OLD LYNCHBURG RD/5TH ST EXT. INT IMPROVEMENTS FROM: 0.25 MILES S. RTE 780 TO: 0.25 MILES N. RTE 780 (0.5000 MI)	\$7,797,076

## Charlottesville MPO

### Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	118876	Albemarle County	RIO ROAD (0631) #SMART22 - RIO ROAD & JOHN WARNER PARKWAY ROUNDABOUT FROM: 0.02 MILES N RTE. 631 TO: 0.02 MILES S. RTE 631	\$10,887,626
Secondary	118877	Charlottesville	RIDGE STREET (9999) #SMART22 - RIDGE STREET SAFETY IMPROVEMENTS FROM: DIVIDED SECTION TO: MONTICELLO AVE (0.2400 MI)	\$8,738,020
Urban	115478	Charlottesville	5TH STREET (9999) #SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET	\$6,103,034
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000) #HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS FROM: 0.15 mile s south of Route 250 Bus TO: 0.72 mile south of Route 250 (0.3600 MI)	\$9,605,921
Urban	109551	Charlottesville	EMMET ST. N. (0000) #HB2.FY17 EMMET STREET CORRIDOR STREETSCAPE & INTERSECTIONS FROM: 0.048 mile south of Ivy Road on Emmet Street TO: ARLINGTON BOULEVARD (0.5500 MI)	\$16,844,639
Urban	111798	Charlottesville	EMMET STREET (0029) #SMART18 - BARRACKS RD @ EMMET ST INTERSECTION FROM: 0.08 MI S OF INT. BARRACKS ROAD TO: 0.08 MI N OF INT. BARRACKS ROAD (0.0900 MI)	\$8,640,866
Urban	109484	Charlottesville	FONTAINE AVENUE (0000) #HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS FROM: 0.03 mi west of Westery Avenue TO: JEFFERSON PARK AVENUE (0.4300 MI)	\$12,276,431
Urban	113918	Charlottesville	GRADY AVENUE (0250) 10TH & GRADY AVENUE BIKE PED FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)	\$291,000
Urban	113861	Charlottesville	MADISON AVENUE (0000) WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL FROM: PRESTON AVENUE TO: ROSE HILL DRIVE	\$222,059
Urban	113917	Charlottesville	MONTICELLO AVENUE (3402) PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND FROM: 0.028 mi west of 2nd St SE TO: 0.022 mi east of 2nd St SE (0.0500 MI)	\$981,862
Urban	113918	Charlottesville	PRESTON AVENUE (0250) PEDESTRIAN IMPROVEMENTS AT PRESTON AVE/HARRIS ST FROM: 0.06 MI EAST OF HARRIS STREET TO: 0.04 MI WEST OF HARRIS STREET (0.1000 MI)	\$245,725
Urban	113919	Charlottesville	RIDGE STREET (3405) PEDESTRIAN IMPROVEMENTS AT RIDGE/CHERRY FROM: 0.07 MI SOUTH OF ROUTE 3400 TO: 0.03 MI NORTH OF ROUTE 3400 (0.1000 MI)	\$265,230
Construction : Safety/ITS/Operational Improvements Total				\$243,333,199

### Construction : Transportation Alternatives/Byway/Non-Traditional

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	111393	Charlottesville	EN17 Rugby Avenue Shared Use Path FROM: West McIntire Park TO: Sherwood Road	\$419,500



**Charlottesville MPO****Construction : Transportation Alternatives/Byway/Non-Traditional**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121656	Charlottesville	EN22		\$104,804
			CITY OF CHARLOTTESVILLE SRTS COORDINATOR/PROGRAM DEVELOPMENT FROM: VARIOUS TO: VARIOUS		
Miscellaneous	T19273	Culpeper District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAYS/OTHER NON-TRADITIONAL		
Secondary	118870	Multi-jurisdictional: Charlottesville MPO	5TH STREET (0631)		\$9,841,290
			#SMART22 - FIFTH STREET HUB AND TRAILS FROM: 5th. St. Station development TO: 5th St. Parking Lot (0.2400 MI)		
<b>Construction : Transportation Alternatives/Byway/Non-Traditional Total</b>					<b>\$10,846,694</b>

**Maintenance : Preventive Maintenance and System Preservation**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14710	Culpeper District-wide	0000		\$49,752,817
			STIP-MN Culpeper: Preventive MN and System Preservation		
Urban	118295	Charlottesville	DAIRY ROAD (9999)		\$0
			#SGR21LB - DAIRY ROAD OVER RTE 250 BYPASS (FED ID 20073) FROM: DAIRY RD OVER RTE. 250 BYPASS TO: DAIRY RD OVER RTE. 250 BYPASS		
Urban	118882	Charlottesville	RTE 250 BYPASS (0250)		\$0
			#SGR22LP - RTE 250 BYPASS - CITY OF CHARLOTTESVILLE FROM: FIRE STATION TO: RUGBY AVE. (0.3400 MI)		
<b>Maintenance : Preventive Maintenance and System Preservation Total</b>					<b>\$49,752,817</b>

**Maintenance : Preventive Maintenance for Bridges**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14709	Culpeper District-wide	0000		\$18,387,625
			STIP-MN Culpeper: Preventive MN for Bridges		
<b>Maintenance : Preventive Maintenance for Bridges Total</b>					<b>\$18,387,625</b>

**Maintenance : Traffic and Safety Operations**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14708	Culpeper District-wide	0000		\$8,237,514
			STIP-MN Culpeper: Traffic and Safety Operations		
<b>Maintenance : Traffic and Safety Operations Total</b>					<b>\$8,237,514</b>

<b>Charlottesville MPO Total</b>					<b>\$339,701,575</b>
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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

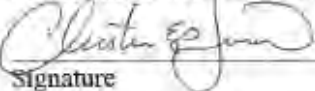
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org  
(434) 979-7310 phone; (434) 979-1597 fax; info@tjpd.org email

### 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.

Charlottesville-Albemarle MPO

  
Signature

Christine E. Jacobs  
Printed Name

Executive Director  
Title

5/9/2023  
Date

Virginia Department of Transportation

  
Signature

Sean Nelson  
Printed Name

District Engineer  
Title

5/24/2023  
Date