

AGENDA

Join Zoom Meeting

<https://us02web.zoom.us/j/83543174168>

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

Meeting ID: 835 4317 4168

Dial in: 1-646-558-8656

† Times are approximate

* Requires a vote of the Board

Item	Description	Time†
1	*Call to Order & Attendance — Chair Gallaway & Sarah Simba a. *Remote participation Policy for Voting Board Members—if needed	04:00 — 04:05
2	Matters from the Public — Chair Gallaway Members of the public are welcome to provide comments on any transportation-related topic, including the items listed on this agenda (limit three minutes per speaker)	04:05 — 04:10
3	*General Administration — Chair Gallaway a. *Review and Acceptance of the Agenda b. *Approval of Draft April 23, 2025, Meeting Minutes	04:10 — 04:15
4	* New Business — Chair Gallaway a. Travel Demand Management Study — Taylor Jenkins, AICP i. TDM Draft Scope ii. TDM Presentation b. *Charlottesville Area Transit FTA Low or No Emission Project — Garland Williams i. Presentation and Staff Memo ii. Resolution of Support	04:15 — 04:45
5	Informational — Chair Gallaway a. Safe Streets and Roads for All, Regional Move Safely Blue Ridge — Gorjan Gjorgjievski i. Presentation & Final Regional Comprehensive Action Plan b. CA-MPO CTAC Membership & Appointments (Document) — Sarah Simba	04:45 — 05:10
6	Staff Updates & Meeting Schedule — Chair Gallaway a. *TIP Administrative Modifications/Amendment — Gorjan Gjorgjievski i. Staff Memo ii. *Resolution of Support iii. The CA-MPO FY24-27 TIP Full Document b. FY26 UPWP Updated Allocations — Taylor Jenkins, AICP i. Staff Memo & FY26 Final UPWP Document c. FY26 Calendar of meetings — Proposed Meeting Dates — Taylor Jenkins, AICP	05:10 — 05:30
7	VDOT Update on Projects — Chuck Proctor & Sandy Shackelford	05:30 — 05:40
8	Roundtable Updates — Chair Gallaway	05:40 — 05:50
9	Additional Matters from the Public — Chair Gallaway Members of the Public are welcome to provide additional comments on any transportation-related topic, including the items listed on this agenda (limit of 3 minutes per speaker)	05:50 — 06:00
10	Adjourn — Chair Gallaway	06:00 pm

VOTING MEMBERS
Ann Mallek, Albemarle
Ned Gallaway, Albemarle
Brian Pinkston, Charlottesville
Natalie Oschrin, Charlottesville
Sean Nelson, VDOT (Alternate, <i>Stacy Londrey, VDOT</i>)
NON-VOTING MEMBERS
Mitch Huber, DRPT (Alternate, Wood Hudson, DRPT)
Mike Murphy, Jaunt
Julia Monteith, UVA
Garland Williams, CAT
Steven Minor, FHWA
Daniel Koenig, FTA
Sarah Medley, CTAC Liaison
Christine Jacobs, TJPDC
STAFF
Christine Jacobs, TJPDC
Taylor Jenkins, TJPDC
Lucinda Shannon, TJPDC
Ruth Emerick, TJPDC
Logan Ende, TJPDC
Isabella O'Brien, TJPDC
Gorjan Gjorgjevski, TJPDC
Gretchen Thomas, TJPDC
Sarah Simba, TJPDC
GUESTS
Charles Proctor, VDOT
Sandy Shackelford, VDOT

MPO Policy Board Meeting

Minutes, April 23, 2025

DRAFT

VOTING MEMBERS & ALTERNATES		STAFF	
Ann Mallek, Albemarle	x	Gretchen Thomas, TJPDC	x
Ned Gallaway, Albemarle	x	Sara Pennington, Rideshare *	x
Brian Pinkston, Charlottesville	x	Lucinda Shannon, TJPDC	
Natalie Oschrin, Charlottesville	x	Sarah Simba, TJPDC	x
Sean Nelson, VDOT	x	Gorjan Gjorgjievski, TJPDC	x
Stacy Londrey, VDOT (alternate)	x	Taylor Jenkins, TJPDC	x
NON-VOTING MEMBERS		GUESTS/PUBLIC	
Jason Espie, Jaunt		Peter Krebs, Piedmont Environmental Council	x
Christine Jacobs, TJPDC		Jessica Hersh-Ballering, Albemarle County	x
Julia Monteith, UVA	x	Ben Chambers, City of Charlottesville	x
Garland Williams, CAT		Sean Tubbs *	x
Steven Minor FHWA		Rob Tieman, UVA	x
Daniel Koenig, FTA *	x	Tonya Schwazendruber, Albemarle County *	x
Sarah Medley, CTAC	x		
Chuck Proctor, VDOT *	x		
Mitch Huber, DRPT *	x		
Mike Murphy, Jaunt			
Sandy Shackelford, VDOT	x		
Wood Hudson DRPT (alternate)			

* attended online via Zoom

1. CALL TO ORDER

The MPO Policy Board Chair, Ned Gallaway, presided and called the meeting to order at 4:00 p.m. Sarah Simba called roll.

2. MATTERS FROM THE PUBLIC

Comments from the Public: Peter Krebs, Piedmont Environmental Council, said when they worked with TJPDC on a Bike/Ped plan he said there needs to be a great deal of work on the social side of that plan as much as infrastructure work. He also announced that at McIntire Park, on May 4, there will be Family Bike Day. He stated that May 16 is National Bike-to-Work Day. He also said on May 31, there is an Easy Pace Group Ride from the City Market. Lastly, he said on May 10, the County is having a soft-launch for Free Bridge Lane and eBike demonstration. He shared that Rideshare is promoting a bicycle business challenge.

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



City of Charlottesville

Albemarle County

Fluvanna County

Greene County

Louisa County

Nelson County

401 East Water Street • Post Office Box 1505 • Charlottesville, Virginia 22902-1505

Telephone (434) 979-7310 • Fax (434) 979 1597 • Virginia Relay Users: 711 (TDD) • email: info@tjpd.org • web: www.tjpd.org

3. GENERAL ADMINISTRATION

Approval of February 26, 2025 Meeting Minutes

Motion/Action: Ann Mallek made a motion to approve the minutes. Brian Pinkston seconded, and the motion passed unanimously.

4. NEW BUSINESS

FY26 Unified Planning Work Program (UPWP)

Taylor Jenkins presented the board with background on UPWP and that it serves as CAMPO's budget. She reviewed the changes to the draft FY26 UPWP. She presented the funding by source from federal, state, and local and the funding by task.

She recapped the tasks mentioned in the funding portion of the presentation and any changes or additions that were added.

She said that staff recommends the Board approve the UPWP as presented noting that as soon as she has the final numbers from the Federal government, she will provide them to the Board.

Motion/Action: Natalie Oschrein made a motion to adopt the UPWP as presented. (listen) Ann Mallek seconded and the motion passed unanimously.

5. CAMPO SAFE STREETS AND ROADS FOR ALL FY25 APPLICATION

Rob Tieman, PE, PMP from UVA, presented the Board with background on SS4A and the problem the grant will be trying to solve.

Honda approached UVA CAB, UVA brainstorms research ideas, UVA forms focus research team, UVA reaches out to CA-MPO via grant applicant. (see slide)

He gave the objectives for the SS4A grant and presented the UVA Research Team and its key leaders. He continued with the approach methodology – data collection, alignment with VR tools, collate and analyze data, VRU trajectory model, injury consequence model, new and significant insights to create better holistic understanding of VRU safety and effective mitigation designs.

He continued with primary deliverables and additional benefits. He said Honda will take the information back and integrate them into their vehicles. He also said he expects that Honda will share the information with other car manufacturers in the future.

He gave next steps and said the goal is to submit the application by late June.

There was an extended question and answer session after the presentation.

Motion/Action: Ann Mallek made a motion to support the FY25 Safe Streets and Roads for All funding application for a supplemental vulnerable road user safety action plan. Natalie Oschrein seconded, and the motion passed unanimously.

7. STAFF UPDATES

SS4A Update

Gorjan Gjorgjievski reported that staff will be presenting to area jurisdictions on the SS4A program to date.

Mr. Gallaway noted that the next meeting will be June 25 from 4 – 6 p.m. in person.

7. VDOT UPDATES ON PROJECTS

Sandy Shackelford presented the Board with an update on the STARS and Pipeline studies. The STARS study is for Ridge St and W Main Street/W Water Street intersection. Ms. Shackelford reported on the timeline and next steps. She continued by reporting that VDOT just had their first kick-off meeting for the pipeline studies this week. Ms. Shackelford said there will be a site study on the 29 Corridor with a survey slated to be launched on May 9.

8. ROUNDTABLE UPDATES

Mitch Huber said their meeting on MPOs on their YouTube channel. Regarding their Six-Year Improvement Plan (SYIP) management process, he asked folks to reach out to him with any questions. He also said the annual VTA conference registration is now open.

Daniel Koenig said Chelsea Beytas is no longer with FTA and they are determining staffing in real time. If there are any questions, please reach out.

Stacy Londrey said VDOT is in the middle of revenue-sharing pre-application process. She said tomorrow they are hosting “Locality Day” for staff to come together to share between localities and VDOT projects. The CTB meeting, the SYIP draft is online. There will be public hearings and all comments are due by May 21.

Sean Nelson said there are some major projects with public hearings. There has been a great deal of work on the pedestrian bridge.

Sarah Medley said CTACT will be reviewing the committee’s bylaws at the next meeting.

Ben Chambers introduced Zoë McComber as the City’s new Transit Planner. He reported that Bike Month is the entire month of May. He encouraged folk to check out BikeCville.com for the events. He also said there is an open survey for the 5th Street Road diet. The survey will remain open until the end of the month. He said the staff will make adjustments to design options from that feedback.

Jesscia Hersh-Ballering noted that this is her last MPO Policy Board meeting. Tonya Schwartzendruber said Albemarle County’s Board will hear from Gorjan Gjorgjievski re: SS4A at their next meeting. She also said that the County recently published the transportation portion of their comprehensive plan, and it will be presented to planning commission and the board in the next few weeks.

Julia Monteith reminded the Board that graduation is the weekend of May 17 and to be mindful of the traffic it is going to generate.

9. ADDITIONAL MATTERS FROM THE PUBLIC

None.

The meeting was adjourned at 4:54 p.m.

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

Transportation Demand Management Study Scope of Work

Purpose

Through the development of the 2050 Long Range Transportation Plan, the Charlottesville-Albemarle MPO (CA-MPO) identified the need to complete a comprehensive travel demand management (TDM) study to identify long-term initiatives to reduce vehicle miles traveled (VMT) within the MPO area, support sustainable transportation options, and improve mobility. The study seeks to achieve the following goals:

- Understand existing travel patterns and opportunities to reduce VMT and increase trips made by walking, biking, and using transit
- Enhance connections between transit, active transportation networks, and park-and-ride facilities

Task 1: Previous Plan Review

CA-MPO staff will conduct a review of relevant planning documents from each jurisdiction, including but not limited to:

- Comprehensive Plans
- Bicycle and Pedestrian Plans
- Transit Development Plans
- Parking Studies

Reviewing previously completed plans will help identify planned improvements, land use planning context, and opportunities for alignment with study recommendations.

Task 1 Deliverable:

- Previous Plan Review memo summarizing existing studies and applicable findings

Task 2: Origin-Destination Analysis

CA-MPO staff will begin this task by identifying major trip generators and destinations, including but not limited to:

- Large employers and employment centers
- Medical facilities
- Educational facilities
- Recreational destinations
- Commercial retail destinations

Using data sources such as StreetLight, Census OnTheMap, and OpenStreetMap, CA-MPO staff will conduct an origin-destination analysis to understand travel coming in and out of the MPO area and traveling within the MPO area. Trips will be identified by existing mode (i.e., auto, transit, bike) and trip length.

Task 2 Deliverable:

- Origin-Destination Analysis Technical Memo

Task 3: Mode Shift Potential and Strategies

Using results from the origin-destination analysis, CA-MPO staff will assess the potential for shifting trips from auto to non-auto trips. This task will consider characteristics such as trip length, existing infrastructure (i.e., bike lanes, sidewalk, transit services), and network connectivity to identify the feasibility of mode shift and gaps in infrastructure where opportunities where future investments would be most impactful.

As part of this task, CA-MPO staff will also inventory public parking facilities within the MPO area to identify existing parking capacity, utilization rates (where available), and connectivity to transit. Parking facilities will include public surface parking, parking decks, and park-and-ride lots.

Task 3 Deliverables:

- Identification of mode shift potential
- Draft recommended improvements for infrastructure and strategies to encourage mode shift

Task 4: Public Engagement

To ensure proposed strategies align with community priorities, a short survey will be conducted to obtain public input on recommended improvements and strategies and identify opportunities that are highest priority. Input will be used to refine recommendations.

Task 4 Deliverables:

- Summary of public input
- Refined recommendations and strategies

Task 5: Final Report

CA-MPO staff will prepare the final report. Findings and recommendations from this study will help inform future investments for infrastructure and services that can encourage shifts in travel behavior and address gaps in the regional transportation network.

Task 5 Deliverable:

- Final Report

Charlottesville-Albemarle MPO Transportation Demand Management Study Scope of Work

**MPO Policy Board
June 25, 2025**

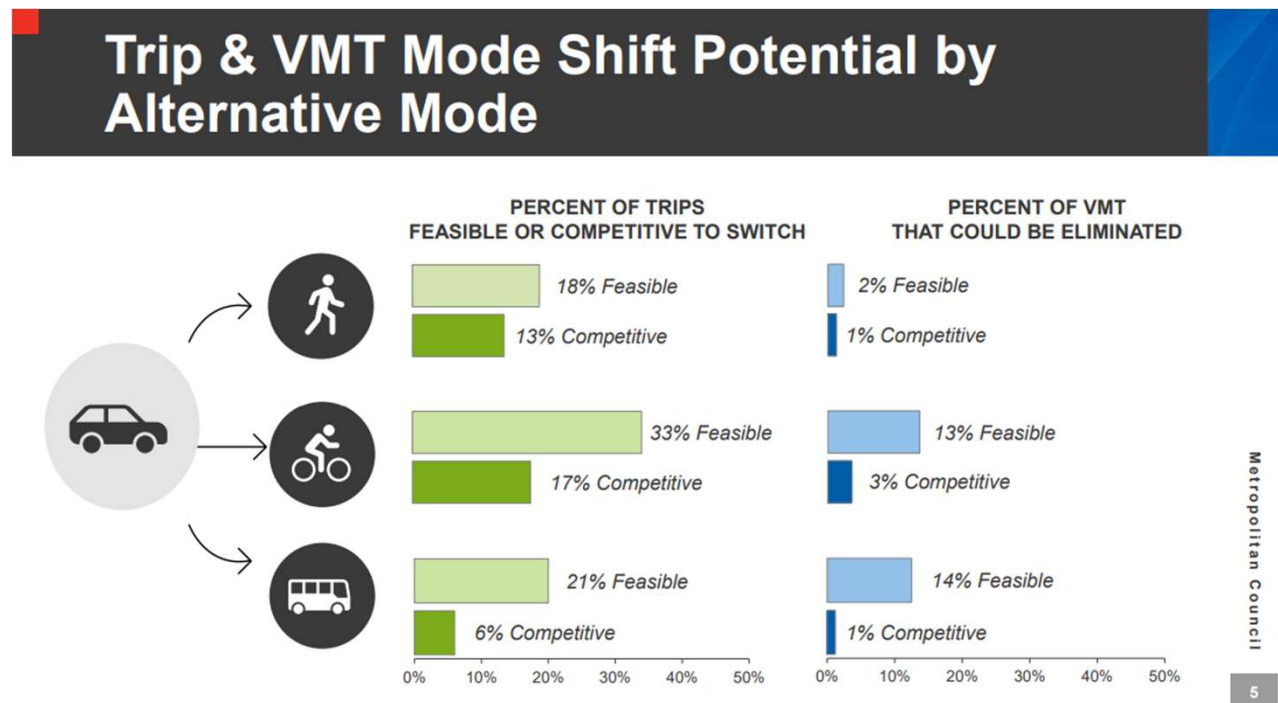


Background

- ❑ Originally identified in FY25 UPWP and currently scheduled for FY26
- ❑ Through the development of the 2050 Long Range Transportation Plan, CA-MPO staff identified the need to complete a comprehensive Transportation Demand Management (TDM) study
 - ❑ Identify strategies to reduce vehicle miles traveled
 - ❑ Increase trips made by walking, biking, and using transit
 - ❑ Enhance connections between transit, bike/ped networks, and park-and-ride facilities
- ❑ Will be completed by CA-MPO Staff

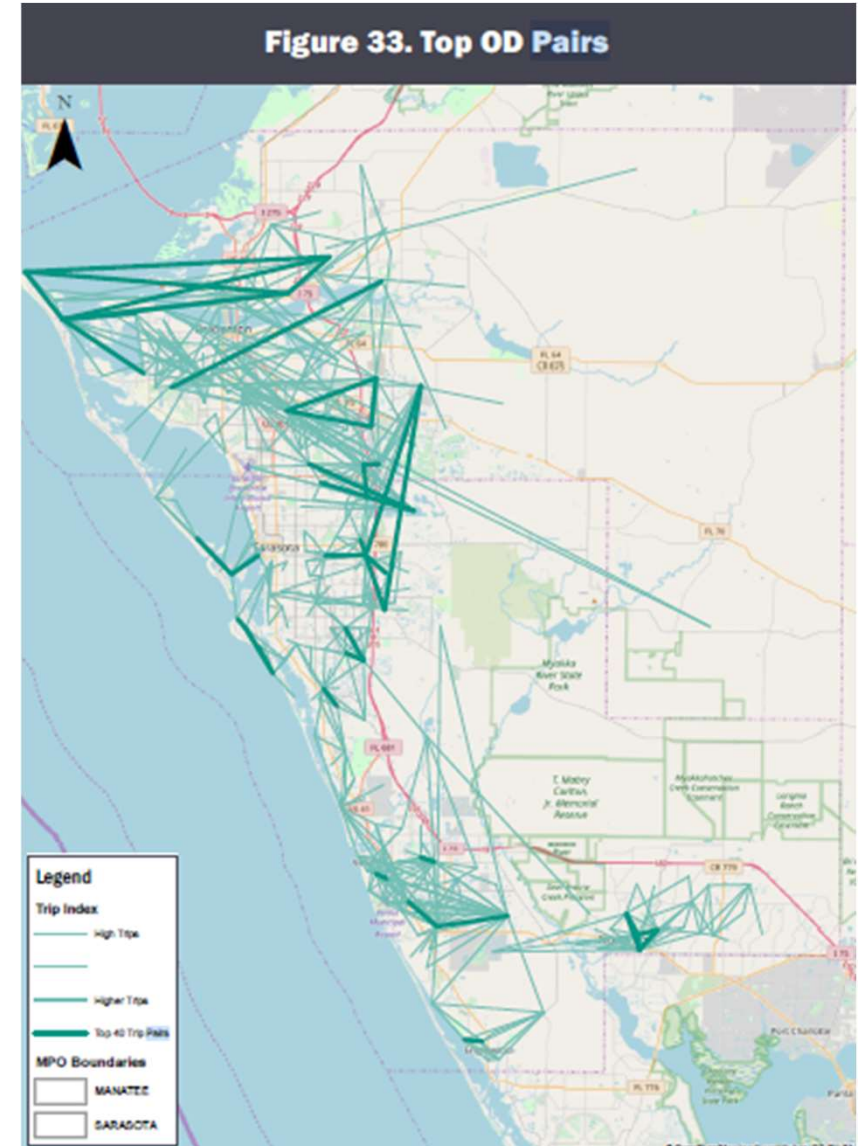
Similar Study Examples

- ❑ [Mode Shift: A VMT Reduction Strategy](#) by Metropolitan Council (Minneapolis-St. Paul metro area)
 - ❑ Study Goal: Estimate the maximum possible shift to alternative modes, given existing land use and travel patterns



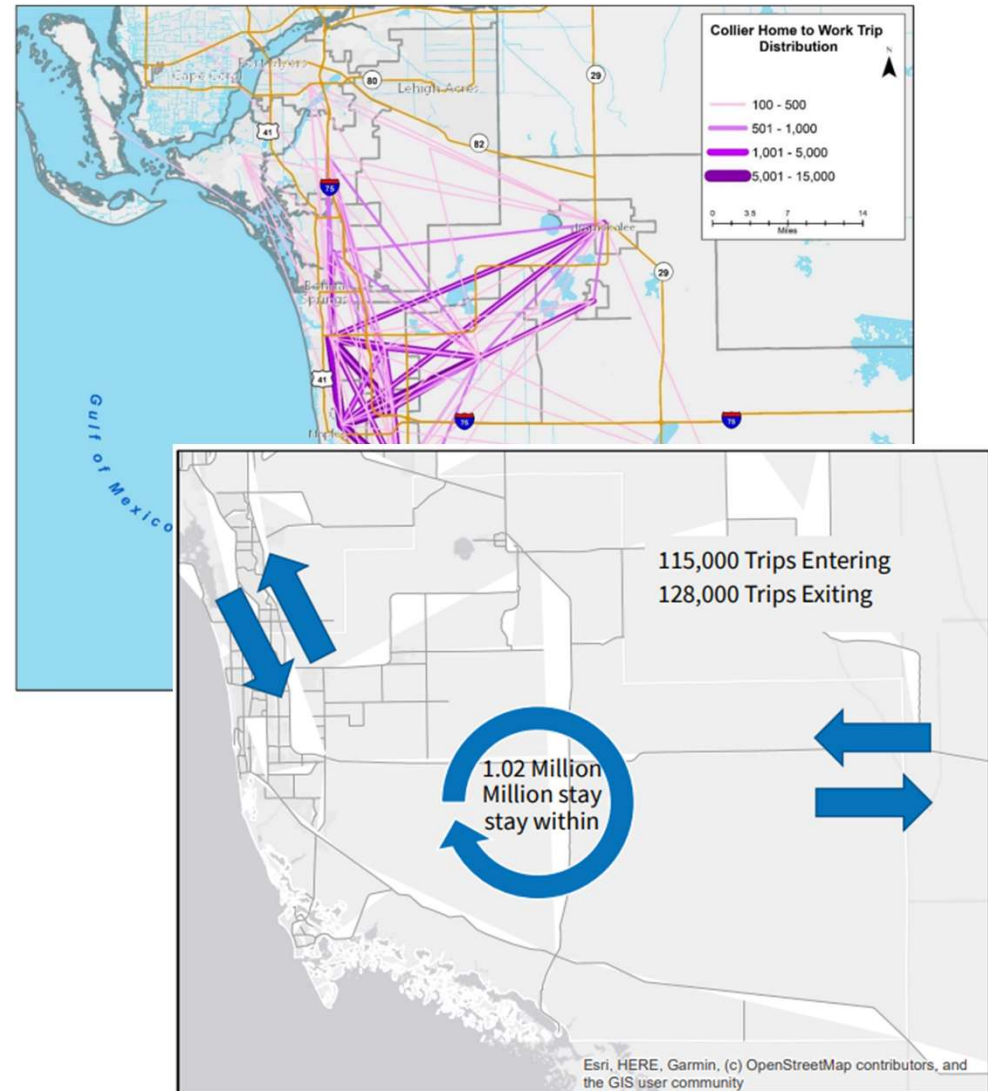
Similar Study Examples

- ❑ Active Transportation Plan by Sarasota/Manatee MPO (Sarasota, FL metro area)
- ❑ Used StreetLight data to identify trip patterns and top origin-destination pairs



Similar Study Examples

- ❑ Origin and Destination Report by Collier MPO (FL)
 - ❑ Used Replica data to identify travel patterns within Collier County and between study sub-areas



Task 1: Previous Plan Review

- ❑ Review relevant planning documents from each jurisdiction, including but not limited to:
 - ❑ Comprehensive Plans
 - ❑ Bicycle and Pedestrian Plans
 - ❑ Transit Plans
 - ❑ Parking Studies

Task 2: Origin-Destination Analysis

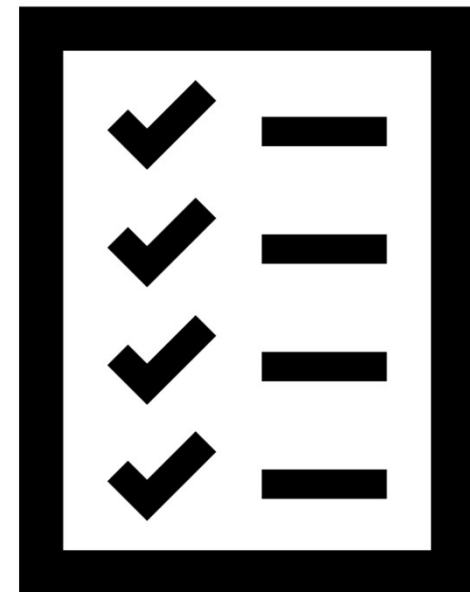
- ❑ Identify trip generators and destinations
- ❑ Conduct origin-destination analysis using StreetLight Data
 - ❑ Understand travel within and coming in/out of the MPO area
 - ❑ Identify trips by mode
 - ❑ Identify average trip lengths

Task 3: Mode Shift Potential & Strategies

- ❑ Assess potential for shifting trips from auto to non-auto modes
 - ❑ Consider trip characteristics identified in previous task
 - ❑ Consider existing and planned infrastructure (bike lanes, sidewalk)
 - ❑ Consider existing and planned park-and-ride facilities
- ❑ Identify recommended improvements and strategies to encourage mode shift and close gaps in infrastructure

Task 4: Public Engagement

- ❑ Conduct a survey to ensure proposed strategies align with community priorities
- ❑ Use public input to refine recommendations and support prioritization



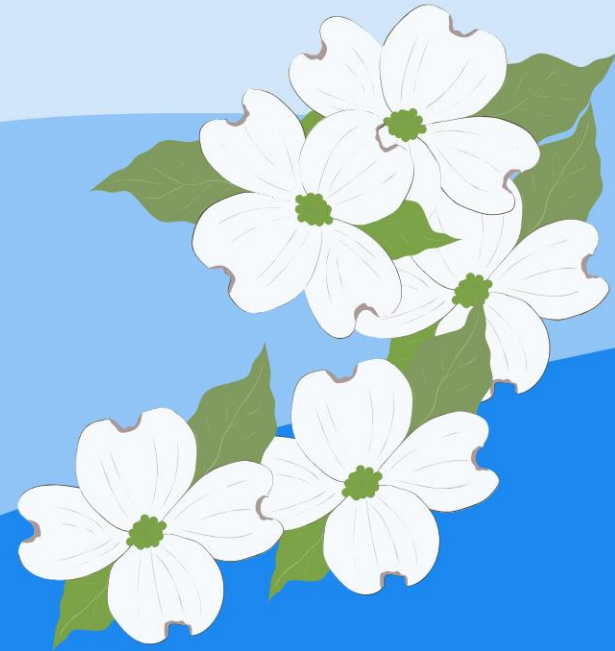
Questions and Next Steps

- ❑ Are there other ways that this study can align with MPO needs?
- ❑ Are there other data sources that we should consider?
- ❑ Next Steps
 - ❑ Staff will incorporate MPO Technical Committee and Policy Board feedback



Capital Spending Projections

Garland Williams
Director of Transit
Charlottesville Area Transit



INFRASTRUCTURE

Completed Work (Kimley-Horn & Wendel):

- Feasibility Study
- Site Evaluation
- Transition Plan



EXISTING CAT SITE

CAT current 6-acre site

City owned 3-acre parcel

Delany owned 4-acre parcel



EXISTING CAT SITE

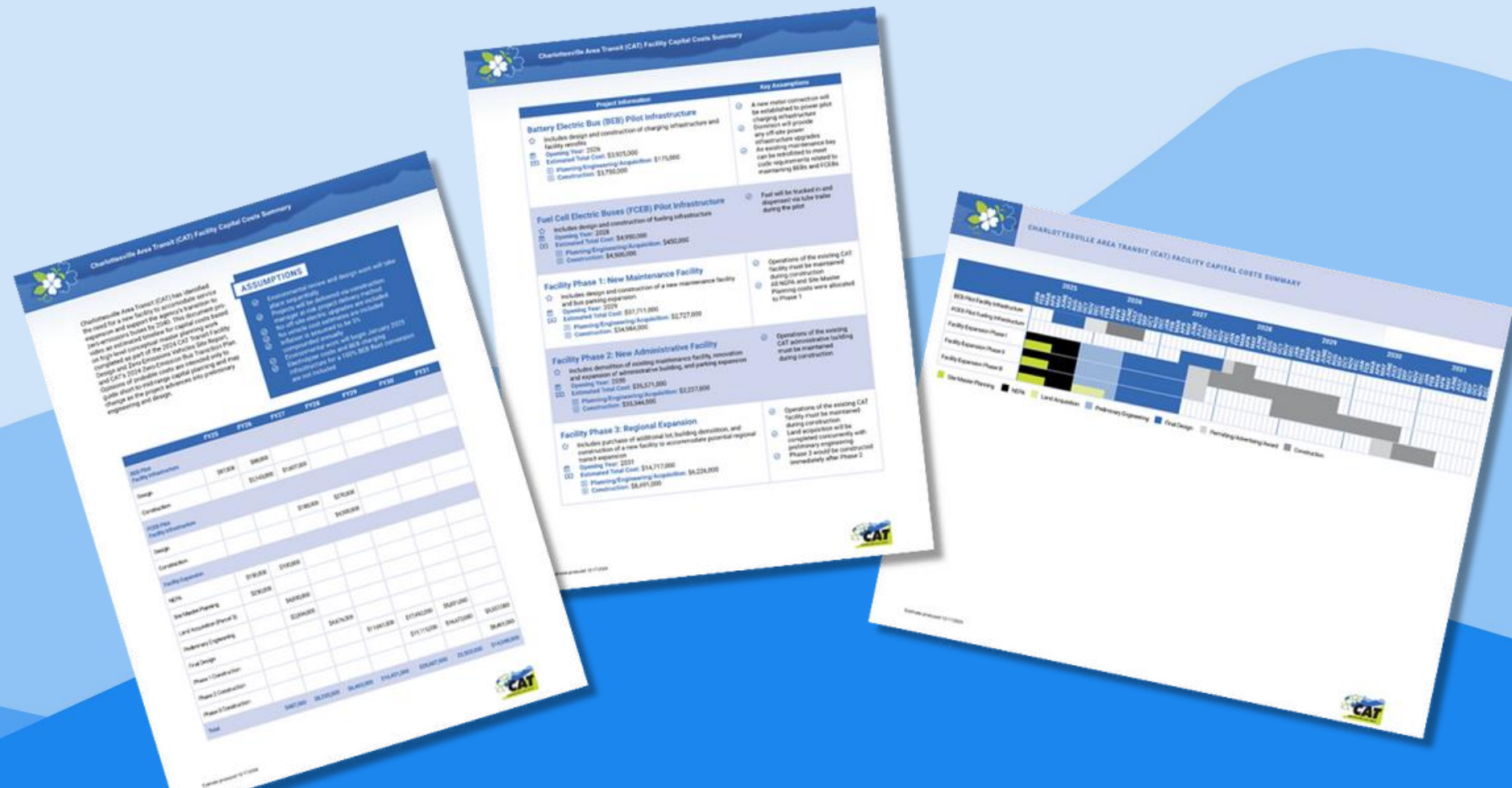


OPTION

[illegible]

INFRASTRUCTURE

Projected Capital Costs Summary (Kimley-Horn)



[illegible]

Projected Capital Costs Summary (Kimley-Horn)

ASSUMPTIONS

- ✓ Environmental review and design work will take place sequentially
- ✓ Projects will be delivered via construction manager at-risk project delivery method
- ✓ No off-site electric upgrades are included
- ✓ No vehicle cost estimates are included
- ✓ Inflation is assumed to be 5% compounded annually
- ✓ Environmental work will begin January 2025
- ✓ Electrolyzer costs and BEB charging infrastructure for a 100% BEB fleet conversion are not included

	FY25	FY26	FY27	FY28	FY29	FY30	FY31
BEB Pilot Facility Infrastructure							
Design	\$87,000	\$88,000					
Construction		\$2,143,000	\$1,607,000				
FCEB Pilot Facility Infrastructure							
Design			\$180,000	\$270,000			
Construction				\$4,500,000			
Facility Expansion							
NEPA	\$150,000	\$100,000					
Site Master Planning	\$250,000						
Land Acquisition (Parcel 3)		\$4,000,000					
Preliminary Engineering		\$2,004,000					
Final Design			\$4,676,000				
Phase 1 Construction				\$11,661,000	\$17,492,000	\$5,831,000	
Phase 2 Construction					\$11,115,000	\$16,672,000	\$5,557,000
Phase 3 Construction							\$8,491,000
Total	\$487,000	\$8,335,000	\$6,463,000	\$16,431,000	\$28,607,000	22,503,000	\$14,048,000

Projected Capital Costs Summary (Kimley-Horn)

Facility Phase 1: New Maintenance Facility



Includes design and construction of a new maintenance facility and bus parking expansion



Opening Year: 2029



Estimated Total Cost: \$37,711,000

▢ **Planning/Engineering/Acquisition:** \$2,727,000

▢ **Construction:** \$34,984,000



Operations of the existing CAT facility must be maintained during construction



All NEPA and Site Master Planning costs were allocated to Phase 1

- 25,500 sf Maintenance Building
- 7 maintenance bays for the buses
 - 5 single bus bays
 - 2 drive through bays long enough for articulated buses
- Safety compliance features for both BEB and FCEB maintenance

Projected Capital Costs Summary (Kimley-Horn)

Fuel Cell Electric Buses (FCEB) Pilot Infrastructure

☆ Includes design and construction of fueling infrastructure

📅 Opening Year: 2028

💰 Estimated Total Cost: \$4,950,000

▶ Planning/Engineering/Acquisition: \$450,000

▶ Construction: \$4,500,000

✓ Fuel will be trucked in and dispensed via tube trailer during the pilot

CURRENT INFRASTRUCTURE FOCUS

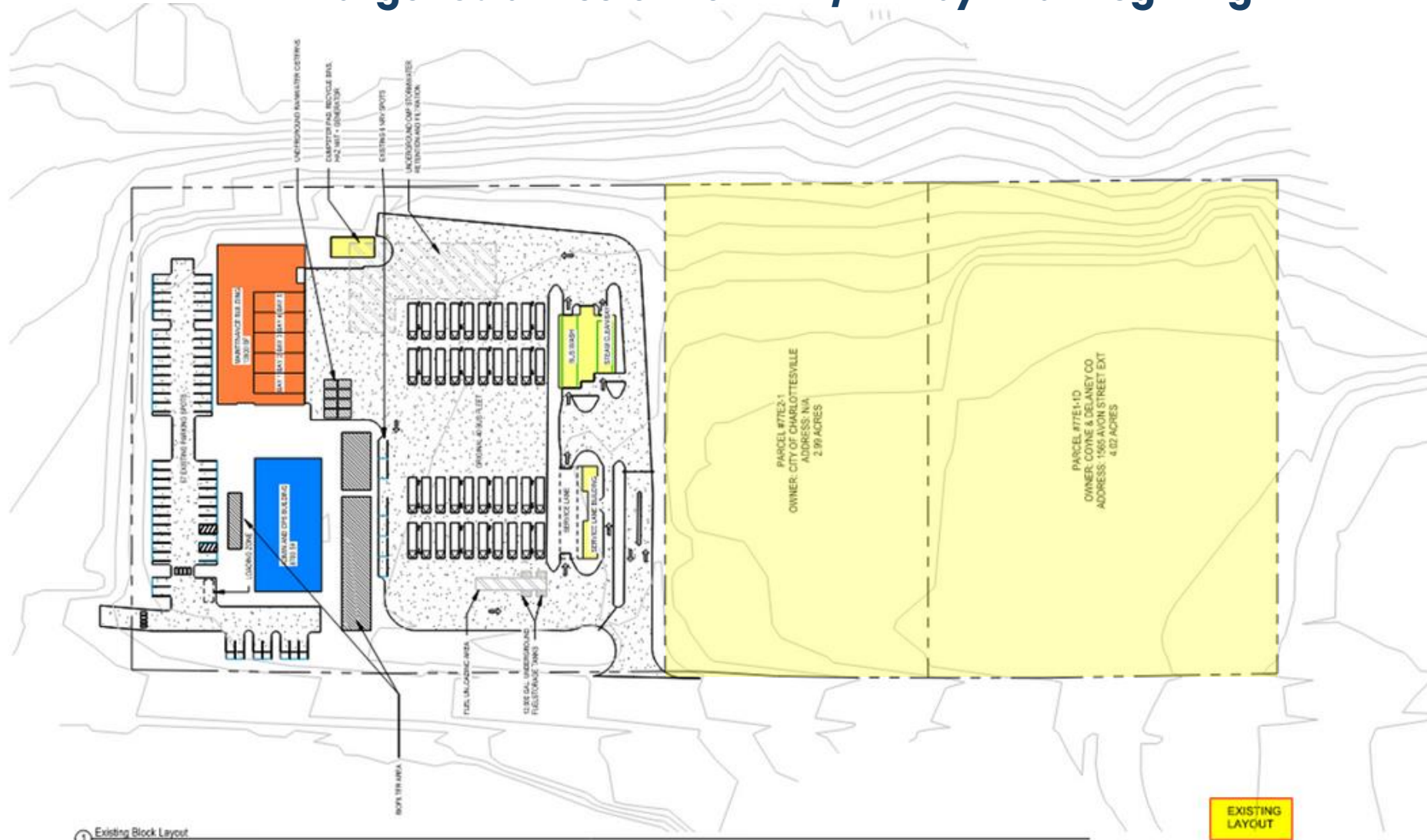
- **NEPA**
 - For Full ZEB Implementation (RK&K & WRA)
- **BEB Pilot Charging Infrastructure**
 - (Dewberry & Dominion)

NEPA

- **National Environmental Policy Act (1970)**
- **Required by FTA to use federal funds for project**
- **Focus Areas**
 - Hazardous Materials
 - Traffic Analysis
 - Cultural Resources
 - Noise and Vibration
 - Natural Resources

NEPA

Target Submission to DRPT/FTA by Thanksgiving 2025



NEPA

- **“Class of Action”**
- Assume “Categorical Exclusion (CE)” submission
- **Not**
 - “Environmental Assessment (EA)”
 - “Environmental Impact Statement (EIS)”

Projected Capital Costs Summary (Kimley-Horn)

Battery Electric Bus (BEB) Pilot Infrastructure

☆ Includes design and construction of charging infrastructure and facility retrofits

📅 **Opening Year:** 2026

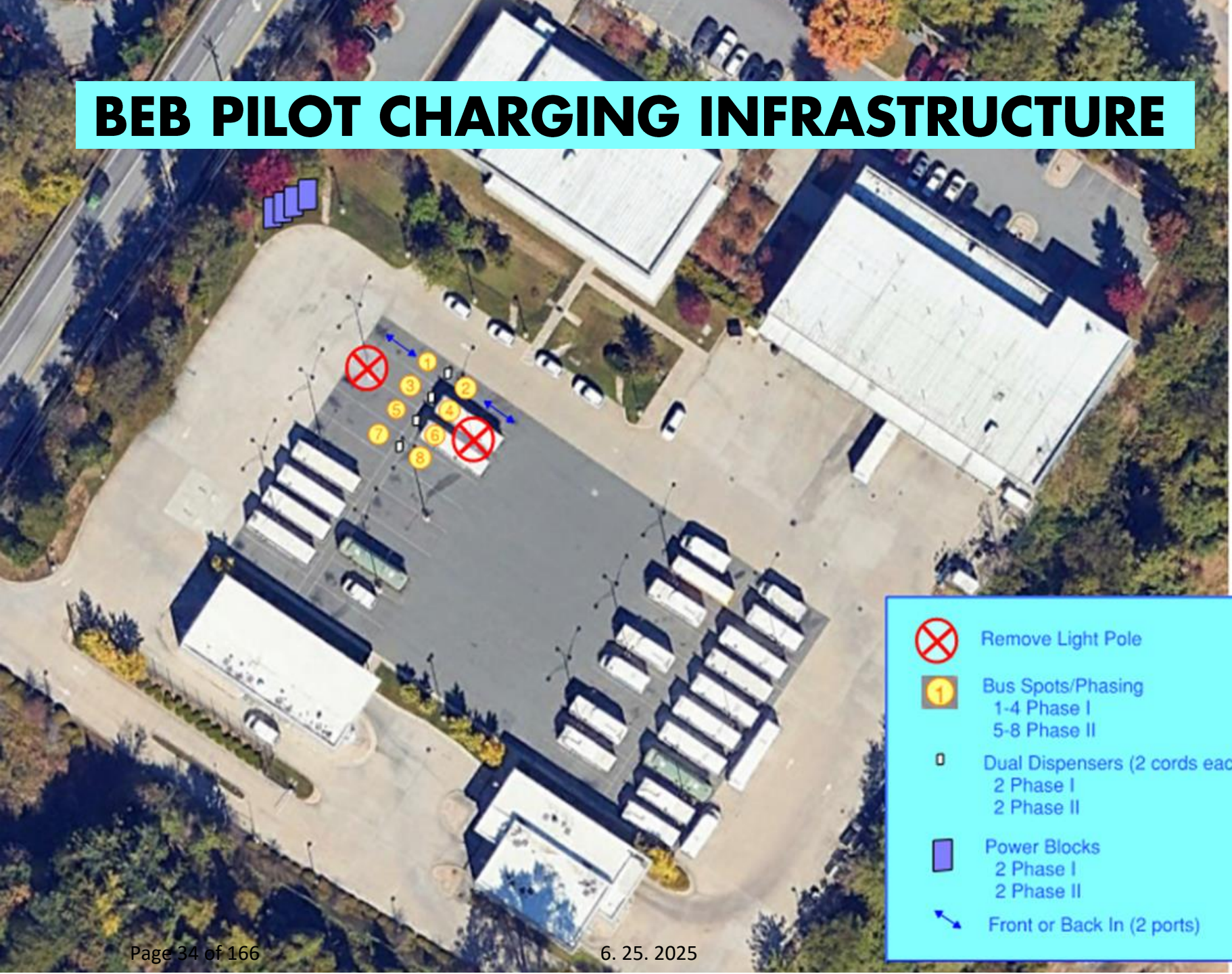
💰 **Estimated Total Cost:** \$3,925,000

▶ **Planning/Engineering/Acquisition:** \$175,000

▶ **Construction:** \$3,750,000

- ✓ A new meter connection will be established to power pilot charging infrastructure
- ✓ Dominion will provide any off-site power infrastructure upgrades
- ✓ An existing maintenance bay can be retrofitted to meet code requirements related to maintaining BEBs and FCEBs

BEB PILOT CHARGING INFRASTRUCTURE



Remove Light Pole



Bus Spots/Phasing

1-4 Phase I

5-8 Phase II



Dual Dispensers (2 cords each)

2 Phase I

2 Phase II



Power Blocks

2 Phase I

2 Phase II



Front or Back In (2 ports)

MEMORANDUM

To: Charlottesville-Albemarle Metropolitan Planning Organization Policy Board
From: Sarah Simba, TJPDC/CA-MPO Regional Planner II
Date: June 25, 2025
Subject: FY25 Charlottesville Area Transit (CAT) Low or No Emission Grant Program for Buses and Bus Facilities: Funding Application – 5339 (c)

Purpose:

The City of Charlottesville intends to submit a FY25 grant application for the expansion of the Charlottesville Area Transit (CAT) maintenance and operations facility and seeks a Resolution of Support from the Charlottesville-Albemarle MPO.

Background:

The Federal Transit Administration (FTA) released a Notice of Funding Opportunity on May 14, 2025, for the Low or No Emission competitive grant program with a submission deadline of July 14, 2025. Approximately \$1.1 billion in funding is available to support the purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, and leasing of necessary supporting infrastructure.

In 2023, the City of Charlottesville affirmed its commitment to sustainability by setting a goal of achieving carbon neutrality by 2050. As part of this effort, Charlottesville Area Transit (CAT) has completed a feasibility study and developed detailed transition plans to guide the shift to zero-emission technologies by 2040. As identified in the study, significant modifications to the existing CAT facility will be required to achieve zero-emission goals. The Commonwealth of Virginia and the City of Charlottesville have committed funding to advance final design on the facility modifications in 2025, and CAT is currently undergoing the National Environmental Policy Act (NEPA) review process for the modifications.

CAT is committed to advancing this project if awarded funds through the FTA Low or No Emissions grant program. The City of Charlottesville's carbon neutrality and zero-emission goals are consistent with CA-MPO's Long Range Transportation Plan adopted in May 2024.

Recommendations:

CA-MPO Technical Committee: Staff recommend that the CA-MPO Technical Committee members make a motion to recommend to the CA-MPO Policy Board to provide a resolution of support for the City of Charlottesville's application to the FTA Low or No Emission Grant Program – 5339(c).

CA-MPO Policy Board: Staff recommend that the CA-MPO Policy Board make a motion to provide a resolution of support for the City of Charlottesville's application to the FTA Low or No Emission Grant Program – 5339(c).

CA-MPO Citizens Transportation Advisory Committee: Staff recommend that the CA-MPO Citizens Transportation Advisory Committee make a motion to recommend that the CA-MPO Policy Board provide a resolution of support for the City of Charlottesville's application to the FTA Low or No Emission Grant Program – 5339(c).

If there are any questions or comments, please contact Taylor Jenkins at tjenkins@tjpd.org and Sarah Simba at ssimba@tjpd.org.

RESOLUTION
SUPPORTING FY2025 LOW OR NO EMISSION GRANT APPLICATION FOR
CHARLOTTESVILLE AREA TRANSIT FACILITY EXPANSION PROJECT

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the Commonwealth of Virginia as being responsible, together with the Commonwealth of Virginia, for implementing the applicable provisions of amended of 23 USC 134, 135 (as amended by the Infrastructure Investment and Jobs Acts, Section 11201, November 2021); 42 USC 2000d-1, 7401; 23 CFR 450 and 500; 40 CFR Parts 51 and 93; and

WHEREAS, the Federal Transit Administration released a Notice of Funding Opportunity on May 14, 2025, for the Low or No Emission discretionary grant program; and

WHEREAS, the City of Charlottesville provided a leadership commitment in 2023 establishing a goal of carbon neutrality by 2050; and

WHEREAS, the operations of Charlottesville Area Transit are critical to meeting the transportation needs of the community, supporting economic growth and vitality, and are an important component of meeting overall carbon emission reduction goals; and

WHEREAS, Charlottesville Area Transit has completed a feasibility study and transition plans documenting the need for growth in their fleet and the process to a methodical and efficient transition to zero emission technologies by 2040; and

WHEREAS, the feasibility study has documented that the current facility has insufficient space to meet planned service expansion nor a transition to a zero emission fleet without significant modifications; and

WHEREAS, Charlottesville Area Transit is currently completing the National Environmental Policy Act process for the necessary facility modifications; and

WHEREAS, the Commonwealth of Virginia has committed funding, along with the City of Charlottesville, to advance final design of the facility modification in 2025; and

WHEREAS, the City of Charlottesville is committed to advancing the facility project expeditiously if awarded funds through the Low or No Emissions grant program by the Federal Transit Administration; and

WHEREAS, the modification of the CAT facility to support expanded services and a transition to a zero emission fleet is consistent with the goals of the Charlottesville – Albemarle Metropolitan Planning Organization’s Moving Toward 2050 Long Range Plan, adopted in May 2024; and

WHEREAS, the Charlottesville – Albemarle Metropolitan Planning Organization is committed to fulfilling its role in the federal planning process by incorporating this project and subsequent Federal grant awards into the MPO Long Range Plan and Transportation Improvement Program; and

WHEREAS, the City of Charlottesville will submit a FY2025 grant application request for up to \$39,900,000, to support expansion of the CAT maintenance and operations facility.

THEREFORE, BE IT RESOLVED, that the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board is in full support and endorses the Low or No Emission Grant funding application.

Adopted this 25th day of June 2025 by the Charlottesville-Albemarle Metropolitan Planning Organization.

Ned Gallaway, Chair
Charlottesville-Albemarle MPO

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

Date

Date

move
SAFELY
blue ridge



CA-MPO Policy Board Meeting

June 25, 2025

Agenda

- Safe Streets and Roads For All
- Leadership Commitment
- Planning Process
- High Injury Network
- 4 Es of Roadway Safety
- Public Engagement
- Proposed Solutions
- Next Steps

Safe Streets and Roads for All (SS4A)

move
SAFELY
blue ridge

*...the region's plan to reduce
roadway fatalities and serious
injuries for all road users*



Leadership Commitment



These commitments support and align with the State's Safety goals:

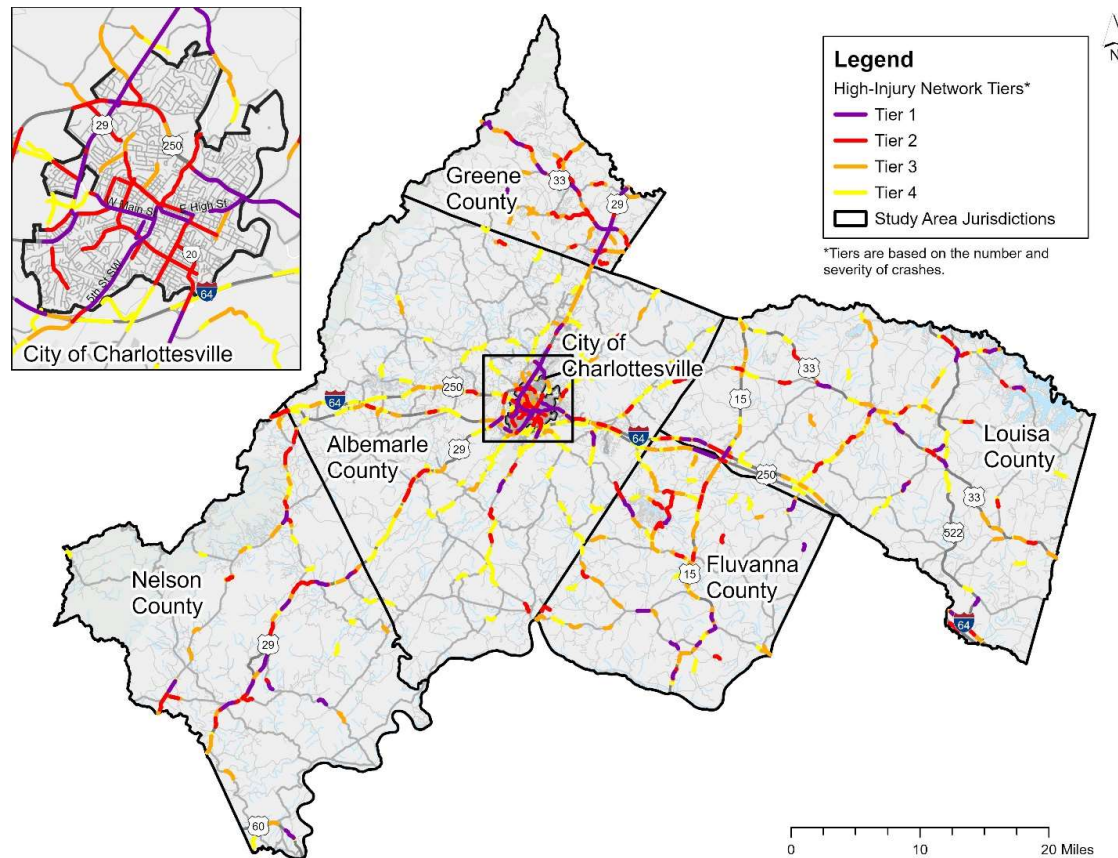
- **Halve the total number of roadway fatalities and serious injuries by 2045 in Albemarle County**
- **Eliminate roadway fatalities in the City of Charlottesville by 2045 and reduce the combined number of roadway serious injuries by 50 percent**

Planning Process

Working Group represented all member jurisdictions, VDOT, and TJPDC



High-Injury Network (HIN)



*Tiers are based on the number and severity of crashes

4 Es of Roadway Safety



ENGINEERING

Designing safer facilities
for all users



EDUCATION

Building a culture of
roadway safety



ENFORCEMENT

Reinforcing safe travel
behaviors



EMERGENCY RESPONSE

Saving lives through rapid
response

Public Engagement

- **Round 1:** Identifying the Region's Values, Issues, and Opportunities
- **Round 2:** Engage on Strategies and Priorities
- **Round 3:** Review Draft Action Plan



Proposed Solutions

Spot Improvements by Jurisdiction

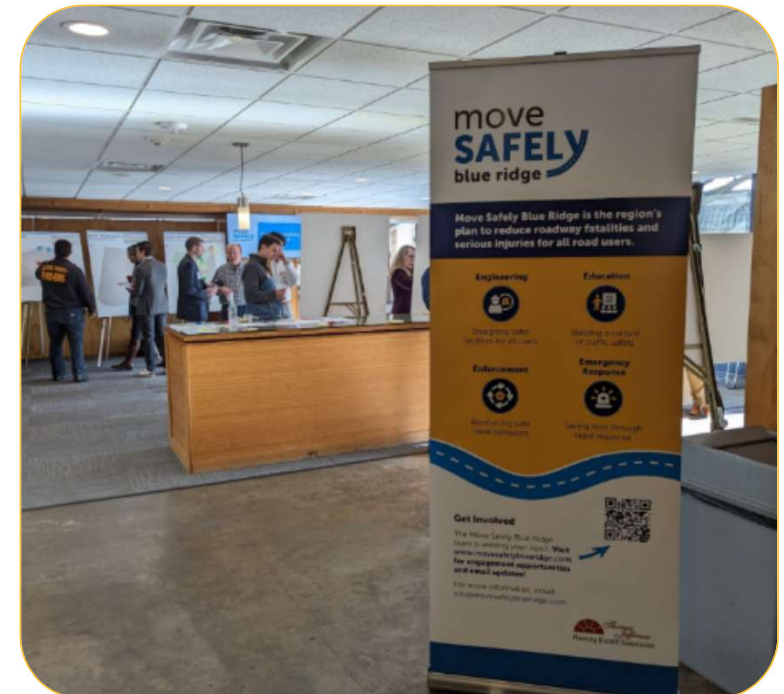
- Engineering countermeasures at intersections and roadway segments

Systemic Improvements

- Proven safety measures for the roadway network
- Candidate locations in the draft CSAP

Policies and Programs

- Non-infrastructure measures to address other E's



Next Steps

Funding Opportunities

- SS4A Implementation Funding
- SMART SCALE
- Highway Safety Improvement Program (HSIP)
- Revenue Sharing

Monitoring

- Annual update of crash data on the Move Safely Blue Ridge website

Thank You

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www.movesafelyblueridge.com



Policy Board Discussion

Citizen Transportation Advisory Committee (CTAC) of the Charlottesville –
Albemarle Metropolitan Planning Organization

June 25, 2025



Section 3: Membership

- A. CTAC shall consist of 13 interested citizens who reside within the Thomas Jefferson Planning District Commission (TJPDC) area. There shall be 5 representatives appointed by the City Council, 5 representatives appointed by the County Board of Supervisors and 3 representatives appointed by the MPO Policy Board.
- B. Members shall represent themselves, their areas of interest, and/or groups in the MPO area, and should try to represent a diverse range of interests.

Section 3: Membership

- C. To facilitate interaction, the Chair of CTAC shall serve as an ex-officio, non-voting member of the MPO Policy Board and the Vice-Chair shall serve as an ex-officio, nonvoting member of the MPO Technical Committee. If the Chair and/or Vice Chair are unable to serve in these roles, CTAC may appoint a designee to serve in their place. This designation can be for one meeting or all meetings, but the designee must inform MPO staff that they will serve as the ex-officio CTAC representative on the MPO Policy Board or MPO Technical Committee.
- D. Nonvoting Members: Nonvoting members of CTAC shall include a representative of the Virginia Department of Transportation

Section 4: Recruitment and Tenure

- A. Vacancies on CTAC appointed by Albemarle County and City of Charlottesville shall be publicly advertised in a manner consistent with how other citizen committee appointments are made in each jurisdiction.
- B. Vacancies on CTAC appointed by the MPO Policy Board shall similarly be advertised and selected by the MPO Policy Board in a manner consistent with the appointment process used by the County and City.
- C. Appointments to fill vacant positions on CTAC should reflect a wide variety of transportation users.

Section 4: Recruitment and Tenure

- D. The selection process for committee membership shall fully comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations, as well as the current federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) and all successor federal transportation bills.
- E. The term of office for CTAC members shall be three years, ending on the same day as their initial appointment. Appointed members whose term has expired can continue to fill their seat until a new representative is appointed.

Section 10: Termination

- A. A three-year term shall be continuous except under the following conditions.
 - A member's unexcused absence from three consecutive meetings shall be considered as a de facto resignation. The Committee may vote on dismissal of the member after three consecutive unexcused absences. Before a member is dropped for reasons of absence, he/she shall be notified in writing. A dismissed member may apply to be reappointed by the MPO Policy Board, the City Council or the County Board of Supervisors.
 - The member submits his/her resignation.

MPO Policy Board Bylaws, Article VII: Committees

Section 2 – Citizen Transportation Advisory Committee – The MPO shall appoint a citizen committee, with representatives appointed by the City of Charlottesville, the County of Albemarle, and the MPO Policy Board. These representatives will represent themselves, their areas of interests, and/or groups in the MPO area, and should try to represent a diverse range of interests. The committee shall review, comment, and recommend ideas on transportation plans, programs, studies and other appropriate documents, and on regional transportation issues. All members of the Citizen Transportation Advisory Committee shall be voting members, except the representative from the DEPARTMENT, who will serve as an ex-officio member.

Next Steps?



... Discussion amongst Policy Board Members ... Round Table

Memorandum

To: CA-MPO Technical Committee and Policy Board
From: Gorjan Gjorgjievski, Regional Planner II
Date: June 17, 2025
Reference: Updates to the Transportation Improvement Program (TIP) FY24-27

Purpose: Notify the MPO Technical Committee and Policy Board of the following updates to the CA-MPO FY24-27 Transportation Improvement Program (TIP):

- Amendment #12: Add new TIP Block Operating Assistance for FY2025, including \$3,000 in FTA 5310 funds, \$3,000 in State funds, and a \$1,000 local match.
- Adjustment #13: Reflect updated FTA 5310 funding approved by DRPT. For FY2025, add a total project cost of \$119,000, consisting of \$95,000 in Federal (FTA 5310) funds, \$19,000 in State funds, and a \$5,000 local match.
- Adjustment #14: Update the Preventive Maintenance for Bridges Grouping to reflect recent changes.

Amendment 12

Added New Tip Block: FY2025 add \$3,000 FTA 5310, \$3,000 State, \$1,000 local match.

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC03	Title: Operating Assistance					
FTA 5310	-	-	3	-	-	FTA 5310	FTA 5310
State	-	-	3	-	-	State	State
Local	-	-	1	-	-	Local	Local
Year Total	-	-	7	-	-	Total	Year Total
Description:	New Tip Block: FY 2025 add \$3,000 FTA 5310, \$3,000 State, \$1,000 local match.						

Adjustment 13

Added FY2025 funding in the amount of: Total project cost \$119,000, State funds \$19,000, Federal 5310 funds \$95,000, and local match \$5,000.

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC1	Title: Mobility Management				Recipient:	TJPDC
FTA 5310	-	95	172	-	-	FTA 5310	267
State	-	19	34	-	-	State	53
Local	-	5	8	-	-	Local	13
Year Total	-	119	214	-	-	Year Total	333
Description:	Adjustment # 9 TJPDC01. Add FY2025 funding in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20. Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.						

New/Adjusted Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC02	Title: Mobility Management					
FTA 5310	-	267	258	169	178	FTA 5310	872
State	-	53	52	34	36	State	175
Local	-	14	13	8	9	Local	44
Year Total	-	334	323	211	223	Total	1,091
Description:	Adjustment #13 TJPDC02. Add FY2025 funding in the amount of: Total project cost \$119,000- State funds \$19,000, Federal Funds 5310 \$95,000, and local match \$5,000. Adjustment # 9 TJPDC01. Add FY2025 funding in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20. Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.						

Adjustment 14

The adjustment moves \$335,611 of STP/STBG funds from FFY 24 to FFY 25 to reflect actual expenditure during the same time periods.

Old Table

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						

New/Adjusted Table

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$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	\$1,842,277	\$2,521,999	\$2,195,033	\$2,203,824
CN TOTAL		\$0	\$4,248,400	\$4,928,122	\$4,601,156	\$4,609,947
MPO Notes		Adjustment #14 Update to reflect FFY25-08 STIP ADJ - move \$335,611 (STP/STBG) from FFY24 to FFY25				

Recommendations:

MPO Technical Committee: CA-MPO staff recommends that the CA-MPO Technical Committee advise the CA-MPO Policy Board to approve TIP Amendment #12 as presented, including the associated funding changes for FY 2025. No action is required for TIP Adjustments #13 and #14, which are being provided for informational purposes only.

MPO Policy Board: CA-MPO staff recommends that the CA-MPO Policy Board approve TIP Amendment #12 as presented, including the associated funding changes for FY 2025. No action is required for TIP Adjustments #13 and #14, which are being provided for informational purposes only.

If there are any questions, please contact Gorjan Gjorgjevski at gorjang@tjpd.org (434) 979-7310 Ext.123.

RESOLUTION
APPROVING AMENDMENT #12 TO THE CA-MPO
FY24–27 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Transportation Improvement Program (TIP) is a fiscally constrained, multi-year program of transportation projects receiving federal funding, developed in cooperation with the Commonwealth of Virginia, local governments, and public transportation providers; and

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) is responsible for preparing and maintaining the region’s TIP; and

WHEREAS, the FY24-FY27 TIP was approved by the CA-MPO Policy Board on May 24, 2023; and

WHEREAS, the CA-MPO is amending the FY24–27 TIP to add a new TIP Block for Operating Assistance in FY 2025 (Amendment #12), reflecting the addition of \$3,000 in FTA 5310 funds, \$3,000 in State funds, and a \$1,000 local match; and

WHEREAS, the amendment does not alter the financial constraint of the TIP;

WHEREAS, the amendment has been reviewed and recommended for approval by the CA-MPO Technical Committee; and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Charlottesville-Albemarle Metropolitan Planning Organization hereby adopts Amendment #12 to the FY24–27 Transportation Improvement Program as presented.

Adopted this 25th day of June 2025 by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

Ned Gallaway, Chair
Charlottesville-Albemarle MPO

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

Date

Date



Transportation Improvement Program (TIP)

Fiscal Year 2024 to 2027

Approved by the MPO Policy Board
May 24, 2023
Last Amended August 8, 2024



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TIP Activity

Approved by the MPO Policy Board on 05/24/2023

Amendments

Amendment #	Date	Notes
1	August 2023	Rail. UPC: 124309/120532 Virginia State-Supported Amtrak Operations. Operational expenses for two trains.
2	January 2024	Transit. CAT0003 Replacement – Rolling Stock. Updated 2024 funding amounts based on actual allocations, reduced FY2026 funding amount based on planned replacement schedule, and added projected funding amounts for FY2027.
3	January 2024	Transit. CAT0021 Capital Facilities Renovations. New project added to TIP for capital improvements at the operations annex and for the administrative offices.
4	January 2024	TJPCD. TJPCD1 Mobility Management. New project added to TIP for the development and launch of a regional ride referral service for seniors and individuals with disabilities.
5	January 2024	Transit. JNT0001 Operating Assistance. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
6	January 2024	Transit. JNT0002 Replacement Rolling Stock. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
7	January 2024	Transit. JNT0006 ADP Hardware. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
8	January 2024	Transit. JNT0009 ADP Software. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
9	January 2024	Transit. JNT0012 Rehab Renovation Facility. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
10	January 2024	Transit. JNT0013 Spare Parts/ACM Items. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
11	January 2024	Transit. JNT0015 Support Vehicles. Removing all Jaunt projects from the TIP since they are not direct recipients of federal funding in the urbanized area.
12	June 2025	Added New Tip Block: FY 2025 add \$3,000 FTA 5310, \$3,000 State, \$1,000 local match.

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Adjustments

Adjustment #	Date	Notes
1	January 2024	Transit. CAT0001 Operating Assistance. Block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.
2	January 2024	Transit. CAT0002 Expansion – Rolling Stock. This block was modified to update the FY2024 amounts based on actual funding allocations and increase the amounts anticipated in FY26 based on agency funding requests.
3	January 2024	Transit. CAT0009 Purchase Support Vehicles. This block was modified to update the FY2024 amounts based on actual funding allocations.
4	April 2024	Rail. UPC: 124309/120532. Removing the TIP box that was added as Amendment 1 and replacing with two separate TIP boxes that show the statewide funding allocations for each UPC project, indicated as Amendments 13 & 14.
5	April 2024	Rail. UPC: 120532 Intercity Rail Service Expansion. The rail capacity improvements include network fluidity improvements between Manassas and Roanoke.
6	April 2024	Rail. UPC: 124309 Transforming Rail in Virginia. Will support intercity rail service improvements and expansion between Roanoke and Washington, DC, Richmond, Newport News, and Norfolk, and extend Amtrak service from Roanoke to the New River Valley.
7	August 2024	Transit CAT0001 The previous funding for FTA 5307 funding were budgetary and this adjustment changed them to actuals.
8	August 2024	Transit CAT0009. Added FY2025 actuals.
9	August 2024	TJPDC01. Add FY2025 funding in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20.
10	November 2024	UPC: 110381. Urban Projects, The project is behind schedule which reduced the amount of money that we were borrowing. Therefore, the interest payments were reduced, allowing the release of the federal obligations for FY24 and FY25.
11	March 2025	Added VDOT Safety Performance Targets for 2024 and 2025.
12	April 2025	Updated the LRTP 2045 information to the LRTP 2050 information, additionally added the Goals and Objectives of the LRTP 2050.
13	June 2025	Update to reflect new FTA 5310 funding approved by DRPT, add FY2025 funding in the amount of: Total project cost \$119,000- State funds \$19,000, Federal Funds 5310 \$95,000, and local match \$5,000.
14	June 2025	Update to reflect FFY25-08 STIP ADJ - move \$335,611 (STP/STBG) from FFY24 to FFY25

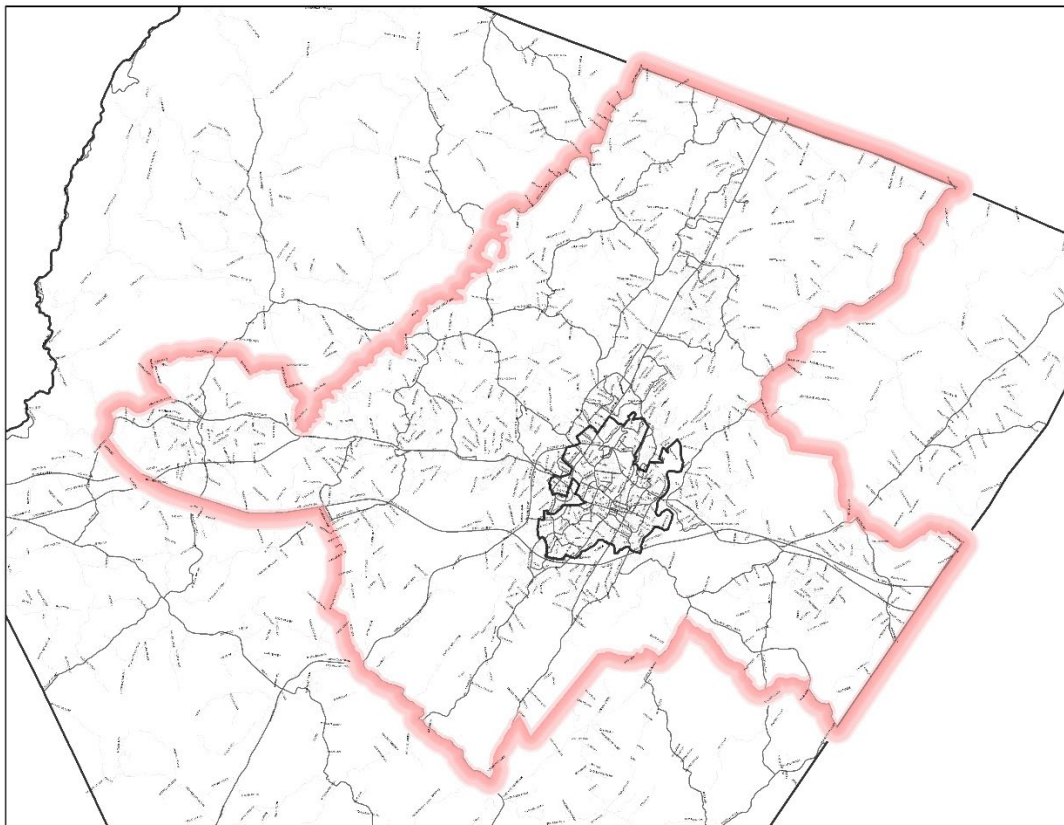
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Purpose of this Document

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 | • Charlottesville Area Transit |
| • Albemarle County | • Jaunt |
| • University of Virginia | • Federal Transit Administration (FTA) |
| • Virginia Department of Transportation (VDOT) | • Federal Highway Administration (FHWA) |
| • Department of Rail and Public Transportation (VRPT) | • 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 2050 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 2050 LRTP focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

Primary Goal and Major Factors

The overarching regional transportation system goal is to create a balanced, multimodal transportation network, by 1) improving connections throughout the region; 2) improving mobility within neighborhoods, towns, and counties; and 3) making transportation choices that help foster livable communities. Several major objectives have been identified to help the MPO achieve these goals:

- Completion of a well-connected multi-modal networks with better connections within and between neighborhoods.
- Re-engineered intersection and corridor design to improve operational efficiency and safety.
- Fast, frequent, dependable transit service with seamless connections throughout the region.
- Well-executed design details for pedestrian-friendly streets, bike lanes and trails, transit stops, safer intersections, and pedestrian crossings.

All of these elements will also help complete the transit “customer delivery system” needed for efficient, cost-effective transit operations. By building new critical facilities and re-engineering existing roadways, overall system operations and safety will be improved.

The regional dynamics of interconnected roadway networks; coordinated transit systems such as Jaunt, CAT, UTS, and Park and Ride lots; varied commuting patterns; and regional destinations for shopping and recreation point to the need for a coordinated, multi-modal regional transportation plan. This plan must be effectively implemented if the region is to continue to flourish and grow in keeping with the quality of life we currently enjoy. Because the majority of local roadway construction is actually funded privately by developers building new subdivision streets, significant progress can be made through better planning and project coordination. By encouraging more interconnections between new developments, coupled with lower-speed and safer roadway design, a major portion of the roadway network can be completed with private funds. With careful planning, public funding can be maximized by “connecting the dots” between developments.

Specific Emphasis

A better-connected multi-modal network will help relieve traffic congestion along heavily used corridors, and reduce congestion at major bottlenecks and intersections. These systems will also provide for many safety improvements to the overall transportation network, allowing

people to access nearby destinations on smaller-scale, pedestrian-, bike-, and transit-friendly roadways.

While a major focus is expedited project implementation, several new roadways and improvement projects are completed or underway to provide better multi-modal connections and through movements. Some roadways require minor and/or spot improvements, widening, realignments, widened shoulders, or expanded lanes. These projects will improve safety and capacity.

To provide residents and businesses with safe, efficient and truly usable transportation options, the MPO Long Range Plan includes significant emphasis on bike, pedestrian and transit projects. Strategies include a focus on improvements around existing villages, coupled with better connections between neighborhoods, schools, and town centers. Other improvements for pedestrian safety can be made that do not require capital funding and include enhanced enforcement of safety laws.

Getting Involved in the MPO and the TIP Development

MPO Area Meetings

All meetings for the MPO Policy Board and the two other MPO committees are open to the public. Time is reserved at the start and finish of each meeting for comment from members of the public. All meetings are held at the TJPDC Office's Water Street Center, 407 E. Water St., Charlottesville, VA 22902. For more information about the MPO and its committees, please visit <http://campo.tjpd.org/>.

TIP Development

The MPO encourages public involvement in the TIP process. Time is also allotted for public comment concerning the SYIP at the Spring public hearings and the Fall public meetings. For more information about MPO Public Hearings, please visit <http://campo.tjpd.org/committees/>.

For more information about the CTB, please visit <http://www.ctb.virginia.gov/> For more information about the Six Year Improvement Program (SYIP), please visit https://www.virginiadot.org/projects/syip/virginia's_transportation_funding.asp.

Performance Based Planning and Programming

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

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

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

VDOT Adopted Measures

1. Safety Performance Measures

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia's 2017 - 2021 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below. Each year, the performance measures are updated by CA-MPO to match the state's performance measures as illustrated in Table 2.

There are five measures that make up the safety category. These measures include the number of fatalities, fatality rate, the number of serious injuries, serious injury rate, and the number of crashes involving bike/ped. The MPO has adopted the state-wide Safety Targets for the five measures. For safety performance measures 1, 2, and 3, annual targets were developed collaboratively by the MPO, Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff. The DMV HSO also includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT's annual report submission to FHWA, The MPO adopted the Statewide targets for 2022 and adopted regionally-specific targets in 2023 as shown in the tables 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

SHSP Safety Performance Objectives	2022 Five-year average annual reduction	2023 Five-year average annual reduction	2024 Five-year average annual reduction	2025 Five-year average annual reduction
Number of Fatalities	9	9	11	12
Rate of Fatalities per 100 Million Vehicle Miles Traveled	0.939	0.76	0.962	0.935
Number of Serious Injuries	127	108	137	143
Rate Serious Injury Million Miles Vehicle Miles Traveled	13.295	9.204	12.106	11.463
Number of Non-Motorized Fatalities & Serious Injuries	14	13	13	17

Adjustment 11, add table with 2022 through 2025 SHSP Safety Performance Measures

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)

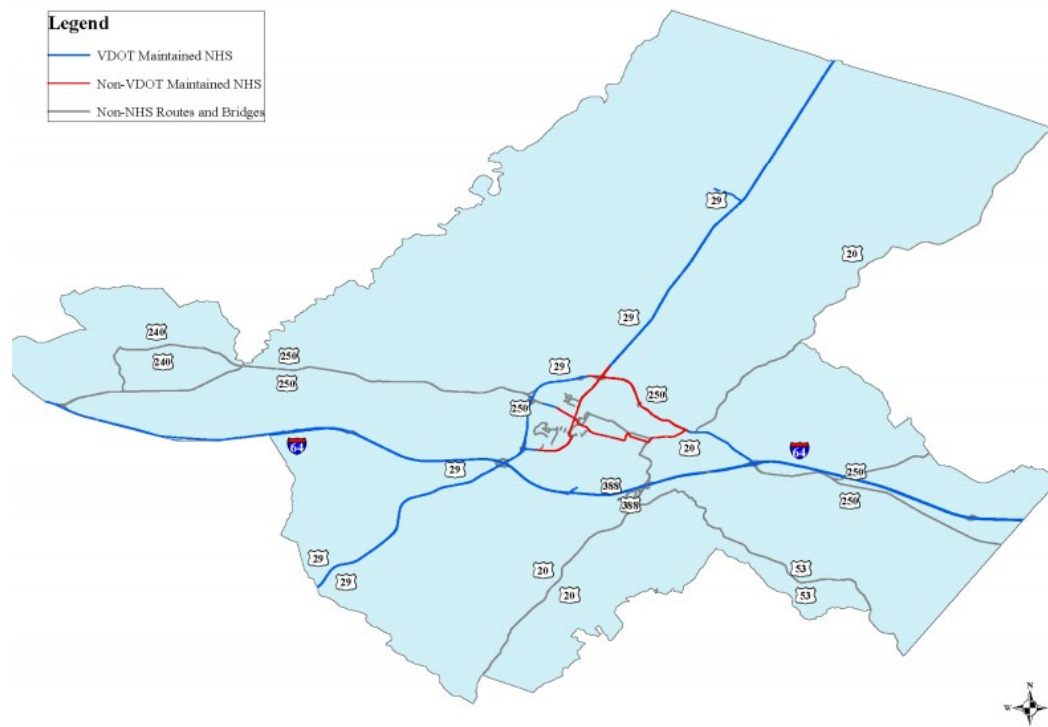
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability 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: 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 mode.
- 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 2050). The LRTP 2050 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 2050 Long Range Transportation Plan](#), and listed below.

L RTP 2050 Goals and Objectives:

Goals

The plan's identified goals direct the process of evaluating the transportation system and developing infrastructure priorities. While the lenses indicate overarching community values that need to be considered, the goals address the transportation system directly. The goals define values necessary for the region to consider when determining how to improve the transportation system while incorporating and considering national goals, established performance targets, and state funding programs.

Objectives

The plan's objectives are specific and measurable, describing observable outcomes. They can determine whether the region is successfully achieving its established goals.

- **Goal 1:** Safety - Improve the safety of the transportation system for all users.
 - » *Objective 1: Reduce the frequency of serious injury and fatal crashes.*
 - » *Objective 2: Improve comfort and safety for users of the multimodal system.*
- **Goal 2:** Multi-Modal Accessibility - Improve access through greater availability of mode choices that are affordable and efficient.
 - » *Objective 1: Increase mode choice for all users.*
- **Goal 3:** Land Use - Connect community destinations in a manner that aligns with growth management priorities.
 - » *Objective 1: Provide multimodal infrastructure in designated growth areas, mixed-use areas, and near community resources.*
 - » *Objective 2: Fill connectivity gaps in the multimodal network.*
- **Goal 4:** Environment - Reduce the negative environmental impacts of the transportation system.
 - » *Objective 1: Minimize impacts of the transportation system on the natural and built environment.*
 - » *Objective 2: Integrate sustainable infrastructure practices into project design.*
- **Goal 5:** Efficiency and Economic Development - Efficiently and reliably move people and goods through the multimodal transportation system.
 - » *Objective 1: Improve roadway and transit system efficiency through operational improvements.*
 - » *Objective 2: Increase system capacity at identified bottlenecks.*
 - » *Objective 3: Maintain the existing system in a state of good repair.*

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	2050 Long Range Transportation Plan	http://campo.tjpd.org/process-documents/lrtp/
2	Albemarle County Places29 Master Planning Process	http://www.albemarle.org/departments.asp?department=cdd&relpage=3735
3	29H250 Phase II Report	http://campo.tjpd.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/
4	Eastern Planning Initiative	http://campo.tjpd.org/eastern-planning-initiative/
5	Hillsdale Drive	http://www.hillsdaledrive.org/
6	TJPD Transportation	http://tjpd.org/transportation-planning/
7	Environmental Review Reports	Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).

TIP User's Guide: Understanding the TIP Format

Project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. Terms are listed consistently in the grey boxes, while project-specific details are listed in the white boxes to the right of, or below, each term. Definitions for the numbered terms appear in the corresponding Glossary of Terms table. Project information will appear in the TIP if funding is necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). Projects must be removed from the Six Year Program in order to be removed from the TIP.

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

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.
6	Project/Project Phase	Name of the Project and Phase (i.e. <i>PE: Preliminary Engineering</i> - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; <i>RW: Right of Way</i> - Negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project; or <i>CN: Construction</i> - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)
7	Admin By	Entity responsible for the project
8	Description	Limits of the project
9	Route/Street	Local street name
10	Total Cost	The total estimated cost (TO) reflecting the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.

	Term	Definition
11	Fund Source <i>All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</i>	FHWA funding sources are described below:
		APD Appalachian Development
		HPD TEA-21 Priority
		APL Appalachian Local Access
		I Interstate
		BH Bridge Rehabilitation
		IM Interstate Maintenance
		BOND Bonds/Interest
		NHS National Highway System
		BR Bridge Replacement
		OC Open Container
		CMAQ Congestion Mitigation & Air Quality
		OT Off the Top
		DEMO Federal Demonstration
		RO Repeat Offender
		DT Dulles Toll Facilities
		RPT Richmond-Petersburg Turnpike Tolls
		EN Enhancement
		RS Rail Safety (100% Federal)
		FH Forest Highway
		RSTP Regional Surface Transportation Program
		FRAN Federal Reimbursement Anticipation Notes
		S State
		FTA Federal Transit Authority Grant
		STP Surface Transportation
		HES Hazard Elimination Safety (Sec. 152)
		TFRA Toll Facilities Revolving Doc
12	Match	Dollar amount matched to federally funded project. Most federal fund sources require a match of some sort; most often 20% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources.
13	Current and Future Obligations	The amount of funding which is obligated for the indicated phase of work. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expect reimbursement for during each Federal fiscal year.

Additional Project Information Each ungrouped project summary includes additional detail provided by the MPO, the City of Charlottesville, and Albemarle County. This information appears in a small chart beneath the project's cost estimates and obligations, and includes detail describing the project's location, purpose, MPO endorsement status, and environmental review information, including:

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 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
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- (1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion
- (2) CMAQ/RSTP includes funds for TRANSIT projects
- (3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
- (4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

Interstate Projects

UPC NO	115869	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT				ADMIN BY	VDOT	
DESCRIPTION	#ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS					
PROGRAM NOTE	PE Plan Obligation \$913,491					
ROUTE/STREET	9999			TOTAL COST	\$2,000,000	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC	\$0	\$1,086,509	\$0	\$0	\$0
PE	Federal – NHS/NHPP	\$0	\$913,491	\$0	\$0	\$0
MPO Notes	Previous \$1,950,000					

Primary Projects

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

UPC NO		106136	SCOPE		Reconstruction w/Added Capacity	
SYSTEM		Primary	JURISDICTION		Albemarle County	OVERSIGHT FO
PROJECT		US-29 RIO ROAD GRADE SEPARATED INTERSECTION				ADMIN BY VDOT
DESCRIPTION		FROM: ROUTE 851 (DOMINION DRIVE) TO: ROUTE 1417 (WOODBROOK DRIVE) (1.0000 MI)				
PROGRAM NOTE		LINKED WITH UPC 77383 & 106137				
ROUTE/STREET		SEMINOLE TRAIL (0029)				TOTAL COST \$66,463,579
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal – AC OTHER	\$0	\$5,901,475	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$4,829,920	\$0	\$0	\$0
MPO Notes		Part of the Route 29 Solutions Project. Complete waiting closeout.				

Secondary Projects

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

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

UPC NO	106137	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	BERKMAR DRIVE EXTENDED (CONSTRUCTION OF NEW ROADWAY)			ADMIN BY	VDOT	
DESCRIPTION	FROM: HILTON HEIGHTS ROAD TO: TOWNCENTER DRIVE (2.3000 MI)					
PROGRAM NOTE	LINKED WITH UPC 77383 & 106136					
ROUTE/STREET	BERKMAR DRIVE EXTENDED (1403)			TOTAL COST	\$46,211,254	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

Urban Projects

UPC NO		110381		SCOPE				
SYSTEM		Urban		JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE					ADMIN BY	VDOT
DESCRIPTION								
PROGRAM NOTE		FFY25-01 STIP ADJ - release \$182,756 (NHPP) FFY24, release \$200,287 (ACC-NHPP) FFY25, add an addit'l \$39,400 (ACC-NHPP) FFY26, add an addit'l \$40,061 (ACC-NHPP) FFY27						
ROUTE/STREET		0000					TOTAL COST	
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27		
PE	Federal – AC CONVERSION	\$0	\$0	\$0	\$388,578	\$356,493		
	Federal – NHS/NHPP	\$0	\$199,407	\$180,134	\$0	\$0		
PE	TOTAL	\$0	\$199,407	\$180,134	\$388,578	\$356,493		
PE AC	Federal - AC	\$0	\$2,424,098	\$215,081	\$0	\$0		
MPO Notes		Adjustment 10. The project is behind schedule which reduced the amount of money that we were borrowing. Therefore, the interest payments were reduced, allowing the release of the federal obligations for FY24 and FY25.						

Old Table

UPC NO		110381	SCOPE			
SYSTEM		Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO
PROJECT		#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE			ADMIN BY	VDOT
DESCRIPTION						
PROGRAM NOTE		Includes \$1,552,308 GARVEE Debt Service Interest Prev, \$382,163 GARVEE Debt Service Interest FFY24, \$380,421 GARVEE Debt Service Interest FFY25, \$349,178 GARVEE Debt Service Interest FFY26, \$316,432 GARVEE Debt Service Interest FFY27, \$1,378,067 GARVEE Debt Service Interest FFY28-38. Total GARVEE Debt Service Interest \$4,358,569. Corresponding CN UPC 109551				
ROUTE/STREET		0000			TOTAL COST	\$8,138,624
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$0	\$0	\$380,421	\$349,178	\$316,432
	Federal – NHS/NHPP	\$0	\$382,163	\$0	\$0	\$0
PE	TOTAL	\$0	\$382,163	\$380,421	\$349,178	\$316,432

PE AC	Federal - AC	\$0	\$2,424,098	\$0	\$0	\$0
MPO Notes		Smart Scale project				

UPC NO		75878	SCOPE		Bridge Replacement w/o Added Capacity	
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT NFO
PROJECT		#SGR – RTE 20 – BRIDGE REPLACEMENT			ADMIN BY	Locally
DESCRIPTION		FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)				
PROGRAM NOTE						
ROUTE/STREET		9 TH ST NE (0020)			TOTAL COST	\$38,078,180
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal-STP/STBP	\$44,502	\$178,006	\$0	\$0	\$0
RW	Federal-STP/STBG	\$0	(\$249,678)	\$0	\$0	\$0
CN	Federal – NHS/NHPP	\$0	\$4,280,739	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$0	\$2,656,780	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN TOTAL		\$6,160,904	\$10,441,643	\$2,656,780	\$0	\$0
CN AC	Federal – AC Other	\$0	\$13,745,208	\$0	\$0	\$0
MPO Notes						

UPC NO		60233	SCOPE		New Construction Roadway		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		HILLSDALE DRIVE EXTENDED (3 LANES)				ADMIN BY	Locally
DESCRIPTION		FROM: GREENBRIER DRIVE TO: HYDRAULIC ROAD (0.8500 MI)					
PROGRAM NOTE							
ROUTE/STREET		HILLSDALE DRIVE (U000)				TOTAL COST	\$27,081,640
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27	
RW AC	Federal – AC OTHER	\$0	\$548,132	\$0	\$0	\$0	
CN AC	Federal – AC OTHER	\$0	\$13,605,896	\$0	\$0	\$0	
MPO Notes		Rt 29 Solutions project. Finished, waiting financial close out. Added new road, realigned to tie into Hydraulic Rd.					

Project Groupings

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

GROUPING		Construction: Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$243,333,199
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27

PE	Federal – NHS/NHPP	\$359,838	\$1,439,351	\$0	\$0	\$0
	Federal – STP/STBG	\$188,821	\$0	\$558,344	\$196,940	\$0
PE TOTAL		\$548,659	\$1,439,351	\$558,344	\$196,940	\$0
PE AC	Federal – AC OTHER	\$0	\$0	\$1,358,602	\$1,020,168	\$0
RW	Federal – AC CONVERSION	\$8,500	\$76,500	\$0	\$0	\$0
	Federal – HSIP	\$7,339	\$66,051	\$0	\$0	\$0
	Federal – NHPP/E	\$116,080	\$0	\$464,319	\$0	\$0
	Federal – NHS/NHPP	\$1,167,127	\$683,924	\$3,984,583	\$0	\$0
	Federal – STP/STBG	\$1,062,923	\$658,812	\$574,453	\$3,018,427	\$0
RW TOTAL		\$2,361,969	\$1,485,287	\$5,023,355	\$3,018,427	\$0
RW AC	Federal – AC OTHER	\$0	\$1,076,520	\$472,543	\$0	\$0
CN	Federal – AC CONVERSION	\$656,127	\$62,696	\$0	\$2,596,643	\$0
	Federal - DEMO	\$1,842	\$0	\$7,368	\$0	\$0
	Federal – HSIP	\$427,472	\$233,352	\$3,613,900	\$0	\$0
	Federal – NHPP/E	\$589,583	\$0	\$200,000	\$2,158,332	\$0
	Federal – NHS/NHPP	\$3,215,896	\$1,785,690	\$10,227,915	\$849,980	\$0
	Federal – STP/STBG	\$365,300	\$319,784	\$246,860	\$894,555	\$0
CN TOTAL		\$5,256,220	\$2,401,522	\$14,296,043	\$6,499,510	\$0
CN AC	Federal – AC OTHER	\$0	\$28,744,480	\$11,105,149	\$2,967,848	\$0
MPO Notes						

GROUPING		Construction: Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$10,365,594
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$16,769	\$67,074	\$0	\$0	\$0
RW	Federal – AC CONVERSION	\$110,162	\$0	\$200,000	\$240,648	\$0
	Federal – STP/STBG	\$269,745	\$1,078,978	\$0	\$0	\$0
RW TOTAL		\$379,907	\$1,078,978	\$200,000	\$240,000	\$0
RW AC	Federal – AC OTHER	\$0	\$550,811	\$0	\$0	\$0
CN	Federal – STP/STBG	\$1,211,394	\$0	\$4,845,576	\$0	\$0
	Federal – AC OTHER	\$0	\$0	\$0	\$300,811	\$0
MPO Notes						

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$49,752,817
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal – AC CONVERSION	\$0	\$0	\$851,879	\$0	\$0

	Federal - NHS/NHPP	\$0	\$5,150,000	\$0	\$0	\$0
	Federal – STP/STBG	\$0	\$10,482,284	\$10,525,317	\$10,569,082	\$10,613,591
CN TOTAL		\$0	\$15,632,284	\$11,377,196	\$10,569,082	\$10,613,591
CN AC	Federal – AC OTHER	\$0	\$1,560,664	\$0	\$0	\$0
MPO Notes						

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$18,387,625
	FUNDING SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHFP	\$0	\$1,877,503	\$1,877,503	\$1,877,503	\$1,877,503
	Federal - NHS/NHPP	0	\$528,620	\$528,620	\$528,620	\$528,620
	Federal – STP/STBG	\$0	\$1,842,277	\$2,521,999	\$2,195,033	\$2,203,824
CN TOTAL		\$0	\$4,248,400	\$4,928,122	\$4,601,156	\$4,609,947
MPO Notes		Adjustment #14 Update to reflect FFY25-08 STIP ADJ - move \$335,611 (STP/STBG) from FFY24 to FFY25				

Old Table

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

Rail Projects

UPC NO	124309/120532	SCOPE	Operational expenses related to two trains.		
SYSTEM	Primary	JURISDICTION	Charlottesville-Albemarle MPO	OVERSIGHT	NFO
PROJECT	Virginia State-Supported Amtrak Operations			ADMIN BY	VPRA
DESCRIPTION	Operating expenses for two trains on the Roanoke route (Route 46). The cost included is only for a portion of the route and a portion of the train costs estimated for the jurisdiction.				
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – Virginia State-Support Amtrak Operations				
ROUTE/STREET	Roanoke Operations (Route 46)			TOTAL COST	\$22,170,853*

	FUNDING SOURCE	Previous Funding	FY24	FY25	FY26	FY27	Total FY24-27
PE	Federal CMAQ	\$0	\$1,701,699	\$1,771,225	\$1,904,175	\$1,982,655	\$7,359,754
PE	State CMAQ	\$0	\$425,425	\$442,806	\$476,044	\$495,664	\$1,839,938
PE	VPRA	\$3,771,469	\$2,127,123	\$2,214,031	\$2,380,219	\$2,478,318	\$9,199,692
MPO Notes		FHWA considers the CMAQ-funded Amtrak projects to be exempt from air quality conformity requirements as the funding is going towards "operating assistance," which is specifically listed as being exempt in Table 2 of EPA's Transportation conformity rule. * Total cost includes operating expenses from previous funding and estimated expenses through FY27 as these are operating expenses without an end date. *Amendment #1: The CA-MPO Policy Board approved addition of this project to the TIP on August 23, 2023. Adjustment #4: This project is being removed from the CA-MPO TIP and being replaced by the statewide projects described in Amendment #13 (UPC 120532) and #14 (UPC 124309).(4/5/24)					

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION				ADMIN BY	DRPT
DESCRIPTION	FROM: NA TO: NA					
PROGRAM NOTE	TIP AMD - FY 2024-2027 Transportation Improvement Program (TIP) Amendment – add \$15,296,413 (CM), \$232,218,890 (Other: State) & \$4,688,475 (AC-CM) FFY24, add \$670,243 (ACC-CM) FFY25, add \$819,001 (ACC-CM) FFY26, add \$3,199,231 (ACC-CM) FY27					
ROUTE/STREET	NA (9999)				TOTAL COST	\$257,200,000*
	FUNDING SOURCE	Match	FY24	FY25	FY26	FY27
CN	Federal – AC CONVERSION	\$1,172,119	\$0	\$670,243	\$819,001	\$3,199,231
	Federal - CMAQ	\$3,824,103	\$15,296,413	\$0	\$0	\$0
	Other	\$0	\$232,218,890	\$0	\$0	\$0
CN TOTAL		\$4,996,222	\$247,515,303	\$670,243	\$819,001	\$3,199,231
CN AC	Federal - AC	\$1,172,119	\$4,688,475	\$0	\$0	\$0
MPO Notes		*Adjustment #5: This is a multi-regional intercity rail service expansion project. Project description as submitted in the CTB's SMART SCALE application: The rail capacity improvements include network fluidity improvements between Manassas and Roanoke, including the construction of an approximately 7 mile siding between Nokesville and Calverton; passenger rail bypass tracks and other improvements to the NS Roanoke West yard; acquisition of the Virginian line between Salem and Christiansburg; and signal and speed improvements between Christiansburg and Salem, VA. The funding indicated here represents funding that is allocated statewide, a portion of which will be allocated within the Charlottesville-Albemarle MPO. (4/5/24)				

UPC NO	124309	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	Transforming Rail in Virginia / VPRA				ADMIN BY	DRPT
DESCRIPTION	FROM: 0 TO: 0					
PROGRAM NOTE	TIP AMD - add \$81,901,009 (CM), \$43,296,138 (AC-CM) & \$117,578,455 (Other: State) FFY24, add \$19,197,761 (ACC-CM) FFY25, \$22,302,363 (ACC-CM) FFY26, \$1,796,014 (ACC-CM) FFY27					
ROUTE/STREET	9999				TOTAL COST	\$274,074,889*
	FUNDING SOURCE	Match	FY24	FY25	FY26	FY27
PE	Federal – AC CONVERSION	\$10,824,035	\$0	\$19,197,761	\$22,302,363	\$1,796,014

	Federal - CMAQ	\$20,475,252	\$81,901,009	\$0	\$0	\$0
	Other	\$0	\$117,578,455	\$0	\$0	\$0
PE TOTAL		\$31,299,287	\$199,479,464	\$19,197,761	\$22,302,363	\$1,796,014
PE AC	Federal - AC	\$10,824,035	\$43,296,138	\$0	\$0	\$0
MPO Notes		*Adjustment #6: This is funding is coupled with UPC 120532 to support intercity rail service improvements and expansion between Roanoke and Washington, DC, Richmond, Newport News, and Norfolk, and extend Amtrak service from Roanoke to the New River Valley. The funding indicated here represents funding that allocated statewide, a portion of which will be allocated within the Charlottesville-Albemarle MPO. (4/5/24)				

CAT Summary

Note: Numbers are reflected in thousands.

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

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

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

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

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

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit
FTA 5307	337	4,833	2,954	2,983	2,998	FTA 5307	13,768
FTA 5307-JAUNT	957	1,611	971	986	1,000	FTA 5307-JAUNT	4,568
FTA 5307-ARP	3,831	592	1,297	276	-	FTA 5307-ARP	2,165
State	3,231	3,302	2,789	2,601	2,601	State	11,293
Local	3,514	4,167	6,271	6,835	6,835	Local	24,108
Revenues	107	110	112	115	118	Revenues	455
Year Total:	11,977	14,615	14,394	13,796	13,552	Total Funds:	56,357
Description:	Adjustment #7: The previous funding were budgetary and this adjustment changed them to actuals. Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.						

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0001	Title: Operating Assistance				Recipient:	Charlottesville Area Transit
FTA 5307	2,867	2,867	2,954	2,983	2,998	FTA 5307	11,802
FTA 5307 - Jaunt	957	957	971	986	1,000	Flexible STP	3,914
FTA 5307 - ARP	1,586	1,788	1,361	1,338	-		4,487
State	3,231	3,302	3,113	2,925	2,925	State	12,265
Local	3,514	4,167	5,368	5,710	5,710	Local	20,955
Revenues	107	110	112	115	118	Revenues	455
Year Total	12,262	2,867	2,954	2,983	2,998	Year Total	53,878
Description:	Adjustment #1: This block was modified to include the 5307 funding that CAT passes through to Jaunt as the sub-recipient operating CAT's paratransit services within the urbanized area.						

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

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

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

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

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

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

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	CAT0009	Title: Purchase Support Vehicles				Recipient:	Charlottesville Area Transit
FTA 5339	25	22	13	28	-	FTA 5339	63
State	61	55	31	68	-	State	154
Local	4	3	2	4	-	Local	9
Year Total	90	80	46	100	-	Year Total	226
Description:	Adjustment 8: Added FY2025 amounts. Adjustment #3: This block was modified to update the FY2024 amounts based on actual funding allocations.						

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

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

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

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

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

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

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

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

TJPDC Summary

Note: Numbers are reflected in thousands.

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

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC02	Title: Mobility Management					
FTA 5310	-	267	258	169	178	FTA 5310	872
State	-	53	52	34	36	State	175
Local	-	14	13	8	9	Local	44
Year Total	-	334	323	211	223	Total	1,091
Description:	Adjustment #13 TJPDC02. Add FY2025 funding in the amount of: Total project cost \$119,000- State funds \$19,000, Federal Funds 5310 \$95,000, and local match \$5,000. Adjustment # 9 TJPDC01. Add FY2025 funding in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20. Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.						

Old Table

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC1	Title: Mobility Management				Recipient:	TJPDC
FTA 5310	-	95	172	-	-	FTA 5310	267
State	-	19	34	-	-	State	53
Local	-	5	8	-	-	Local	13
Year Total	-	119	214	-	-	Year Total	333
Description:	Adjustment # 9 TJPDC01. Add FY2025 funding in the amount of: Total project cost \$215,230- State funds \$34,436.80, Federal 5310 funds \$172,184, and local match \$8,609.20. Amendment #4: This is a new project being added to the TIP based on funding allocations for the TJPDC to launch and operate a ride referral service for seniors and individuals with disabilities.						

	Previous Funding	FY2024	FY2025	FY2026	FY2027	Total FY2024-FY2027	
TIP ID:	TJPDC03	Title: Operating Assistance					
FTA 5310	-	-	3	-	-	FTA 5310	FTA 5310
State	-	-	3	-	-	State	State
Local	-	-	1	-	-	Local	Local
Year Total	-	-	7	-	-	Total	Year Total
Description:	New Tip Block: FY 2025 add \$3,000 FTA 5310, \$3,000 State, \$1,000 local match.						

Rail Summary

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

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

PE	VPRA						
		\$3,771,469	\$2,127,123	\$2,214,031	\$2,380,219	\$2,478,318	\$9,199,692

Notes:

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

Jaunt Summary¹

Note: Numbers are reflected in thousands.

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

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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:	Amendment #5: The CA-MPO Policy Board approved the removal of all Jaunt’s projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

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

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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:	Amendment #6: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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:	Amendment #7: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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:	Amendment #8: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

TIP ID:	JNT0012	Title: Rehab Renovation Facility		Recipient: JAUNT, Inc.			
FTA 5311	-	59	59	60	12	FTA 5311	189
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 Amendment #9: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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:	Amendment #10: The CA-MPO Policy Board approved the removal of all Jaunt's projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

	Previous Funding FY2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024-2027	
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:	Amendment #11: The CA-MPO Policy Board approved the removal of all Jaunt’s projects from the TIP on January 24, 2024 due to the determination that they are not direct recipients of federal funding in the urbanized area.						

Appendix A. Projects by Grouping

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Appendix A

Projects by Grouping

Charlottesville MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19276	Culpeper District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	110001	Albemarle County	CROZET AVENUE (0240)		\$2,331,560
			#SGR18VB - RT 240 CROZET AVE STR 589 OVER LICKINGHOLE CREEK		
			FROM: 0.084 MI. South of Lickinghole Creek TO: 0.031 MI. North of Lickinghole Creek (0.1150 MI)		
Secondary	110000	Albemarle County	FRAY'S MILL ROAD (0641)		\$1,912,044
			#SGR18VB - RT 641 FRAYS MILL RD STR 709 OVER MARSH RUN		
			FROM: 0.03 MI. FROM RTE. 743 TO: 2.37 MI. TO RTE. 606		
Secondary	111378	Albemarle County	RED HILL ROAD (0708)		\$5,381,222
			#SGR18VB - RT 708 RED HILL RD STRUCT 792 OVER N.F. HARDWARE		
			FROM: 0.022 MI. E. of North Fork Hardware River TO: 0.064 MI. W. of North Fork Hardware River (0.0860 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$9,624,826

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119329	Albemarle County	0064		\$183,000
			#I64CIP - CCTV Culpeper District		
			FROM: WB 102.4 TO: WB 102.4		
Interstate	119333	Culpeper District-wide	0064		\$1,000,000
			#I64CIP - CMS CULPEPER DISTRICT		
Interstate	119445	Statewide	0064		\$282,535
			#I64 CIP - CULPEPER DISTRICT SSP		
			FROM: Various TO: Various		
Interstate	119446	Statewide	0064		\$0
			I64CIP - PUBLIC SAFETY ADVISORY POINTS INTEGRATIONS		
			FROM: various TO: various		
Interstate	117790	Statewide	0081		\$382,000
			#ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81		
			FROM: various TO: various		
Interstate	118193	Statewide	0095		\$5,744,292
			#I95CIP CRO SSP FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	119154	Statewide	0095		\$900,000
			#I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE		
			FROM: Various TO: Various		
Interstate	119155	Statewide	0095		\$0
			#I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT		
			FROM: various TO: various		

Appendix is for informational purposes only.

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Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

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

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

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121564	Statewide #ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY FROM: Various TO: Various	9999	\$350,000
Interstate	121653	Statewide #ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED FROM: Various TO: Various	9999	\$3,000,000
Interstate	121654	Statewide #ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER FROM: Various TO: Various	9999	\$1,000,000
Interstate	121655	Statewide #ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION FROM: Various TO: Various	9999	\$500,000
Interstate	121666	Statewide #ITTF23 ITTF PROJECT EVALUATIONS FROM: Various TO: Various	9999	\$500,000
Interstate	121667	Statewide #ITTF23 RM3P DEP Data Services FROM: Various TO: Various	9999	\$3,575,000
Interstate	121668	Statewide #ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs FROM: Various TO: Various	9999	\$1,000,000
Interstate	121670	Statewide #ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY FROM: VARIOUS TO: VARIOUS	9999	\$500,000
Interstate	121712	Statewide NETWORK OPERATIONS CENTER IMPLEMENTATION FROM: Various TO: Various	9999	\$650,000
Interstate	121776	Statewide HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component FROM: Various TO: Various	9999	\$1,000,000
Interstate	121822	Statewide #ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS FROM: Various TO: Various	9999	\$5,000,000
Interstate	122048	Statewide #ITTF23 - RM3P EVALUATION FROM: various TO: various	VARIOUS (9999)	\$500,000
Miscellaneous	T19275	Culpeper District-wide CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS	0000	\$0
Miscellaneous	121537	Culpeper District-wide District-wide Flashing Yellow Arrows Installations FROM: VARIOUS TO: VARIOUS	9999	\$0
Miscellaneous	121643	Statewide #ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT FROM: Various TO: Various	9999	\$1,000,000

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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)		

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Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	118876 Albemarle County	RIO ROAD (0631) #SMART22 - RIO ROAD & JOHN WARNER PARKWAY ROUNDABOUT FROM: 0.02 MILES N RTE. 631 TO: 0.02 MILES S. RTE 631		\$10,887,626
Secondary	118877 Charlottesville	RIDGE STREET (9999) #SMART22 - RIDGE STREET SAFETY IMPROVEMENTS FROM: DIVIDED SECTION TO: MONTICELLO AVE (0.2400 MI)		\$8,738,020
Urban	115476 Charlottesville	5TH STREET (9999) #SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET		\$6,103,034
Urban	109480 Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000) #HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS FROM: 0.15 mile s south of Route 250 Bus TO: 0.72 mile south of Route 250 (0.3600 MI)		\$9,605,921
Urban	109551 Charlottesville	EMMET ST. N. (0000) #HB2.FY17 EMMET STREET CORRIDOR STREETSCAPE & INTERSECTIONS FROM: 0.046 mile south of Ivy Road on Emmet Street TO: ARLINGTON BOULEVARD (0.5500 MI)		\$16,844,639
Urban	111796 Charlottesville	EMMET STREET (0029) #SMART18 - BARRACKS RD @ EMMET ST INTERSECTION FROM: 0.06 MI S OF INT. BARRACKS ROAD TO: 0.08 MI N OF INT. BARRACKS ROAD (0.0900 MI)		\$8,640,866
Urban	109484 Charlottesville	FONTAINE AVENUE (0000) #HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS FROM: 0.03 mi west of Westerly Avenue TO: JEFFERSON PARK AVENUE (0.4300 MI)		\$12,276,431
Urban	113916 Charlottesville	GRADY AVENUE (0250) 10TH & GRADY AVENUE BIKE PED FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)		\$291,000
Urban	113861 Charlottesville	MADISON AVENUE (0000) WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL FROM: PRESTON AVENUE TO: ROSE HILL DRIVE		\$222,059
Urban	113917 Charlottesville	MONTICELLO AVENUE (3402) PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND FROM: 0.028 mi west of 2nd St SE TO: 0.022 mi east of 2nd St SE (0.0500 MI)		\$981,662
Urban	113918 Charlottesville	PRESTON AVENUE (0250) PEDESTRIAN IMPROVEMENTS AT PRESTON AVE/HARRIS ST FROM: 0.06 MI EAST OF HARRIS STREET TO: 0.04 MI WEST OF HARRIS STREET (0.1000 MI)		\$245,725
Urban	113919 Charlottesville	RIDGE STREET (3405) PEDESTRIAN IMPROVEMENTS AT RIDGE/CHERRY FROM: 0.07 MI SOUTH OF ROUTE 3400 TO: 0.03 MI NORTH OF ROUTE 3400 (0.1000 MI)		\$265,230
Construction : Safety/ITS/Operational Improvements Total				\$243,333,199

Construction : Transportation Alternatives/Byway/Non-Traditional

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

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121656	Charlottesville	EN22 CITY OF CHARLOTTESVILLE SRTS COORDINATOR/PROGRAM DEVELOPMENT FROM: VARIOUS TO: VARIOUS		\$104,804
Miscellaneous	T19273	Culpeper District-wide	0000 CN: TRANSPORTATION ENHANCEMENT/BYWAYS/OTHER NON-TRADITIONAL		\$0
Secondary	118870	Multi-jurisdictional: Charlottesville MPO	5TH STREET (0631) #SMART22 - FIFTH STREET HUB AND TRAILS FROM: 5th. St. Station development TO: 5th St. Parking Lot (0.2400 MI)		\$9,841,290
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 STIP-MN Culpeper: Preventive MN and System Preservation		\$49,752,817
Urban	118295	Charlottesville	DAIRY ROAD (9999) #SGR21LB - DAIRY ROAD OVER RTE 250 BYPASS (FED ID 20073) FROM: DAIRY RD OVER RTE. 250 BYPASS TO: DAIRY RD OVER RTE. 250 BYPASS		\$0
Urban	118882	Charlottesville	RTE 250 BYPASS (0250) #SGR22LP - RTE 250 BYPASS - CITY OF CHARLOTTESVILLE FROM: FIRE STATION TO: RUGBY AVE. (0.3400 MI)		\$0
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 STIP-MN Culpeper: Preventive MN for Bridges		\$18,387,625
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 STIP-MN Culpeper: Traffic and Safety Operations		\$8,237,514
Maintenance : Traffic and Safety Operations Total					\$8,237,514

Charlottesville MPO Total					\$339,701,575
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Appendix B. Transit Asset Management

Transit Asset Management Plans

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure 2 describes each of these measures.

Figure 2: TAM Performance Measures by Asset Category

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

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—"The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment." For example, FTA's default ULB of a bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA's TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Charlottesville Albemarle MPO programs federal transportation funds for Charlottesville Area Transit and JAUNT. Charlottesville Area Transit and JAUNT are Tier II agencies participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum](#) into the MPO's planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

Table 3: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.

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

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

FTA TAM planning factsheet:

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

Appendix C. Self-Certification Statement



Charlottesville-Albemarle Metropolitan Planning Organization

POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org

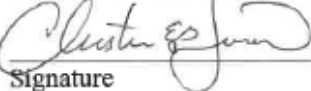
(434) 979-7310 phone; (434) 979-1597 fax; info@tjpd.org email

Metropolitan Transportation Planning Process Self-Certification Statement

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the Charlottesville-Albemarle Metropolitan Planning Organization for the City of Charlottesville and the urbanized area of Albemarle County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) & 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- VII. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Charlottesville-Albemarle MPO


Signature

Christine E. Jacobs
Printed Name

Executive Director
Title

5/9/2023
Date

Virginia Department of Transportation


Signature

Sean Nelson
Printed Name

District Engineer
Title

5/24/2023
Date

Memorandum

To: Charlottesville-Albemarle MPO Policy Board
From: Taylor Jenkins, Director of Transportation, TJPDC/CA-MPO
Date: June 25, 2025
Re: Final FY26 Unified Planning Work Program

Purpose:

To inform the CA-MPO Policy Board of updated Fiscal Year 2026 (FY26) Unified Planning Work Program (UPWP) allocations.

Background:

The UPWP identifies all transportation planning activities to be undertaken by CA-MPO staff in FY26. The FY26 UPWP was adopted by the CA-MPO Policy Board on April 23, 2025, with anticipated updates to the budget once final allocations were received. Since adoption, staff received updated Federal Transit Administration (FTA) allocations from the Virginia Department of Rail and Public Transportation (DRPT) that reflect an increase from \$136,851 to \$138,646 for the FY26 FTA/DRPT total allocation. The additional \$1,795 was split proportionally among all three tasks, retaining the percentage splits as presented. Staff also received the VDOT SPR budget for FY26, which identifies tasks to be completed by VDOT for the CA-MPO (reflected in Attachment B of the UPWP document). A final summary of programmed tasks is indicated in the attached tables.

If there are any questions, please contact Taylor Jenkins at tjenkins@tjpd.org.

FY26 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 35,802.37	\$ 4,475.30	\$ 4,475.30	\$ 44,752.97
FY-25 PL-FHWA/VDOT Active Rollover				
FY-26 PL-FHWA/VDOT Total	\$ 274,482.77	\$ 34,310.35	\$ 34,310.35	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
FY-25 FTA/DRPT Active Rollover				
FY-26 FTA/DRPT Total	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
PL-FHWA/VDOT + FTA/DRPT Total	\$ 385,399.89	\$ 48,174.99	\$ 48,174.99	\$ 481,749.86
VDOT SPR	\$ 220,000.00	\$ 55,000.00		\$ 275,000.00
Total FY26 Work Program	\$ 605,399.89	\$ 103,174.99	\$ 48,174.99	\$ 756,749.86

FY26 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance	Total
	25%	30%	45%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 74,587.63	\$ 89,505.15	\$ 134,257.73	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 11,188.24	\$ 13,425.89	\$ 20,138.84	\$ 44,752.97
FY-25 PL-FHWA/VDOT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-26 PL-FHWA/VDOT Total	\$ 85,775.87	\$ 102,931.04	\$ 154,396.56	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY-25 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-26 FTA/DRPT Total	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY26 PL-FHWA/VDOT + FTA/DRPT Total	\$ 120,437.47	\$ 144,524.96	\$ 216,787.44	\$ 481,749.86
VDOT SPR	\$ 110,000.00	\$ 82,500.00	\$ 82,500.00	\$ 275,000.00
Total FY26 Work Program	\$ 230,437.47	\$ 227,024.96	\$ 299,287.44	\$ 756,749.86



Unified Planning Work Program (UPWP)

Fiscal Year 2026
July 1, 2025 – June 30, 2026
Approved April 23, 2025

 *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



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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List 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
BUILD	Better Utilizing Investments to Leverage Development Grant Program
BRT	Bus Rapid Transit
CA-MPO	Charlottesville-Albemarle Metropolitan Planning Organization
CARTA	Charlottesville Area Regional Transit Authority
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 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
OIPI	Office of Intermodal Planning and Investment
PL	FHWA Planning Funding (used by MPO)
RAISE	USDOT Rebuilding American Infrastructure with Sustainability and Equity
RTP	Regional Transit Partnership

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)
SAWMPO	Staunton-Augusta-Waynesboro Metropolitan Planning Organization
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SS4A	Safe Streets and Roads for All (USDOT Discretionary Grant)
STIP	The Statewide Transportation Improvement Program (STIP) is a required four-year planning document developed in coordination with MPOs and public transportation providers. It incorporates the MPO's TIP.
SYIP	The Six Year Improvement Plan (SYIP) is Virginia's annually updated budget document that identifies planned spending for transportation projects statewide.
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	The Transportation Improvement Program (TIP) is a required four-year planning document with all federally funded, regionally significant transportation projects. It is updated every four years and maintained by CA-MPO staff.
TJPDC	Thomas Jefferson Planning District Commission
TMPD	VDOT Transportation and Mobility Planning Division
TSP	Transit Strategic Plan
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
VPRA	Virginia Passenger Rail Authority
Work Program	Unified Planning Work Program (also referred to as UPWP)

Introduction

Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) for fiscal year 2026 (FY26). 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). The CA-MPO develops its UPWP each spring.

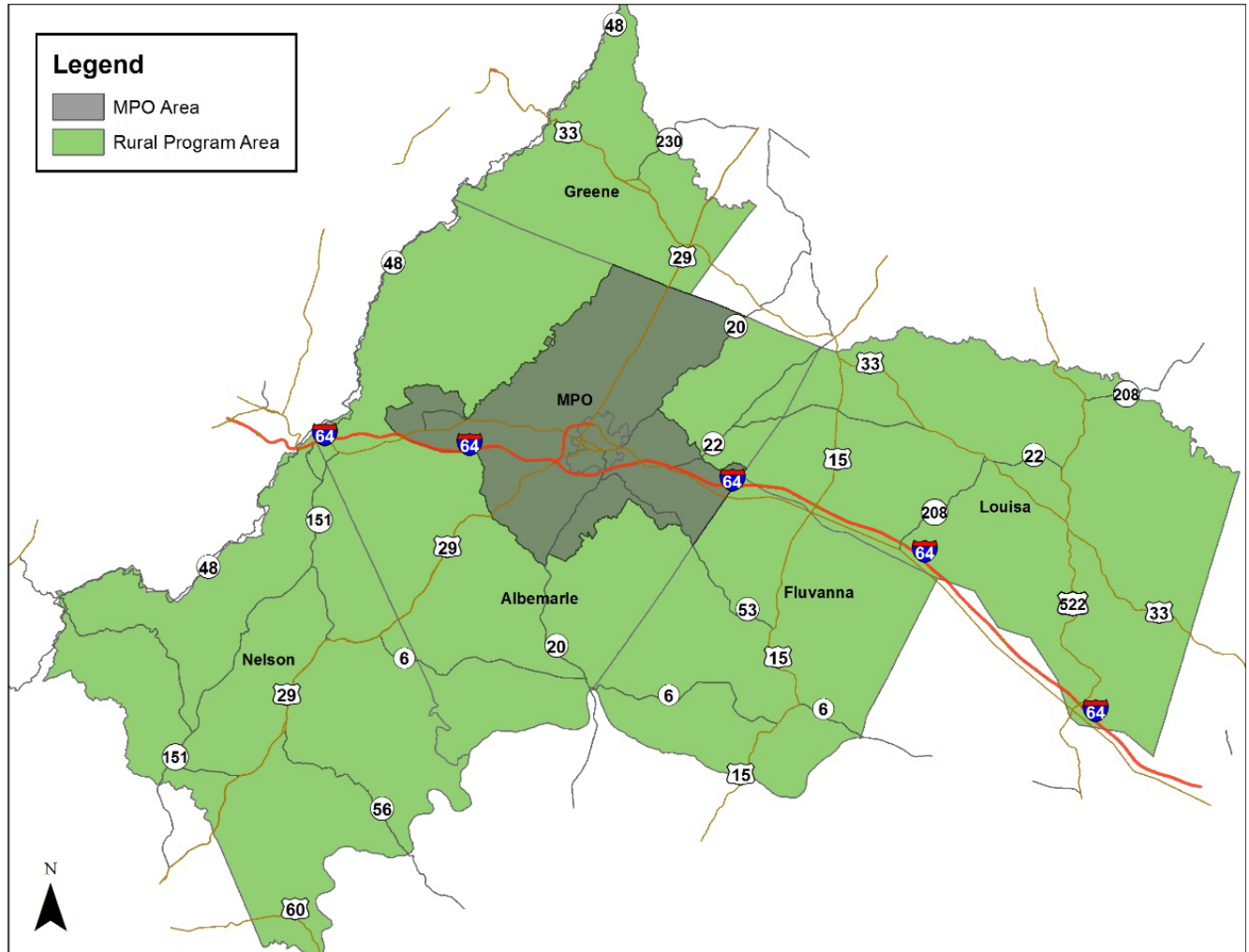
Purpose of the Metropolitan Planning Organization

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), Virginia 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 A).

The CA-MPO conducts transportation studies and ongoing planning activities, including the Transportation Improvement Program (TIP), which lists road and transit improvements approved for federal funding. The TIP is updated every four years and amended as necessary. The CA-MPO maintains 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:



The Metropolitan Planning Process and Long Range Transportation Plan

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 also requires that MPOs address ten planning factors in the metropolitan planning process:

- **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:** 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
- **Maintenance:** Emphasize the preservation of the existing transportation system
- **Resiliency and Reliability:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- **Travel and Tourism:** Enhance travel and tourism

The Long Range Transportation Plan (LRTP) is updated every five years and guides improvements to the region's transportation system for the next 20 years. Last adopted by the CA-MPO Policy Board in May 2024, the LRTP update included an extensive visioning process with community input to develop a regional framework from which the transportation program is developed.

In addition to the ten federally identified planning factors, the following framework lenses will also be considered and addressed through Work Program tasks and deliverables:

- **Equity:** Ensure all community members, regardless of their socio-economic status, race, or ability, have access to transportation options
- **Quality of Life:** Facilitate the movement of people and goods to connect people to places they need, love, and care about
- **Climate Action:** Reduce greenhouse gas emissions from the transportation system
- **Land Use:** Connect community destinations in a manner that aligns with growth management priorities

Public Participation/Title VI Implementation

The CA-MPO makes every effort to include all populations in transportation planning. Throughout this document there are several tasks that specifically discuss the CA-MPO's efforts to include these populations. In addition to the UPWP, the CA-MPO also maintains a Public Participation Plan and a Title VI Implementation Plan. Both plans specify that the CA-MPO must post public notices in key locations. Both plans state that the CA-MPO must make all official documents accessible to all members of our community. The Title VI Implementation 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 CA-MPO's annual goals and processes for regional transportation planning.

Funding

Two federal agencies fund the CA-MPO's planning activity. This includes FHWA's funds, labeled as "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 CA-MPO staffing and the 3-C process. The CA-MPO budget consists 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 B 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 CA-MPO areas. TMPD will participate in special studies as requested. DRPT staff also participate actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the CA-MPO process.

The following tables provide information about the FY26 Work Program Budget. These tables outline the FY26 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Program Administration (Task 1), Long Range Transportation Planning (Task 2), and Short-Range Transportation Planning and Local, State, and Federal Agency Assistance (Task 3).

Table 1. FY26 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 238,680.40	\$ 29,835.05	\$ 29,835.05	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 35,802.37	\$ 4,475.30	\$ 4,475.30	\$ 44,752.97
FY-25 PL-FHWA/VDOT Active Rollover				
FY-26 PL-FHWA/VDOT Total	\$ 274,482.77	\$ 34,310.35	\$ 34,310.35	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
FY-25 FTA/DRPT Active Rollover				
FY-26 FTA/DRPT Total	\$ 110,917.11	\$ 13,864.64	\$ 13,864.64	\$ 138,646.39
PL-FHWA/VDOT + FTA/DRPT Total	\$ 385,399.89	\$ 48,174.99	\$ 48,174.99	\$ 481,749.86
VDOT SPR	\$ 220,000.00	\$ 55,000.00		\$ 275,000.00
Total FY26 Work Program	\$ 605,399.89	\$ 103,174.99	\$ 48,174.99	\$ 756,749.86

Table 2. FY26 Work Program: Funding by Task

Funding Source	Task 1: Program Administration	Task 2: Long-Range Transportation Planning	Task 3: Short-Range Transportation Planning and Local, State, and Federal Agency Assistance	Total
	25%	30%	45%	100%
FY-26 PL-FHWA/VDOT Funding	\$ 74,587.63	\$ 89,505.15	\$ 134,257.73	\$ 298,350.50
FY-24 PL-FHWA/VDOT Passive Rollover	\$ 11,188.24	\$ 13,425.89	\$ 20,138.84	\$ 44,752.97
FY-25 PL-FHWA/VDOT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-26 PL-FHWA/VDOT Total	\$ 85,775.87	\$ 102,931.04	\$ 154,396.56	\$ 343,103.47
FY-26 FTA/DRPT Funding	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY-25 FTA/DRPT Active Rollover	\$ -	\$ -	\$ -	\$ -
FY-26 FTA/DRPT Total	\$ 34,661.60	\$ 41,593.92	\$ 62,390.88	\$ 138,646.39
FY26 PL-FHWA/VDOT + FTA/DRPT Total	\$ 120,437.47	\$ 144,524.96	\$ 216,787.44	\$ 481,749.86
VDOT SPR	\$ 110,000.00	\$ 82,500.00	\$ 82,500.00	\$ 275,000.00
Total FY26 Work Program	\$ 230,437.47	\$ 227,024.96	\$ 299,287.44	\$ 756,749.86

Highlights of FY25 UPWP

In FY25, CAMPO staff continued administering operations through reporting and compliance with regulations, staffing CA-MPO Committees as well as utilizing the CA-MPO's function as a conduit for sharing information between local governments, transportation agencies, state agencies, other CA-MPOs, other stakeholders and the public. Below are highlights of several FY25 projects and initiatives, helping to give context for the FY26 activities.

Comprehensive Safety Action Plan

Launched in FY24, CA-MPO staff continued to work in partnership with VDOT and member jurisdictions to advance the development of the Comprehensive Safety Action Plan. This included stakeholder engagement, data collection, and the initial identification of safety strategies tailored to regional needs. The initiative is largely funded through a US DOT Safe Streets and Roads for All (SS4A) Discretionary Grant, with additional support from CA-MPO, Rural Transportation, and TJPDC staff. The completion date is mid-FY26.

Regional Transit Planning / Regional Transit Authority

CA-MPO staff have continued their involvement in overseeing the Regional Transit Partnership. In FY25, staff completed a Regional Transit Governance Study through a DRPT Technical Assistance Grant. The Regional Transit Governance Study provides guidance on the appropriate governing and funding structure for a transit authority. CA-MPO staff will continue to support regional transit planning through the Transit Strategic Plans of Jaunt and Charlottesville Area Transit and through coordination of the newly formed Charlottesville Regional Transit Authority (CARTA).

Transportation Improvement Program (TIP)

CA-MPO continued to maintain the TIP in collaboration with VDOT, DRPT, Jaunt, and CAT, and corrected a long-standing inconsistency by removing Jaunt's funding allocations from inclusion in the TIP document.

SMART SCALE

SMART SCALE is a data-driven prioritization process that scores and ranks transportation projects statewide. The objective analysis is intended to improve transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide maximum benefits for tax dollars spent. In FY25, staff followed the comprehensive program review and, through VDOT District partners, provided regular updates and presentations to CA-MPO Committees and stakeholders regarding proposed changes and funded projects.

STARS Program

Led by the VDOT Transportation and Mobility Planning Division, the STARS Program conducts studies to identify cost-effective measures to improve safety and reduce congestion. In FY25, staff followed multiple STARS studies in the region:

- US 29/US 250 Bypass & Emmet Street Interchange
- Culpeper US 29 Corridor Study
- STARS Ridge St/W Main St (BUS US-250)/Water St Intersection Study

Through VDOT District partners, staff provided regular updates and presentations to CA-MPO Committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

Project Pipeline Studies

Led by the Office of Intermodal Planning and Investment, Project Pipeline is a performance-based planning process that conducts studies to align VTrans priority needs with multiple transportation solutions. Following the Pipeline process, project alternatives may be considered for funding through programs including SMART SCALE, Revenue Sharing, interstate operations program funding, and others. In FY25, staff followed multiple Project Pipeline studies in the region:

- Ivy Rd Corridor and US 29/250 Bypass Interchange Study
- Barracks Road Corridor Study
- 5th Street Interchange and Shared Use Path Study
- US 29 at the I-64 Exit 118 Interchange

Through VDOT District partners, staff provided regular updates and presentations to CA-MPO committees and stakeholders regarding framework documents, proposed changes, and projects to be considered for applications.

Grant Applications

CA-MPO staff prepared and submitted applications for federal and state funding through the following grant programs:

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE), now Better Utilizing Investment to Leverage Development (BUILD), grant application to complete preliminary engineering for the Rivanna River Bike and Pedestrian Bridge Crossing.
- 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.
- DRPT MERIT Technical assistance grant application to conduct a Service Prioritization and Implementation Feasibility Study using data from the Regional Transit Vision Plan (2022).

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in 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 Transportation (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY25, the CA-MPO Policy Board voted to adopt aspirational safety targets based on regionally specific trends, aligned with the Comprehensive Safety Action Plan (SS4A).

Title VI Implementation/Public Participation

CA-MPO Staff continued improving implementation of the Title VI Plan in conformance with feedback received from VDOT and DRPT.

FY26 Unified Planning Work Program by Task

This section identifies which transportation planning activities will be conducted by CA-MPO staff in FY26 by task and funding source. The following task categories are covered:

1. Program Administration
2. Long Range Planning
3. Short Range Transportation Planning and Local, State, and Federal Agency Assistance

Task 1: Program Administration¹

Total Funding: \$120,437.47

Task 1: Program Administration				
FY26	Federal	State	Local	Total
PL	\$ 68,620.69	\$ 8,577.59	\$ 8,577.59	\$ 85,775.87
FTA	\$ 27,729.28	\$ 3,466.16	\$ 3,466.16	\$ 34,661.60
Total	\$ 96,349.97	\$ 12,043.75	\$ 12,043.75	\$ 120,437.47

A. General Administration, Reporting, and Compliance with Regulations

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

- FY26 Unified Planning Work Program implementation
- FY27 Unified Planning Work Program Development
- Monthly progress reports and invoices
- 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:

- Provide all required administrative functions including accounting, financial reporting, personnel administration, auditing requirements, meeting organization, office management, contract administration and legal review of contracts/agreements and related certifications and assurances, and necessary purchases such as technology, software, and equipment for transportation planning activities of CA-MPO staff
- Prepare and submit monthly invoicing and progress reports
- Manage the FY26 UPWP and develop the FY27 UPWP to meet the requirements of 23 CFR Part 420 and 23 CFR Part 450, in cooperation with VDOT and DRPT
- Process UPWP amendments, as needed
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, etc., to review and amend plans and policies to ensure that all program elements are compliant with applicable state and federal regulations and guidance

¹ FTA Code for Metropolitan Planning: 44.21.00 Program Support Administration

- Administer state and federal grants (and other funding, as appropriate)

B. Staffing Committees

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

The CA-MPO staffs the following groups:

- CA-MPO Policy Board
- CA-MPO Technical Committee
- Citizens Transportation Advisory Committee (CTAC)
- Regional Transit Partnership (RTP)
- Charlottesville Area Regional Transit Authority (CARTA)
- Other committees as directed by the CA-MPO Policy Board

End Products:

- Support the activities of CA-MPO through maintaining committee membership, organizing regular meetings among stakeholders, preparation of reports, presentations, agendas, minutes, and mailings for all committees and attendance/staffing at all meetings.
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board leadership, to develop and review committee agendas and upcoming topics to ensure timely delivery of information

C. Public Outreach, Public Participation, Title VI Implementation

TJPDC and CA-MPO are required to prepare and maintain documents related to public outreach, participation, and nondiscrimination. These include the Public Outreach Plan, Public Participation Plan, and Title VI Implementation Plan. Staff will support document management and update as revisions are necessary.

End Products:

- Provide the public with complete information, timely notice of Public Hearings, and full access to key decisions of the CA-MPO
- Support early and continuing involvement of the public, including disadvantaged populations, in developing plans, the TIP, and other documents in accordance with the Public Participation Plan (PPP)
- Manage the CA-MPO and TJPDC websites and develop new content to inform the public about the activities of the CA-MPO. Updates may contain information required by federal and state regulations and guidance
- Update, amend, and implement the agency Title VI Implementation Plan, as needed

- Update, amend, and implement the Public Participation Plan, as needed
- Coordinate with VDOT and DRPT staff, CA-MPO Technical Committee and Policy Board members, etc., to review and amend plans and policies to ensure that all CA-MPO program elements are compliant with applicable state and federal regulations and guidance

D. Information Sharing and Professional Development

The CA-MPO functions as a conduit for sharing information between local governments, transportation agencies, state agencies, other MPOs, and the public. CA-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 CA-MPO activities as necessary. Staff will also conduct ongoing intergovernmental discussions, coordinate transportation projects, and attend/organize informational meetings and training sessions. CA-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.

End products:

- Represent CA-MPO on the Virginia Association of Metropolitan Planning Organizations (VAMPO)
- Attend monthly and quarterly transportation meetings, including: VAMPO, Office of Intermodal Planning and Investment (OIPI), VA Commonwealth Transportation Board (CTB) workshop and action meetings, etc.
- Coordinate and co-host the bi-annual joint CA-MPO meetings with the Staunton-Agusta-Waynesboro MPO (SAWMPO)
- Attend state agency, federal agency, non-governmental agency, and state and federal association-sponsored training, workshops, seminars, summits, and conferences relative to transportation planning, including but not limited to: the Governor's Transportation Conference, the AMPO annual conference, the APA National Planning conference, the APA Virginia Chapter Annual Conference, WTS International conference, and/or National Association of City Transportation Officials (NACTO), etc.
- Support applicable transportation planning training for CA-MPO staff, including but not limited to Geographic Information Systems (GIS) Professional Certificate
- Provide on-going training and professional development to staff and Policy Board and Technical Committee members to make certain they are familiar with new and updated federal and state transportation regulations/guidelines, and are prepared to respond to challenges and demands in the region

Task 2: Long Range Transportation Planning²

Total Funding: \$144,524.96

Task 2: Long Range Transportation Planning				
FY26	Federal	State	Local	Total
PL	\$ 82,344.83	\$ 10,293.10	\$ 10,293.10	\$ 102,931.04
FTA	\$ 33,275.13	\$ 4,159.39	\$ 4,159.39	\$ 41,593.92
Total	\$ 115,619.97	\$ 14,452.50	\$ 14,452.50	\$ 144,524.96

A. Comprehensive Safety Action Plan

In FY23, the TJPDC was awarded a Safe Streets and Roads for All (SS4A) 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 are providing 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 by taking a multi-faceted approach that includes infrastructure improvements, enforcement practices, information sharing, and education.

Following the completion of the Comprehensive Safety Action Plan, staff will also provide technical assistance to support SS4A implementation grant applications in FY26.

End Products:

- Analysis of regional crash data detailing the high injury networks and multimodal system deficiencies to provide better understanding of factors that contribute to crashes developed in support with VDOT's Highway Safety Improvement Program
- Coordination of the stakeholder group to provide feedback on planning processes and consideration
- Implementation of a public engagement strategy to conduct robust and comprehensive outreach throughout the region
- Prioritized strategies for each locality, as well as regional priorities
- Support project development and SS4A implementation applications for the City of Charlottesville and County of Albemarle
- Template for ongoing monitoring and reporting of regional safety data
- Finalized and adopted Comprehensive Safety Action Plan applicable to all TJPDC member jurisdictions
- Technical assistance for SS4A implementation grant applications

² FTA Codes for Metropolitan Planning: 44.23.00 Long Range Transportation Planning
44.22.00 General Development/Comprehensive Planning

B. Travel Demand Model Update

A travel demand model is used to estimate future travel patterns and behaviors based on data including population, employment, and land use. VDOT maintains and updates the regional travel demand model for the Charlottesville-Albemarle MPO area. Following the required schedule, CA-MPO's model update began in FY24 and will continue into FY26. CA-MPO staff will coordinate with local government staff and VDOT to provide needed data and inform updates to the model.

End Products:

- 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
- Review drafts of the travel demand model and provide feedback on any requested changes.

C. Travel Demand Management Study

Through the development of the 2050 LRTP, the CA-MPO identified the need for a comprehensive travel demand management (TDM) study to identify long-term initiatives that would reduce vehicle miles traveled specifically within Charlottesville City limits. This study will provide a high-level understanding of travel demand factors and support the identification of longer-term infrastructure and multimodal transportation improvements needed to support mode-shift for those traveling into the downtown areas.

End Products:

- Review and synthesis of existing literature and studies previously completed in the region
- Review of regional transportation demand model to determine future growth impacts and assess existing parking capacity within the City of Charlottesville
- Identification of TDM strategies to accommodate future traffic volumes, including park and ride infrastructure, bicycle and pedestrian infrastructure, and transit service improvements

D. Coordinated Human Services Mobility (CHSM) Plan Update

The Virginia Department of Rail and Public Transportation (DRPT) completes a comprehensive update to the CHSM plan once four to five years in accordance with guidance set forth by the Federal Transit Administration (FTA). The plan evaluates services and transportation needs of seniors and individuals with disabilities, develops strategies to address gaps in service, and prioritizes projects for implementation.

As an FTA 5310 program recipient, the TJPDC and CA-MPO may support DRPT staff in updating the CHSM plan through participation that could include working groups, focus groups, survey completion, etc.

End Products:

- Provide program data and review draft content, as necessary
- Participate in working groups, focus groups, etc.
- Complete surveys, as requested
- Coordinate with providers, as necessary

E. Three Notched Trail Coordination

The Three Notched Trail is a proposed shared use path. The Three Notched Trail Master Plan is a 24-month study to identify a preferred alignment for the Charlottesville to Afton section. MPO staff will support trail planning efforts through participation in the Master Plan Technical Committee, attending public meetings, and sharing information.

End Products

- Collect and/or provide data
- Review draft Master Plan content
- Prepare for and participate in technical committee meetings, public meetings, general project meetings, etc.

F. Long Range Transportation Plan (LRTP)

Moving Toward 2050 is the federally required long range transportation plan (LRTP) for the City of Charlottesville and urbanized portions of Albemarle County, which is the area served by the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO). This plan identifies long range transportation needs, considers possible infrastructure improvements, and establishes priorities to implement projects based on anticipated funding.

As necessary, the LRTP may be amended based on changes in federal guidance, transportation needs, or funding (federal/state/local).

End Products:

- Review and amend the LRTP, as necessary

Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance³

Total Funding: \$216,787.44

Task 3: Short Range Transportation Planning and Local, State, and Federal Agency Assistance				
FY26	Federal	State	Local	Total
PL	\$ 123,517.25	\$ 15,439.66	\$ 15,439.66	\$ 154,396.56
FTA	\$ 49,912.70	\$ 6,239.09	\$ 6,239.09	\$ 62,390.88
Total	\$ 173,429.95	\$ 21,678.74	\$ 21,678.74	\$ 216,787.44

A. Transportation Improvement Program (TIP)

In accordance with federal law, any federally funded transportation project (FHWA, FTA, etc.) within the CA-MPO must be programmed in the TIP. Done in coordination with the state and transit agencies, the TIP includes regionally significant transportation projects and must cover at least four years.

Each project included in the TIP must include the following information:

- Project description
- Implementing agency
- Project location/service area
- Cost estimates, funding sources, and funding amounts actual or scheduled for allocation
- Type of improvement
- Overall financial plan, and other information

CA-MPO staff prepared the FY24-FY27 TIP adopted by the Policy Board in FY23. This task will support ongoing maintenance of the FY24-27 TIP, participation in STIP development, and the development of the next full TIP update.

End Products:

- Process the Annual Obligation Report
- Process TIP amendments and adjustments as necessary
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations
- Complete development of the new TIP

³ FTA Code for Metropolitan Planning: 44.24.00 Short Range Transportation Planning
 44.25.00 Transportation Improvement Program
 44.26.15 System planning to support transit capital investment decisions
 44.26.12 Coordination of non-emergency Human Service Transportation

B. SMART SCALE, STARS, Project Pipeline, and Other Grant Planning and Support

CA-MPO staff will continue to work with VDOT, DRPT, and City and County staff to identify appropriate funding sources for regional priority projects. CA-MPO staff will coordinate with localities and VDOT to identify potential SMART SCALE projects and support engagement needed to prepare applications. Staff will participate in STARS and Pipeline studies as required. Staff will additionally support localities in identifying, preparing materials for, and submitting to other grant funding sources, as requested.

End Products:

- Provide regular updates to CA-MPO Committees on the SMART SCALE process
- Provide technical assistance to localities for SMART SCALE application drafting and submission, including evaluation of previously identified high-priority projects that remain unfunded
- Participate in VDOT Project Pipeline and STARS studies
- Review performance of applications submitted in past rounds and review projects for consideration in upcoming round
- Coordinate the sharing of economic development, and other relevant information, between localities in support of SMART SCALE applications
- Identify, develop, and/or administer transportation-related grants for the CA-MPO, TJPDC, and/or the CA-MPO member localities, to include but not be limited to: RAISE/BUILD, SS4A, RideShare, PATH Mobility Management, rail, Transportation Alternatives, etc.

C. Regional Travel Demand Management (TDM), Transit and Rail Planning, Human Service Transportation, and Bike/Pedestrian Support

The RideShare program, housed by the TJPDC, is an essential program for the CA-MPO's planning process. Coordination of RideShare, bike and pedestrian planning, transit/rail planning, and human service transportation all support regional TDM efforts. Staff will additionally participate in statewide rail initiatives under this subtask that may impact the region, as necessary.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in the MPO
- Integrate TDM into CA-MPO recommendations and projects
- Support Charlottesville Area Transit (CAT) and Jaunt Transit Development Plan (TDP) and Transit Strategic Plan (TSP) development
- Support transit service provider or locality transit studies, plans, surveys, development of marketing materials, and meetings that impact the CA-MPO region, as needed
- Assist with transit plans for existing or new services with the Afton Express service between the SAWMPO region and the CA-MPO region
- Participate in statewide initiatives to expand and improve transit and rail service to the CA-MPO region
- Address immediate transit coordination needs

- Formalize transit agreements, as requested
- Improve communication between transit providers, localities, and stakeholders
- Explore shared facilities and operations for transit providers
- Provide continued support to coordinating bike/pedestrian planning activities between the City of Charlottesville, Albemarle County, the University of Virginia (UVA), and rural localities
- Provide information related to specific planning work items as requested by FTA, FHWA, DRPT, the Virginia Passenger Rail Authority (VPRA), and VDOT including but not limited to: multimodal planning, human services transportation planning, passenger rail and freight planning, and assistance with components of the statewide transportation plan
- Review the completed resource guide(s) for pedestrian navigation of innovative intersections and explore opportunities for use
- Support transportation options and human service transportation for seniors and people with disabilities
- Support CA-MPO regional bike and pedestrian data collection, resources development, and coordination

D. Annual Performance Targets

MPOs are asked to participate in the federal Transportation Performance Management process by coordinating with the state to set regional targets 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 CA-MPO Committees and Policy Board members to review
- Facilitate discussion of performance targets with the CA-MPO Committees and Policy Board members
- Complete all documentation notifying the state of the adopted safety and performance targets
- Update the TIP when updated performance targets are adopted

E. Special Studies, Projects, Programs, and Contingency

CA-MPO staff will assist local, regional, and state efforts with special studies, projects, and programs as requested.

As requested by our planning partners, CA-MPO staff began exploring an on-call consultant program in FY24 to provide efficient access to technical consultants as needed. CA-MPO staff will continue coordination and learning efforts to explore the need for on-call consulting services.

End Products:

- Participate in the completion of any special transportation-related study or project for any transportation mode for the CA-MPO localities, as requested
- Participate in studies, projects, and/or programs for local, state, and federal agency partners
- Assist localities with updates to Comprehensive Plans or other planning documents related to transportation or transit, as requested
- Explore the need for on-call consulting services through local government staff coordination, benchmarking other on-call models, and developing a list of desired services

UPWP Public Participation Process

Review and Approval of Tasks

Action	Body	Date
Initial draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	February 18, 2025
Initial draft provided to the MPO Policy Board	MPO Policy Board	February 26, 2025
Initial draft provided to Citizens Transportation Advisory Committee (CTAC)	CTAC	March 19, 2025
Final draft provided to the MPO Technical Committee and VDOT/DRPT	MPO Technical Committee	April 15, 2025
Final draft provided to the MPO Policy Board	MPO Policy Board	April 23, 2025
Final draft provided to CTAC	CTAC	May 21, 2025

Online Posting

The UPWP will be posted online as part of meeting agendas for the following meetings captured above:

- February 18, 2025 – MPO Technical Committee
- February 26, 2025 – MPO Policy Board
- March 19, 2025 – CTAC
- April 15, 2025 – MPO Technical Committee
- April 23, 2025 – MPO Policy Board

The UPWP will be posted on the TJPDC website (<https://tjpd.org/>) for a 15-day public comment period on April 16, 2025. It will be posted as Public Notice in the local newspaper on April 16, 2025, for 15-day public comment period.

Appendix

Attachment A: Memorandum of Understanding on Metropolitan Transportation Planning Responsibilities for the Charlottesville-Albemarle Metropolitan Planning Area (2019)

Attachment B: FY26 UPWP Tasks Performed by VDOT

Attachment C: Resolution

**MEMORANDUM OF UNDERSTANDING
ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES
FOR THE CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING
AREA**

This agreement is made and entered into as of 3/26, ~~2018~~ ²⁰¹⁹ by and between the Commonwealth of Virginia hereinafter referred to as the State, the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO; and the City of Charlottesville, the Charlottesville Area Transit Service, Albemarle County and JAUNT, Inc. hereinafter referred to as the Public Transportation Providers; and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at [23 CFR 450 Subpart C](#), and

WHEREAS, the regulations at [23 CFR 450.314](#) direct that the MPO, State, and Public Transportation Provider responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, State and Public Transportation Provider, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Charlottesville-Albemarle metropolitan area. It is also agreed that the following articles will guide the 3-C process. Amendments to this agreement may be made by written agreement among the parties of this agreement.

Article 1

Planning and Modeling Boundaries

The MPO is responsible as the lead for coordinating transportation planning and programming in the Charlottesville-Albemarle metropolitan transportation planning area (MPA) that includes the City of Charlottesville and a portion of Albemarle County. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the travel demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor. The MPA shall, at a minimum, cover the U.S. Bureau of the Census' designated urbanized area and the contiguous geographic area expected to become urbanized within the 20 year long range plan forecast period. The boundaries will be reviewed by the MPO and the State at least after each Census decennial update, to adjust the MPA boundaries as necessary.

Planning funds shall be provided to financially support the MPO's planning activities under 23 CFR 450 and 49 CFR 613, and the latest applicable metropolitan planning funding agreement with the State for the metropolitan planning area. All parties to this agreement shall comply with applicable state and federal requirements necessary to carry out the provisions of this agreement.

Article 2

MPO Structure & Committees

The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the MPO Technical Committee. The MPO shall establish and follow rules of order and record. The Policy Board and MPO Technical Committee each shall be responsible for electing a chairman with other officers elected as deemed appropriate. These committees and their roles are described below. Redesignation of an MPO is required when an existing MPO proposes to make substantial changes on membership voting, decisionmaking authority, responsibility, or the procedure of the MPO.

(A) The Policy Board serves as the MPO's policy board, and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP); and
- the performance based Constrained Long Range Transportation Plan (CLRP); and
- the performance-based Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source; and
- the adoption of performance measure targets in accord with federal law and regulations that are applicable to the MPO metropolitan planning area; and
- the reporting of targets and performance to be used in tracking progress toward attainment of critical outcomes for the MPO region [450.314]; and
- the Public Participation Plan

The Policy Board will consider, analyze as appropriate, and reflect in the planning and programming process the improvement needs and performance of the transportation system, as well as the federal metropolitan planning factors consistent with 23 CFR 450.306. The Policy Board and the MPO will comply and certify compliance with applicable federal requirements as required by [23 CFR 450.336](#), The Policy Board and the MPO also shall comply with applicable state requirements such as, but not limited to, the Freedom of Information Act requirements which affect public bodies under the Code of Virginia at [2.2-3700 et sequel](#).

Voting membership of the Policy Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- One representative participating on behalf of the State appointed by the Commonwealth of Virginia Secretary of Transportation, and
- Locally elected officials representing each County, independent City, Town or other appropriate representation within the metropolitan transportation planning area.

The individual voting representatives may be revised from time to time as designated by the respective government or agency. State elected officials may also serve on the MPO. Nonvoting members may be added or deleted by the Policy Board through a majority of all voting members. Voting and nonvoting designated membership of the Policy Board will be identified and updated on the MPO's website with contact information.

(B) The MPO Technical Committee provides technical review, supervision and assistance in transportation planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the Policy Board. This committee consists of the designated technical staff of the Policy Board members, plus other interests deemed necessary and approved by the Policy Board. The designated voting and nonvoting membership of the MPO Technical Committee will be updated by the Policy Board, and will be identified online with contact information.

(C) Regular Meetings – The Policy Board and MPO Technical Committee shall each be responsible for establishing and maintaining a regular meeting schedule for carrying out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The regular meeting schedule of each committee shall be posted on the MPO's website and all meetings shall be open to the public. Any meetings and records concerning the business of the MPO shall comply with State Freedom of Information Act requirements.

Article 3

Unified Planning Work Program (UPWP)

Transportation planning activities anticipated within the Charlottesville-Albemarle Metropolitan Planning Area during the next one or two year period shall be documented and prepared annually by the Staff and the MPO Technical Committee in accord with 23 CFR 450.308 and reviewed and endorsed by the Policy Board. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the Policy Board according to the same, full procedure as the initial UPWP.

Article 4

Participation Plan

The Policy Board shall adopt and maintain a formal, written Public Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45 day draft public review and comment period. The Participation Plan will be published and available on the MPO's website. The State may assist, upon request of the MPO and on a case by case basis, in the provision of documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies and Indian Tribal or federal public lands regarding other planning activities, thereby ensuring compliance with all sections of [23 CFR 450.316](#). The process(es) shall identify procedures for circulating or providing ready access to draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment as well as provide an opportunity for MPO consideration of such comments before formal adoption of a transportation plan or program.

Article 5

Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into the financially Constrained Long-Range Plan (CLRP)

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the State, and Public Transportation Provider(s). The CLRP shall be updated at least every five years, and address no less than a 20 year planning horizon. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders (including any intercity bus operators) with reasonable opportunities for involvement and comment as specified in 23 CFR 450.316 and in accordance with the procedures outlined in the Participation Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP.

Development of the Transportation Improvement Program (TIP)

The financially constrained TIP shall be developed by the MPO with assistance from the State and Public Transportation Provider(s). The TIP shall cover a minimum four year period and shall be updated at least every four years, or more

frequently as determined by the State to coincide and be compatible with the Statewide Transportation Improvement development and approval process.

The State shall assist the MPO and Public Transportation Provider(s) in the development of the TIP by: 1) providing the project listing, planned funding and obligations, and 2) working collaboratively to ensure consistency for incorporation into the STIP. The TIP shall include any federally funded projects as well as any projects that are regionally significant regardless of type of funding. Projects shall be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The State and the Public Transportation Provider(s), assisted by the state, shall provide the MPO a list of project, program, or grouped obligations by year and phase for all the State and the public transportation projects to facilitate the development of the TIP document. The TIP shall include demonstration of fiscal constraint and may include additional detail or supporting information provided the minimum requirements are met. The MPO shall demonstrate explicit consideration and response to public input received during the development of the TIP.

Once the TIP is compiled and adopted by the Policy Board the MPO shall forward the approved TIP, MPO certification, and MPO TIP resolution to the State. After approval by the MPO and the Governor, the State shall incorporate the TIP, without change, into the STIP. The incorporation of the TIP into the STIP demonstrates the Governor's approval of the MPO TIP. Once complete, the STIP shall be forwarded by the State to FHWA and FTA for review and approval.

Article 6

Financial Planning and Programming, and Obligations

The State, the MPO and the Public Transportation Provider(s) are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.324) and program (23 CFR 450.326), as well as the development of the annual listing of obligated projects (23 CFR 450.334).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR 450.324 and 450.326 respectively with highway, public transportation and other transportation project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues for the metropolitan planning area. The Public Transportation Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain

system-level estimates of the costs and the revenue sources reasonably expected to be available to adequately operate and maintain the federal aid highways and public transportation. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report

Within 90 days after the close of the federal fiscal year the State and the Public Transportation Provider(s) shall provide the MPO with information for an Annual Obligation Report (AOR). This report shall contain a listing of projects for which federal highway and/or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the AOR in accordance with the MPO's public participation plan criteria for the TIP.

Article 7

Performance-Based Metropolitan Planning Process Responsibilities

The MPO

The MPO, in cooperation with the State and Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The MPO shall properly plan, administratively account for and document the MPO's performance based planning activities in the MPO UPWP.

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the State(s) and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of

the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant State(s) and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the state(s) and Public Transit Provider(s) of whether the MPO: 1) has selected "to contribute toward the accomplishment" of the statewide target selected by the state, or 2) has identified and committed to meet a specific quantitative target selected by the Public Transportation Provider(s) or the MPO for use in the MPO's planning area of Virginia.

In the event that a Virginia MPO chooses to establish a MPO-specific federal highway or transit performance measure quantitative target, then the Virginia MPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the State for the MPO-specific highway and/or transit performance measure(s). Reports from the Virginia MPOs that choose their own MPO-specific highway or transit target(s) will be due to the State no later than 21 days from the date that the MPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated MPO-specific highway target shall be sent from the Virginia MPO to the VDOT Construction District Engineer. The special report(s) for each new or updated MPO-specific transit target shall be sent from the Virginia MPO to the Department of Rail and Public Transportation. The special report(s) shall include summary documentation on the performance analyses calculation methods, baseline conditions, quantitative target(s), and applicable outcome(s) regarding the latest performance period for the MPO-specific performance measure(s). For the Virginia MPOs which agree to plan and program projects "to contribute toward the accomplishment" of each of the statewide performance measure targets, the State will conduct the performance analyses for the MPO's metropolitan planning area in Virginia and provide online summaries for each measure such that no special report to the State will be due from these MPOs.

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area's performance to inform the development of appropriate performance targets. The MPO may use State performance measures information and targets to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO's transportation performance targets, recent performance history and status will be identified and considered by the MPO's Policy Board in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying

description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest State performance measure status information available and posted online by the State regarding the metropolitan planning area at the time of the MPO's Technical Committee recommendation of the draft MPO long range plan or draft TIP.

The State

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), the State is the lead party responsible for continuous highway travel data measurement and collection. The State shall measure, collect highway data and provide highway field data for use in federal highway related performance measure analyses to inform the development of appropriate federal performance targets and performance status reports. MPO information from MPO-specific data analyses and reports might not be incorporated, referenced or featured in computations in the Virginia statewide performance data analyses or reports. The State shall provide highway analyses for recommending targets and reporting on the latest performance history and status not only on a statewide basis but also on the Virginia portions of each of Virginia's MPO metropolitan planning areas, as applicable. The findings of the State's highway performance analyses will inform the development or update of statewide targets.

Information regarding proposed statewide targets for highway safety and non-safety federal performance measures will be presented to the Commonwealth Transportation Board (CTB) at the CTB's public meetings and related documents, including, but not limited to, presentations and resolutions, will be made publicly available on the CTB website. The MPO and Public Transportation Provider(s) shall ensure that they inform the State of any special data or factors that should be considered by the State in the recommendation and setting of the statewide performance targets.

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The MPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the

State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.

The Public Transportation Provider(s)

For the metropolitan areas, Public Transportation Providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the MPO, the State and Public Transportation Provider(s) to ensure consistency with the performance targets that Public Transportation Providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Information from the Public Transportation Provider(s) on new or updated public transit asset management and safety performance targets, and data-reports on the public transit performance history and status relative to the targets is necessary for use and reference by the affected State(s) and the MPO(s). The Public Transportation Provider(s) that receive federal funds shall annually update and submit their transit asset management targets and data-reports to the FTA's National Transit Database consistent with FTA's deadlines based upon the applicable Public Transportation Provider's fiscal year. The Public Transportation Provider(s) shall notify, and share their information on their targets and data-reports electronically with the affected State(s) and MPO(s) at the time that they share the annual information with FTA, and coordinate, as appropriate, to adequately inform and enable the MPO(s) to establish and/or update metropolitan planning area transit target(s) no later than 180 days thereafter, as required by performance-based planning process.

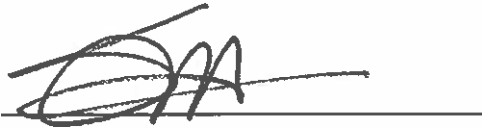
IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.



Chair
Charlottesville-Albemarle
Metropolitan Planning Organization

WITNESS BY

DATE 7/25/18



Secretary of Transportation
Commonwealth of Virginia

WITNESS BY

DATE 7/18/19



City Manager
City of Charlottesville for
Charlottesville Area Transit

WITNESS BY

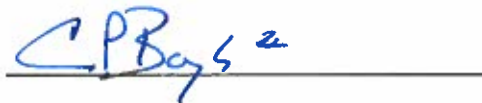
DATE 1/2/2019



Executive Director
Jaunt, Inc.

WITNESS BY

DATE 12/10/2018



Executive Director
Thomas Jefferson
Planning District Commission

WITNESS BY

DATE 8-3-18



County Executive
Albemarle County

WITNESS BY Cheryl Skoer
DATE 12/17/2018

ATTACHMENT – B
Charlottesville/Albemarle Urbanized Area
FY-2026 Unified Planning Work Program
VDOT Input

State Planning and Research (SPR) Funds Available \$ 550,000

Task 1.0 Administration of the Continuing Urban Transportation Planning Process (3-C) with the Charlottesville-Albemarle MPO

Budgeted \$110,000

- Preparation for and attend:
 - MPO Policy Board Committee Meeting;
 - MPO Technical Committee as the VDOT Representative;
 - MPO Citizen Transportation Advisory Committee (CTAC), and
 - Various other local and jurisdictional committee meetings as necessary.
- Preparation of PL funding agreements and addenda.
- Review and process billing invoices and progress reports.
- Process adjustments and amendments to the FY 2024-2027 TIP.
- Review Performance Measure and assist with target setting.
- Review road plans for conformance with current transportation plan.
- Conduct Federal-Aid/Functional Classification System reviews.
- Coordinate multi-modal activities and maintain/update inventory datasets.
- Assist with the updates of the Public Participation Plan, Title VI/Environmental Justice Plan, and other regional plans as needed.
- Monitor regional travel.
- Assist with studies and project development/review.
- Review local and regional transportation planning activities and attend public hearings.

Task 2.0 Long-Range Transportation Planning with the Charlottesville-Albemarle MPO

Budgeted \$82,500

- Assist the MPO with inquiries and changes as needed to the 2050 Long-Range Transportation Plan.
- Assist the MPO with the development of scenarios as needed to forecast traffic demands for propose multi-modal transportation improvements and corridor studies.
- Assist the MPO the a rebuild and review of the Travel Demand Model to include adjustments of the TAZ, update of the Social-Economic Data, model calibration, etc.
- Evaluate and review comments and respond to concerns relative to transportation planning process.

- Evaluate and review comments and respond to concerns relative to corridors, pedestrian, multi-modal, and access management studies.
- Evaluate planning study efforts as they relate to the NEPA process.

Task 3.0 Short-Range Transportation Planning with the

Charlottesville-Albemarle MPO

Budgeted \$82,500

- Assist with the development of the FY 27 – 30 Transportation Improvement Plan
- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies, Rezoning's and Comprehensive Plan updates and changes
- Review environmental impact reports for impacts to existing and future transportation facilities
- Provide advice and support on freight issues and information compilation.

Task 4.0 Non-Urbanized/Rural Transportation Planning Program

Budgeted \$275,500

- Assist in the administration of the Rural Transportation Programs for the Thomas Jefferson Planning District Commission and the Rappahannock-Rapidan Regional Commission.
- Preparation for and attendance at Rural Technical Committee and various other local and jurisdictional committee meetings as necessary
- Review and process billing invoices and progress reports
- Coordinate multi-modal activities and maintain necessary transportation inventory datasets
- Monitor regional travel
- Assist with the updates to the STIP to FY 2024-2027.
- Assist with studies and project development/review.
- Review local and regional transportation planning activities and attend public hearings for compliance with Chapter 729
- Assist the PDCs with the update of the Rural Long-Range Plan and small area plans
- Evaluate and review comments and respond to concerns relative to transportation planning process
- Evaluate and review comments and respond to concerns relative to corridor, pedestrian, multi-modal, and access management studies
- Evaluate planning study efforts as they relate to the NEPA process.
- Evaluate existing transportation system and identify deficiencies

- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies
- Review environmental impact reports for impacts to existing and future transportation facilities

Provide advice and support on freight issues and information compilation. VDOT's Transportation and Mobility Planning Division (TMPD), located in the 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.



**Resolution of Approval
for the Charlottesville-Albemarle Metropolitan Planning Organization's (CA-MPO)
Fiscal Year 2026 Unified Planning Work Program (UPWP)**

WHEREAS, The Unified Planning Work Program (UPWP) provides a mechanism for coordinating 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); and

WHEREAS, the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) provides a forum for conducting a continuing, comprehensive, and coordinated (3-C) transportation decision-making process among the City of Charlottesville, County of Albemarle, University of Virginia, Jaunt, Charlottesville Area Transit, Department of Rail and Public Transportation, and Virginia Department of Transportation officials; and

WHEREAS, the UPWP identifies all activities to be undertaken in the CA-MPO area for fiscal year 2026; and

WHEREAS, the MPO Technical Committee reviewed the draft UPWP at their regular meetings, on February 18 and April 15, 2025; and

WHEREAS, the Citizen Transportation Advisory Committee (CTAC) reviewed the draft UPWP at their regular meetings, on March 19 and May 21, 2025; and

WHEREAS, the MPO Policy Board reviewed the draft UPWP at their regular meetings, on February 26 and April 23, 2025; and

WHEREAS, staff from the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) reviewed the draft UPWP; and

WHEREAS, staff from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) reviewed the draft UPWP; and

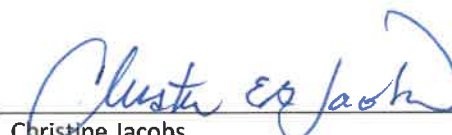
WHEREAS, the draft UPWP was posted on the CA-MPO website and the public was provided with an opportunity to comment on the plan consistent with the Public Engagement Plan adopted on July 28, 2021.

NOW, THEREFORE BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) approves the Fiscal Year 2026 Unified Planning Work Program and associated budget.

Adopted this 23rd day of April 2025 by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:


Ned Gallaway
Chair, Charlottesville-Albemarle MPO


Christine Jacobs
Executive Director, TJPDC, CA-MPO