



Transportation Improvement Program (TIP)

Fiscal Year 2021 to 2024

Approved by the MPO Policy Board on May 27, 2020

Amended: July 27, 2022; x 2022; Mar22/May24 2023


Thomas Jefferson
Planning District Commission
Charlottesville/Albemarle MPO




VDOT
Virginia Department of Transportation


DRPT
Virginia Department of Rail and Public Transportation


U.S. Department of Transportation
Federal Highway Administration



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TIP Activity

Approved by the MPO Policy Board on May 27, 2020

Amendments

Amendment #	Date	Notes
1	1/27/2021	UPC No 75878, The cost estimate for the Route 20 Bridge replacement (Belmont Bridge) increased by \$5,912,644. This increased the estimated project cost from \$25,187,399 to \$31,100,043 in the Statewide Transportation Improvement Program (STIP). To align the CA-MPO's Transportation Improvement Program (TIP) with the STIP, the same adjustments were made to this TIP.
2	7/27/2022	UPC No. 75857. The cost estimate increased by approximately \$7M. State Plan notes: TIP AMD – release \$530,494 (STP/STBG) FFY21, add \$65,143 (STP/STBG) & \$141,079 (NHPP) FFY22 PE phase; move release of \$249,678 (STP/STBG) from FFY21 to FFY22 RW phase; move \$128,863 (BR) from FFY21 to FFY22, add an additional \$215,673 (STP/STBG) FFY21, add \$249,678 (STP/STBG), add \$4,139,660 (NHPP) & \$2,697,398 (DEMO) FFY22 CN phase

Adjustments

Adjustment #	Date	Notes
0.1	4/7/2021	JNT0019, Adjustment 0.1 - FY21 funding source changed from 3510 to 5311 from draft TIP to final TIP after STIP submitted to FTA. Approved by DRPT 10/1/2020
1	1/27/2021	Update the new performance and safety targets as approved by the Policy Board on 1/27/21
2	3/31/2021	In all CAT blocks, change Flexible STP funding to FTA 5339 funding (CAT) <ul style="list-style-type: none"> CAT0002, FY21 (\$1,226,138), FY22 (\$1,484,454), FY23 (\$1,774,281), FY24 (\$2,284,386) moved to 5339 CAT0003, FY21 (\$1,712,107), FY22 (\$2,655,640), FY23 (3,024,437), FY24 (\$0) moved to 5339 CAT0009, FY21 (\$48,440), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339 CAT0011, FY21 (\$390,125), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339 CAT0017, FY21 (\$476,000), FY22 (\$109,038), FY23 (\$0), FY24 (\$0) moved to 5339 CAT0020, FY21 (\$174,201), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339
3	4/7/2021	CAT0011, Purchase Shop Equipment, move all FY22 funding to FY21
4	4/7/2021	JNT0002, Increase FY22 funding \$164K (increase FTA 5311 \$132K, State \$26K, local \$6K), replacement buses < 30'
5	4/7/2021	JNT0015, increase FY22 funding \$5K (increase FTA 5311 FY22 \$4K, State \$1K), support vehicle replacement.
6	4/7/2021	JNT0019, move FY22 funding \$71K from FTA 5310 to FTA 5311, funding source change, mobility management project. No change to total funding.
7	4/7/2021	JNT0009, add FY22 funding \$57K (add FTA 5311 \$46K, State \$9K, local \$2K) to renew a contract for fleet operations software.
8	4/29/2021	CAT00001, add \$17,609,000 to operating assistance
9	4/29/2021	JNT00001, add \$540,000 to operating assistance
10	6/10/2021	Grouping Maintenance- Preventative maintenance and system preservation. Move FY22, FY23, and FY24 NHS/NHPP funding to FY21. Move FY22, FY23, and FY24 STP/STBG funding to FY21 and add/transfer \$1,241,107 from Preventive Maintenance for Bridges to FY21 STP/STBG funding
11	6/10/2021	Grouping Maintenance- Preventative Maintenance for Bridges. Reduce FY22's STP/STBG funding by \$1,241,107- moved to Preventive Maintenance and System Preservation
12	10/19/2021	Grouping Maintenance Traffic & Safety- Move \$500,000 (STP/STBG) FFY22 to MN: Preventive Maintenance and System Preservation FFY21
13	10/19/2021	Grouping Preventive Maintenance and System Preservation- Add an additional \$500,000 (STP/STBG) FFY21 moved from MN: Traffic & Safety FFY22
14	11/3/2021	Grouping Maintenance- Bridges. FFY22-01 STIP MOD - move \$1,016,242 (STP/STBG) FFY21 MN Traffic & Safety to FFY22; move \$93,000 (STP/STBG) from MN for Bridges to MN Traffic & Safety FFY22
15	11/3/2021	Grouping Maintenance- Traffic and Safety Operations. FFY22-01 STIP MOD - move \$1,016,242 (STP/STBG) FFY21 MN Traffic & Safety to FFY22; move \$93,000 (STP/STBG) from MN for Bridges to MN Traffic & Safety FFY22
16	3/14/2022	Grouping Maintenance: Move \$250,000 from the Bridge grouping to the System grouping. This transfer is to account for additional actual obligations this year for the State of Good Repair project for the Dairy Road over the 250 Bypass
17	3/23/2022	JNT0001- Increase FY22 FTA funding \$1,820,000

18	3/23/2022	JNT0009- Increase FY22 funding \$140,000 (increase FTA 5311 \$112K, State \$22K, local \$6K)
19	3/23/2022	JNT0019- Increase FY22 funding \$85K (increase FTA 5311 \$68K, State \$14K, Local \$3K); move FTA 5310 funding to FTA 5311 (\$74K in FY23, \$78K in FY24)
20	4/4/2022	JNT0018- add \$140K funding for FY22 (add FTA 5311 \$112K, State \$22K, local \$6K).
21	4/26/2022	JNT0013- Change the title from Rehab/Rebuild Busses to Associated Capital Maintenance
22	5/23/2022	CAT0001- Add \$2,502,000 to operating assistance: \$1,114,000 in FY 2022, \$720,000 in FY 2023, and \$668,000 in FY 2024.
23	5/23/2022	JNT0001- Subtract \$1,497,000 from FY 22, add \$310,000 to FY 23, and add \$297,000 to FY24 for FTA 5307 funds.
24	7/27/2022	Grouping Maintenance: Traffic and Safety Operations. FFY22-06 STIP MOD - move \$451,538 (STP/STBG) from FFY23 to FFY22; move \$416,500 (STP/STBG) FFY23 to Preventive MN & System Preservation FY22; move \$238,288 (STP/STBG) FFY23 Traffic & Safety to MN for bridges FFY22
25	7/27/2022	Grouping Maintenance: Preventive Maintenance for Bridges. FFY22-06 STIP MOD – move \$3,517,075 (STP/STBG) FFY23 to FFY22, and move \$1,000,000 (NHPP) FFY23 to FFY22, move \$1,000,000 (NHPP) FFY24 & \$3,216,949 (STP/STBG) FFY24 to FFY22, add \$258,488 (STP/STBG) FFY23 from MN Traffic & Safety to FFY22.
26	7/27/2022	Grouping Maintenance: Preventive Maintenance and System Preservation. FFY22-06 STIP MOD – add \$416,500 (STP/STBG) FFY22 moved from MN: Traffic & Safety FY22

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 2021 through 2024. 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).

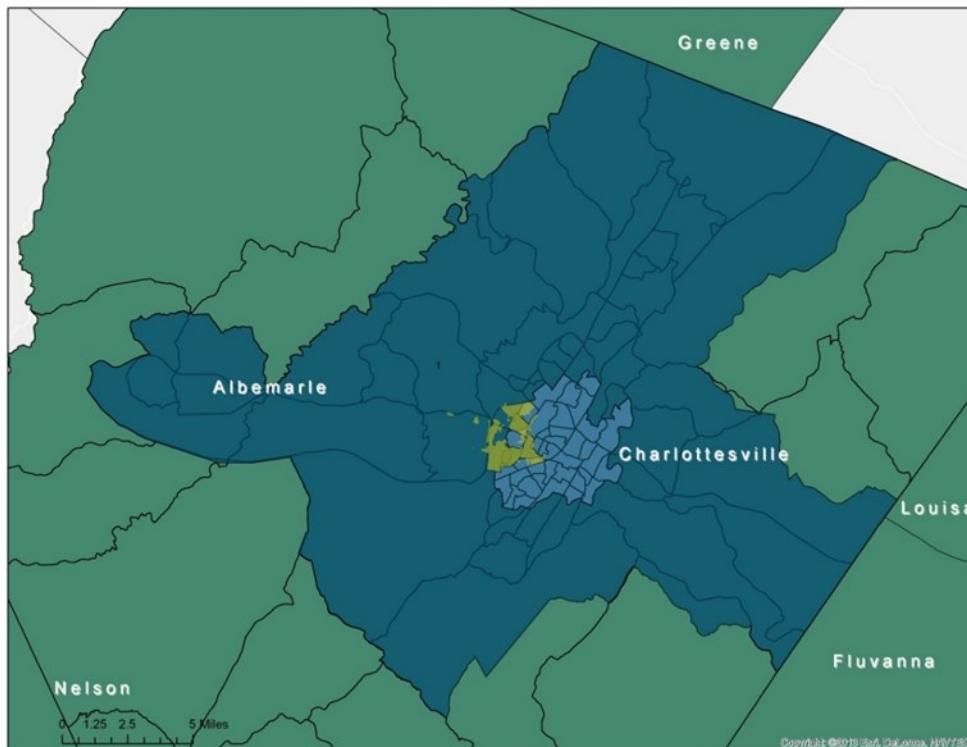


Illustration: Charlottesville-Albemarle MPO

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 12 representatives from the following organizations:

<p>Voting Member Organizations (5)</p> <p>Albemarle County Board of Supervisors [two members]</p> <p>Charlottesville City Council [two members]</p> <p>Va. Dept. of Transportation (VDOT)</p>	<p>Nonvoting Member Organizations (8)</p> <p>Charlottesville Area Transit (CAT)</p> <p>Citizens Transportation Advisory Committee (CTAC)</p> <p>Federal Transit Administration (FTA)</p> <p>Federal Highway Administration (FHWA)</p> <p>JAUNT</p> <p>Thomas Jefferson Planning District Commission (TJPDC)</p> <p>UVA Office of the Architect</p> <p>Va. Dept. of Rail and Public Transportation (DRPT)</p>
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Two committees support the MPO Policy Board: The MPO Technical Committee and a Citizens Transportation Advisory Committee (CTAC). These two committees include representatives from the following organizations:

- Albemarle County
- City of Charlottesville
- Federal Aviation Administration (FAA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (VDRPT)
- University of Virginia
- Charlottesville Area Transit
- JAUNT

Introduction to Transportation Improvement Program (TIP)

What is TIP?

The Charlottesville-Albemarle MPO Transportation Improvement Program (TIP) is a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. It represents projects from the most recently adopted Long Range Transportation Plan, the 2045 LRTP. The fiscal year for the

FY2021-2024 TIP begins on October 1, 2020 and is applicable until September 30, 2023. 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 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 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. Smart Scale is the State's data driven process for evaluating and selecting funding for most projects in the SYIP.

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, the 2045 Long Range Transportation

Plan (2040 LRTP). As required under federal regulations, the 2045 LRTP is a listing of the most important projects for the MPO area over the next 20 years. Due to budget constraints, the 2045 LRTP focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

Primary Goal and Major Factors

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

- Completion of a well-connected network of roadways parallel to major highways with better connections within and between neighborhoods.
- Re-engineered intersection and corridor design, along with added lanes and capacity improvements, to improve operational efficiency and safety.
- Fast, frequent, dependable transit service with seamless connections throughout the region.
- A grid of smaller streets serving more compact development forms in the suburban and rural developments.
- 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 roads; 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 network of neighborhood streets will help relieve traffic congestion along heavily used corridors, and reduce congestion at major bottlenecks and intersections. These streets 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 Smart Scale, the process for the Six Year Improvement Program (SYIP), please visit <http://vasmartscale.org/>.

Performance Based Planning and Programming

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

Rollout of performance measures is ongoing. The MPO has been coordinating with VDOT and DRPT to adopt performance measures and targets as they become available. Once the initial performance measures and targets are adopted, the MPO will continue to monitor and report progress at required intervals set forth in State and Federal guidance. To date the MPO has formally adopted the following adjusted performance measures and targets.

VDOT Adopted Measures

1. Safety Performance Measures

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

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

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT's annual report submission to FHWA, The MPO has adopted the Statewide targets for 2020 and 2021 in the tables listed below. The MPO will assess and update these targets annually.

Table 1: 2020 SHSP Safety Performance Objectives

Performance Measure	Five-year average annual reduction
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	-0.73%
Number of Serious Injuries	88
Rate Serious Injury Million Miles Vehicle Miles Traveled	7.41%
Number of Non-Motorized Fatalities & Serious Injuries	13

Table 2: 2021 SHSP Safety Performance Objectives

Performance Measure	Five-year average annual reduction
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	3.20%
Number of Serious Injuries	103
Rate Serious Injury Million Miles Vehicle Miles Traveled	-1.46%
Number of Non-Motorized Fatalities & Serious Injuries	13

2. Pavement and Bridge Condition (PM2)

There are three measures that make up the pavement and bridge condition category. These measures include; the percentage of pavement in good condition (interstate), percentage of pavement in poor condition (interstate), percentage of pavement in good condition (non-interstate National Highway System), percentage of pavement in poor condition (non-interstate National Highway System), percentage of deck area of bridges in good condition (National Highway System), and the percentage of deck area of bridges in poor condition (National Highway System).

The MPO has reviewed the state targets and the predicted trends for the MPO area and adopted the state targets for Fiscal Year 2021 (table 4).

Table 4: PM2 Targets for MPO and Virginia in 2021

Performance Measure	Scope	MPO			State Target		
		2017 Baseline	2-year Target	4-Year Target	2017 Baseline	2-year Target	4-Year Target
% Pavement in Good Condition	Interstate	Adopted State 4 year targets			57.8%	45%	45%
% Pavement in Poor Condition	Interstate				0.4%	3%	3%
% Pavement in Good Condition	NHS (non Interstate)				35.4%	25%	25%
% Pavement in Poor Condition	NHS (non Interstate)				0.9%	5%	5%
% of Bridge Deck Area in Good Condition	NHS (All)				34.5%	33.5%	33.0%
% of Bridge Deck Area in Poor Condition	NHS (All)				3.5%	3.5%	3.0%

3. System Performance (PM3)

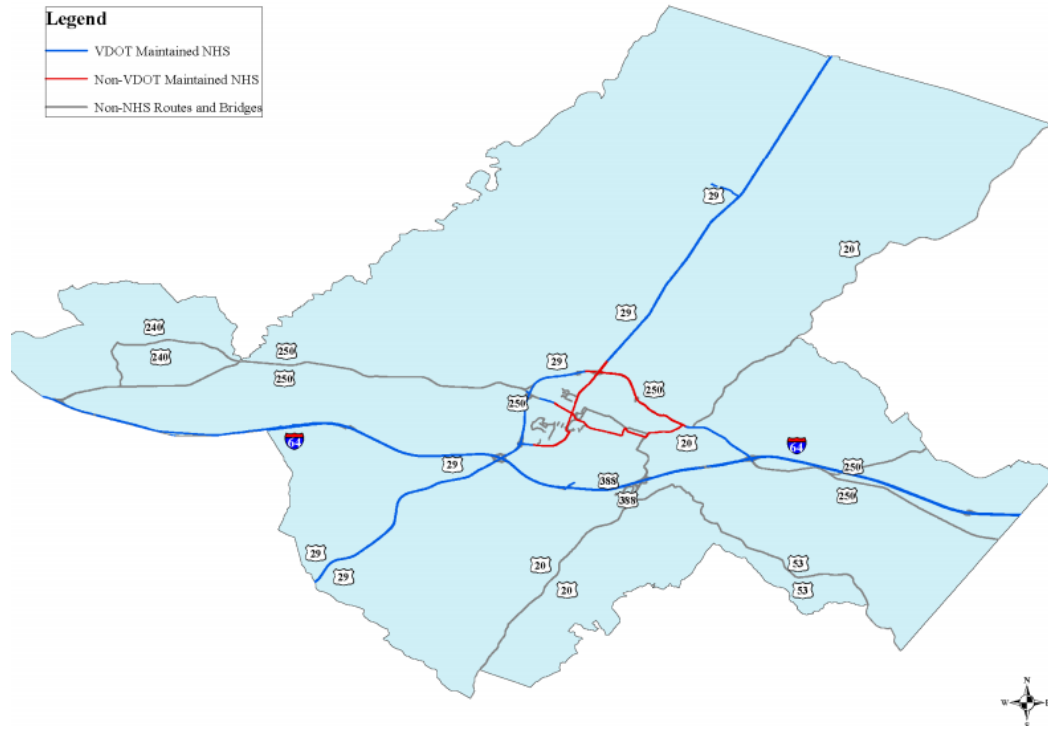
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability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

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

Table 5: Proposed PM3 Targets for MPO and Virginia

Performance Measure	Scope	MPO			State Target		
		2017 Baseline	2-year Target	4-Year Target	2017 Baseline	2-year Target	4-Year Target
% Person-miles traveled that are reliable	Interstate	Adopted State 4 year targets			82.56%	82.2%	82%
% Person-miles traveled that are reliable	NHS (Non Interstate)				86.76%	n/a	82.5%
Truck travel time reliability index	NHS (All)				1.49	1.53	1.56

CA-MPO Interstates and National Highway System Roadways



DRPT Adopted Measures

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and sub-recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that, establish processes and procedures to support the implementation of Safety Management Systems (SMS). Agencies are required to fulfill this requirement through an individual or group plan. The PTASP rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route **Tier II**
The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group PTASP Plan.

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

The CA-MPO has adopted the Tier II PTASP into its TIP by reference and integrated the goals measures and targets described in the 2020 Commonwealth of Virginia Tier II Group Transit Asset Management Plan, August 11, 2020 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 1 contains CAT's fixed route service and the paratransit numbers are for JAUNT's paratransit service provided to CAT. Table 2 is for fixed route commuter service provided by JAUNT like the Buckingham route and the 29 express.

Table 1: 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 2: JAUNT PTASP Performance Targets by Mode:

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

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

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

Performance-Based Planning and Programming in the TIP and LRTP:

As Performance-Based Planning and Programming requirements are rolled out and targets are set, projects in the TIP have been assessed to connect project scopes, as identified in the TIP, to goals in the MPO Long Range Transportation Plan (LRTP 2045). The LRTP 2045 plan was developed with MAP-21 guidance and includes performance measures aligned with MAP-21. [These goals are set out in Chapter 4 of the 2045 Long Range Transportation Plan](#), and listed below.

L RTP 2045 Goals:

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

TIP linkage to adopted measures:

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

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

Resource Documents:

1	2045 Long Range Transportation Plan	http://campo.tjpc.org/process-documents/lrtp/
2	Albemarle County Places29 Master Planning Process	http://www.albemarle.org/department.asp?department=cd&relpage=3735
3	29H250 Phase II Report	http://campo.tjpc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/
4	Eastern Planning Initiative	http://campo.tjpc.org/eastern-planning-initiative/
5	Hillsdale Drive	http://www.hillsdaledrive.org/
6	TJPC Transportation	http://tjpc.org/transportation-planning/
7	Environmental Review Reports	Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).

TIP User's Guide: Understanding the TIP Format

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

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

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

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

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

Environmental Impact Statement (EIS)	An Environmental Impact Statement is prepared for projects which are expected to have a significant impact on the environment
Categorical Exclusions (CE)	Categorical Exclusions apply to projects which will not individually or cumulatively cause a significant environmental impact. Most CEs require minimal administrative review.
Program Categorical Exclusions (PCE)	Program Categorical Exclusions are pre-determined actions which do not require administration review.
Environmental Assessment (EA)	An Environmental Assessment is prepared for actions in which the significance of the environmental impact is not clear.
Not Available (NA)	Not available or not undertaken is when an any of the above have not yet been completed or are not needed.

TIP Financial Information

SYIP Allocations vs. TIP Obligations

The SYIP is an allocation document similar to a capital outlay plan. Allocations are funds that are available in current and previous years (i.e., “the budget”) and those forecasted for future years over the period covered in the SYIP. For example, the FY 2015-2020 SYIP became effective on July 1, 2014; at that time, FY 2015 allocations were combined with any remaining previous allocations that were on each project and together, all previous allocations represent the current budget on the project; funds for FY 2016 through FY 2020 are funds projected to be available in each of those years based on the most recent revenue forecast. Allocations come from several sources, including state, federal, and local funds and represent the amount of funding the Commonwealth has set aside to fund the cost of each project.

The TIP is an obligation document. Obligations are not allocations, but instead represent commitments by the federal government to reimburse the state for the federal share of a project’s eligible costs. Thus, states do not receive funding in advance of beginning a project or phase; instead, a project or phase is authorized in a federal agreement under which FHWA or FTA commits to reimburse the state for a share of eligible costs. Obligations are identified in the STIP/TIP by project and project phase (i.e., Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)), and are forecasted across a three-year period.

To better understand the relationship between allocations and obligations, consider the allocation as the money in your checking account that you plan to spend; consider the obligations as the checks you plan to write to cover costs incurred. Like balancing a checkbook, a project’s obligations should be equal to or less than the amount of funding allocated to it, generally speaking. Since the TIP is an obligation document, it identifies the amount of funding

anticipated to be reimbursed by the federal government, while the SYIP is an allocation document that identifies the total amount of funding expected to be expended to deliver the specified projects and programs.

TIP Financial Plan

MAP-21's planning regulation 23 CFR 450.324(h) specifies the inclusion of a financial plan in the TIP that shows how the projects or project phases identified can reasonably be expected to be implemented with the available public and private revenues identified. TIP projects and phases are required to be consistent with the long-range plan and must be fully funded in the TIP. To the extent that funding is available or is reasonably expected to be available, priority projects and phases have been selected for inclusion in this TIP. The MPO and its member organizations have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the four-year period beginning in FY 2021.

Some projects listed in the TIP may show \$0 for planned obligations. Possible reasons for this include:

- Project is complete and is awaiting financial closeout;
- Subsequent phases beyond four years;
- Information only, funding being pursued; or
- Project to be funded from [category] group funding.

In addition to construction projects, revenue projections have been made for maintaining and operating the region's highway and transit systems during the same four-year period. Funded TIP actions typically include, but are not limited to:

- transportation studies;
- ground transportation system improvement projects (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc);
- public transit systems and services, including the components of coordinated human service mobility plans;
- system maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc); and
- system operations (ITS-TSM applications; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities; VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; etc).

Funding Sources

The following provides a general overview of funding programs utilized in the development of the TIP.

Highway Funding Program:

BR/BROS

Bridge Rehabilitation and Replacement program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge

condition by VDOT as a candidate for upgrading.

DEMO The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

EB/MG The **Equity Bonus** (formerly known as **Minimum Guarantee**) ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.

IM **Interstate Maintenance** (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.

NHS **National Highway System** (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.

RSTP **Regional Surface Transportation Program** (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others.

SAFETEA-LU **The Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** is the federal transportation bill that provides federal transportation funding to each state. The SAFETEA-LU funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.

STP **Surface Transportation Program** (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.

Non-Federal Any funding that does not come from federal sources is grouped into the non-federal funding category.

EN **Transportation Enhancement** funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of the TEA-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the

Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.

SRS

Safe Routes to School is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.

Transit Funding Programs:

Section 5307 Federal Transit Administration formula grants for transit operating assistance in urbanized areas.

Section 5311 Federal Transit Administration formula grants transit operating assistance outside urbanized areas.

Section 5317 Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.

Section 5309 Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.

Section 5310 Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.

Non-Federal Any funding that does not come from federal sources is grouped into the non-federal funding category.

Transit

Charlottesville Area Transit (CAT) uses the Transportation Improvement Program (TIP) development process of the TJPDC Metropolitan Planning Organization (MPO) to satisfy the public hearing requirements of 49 U.S.C. Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

Table C: CAMPO Federal Funding Categories Fiscal Constraint by Year (Hwy 2021-2024)

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		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	\$1,698,863	\$1,698,863	\$1,689,772	\$1,689,772	\$890,884	\$890,884	\$0	\$0	\$4,279,519	\$4,279,519
HIP/F	\$1,148,468	\$1,148,468	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,468	\$1,148,468
HSIP	\$703,669	\$703,669	\$80,000	\$80,000	\$75,000	\$75,000	\$0	\$0	\$858,669	\$858,669
NHPP/E	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000
NHS/NHPP	\$373,426	\$373,426	\$790,000	\$790,000	\$0	\$0	\$3,020,310	\$3,020,310	\$4,183,736	\$4,183,736
STP/STBG	\$1,104,676	\$1,104,676	\$0	\$0	\$0	\$0	\$0	\$0	\$1,104,676	\$1,104,676
Subtotal -- Federal	\$5,029,102	\$5,029,102	\$2,559,772	\$2,559,772	\$2,465,884	\$2,465,884	\$3,020,310	\$3,020,310	\$13,075,068	\$13,075,068
Other										
Non-Federal	\$6,160,904	\$6,160,904	\$0	\$0	\$0	\$0	\$0	\$0	\$6,160,904	\$6,160,904
State Match	\$7,412,109	\$7,412,109	\$8,889	\$8,889	\$8,333	\$8,333	\$755,077	\$755,077	\$8,184,408	\$8,184,408
Subtotal -- Other	\$13,573,013	\$13,573,013	\$8,889	\$8,889	\$8,333	\$8,333	\$755,077	\$755,077	\$14,345,312	\$14,345,312
Total	\$18,602,115	\$18,602,115	\$2,568,661	\$2,568,661	\$2,474,217	\$2,474,217	\$3,775,387	\$3,775,387	\$27,420,380	\$27,420,380

Federal - ACC (1)										
BR	\$0	\$0	\$0	\$0	\$2,440,228	\$2,440,228	\$0	\$0	\$2,440,228	\$2,440,228
HSIP	\$38,450	\$38,450	\$70,000	\$70,000	\$0	\$0	\$15,000	\$15,000	\$123,450	\$123,450
NHS/NHPP	\$0	\$0	\$3,775,783	\$3,775,783	\$401,699	\$401,699	\$3,093,672	\$3,093,672	\$7,271,154	\$7,271,154
Subtotal -- Federal - ACC (1)	\$38,450	\$38,450	\$3,845,783	\$3,845,783	\$2,841,927	\$2,841,927	\$3,108,672	\$3,108,672	\$9,834,832	\$9,834,832

Maintenance - Federal (4)										
NHS/NHPP	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$12,522,852	\$12,522,852
STP/STBG	\$9,868,611	\$9,868,611	\$13,786,272	\$13,786,272	\$13,727,778	\$13,727,778	\$14,987,998	\$14,987,998	\$52,370,659	\$52,370,659
Subtotal -- Maintenance - Federal (4)	\$12,999,324	\$12,999,324	\$16,916,985	\$16,916,985	\$16,858,491	\$16,858,491	\$18,118,711	\$18,118,711	\$64,893,511	\$64,893,511

- (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	115852	SCOPE	Traffic Management/Engineering			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	ITTF FY20 Micro Transit			ADMIN BY		
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	999			TOTAL COST	\$500,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal – AC OTHER	\$0	\$500,000	\$0	\$0	\$0
MPO Notes	The Innovation and Technology Transportation Fund (ITTF) provides funding specifically for the purposes of funding pilot programs and fully developed initiatives pertaining to high-tech infrastructure improvements with a focus on: reducing congestion, improving mobility, improving safety, providing up-to-date travel data, and improving emergency response. It funds projects across the state.					

Primary Projects

UPC NO	77383	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT		
PROJECT	RTE 29 – WIDENING & CORRIDOR IMPROVEMENTS			ADMIN BY	VDOT	
DESCRIPTION	FROM: Route 643 (Polo Grounds Road) TO: Route 1719 (Town Center Drive) (1.9300 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate					
ROUTE/STREET	0029			TOTAL COST	\$50,235,940	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$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	WAITING FINANCIAL CLOSURE					
ROUTE/STREET	SEMINOLE TRAIL (0029)			TOTAL COST	\$66,463,579	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – NHS/HHPP	\$0	(\$2,571,196)	\$0	\$0	\$0
RW AC	Federal – AC OTHER	\$0	\$5,791,457	\$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	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	WAITING FINANCIAL CLOSURE					
ROUTE/STREET	BERKMAR DRIVE EXTENDED (9999)			TOTAL COST	\$46,933,010	
FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
	\$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	FFY23-02 STIP MOD – release \$122,752 (NHPP) FFY21, \$425,719 (ACC-NHPP) & add \$235,171 (NHPP) FFY22, release \$279,425 (AC-NHPP) & \$401,699 (ACC-NHPP), add \$217,758 (NHPP) FFY23, add an additional \$9,059 (ACC-NHPP) FFY24. Includes \$847,583 GARVEE DXd Int Pev, \$251,796 GARVEE DS Intt FFY21, \$235,171 GARVEE DS Int FFY22, \$217,758 GARVEE DS Int FFY23, \$382,163 GARVEE DS Int FFY24, \$2,424,098 GARVEE DS Int FFY25-38. Total GARVEE DS Int \$4,358,569. Corres CN UPC 109551					
ROUTE/STREET	0000			TOTAL COST	\$4,358,569	
FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal – AC CONVERSION	\$0	\$0	\$0	\$382,163	
	Federal – NHS/NHPP	\$0	\$251,796	\$235,171	\$217,758	\$0
PE	TOTAL	\$0	\$251,796	\$235,171	\$217,758	\$382,163
PE AC	Federal - AC	\$0	\$3,085,686	\$0	(\$279,425)	\$0
MPO Notes	Smart Scale project.					

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 \$847,583 GARVEE Debt Service Interest Prev, \$374,548 GARVEE Debt Service Interest FFY21, \$425,719 GARVEE Debt Service Interest FFY22, \$401,699 GARVEE Debt Service Interest FFY23, \$373,104 GARVEE Debt Service Interest FFY24, \$1,885,164 GARVEE Debt Service Interest FFY25-36. Total GARVEE Debt Service Interest \$4,307,817. Corresponding CN UPC 109551 which is included in Construction: Safety/ITS/Operational Improvements grouping.					
ROUTE/STREET	0000			TOTAL COST	\$4,307,817	

	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – AC CONVERSION	\$0	\$0	\$425,719	\$401,699	\$373,104
	Federal – NHS/NHPP	\$0	\$374,548	\$0	\$0	\$0
PE	TOTAL	\$0	\$374,548	\$425,719	\$401,699	\$373,104
PE AC	Federal - AC	\$0	\$3,085,686	\$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	FY21	FY22	FY23	FY24
PE	Federal-NHS/NHPP	\$0	\$0	\$141,079	\$0	\$0
	Federal-STP/STBG	\$16,286	\$0	\$65,143	\$0	\$0
PE Total		\$16,286	\$0	\$206,222	\$0	\$0
RW	Federal-STP/STBG	\$0	\$0	(\$249,678)	\$0	\$0
CN	Federal – BR	\$32,216	\$0	\$128,863	\$0	\$0
	Federal-DEMO	\$0	\$0	\$2,697,398	\$0	\$0
	Federal – NHS/NHPP	\$0	0	4,139,660	\$0	\$0
	Federal – STP/STBG	\$155,495	\$621,978	\$249,678	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,348,614	\$6,782,882	\$7,215,599	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$13,438,913	\$0	\$0	\$0
MPO Notes		TIP AMD – release \$530,494 (STP/STBG) FFY21, add \$65,143 (STP/STBG) & \$141,079 (NHPP) FFY22 PE phase; move release of \$249,678 (STP/STBG) from FFY21 to FFY22 RW phase; move \$128,863 (BR) from FFY21 to FFY22, add an additional \$215,673 (STP/STBG) FFY21, add \$249,678 (STP/STBG), add \$4,139,660 (NHPP) & \$2,697,398 (DEMO) FFY22 CN phase				

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	\$31,100,043	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal-STP/STBG	\$0	\$530,494	\$0	\$0	\$0
RW	Federal-STP/STBG	\$0	(\$249,678)	\$0	\$0	\$0

CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0
	Federal – STP/STBG	\$101,5763	\$406,305	\$0	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,294,696	\$6,696,072	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$13,438,913	\$0	\$0	\$0
MPO Notes		Amendment 1, approved by the Policy Board on January 27, 2021- The cost estimate for the Route 20 Bridge replacement (Belmont Bridge) increased by \$5,912,644. This increased the estimated project cost from \$25,187,399 to \$31,100,043 in the Statewide Transportation Improvement Program (STIP). To align the CA-MPO's Transportation Improvement Program (TIP) with the STIP, the same adjustments were made to this TIP.				
		Under design, going to construction soon.				

Before Amendment 1						
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	\$25,187,399	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0
	Federal – HIP	\$22	\$87	\$0	\$0	\$0
	Federal – STP/STBG	\$171,763	\$687,051	\$0	\$0	\$0
	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,364,904	\$6,979,905	\$0	\$0	\$0
CN AC	Federal – AC	\$281,629	\$1,126,514	\$0	\$0	\$0
	Federal – AC OTHER	\$0	\$6,047,214	\$0	\$0	\$0
CN AC		\$281,629	\$7,173,728	\$0	\$0	\$0
MPO Notes		Under design, going to construction soon.				

UPC NO	109089	SCOPE	Landscaping/Beautification			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	LANDSCAPING FOR RTE. 29 (EMMET ST)/RTE. 250 BYPASS INT			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.123 MI. SOUTH OF RTE 29/RTE 250 BYPASS INTERCHANGE TO: 0.369 MI NORTH OF RTE 29/RTE 250 BYPASS INTERCHANGE (0.4290 MI)					
PROGRAM NOTE	All fund obligated based on current allocations/estimate					
ROUTE/STREET	EMMET ST			TOTAL COST	\$140,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes	Landscaping on the Beset Buy ramp. It is complete, waiting financial close out.					

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	Waiting Financial Closure.					
ROUTE/STREET	HILLSDALE DRIVE			TOTAL COST	\$27,396,255	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes	Rt 29 Solutions project. Finished, waiting financial close out. Added new road, realigned to tie into Hydraulic Rd.					

UPC NO	106138	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	HILLSDALE EXTENDED SOUTH / US-29 HYDRAULIC PE			ADMIN BY	VDOT	
DESCRIPTION	FROM: HYDRAULIC ROAD TO: HOLIDAY DRIVE					
PROGRAM NOTE	Child UPCs 106139, 110333					
ROUTE/STREET	HILLSDALE DRIVE (0000)			TOTAL COST	\$10,000,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – NHPP/E	\$0	\$0	\$0	\$1,500,000	\$0
MPO Notes	Rt. 29 Solutions, holding the funding for Hydraulic intersection area improvements					

UPC NO	106139	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	US-29 HYDRAULIC ROAD GRADE SEPARATED INTERSECTION (PE ONLY)			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROUTE 250 (IVY ROAD) TO: NCL CITY OF CHARLOTTESVILLE (0.8500 MI)					
PROGRAM NOTE	Parent UPC 106138					
ROUTE/STREET	SEMINOLE TRAIL (0000)			TOTAL COST	\$8,000,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal – AC OTHER	\$0	\$3,000,000	\$0	\$0	\$0
MPO Notes	Rt. 29 Solutions, holding the funding for Hydraulic intersection area improvements					

UPC NO	110333	SCOPE	Preliminary Engineering			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	ENG ANALYSIS FOR US-29/HYD. RD AREA TRANSP IMPROVMT			ADMIN BY	VDOT	
DESCRIPTION	FROM: US-29 / HYDRAULIC INT. TO: US-29 / HYDRAULIC INT. (0.8500 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate. Parent UPC 106138					
ROUTE/STREET	SEMINOLE TRAIL (0000)			TOTAL COST	\$2,000,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes	Funding for the small area study and the transportation plan for Hydraulic intersection area 29 solutions.					

Project Groupings

GROUPING		Construction: Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$20,960,612
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
RW	Federal - BR	\$0	\$250,000	\$80,000	\$0	\$0
	Federal - NHS/NHPP	\$0	\$260,000	\$0	\$0	\$0
RW TOTAL		\$0	\$510,000	\$80,000	\$0	\$0
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$2,440,228	\$0
	Federal - BR	\$0	\$1,320,000	\$1,609,772	\$890,884	\$0
	Federal - NHS/NHPP	\$0	\$0	\$790,000	\$0	\$0
CN TOTAL		\$0	\$1,320,000	\$2,399,772	\$3,331,112	\$0
MPO Notes						

GROUPING		Construction: Rail				
ROUTE/STREET					TOTAL COST	\$1,500,000
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

GROUPING		Construction: Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$105,329,168
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$137,179	\$13,450	\$407,259	\$0	\$135,481
	Federal - HSIP	\$12,778	\$0	\$80,000	\$35,000	\$0
	Federal - NHS/NHPP	\$101,815	\$407,260	\$0	\$0	\$0
PE TOTAL		\$254,772	\$420,710	\$487,259	\$35,000	\$135,481
RW	Federal - AC CONVERSION	\$996,751	\$0	\$1,395,252	\$0	\$2,600,087
	Federal - HIP/F	\$287,095	\$1,148,381	\$0	\$0	\$0
	Federal - HSIP	\$4,444	\$0	\$0	\$40,000	\$0
	Federal - NHS/NHPP	\$992,929	\$951,407	\$0	\$0	\$3,020,310
RW TOTAL		\$2,281,220	\$2,099,788	\$1,395,252	\$40,000	\$5,620,397
CN	Federal - AC CONVERSION	\$397,444	\$25,000	\$1,617,553	\$0	\$0
	Federal - HSIP	\$78,185	\$703,669	\$0	\$0	\$0
	Federal - NHS/NHPP	\$237,852	\$951,407	\$0	\$0	\$0
	Federal - STP/STBG	\$104,406	\$417,625	\$0	\$0	\$0
CN TOTAL		\$817,887	\$2,097,701	\$1,617,553	\$0	\$0
CN AC	Federal - AC	\$182,245	1,640,240	\$0	\$0	\$0
MPO Notes						

GROUPING		Construction: Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$4,992,889
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$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	\$55,125,810
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$0	\$0	\$181,390	\$0
	Federal - NHS/NHPP	\$0	\$8,522,852	\$250,000	\$0	\$0
	Federal - STP/STBG	\$0	\$35,272,784	\$416,500	\$10,482,284	\$0
CN TOTAL		\$0	\$43,795,636	\$666,500	\$10,663,674	\$0
MPO Notes		TIP AMD – ad \$181,390 (NHFP) & \$10,482,294 (STP/STBG) FFY23				

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

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$44,045,636
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$8,522,852	\$250,000	\$0	\$0
	Federal - STP/STBG	\$0	\$35,272,784	\$0	\$0	\$0
CN TOTAL		\$0	\$43,795,636	\$250,000	\$0	\$0
MPO Notes		Adjustment 16: Move \$250,000 from the Bridge grouping to the System grouping. This transfer is to account for additional actual obligations this year for the State of Good Repair project for the Dairy Road over the 250 Bypass.				

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$43,795,636

	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$8,522,852			
	Federal – STP/STBG	\$0	\$35,272,784			
CN TOTAL		\$0	\$43,795,636			
MPO Notes		Adjustment 13: Add an additional \$500,000 (STP/STBG) FFY21 moved from MN: Traffic & Safety FFY22				

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$42,054,529
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$8,522,852			
	Federal – STP/STBG	\$0	\$34,772,784			
CN TOTAL		\$0	\$43,295,636			
MPO Notes		Adjustment 10: FFY21-09 STIP MOD – move \$2,130,713 FFY22, \$2,130,713 FFY24 (NHPP) to FFY21, move \$9,356,808 FFY22, \$8,522,368 FFY 23 & \$10,288.306 FFY24 (STP/STBG) to FFY21. Add an additional \$1,241,107 (STP/STBG) FFY21 moved from MN: Preventive MN for Bridges.				

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$42,054,529
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$2,130,713	\$2,130,713	\$2,130,713	\$2,130,713
	Federal – STP/STBG	\$0	\$5,364,923	\$9,356,080	\$8,522,368	\$10,288,306
CN TOTAL		\$0	\$7,495,636	\$11,486,793	\$10,653,081	\$12,419,019
MPO Notes						

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

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$16,411,673
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHFP	\$0	\$0	\$0	\$1,877,503	\$0
	Federal - NHS/NHPP	\$0	\$1,000,000	\$2,750,000	\$528,620	\$0
	Federal - STP/STBG	\$0	\$3,487,446	\$9,174,227	\$2,177,888	\$0
CN TOTAL		\$0	\$4,487,446	\$11,924,227	\$4,584,011	\$0
MPO Notes		TIP AMD – add \$1,877,503,620 (NHPP) & \$2,177,888 (STP/STBGB) FFY23				

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

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$16,153,185
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$750,000	\$1,000,000	\$0
	Federal - STP/STBG	\$0	\$3,487,446	\$2,181,715	\$3,517,075	\$3,216,949
CN TOTAL		\$0	\$4,487,446	\$2,931,715	\$4,517,075	\$4,216,949
MPO Notes		Adjustment 16: move \$250,000 from the Bridge grouping to the System grouping. This transfer is to account for additional actual obligations this year for the State of Good Repair project for the Dairy Road over the 250 Bypass.				

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$16,403,185
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Federal - STP/STBG	\$0	\$3,487,446	\$2,181,715	\$3,517,075	\$3,216,949
CN TOTAL		\$0	\$4,487,446	\$3,181,715	\$4,517,075	\$4,216,949

MPO Notes	Adjustment 14: FFY22-01 STIP MOD - move \$1,016,242 (STP/STBG) FFY21 MN Traffic & Safety to FFY22; move \$93,000 (STP/STBG) from MN for Bridges to MN Traffic & Safety FFY22
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GROUPING	Maintenance: Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$17,737,292
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Federal - STP/STBG	\$0	\$3,487,446	\$3,515,822	\$3,517,075	\$3,216,949
CN TOTAL		\$0	\$4,487,446	\$4,515,822	\$4,517,075	\$4,216,949
MPO Notes						

GROUPING	Maintenance: Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$6,066,334
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$0	\$1,975,150	\$2,608,441	\$1,482,743
MPO Notes	Adjustment 17: TIP AMD – add an additional \$2,046,632 (STP/STBG) FFY223					

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

GROUPING	Maintenance: Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$4,694,690
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$0	\$1,523,612	\$1,688,335	\$1,482,743
MPO Notes	Adjustment 15: FFY22-01 STIP MOD - move \$1,016,242 (STP/STBG) FFY21 MN Traffic & Safety to FFY22; move \$93,000 (STP/STBG) from MN for Bridges to MN Traffic & Safety FFY22					

GROUPING	Maintenance: Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$4,601,690

	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – STP/STBG	\$0	\$1,016,242	\$414,370	\$1,688,335	\$1,482,743
MPO Notes		Adjustment 12: move \$500,000 (STP/STBG) FFY22 to MN: Preventive Maintenance and System Preservation FFY21				

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$4,601,690
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – STP/STBG	\$0	\$1,016,242	\$414,370	\$1,688,335	\$1,482,743
MPO Notes		Adjustment 12: move \$500,000 (STP/STBG) FFY22 to MN: Preventive Maintenance and System Preservation FFY21				

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$5,101,690
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – STP/STBG	\$0	\$1,016,242	\$914,370	\$1,688,335	\$1,482,743
MPO Notes						

Transit Summary

Both CAT and Jaunt

Charlottesville MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	\$2,229	\$2,537	\$3,824	\$3,824	\$3,824	FTA 5307	\$14,009
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$2,009	\$7,023	\$8,018	\$8,088	\$16,720	FTA 5311	\$39,849
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$697	\$4,026	\$4,259	\$4,798	\$2,284	FTA 5339	\$15,367
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
Flexible STP	\$0	\$0	\$45	\$0	\$720	Flexible STP	\$765
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$3,093	\$4,704	\$5,844	\$5,489	\$6,009	State	\$22,046
Local	\$8,157	\$10,154	\$10,638	\$12,299	\$13,417	Local	\$46,508
Revenues	\$1,088	\$3,620	\$3,373	\$2,753	\$2,824	Revenues	\$12,570
<i>Totals</i>	\$17,273	\$32,064	\$36,001	\$37,251	\$45,798		\$151,114

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

CAT Summary

The following tables are based on [CAT's FY 2019 – FY 2028 Transportation 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. In CAT's annual Transit Development Plan update for 2019, the new Director of Transit for CAT outlined his plans for building a solid foundation for CAT's overall development and growth. The annual Transit Development Plan update for 2019 recognizes a 4.24% decline in ridership during 2019 and introduces steps CAT's Director of Transit plans to take to optimize service delivery and increase ridership. In spring 2020, CAT will have consultants evaluate the current network, adjust headways and validate operating costs. CAT is also exploring adding Compressed Natural Gas and Electric vehicles to its fleet as part of its the Bus Replacement Program. CAT also hopes to improve the accuracy of ridership counts by adding Automatic Passenger Counters to its full revenue fleet in FY 2020. Please visit CAT's Transportation Development Plan webpage for more details.

Charlottesville Transit	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	\$1,615	\$1,903	\$2,867	\$2,867	\$2,867	FTA 5307	\$10,504
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$0	\$0	\$0	\$0	\$0	FTA 5311	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$0	\$4,026	\$4,259	\$4,798	\$2,284	FTA 5339	\$15,367
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$1,787	\$2,857	\$3,884	\$3,534	\$2,927	State	\$13,202
Local	\$3,516	\$3,232	\$3,037	\$3,861	\$3,830	Local	\$13,960
Revenues	\$691	\$3,131	\$2,873	\$2,243	\$2,304	Revenues	\$10,551
Totals	\$7,609	\$15,149	\$16,920	\$17,303	\$14,212		\$63,584

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION							
TIP ID:	CAT0001	Title: Operating Assistance		Recipient:	Charlottesville Transit Service		
FTA 5307	\$1,615,000	\$1,903,000	\$2,867,000	\$2,867,000	\$2,867,000	FTA 5307	\$10,504,000
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	-
State	\$1,787,000	\$2,052,000	\$3,032,000	\$2,574,000	\$2,470,000	State	\$10,128,000
Local	\$3,516,000	\$3,030,000	\$2,825,000	\$3,621,000	\$3,716,000	Local	\$13,192,000
Revenues	\$691,000	\$3,131,000	\$2,873,000	\$2,243,000	\$2,304,000	Revenues	\$10,551,000
Year Total:	\$7,609,000	\$10,116,000	\$11,597,000	\$11,305,000	\$11,357,000	Total Funds:	\$44,375,000
Description:	Adjustment 22- Add \$2,502,000 to operating assistance: \$1,114,000 in FY 2022, \$720,000 in FY 2023, and \$668,000 in FY 2024						
Old block before Adjustment 22							
TIP ID:	CAT0001	Title: Operating Assistance		Recipient:	Charlottesville Transit Service		
FTA 5307	\$1,615,000	\$1,903,000	\$1,903,000	\$1,903,000	\$1,903,000	FTA 5307	\$9,227,000
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$1,787,000	\$2,052,000	\$2,095,000	\$2,095,000	\$2,095,000	State	\$10,124,000
Local	\$3,516,000	\$3,030,000	\$3,612,000	\$3,611,000	\$3,716,000	Local	\$17,485,000
Revenues	\$691,000	\$3,131,000	\$2,873,000	\$2,976,000	\$2,975,000	Revenues	\$12,646,000
Year Total:	\$7,609,000	\$10,116,000	\$10,483,000	\$10,585,000	\$10,689,000	Total Funds:	\$49,482,000
Description:	Adjustment 8, add \$3,080,000						
Old block before Adjustment 8							
TIP ID:	CAT0001	Title: Operating Assistance		Recipient:	Charlottesville Transit Service		
FTA 5307	\$1,615,000	\$1,501,000	\$1,554,000	\$2,011,000	\$1,615,000	FTA 5307	\$6,681,000
State	\$1,787,000	\$1,708,000	\$1,946,000	\$1,934,000	\$1,787,000	State	\$7,375,000
Local	\$3,516,000	\$1,636,000	\$3,612,000	\$3,311,000	\$3,516,000	Local	\$12,075,000
Revenues	\$691,000	\$3,103,000	\$996,000	\$952,000	\$691,000	Revenues	\$5,742,000

Year Total:	\$7,609,000	\$7,948,000	\$8,108,000	\$8,208,000	\$7,609,000	Total Funds:	\$31,873,000
Description:							
TIP ID:	CAT0002	Title: Expansion Rolling Stock		Recipient:	Charlottesville Transit Service		
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
FTA 5339	\$0	\$1,226,138	\$1,484,454	\$1,774,281	\$2,284,386	FTA 5339	\$6,769,259
State	\$0	\$245,227	\$296,890	\$354,856	\$456,877	State	\$1,353,850
Local	\$0	\$61,306	\$74,222	\$88,714	\$114,219	Local	\$338,461
Year Total:	\$0	\$1,532,671	\$1,855,566	\$2,217,851	\$2,855,482	Total Funds:	\$8,461,570
Description:	Adjustment 2, all Flexible STP funding for FY21 (\$1,226,138), FY22 (\$1,484,454), FY23 (\$1,774,281), FY24 (\$2,284,386) moved to 5339.						
TIP ID:	CAT0003	Title: Replacement Rolling Stock		Recipient:	Charlottesville Transit Service		
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
FTA 5339	\$0	\$1,712,107	\$2,665,640	\$3,024,437	\$0	FTA 5339	\$7,402,184
State	\$0	\$342,421	\$533,128	\$604,887	\$0	State	\$1,480,436
Local	\$0	\$85,605	\$133,282	\$151,221	\$0	Local	\$370,108
Year Total:	\$0	\$2,140,133	\$3,332,050	\$3,780,545	\$0	Total Funds:	\$9,252,728
Description:	<p>Adjustment 2, all Flexible STP funding for FY21 (\$1,712,107), FY22 (\$2,665,640), FY23 (\$3,024,437), FY24 (\$0) moved to 5339</p> <p>In FY 2021, CAT will replace 5 revenue buses and add 6 additional revenue buses to improve service delivery and maximize ridership. All current routes with a 60 minute or higher frequency will be evaluated for service improvements (e.g. Bi-directional or faster frequencies). CAT will explore adding Compressed Natural Gas (CNG) buses to the revenue service fleet.</p> <p>In FY 2022, CAT will replace 7 revenue buses and add 4 additional revenue buses to improve service delivery and maximize ridership. All current routes with a 60 minute or higher frequency will be evaluated for service improvements (e.g. Bi-directional or faster frequencies). CAT will explore adding Electric buses to the revenue service fleet.</p> <p>For FY 2023-FY 2028 CAT will replace more than 10 revenue buses and add more than 10 additional revenue buses to improve service delivery and maximize ridership. Service expansion is planned between FY2023 and FY2028 and will require additional vehicles. All new service is projected to operate on a 30 minute or less frequency.</p>						

TIP ID:	CAT0007	Title: Passenger Shelters		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:	Adjustment 2, all Flexible STP funding for FY21 (\$0), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339						
TIP ID:	CAT0008	Title: Fare Collection Equipment (Fareboxes)		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:	Adjustment 2, all Flexible STP funding for FY21 (\$0), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339						
TIP ID:	CAT0009	Title: Purchase Support Vehicles		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$48,440	\$0	\$0	\$0	FTA 5339	\$48,440
Flexible STP	\$0	\$0	\$0	\$0	\$0		\$0
State	\$0	\$9,688	\$0	\$0	\$0	State	\$9,688
Local	\$0	\$2,422	\$0	\$0	\$0	Local	\$2,422
Year Total:	\$0	\$60,550	\$0	\$0	\$0	Total Funds:	\$60,550
Description:	Adjustment 2, all Flexible STP funding for FY21 (\$48,440), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339						
TIP ID:	CAT0011	Title: Purchase Shop Equipment		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$390,125	\$0	\$0	\$0	FTA 5339	\$390,125
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$78,025	\$0	\$0	\$0	State	\$78,025
Local	\$0	\$19,505	\$0	\$0	\$0	Local	\$19,505
Year Total:	\$0	\$487,655	\$0	\$0	\$0	Total Funds:	\$487,655
Description:	Adjustment 2, all Flexible STP funding for FY21 (\$390,125), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339						

Adjustment 3, move all FY22 funding to FY21. FY2021 included: a replacement of a Bobcat Skid Loader; replacement of a Floor Scrubber; and the purchase of Bus Lifts. The projection in FY2022 was the purchase of APC's (automatic people counter), a critical piece of software/hardware that accurately records the passengers coming and going on our buses. CAT was able to get the funding from DPRT to procure the APC's in FY2021 because of the significance of the need. The timing of the funding made it possible to do the project sooner.							
Old Block Before Adjustment 3							
TIP ID:	CAT0011	Title: Purchase Shop Equipment		Recipient:	Charlottesville Transit Service		
Flexible STP		\$73,150	\$316,975			Flexible STP	\$390,125
State		\$14,630	\$63,395			State	\$78,025
Local		\$3,657	\$15,848			Local	\$19,505
Year Total:	\$0	\$91,437	\$396,218	-	-	Total Funds:	\$487,655
Description:							
TIP ID:	CAT0012	Title: Purchase Vehicle Locator System		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description: Adjustment 2, all Flexible STP funding for FY21 (\$0), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339							
TIP ID:	CAT0014	Title: Purchase Misc Equipment		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description: Adjustment 2, all Flexible STP funding for FY21 (\$0), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339							
TIP ID:	CAT0016	Title: JARC Project- CTS Night Service		Recipient:	Charlottesville Transit Service		
JARC	\$0	\$0	\$0	\$0	\$0	JARC	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0

Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Revenues	\$0	\$0	\$0	\$0	\$0	Revenues	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	CAT0017	Title: Purchase Surveillance/Security Equipment		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$476,000	\$109,038	\$0	\$0	FTA 5339	\$585,038
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$95,200	\$21,807	\$0	\$0	State	\$117,007
Local	\$0	\$23,800	\$5,451	\$0	\$0	Local	\$29,251
Year Total:	\$0	\$595,000	\$136,296	\$0	\$0	Total Funds:	\$731,296
Description: Adjustment 2, all Flexible STP funding for FY21 (\$476,000), FY22 (\$109,038), FY23 (\$0), FY24 (\$0) moved to 5339							
TIP ID:	CAT0018	Title: Purchase Replacement Trolley		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description: Adjustment 2, all Flexible STP funding for FY21 (\$0), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339							
TIP ID:	CAT0019	Title: Acquire Auto Passenger Counters		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description: Adjustment 2, all Flexible STP funding for FY21 (\$0), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339							
TIP ID:	CAT0020	Title: Purchase Transit Radio System		Recipient:	Charlottesville Transit Service		
FTA 5339	\$0	\$174,201	\$0	\$0	\$0	FTA 5339	\$174,201
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$34,840	\$0	\$0	\$0	State	\$34,840
Local	\$0	\$8,710	\$0	\$0	\$0	Local	\$8,710

Year Total:	\$0	\$217,751	\$0	\$0	\$0	Total Funds:	\$217,751
Description:	Adjustment 2, all Flexible STP funding for FY21 (\$174,201), FY22 (\$0), FY23 (\$0), FY24 (\$0) moved to 5339						

JAUNT Summary

JAUNT intends to update their 2018 Transit Development Plan in 2020 to more closely align with operating changes and capital improvement projects. They provided a supplement document, *Jaunt FY21 to FY24 Transportation Improvement Program Projects*, available on the CA-MPO TIP webpage to provide explanations for the TIP budget requests.

JAUNT, Inc.	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	\$614	\$634	\$957	\$957	\$957	FTA 5307	\$3,505
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$2,009	\$7,023	\$8,018	\$8,088	\$16,720	FTA 5311	\$39,849
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$697	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$0	\$0	\$45	\$0	\$720	Flexible STP	\$765
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$1,306	\$1,847	\$1,960	\$1,955	\$3,082	State	\$8,844
Local	\$4,641	\$6,922	\$7,601	\$8,438	\$9,587	Local	\$32,548
Revenues	\$397	\$489	\$500	\$510	\$520	Revenues	\$2,019
Totals	\$9,664	\$16,915	\$19,081	\$19,948	\$31,586		\$87,530

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
STIP ID:	JNT0001	Title: Operating Assistance		Recipient:	JAUNT, Inc.		
FTA 5307	\$614,000	\$634,000	\$957,000	\$957,000	\$957,000	FTA 5307	\$3,505,000
FTA 5311	\$1,985,000	\$2,794,000	\$3,045,000	\$3,320,000	\$3,618,000	FTA 5311	\$12,777,000
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	\$4,000,000
Local	\$4,605,000	\$6,708,000	\$7,364,000	\$8,200,000	\$9,112,000	Local	\$31,384,000
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,000	Revenues	\$2,019,000
Year Total:	\$8,763,000	\$11,625,000	\$12,866,000	\$13,987,000	\$15,207,000	Total Funds:	\$53,685,000
Description:	Adjustment 23- Subtract \$1,497,000 from FY 22, add \$310,000 to FY 23, and add \$297,000 to FY24 for FTA 5307 funds.						
Old block before Adjustment 23							
STIP ID:	JNT0001	Title: Operating Assistance		Recipient:	JAUNT, Inc.		
FTA 5307	\$614,000	\$634,000	\$634,000	\$647,000	\$660,000	FTA 5307	\$2,575,000
FTA 5311	&1,985,000	\$2,794,000	\$4,865,000	\$3,320,000	\$3,618,000	FTA 5311	\$14,597,000
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	\$4,000,000
Local	\$4,605,000	\$6,706,000	\$7,364,000	\$8,200,000	\$9,112,000	Local	\$31,382,000
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,000	Revenues	\$2,019,000
Year Total:	\$8,763,000	\$11,623,000	\$14,363,000	\$13,677,000	\$14,910,000	Total Funds:	\$54,573,000
Description:	Adjustment #9: add \$540,000 to FY22 Adjustment #17: Increase FY22 FTA 5311 funding \$1,820,000.						
Old Block before Adjustment 17							
TIP ID:	JNT0001	Title: Operating Assistance		Recipient:	JAUNT, Inc.		
FTA 5307	\$614,000	\$634,000	\$634,000	\$647,000	\$660,000	FTA 5307	\$2,575,000
FTA 5311	\$1,985,000	\$2,794,000	\$3,045,460	\$3,319,551	\$3,618,311	FTA 5311	\$12,777,000
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	\$4,000,000
Local	\$4,605,000	\$6,706,000	\$7,364,160	\$8,200,174	\$9,112,130	Local	\$31,384,000
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	\$2,019,200
Year Total:	\$8,763,000	\$11,625,000	\$12,543,000	\$13,677,000	\$14,910,000	Total Funds:	\$52,755,000
Description:	Adjustment 9, add \$540,000						
Old Block before Adjustment 9							
TIP ID:	JNT0001	Title: Operating Assistance		Recipient:	JAUNT, Inc.		

FTA 5307	\$614,000	\$429,000	\$536,000	\$536,000	\$536,000	FTA 5307	\$2,037,000
FTA 5311	\$1,985,000	\$2,794,000	\$3,045,460	\$3,319,551	\$3,618,311	FTA 5311	\$12,777,322
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	\$4,000,000
Local	\$4,605,000	\$6,706,000	\$7,364,160	\$8,200,174	\$9,112,130	Local	\$31,382,464
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	\$2,019,200
Year Total:	\$8,763,000	\$11,418,000	\$12,445,620	\$13,565,725	\$14,786,641	Total Funds:	\$52,215,986
Description:							
TIP ID:	JNT0002	Title: Replacement Rolling Stock		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$2,890,400	\$1,806,000	\$2,758,400	\$3,600,000	FTA 5311	\$11,054,800
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$697,000	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$139,000	\$578,080	\$361,000	\$551,680	\$720,000	State	\$2,210,760
Local	\$35,000	\$144,520	\$90,000	\$137,920	\$180,000	Local	\$552,440
Year Total:	\$871,000	\$3,613,000	\$2,257,000	\$3,448,000	\$4,500,000	Total Funds:	\$13,818,000
Description:	<p>Adjustment 4, Increase FY22 funding \$164K (increase FTA 5311 \$132K, State \$26K, local \$6K), replacement buses < 30'.</p> <p>Jaunt operates 89 buses and seeks funding every year to replace existing buses that have reached the end of their "Useful Life." Useful Life is a term defined by the Federal Transit Administration (FTA), which dictates consistent criteria used to determine when to allow a vehicle to be replaced. Typically, it is based on criteria provided by a manufacture in regards to the expectations on how long a vehicle can continue to safely operate under normal operating conditions.</p> <p>Most of Jaunt's fleet are Body-On-Chassis (BOC) type vehicles. The Useful Life is 5 years or 150,000 miles. Based on 89 vehicles and a Useful Life of 5 years, Jaunt expects to replace between 15 and 20 buses each year. The average price of a BOC is expected to be \$95,750 in FY21. Jaunt estimates the cost of buses would increase 3% each following year. Note: This projection includes the purchase of electric transit buses as replacements for vehicles that reach the end of their Useful Life.</p> <p>FY21 - Jaunt is seeking to replace 15 of its 89 buses (this includes 6 electric buses) FY22 - Jaunt is seeking to replace 12 of its projected 91 buses (this includes 6 electric buses) FY23 - Jaunt is seeking to replace 15 of its projected 99 buses (this includes 10 electric buses) FY24 - Jaunt is seeking to replace 20 of its projected 104 buses (this includes 15 electric buses)</p>						
Old Block Before Adjustment 4							
TIP ID:	JNT0002	Title: Replacement Rolling Stock		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$2,890,400	\$1,673,600	\$2,758,400	\$3,600,000	FTA 5311	\$10,922,400
FTA 5339	\$697,000					FTA 5339	\$0
Flexible STP						Flexible STP	\$0
State	\$139,000	\$578,080	\$334,720	\$551,680	\$720,000	State	\$2,184,480
Local	\$35,000	\$144,520	\$83,680	\$137,920	\$180,000	Local	\$546,120

Year Total:	\$0	\$3,613,000	\$2,092,000	\$3,448,000	\$4,500,000	Total Funds:	\$13,653,000
Description:	<p>Jaunt operates 89 buses and seeks funding every year to replace existing buses that have reached the end of their "Useful Life." Useful Life is a term defined by the Federal Transit Administration (FTA), which dictates consistent criteria used to determine when to allow a vehicle to be replaced. Typically, it is based on criteria provided by a manufacture in regards to the expectations on how long a vehicle can continue to safely operate under normal operating conditions.</p> <p>Most of Jaunt's fleet are Body-On-Chassis (BOC) type vehicles. The Useful Life is 5 years or 150,000 miles. Based on 89 vehicles and a Useful Life of 5 years, Jaunt expects to replace between 15 and 20 buses each year. The average price of a BOC is expected to be \$95,750 in FY21. Jaunt estimates the cost of buses would increase 3% each following year. Note: This projection includes the purchase of electric transit buses as replacements for vehicles that reach the end of their Useful Life.</p> <p>FY21 - Jaunt is seeking to replace 15 of its 89 buses (this includes 6 electric buses) FY22 - Jaunt is seeking to replace 12 of its projected 91 buses (this includes 6 electric buses) FY23 - Jaunt is seeking to replace 15 of its projected 99 buses (this includes 10 electric buses) FY24 - Jaunt is seeking to replace 20 of its projected 104 buses (this includes 15 electric buses)</p>						
TIP ID:	JNT0006	Title: ADP Hardware		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$213,600	\$192,000	\$180,000	\$180,000	FTA 5311	\$765,600
Flexible STP	\$0	\$0				Flexible STP	
State	\$0	\$42,720	\$38,400	\$36,000	\$36,000	State	\$153,120
Local	\$0	\$10,680	\$9,600	\$9,000	\$9,000	Local	\$38,280
Year Total:	\$0	\$267,000	\$240,000	\$225,000	\$225,000	Total Funds:	\$957,000
Description:	<p>Each year Jaunt seeks funding to replace and enhance its technology infrastructure. This includes replacement of computers used by operations, to the servers and data storage, to maintaining the transit scheduling system. There are no unique variations from year-to-year within this project.</p>						
TIP ID:	JNT0008	Title: Admin/Maint Facility		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$0	\$1,200,000	\$1,200,000	\$8,000,000	FTA 5311	\$10,400,000
State	\$0	\$0	\$240,000	\$240,000	\$1,600,000	State	\$2,080,000
Local	\$0	\$0	\$60,000	\$60,000	\$400,000	Local	\$520,000
Year Total:	\$0	\$0	\$1,500,000	\$1,500,000	\$10,000,000	Total Funds:	\$13,000,000
Description:	<p>This is a unique TIP project. The funding identified is oriented around the anticipated need for Jaunt to expand the capacity of its facility.</p> <p>A Facility Study of Jaunt's infrastructure and resources will be conducted in FY21. This study is anticipated to assess the growth in services and expansion of Jaunt's assets, and the capacity of the existing facility to handle that anticipated growth. The study will enable Jaunt to determine how to invest in its future facility infrastructure. Once the study is complete, Jaunt will revise the estimates for FY22, FY23 and FY24 to reflect the outcome of the study.</p>						
STIP ID:	JNT0009	Title: ADP Software		Recipient:	JAUNT, Inc.		
FTA 5311			\$158,000			FTA 5311	\$158,000
Flexible STP						Flexible STP	
State			\$31,000			State	\$31,000
Local			\$8,000			Local	\$8,000
Year Total:			\$197,000			Total Funds:	\$197,000

Description:	Adjustment #8: Add FY22 funding \$57K (add FTA 5311 \$46K, State \$9K, local \$2K). Approved by MPO 4/7/2021. Approved by DRPT 4/12/2021. Adjustment #18: Increase FY22 funding \$140K (increase FTA 5311 \$112K, State \$22K, local \$6K).						
Old block before adjustment 18							
TIP ID:	JNT0009	Title: ADP Software		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$0	\$46,000	\$0	\$0	FTA 5311	\$46,000
Flexible STP	\$0	\$0		\$0	\$0	Flexible STP	\$0
State	\$0	\$0	\$9,000	\$0	\$0	State	\$9,000
Local	\$0	\$0	\$2,000	\$0	\$0	Local	\$2,000
Year Total:	\$0	\$0	\$57,000	\$0	\$0	Total Funds:	\$57,000
Description:	Adjustment 7, add FY22 funding \$57K (add FTA 5311 \$46K, State \$9K, local \$2K) to renew a contract for fleet operations software.						
Old block before Adjustment 7							
TIP ID:	JNT0009	Title: ADP Software		Recipient:	JAUNT, Inc.		
FTA 5311						FTA 5311	-
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	\$0					Total Funds:	-
Description:							
TIP ID:	JNT0010	Title: Communications System		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$6,400	\$225,600	\$0	\$0	FTA 5311	\$232,000
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$1,280	\$45,120	\$0	\$0	State	\$46,400
Local	\$0	\$320	\$11,280	\$0	\$0	Local	\$11,600
Year Total:	\$0	\$8,000	\$282,000	\$0	\$0	Total Funds:	\$290,000
Description:	Jaunt is seeking a small amount of funds in FY21 to purchase the recording function of its existing telephone system. The funding in FY22 is for a full replacement and expansion of Jaunt's bus radio system.						
TIP ID:	JNT0012	Title: Rehab Renovation Facility		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$458,400	\$80,000	\$80,000	\$80,000	FTA 5311	\$698,400
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$91,680	\$16,000	\$16,000	\$16,000	State	\$139,680
Local	\$0	\$22,920	\$4,000	\$4,000	\$4,000	Local	\$34,920
Year Total:	\$0	\$573,000	\$100,000	\$100,000	\$100,000	Total Funds:	\$873,000

Description:	Jaunt's facility is over 30 years old. Each year, the facility requires some form of rehabilitation or update that goes beyond regular maintenance. For FY21, this includes the addition of six electric bus charging stations, repaving of the rear lot, and the ADA accessibility improvements of Jaunt's front parking entrance. Years FY22, FY23 and FY24 are approximate amounts in anticipation for future repairs and rehabilitation, but not specifically defined at this time.						
TIP ID:	JNT0013	Title: Associated Capital Maintenance		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$230,400	\$38,400	\$38,400	\$38,400	FTA 5311	\$345,600
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$46,080	\$7,680	\$7,680	\$7,680	State	\$69,120
Local	\$0	\$11,520	\$1,920	\$1,920	\$1,920	Local	\$17,280
Year Total:	\$0	\$288,000	\$48,000	\$48,000	\$48,000	Total Funds:	\$432,000
Description:	<p>Adjustment 21: Change title from Rehab/Rebuild Buses to Associated Capital Maintenance.</p> <p>Jaunt is seeking funding each year to purchase replacement transmissions for vehicles that are approaching their Useful Life. Jaunt estimates that it needs to replace 6 transmissions each year.</p> <p>For FY21, Jaunt is also seeking funding to help with the rebranding and rewrapping of its fleet. Only half of the fleet will be rewrapped.</p>						
Old block before adjustment 21							
TIP ID:	JNT0013	Title: Rehab/Rebuild Buses		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$230,400	\$38,400	\$38,400	\$38,400	FTA 5311	\$345,600
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$46,080	\$7,680	\$7,680	\$7,680	State	\$69,120
Local	\$0	\$11,520	\$1,920	\$1,920	\$1,920	Local	\$17,280
Year Total:	\$0	\$288,000	\$48,000	\$48,000	\$48,000	Total Funds:	\$432,000
Description:	<p>Jaunt is seeking funding each year to purchase replacement transmissions for vehicles that are approaching their Useful Life. Jaunt estimates that it needs to replace 6 transmissions each year.</p> <p>For FY21, Jaunt is also seeking funding to help with the rebranding and rewrapping of its fleet. Only half of the fleet will be rewrapped.</p>						
TIP ID:	JNT0014	Title: Surveillance/Security Equipment		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$93,600	\$0	\$0	\$0	FTA 5311	\$93,600
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$18,720	\$0	\$0	\$0	State	\$18,720
Local	\$0	\$4,680	\$0	\$0	\$0	Local	\$4,680
Year Total:	\$0	\$117,000	\$0	\$0	\$0	Total Funds:	\$117,000
Description:	Jaunt is seeking funding in FY21 to add two security gates to its parking lot. The current facility parking is unsecured.						
TIP ID:	JNT0015	Title: Support Vehicles		Recipient:	JAUNT, Inc.		
FTA 5311	\$24,000	\$116,000	\$28,000	\$24,000	\$116,000	FTA 5311	\$284,000
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$5,000	\$23,200	\$5,800	\$4,800	\$23,200	State	\$57,200

Local	\$1,000	\$5,800	\$1,000	\$1,200	\$5,800	Local	\$13,800
Year Total:	\$30,000	\$145,000	\$35,000	\$30,000	\$145,000	Total Funds:	\$355,000
Description:	<p>Adjustment 5, Increase FY22 funding \$5K (Increase FTA 5311 FY22 \$4K, State \$1K), Support vehicle replacement.</p> <p>Jaunt's operations include the use of numerous automobiles as support vehicles. Jaunt is seeking funding to replace the support vehicles that have reached their Useful Life.</p>						
Old block before Adjustment 5							
TIP ID:	JNT0015	Title: Support Vehicles		Recipient:	JAUNT, Inc.		
FTA 5311	\$24,000	\$116,000	\$24,000	\$24,000	\$116,000	FTA 5311	\$280,000
Flexible STP						Flexible STP	\$0
State	\$5,000	\$23,200	\$4,800	\$4,800	\$23,200	State	\$56,000
Local	\$1,000	\$5,800	\$1,200	\$1,200	\$5,800	Local	\$14,000
Year Total:	\$30,000	\$145,000	\$30,000	\$30,000	\$145,000	Total Funds:	\$350,000
Description:	<p>Jaunt's operations include the use of numerous automobiles as support vehicles. Jaunt is seeking funding to replace the support vehicles that have reached their Useful Life.</p>						
TIP ID:	JNT0016	Title: Expansion Rolling Stock		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$153,600	\$946,400	\$406,400	\$962,400	FTA 5311	\$2,468,800
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
State	\$0	\$30,720	\$189,280	\$81,280	\$192,480	State	\$493,760
Local	\$0	\$7,680	\$47,320	\$20,320	\$48,120	Local	\$123,440
Year Total:	\$0	\$192,000	\$1,183,000	\$508,000	\$1,203,000	Total Funds:	\$3,086,000
Description:	<p>Expansion for Existing Services Jaunt's ADA/Paratransit ridership in the City of Charlottesville continues to exceed Jaunt's existing capacity. There are not enough buses to provide quality service while meeting the need of trip requests. FY21 - Jaunt is seeking funding to expand its fleet to allow for it to better accommodate existing trip requests, not just within the urban area, but also the rural communities that connect to the urban area. FY22 – Jaunt is seeking funding to expand its existing urban and suburban demand response service to include the new approach of “OnDemand” services. Jaunt is in the process of implementing a new platform that will allow residents the ability to request transit services on-demand, rather than calling days ahead of time to arrange for a trip. This service is expected to increase the demand for Jaunt's current services. Jaunt estimates it will need three (3) more buses to accommodate the growth in demand, request based services. FY22 and FY24 – Based on the pattern of growth in the rural and suburban (non-Urban) areas, Jaunt expects to need to expand its fleet each year.</p> <p>Expansion for New Services FY21 - Jaunt has requested technical assistance to develop a transit plan to establish a new commuter route from Zion Crossroads to Charlottesville. It is expected that new service will require three (3) new, 28 to 32 passenger commuter buses. FY24 – Jaunt will seek to develop plans for another commuter route in FY23, which will require the purchase of three (3) more commuter buses.</p>						
TIP ID:	JNT0017	Title: Misc Equipment		Recipient:	JAUNT, Inc.		

FTA 5311	\$0	\$0	\$40,000	\$0	\$40,000	FTA 5311	\$80,000
State	\$0	\$0	\$8,000	\$0	\$8,000	State	\$16,000
Local	\$0	\$0	\$2,000	\$0	\$2,000	Local	\$4,000
Year Total:	\$0	\$0	\$50,000	\$0	\$50,000	Total Funds:	\$100,000
Description:							
STIP ID:	JNT0018		Title: Fare Collection Equipment (Fareboxes)	Recipient:	JAUNT, Inc.		
FTA 5311			\$112,000			FTA 5311	\$112,000
State			\$22,000			State	\$22,000
Local			\$6,000			Local	\$6,000
Year Total:			\$140,000			Total Funds:	\$140,000
Description: Adjustment #20- add \$140K funding for FY22 (add FTA 5311 \$112K, State \$22K, local \$6K). Jaunt is purchasing 14 automated passenger counters to install in CONNECT commuter buses to accurately tally passengers and provide higher quality ridership data. APCs will help Jaunt disaggregate the data at the stop, segment, and trip levels, which in return can provide the agency with a higher quality of ridership data.							
Old block before adjustment 20							
TIP ID:	JNT0018		Title: Fare Collection Equipment (Fareboxes)	Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$0	\$0	\$0	\$0	FTA 5311	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
STIP ID:	JNT0019		Title: Mobility Management	Recipient:	JAUNT, Inc.		
FTA 5310						FTA 5310	
FTA 5311		\$67,000	\$139,000	\$74,000	\$78,000	FTA 5311	\$358,000
State		\$14,000	\$28,000	\$15,000	\$16,000	State	\$73,000
Local		\$3,000	\$7,000	\$4,000	\$4,000	Local	\$18,000
Year Total:		\$84,000	\$174,000	\$93,000	\$98,000	Total Funds:	\$449,000
Description: Adjustment #1 - FY21 funding source changed from 5310 to 5311 from draft TIP to final TIP after STIP submitted to FTA. Approved by DRPT 10/1/2020. Adjustment #8: Move FY22 funding \$71K from FTA 5310 to FTA 5311. Approved by MPO 4/7/2021. Approved by DRPT 4/12/2021. Adjustment #19: Increase FY22 funding \$85K (increase FTA 5311 \$68K, State \$14K, Local \$3K); move FTA 5310 funding to FTA 5311 (\$74K in FY23, \$78K in FY24)							
Old block before Adjustment 19							
TIP ID:	JNT0019		Title: Mobility Management	Recipient:	JAUNT, Inc.		

FTA 5310	\$0	\$0	\$0	\$74,400	\$78,400	\$0	\$152,800
FTA 5311	\$0	\$67,200	\$71,232	\$0	\$0	FTA 5311	\$138,432
State	\$0	\$13,440	\$14,246	\$14,880	\$15,680	State	\$58,246
Local	\$0	\$3,360	\$3,561	\$3,720	\$3,920	Local	\$14,561
Year Total:	\$0	\$84,000	\$89,039	\$93,000	\$98,000	Total Funds:	\$364,039
Description:	Adjustment 0.1 - FY21 funding source changed from 3510 to 5311 from draft TIP to final TIP after STIP submitted to FTA. Approved by DRPT 10/1/2020						
	Adjustment 6, move FY22 funding \$71K from FTA 5310 to FTA 5311, funding source change, mobility management project. No change to total funding						
Old block before Adjustment 6 and Adjustment 0.1							
TIP ID:	JNT0019	Title: Mobility Management		Recipient:	JAUNT, Inc.		
FTA 5310		\$67,200	\$71,232	\$74,400	\$78,400		\$291,232
FTA 5311						FTA 5311	\$0
State		\$13,440	\$14,246	\$14,880	\$15,680	State	\$58,246
Local		\$3,360	\$3,561	\$3,720	\$3,920	Local	\$14,561
Year Total:	\$0	\$84,000	\$89,039	\$93,000	\$98,000	Total Funds:	\$364,039
Description:							
TIP ID:	JNT0020	Title: Furniture & Equipment		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$0	\$8,000	\$8,000	\$8,000	FTA 5311	\$24,000
State	\$0	\$0	\$1,600	\$1,600	\$1,600	State	\$4,800
Local	\$0	\$0	\$400	\$400	\$400	Local	\$1,200
Year Total:	\$0	\$0	\$10,000	\$10,000	\$10,000	Total Funds:	\$30,000
Description:							
TIP ID:	JNT0021	Title: Interactive Voice Response System		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$0	\$0	\$0	\$0	FTA 5311	\$0
State	\$0	\$0	\$0	\$0	\$0	State	\$0
Local	\$0	\$0	\$0	\$0	\$0	Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							

Appendix A. Projects by Grouping

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Appendix A

Projects by Grouping

Charlottesville MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19276	Culpeper	District-wide	0000	\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Primary	110001	Albemarle	County	CROZET AVENUE (0240)	\$2,210,000
			#SGR RTE 240 CROZET AVE STRUCTURE 589 OVER LICKINGHOLE CREEK		
			FROM: 0.66 MI. FROM 250W TO: 1.41 MI. TO RTE. 810 (0.2000 MI)		
Primary	108105	Albemarle	County	RICHMOND ROAD (0250)	\$1,230,000
			Replace Bridge 02-0250-1120		
			FROM: 0.025 mi. W. Shadwell Creek TO: 0.025 Mi. E. Shadwell Creek (0.0500 MI)		
Secondary	95114	Albemarle	County	BROOMLEY ROAD (0677)	\$5,877,112
			Bridge Replacement Rte 677 over Buckingham Branch RR		
			FROM: 0.078 MI. N. RTE. 250 TO: 0.146 MI. N. RTE. 250 (0.0670 MI)		
Secondary	109600	Albemarle	County	CATTERTON ROAD (0667)	\$1,923,500
			#SGR RTE. 667 - REPLACE BRIDGE STR. 6056		
			FROM: 0.02 MI. W. PINEY CREEK TO: 0.02 MI. E. PINEY CREEK		
Secondary	110000	Albemarle	County	FRAY'S MILL ROAD (0641)	\$1,600,000
			#SGR ROUTE 641 FRAY'S MILL RD STRUCTURE 709 OVER MARSH RUN		
			FROM: 0.03 MI. FROM RTE. 743 TO: 2.37 MI. TO RTE. 606		
Secondary	109601	Albemarle	County	JAMES RIVER ROAD (0726)	\$3,020,000
			#SGR RTE. 726 - REPLACE BRIDGE STR. 6094		
			FROM: 0.046 MI. S. TOTIER CREEK TO: 0.045 MI. N. TOTIER CREEK (0.8100 MI)		
Secondary	111378	Albemarle	County	RED HILL ROAD (0708)	\$5,100,000
			#SGR RTE 708 RED HILL RD STRUCTURE 792 OVER N.F. HARDWARE		
			FROM: 0.42 MI. FROM RTE. 717 TO: 0.04 MI. TO RTE. 20		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$20,960,612

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	112018	Statewide		HIGHWAY-RAIL SAFETY (0000)	\$700,000
			Highway-Rail Safety Inventory Section 130 PE Only		
			FROM: Statewide TO: Statewide		
Miscellaneous	112213	Statewide		HIGHWAY RAIL SAFETY (0000)	\$300,000
			Highway-Rail Section 130 Pre Scoping PE Only		
			FROM: Statewide TO: Statewide		
Miscellaneous	112497	Statewide		VARIOUS (0000)	\$500,000
			ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES		
			FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED		
Construction : Rail Total					\$1,500,000

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	107802	Statewide	9999 Incident Management Emergency Evacuation and Detour Plans FROM: Various TO: Various		\$918,907
Interstate	110551	Statewide	9999 Traffic Video Expansion - Statewide FROM: Various TO: Various		\$362,560
Interstate	110912	Statewide	9999 Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various		\$813,019
Interstate	111613	Statewide	9999 Statewide Truck Parking Management System - Phase 2 FROM: Various TO: Various		\$1,807,000
Interstate	111892	Statewide	9999 ATMS - Phase 1, 2, 3, 4 FROM: Various TO: Various		\$0
Interstate	114400	Statewide	9999 Drone Technology Project FROM: Various TO: Various		\$300,000
Interstate	115854	Statewide	9999 ITTF FY20 Arterial Operations Program Dashboard FROM: n/a TO: n/a		\$1,250,000
Interstate	115855	Statewide	9999 ITTF FY20 High Speed Communications FROM: Various TO: Various		\$4,700,000
Interstate	115867	Statewide	9999 ITTF FY20 I-64 Afton Mountain Safety Improvements FROM: Various TO: Various		\$4,000,000
Miscellaneous	T19275	Culpeper District-wide	0000 CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		\$0
Miscellaneous	105481	Statewide	0000 Impement iPeMS (Iteris Performance Measurement System) FROM: various TO: various		\$1,400,000
Miscellaneous	112918	Culpeper District-wide	9999 District Signal Upgrades_FYA FROM: Various TO: Various		\$331,737
Miscellaneous	114193	Statewide	VARIOUS (9999) PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE FROM: VARIOUS TO: VARIOUS		\$0
Primary	106960	Albemarle County	VARIOUS (0000) PED. & BIKE FACILITIES UPGRADES TO TRAFFIC SIGNALS FROM: VARIOUS TO: VARIOUS		\$800,000
Primary	111733	Albemarle County	STONY POINT ROAD (0020) #SMART18 - ROUTE 20/649 INTERSECTION IMPROVEMENT FROM: 0.23 MILES S. RTE.. 649 TO: 0.13 MILES N. RTE.. 649 (0.3600 MI)		\$4,207,346

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
Urban	113861	Charlottesville	MADISON AVENUE (0000) WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL FROM: PRESTON AVENUE TO: ROSE HILL DRIVE		\$88,350
Urban	100548	Charlottesville	MCINTIRE ROAD BUSINESS (0250) Construct Multi-Use Path along McIntire Rd FROM: Route 250 Bypass TO: Harris Street		\$1,131,801
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)		\$338,230
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	113915	Charlottesville	RIDGE STREET (3405) PEDESTRIAN IMPROVEMENTS MONTICELLO/RIDGE FROM: 0.002 mi East of Ridge Street TO: 0.046 mi East of Ridge Street		\$209,500
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					\$105,329,168

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	94281	Charlottesville	EN09 Charlottesville Bicycle/Pedestrian Bridge		\$2,503,230
Enhancement	105921	Charlottesville	EN14 Jackson Via Elementary Pedestrian and Bicycle Improvements		\$401,226
Enhancement	107547	Charlottesville	EN15 Rte. 250 Bypass Commuter Trail FROM: Meadowbrook Heights Road TO: Hydraulic Road		\$946,462
Enhancement	109610	Charlottesville	EN16 WATER STREET SHARED USE PATH FROM: Belmont Bridge (Avon Street) Tunnel to mall TO: 10th Street NE		\$433,986
Enhancement	111393	Charlottesville	EN17 Rugby Avenue Shared Use Path FROM: West McIntire Park TO: Sherwood Road		\$707,985
Miscellaneous	T19273	Culpeper District-wide	0000 CN: TRANSPORTATION ENHANCEMENT/BYWAYS/OTHER NON-TRADITIONAL		\$0
Construction : Transportation Enhancement/Byway/Non-Traditional Total					\$4,992,889

Charlottesville MPO

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14710	Culpeper District-wide	0000		\$42,054,529
			STIP-MN Culpeper: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total					\$42,054,529

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14709	Culpeper District-wide	0000		\$17,737,292
			STIP-MN Culpeper: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$17,737,292

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14708	Culpeper District-wide	0000		\$5,101,690
			STIP-MN Culpeper: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$5,101,690

Charlottesville MPO Total					\$197,676,180
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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

CP Boyle
Signature

Charles P. Boyle II
Printed Name

Executive Director
Title

2/24/2020
Date

Virginia Department of Transportation

John D. Lynch
Signature

John D. Lynch
Printed Name

District Engineer
Title

3/3/2020
Date