Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

AGENDA MPO Citizens Transportation Advisory Committee

Wednesday, May 17, 2023 @ 7:00 p.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/85858179276?pwd=L1lsdXBCZ3ZlTmEwWGdCT0pyZ1R3QT09
Meeting ID: 858 5817 9276
Password: 518236

Item	Time	Description
0	7:00 - 7:05	**Attendance – Welcome New Committee Members**
1	7:05 - 7:10	**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	7:10 - 7:15	**Matters from the Committee** Members of the Cmte. are welcome to provide comment on any public-interest, transportation-related topic, including items listed on this agenda
3	7:15 - 7:20	**Approval of Draft Citizens Transportation Advisory Cmte. Meeting Minutes*** - Ryan Mickles, CA-MPO • Draft January 18, 2023 Mtg. Minutes* *(attachment)* • Draft March 15, 2023 Mtg. Minutes* *(attachment)*
4	7:20 - 7:40	**Draft FY 2024 Unified Planning Work Program*** – Sandy Shackelford, CA-MPO • Draft FY24 UPWP *(attachment)*
5	7:40 - 7:45	**Draft Fiscal Year 2024-2027 Transportation Improvement Program*** – Ryan Mickles, CA-MPO • Draft FY24-27 TIP *(attachment)*
6	7:45 - 8:15	**Update on Long Range Transportation Plan "Moving Toward 2050"** – Sandy Shackelford, CA-MPO • MetroQuest Survey *(link)* – Demonstration survey is not active! !LRTP Project Website https://campo.tjpdc.org/process-documents/lrtp/2050-lrtp/
7	8:15 - 8:25	**SMART SCALE Round 6 Preparation Update –** Sandy Shackelford, CA-MPO • Memorandum *(attachment)*
8	8:25 - 8:30	**Additional 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

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

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Charlottesville-Albemarle Metropolitan Planning Organization
401 E. Water Street, Charlottesville, VA 22902
(434) 979-7310 phone ● www.tjpdc.org ● info@tjpdc.org email

Citizen Transportation Advisory Committee

Draft Meeting Minutes: January 18, 2023

Video of this meeting can be found at https://www.youtube.com/watch?v=tWVV-XVMCSU

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville	X	Gretchen Thomas, TJPDC *	x
Donna Chen, MPO	X	Christine Jacobs, TJPDC	
Nicholas Garber, Albemarle		Ryan Mickles, TJPDC/CAMPO	x
Greg Weaver, City of Charlottesville	X	Chuck Proctor, VDOT Culpeper District	
Ethan Heil, City of Charlottesville	X	Michael Barnes, VDOT Culpeper District	x
Marty Meth, Albemarle County	X		
Karim Habbab, City of Charlottesville PC	X	**GUESTS/PUBLIC**	
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair, Lee Kondor, called the meeting to order at 7:00 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC

None

2. APPROVAL OF DRAFT MEETING MINUTES

A motion was made, and seconded, to approve the draft January 18, 2023 minutes. The vote passed unanimously.

3. ROUND 5 SMART SCALE PROJECT COST ESTIMATES

Sandy Shackelford presented the committee with the cost estimates for Round 5 Smart Scale and noted that the estimates may be going up do to supply chain issues and inflation. She noted that the MPO submission, Avon Street Multi-Modal project, was "recommended for funding." There were two others recommended for the MPO area as well. Ms. Shackelford noted that there may be opportunities in the future to fund projects they have discussed in the past.

4. 2022 CA-MPO TRANSPORTATION UPDATE

VDOT staff provided an update https://campo.tjpdc.org/wp-content/uploads/04a-INFORMATIONAL_ITEM-2022_TransportationUpdate_FINAL_full.pdf

5. UPDATE ON LONG RANGE TRANSPORTATION PLAN "MOVING TOWARD 2050"

Sandy Shackelford presented the committee with an update on the LRTP plan. She said she has been putting together discussion groups to meet in the near future. She then reviewed the draft content (provided with the agenda packet) and asked the committee for feedback.

Committee members referenced the following comments:
-Use bullets in lieu of paragraphs; use images and graphics to help communicate
-Liked format; but suggest enlarging the smaller Questions text
-Overlay title on each of the card
-Wordy in some parts (purple text section)
-Include more milestones
-Need more information on environment and connection to local action plan
-Enhance the "Why Should I Care" section

Ms. Shackelford noted that staff has met with VDOT on modeling on this project. She described the framework for the development of the needs and project prioritization process, how the goals were established, the process includes methodology for two thresholds for each measure, and they incorporated feedback from previous discussions, including equity and environmental factors.

She gave a general prioritization process overview, the draft goals, and gave an example of the calculation process.

She highlighted some differences in how roadway safety and pedestrian safety are considered.

She explained equity and accessibility and how it is measured.

She went on to explain mobility and system efficiency, including travel time index, travel time reliability, and bus transit on-time performance

She expounded on Land Use & Econ Devt which identifies areas where there is access to non-work destinations to stimulate local econ, walk access to non-work destinations, and walk access to non-work destinations by disadvantaged populations.

Lastly, she described the environment and resiliency priorities.

She then reviewed the project prioritization scoring.

After some clarifying questions and a robust discussion on the prioritization process, Ryan Mickles reviewed the demographics and land use trends using the American Community Survey (ACS) 5-year estimates using demographics maps and charts.

6. ADDITIONAL MATTERS FROM THE PUBLIC

None

Mr. Kondor adjourned the meeting at 8:35 p.m.

The next meeting will be held on March 15, 2023 at 7:00 p.m.

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401 E. Water Street, Charlottesville, VA 22902
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Citizen Transportation Advisory Committee

Draft Meeting Minutes: March 15, 2023

Video of this meeting can be found at https://www.youtube.com/watch?v=1pehzUdMLMU

VOTING MEMBERS & ALTERNATES		STAFF	
Lee Kondor, Albemarle County	x	Sandy Shackelford, TJPDC/CAMPO	x
Stuart Gardner, MPO	x	Lucinda Shannon, TJPDC/CAMPO	
Lucas Beane, City of Charlottesville	x	Curtis Scarpignato, TJPDC/CAMPO	x
Donna Chen, MPO	x	Gretchen Thomas, TJPDC/CAMPO	
Nicholas Garber, Albemarle*	x	Christine Jacobs, TJPDC/CAMPO	
Greg Weaver, City of Charlottesville	x	Ryan Mickles, TJPDC/CAMPO	x
Ethan Heil, City of Charlottesville		Chuck Proctor, VDOT Culpeper District*	x
Marty Meth, Albemarle County	x	Michael Barnes, VDOT Culpeper District	x
Karim Habbab, City of Charlottesville PC	x	**GUESTS/PUBLIC**	
Patrick Healy, City of Charlottesville	x		

* attended virtually via Zoom

0. CALL TO ORDER.

Committee Chair Mr. Lee Kondor called the meeting to order at 7:04 pm. A quorum was present.

1. MATTERS FROM THE PUBLIC.

None

Mr. Stuart Gardner asked if CTAC meeting agendas could include "Matters from the Committee" for members with items to share before the group. Staff saw no issues and agreed.

2. APPROVAL OF DRAFT JANUARY 18, 2023 MEETING MINUTES.

Staff will re-issue the draft minutes for approval at the May 2023 meeting.

3. UPDATE ON LONG RANGE TRANSPORTATION PLAN "MOVING TOWARD 2050".

Ms. Sandy Shackelford gave the attached presentation and updates on the Feb2023 stakeholder meetings (pg1-11). She noted three separate stakeholder meetings were held on the long range plan draft goals and objectives; meetings included the business community, public safety personnel, and community partners. Consultants Kimley Horn and EPR facilitated discussions.

Cmte. members referenced environmental impact/climate and equity, and provided feedback on the revised goals and objectives (language) for "Land Use and Economic Development" and "Equity and Accessibility.

Mr. Marty Meth asked for clarity on land-use and economic development. Ms. Shackelford explained.

Mr. Kondor noted Ms. Shackelford and consultants did an excellent job capturing the discussion at the business stakeholder meeting he attended. Mr. Patrick Healy concurred, noting he attended the public safety stakeholder meeting.

Mr. Greg Weaver referenced the local rural area, its populations connecting to the urban area (transportation needs, long range planning). Mr. Kondor added referencing Crozet. Ms. Shackelford explained.

Mr. Chuck Proctor noted initiatives currently undertaken at VDOT and referenced multimodal planning (dedicated/segregated/shared facilities, concepts akin to complete streets).

Ms. Shackelford stated the long range transportation plan webpage had been updated with additional language and photographs, as well as changes to text format/page layout https://campo.tjpdc.org/process-documents/lrtp/2050-lrtp/. She noted much of the original content remained but particular texts/areas were emphasized (bold font, separated paragraphs, logos) to provide clarity. Ms. Shackelford noted the project timeline would be updated in the upcoming days and asked the Cmte. for comments or feedback. No comments/feedback provided.

4. FEDERAL GRANTS UPDATE.

a. RAISE

Ms. Shackelford presented on the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for Rivanna River Bicycle and Pedestrian Bridge Crossing, preliminary engineering (pg12-17). She noted TJPDC/MPO staff submitted an application and thanked VDOT for assisting. She hoped to receive funding to complete preliminary engineering, allowing VDOT roughly three years of work before resubmitting the Riv. River Bicycle-Ped Bridge Crossing project in Round 7 SMART SCALE.

Mr. Gardner noted a recent federal announcement stated there would be additional discretionary grant funds available for communities for such things as electric charging stations; he asked if Albemarle or Charlottesville might apply. Ms. Shackelford explained.

b. CSAP

Ms. Shackelford gave the attached Comprehensive Safety Action Plan, Safe Streets and Roads for All grant presentation (pg18-23). She stated the TJPDC received the award to develop a multi-jurisdictional comprehensive safety action plan. The total award was $1.1m, with roughly half allocated to public engagement. She noted VDOT staff would assist in crash data and analysis.

Mr. Meth inquired on the relative scope, number of participating jurisdictions, and staffing logistics. Ms. Shackelford explained.

5. ADDITIONAL MATTERS FROM THE PUBLIC.

None

6. MATTERS FROM CTAC MEMBERS.

Mr. Kondor recognized Mr. Gardner comments earlier in the meeting.

There being no further business, Mr. Kondor adjourned the meeting at 8:19 p.m. The next Cmte. meeting is scheduled for May16 2023, 7:00 p.m. at 401 East Water Street.

Stakeholder Discussion Group Feedback



Three Discussion Group Meetings:

- Business Community
- Safety Personnel
- Community Partners

- CA-MPO staff provided background on the purpose of the Moving Toward 2050 plan, a description of the planning process, and reviewed how feedback would be used

The purpose of Stakeholder Feedback:

- Inform how information is presented for broader public feedback
- Revise goal/objective language
- Add/remove goals or objectives
- Recategorize the goals/objectives

Original Draft Goals

Safety: Improve the safety of the transportation system for all users.
Environment: Reduce the negative environmental impacts of the transportation system.
Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.
Land Use & Economic Development: Integrate transportation system improvements with land use planning.
Efficiency: Increase travel efficiency and system reliability for all modes.


Climate Action
Safety
Environment
Accessibility
Land Use & Economic Development
Efficiency
Equity

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency and severity of crashes.
- Improve comfort and safety for users of alternative modes of transportation.

Safety: Improve the safety of the transportation system for all users.

- Reduce frequency ~~and severity~~ of serious injury and fatal crashes.
- Improve comfort and safety for users of ~~alternative modes of~~ the multi-modal transportation system.

Environment: Reduce the negative environmental impacts of the transportation system.

- Minimize impacts of the transportation system on natural and built environment.
- Increase use of alternative modes of transportation.
- Integrate sustainable infrastructure practices into project design.
- Reduce vehicle emissions.

Environment: Reduce the negative environmental impacts of the transportation system.

- Minimize impacts of the transportation system on natural and built environment.
- ~~Increase use of alternative modes of transportation.~~
- Integrate sustainable infrastructure practices into project design.
- ~~Reduce vehicle emissions.~~

Equity & Accessibility: Improve equitable access to jobs and opportunities through greater availability of mode choices that are affordable and efficient.

- Increase mode choice for all users.
- Increase access to jobs and opportunities for historically underserved populations.

~~Equity &~~ Accessibility: Improve ~~equitable~~ access ~~to jobs and opportunities~~ through greater availability of mode choices that are affordable and efficient.

- Increase mode choice for all users.
- ~~Increase access to jobs and opportunities for historically underserved populations.~~

Land Use & Economic Development: Integrate transportation system improvements with land use planning.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- Fill connectivity gaps in multi-modal network.
- Improve access to community resources for historically underserved populations.

Land Use & Economic Development: ~~Integrate~~ Align transportation system improvements with ~~land use planning~~ local land use goals.

- Provide multi-modal infrastructure in designated growth areas, mixed-use areas, and near community resources.
- ~~Fill connectivity gaps in multi-modal network.~~
- ~~access to community resources for historically underserved populations.~~

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements (intersection reconfiguration, traffic light coordination, etc.)
- Increase system capacity at identified bottlenecks.
- Maintain the existing system in a state of good repair.

Efficiency: Increase travel efficiency and system reliability for all modes.

- Improve roadway system reliability through operational improvements ~~(intersection reconfiguration, traffic light coordination, etc.)~~
- Increase system capacity at identified bottlenecks.
- Fill bicycle and pedestrian connectivity gaps.
- Maintain the existing system in a state of good repair.

Next Steps:

- Finalize the language for goals and objectives
- Develop survey for broad public engagement
- Identify public intercept opportunities to gather input
- We will reach back out to schedule a second meeting with the Stakeholder Discussion Groups once we have an initial draft of our project priorities for additional feedback



Rivanna River Bike/Ped Bridge: RAISE Grant Application

- Work completed to date:
  - System need identification in multiple local and regional plans
  - Feasibility study completed
  - Substantive public engagement initiative completed
  - “Engineered conceptual design” completed in preparation for SMART SCALE application
- SMART SCALE benefits score very high:
  - #26 out of 394 projects submitted statewide in overall benefits
  - Scored particularly high in the environmental sustainability criteria and the access to jobs criteria
  - Project costs, which included high contingency factors, limited the competitiveness of the project to receive funding
- Need for potential mitigation is high due to the sensitive environmental context of the project location
  - Completion of preliminary engineering phase will answer many outstanding questions to reduce contingencies and develop better cost estimates

RAISE Grant Application

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program
  - Highly competitive
  - Covers all modes of transportation
  - Planning and implementation projects are both eligible to receive funding
  - $115 million has been designated for planning grants in FY23
    - Total funding available in FY23 is $775 million
  - Awards are based on strength of application as well as diversifying project types:
    - Modes
    - States
    - Urban versus Rural (Charlottesville considered rural)

Project Alignment with Merit Criteria

- Safety
- Environmental Sustainability
- Quality of Life
- Mobility and Community Connectivity
- Economic Competitiveness and Opportunity
- State of Good Repair
- Partnership and Collaboration
- Innovation

Project Evaluation

- Projects will be scored in each of the merit criteria as high, medium, low, or non-responsive
- Projects will receive an overall Merit Rating:
  - Highly recommended – high scores in six criteria; no non-responsive scores
  - Recommended – between one and five of the criteria are high, no more than three are low, and none are non-responsive
  - Acceptable
  - Unacceptable
- Highly recommended projects advance to second-tier analysis
- Recommended projects will be further reviewed and considered for advancement

Proposed Project Scope

- Complete the Preliminary Engineering Project Phase at the selected alignment to include:
  - Hydraulic & Hydrologic Analysis
  - Geotechnical Analysis
  - Environmental Review
  - Development of functional design plans
  - Value engineering to identify opportunities to reduce project costs
- TJPDC staff will be project sponsor and fiscal agent
- VDOT will administer the technical aspects of the project

Application Submission

- Total Funding Requested: $3,010,752
- Grant awards will be announced by end of June
- Debrief available for projects not selected for awards
- Since the program is highly competitive, re-submitting the application in future rounds may be considered if the funding is not awarded this round

SAFE STREETS AND ROADS FOR ALL DISCRETIONARY GRANT PROGRAM



SS4A DISCRETIONARY GRANT PROGRAM BACKGROUND

- Established by the Bipartisan Infrastructure Law
- $5 - $6 Billion available over the next five years
- Goal of preventing roadway deaths and serious injuries
- Two types of grants:
  - Planning
  - Implementation
- **Eligibility for implementation funding is dependent on first having a qualifying Comprehensive Safety Action Plan in place**

COMPREHENSIVE SAFETY ACTION PLAN COMPONENTS

- Leadership commitment
- Oversight group to develop, implement, and monitor
- Comprehensive safety data analysis
- Robust public and stakeholder engagement
- Inclusive and representative process in the plan development
- Evaluation of processes and policies
- Comprehensive identification/prioritization of projects and strategies
- Ongoing monitoring and Reporting

BENEFITS OF A COMPREHENSIVE SAFETY ACTION PLAN

- Comprehensive understanding of crash locations and contributing factors, including identification of systemic or recurring factors
- Considers safety for all users (roadway, bike/ped, transit)
- Relationship building among stakeholders
- Multi-faceted strategies to reduce/eliminate roadway fatalities and serious injuries
- Creates a pipeline of identified projects to leverage implementation funding beyond SMART SCALE:
  - SS4A Discretionary Grant Program for implementation
  - Transportation Alternatives Program
  - Revenue Sharing
  - Highway Safety Improvement Program

MULTI-JURISDICTIONAL APPLICATION

- No locality within the Thomas Jefferson Planning District has a qualifying Comprehensive Safety Action Plan
- TJPDC is preparing and will submit a multi-jurisdictional application
- Localities will benefit from:
  - Administration of the grant and project coordination by the TJPDC
  - Regional approach to data collection and analysis supported by VDOT through the Highway Safety Improvement Program
  - Cross-jurisdictional information sharing
  - Substantive engagement with state and regional agency partners
  - Ongoing monitoring and reporting functions supported by TJPDC
  - Individual Safety Action Plan for each locality based on local needs and priorities



FINAL APPLICATION

- Total project funding just under $1.1 million
  - Nearly half is scoped to go towards stakeholder and public engagement
- VDOT will provide data collection and crash analysis support through the Highway Safety Improvement Program regardless of grant award
- TJPDC will provide ongoing monitoring and reporting through existing MPO and Rural Transportation program funding







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

VDOT Virginia Department of Transportation

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Highway Administration

FTA Federal Transit Administration

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).

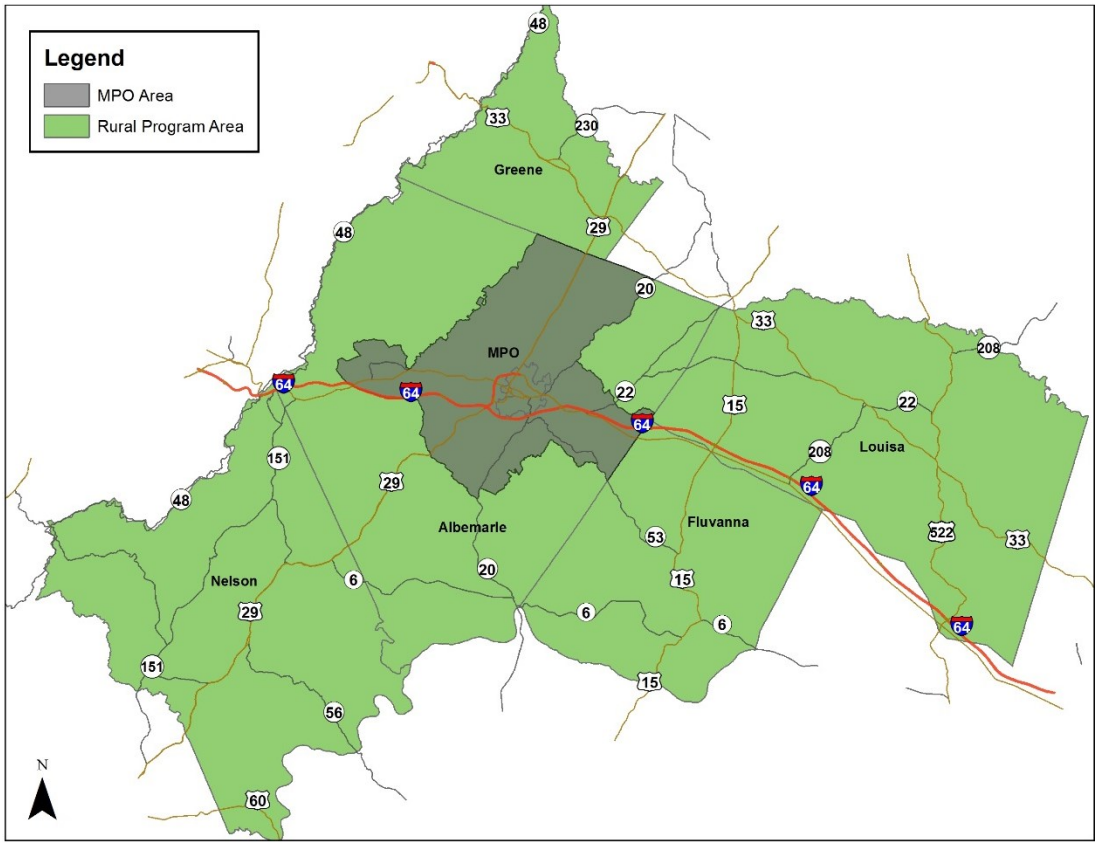
Purpose of the Metropolitan Planning Organization

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 IIJA/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 deficiencis 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
TJPDC 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 TJPDC 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 24h, 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
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st 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

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

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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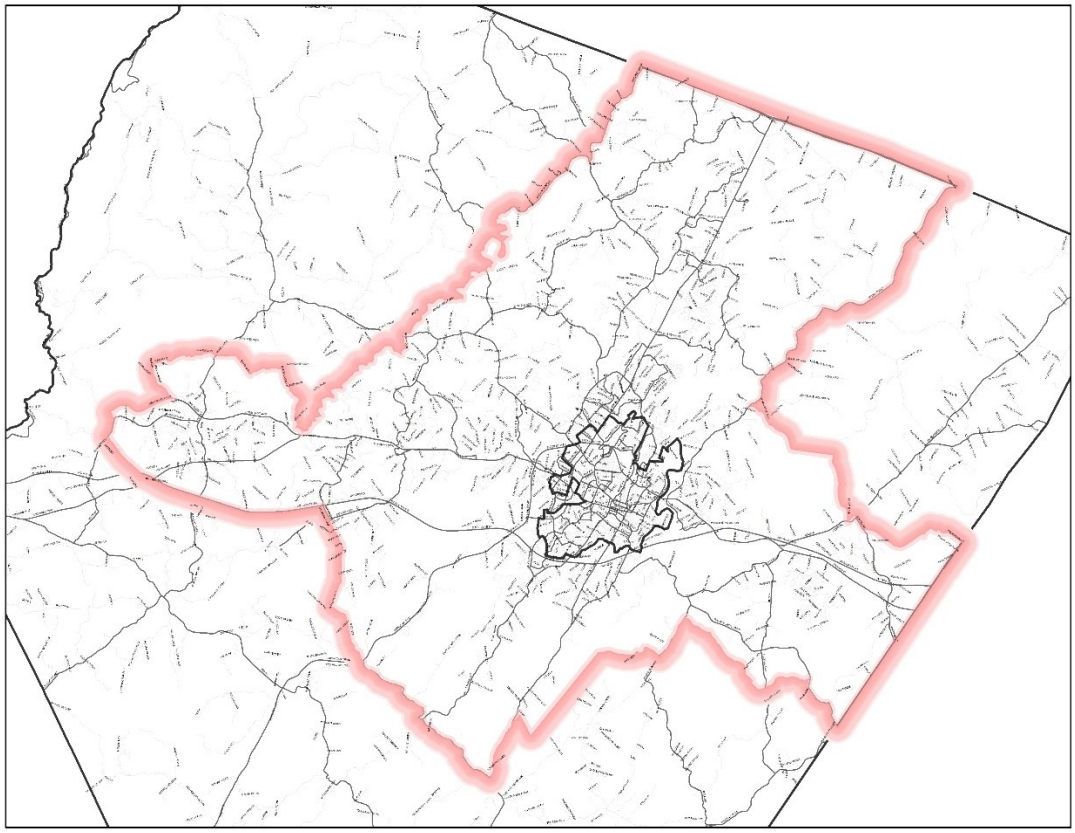
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Purpose of this Document

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:

- City of Charlottesville
- Albemarle County
- University of Virginia
- Virginia Department of Transportation (VDOT)
- Department of Rail and Public Transportation (VRPT)
- 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 muti-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.tjpdc.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.tjpdc.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 - 2021Strategic 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 sate'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)

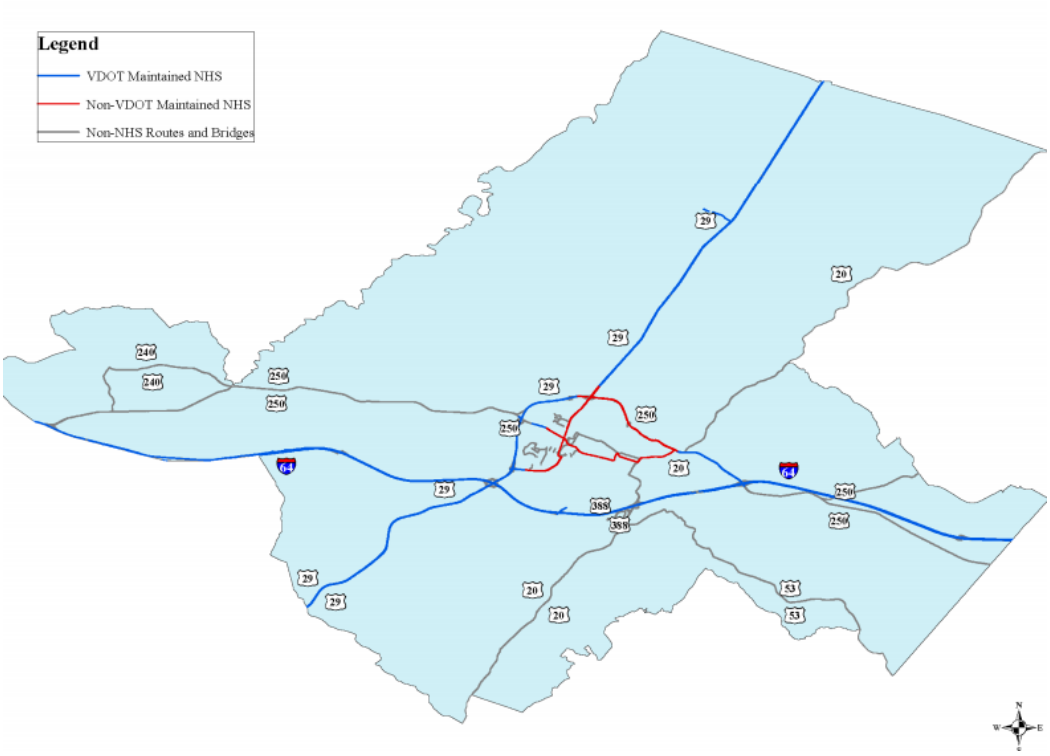
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability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

LRTP 2045 Goals:

1. ACCESSIBILITY & MOBILITY- Improve inter and intra-regional access and mobility for all users (people, goods, and services) by integrating various modes of transportation in an effort to improve connectivity and coordination among stakeholders.
2. ECONOMIC DEVELOPMENT & LAND USE- Support the region's economic competitiveness by ensuring the integration of transportation and land use decisions in the planning process to enhance efficiency across all modes of transportation.
3. OPERATIONS & MAINTENANCE- Encourage and promote the cost-effective operations and maintenance of the regional transportation network that delivers optimal performance for all users.
4. SAFETY- Improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.
5. CONGESTION- Where appropriate, improve roadway design to reduce congestion for vehicles, freight, and transit.
6. ENVIRONMENT & COMMUNITY- Promote sustainable transportation improvements that avoid impacts on the environment and ensure nondiscriminatory planning in our region.

TIP linkage to adopted measures:

New TIP and LRTP projects are reviewed for their linkages to safety needs using the following steps:

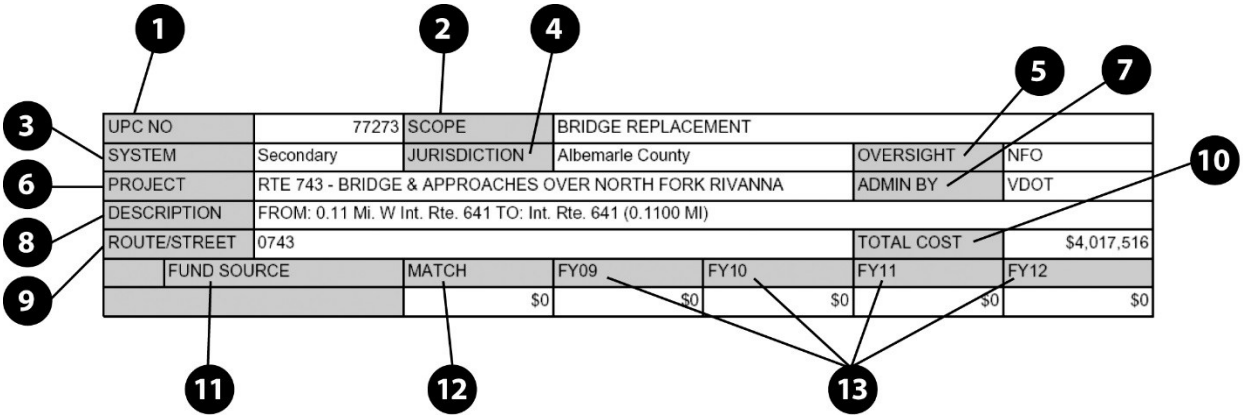
- Safety deficiencies are identified by analyzing crash data provided by VDOT as part of the Highway Safety Improvement Program.
- Proposed projects are reviewed for their impact on safety using crash modification factors based on project design.

Resource Documents:

1	2045 Long Range Transportation Plan	http://campo.tjpdc.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.tjpdc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/
4	Eastern Planning Initiative	http://campo.tjpdc.org/eastern-planning-initiative/
5	Hillsdale Drive	http://www.hillsdaledrive.org/
6	TJPDC Transportation	http://tjpdc.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.



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.

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

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**	**$2,568,661**	**$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**

(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		9TH 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

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	
CHARLOTTESVILLE-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 Norht 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			

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	110551	Statewide	9999		$307,192
		TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE			
		FROM: Various TO: Various			
Interstate	110912	Statewide	9999		$813,019
		Statewide Truck Parking Management System - Phase 1			
		FROM: Various TO: Various			
Interstate	111613	Statewide	9999		$1,807,000
		STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2			
		FROM: Various TO: Various			
Interstate	111892	Statewide	9999		$0
		ATMS - PHASE 1, 2, 3, 4			
		FROM: Various TO: Various			
Interstate	115854	Statewide	9999		$0
		#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD			
		FROM: n/a TO: n/a			
Interstate	115856	Statewide	9999		$1,950,000
		#ITTF20 PARKING DEMAND MANAGEMENT SYSTEM			
		FROM: Various TO: Various			
Interstate	119197	Statewide	9999		$1,500,000
		#ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE			
		FROM: Various TO: Various			
Interstate	119198	Statewide	9999		$25,040
		#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II)			
		FROM: Various TO: Varioyus			
Interstate	119199	Statewide	9999		$500,000
		#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE			
		FROM: Various TO: Various			
Interstate	119332	Statewide	9999		$300,000
		#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING			
		FROM: Various TO: Various			
Interstate	119379	Statewide	9999		$0
		#ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE			
		FROM: Various TO: Various			
Interstate	119401	Statewide	9999		$250,000
		#ITTF22 PROJECT EVALUATIONS STATEWIDE			
		FROM: Various TO: Various			
Interstate	119402	Statewide	9999		$1,030,000
		#ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE			
		FROM: Various TO: Various			
Interstate	119404	Statewide	9999		$1,000,000
		#ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE			
		FROM: various TO: various			
Interstate	119406	Statewide	9999		$0
		#ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE			
		FROM: Various TO: Various			

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Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	111727	Albemarle County	MONACAN TRAIL (0029)	$2,080,207
		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)		
Primary	111813	Albemarle County	ROUTE 29 (0029)	$2,629,600
		#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)		
Primary	114299	Albemarle County	SEMINOLE TRAIL (0029)	$0
		ROUTE 29 AND WOODBROOK INTERSECTION MODIFICATION		
		FROM: Woodbrook Dr TO: Woodbrook Dr (0.0600 MI)		
Primary	114666	Albemarle County	0029	$407,340
		PSAP - Pedestrian Facility Improvements in Albemarle County		
		FROM: Various Locations TO: Various Locations		
Primary	114401	Culpeper District-wide	SEMINOLE TRAIL (0029)	$600,000
		Signal Performance Metric - ATSC		
		FROM: Rte. 649 TO: Stone Ridge Drive		
Primary	111729	Albemarle County	IVY ROAD (0250)	$3,550,000
		ROUTE 250 / 240 / 680 ROUNDABOUT		
		FROM: INTERSECTION OF ROUTES 250 / 240 / 680 TO: INTERSECTION OF ROUTES 250 / 240 / 680		
Primary	111814	Albemarle County	RICHMOND ROAD (0250)	$18,102,653
		#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)		
Primary	115477	Albemarle County	RICHMOND ROAD (0250)	$8,800,000
		#SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS		
		FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)		
Primary	115476	Charlottesville	5TH STREET (9999)	$6,103,034
		#SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS		
		FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET		
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000)	$7,157,000
		#HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS		
		FROM: INT. E. MARKET ST. / 7TH. ST. N.E. TO: E. HIGH ST. / LOCUST AVE. (0.3600 MI)		
Urban	109551	Charlottesville	EMMET ST. N. (0000)	$12,098,063
		#HB2.FY17 EMMET STREET CORRIDOR STREETSCAPE & INTERSECTIONS		
		FROM: IVY ROAD / UNIVERSITY AVENUE TO: ARLINGTON BOULEVARD (0.5500 MI)		
Urban	111796	Charlottesville	EMMET STREET (0029)	$8,640,866
		#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)		
Urban	109484	Charlottesville	FONTAINE AVENUE (0000)	$11,700,000
		#HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS		
		FROM: RAY C HUNT DRIVE TO: JEFFERSON PARK AVENUE (0.4300 MI)		
Urban	113916	Charlottesville	GRADY AVENUE (0250)	$291,000
		10TH & GRADY AVENUE BIKE PED		
		FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)		

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121564	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			

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Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary		111733	Albemarle County	STONY POINT ROAD (0020)	$4,207,346
			#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)		
Primary		118875	Albemarle County	SCOTTSVILLE ROAD (0020)	$10,271,103
			#SMART22 - RTE. 20/53 INTERSECTION IMPROVEMENTS		
			FROM: .025 MILES S. RTE 53 TO: 0.10 MILES N. RTE 53 (0.3500 MI)		
Primary		111727	Albemarle County	MONACAN TRAIL (0029)	$2,080,207
			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)		
Primary		111813	Albemarle County	ROUTE 29 (0029)	$2,621,469
			#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)		
Primary		114401	Albemarle County	SEMINOLE TRAIL (0029)	$600,000
			Signal Performance Metric - ATSC		
			FROM: Rte. 649 TO: Stone Ridge Drive		
Primary		118868	Albemarle County	RTE. 29 BYPASS (0029)	$13,440,089
			#SMART22 - US 29 AND FONTAINE AVE INTERCHANGE IMPROVEMENTS		
			FROM: S. FONTAINE INTERCHANGE RAMP TO: N. FONTAINE INTERCHANGE RAMP (0.7000 MI)		
Primary		118871	Albemarle County	SEMINOLE TRAIL (0029)	$3,524,115
			#SMART22 - RTE 29 SHARED USE PATH		
			FROM: CARRSBROOKE DR. TO: SEMINOLE LANE (0.5000 MI)		
Primary		118867	Charlottesville	EMMET STREET (0029)	$20,465,490
			#SMART22 - EMMET STREET MULTIMODAL PHASE II		
			FROM: ARLINGTON BLVD TO: BARRACKS ROAD (0.4500 MI)		
Primary		118880	Multi-jurisdictional: Charlottesville MPO	SEMINOLE TRAIL (0029)	$28,254,264
			#SMART22 - HYDRAULIC ROAD AND RTE. 29		
			FROM: ANGUS ROAD TO: 0.24 MI North of HYDRAULIC ROAD (0.5300 MI)		
Primary		111729	Albemarle County	IVY ROAD (0250)	$4,539,016
			ROUTE 250 / 240 / 680 ROUNDABOUT		
			FROM: INTERSECTION OF ROUTES 250 / 240 / 680 TO: INTERSECTION OF ROUTES 250 / 240 / 680		
Primary		111814	Albemarle County	RICHMOND ROAD (0250)	$18,102,653
			#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)		
Primary		115477	Albemarle County	RICHMOND ROAD (0250)	$8,800,000
			#SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS		
			FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)		
Primary		118879	Albemarle County	RICHMOND ROAD (0250)	$5,939,563
			#SMART22 - RTE 250 EAST CORRIDOR IMPROVEMENTS		
			FROM: STONEY POINT ROAD TO: ROLKIN ROAD		
Primary		100548	Charlottesville	MCINTIRE ROAD BUSINESS (0250)	$1,039,517
			Construct Multi-Use Path along McIntire Rd		
			FROM: Route 250 Bypass TO: Harris Street		
Secondary		118878	Albemarle County	5TH STREET EXTENDED (0631)	$7,797,076
			#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)		

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	118876	Albemarle County	RIO ROAD (0631)		$10,887,626
		#SMART22 - RIO ROAD &JOHN WARNER PARKWAY ROUNDABOUT			
		FROM: 0.02 MILES N RTE. 631 TO: 0.02 MILES S. RTE 631			
Secondary	118877	Charlottesville	RIDGE STREET (9999)		$8,738,020
		#SMART22 - RIDGE STREET SAFETY IMPROVEMENTS			
		FROM: DIVIDED SECTION TO: MONTICELLO AVE (0.2400 MI)			
Urban	115476	Charlottesville	5TH STREET (9999)		$6,103,034
		#SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS			
		FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET			
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000)		$9,605,921
		#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)			
Urban	109551	Charlottesville	EMMET ST. N. (0000)		$16,844,639
		#HB2.FY17 EMMET STREET CORRIDOR STREETSCAPE & INTERSECTIONS			
		FROM: 0.046 mile south of Ivy Road on Emmet Street TO: ARLINGTON BOULEVARD (0.5500 MI)			
Urban	111796	Charlottesville	EMMET STREET (0029)		$8,640,866
		#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)			
Urban	109484	Charlottesville	FONTAINE AVENUE (0000)		$12,276,431
		#HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS			
		FROM: 0.03 mi west of Westerly Avenue TO: JEFFERSON PARK AVENUE (0.4300 MI)			
Urban	113916	Charlottesville	GRADY AVENUE (0250)		$291,000
		10TH & GRADY AVENUE BIKE PED			
		FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)			
Urban	113861	Charlottesville	MADISON AVENUE (0000)		$222,059
		WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL			
		FROM: PRESTON AVENUE TO: ROSE HILL DRIVE			
Urban	113917	Charlottesville	MONTICELLO AVENUE (3402)		$981,662
		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)			
Urban	113918	Charlottesville	PRESTON AVENUE (0250)		$245,725
		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)			
Urban	113919	Charlottesville	RIDGE STREET (3405)		$265,230
		PEDESTRIAN IMPROVEMENTS AT RIDGE/CHERRY			
		FROM: 0.07 MI SOUTH OF ROUTE 3400 TO: 0.03 MI NORTH OF ROUTE 3400 (0.1000 MI)			
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		$419,500
		Rugby Avenue Shared Use Path			
		FROM: West McIntire Park TO: Sherwood Road			

Charlottesville MPO

Construction : Transportation Alternatives/Byway/Non-Traditional

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

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.tjpdc.org
(434) 979-7310 phone; (434) 979-1597 fax; info@tjpdc.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

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

Charlottesville-Albemarle Metropolitan Planning Organization
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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.

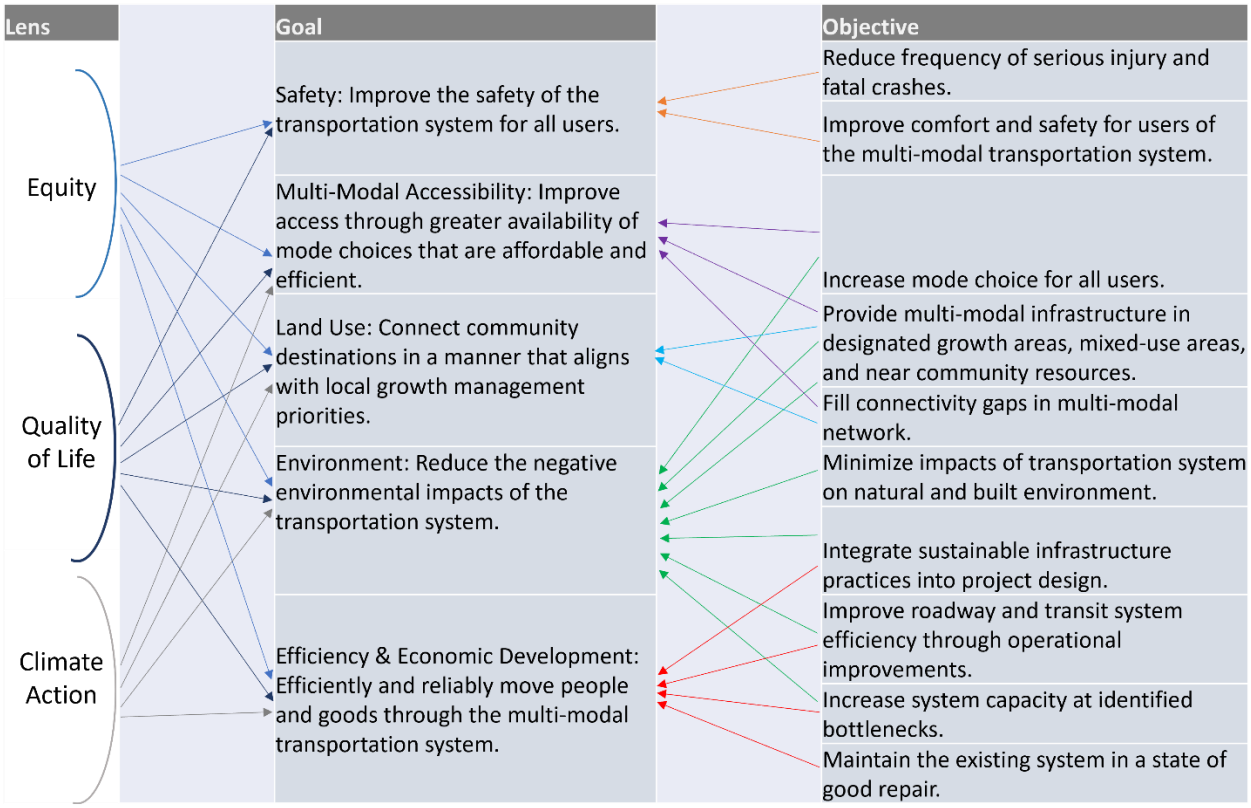


Figure 1. Moving Toward 2050: Lenses, Goals, and Objectives

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@tjpdc.org.

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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@tjpdc.org.

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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