

AGENDA MPO Technical Committee

Tuesday, May 16, 2023 @ 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/86124213896?pwd=VlpljeldNMFhmU0lwdkFQeVhRQ25GZz09>
Meeting ID: 861 2421 3896
Password: 800072

Item	Time	Description
0	10:00 - 10:05	Attendance
1	10:05 - 10:10	Matters from the Public 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	General Administration* – Ryan Mickles, CA-MPO <ul style="list-style-type: none"> Acceptance of agenda* Approval of March 21, 2023 MPO Tech Cmte. Minutes*
3	10:15 - 10:30	Draft FY24 Unified Planning Work Program* – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> Draft FY24 UPWP (<i>attachment</i>)
4	10:30 - 10:35	Amendments to FY21-24 Transportation Improvement Program* – Ryan Mickles, CA-MPO <ul style="list-style-type: none"> Draft Amendments (<i>attachment</i>)
5	10:35 - 10:40	Draft FY24-27 Transportation Improvement Program* - Ryan Mickles, CA-MPO <ul style="list-style-type: none"> Draft FY24-27 TIP (<i>link</i>)
6	10:40 - 10:55	SMART SCALE Round 6 Preparation Update – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> Memorandum (<i>attachment</i>)
7	10:55 - 11:20	Moving Toward 2050 Updates – Sandy Shackelford, CA-MPO <ul style="list-style-type: none"> Goals and Objectives Memorandum (<i>attachment</i>) Draft MetroQuest Survey (<i>link</i>) – Demonstration survey is not active!
8	11:20 - 11:50	Roundtable Updates -CA-MPO -CAT -City of Charlottesville -Jaunt -Albemarle County -UVA -Virginia Department of Transportation -Rideshare
9	11:50 - 11:55	Matters from the Public 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
Informational Item: “Commonwealth Corridor”. U.S. Dept. of Transportation/Federal Railroad Administration FY 2022 Corridor Identification and Development Program Application – Project Narrative (March 2023)		

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

MPO Technical Committee Meeting
 Draft Minutes, March 21, 2023

A video recording of the meeting can be found here:
<https://www.youtube.com/watch?v=APfxGVw5enc>

VOTING MEMBERS & ALTERNATES		STAFF	
James Freas, Charlottesville		Sandy Shackelford, TJPDC	X
Ben Chambers, Charlottesville	X	Lucinda Shannon, TJPDC	X
Rory Stolzenberg, Cville PC		Gretchen Thomas, TJPDC	X
Jessica Hersh-Ballering, Alb Co	X	Ryan Mickles, TJPDC	X
Alberic Karina-Plun, Albemarle (alternate)	X	Curtis Scarpignato, TJPDC	X
Luis Carrazana, Albemarle PC	X	Ruth Emerick, TJPDC	X
Charles Proctor, VDOT *	X	NON-VOTING MEMBERS	
Michael Barnes, VDOT (alternate)	X	Tony Cho FTA	
Christine Jacobs, TJPDC	X	Donna Chen, CTAC Liaison	
Zadie Lacy, Jaunt			
Bill Palmer, UVA Ofc of Architect	X	GUESTS/PUBLIC	
Juwhan Lee, CAT *	X	Peter Krebs *	X
Taylor Jenkins, DRPT (alternate)		Kristin Riddervold *	X
Sara Pennington, Rideshare	X		
Richard Duran, FHWA			

* attended online via Zoom

1. CALL TO ORDER:

Neither the chair nor vice chair were present, so Michael Barnes nominated Ben Chambers to chair the meeting. Christine Jacobs seconded to motion and the motion passed unanimously. Mr. Chambers called the MPO Technical Committee meeting to order at 10:09 a.m.

2. MATTERS FROM THE PUBLIC (MINUTE :35)

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

3. GENERAL ADMINISTRATION (MINUTE :47)

Acceptance of the Agenda



Motion/Action: Christine Jacobs made a motion to approve the agenda. Alberic Karina-Plun seconded the motion and the motion passed unanimously.

January 21, 2023 Minutes

Motion/Action: Michael Barnes made a motion to approve the January 21st meeting minutes. Luis Carrazana seconded the motion and the motion passed unanimously.

Juwhan Lee attended the meeting remotely for personal reasons. Michael Barnes made a motion to allow Mr. Lee in the meeting. Alberic Karina-Plun seconded and the motion passed unanimously.

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (MINUTE 2:30):

Sandy Shackelford presented the committee with the background of the TIP and why it is required.

Ryan Mickles reviewed the draft FY24-27 TIP revisions. It was noted that Jaunt will have future amendments to be added to the TIP.

Sandy Shackelford explained the changes. Ben Chambers wanted to know why there was such a drop in CAT funding, and Staff said they would follow up with VDOT and get back with the committee.

5. REVISIONS TO THE FY23 UNIFIED PLANNING WORK PROGRAM (UPWP) (MINUTE 9:54):

Sandy Shackelford gave a background on federally-required UPWP, how it is funded and the passive and active rollover features for funding. She noted that TJPDC has had significant changes in staffing and amount of funding for cost allocation, so there is roll-over funding which has provided an opportunity for pass-through funding instead of direct costs. She noted that one of the things done with the rollover funding is to retain a consultant to support staff with the long-range transportation plan.

If specially-accounted-for funding is not completely spent in a fiscal year, it is considered passive rollover, does not require any action, and will be available again in two years. If the MPO wants to rollover the money from FY23 into FY24, the funding will need to be de-obligated and re-applied for.

She explained the de-obligation and how it will affect the CAMPO's future funding. She asked for a recommendation for the roll-over request for 2050 LRTP and for on-call services. These tasks will not be spent all the way down in FY23, but the funding will be needed in FY24.

Motion/Action: Jessica Hersh-Ballering made a motion to make a recommendation to rollover the active funds. Luis seconded the motion and it passed unanimously.

6. DRAFT FY24 UPWP (MINUTE 15:31)

Ms. Shackelford presented the committee with the funding by source (federal, state, and local) for the UPWP for FY24. She also reviewed the tasks to be covered by the funding which include Administration, Long-Range Transportation planning, and Short-Range Transportation planning.

She noted that Staff will be preparing a final draft that will be approved at a future meeting.

7. MOVING TOWARD 2050 UPDATES (MINUTE 22:00)

Ms. Shackelford shared the completed and upcoming project prioritization process activities.

She reported that Staff is working on an interface that will eventually be available online. She presented the preliminary tool to the committee and noted each one of the projects will be scaled in different categories to help prioritize them.

Michael Barnes noted that he would like to use the tool in the future once it is set up properly.

There were several questions about the tool and how it will work with the data and what results it may provide.

Ms. Shackelford continued by noting that there have been three discussion group meetings to gather stakeholder feedback. She reviewed the original draft goals. She noted that equity and climate action considerations should act as a lens to evaluate the other goals and objectives.

She continued by speaking about the suggestions to change the goals from the stakeholder meetings and the reasoning behind the changes. She noted that the Land Use & Economic Development goal is one that is going to need some ongoing feedback so it can be more clearly presented to the public.

8. SMART SCALE ROUND 6 (MINUTE 47:11)

Ms. Shackelford gave a background on Smart Scale process and noted that bi-annual applications (Round 6) will be submitted in August 2024. She reviewed the previous process for Round 5 and what will remain the same and what will be different for Round 6.

She noted that staff reviewed unfunded projects from Round 4 and 5 of Smart Scale and what projects might make the most sense to move forward for Round 6. These include 1) District Avenue Roundabout at Hydraulic Road, 2) Fifth Street Extended multi-modal improvements, 3) US250 and Barracks Road, and 4) Ivy Road, including US250 interchange.

Chuck Proctor gave more details on the projects and the process.

Ms. Jacobs noted that the projects not recommended for consideration for the next round are not off the list altogether. They may come back up for consideration in the future.

9. ROUNDTABLE (MINUTE 1:05:51):

CA-MPO

Ms. Jacobs noted that staff is reaching out to jurisdictions to schedule scoping meetings for the Safe Streets for All, and then will develop the RFP.

City of Charlottesville

Ben Chambers reported that CAT is studying scenarios for alternative fuel types for the future. He also said they are working on their Transit Strategic Plan for CAT, a state-requirement for larger transit organizations.

He also reported that the City is shifting to more programmatic things for the Safe Routes to School project. He announced there will be an event to fix bikes for the community next week.

Mr. Chambers said they are working on their non-motorized infrastructure (bike/ped). They have done an analysis and are now working through it to determine if the projects suggested are feasible for the City.

He continued by saying they are currently under legal review for changes to the scooter program in the City. Once they get the legal review completed, they will get a new permit and the scooter program. He hopes to have a new Bike/Ped Coordinator for the City next month who will be in charge of this program.

Ms. Hersch-Ballering said the County is working on early conceptual design studies on Free Bridge Lane and have Board approval to change Free Bridge Lane into a promenade. She said the County is kicking off the Route 20 shared-use path conceptual design study today. She noted that there will be a quarterly report for transportation projects presented to the Board in April.

Mr. Karina-Plun said the County is working on updating their transportation project priorities.

Chuck Proctor said VDOT is working on the pipeline studies and has some STAR studies going on. Mr. Barnes is working with the localities on their project selection for TAP and revenue share. He said they are also gearing up for the next round of Smart Scale so they can bring it out to localities in late spring or early summer.

Michael Barnes said the project selection process is going well. VDOT has gone onsite and done preliminary alignments on those projects. He also said they hope to extend the same safety process to the Smart Scale process.

Mr. Karina-Plun added that the County has a walkabout with VDOT scheduled in April to discuss obstacles children face when they walk or bike to school.

Ms. Shackelford reported that Wood Hudson is no longer the representative for DRTP for this committee. He is going to be the new VDOT manager for the Trails Program. She reported that Tiffany Dubinsky will be the new DRTP representative at the CAMPO meetings.

Juwhan Lee said a consultant is working on micro-transit service and that will determine what kind of transit will be needed in the future. He said he just spoke with someone at VDOT about the changes for CAT on the TIP presented earlier in the meeting. He said the increase for CAT is because ARP and CARES funding is ending.

Jaunt

There was no representation from Jaunt.

UVA

Bill Palmer reported that there is new Director of Business Services starting who will be overseeing parking and transportation at UVA. He also said there was a sustainability competition at UVA, and the winning entry was transportation related. He said the winning group received \$100K to pilot their program.

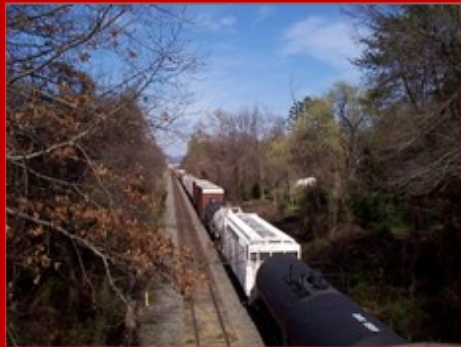
Rideshare

Sara Pennington reported that Rideshare applied for a technical assistance grant to get a strategic plan in the future. She also noted that Bike Month is in May. She noted that there are advertising and other initiatives to promote Earth Month (April) and Clean Commuting. Lastly, Ms. Pennington gave an update on the Afton Express.

11. ADDITIONAL MATTERS FROM THE PUBLIC (MINUTE 1:21:30):

None.

ADJOURNMENT: Mr. Chambers adjourned the meeting at 11:30 a.m.



Unified Planning Work Program (UPWP)

Fiscal Year 2024
July 1, 2023 – June 30, 2024
Approved May 24, 2023

 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



Preface

Prepared on behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) by the staff of the Thomas Jefferson Planning District Commission (TJPDC) through a cooperative process involving the City of Charlottesville and the County of Albemarle, Charlottesville Area Transit (CAT), Jaunt, University of Virginia (UVA), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this work program was financially aided through grants from FHWA, FTA, DRPT, and VDOT.

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INTRODUCTION

Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2022. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

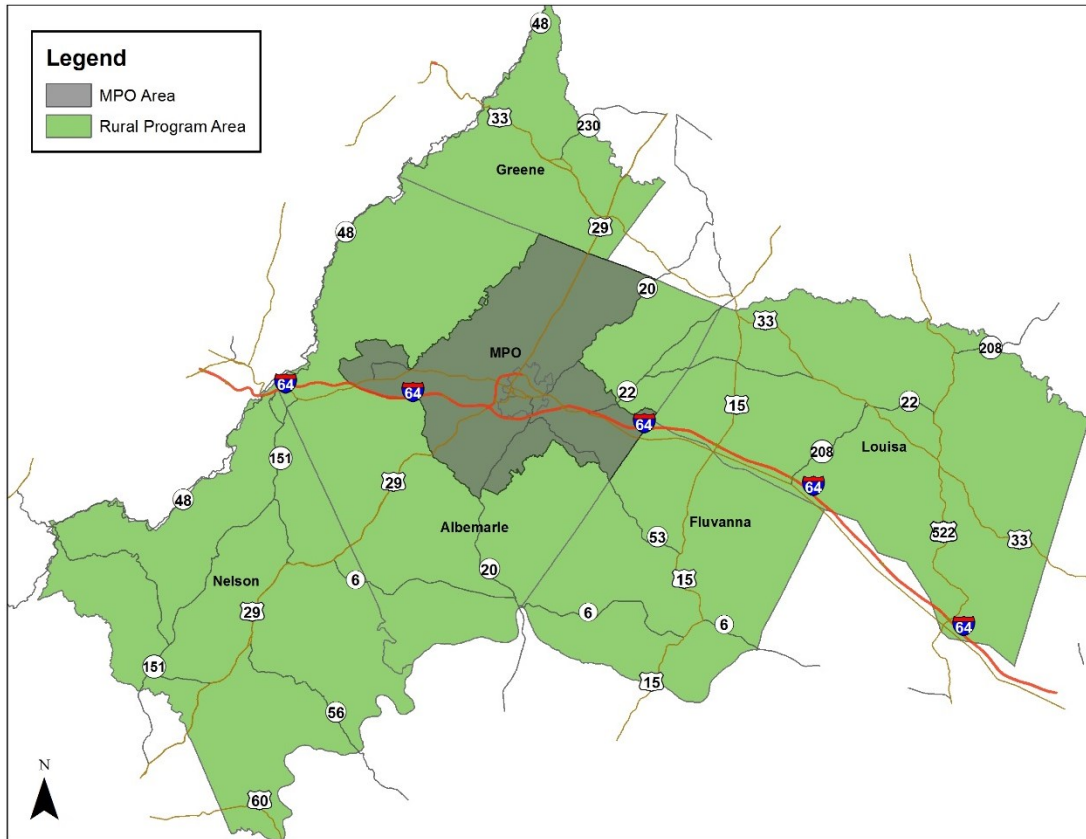
Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City of Charlottesville, County of Albemarle, University of Virginia (UVA), Jaunt, Charlottesville Area Transit (CAT), Department of Rail and Public Transportation (DRPT) and Virginia Department of Transportation (VDOT) officials. In 1982, Charlottesville and Albemarle officials established the MPO in response to a federal mandate through a memorandum of understanding signed by the Thomas Jefferson Planning District Commission (TJPDC), Jaunt, VDOT and the two localities. The same parties adopted a new agreement on July 25, 2018 (Attachment B).

The MPO conducts transportation studies and ongoing planning activities, including the Transportation Improvement Program (TIP), which lists road and transit improvements approved for federal funding, and the 25-year long range plan for the overall transportation network, which is updated every five years. Projects funded in the TIP are required to be in the long-range plan.

The policy making body of the CA-MPO is its Board, consisting of two representatives from the City of Charlottesville and two representatives from Albemarle County. A fifth representative is from the VDOT Culpeper District. Non-voting members include DRPT, CAT, Jaunt, UVA, the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Federal Transit Administration (FTA), the Thomas Jefferson Planning District Commission, and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPDC, which works in conjunction with partner and professional agencies, to collect, analyze, evaluate and prepare materials for the Policy Board and MPO Committees at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

The MPO area includes the City of Charlottesville and the portion of Albemarle County that is either urban or anticipated to be urban within the next 20 years. In 2013, the MPO boundaries were updated and expanded to be more consistent with 2010 census data. The Commonwealth's Secretary of Transportation approved these new boundaries in March 2013. A map of the MPO area appears on the next page:



Relationship of UPWP to Long Range Transportation Planning

The MPO develops its UPWP each spring. It outlines the transportation studies and planning efforts to be conducted during the upcoming fiscal year (July 1 – June 30). The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law requires the MPO to address eight basic planning factors in the metropolitan planning process. These eight planning factors are used in the development of any plan or other work of the MPO, including the Work Program, and are as follows:

- *Economic Vitality*: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety*: Increase the safety of the transportation system for motorized and non-motorized users;
- *Security*: Increase the security of the transportation system for motorized and non-motorized users;
- *Accessibility/Mobility*: Increase the accessibility and mobility of people and freight;
- *Environmental Quality*: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *Connectivity*: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- *Efficiency*: Promote efficient system management and operation; and,
- *Maintenance*: Emphasize the preservation of the existing transportation system.

MPO Transportation Infrastructure Issues and Priorities

In addition to the eight planning factors identified by FHWA and FTA, the issues listed below (in no particular order) have been identified by the MPO, its transportation planning partners, and the public throughout the metropolitan planning process. These issues are interconnected components of effective regional transportation planning, and collectively create the planning priorities facing the CA-MPO that will be addressed through the Work Program tasks and deliverables.

The following issues call for a need to:

- Expand and enhance transit, transportation demand management strategies including ridesharing services, and parking strategies to provide competitive choices for travel throughout the region;
- Improve mobility and safety for the movement of people and goods in the area transportation system;
- Improve strategies to make the community friendly to bicycles and pedestrians, particularly the mobility and safety of bicyclists and pedestrians, as well as access to transit, rail and transit/rail facilities;
- Take more visible steps to better integrate transportation planning with local government land use plans, with a goal of creating patterns of interconnected transportation networks and long-term multimodal possibilities such as non-vehicular commuter trails, intercity rail, and right-of-way corridors for bus ways;
- Ensure that new transportation networks are designed to minimize negative impacts on the community and its natural environment, and to save money;
- Encourage public involvement and participation, particularly addressing environmental justice and Title VI issues;¹ and
- Improve the understanding of environmental impacts of transportation projects and identify opportunities for environmental mitigation.

Public Participation/Title VI and Environmental Justice

The MPO makes every effort to include minority, low-income, and limited-English speaking populations in transportation planning. Throughout this document there are several tasks that specifically discuss the MPO's efforts to include these populations. In addition to the UPWP, the MPO also maintains a Public Participation Plan and a Title VI/Environmental Justice Plan. Both plans specify that the MPO must post public notices in key locations for low-income, minority and limited-English speaking populations. Both plans state that the MPO must make all official documents accessible to all members of our community. The Title VI/Environmental Justice Plan also outlines a complaint process, should a member of these specialized populations feel as though they have been discriminated against. These documents work in tandem with the UPWP to outline the MPO's annual goals and processes for regional transportation planning.

Funding

Two federal agencies fund the MPO's planning activity. This includes FHWA's funds, labeled as

¹ The 1994 Presidential Executive Order directs Federal agencies to identify and address the needs of minority and low-income populations in all programs, policies, and activities.

“PL,” and FTA, labeled as “FTA.” The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c process. The CA-MPO budget consist of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials “SPR.” The total budget for SPR items reflects 80% federal funds and 20% state funds. *Attachment A* shows the tasks to be performed by VDOT’s District Staff, utilizing SPR funds. VDOT’s Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance and support for the federally-mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. DRPT staff also participates actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the MPO process.

The following tables provide information about the FY24 Work Program Budget. These tables outline the FY24 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Administration (Task 1), Long Range Planning (Task 2), and Short-Range Planning (Task 3). More detailed budget information is included with the descriptions of the task activities.

FY24 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-24 PL Funding	\$206,116	\$25,764	\$25,764	\$257,644
FY-22 PL Passive Rollover	\$20,136	\$2,517	\$2,517	\$25,170
FY-23 PL Active Rollover	\$84,000	\$10,500	\$10,500	\$105,000
FY-24 PL Total	\$310,252	\$38,781	\$38,781	\$387,814
FY-24 FTA Funding	\$103,232	\$12,904	\$12,904	\$129,040
FY-24 FTA Total	\$103,232	\$12,904	\$12,904	\$129,040
PL+FTA Total	\$413,484	\$51,685	\$51,685	\$516,854
VDOT SPR*	\$136,000	\$34,000	\$0	\$170,000
Total FY24 Work Program	\$549,484	\$85,685	\$51,685	\$686,854

*VDOT SPR Funding Source is 80% Federal and 20% State.

FY24 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	14.32%	65.39%	20.30%	100%
PL+FTA Total	\$74,000	\$337,954	\$104,900	\$516,854
FY-24 PL Funding	\$52,500	\$137,144	\$68,000	\$257,644
FY-23 PL Active Rollover	\$0	\$105,000	\$0	\$105,000
FY-22 PL Passive Rollover	\$0	\$25,170	\$0	\$25,170
PL Total	\$52,500	\$267,314	\$68,000	\$387,814
FY-24 FTA Funding	\$21,500	\$70,640	\$36,900	\$129,040
FTA Total	\$21,500	\$70,640	\$36,900	\$129,040
VDOT SPR	\$50,000	\$60,000	\$60,000	\$170,000
Total FY24 Work Program	\$124,000	\$397,954	\$164,900	\$686,854

Highlights of FY23 UPWP

The CA-MPO conducted several projects and initiatives in FY22. Below are highlights from that year, helping to give context for the FY21 activities.

SMART SCALE

The SMART SCALE process scores and ranks transportation projects, based on an objective analysis that is applied statewide. The legislation is intended to improve the transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide the maximum benefits for tax dollars spent. In FY23, CA-MPO staff supported the development and application of eight SMART SCALE projects, two of which were recommended to receive funding. CA-MPO staff also began the process of identifying projects for consideration in upcoming SMART SCALE grant applications

2050 Long Range Transportation Plan

MPO staff began the five-year update of the Long Range Transportation Plan (LRTP). MPO staff continued to meet with consultants procured through an Office of Intermodal Planning and Investment Growth and Accessibility Planning Technical Assistance grant to develop a project prioritization tool to evaluate regional transportation system needs. Staff began the process of developing goals and objectives to establish the framework for prioritizing system needs and projects. The work on the LRTP will continue into FY 2024.

Bicycle and Pedestrian Planning

MPO staff has continued coordinating monthly meetings to discuss issues of interest for bicycle and pedestrian planning. Staff also worked to coordinate with UVA, Albemarle County, and the City of Charlottesville to complete the OneMap project, developing a single map of bicycle and pedestrian infrastructure throughout the region to inform multi-modal planning efforts.

Regional Transit Planning

MPO staff has continued their involvement in overseeing the Regional Transit Partnership. In FY23, staff worked with consultants to complete the Regional Transit Vision Plan and began work on a Transit Governance Study through a DRPT Technical Assistance Grant. The Regional Transit Governance Study will provide guidance on the appropriate governing and funding structure for a transit authority. The completion of the Transit Governance Study will occur in FY24.

Transportation Improvement Program (TIP)

MPO staff developed the FY24-FY27 TIP in collaboration with VDOT, DRPT, Jaunt, and CAT.

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for 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. In FY23, the MPO Policy Board voted to adopt safety targets based on regionally-specific trends, and adopted the statewide targets for transit asset management, system performance, and infrastructure conditions.

Grant Applications

MPO staff prepared an application and was awarded a federal grant to develop a Comprehensive Safety Action Plan through the Safe Streets and Roads for All program. The work the MPO is completing through the grant is further bolstered through VDOT's Highway Safety Improvement Program (HSIP). A safety analysis will begin in late FY23 and work through the grant will begin in FY24.

MPO staff also prepared applications for federal funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to complete the preliminary engineering phase of a bicycle and pedestrian bridge across the Rivanna River and through the 5310 Mobility Management Program to develop a regional one-call-one-click center to provide support for seniors and individuals with disabilities to access transportation services.

Title VI/Public Participation

In FY23, MPO Staff continued improving implementation of the Title VI plan in conformance with feedback received from VDOT.

FY24 UPWP Activities by Task

Task 1: Administration

Total Funding: \$74,000

PL Funding: \$52,500

FTA Funding: \$21,500

A) Reporting and Compliance with Regulations

PL Funding: \$14,000

FTA Funding: \$8,000

There are several reports and documents that the MPO is required to prepare or maintain, including:

- FY24 Unified Planning Work Program Implementation;
- FY25 Unified Planning Work Program Development;
- Monthly progress reports and invoices; and,
- Other funding agreements.

TJPDC staff will also provide for the use of legal counsel, accounting and audit services for administering federal and state contracts.

End Products:

- Complete annual Unified Planning Work Program (UPWP) process;
- Administer Grants and other funding;
- Execute project agreements, along with related certifications and assurances; and,
- Complete invoicing, monthly billing, and progress reports.

B) Staffing Committees

PL Funding: \$14,000

FTA Funding: \$8,000

TJPDC staff is responsible for staffing the MPO Policy Board and Committees. These efforts include preparation of agendas, minutes, and other materials for the committees listed below. The MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- MPO Policy Board;
- MPO Technical Committee;
- Regional Transit Partnership (RTP); and,
- Additional committees as directed by the MPO Policy Board.

End Products:

- Staff committees;
- Maintain memberships on committees;
- Issue public notices and mailings; and,
- Maintain committee information on the TJPDC/MPO Website.

C) Information Sharing

PL Funding: \$24,500

FTA Funding: \$5,500

The MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. MPO staff will provide data and maps to State and Federal agencies, localities and the public as needed. Staff will also contribute articles to TJPDC's newsletters and Quarterly Report. The CA-MPO will continually monitor and report on changes to Federal and State requirements related to transportation planning and implementation policies. Staff will attend seminars, meetings, trainings, workshops, and conferences related to MPO activities as necessary. Staff will assist local, regional and State efforts with special studies, projects and programs. Staff will also conduct ongoing intergovernmental discussions; coordinate transportation projects; and attend/organize informational meetings and training sessions. MPO staff will attend additional meetings with local planning commissions and elected boards to maintain a constant stream of information with local officials to include transportation, transit and environmental topics.

Additional funding is provided in this task to complete a comprehensive overhaul of the CA-MPO website, consistent with the recent updates to the TJPDC website. This update will allow staff to manage the website content more directly, as well as provide continuity among the TJPDC's program areas.

End Products:

- Continue to review and update facts and figures;
- Provide technical data, maps and reports to planning partners;
- Attend local planning commission meetings as needed;
- Attend City Council and Board of Supervisors meetings as needed;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects
- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Hold annual joint-MPO Policy Board meeting with the Staunton-Augusta-Waynesboro MPO and propose meetings with Lynchburg MPO.
- Maintain the TJPDC's social media; and,
- Maintain and update the MPO Website.

Task 2: Long Range Transportation Planning

Total Funding: \$337,954

PL Funding: \$267,314

FTA Funding: \$70,640

A) 2050 Long Range Transportation Plan

PL Funding: \$142,643

FTA Funding: \$36,000

The CA-MPO will continue its development of the 2050 Long Range Transportation Plan

(LRTP) in FY24. In FY23, CA-MPO procured a consultant team to support the development of the plan and completed the process of developing a project prioritization process through a technical assistance grant awarded by the Office of Intermodal Planning and Investment. In FY23, CA-MPO developed the goals and objectives for the plan, completed the regional demographic analysis, and began public engagement initiatives. The development of the LRTP will be completed by May of 2024.

End Products:

- Continue public engagement of the plan goals and objectives to determine system needs and project priorities and receive feedback on project priorities;
- Develop a list of candidate projects for evaluation;
- Develop constrained budget and needs identification framework;
- Identify priority projects for implementation and future study;
- Prepare final plan for review, comment, and adoption.

B) Comprehensive Safety Action Plan

PL Funding: \$30,000

FTA Funding: \$0

In FY23, the TJPDC applied for and was awarded a Safe Streets and Roads for All discretionary grant to develop a Comprehensive Safety Action Plan for all jurisdictions within the TJPDC region. To best leverage the funding for the grant, the TJPDC staff will provide additional support for the development of this safety action plan through both the Unified Planning Work Program and the Rural Work Program. The Comprehensive Safety Action Plan will develop a better understanding of crash risk factors throughout the regional transportation system, and identify strategies specific to improving safety outcomes taking a multi-faceted approach that includes infrastructure improvements, enforcement practices, information sharing, education.

The Comprehensive Safety Action Plan will consider the safety needs for all modes of transportation and will include significant public outreach as part of the scope, allowing strong emphasis on equity considerations in developing recommended priorities. This activity demonstrates compliance with the required Complete Streets planning activities found in IJJA/BIL § 11206. The completion of the Comprehensive Safety Action Plan is estimated to be completed FY25.

End Products:

- Analysis of regional crash data detailing the high injury networks and multi-modal system deficiencies to provide better understanding of factors that contribute to crashes developed in support with VDOT's Highway Safety Improvement Program;
- The establishment of a stakeholder group to provide feedback on planning process and considerations;
- Development of a public engagement strategy to conduct robust and comprehensive outreach throughout the region;
- Development of final project scope and procurement of consultants to support the analysis of data and feedback and develop recommended strategies;
- Prioritized strategies for each locality, as well as regional priorities; and
- Template for ongoing monitoring and reporting of regional safety data.

C) CA-MPO Boundary Analysis

PL Funding: \$8,000

FTA Funding: \$4,000

The 2020 Census data necessitates a need to review the MPO boundary and determine if any adjustments need to be made based on the most recent data and potential changes in rule-making for how MPO boundaries are determined. Changes to the eligible urbanized areas were indicated in late FY23. A review of those adjustments and an assessment of impacts to the MPO boundaries will be completed in FY24.

End Products:

- A map of the eligible boundary area based on 2020 Census data;
- A report summarizing a request to change the MPO boundaries, if merited by a review of data;
- Updates with the MPO Committees with findings;
- Coordination meetings with stakeholders if adjustments are merited;
- Formal request for action from the Governor's Office; and
- Any revisions to policies or by-laws needed based on outcomes from the boundary analysis.

D) Transit Governance

PL Funding: \$0

FTA Funding: \$27,640

The Thomas Jefferson Planning District Commission was awarded a Technical Assistance grant from the Department of Rail and Public Transportation in FY23 to conduct a governance study of the regional transit system. The governance study follows the completion of the Regional Transit Vision Plan and is intended to provide recommendations on the appropriate governance structure needed to implement the recommendations identified during the visioning process. This task will support the completion of the Regional Transit Governance Study as well as support any needed next steps towards the implementation of a recommended governance structure.

End Products:

- A review of the existing transit agencies and operations that participate in the regional transit system in the Thomas Jefferson Planning District;
- A review of the existing Regional Transit Authority legislation and an analysis of its strengths and weaknesses;
- A review of funding opportunities and recommended funding scenarios to support the implementation of recommendations identified in the Regional Transit Vision Plan;
- Alternative governance structures that could be developed to oversee the implementation of recommendations identified as part of the regional transit visioning process; and
- Coordination needed for the implementation of recommended next steps.

E) Commuter Assistance Program Strategic Plan

PL Funding: \$11,000

FTA Funding: \$0

The TJPDC's commuter assistance program, RideShare, is required to complete a Strategic Plan in FY24. The goal of the RideShare program is to promote the use of non-single occupancy vehicle forms of transportation. The TJPDC has applied for a technical assistance grant to retain a consultant, and the TJPDC will provide staffing support to develop elements of the Strategic Plan through both the Rural Work Program and the Unified Planning Work Program.

End Products:

- Selection and management of a technical consultant;
- An analysis of existing RideShare program operations;
- Stakeholder outreach to include meetings with stakeholder groups and/or surveys;
- Commuter data and markets analysis; and
- Development of a final Strategic Plan meeting DRPT requirements.

F) Travel Demand Model Update

PL Funding: \$20,000

FTA Funding: \$0

VDOT maintains and update the regional travel demand model for the Charlottesville-Albemarle MPO area. Following the required schedule, CA-MPO's model will be updated beginning in FY24. MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model.

- Coordinate meetings between local and state stakeholders related to model assumptions and data needs;
- Support the collection and gathering of regional data, as needed;
- Coordinate with local government staff to provide feedback on growth projections and land use decisions; and
- Review drafts of the travel demand model and provide feedback on any requested changes.

G) On-call Services/Contingencies

PL Funding: \$55,671

FTA Funding: \$3,000

MPO, VDOT, and local staff will be available to conduct transportation studies, data collection, and planning efforts as requested by our planning partners, including projects focusing on transportation system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. All studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements. MPO staff began exploring an on-call consultant program in FY23 to provide efficient access to technical consultants as needed, realizing that legal support would be needed to successfully implement an on-call program that could be extended to local governments.

This task will also be used to support the development of grant applications that may present themselves outside of the normal application cycles.

- Transportation study or planning effort, as requested, that can be used as a basis for

- implementing short-term and long-term transportation solutions;
- Development and submission of grant applications;
- Development of desired services that an on-call consultant program can provide; and
- A contract or contracts with consultant(s) procured to provide on-call services to the MPO, TJPDC, and/or partner localities.

Task 3: Short Range Planning

Total Funding: \$104,900

PL Funding: \$68,000

FTA Funding: \$36,900

A) Transportation Improvement Program (TIP)

PL Funding: \$5,000

FTA Funding: \$2,000

There are a number of federal-aid highway programs (i.e. administered by FHWA) which, in order to be eligible for use by the implementing agency, must be programmed in the TIP. Similarly, there are funds available under federal-aid transit programs (i.e. administered by FTA) which, in order to be used, must also be programmed in the TIP. In fact, any federally-funded transportation projects within the MPO must be included in the TIP, including transit agency projects. Project descriptions include: implementing agency; location/service area; cost estimates; funding sources; funding amounts actual or scheduled for allocation; type of improvement, and; other information, including a required overall financial plan.

MPO staff prepared the FY24-FY27 TIP adopted by the Policy Board in FY23. This task will support the ongoing maintenance and update of the developed TIP.

End Products:

- Process the Annual Obligation Report;
- Process TIP amendments and adjustments; and
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations.

B) SMART SCALE & Other Grant Planning and Support

PL Funding: \$35,500

FTA Funding: \$10,400

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare those projects for Round 6 applications.

End Products:

- Provide regular updates to the MPO committees regarding the process of developing SMART SCALE applications for Round 6;
- Support application development through coordination with VDOT pipeline projects and evaluation of previously identified high-priority projects that remain unfunded;
- Hold a regional meeting to coordinate SMART SCALE project submittals from the member localities and MPO;

- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs.

C) Travel Demand Management (TDM), Regional Transit Partnership (RTP), and Bike/Ped Support

PL Funding: \$8,500

FTA Funding: \$8,500

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. The RTP has been established to provide a venue for continued communication, coordination, and collaboration between transit providers, localities and citizens. These programs, along with continued support for bike and pedestrian travel, support regional TDM efforts. TDM has been, and will continue to be, included in the long-range transportation planning process.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in MPO;
- Staff Regional Transit Partnership meetings;
- Address immediate transit coordination needs;
- Formalize transit agreements;
- Improve communication between transit providers, localities and stakeholders;
- Explore shared facilities and operations for transit providers;
- Provide continued support to coordinating bike/ped planning activities between the City of Charlottesville, Albemarle County, UVA and with the rural localities;
- Continue to assess the need for a Regional Transit Authority; and
- Per the Strategic Plan, integrate TDM into all MPO recommendations and projects.

D) Performance Targets

PL Funding: \$2,000

FTA Funding: \$1,000

MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set targets for their regions based on the state targets and trend data provided by the state. The CA-MPO will need to set and document the regional safety and performance targets adopted.

End Products:

- Prepare workbook and background materials for MPO committees and Policy Board to review;
- Facilitate discussion of performance targets with the MPO committees and Policy Board;
- Complete all documentation notifying the state of the adopted safety and performance targets; and
- Update the TIP when updated performance targets are adopted.

E) Regional Transit and Rail Planning

PL Funding: \$0

FTA Funding: \$5,000

There is high regional interest in improving transit and passenger rail for the Charlottesville-Albemarle urbanized areas. This task supports the engagement of the CA-MPO with the state and intra-regional stakeholders in transit and rail planning.

End Products:

- Participate in statewide initiatives to expand and improve transit and rail service to the Charlottesville region; and
- Prepare and submit planning and implementation grant applications for transit and rail projects as opportunities are identified.

F) CTAC, Public Participation, and Title VI

PL Funding: \$17,000

FTA Funding: \$10,000

TJPD staff will participate in and help develop community events and educational forums such as workshops, neighborhood meetings, local media, and the MPO web page. Staff will also participate in and act upon training efforts to improve outreach to underserved communities, such as low-income households, people with disabilities, minority groups, and limited English-speaking populations, including maintenance and implementation of the agency Title VI Plan. The TJPD will continue to staff the Citizens Transportation Advisory Committee, which is an important conduit for receiving feedback and input on the efficacy of public outreach and engagement efforts.

End Products:

- Utilize a broad range of public engagement strategies to disseminate information on transportation planning efforts and processes;
- Develop programs to better inform the public about transportation planning and project development;
- Demonstrate responsiveness to public input received during transportation planning processes;
- Review Title VI/Environmental Justice Plan as needed;
- Review Public Participation Plan as needed;
- Implement processes in compliance with Title VI Plan, Environmental Justice Plan, and Public Participation Plan;
- Review information on website for accessibility and understandability;
- Continue to investigate methods to increase participation from historically underserved communities;
- Provide proper and adequate notice of public participation activities; and
- Provide reasonable access to information about transportation issues and processes in paper and electronic media.

Task 4: Contracted Projects and Studies

A) Coordinate and support the following projects:

- Coordinate, manage, and implement the Regional Transit Governance Study for the CA-MPO and TJPDC region.
- Coordinate, manage, and implement the completion the U.S. Department of Transportation Safe Streets and Roads for All grant to develop a Comprehensive Safety Action Plan for each locality throughout the CA-MPO and TJPDC region.
- Coordinate, manage, and implement the U.S. Department of Transportation RAISE grant to complete the preliminary engineering phase of the Rivanna River Bicycle and Pedestrian Bridge if awarded.

B) Explore opportunities for contracted project and studies.

Topical areas may include:

- Coordination between affordable housing and connectivity needs.
- Improving coordination with locality staff and elected officials.
- Implementing recommendations from the regional transit planning studies.

Public Participation Process

Review and Approval of Tasks

MPO Policy Board:

- Initial Draft provided March 21st, 2023
 - Final Approval May 24th, 2023
-

Online Posting

Posted as part of MPO meeting agenda for March 21st, 2023

Posted on TJPDC.org: May 1st, 2023 for 15 day public comment period

State Review

Draft submittal for VDOT review/comment: March 13th, 2023

Draft submittal for DRPT review/comment: March 13th, 2023

Review of Final FY24 UPWP

MPO Technical Committee: May 16th, 2023

Citizen Transportation Advisory Committee (CTAC): May 17th, 2023

MPO Policy Board: May 24^h, 2023

Glossary of Acronyms

The following transportation-related acronyms are used in this document:

3-C Planning Process	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
AADT	Annual Average Daily Traffic
BRT	Bus Rapid Transit
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission

FY24 Unified Planning Work Program - Draft

TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
Work Program	Unified Planning Work Program (also referred to as UPWP)

Appendix

Attachment A: Tasks Performed by VDOT

Attachment B: Memorandum of Understanding (2019)

Attachment C: FTA Section 5303/PL Funding Breakdown

Attachment D: Resolution

Memorandum

To: MPO-Policy Board
From: Ryan Mickles, Regional Planner III
Date: May 24, 2023
Reference: Amendment to the Transportation Improvement Program (TIP) FY21-24

Purpose: To add additional funding for FFY23

Old Table

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$4,019,702
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – STP/STBG	\$0	\$0	\$1,975,150	\$561,809	\$1,482,743
MPO Notes		Adjustment 16: FFY22-06 STIP MOD - move \$451,538 (STP/STBG) from FFY23 to FFY22; move \$416,500 (STP/STBG) FFY23 to Preventive MN & System Preservation FY22; move \$238,288 (STP/STBG) FFY23 Traffic & Safety to MN for bridges FFY22				

New/Adjusted Table

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$6,066,334
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – STP/STBG	\$0	\$0	\$1,975,150	\$2,608,441	\$1,482,743
MPO Notes						

Action Item: MPO staff recommends a motion to approve the TIP amendment.

Once this TIP amendment is reviewed and approved by the MPO Policy Board, the TIP document for FY21-24 will be updated with the modified table.

IN WITNESS WHEREOF, the MPO Policy Board on May 24, 2023, 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 _____

Memorandum

To: MPO-Policy Board
From: Ryan Mickles, Regional Planner III
Date: May 24, 2023
Reference: Amendment to the Transportation Improvement Program (TIP) FY21-24

Purpose: To add additional funding for FFY23.

Old Table

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$16,411,673
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$2,750,000	\$0	\$0
	Federal - STP/STBG	\$0	\$3,487,446	\$9,174,227	\$0	\$0
CN TOTAL		\$0	\$4,487,446	\$11,924,227	\$0	\$0
MPO Notes		FFY22-06 STIP MOD – move \$3,517,075 (STP/STBG) FFY23 to FFY22, and move \$1,000,000 (NHPP) FFY23 to FFY22, move \$1,000,000 (NHPP) FFY24 & \$3,216,949 (STP/STBG) FFY24 to FFY22, add \$258,488 (STP/STBG) FFY23 from MN Traffic & Safety to FFY22.				

New/Adjusted Table

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$20,995,684
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$0	\$0	\$1,877,503	\$0
	Federal - NHS/NHPP	\$0	\$1,000,000	\$2,750,000	\$528,620	\$0
	Federal - STP/STBG	\$0	\$3,487,446	\$9,174,227	\$2,177,888	\$0
CN TOTAL		\$0	\$4,487,446	\$11,924,227	\$4,584,011	\$0
MPO Notes		TIP AMD – add \$1,877,503 (NHP) \$528,620 (NHPP) & \$2,177,888 (STP/STBGB) FFY23				

Action Item: MPO staff recommends a motion to approve the TIP amendment.

Once this TIP amendment is reviewed and approved by the MPO Policy Board, the TIP document for FY21-24 will be updated with the modified table.

IN WITNESS WHEREOF, the MPO Policy Board on May 24, 2023, 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 Ryan Mickles at rmickles@tjfdc.org or (434) 979-7310 Ext.119.

Memorandum

To: MPO-Policy Board
From: Ryan Mickles, Regional Planner III
Date: May 24, 2023
Reference: Amendment to the Transportation Improvement Program (TIP) FY21-24

Purpose: To add additional funding for FFY23.

Old Table

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$44,462,136
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$8,522,852	\$250,000	\$0	\$0
	Federal – STP/STBG	\$0	\$35,272,784	\$416,500	\$0	\$0
CN TOTAL		\$0	\$43,795,636	\$666,500	\$0	\$0
MPO Notes		FFY22-06 STIP MOD – add \$416,500 (STP/STBG) FFY22 moved from MN: Traffic & Safety FY22				

New/Adjusted Table

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$55,125,810
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$0	\$0	\$181,390	\$0
	Federal - NHS/NHPP	\$0	\$8,522,852	\$250,000	\$0	\$0
	Federal – STP/STBG	\$0	\$35,272,784	\$416,500	\$10,482,284	\$0
CN TOTAL		\$0	\$43,795,636	\$666,500	\$10,663,674	\$0
MPO Notes		TIP AMD – add \$181,390 (NHFP) & \$10,482,294 (STP/STBG) FFY23				

Action Item: MPO staff recommends a motion to approve the TIP amendment.

Once this TIP amendment is reviewed and approved by the MPO Policy Board, the TIP document for FY21-24 will be updated with the modified table.

IN WITNESS WHEREOF, the MPO Policy Board on May 24, 2023, 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 _____

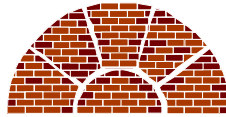
If there are any questions, please contact Ryan Mickles at rmickles@tjfdc.org or (434) 979-7310 Ext.119.

DRAFT Transportation Improvement Program Fiscal Year 2024 - 2027

Charlottesville Albemarle Metropolitan Planning Organization

Public Hearing: 05 / 24 / 2023

Approved: / / 2023



City of Charlottesville
Virginia Department of Transportation
US Department of Federal Highway Administration

Albemarle County
Department of Rail and Public Transportation
Federal Transit Administration

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TIP Activity

Approved by the MPO Policy Board on / / 2023

Amendments

Amendment #	Date	Notes
*	*	*
*	*	*

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Adjustments

Adjustment #	Date	Notes
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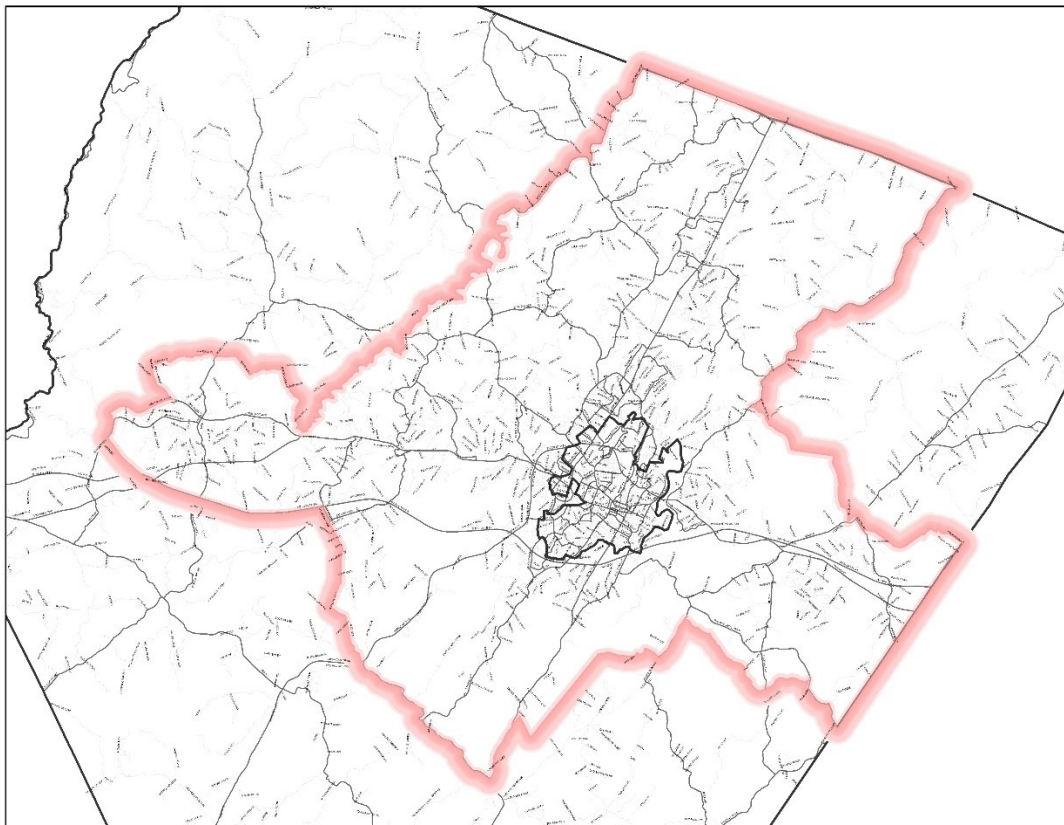
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Purpose of this Document

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:

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

Two committees support the MPO Policy Board: The MPO Technical Committee and a Citizens Transportation Advisory Committee (CTAC).

The MPO Technical Committee includes representatives from the following organizations:

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

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.

Performance Based Planning and Programming

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

Rollout of performance measures is ongoing. The MPO has been coordinating with VDOT and DRPT to adopt performance measures and targets as they become available. Once the initial

performance measures and targets are adopted, the MPO will continue to monitor and report progress at required intervals set forth in State and Federal guidance. To date the MPO has formally adopted the following 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

Performance Measure	Five-year average annual reduction
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

Performance Measure	Five-year average annual reduction
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

Performance Measure	Scope	MPO 2021 Baseline	Adopted 4-Year Target
% 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)

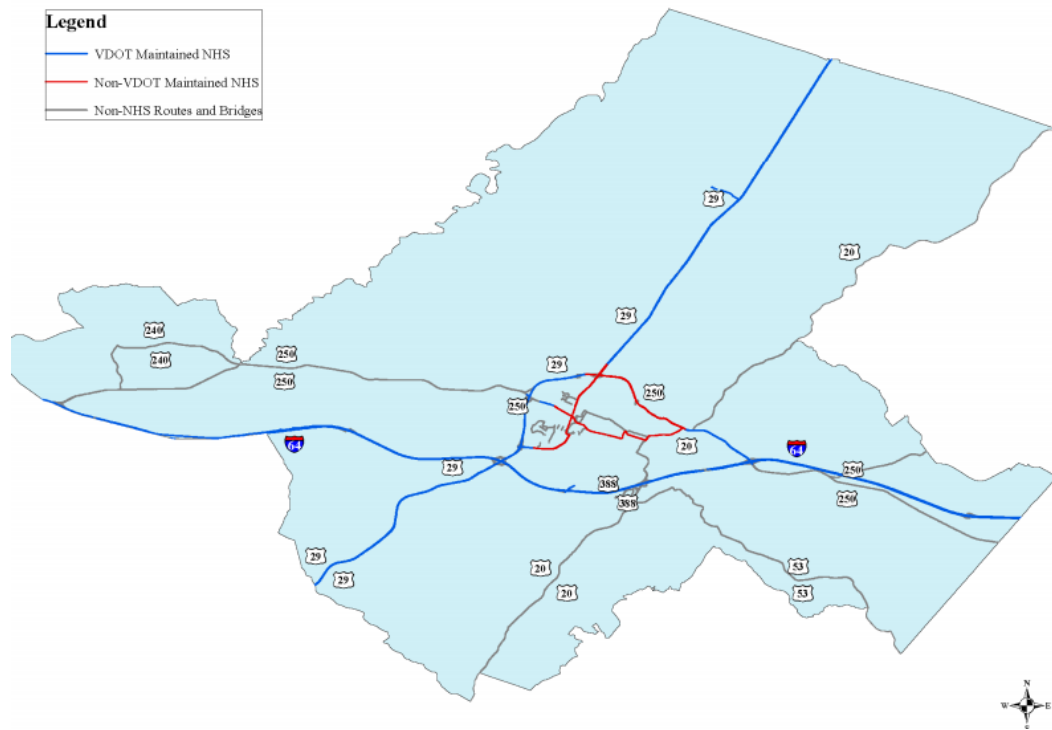
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability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

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

Table 7: Jaunt PTASP Performance Targets by Mode:

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Demand Response
Fatalities (total number of reportable fatalities per year)	0	0
Fatalities (rate per total vehicle revenue miles by mode)	0	0
Injuries (total number of reportable injuries per year)	9	0
Injuries (rate per total vehicle revenue miles by mode)	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
Safety events (total number of safety events per year)	17	0
Safety events (rate per total vehicle revenue miles by mode)	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
Distance between Major Failures	10,000 miles	10,000 miles
Distance between Minor Failures	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	http://campo.tjpc.org/process-documents/lrtp/
2	Albemarle County Places29 Master Planning Process	http://www.albemarle.org/department.asp?department=cdd&relpage=3735
3	29H250 Phase II Report	http://campo.tjpc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/
4	Eastern Planning Initiative	http://campo.tjpc.org/eastern-planning-initiative/
5	Hillsdale Drive	http://www.hillsdaledrive.org/
6	TJPC Transportation	http://tjpc.org/transportation-planning/
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.

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

Glossary of Terms

	Term	Definition
1	Universal Project Code (UPC) Number	Number assigned to each project at its conception, remaining with the project until completion.
2	Scope	Includes notes about the work to be covered by the project.
3	System	Indicates which system, program, or mode of transportation the project falls within. E.g. Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous.
4	Jurisdiction	The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.
5	Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction, contracting, and management. NFO: Indicates No Federal Oversight in the construction, contracting, and management issues, and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight required.

	Term	Definition																										
6	Project/Project Phase	Name of the Project and Phase (i.e. <i>PE: Preliminary Engineering</i> - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; <i>RW: Right of Way</i> - Negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project; or <i>CN: Construction</i> - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)																										
7	Admin By	Entity responsible for the project																										
8	Description	Limits of the project																										
9	Route/Street	Local street name																										
10	Total Cost	The total estimated cost (TO) reflecting the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.																										
11	Fund Source <i>All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</i>	<p>FHWA funding sources are described below:</p> <table border="1"> <tbody> <tr> <td>APD <i>Appalachian Development</i></td> <td>HPD <i>TEA-21 Priority</i></td> </tr> <tr> <td>APL <i>Appalachian Local Access</i></td> <td>I <i>Interstate</i></td> </tr> <tr> <td>BH <i>Bridge Rehabilitation</i></td> <td>IM <i>Interstate Maintenance</i></td> </tr> <tr> <td>BOND <i>Bonds/Interest</i></td> <td>NHS <i>National Highway System</i></td> </tr> <tr> <td>BR <i>Bridge Replacement</i></td> <td>OC <i>Open Container</i></td> </tr> <tr> <td>CMAQ <i>Congestion Mitigation & Air Quality</i></td> <td>OT <i>Off the Top</i></td> </tr> <tr> <td>DEMO <i>Federal Demonstration</i></td> <td>RO <i>Repeat Offender</i></td> </tr> <tr> <td>DT <i>Dulles Toll Facilities</i></td> <td>RPT <i>Richmond-Petersburg Turnpike Tolls</i></td> </tr> <tr> <td>EN <i>Enhancement</i></td> <td>RS <i>Rail Safety (100% Federal)</i></td> </tr> <tr> <td>FH <i>Forest Highway</i></td> <td>RSTP <i>Regional Surface Transportation Program</i></td> </tr> <tr> <td>FRAN <i>Federal Reimbursement Anticipation Notes</i></td> <td>S <i>State</i></td> </tr> <tr> <td>FTA <i>Federal Transit Authority Grant</i></td> <td>STP <i>Surface Transportation</i></td> </tr> <tr> <td>HES <i>Hazard Elimination Safety (Sec. 152)</i></td> <td>TFRA <i>Toll Facilities Revolving Doc</i></td> </tr> </tbody> </table>	APD <i>Appalachian Development</i>	HPD <i>TEA-21 Priority</i>	APL <i>Appalachian Local Access</i>	I <i>Interstate</i>	BH <i>Bridge Rehabilitation</i>	IM <i>Interstate Maintenance</i>	BOND <i>Bonds/Interest</i>	NHS <i>National Highway System</i>	BR <i>Bridge Replacement</i>	OC <i>Open Container</i>	CMAQ <i>Congestion Mitigation & Air Quality</i>	OT <i>Off the Top</i>	DEMO <i>Federal Demonstration</i>	RO <i>Repeat Offender</i>	DT <i>Dulles Toll Facilities</i>	RPT <i>Richmond-Petersburg Turnpike Tolls</i>	EN <i>Enhancement</i>	RS <i>Rail Safety (100% Federal)</i>	FH <i>Forest Highway</i>	RSTP <i>Regional Surface Transportation Program</i>	FRAN <i>Federal Reimbursement Anticipation Notes</i>	S <i>State</i>	FTA <i>Federal Transit Authority Grant</i>	STP <i>Surface Transportation</i>	HES <i>Hazard Elimination Safety (Sec. 152)</i>	TFRA <i>Toll Facilities Revolving Doc</i>
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12	Match	Dollar amount matched to federally funded project. Most federal fund sources require a match of some sort; most often 20% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources.																										
13	Current and Future Obligations	The amount of funding which is obligated for the indicated phase of work. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expect reimbursement for during each Federal fiscal year.																										

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

appears in a small chart beneath the project’s cost estimates and obligations, and includes detail describing the project’s location, purpose, MPO endorsement status, and environmental review information, including:

Environmental Impact Statement (EIS)	An Environmental Impact Statement is prepared for projects which are expected to have a significant impact on the environment
Categorical Exclusions (CE)	Categorical Exclusions apply to projects which will not individually or cumulatively cause a significant environmental impact. Most CEs require minimal administrative review.
Program Categorical Exclusions (PCE)	Program Categorical Exclusions are pre-determined actions which do not require administration review.
Environmental Assessment (EA)	An Environmental Assessment is prepared for actions in which the significance of the environmental impact is not clear.
Not Available (NA)	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
Federal										
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
Subtotal -- Federal	\$5,940,414	\$5,940,414	\$28,282,068	\$28,282,068	\$7,118,234	\$7,118,234	\$0	\$0	\$41,340,716	\$41,340,716
Other										
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
Subtotal -- Other	\$13,891,210	\$13,891,210	\$5,908,389	\$5,908,389	\$1,779,557	\$1,779,557	\$0	\$0	\$14,345,312	\$14,345,312
Total	\$19,831,624	\$19,831,624	\$34,190,457	\$25,668,661	\$2,474,217	\$8,897,791	\$0	\$0	\$27,420,380	\$27,420,380

Federal - ACC (1)										
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
Subtotal -- Federal - ACC (1)	\$206,270	\$206,270	\$580,421	\$580,421	\$3,186,469	\$3,186,469	\$316,432	\$316,432	\$4,289,592	\$4,289,592

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

Maintenance - Federal (4)										
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

Subtotal -- Maintenance - Federal (4)	\$22,262,927	\$22,262,927	\$18,024,741	\$18,024,741	\$17,233,817	\$17,233,817	\$17,295,807	\$17,295,807	\$74,817,292	\$74,817,292
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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	
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	
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 TH 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
CN TOTAL		\$5,256,220	\$2,401,522	\$14,296,043	\$6,499,510	\$0
CN AC	Federal – AC OTHER	\$0	\$28,744,480	\$11,105,149	\$2,967,848	\$0
MPO Notes						

GROUPING		Construction: Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$10,365,594
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
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
RW TOTAL		\$379,907	\$1,078,978	\$200,000	\$240,000	\$0
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						

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$49,752,817
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
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
CN TOTAL		\$0	\$15,632,284	\$11,377,196	\$10,569,082	\$10,613,591
CN AC	Federal – AC OTHER	\$0	\$1,560,664	\$0	\$0	\$0
MPO Notes						

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$18,387,625
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
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
CN TOTAL		\$0	\$4,584,011	\$4,592,511	\$4,601,156	\$4,609,947
MPO Notes						

GROUPING		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

Transit Summary - CAT and Jaunt

CAT & Jaunt Summary	Previous Funding	FY24	FY25	FY26	FY27	FY24-27
FTA 5307	\$ 5,410	\$ 5,415	\$ 5,172	\$ 5,485	\$ 4,024	\$ 20,096
FTA 5307 ARPA	\$ 600	-	-	-	-	\$ -
FTA 5310						\$ -
FTA 5311	\$ 4,170	\$ 4,104	\$ 4,282	\$ 3,823	\$ 3,775	\$ 15,984
FTA 5337	-	-	-	-	-	\$ -
FTA 5339	\$ 1,667	\$ 1,985	\$ 1,530	\$ 1,265	\$ 27	\$ 4,807
FTA ADTAP	-	-	-	-	-	\$ -
Flexible STP	-	-	-	-	-	\$ -
RSTP	-	-	-	-	-	\$ -
Other Federal	-	-	-	-	-	\$ -
State	\$ 10,431	\$ 9,570	\$ 8,395	\$ 7,469	\$ 4,507	\$ 29,941
Local	\$ 9,823	\$ 11,755	\$ 13,180	\$ 13,121	\$ 14,362	\$ 52,418
Revenues	\$ 697	\$ 506	\$ 410	\$ 424	\$ 906	\$ 2,246
Totals	\$ 32,798	\$ 33,335	\$ 32,969	\$ 31,587	\$ 27,601	\$ 125,492

*The federal funding allocations identified above do not reflect the federal transit funds provided with the Coronavirus Aid, Relief, and Economic Security Act.

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.

CAT Summary	Prev. Funding	FY24	FY25	FY26	FY27	Fy24-27
FTA 5307	\$ 4,453	\$ 4,463	\$ 4,210	\$ 4,514	\$ 3,043	\$ 16,230
FTA 5307 ARPA						\$ -
FTA 5310						\$ -
FTA 5311						\$ -
FTA 5337						\$ -
FTA 5339	\$ 1,667	\$ 1,985	\$ 1,530	\$ 1,265	\$ 27	\$ 4,807
FTA ADTAP	\$ -					\$ -
Flexible STP	\$ -					\$ -
RSTP	\$ -					\$ -
Other Federal	\$ -					\$ -
State	\$ 7,313	\$ 7,926	\$ 6,687	\$ 5,911	\$ 2,962	\$ 23,486
Local	\$ 3,935	\$ 4,409	\$ 5,472	\$ 5,506	\$ 6,530	\$ 21,917
Revenues	\$ 107	\$ 110	\$ 113	\$ 115	\$ 585	\$ 923
Totals	\$ 17,475	\$ 18,893	\$ 18,012	\$ 17,311	\$ 13,147	\$ 67,363

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027		
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit	
FTA 5307	4,453,157	4,462,577	4,209,586	4,513,613	3,042,870	FTA 5307	16,228,646	
Flexible STP	-	-	-	-	-	Flexible STP	-	
State	3,231,065	3,105,580	2,971,936	2,839,383	2,896,171	State	11,813,070	
Local	3,513,651	4,125,000	5,252,042	5,325,018	6,525,018	Local	21,227,078	
Revenues	107,440	109,900	112,500	115,070	584,887	Revenues	922,357	
Year Total	11,305,313	11,803,057	12,546,064	12,793,084	13,048,946	Year Total	50,191,151	
Description:								
TIP ID:	CAT0002	Title: Expansion - Rolling Stock				Recipient:	Charlottesville Area Transit	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	519,559	620,999	983,721	576,800	-	FTA 5339	2,181,520	
State	1,261,786	1,508,139	2,389,038	1,400,800	-	State	5,297,977	
Local	74,223	88,714	140,532	82,400	-	Local	311,646	
Year Total	1,855,568	2,217,852	3,513,291	2,060,000	-	Year Total	7,791,143	
Description:								
TIP ID:	CAT0003	Title: Replacement - Rolling Stock				Recipient:	Charlottesville Area Transit	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	897,832	1,058,553	517,003	576,800	-	FTA 5339	2,152,356	
State	2,180,449	2,570,773	1,255,580	1,400,800	-	State	5,227,153	
Local	128,262	151,222	73,858	82,400	-	Local	307,480	
Year Total	3,206,543	3,780,548	1,846,441	2,060,000	-	Year Total	7,686,989	
Description:								
TIP ID:	CAT0007	Title: Passenger Shelters				Recipient:	Charlottesville Area Transit	
Flexible STP	-	-	-	-	-	Flexible STP	-	
FTA 5339	-	64,400	25,760	25,760	25,760	FTA 5339	141,680	
State	-	156,400	62,560	62,560	62,560	State	344,080	
Local	-	9,200	3,680	3,680	3,680	Local	20,240	

Year Total	-	230,000	92,000	92,000	92,000	Year Total	506,000
Description:							
TIP ID:	CAT0009	Title: Purchase Support Vehicles				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	25,277	14,000	-	28,000	-	FTA 5339	42,000
State	61,387	34,000	-	68,000	-	State	102,000
Local	3,611	2,000	-	4,000	-	Local	6,000
Year Total	90,275	50,000	-	100,000	-	Year Total	150,000
Description:							
TIP ID:	CAT0011	Title: Purchase Shop Equipment				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	98,000	63,140	-	-	-	FTA 5339	63,140
State	238,000	153,340	-	-	-	State	153,340
Local	14,000	9,020	-	-	-	Local	9,020
Year Total	336,000	216,480	-	-	-	Year Total	216,480
Description:							
TIP ID:	CAT0012	Title: Purchase Vehicle Locator System				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	-	154,000	-	-	-	FTA 5339	154,000
State	-	374,000	-	-	-	State	374,000
Local	-	22,000	-	-	-	Local	22,000
Year Total	-	550,000	-	-	-	Year Total	550,000
Description:							
TIP ID:	CAT0014	Title: Purchase Misc Equipment				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	-
FTA 5339	70,420	4,200	2,800	1,400	1,400	FTA 5339	9,800
State	171,020	10,200	6,800	3,400	3,400	State	23,800
Local	10,060	600	400	-	-	-	-
Year Total	251,500	15,000	10,000	4,800	4,800	Year Total	
Description:							

TIP ID:	CAT0017	Title: Purchase Surveillance/Security Equipment				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	
FTA 5339	55,567	5,880	-	56,000	-	FTA 5339	
State	134,948	14,280	-	136,000	-	State	
Year Total	190,515	20,160	-	192,000	-	Year Total	
Description:							
TIP ID:	CAT0020	Title: Purchase Transit Radio System				Recipient:	Charlottesville Area Transit
Flexible STP	-	-	-	-	-	Flexible STP	
FTA 5339	-	-	-	-	-	FTA 5339	
State	34,840	-	-	-	-	State	
Local	182,911	-	-	-	-	Local	
Year Total	217,751	-	-		-	Year Total	
Description:							

Jaunt Summary

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

JAUNT Summary	Prev. Funding	FY24	FY25	FY26	FY27	Fy24-27
FTA 5307	\$ 957	\$ 952	\$ 962	\$ 971	\$ 981	\$ 3,866
FTA 5307 ARPA	\$ 600					\$ -
FTA 5310						\$ -
FTA 5311	\$ 4,170	\$ 4,104	\$ 4,282	\$ 3,823	\$ 3,775	\$ 15,984
FTA 5337						\$ -
FTA 5339						\$ -
FTA ADTAP						\$ -
Flexible STP						\$ -
RSTP						\$ -
Other Federal						\$ -
State	\$ 3,118	\$ 1,644	\$ 1,708	\$ 1,558	\$ 1,545	\$ 6,455
Local	\$ 5,888	\$ 7,346	\$ 7,708	\$ 7,615	\$ 7,832	\$ 30,501
Revenues	\$ 590	\$ 396	\$ 297	\$ 309	\$ 321	\$ 1,323
Totals	\$ 15,323	\$ 14,442	\$ 14,957	\$ 14,276	\$ 14,454	\$ 58,129

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
CHARLOTTEVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION							
TIP ID:	JNT0001	Title: Operating Assistance		Recipient:		JAUNT, Inc.	
FTA 5307	957	952	962	971	981	FTA 5307	3,866
FTA 5311	2,455	2,641	2,667	2,694	2,721	FTA 5311	10,724
FTA 5307 ARPA	600	-	-	-	-	-	-
Mobility Mgr (Fed)	68	-	-	-	-	-	-
State	2,552	1,162	1,174	1,185	1,197	State	4,718
Local	4,632	6,276	6,527	6,788	7,060	Local	26,651
Revenues	590	396	297	309	321	Revenues	1,323
Year Total:	11,854	11,427	11,627	11,948	12,280	Total Funds:	47,281
Description:							
TIP ID:	JNT0002	Title: Replacement Rolling Stock		Recipient:		JAUNT, Inc.	
FTA 5311	1,576	956	914	923	960	FTA 5311	3,754
FTA 5339	-	-	-	-	-	FTA 5339	-
Flexible STP	-	-	-	-	-	Flexible STP	-
State	520	315	302	305	317	State	1,238
Local	1,154	700	669	676	703	Local	2,748
Year Total:	3,250	1,971	1,885	1,904	1,980	Total Funds:	7,740
Description:	Replacement of revenue vehicles						
TIP ID:	JNT0006	Title: ADP Hardware		Recipient:		JAUNT, Inc.	
FTA 5311	139	99	115	43	38	FTA 5311	295
Flexible STP	-	-	-	-	-	Flexible STP	
State	46	33	38	14	12	State	97
Local	102	72	84	32	28	Local	216
Year Total:	287	204	237	89	78	Total Funds:	608
Description:							
TIP ID:	JNT0009	Title: ADP Software		Recipient:		JAUNT, Inc.	
FTA 5311	-	320	455	27	11	FTA 5311	813
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	106	150	9	4	State	268
Local	-	234	333	20	8	Local	595
Year Total:	-	660	938	55	23	Total Funds:	1,676
Description:							

TIP ID:	JNT0012	Title: Rehab Renovation Facility		Recipient: JAUNT, Inc.			
FTA 5311	-	59	59	60	12	FTA 5311	18
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	19	20	20	4	State	62
Local	-	43	43	44	9	Local	138
Year Total:	-	121	122	123	24	Total Funds:	390
Description:	Various projects to improve the facility						
TIP ID:	JNT0013	Title:Spare Parts/ACM Items		Recipient: JAUNT, Inc.			
FTA 5311	-	14	31	32	33	FTA 5311	110
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	4	10	11	11	State	36
Local	-	10	22	23	24	Local	80
Year Total:	-	28	63	66	69	Total Funds:	226
Description:							
TIP ID:	JNT0015	Title: Support Vehicles		Recipient: JAUNT, Inc.			
FTA 5311	-	15	41	44	-	FTA 5311	99
Flexible STP	-	-	-	-	-	Flexible STP	
State	-	5	14	14	-	State	33
Local	-	11	30	32	-	Local	73
Year Total:	-	30	85	90		Total Funds	205
Description:							
TIP ID:		Title: Governance Study		Recipient: Thomas Jefferson Planning District Commission/ Charlottesville Albemarle MPO			
FTA 5304 Federal			0	0	0	Federal	49
Local			0	0	0	Local	26
Year Total:						Total Funds:	75
Description:	Project start date: FY23. Project end date: 18 Months						
TIP ID:		Title: Mobility Management		Recipient: Thomas Jefferson Planning District Commission/ Charlottesville Albemarle MPO			
FTA 5310 Federal		103	163	169	178	Federal	613
State		21	33	34	36	State	124
Local		5	8	8	9	Local	30
Year Total:		129	204	212	222	Total Funds	767
Description:							

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 709 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	0095		\$5,744,292
			#I95CIP CRO SSP FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	119154	Statewide	0095		\$900,000
			#I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE		
			FROM: Various TO: Various		
Interstate	119155	Statewide	0095		\$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 TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE FROM: Various TO: Various	9999	\$307,192
Interstate	110912	Statewide Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various	9999	\$813,019
Interstate	111613	Statewide STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2 FROM: Various TO: Various	9999	\$1,807,000
Interstate	111892	Statewide ATMS - PHASE 1, 2, 3, 4 FROM: Various TO: Various	9999	\$0
Interstate	115854	Statewide #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: n/a TO: n/a	9999	\$0
Interstate	115856	Statewide #ITTF20 PARKING DEMAND MANAGEMENT SYSTEM FROM: Various TO: Various	9999	\$1,950,000
Interstate	119197	Statewide #ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE FROM: Various TO: Various	9999	\$1,500,000
Interstate	119198	Statewide #ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II) FROM: Various TO: Various	9999	\$25,040
Interstate	119199	Statewide #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE FROM: Various TO: Various	9999	\$500,000
Interstate	119332	Statewide #ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING FROM: Various TO: Various	9999	\$300,000
Interstate	119379	Statewide #ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE FROM: Various TO: Various	9999	\$0
Interstate	119401	Statewide #ITTF22 PROJECT EVALUATIONS STATEWIDE FROM: Various TO: Various	9999	\$250,000
Interstate	119402	Statewide #ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE FROM: Various TO: Various	9999	\$1,030,000
Interstate	119404	Statewide #ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE FROM: various TO: various	9999	\$1,000,000
Interstate	119406	Statewide #ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE FROM: Various TO: Various	9999	\$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	121653	Statewide	9999		\$3,000,000
			#ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED FROM: Various TO: Various		
Interstate	121654	Statewide	9999		\$1,000,000
			#ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER FROM: Various TO: Various		
Interstate	121655	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 (0.3600 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)	\$2,621,469
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	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: 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: 0.046 mile south of Ivy Road on Emmet Street TO: ARLINGTON BOULEVARD (0.5500 MI)	\$16,844,639
Urban	111796	Charlottesville	EMMET STREET (0029) #SMART18 - BARRACKS RD @ EMMET ST INTERSECTION FROM: 0.06 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 Westerly Avenue TO: JEFFERSON PARK AVENUE (0.4300 MI)	\$12,276,431
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
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)	\$981,662
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	121858	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)		
Construction : Transportation Alternatives/Byway/Non-Traditional Total					\$10,365,594

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)		
Maintenance : Preventive Maintenance and System Preservation Total					\$49,752,817

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		
Maintenance : Preventive Maintenance for Bridges Total					\$18,387,625

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		
Maintenance : Traffic and Safety Operations Total					\$8,237,514

Charlottesville MPO Total					\$339,701,575
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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*
Revenue Vehicles		
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%
Equipment		
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%
Facilities		
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

Virginia Department of Transportation

Signature

Signature

Printed Name

Printed Name

Title

Title

Date

Date

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: May 9, 2023
Reference: Smart Scale Round 6 Preparation Update

Purpose:

In 2020, the MPO implemented a new process to develop SMART SCALE project applications which included early identification of up to two MPO projects that may need additional engagement prior to submission. This process was implemented for the first time in preparation for SMART SCALE Round 5 applications. The Rivanna River Bicycle and Pedestrian Crossing was identified as needing additional engagement, and MPO staff were able to facilitate an extensive public engagement effort that was used to inform the development of the final project application.

Project Background:

Staff reviewed potential projects that may be of interest for Round 6 SMART SCALE applications at the previous meeting in March. To prepare this list of potential projects, staff reviewed previously submitted SMART SCALE projects that were unfunded and the current VDOT Pipeline Projects that will work to identify solutions for the US 250/Ivy Road and US 250/Barracks Road interchanges.

An additional project that was not previously discussed was identified through the north 29 corridor study completed in 2023. The study evaluated the performance of the section of U.S. 29 from Airport Road in Albemarle County into southern Greene County. The analysis of existing and future intersection operations as well as safety factors have indicated that the Boulders Road/Briarwood Drive intersection, providing access from US 29 to Rivanna Station, indicates a high need for improvements.

Based on the review of the previously submitted projects and other projects identified as being of high priority, MPO staff has developed this list of potential projects for consideration in the development of Round 6 SMART SCALE applications:

- District Avenue/Hydraulic Road Roundabout
- 5th Street Extended Multimodal Improvements – Revise the original scope to reduce project cost
- US 250/Rolkin Road Pedestrian Improvements - At-grade pedestrian crossings and sidewalk on southern side of US 250 to State Farm Boulevard
- US 29/Boulders Road/Briarwood Drive Intersection
- US 250/Ivy Road Interchange – Current VDOT Pipeline Study; Could produce multiple recommendations for improvements

- US 250/Barracks Road Interchange – Current VDOT Pipeline Study

This list assumes the staff-recommended projects from the evaluation of Round 5 SMART SCALE applications will be approved for funding by the CTB in June. This list may be revised based on final project funding decisions.

Each of these identified projects has or will have gone through a public engagement process to develop the project solutions. MPO staff can work with VDOT, localities, and other identified stakeholders to further develop projects that need to be rescoped or support the ongoing public and stakeholder engagement of ongoing projects.

At the previous meeting, staff received general consensus from the MPO committee discussions that their staff utilization would be best directed towards supporting VDOT's US 250 pipeline studies and working to refine previously submitted applications to improve the competitiveness of previously submitted project applications.

Recommendation:

No formal action is requested at this time. Staff would like feedback from the committee on any additional projects that should be considered as candidates for Round 6 project applications at this time.

If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpd.org.

Unfunded Projects from SMART SCALE Round 5					
ORGANIZATION	DESCRIPTION	TOTAL COST	BENEFIT SCORE	SMART SCALE SCORE	Notes
CA-MPO	District Avenue Roundabout (at Hydraulic Road)	\$20,051,997	9.22	4.6	Scored well; Barely missed being funded; Could be resubmitted
CA-MPO	Rivanna River Bicycle and Pedestrian Bridge Crossing	\$42,115,788	13.35	3.17	High benefit score, but also high cost; Could be resubmitted if there are no other projects; Will know about RAISE Grant at end of June.
CA-MPO	Fifth Street Extended Multimodal Improvements	\$22,788,588	3.83	1.68	Low benefit score, but high community interest in improving 5th Street; Would need to adjust scope.
TJPDC	US250/Rolkin Road Pedestrian Improvements	\$11,927,213	4.66	3.91	
TJPDC	US250/Milton Road Intersection Improvements	\$9,757,582	1.6	1.64	Low benefit score
TJPDC	US250/Louisa Road (Route 22) Intersection Improvements	\$10,986,125	0.85	0.78	Low benefit score

Unfunded Projects from SMART SCALE Round 4					
ORGANIZATION	DESCRIPTION	TOTAL COST	BENEFIT SCORE	SMART SCALE SCORE	Notes
CA-MPO	Hillsdale South Extension	\$34,314,082	12.95	3.78	Part of 29 Solutions recommendations. On the Constrained Roadway List, but high cost. May be desirable to re-evaluate the broader area once other Hydraulic projects are implemented.
TJPDC	US29/ Frays Mill/ Burnley Station Intersection Improvements	\$11,076,070	1.13	1.02	Low benefit score

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: May 9, 2023
Reference: "Moving Toward 2050": 2050 Goals/Objectives

Purpose:

CA-MPO staff has been working to develop the goals and objectives for inclusion in the 2050 Long Range Transportation Plan, "Moving Toward 2050". MPO staff began the process by reviewing the goals in the 2045 long range transportation plan and considering priorities that have been of significant regional interest since the adoption of the previous plan. CA-MPO staff suggested some edits and has been working toward refining the goals and objectives language through input received at MPO committee and stakeholder meetings and in Staff has also been considering how potential performance measures will be informed by responses to public feedback related to the 2050 goals and objectives.

Background:

In March 2023, CA-MPO staff reviewed revised language to the 2050 goals and objectives based on feedback that was received from stakeholder group discussions held in February 2022. Based on additional feedback received, as well as working through the development of the survey content, MPO staff has developed a final round of revised language for MPO committee review.

MPO staff has also developed a lens framework to add context to the 2050 goals and objectives. The MPO identified three over-arching lenses that should be applied to the evaluation of goals and objectives: Equity, Climate Action, and Quality of Life. These three lenses have been overarching themes, consistently emerged throughout regional planning documents since the adoption of the 2045 plan in 2019. Figure 1 demonstrates the relationship between the lenses, goals, and objectives.

The 2050 goals and objectives language was also further revised since discussions with the MPO committees, clarifying what was being considered in each of the goals categories. The land use goal was the biggest adjustment, to emphasize that the goal was intended to capture the importance of creating strong multi-modal connections among different types of community destinations and to emphasize the coordination with growth management priorities that are identified by the local governments.

Economic development considerations were removed from land use and grouped with the system efficiency goal since factors such as travel time reliability are more closely related to national freight performance goals and performance measures. The metrics developed for the land use goals and objectives are focused largely on improving multi-modal system connections for the purpose of providing stronger connections among community destinations such as stores, restaurants, parks and schools. While there are economic development impacts associated with stronger multi-modal connections among these types of destinations, the economic development impacts seemed less substantial.

As a result of this adjustment in the groupings, the language was changed for the revised “Efficiency and Economic Development” goal. The revised language is intended to reflect that the goal is to efficiently move both people and goods throughout the regional transportation system and reflect that these impacts should be captured for all modes of surface transportation.

Figure 1 shows how there is some subjectivity in how objectives are grouped under the goals. MPO staff was intentional in minimizing redundancy among objectives, therefore objectives may support more than one goal as shown.

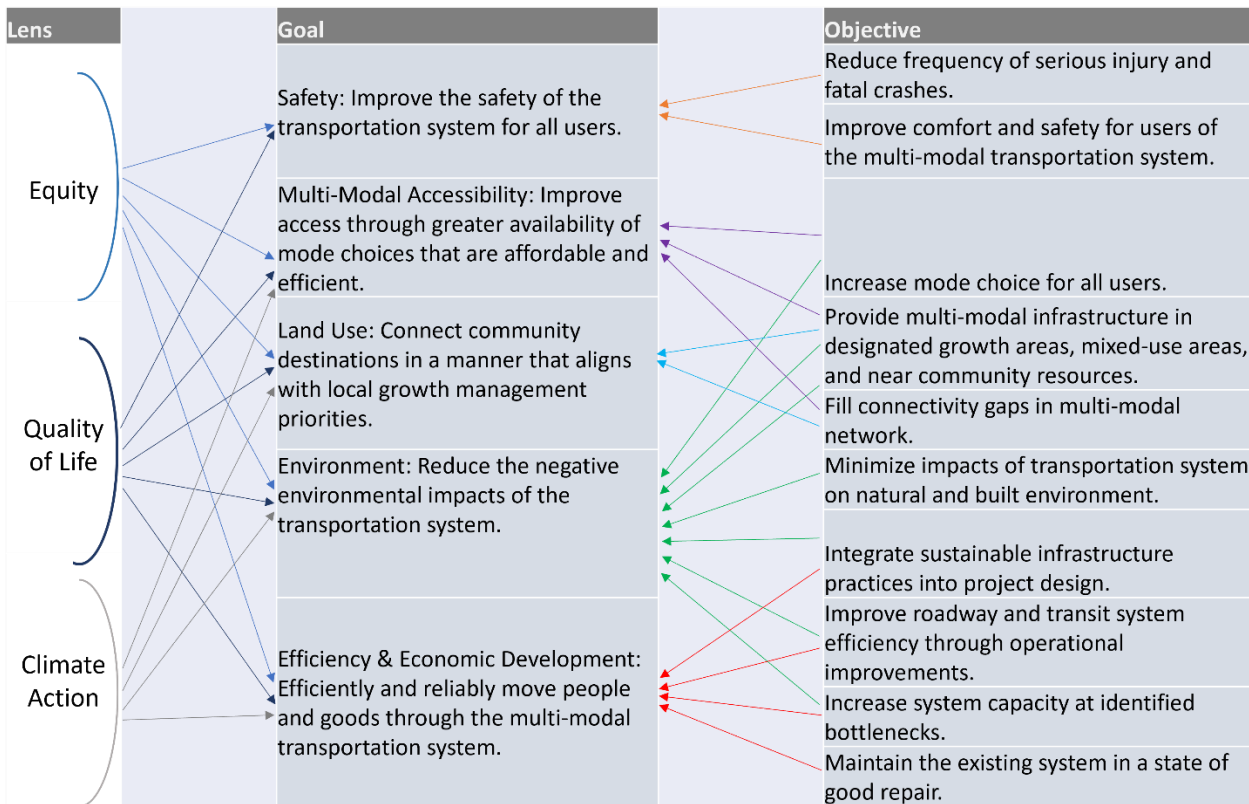


Figure 1. Moving Toward 2050: Lenses, Goals, and Objectives

Actions:

This information is presented for general discussion. Any additional input may be considered prior to finalizing language for inclusion in the plan and prior to public engagement. If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpd.org.

Commonwealth Corridor

**U.S. Department of Transportation /
Federal Railroad Administration
FY 2022 Corridor Identification and
Development Program Application**

Project Narrative

MARCH 27, 2023

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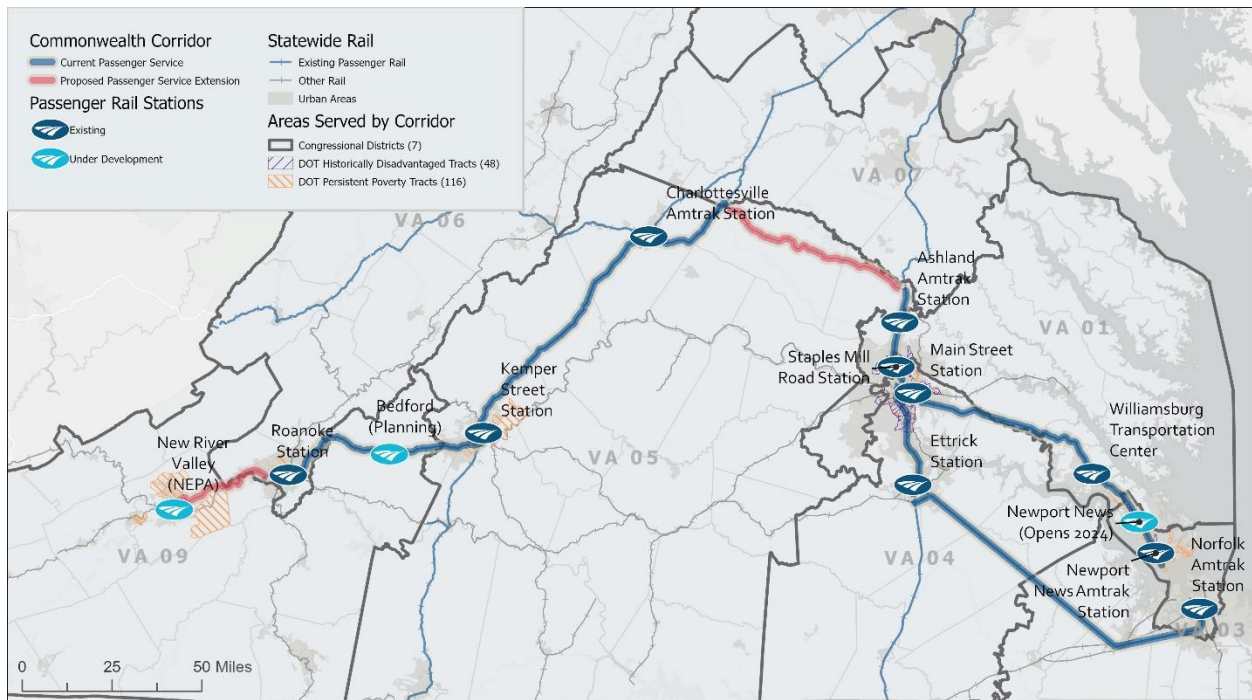
Cover Page

Corridor Title	Commonwealth Corridor
Applicant	Virginia Department of Rail and Public Transportation
Was a Federal Grant Application Previously Submitted for this Corridor?	A Corridor ID Application has not been submitted previously. An expression of interest was submitted in 2022.
Other sources of Funding for the Corridor?	Virginia Passenger Rail Authority FY23 Budget
City(-ies), State(s) Where the Corridor is Located	Newport News, Williamsburg, Richmond, Ashland, Doswell, Charlottesville, Lynchburg, Roanoke, Christiansburg, Bristol
Congressional District(s) Where the Corridor is Located	VA01, VA03, VA04, VA05, VA06, VA07, VA09
Is the Corridor currently programmed or identified in: State rail plan, or regional or interregional intercity passenger rail systems planning study?	Yes, 2023 Virginia Statewide Rail Plan
Is the applicant working with other entities in support of the Corridor?	Yes, Virginia Passenger Rail Authority

Corridor Summary

The Commonwealth Corridor expands intercity passenger rail service on an east-west, cross-state corridor linking Hampton Roads, Richmond, and the New River Valley. Currently, there is no east-west service across the Commonwealth. The development of this corridor would connect two existing passenger rail corridors: Newport News to Richmond, Charlottesville, Roanoke, and eventually the New River Valley (service planned for expansion to New River Valley starting in 2026). There is also the potential to run the service through Petersburg to Norfolk — this route could be studied further in the Service Development Plan (SDP). The expansion of service would increase access to economic and educational opportunities across Virginia by connecting Hampton Roads, Richmond, and Southwest Virginia. **Figure 1** depicts the proposed Commonwealth Corridor along with existing state-supported Amtrak passenger rail services.

Figure 1: Proposed Commonwealth Corridor



Corridor Funding

The Commonwealth of Virginia has developed sustained funding mechanisms to support passenger and freight rail, and in recent years has made monumental investments to increase and improve passenger rail service. Virginia has invested an average of \$170 million per year for rail projects over the past 5 years. In 2020 the Virginia General Assembly created the Commonwealth Rail Fund (CRF) with dedicated transportation revenues for passenger and freight rail projects. This includes funding for the newly created Virginia Passenger Rail Authority (VPRRA) to implement major passenger rail improvement programs such as Transforming Rail in Virginia and the Western Rail Initiative. It also includes funding for freight rail projects and long-range/statewide rail planning through the Virginia Department of Rail and Public Transportation (DRPT). The annual revenue into the CRF is approximately \$300 million per year (set at 7.5% of total Commonwealth Transportation Fund).

The Transforming Rail in Virginia program of projects includes \$4.5 billion in capital improvements to increase passenger rail capacity along the I-95 Corridor. This includes acquisition of track between Richmond and Doswell, which is a significant connection for the Commonwealth Corridor. The Western Rail Initiative includes planned capital improvements of \$273 million over the next six years with the goal of expanding passenger rail service from Washington, D.C., to Southwest Virginia. The program extends existing passenger service from its current terminus in Roanoke to a new passenger rail stop in the New River Valley, the location of which is currently the subject of a National Environmental Policy Act (NEPA) study. Planned investments along this corridor overlap with portions of the Commonwealth Corridor. Together these projects will lay the necessary groundwork for capacity and frequency improvements between Charlottesville and the New River Valley portion of the Commonwealth Corridor. Collaboration with FRA on a SDP is the next step in the process to establish an east-west passenger rail connection in Virginia that is timed to enhance existing and planned north-south service in eastern and western Virginia. DRPT pledges to work with partners to identify match funding to develop the necessary capital projects, which will likely be concentrated along the one section of the corridor that does not serve passenger rail today — the Buckingham Branch Railroad (BBRR) between Doswell and Charlottesville.

Applicant Eligibility

DRPT's mission is to connect and improve the quality of life for all Virginians with innovative transportation solutions. We are the Commonwealth's advocate for promoting transportation options to the general public, businesses, and community decision makers. DRPT's vision is a connected Commonwealth with an integrated multimodal network that serves every person, every business, and every need. As an Executive Branch agency within Virginia's Transportation Secretariat entrusted with public dollars, DRPT seeks the highest possible return on public and private investments to maximize funding and strives to implement best practice management strategies.

DRPT oversees programs and initiatives that support passenger and freight rail investments and delivers data-driven planning recommendations and policies for both passenger and freight rail.

Once passenger rail projects associated with the Commonwealth Corridor progress through the preliminary engineering phase, it is anticipated that they would be transitioned to VPRRA as the implementing agency to carry projects through to completion. As mentioned above, VPRRA is currently leading the Transforming Rail in Virginia and Western Rail Initiative programs, both of which include multiple projects being conducted in cooperation with FRA using multiple sources of federal grant funding.

Detailed Corridor Description

The Commonwealth Corridor, as defined by the Virginia General Assembly, is a cross-state, east-west intercity passenger rail corridor connecting Hampton Roads, Richmond, and the New River Valley regions of Virginia. Building upon ongoing efforts to enhance intercity passenger rail service that connects to Amtrak's Northeast Corridor, development of the Commonwealth Corridor would rely on existing track infrastructure to the greatest extent possible for east-west service. For the purposes of this study and related analysis efforts, the Commonwealth Corridor has been divided into the following six route segments:

1. Hampton Roads to Richmond (2021 study assumed direct service to Newport News)
2. Richmond to Doswell

3. Doswell to Charlottesville
4. Charlottesville to Lynchburg
5. Lynchburg to Roanoke
6. Roanoke to New River Valley

Table 1 below provides a high-level summary of the six rail segments considered in the corridor, including segment length, ownership, subdivisions, number of passenger and freight trains per day, and track speed.

Table 1: Commonwealth Corridor Route Segment Summary

Route Segment Endpoints	Approximate Length	Owner	Subdivision Name	Average Trains per Day	Maximum Authorized Train Speeds
Newport News to Richmond	78 miles	CSXT	Peninsula Subdivision	Passenger: 4 Freight: 9	Passenger: 79 mph Freight: 50 mph
Richmond to Doswell	17 miles	CSXT ¹	RF&P Subdivision	Passenger: 20 Freight: 10-20	Passenger: 70 mph Freight: 40-60 mph
Doswell to Charlottesville	71 miles	BBRR/VPRA ²	Piedmont Subdivision (Doswell-Gordonsville, 48 miles); North Mountain Subdivision (Gordonsville-Charlottesville, 23 miles)	Passenger: 1 Freight: 5-10	Passenger: 60 mph Freight: 25-40 mph
Charlottesville to Lynchburg	62 miles	NSR	Washington District	Passenger: 4 Freight: 20-30 ³	Passenger: 79 mph Freight: 45-60 mph
Lynchburg to Roanoke	49 miles	NSR	Blue Ridge District (Lynchburg-Vinton); Roanoke Terminal (Vinton-Roanoke)	Passenger: 2 Freight: 14	Passenger: 70 mph Freight: 40-60 mph
Roanoke to New River Valley	35 miles	NSR	N-Line/Christiansburg District/Roanoke Terminal (Roanoke-Salem, 6 miles); V-Line/Whitethorne District (Salem in West Roanoke -Merrimac, 29 miles)	Passenger: 0 Freight: V-Line: 6-18 ³ N-Line: 30-40 ³	Passenger: N/A Freight: 40 mph (V-Line) ³

The Commonwealth of Virginia, through VPRA, owns the BBRR-operated right of way between Doswell and Gordonsville. This acquisition was made to secure this corridor for future passenger service. Significant improvements to existing railroad infrastructure need to be made to upgrade the tracks for passenger rail service, but no design or funding plans are underway at

¹ VPRA will acquire under the Transforming Rail In Virginia initiative.

² Piedmont subdivision is BBRR operated and VPRA owned. North Mountain subdivision is BBRR operated and owned.

³ According to FRA Grade Crossing Inventory.

this time beyond the pursuit of entry into the CID program. VPRA is currently leading a project to expand Amtrak service to the New River Valley by 2026.

Amtrak is the assumed operator of passenger service on the Commonwealth Corridor, but CSX Transportation (CSXT), Norfolk Southern (NSR), and BBRR operate freight service in different portions of the corridor and will be beneficiaries to any improvements made along the route. Safety improvements will benefit highway users, pedestrians, and operators, specifically regarding railroad crossing improvements such as grade separations.

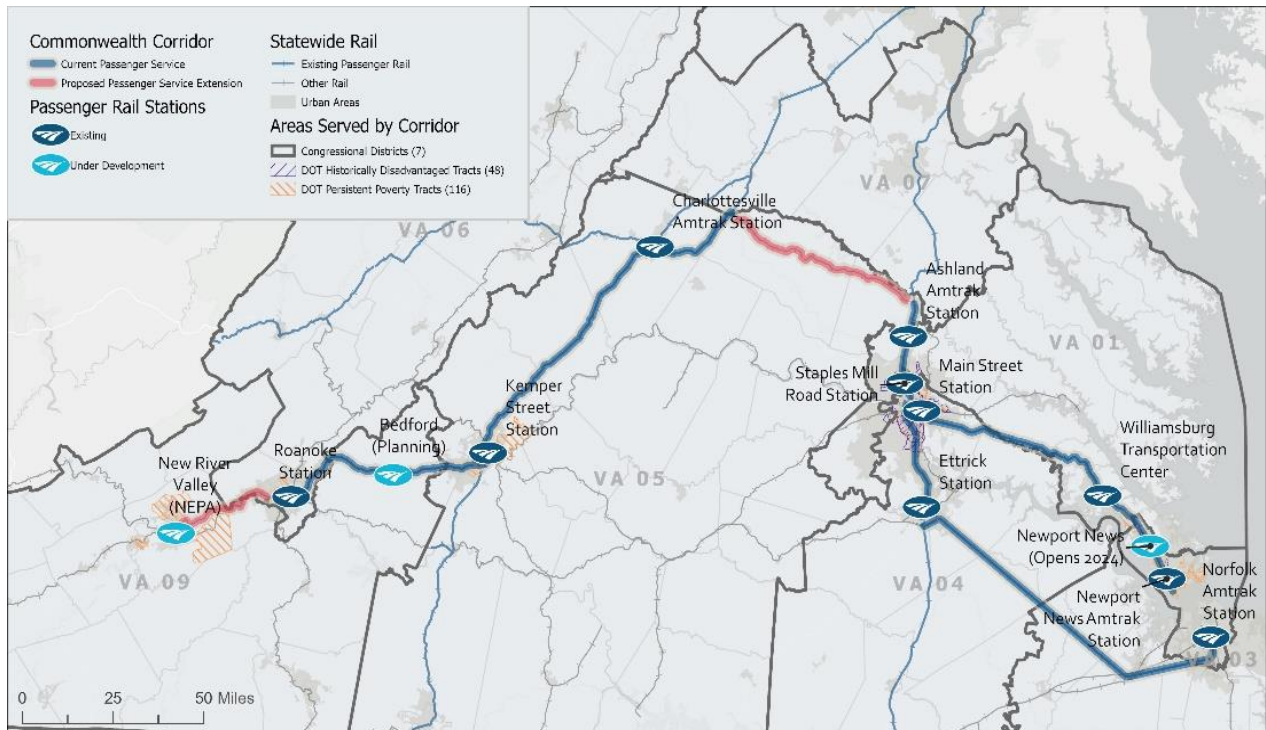
The Commonwealth Corridor would connect the urban areas of eastern Virginia along the Interstate 64 and Interstate 95 highway corridors to more rural Southwest Virginia. East-west service across the Commonwealth is a current gap in Virginia's passenger rail service. The service could be continued from the New River Valley through Bristol, eventually connecting with Tennessee. Additionally, the Commonwealth Corridor connects with multiple long-distance Amtrak routes, including the Cardinal, Carolinian, Crescent, Palmetto, Silver Meteor and Silver Star. The Commonwealth Corridor will also provide Virginians with better access to the Northeast Corridor and major Southern cities, such as Charlotte, Charleston, Atlanta, and New Orleans.

DRPT is submitting Corridor Identification and Development Program (CID) applications for both the Commonwealth Corridor and the D.C.-Bristol Corridor. Portions of these two corridors overlap — specifically, the Charlottesville to New River Valley segment of the corridors. The Commonwealth Corridor will provide a long-needed east-west service connection, while the D.C.-Bristol corridor will enhance and extend north-south oriented service in the western part of the state.

Corridor Location

The proposed Commonwealth Corridor creates a missing east-west connection across the state. The 10 proposed stations serve 7 Congressional Districts, 48 Department of Transportation (DOT) Historically Disadvantaged Census Tracts, and 116 DOT Census Tracts of Persistent Poverty. There are varying levels of existing state-supported passenger service along the corridor, but the Doswell to Gordonsville segment connecting the eastern and western sections of the corridor does not currently have passenger rail service. Upgrading this segment of the corridor will connect these communities across the state.

Figure 2. Location of the Commonwealth Corridor



Evaluation and Selection Criteria

i. Corridor Benefits

The expansion of passenger rail service along the Commonwealth Corridor will have a variety of measurable and large-scale impacts for transportation in Virginia. Virginia lacks an east-west passenger rail connection and completing this connection with reliable cross-state service is essential to the Commonwealth’s continued growth and prosperity.

A. Projected Ridership, Revenues, Capital Investment and Operating Funding Requirements

DRPT developed ridership forecast estimates for the Commonwealth Corridor to assess potential passenger demand for service and confirm the proposed service plan approach. DRPT estimated the total ridership demand for the proposed Commonwealth Corridor and individual market pairs by implementing a hybrid approach using the Virginia Statewide Travel Demand Model (VSTM) production-attraction data for intercity rail and Amtrak FY2019 origin-destination (OD) data to appropriately scale the VSTM data to annual trips. FY2019 data was used as the most recent data source for Amtrak given the significant reduction in person trips in 2020 due to the COVID-19 pandemic.

The forecast estimated 177,200 potential annual passengers would board proposed Commonwealth Corridor services in 2040. This estimate is based on two roundtrips per day. Assuming constant ridership throughout the year for all services, the model estimates an average of approximately 121 passengers per scheduled Commonwealth Corridor revenue train trip, totaling 485 daily passengers onboard the four daily trips. It is important to note that the preliminary ridership estimates developed for this study are intended to be used for high-level planning purposes only and do not reflect the presence of other passenger rail services in

Virginia and related network ridership effects. It is possible that some diversion of ridership from existing routes could occur. Net new ridership was not estimated due to the long range and high-level nature of this study. Ridership estimates for the corridor represent the total estimated annual trips between all possible market pairs along the corridor and is not reflective of total station boarding and alighting.

B. Anticipated Environmental, Congestion Mitigation, and Other Public Benefits

Increasing passenger rail ridership has a variety of benefits, including reductions in environmental impact and congestion. DRPT used an internal BCA tool to estimate some of the benefits of completing passenger rail along the Commonwealth Corridor. Based on the ridership projections, DRPT estimates a reduction in vehicle miles traveled of 449,443,636 miles per year, which is the equivalent of taking 1,610,909 vehicles off Virginia's roads per year. These congestion reduction benefits are estimated to be worth \$291 billion annually, primarily on the I-81 and I-64 corridors. The environmental benefits associated with the reduction in the level of carbon dioxide, volatile organic compounds, nitrogen oxides, and particulate matter due to vehicle traffic moving to rail are estimated to be \$4 million per year.

C. Projected Trip Times and their Competitiveness with Other Transportation Modes

As part of the Commonwealth Corridor Feasibility Study (2021), DRPT developed a proposed initial service plan consisting of two daily round trips operating between Newport News and the New River Valley passenger rail station (anticipated service start in 2026).

The proposed schedules provide a one-seat ride "end-to-end" service across the corridor, for which participants in outreach efforts had expressed a preference. By offering more than one round trip at the startup of service, same-day return trips could be possible in certain segments of the corridor, and riders would have more travel flexibility and a choice of departure times, which were additional service attributes that survey respondents ranked highly.

DRPT developed conceptual train schedules for the initial service plan that estimated trip times, station stops, and feasible service windows to provide morning and evening departures from each endpoint while minimizing conflicts at shared facilities with other existing and planned intercity passenger rail services.

DRPT used the following inputs to estimate trip times for the Commonwealth Corridor conceptual timetables:

- Estimated Newport News-Doswell trip times were based on existing state-supported Amtrak Northeast Regional schedules and proposed Transforming Rail in Virginia Phase 2 base schedule for regional trains, and additional planned improvements.
- Estimated a reduction in trip time of 7-8 minutes from existing passenger train times between Newport News and Williamsburg based on the relocation of the Newport News station to a new Bland Boulevard site in 2024.
- Estimated a reduced running time of 24-25 minutes between Richmond Main Street Station and Richmond Staples Mill Road Station based on a DRPT engineering analysis for potential upgrades to support enhanced intercity passenger rail service on the CSXT S-Line (Bellwood Subdivision) between Centralia, Richmond Main Street Station, and Acca Yard.
- Included a proposed 5-minute station dwell at Richmond Staples Mill Road Station for a crew change.

- Estimated Doswell-Charlottesville trip times of 1:10 were based on a preliminary engineering analysis of BBRR conditions and potential upgrades for passenger rail service.
- Estimated Charlottesville-Roanoke trip times were based on existing state-supported Amtrak Northeast Regional passenger rail schedules.
- Estimated Roanoke-New River Valley trip time of approximately 45 minutes was based on DRPT’s 2019 “Virginian Line Planning Study.”

Table 2 depicts the proposed daily eastbound and westbound Commonwealth Corridor conceptual schedule.

Table 2. Commonwealth Corridor Conceptual Schedule

1109 (read down)	1111 (read down)	Mile	Station	1110 (read up)	1112 (read up)
9:45 a.m.	4:40 p.m.	0	Newport News – Bland Blvd.	1:25 p.m.	8:35 p.m.
9:59 a.m.	4:54 p.m.	15	Williamsburg	1:02 p.m.	8:12 p.m.
10:51 a.m.	5:46 p.m.	62	Richmond – Main Street	12:10 p.m.	7:20 p.m.
11:16 a.m. – Arr 11:21 a.m. – Dep	6:11 p.m. – Arr 6:16 p.m. – Dep	70	Richmond – Staples Mill Road	11:46 a.m. – Dep 11:41 a.m. – Arr	6:56 p.m. – Dep 6:51 p.m. – Arr
11:35 a.m.	6:30 p.m.	81	Ashland	11:19 a.m.	6:29 p.m.
12:57 p.m.	7:52 p.m.	158	Charlottesville	9:57 a.m.	5:07 p.m.
2:10 p.m. – Arr 2:13 p.m. – Dep	9:05 p.m. – Arr 9:08 p.m. – Dep	219	Lynchburg	8:40 a.m. – Dep 8:37 a.m. – Arr	3:50 p.m. – Dep 3:47 p.m. – Arr
3:32 p.m.	10:27 p.m.	271	Roanoke	7:21 a.m.	2:31 p.m.
4:21 p.m.	11:11 p.m.	306	New River Valley	6:35 a.m.	1:40 p.m.

D. Anticipated Positive Economic and Employment Impacts

DRPT expects significant positive economic and employment benefits from the expansion of passenger rail along this corridor. The I-81, I-95, and I-64 corridors are all identified as Virginia Corridors of Statewide Significance. Reduction in passenger vehicles along the corridors will increase the efficiency of moving goods and people throughout the Commonwealth. The estimated congestion reduction benefits are estimated to be worth \$124 million.

Increased connections between the Hampton Roads region, Richmond, Charlottesville, and Roanoke would allow for better access to jobs throughout the Commonwealth, which would benefit both employees and employers. Passenger rail service in this corridor would provide alternative modes of transportation for daily, weekly, or monthly commuters. Less time spent driving or in traffic may allow residents to consider job opportunities previously deemed inaccessible. The proposed service will also provide connections for the students of many Virginia colleges and universities, including Old Dominion University, Christopher Newport University, The College of William & Mary, Virginia Commonwealth University, University of Richmond, University of Virginia, Virginia Tech, and Radford University.

E. Benefits to Rural Communities

Passenger rail service will be expanded across the Commonwealth. Predominantly rural Southwest Virginia will be better connected, specifically to the Richmond and Virginia Beach-

Norfolk-Newport News metropolitan regions via a one-seat ride. This will expand the alternative modes of transportation available, as well as improve existing infrastructure to improve reliability and travel options. There is also currently no time-competitive east-west route for passenger rail service in the state — adding this service would expand access to rural communities in central Virginia.

F. Service to Historically Unserved or Underserved and Low-Income Communities or Areas of Persistent Poverty

The stations along the Commonwealth Corridor will serve 48 DOT Historically Disadvantaged Census Tracts, and 116 DOT Census Tracts of Persistent Poverty. There are varying levels of existing state-supported passenger service along the corridor, but the Doswell to Gordonsville segment connecting the Eastern and Westerns sections of the corridor does not currently have passenger rail service. The completion of the corridor will connect these communities across the state.

G. Benefits or Improvements to Connectivity with Existing or Planned Transportation Service of Other Modes

Expanding freight and passenger rail helps to mitigate congestion. The Commonwealth Corridor will help to move trucks and cars off I-64, I-95, and I-81, all of which experience extreme congestion and traffic delays and all of which are designated as Corridors of Statewide Significance by the Commonwealth. Rural residents will also enjoy more direct connections to airport facilities throughout to state.

H. Connections Between at Least 2 of the 100 Most Populated Metropolitan Areas

The Commonwealth Corridor will connect the Virginia Beach-Norfolk-Newport News, VA-NC metropolitan area to the Richmond, Virginia, metropolitan area, both of which are among the 100 Most Populated Metropolitan Areas. Through connections from existing service and long-distance routes, Virginians will also be better connected to the Northeast Corridor and farther destinations such as Chicago, Illinois, via the Cardinal Amtrak long distance service.

I. Enhancements to Regional Equity and Geographic Diversity of Intercity Passenger Rail Service

Currently, there is no passenger rail service connecting the eastern and western regions of Virginia without going north to Washington, D.C., adding hours of travel without a timed transfer. The Commonwealth Corridor provides for the east-west connection currently missing in Virginia passenger rail service. This will also provide additional service to stations and cities beyond the I-95, I-64, and I-81 highway corridors.

J. Integration into the National Rail Passenger Transportation System and Benefits to Other Passenger Rail Routes and Services

The Commonwealth Corridor connects existing passenger rail service on National Rail Passenger Transportation System. There is existing successful service to Amtrak's Northeast Corridor from Richmond to Newport News and from Charlottesville and Roanoke. The proposed corridor would unite these existing routes and provide one-seat east-west service across Virginia. There is also the potential to connect new riders with existing long distance Amtrak routes such as the Cardinal, Crescent, Northeast Regional, and the Silver Service/Palmetto.

ii. Technical Merit

A. Applicant Readiness

DRPT has spent 30 years working to expand transportation options within the Commonwealth. Virginia has robust state-supported Amtrak service and currently has multiple ongoing projects expanding passenger rail service throughout the region. In partnership with Amtrak and host freight railroads, the Commonwealth has added eight new state-supported frequencies in the past 12 years. DRPT facilitates long-range passenger planning efforts such as the Commonwealth Corridor, while VPRA oversees implementation including: advanced engineering, construction, and operations. This evolving partnership allows Virginia to continue looking forward while quickly bringing projects online.

B. Technical Qualifications and Experiences of Applicant

DRPT has a long history and experience administering federal programs. It is the Commonwealth's agency responsible for long-range freight and passenger rail planning. DRPT has previously developed service plans and completed the design phases of complex corridor rail projects such as the Washington, D.C.,-to-Richmond (DC2RVA) segment of the Southeast High-Speed Rail (SEHSR). DRPT has been managing a successful rail program since 1993 and created the first fund for passenger rail in the country in 2004.

C. Commitment to Implementation and Operation of Corridor

DRPT and the Commonwealth of Virginia are committed to expanding passenger and freight rail service and infrastructure across the Commonwealth. This includes an equitable distribution of service in both rural and urban areas. DRPT is committed to the planning, study, and initial design of the Commonwealth Corridor. Final design, construction, and operation would be carried out by VPRA.

Created in 2020, VPRA manages all capital expansion projects, infrastructure, and land acquisitions related to its programs expanding passenger rail in Virginia. The Commonwealth of Virginia has demonstrated a firm commitment to expanding passenger rail, and the Commonwealth Corridor has been identified as a priority for connecting the state east to west.

D. Corridor Mention in Planning Studies

In 2020, FRA released the Southeast Regional Rail Plan, produced in coordination with Virginia and Southeast Corridor Commission member states. The study presented a common, long-term vision for intercity passenger rail service in the Southeast US. Under the plan, what is now known as the Commonwealth Corridor between Virginia's Western Corridor and Eastern Corridor, is designated as a "Network Independent" service that shows potential to become part of the network in the future, but has a lower demand than that of the "Emerging," "Regional," and "Core Express" high-performance tier classifications. Two potential Commonwealth Corridor routes are included — one between Charlottesville and Richmond and another between Lynchburg and Richmond. These two corridors represent the Commonwealth Corridor and the previously-proposed TransDominion Corridor, respectively.

At the request of the Virginia General Assembly in 2020, DRPT completed a feasibility study for an east-west Commonwealth Corridor passenger rail service connecting Hampton Roads, Richmond, and the New River Valley.⁴ The study included a description of the proposed

⁴ Based on the identification of several popular submarkets, the study recommended the Newport News to Richmond to Charlottesville/Roanoke route rather than the earlier TransDominion Corridor route.

corridor, summary of public outreach efforts, a proposed initial service plan, forecasted range of ridership, needed capital improvements and their estimated costs to provide the service, an estimate of high-level operating and maintenance costs, and recommended next steps.

E. Most Committed or Anticipated Non-Federal Funding

Virginia has dedicated rail funding from the General Assembly through the Commonwealth Rail Fund. Developing and continuing intercity passenger and freight rail operations and the development of rail infrastructure, rolling stock, and support facilities to support intercity passenger and freight rail service are important elements of a balanced transportation system in the Commonwealth. The retention, maintenance, improvement, and development of intercity passenger and freight rail-related infrastructure improvements and operations are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets. This funding is allocated to VPRA and DRPT to support planning, design, and construction of passenger rail and freight improvements and to provide matching funds for federal grants.

VPRA has \$273 million over the next six years programed for improvements along the Western Rail Corridor. Segments of these improvements will overlap with the expected projects needed to complete the Commonwealth Corridor. Additional improvements on the I-95 corridor related to Transforming Rail in Virginia will improve capacity between Richmond and Doswell. There is currently no funding, nor plans to improve the freight corridor between Doswell and Gordonsville for passenger rail, beyond this CID application.

F. Statewide Rail Plan

Long-range improvements in the Commonwealth Corridor or cross-state corridors have been identified in successive versions of Virginia's Statewide Rail Plan.

The 2013 Virginia Statewide Rail Plan identified potential improvements to a cross-state corridor from Bristol to Hampton Roads via Roanoke, Lynchburg, Farmville, and Richmond known as the TransDominion Corridor. The Plan highlights this corridor for additional study.

The 2017 Virginia Statewide Rail Plan also emphasized the need for long-term investment in a cross-state passenger rail corridor. The plan identified potential investments in an alignment along the US Route 460 corridor between Lynchburg and Richmond or the BBRR between Charlottesville and Richmond.

The 2022 Virginia Statewide Rail Plan confirms Virginia's continued support for implementing the long-term service and infrastructure initiatives acknowledged in previous state rail plans. The plan identifies the Commonwealth Corridor as the proposed east-west rail corridor. The plan also identifies a need for investment in the Charlottesville Amtrak Station and passenger rail service on the newly state-acquired BBRR.

G. Operator Support

The Commonwealth of Virginia has a good relationship and long history of working with Amtrak, NSR, CSXT, and shortline operators in this corridor. All freight and passenger operators will be engaged in the SDP process. Per a 2021 agreement with NSR, Virginia is acquiring the 28.5-mile stretch from Salem Crossovers to Christiansburg, allowing for infrastructure and operations improvements that will enable expansion of passenger rail in the corridor. Amtrak is currently the operator for state-supported and long-distance service in segments of the corridor and across the Commonwealth.

DOT Strategic Goals

A. Safety

The Commonwealth Corridor will include railroad crossing improvements, such as four quad gates and grade separation where possible, thus improving safety for both train and vehicular traffic. DPRT has done extensive analysis on priority railroad crossings across Virginia. This will be used to inform future design and construction projects within the corridor. The expansion of rail service in the corridor will also remove cars from Virginia's roads. Providing a safer travel alternative will enhance the safety of travelers in and through Virginia. Safety will likewise be improved for freight rail traffic through the planned rail infrastructure improvements in the corridor.

B. Economic Strength and Global Competitiveness

Improving both passenger and freight rail infrastructure will increase network fluidity and reliability. This will allow for more efficient movement of goods and people. Freight improvements will lead to increased economic development opportunities, creating new, good-paying American job growth. Direct and indirect jobs will be created to support the project during the study, design, and construction phases. The freight benefits of the infrastructure improvements associated with the project will help support resiliency in global supply chains and increased access to jobs and workforces which will increase economic opportunity in the Commonwealth.

A rail connection across Virginia would be the only alternative form of passenger travel, since there is no air or bus connection at this time. This would open up an alternative mode of travel between job centers, universities, and recreation.

C. Equity

The Commonwealth Corridor will increase passenger rail service and connectivity in rural and urban communities across Virginia. The predominantly rural Southwest Virginia will be better connected to the major metropolitan areas of Richmond and the Hampton Roads region. The corridor will provide an alternative to personal vehicle travel and expand transportation options for Virginians who do not have access to a vehicle.

D. Climate and Sustainability

Increasing rail transportation infrastructure, for both passenger and freight usage, has environmental benefits. This corridor has the potential to decrease truck and car usage, and it is a more environmentally efficient mode of transportation than automobile usage. Mass transit is a more sustainable transportation option and helps to reduce greenhouse gas emissions and mitigate climate change impacts.

E. Transformation

The Commonwealth Corridor includes strategic assets purchased by the Commonwealth for its value both as a future expanded passenger rail corridor and as an existing freight rail link in national and global supply chains served by Virginia companies. Improvement and maintenance of these assets are critical to maintaining supply chain resilience, expanding passenger rail service, maintaining freight rail traffic, and fulfilling the Commonwealth's vision for its multimodal network on a rail line that has been identified as a Virginia Corridor of Statewide Significance.