

Charlottesville–Albemarle Metropolitan Planning Organization Transportation Improvement Program (TIP)

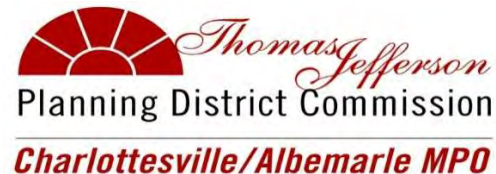
Federal Fiscal Years 2027–2030

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Prepared By:

Charlottesville–Albemarle Metropolitan Planning Organization (CA-MPO)
401 E. Water Street
Charlottesville, Virginia 22902



In cooperation with:

Virginia Department of Transportation (VDOT)
Virginia Department of Rail and Public Transportation (DRPT)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Local Jurisdictions and Transit Providers

This document was prepared in cooperation with federal, state, and local partners and complies with all applicable federal transportation planning requirements.

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Acknowledgement

The Transportation Improvement Program (TIP) was prepared by CA-MPO staff in cooperation with the United States Department of Transportation (USDOT), Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT).

Disclaimer

The contents of this report reflect the analysis of the CA-MPO which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, the FTA, the DRPT, the VDOT, or the Board of the TJPDC. This report does not constitute a standard, specification, or regulation. The FHWA, FTA, DRPT, or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this program does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary

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Table of Acronyms

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

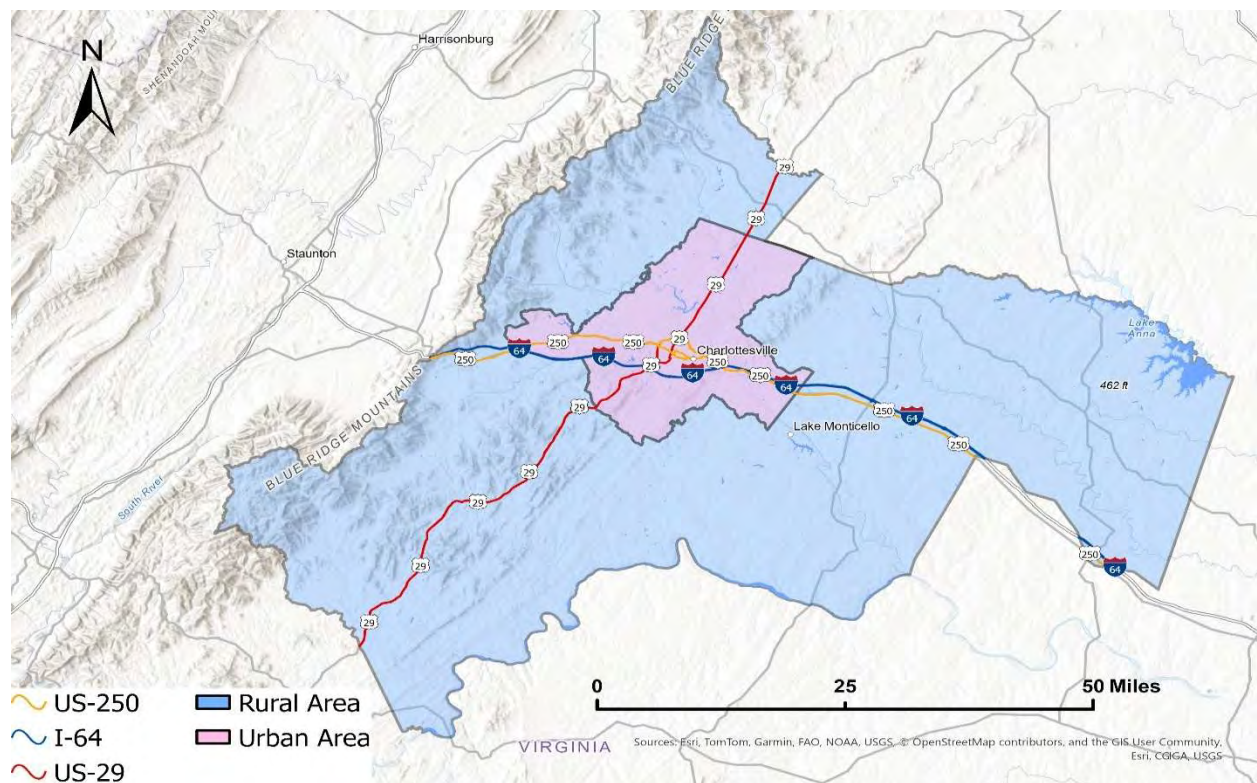
BUILD	Better Utilizing Investments to Leverage Development: Federal Discretionary Grant Program
CA-MPO	Charlottesville-Albemarle Metropolitan Planning Organization
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, and Greene Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
PL	FHWA Planning Funding (used by MPO)
RAISE	Rebuilding American Infrastructure with Sustainability and Equity: Federal Discretionary Grant Program
RideShare	Travel Demand Management (TDM) services operated cooperatively between the Thomas Jefferson Planning District Commission (TJPDC) and Central Shenandoah Planning District Commission (CSPDC) that reduce congestion and increase mobility through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs in both regions.
STIP	The Statewide Transportation Improvement Program (STIP) is a required four-year planning document developed in coordination with MPOs and public transportation providers. It incorporates the MPO's TIP.
SYIP	The Six Year Improvement Program (SYIP) is Virginia's annually updated budget document that identifies planned spending for transportation projects statewide.
TSP	Transit Strategic Plan – Charlottesville Area Transit
TIP	The Transportation Improvement Program (TIP) is a required four-year planning document with all federally funded, regionally significant

	transportation projects. It is updated every four years and maintained by CA-MPO staff.
TJPDC	Thomas Jefferson Planning District Commission
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation

Introduction

The Thomas Jefferson Planning District Commission (TJPD) serves as the regional planning organization for Planning District 10, which includes the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson. As one of Virginia's 21 Planning District Commissions, the TJPD provides a collaborative forum for local governments to address regional needs related to transportation, housing, economic development, environmental planning, and community services. The TJPD also staffs and administers the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), integrating the MPO's federally required urban transportation planning responsibilities into the broader regional planning framework.

Figure 1. Urbanized Area and Planning District 10 Boundaries



The CA-MPO is the federally designated transportation planning body for the Charlottesville-Albemarle urbanized area. Required under federal law for regions over 50,000, it carries out a continuing, cooperative, and comprehensive (3C) planning process. Staffed by the TJPD and guided by a Policy Board, the CA-MPO develops and maintains key federal planning documents, including the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), through a transparent, collaborative, and public-driven process.

CA-MPO Policy Board Membership

Voting Members (5):

- Albemarle County Board of Supervisors **(2)**
- Charlottesville City Council **(2)**
- Virginia Department of Transportation (VDOT) **(1)**

Non-Voting Members (10):

- Charlottesville Area Transit (CAT) **(1)**
- Federal Transit Administration (FTA) **(1)**
- Federal Highway Administration (FHWA) **(1)**
- Jaunt **(1)**
- Thomas Jefferson Planning District Commission (TJPDC) **(1)**
- University of Virginia Office of the Architect **(1)**
- Virginia Department of Rail and Public Transportation (DRPT) **(2)**
- Virginia Department of Transportation (VDOT) **(1)**

CA-MPO Technical Committee Membership

Voting Members (13):

- City of Charlottesville **(2)**
- Albemarle County **(2)**
- Thomas Jefferson Planning District Commission (TJPDC) **(1)**
- Virginia Department of Transportation (VDOT) **(1)**
- UVA Office of the Architect **(1)**
- City of Charlottesville Planning Commission **(1)**
- Albemarle County Planning Commission **(1)**
- Virginia Department of Rail and Public Transportation (DRPT) **(1)**
- Jaunt **(1)**
- Charlottesville Area Transit (CAT) **(1)**
- Rideshare **(1)**

Non-Voting Members (3)

- Federal Transit Administration (FTA) **(1)**
- Federal Highway Administration (FHWA) **(1)**

Purpose of this Document

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) Transportation Improvement Program (TIP) is a federally required planning document that outlines the planned use of federal transportation funds for projects within the urbanized areas of Albemarle County and the City of Charlottesville, in coordination with regionally significant state and local investments. Covering federal fiscal years 2027 through 2030, the TIP demonstrates compliance with federal planning regulations and ensures coordination among local, state, and federal agencies. It includes funding for a range of transportation improvements such as highways, public transit, and other mobility alternatives over the next four years.

Introduction to Transportation Improvement Program (TIP)

What is the TIP?

The 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](#). The fiscal year for the FY2027-2030 TIP begins on October 1, 2026, and is applicable until September 30, 2030. 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) 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).

Selecting Projects for the TIP

The FHWA tracks all federally funded projects in the Statewide Transportation Improvement Program (STIP), which incorporates each MPO TIP by reference, in total and without change. The STIP includes all transportation projects in the state of Virginia that are scheduled to receive federal funding over a four-year interval and must first be included in the Six Year Improvement Program (SYIP), developed by VDOT, in cooperation with local governments.

The SYIP is updated annually and includes a listing of projects, their descriptions, funding sources, and cost estimates. The Commonwealth Transportation Board (CTB) approves SYIP for the upcoming six-year period by June 30 of every year.

All projects which appear in the SYIP and require federal approval are included in the TIP; state and locally funded projects are not included in the TIP, unless deemed regionally significant. The schedule and cost estimate for each phase of a project, as well as phase allocation and obligation information per project, can be found in the currently adopted VDOT SYIP, and is available at <http://www.virginiadot.org/projects/syp-default.asp>. Some projects in the TIP are not shown as individual projects. Rather, they are grouped together and shown as a single line item in the TIP. This single line-item represents a grouping of projects with similar funding categories and displays a cumulative sum of obligations rather than obligations per project.

Transportation Goals and Priorities

The CA-MPO has long-standing transportation goals and priorities that are defined in the regional LRTP. As required under federal regulations, the LRTP is a listing of the most important projects for the MPO area over the next 20 years. Due to budget constraints, the 2050 LRTP focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

Primary Goal and Major Factors

The Transportation Improvement Program (TIP) advances the region's goal of providing a safe, reliable, and balanced multimodal transportation system that supports mobility, accessibility, economic vitality, and quality of life. Consistent with federal and state planning guidance, the TIP prioritizes investments that improve regional connectivity, enhance safety and system performance, and support efficient transportation operations across all modes.

Projects included in the TIP are selected to:

- Improve multimodal connectivity within and between neighborhoods, activity centers, and regional destinations.
- Enhance the safety and operational performance of intersections and corridors through targeted roadway improvements and context-sensitive design
- Support reliable and coordinated public transit service, including improved access to transit stops, transfer points, and park-and-ride facilities.
- Implement pedestrian, bicycle, and transit-supportive infrastructure that improves safety, accessibility, and user comfort.

Collectively, TIP investments support an integrated transportation system by improving access to transit, reducing operational constraints, and addressing critical safety and mobility needs. Strategic improvements to roadway corridors, intersections, and supporting facilities contribute to improved system performance and help maximize the effectiveness of existing and planned transit services.

The region's interconnected roadway network coordinated transit services such as CAT, UTS, and park-and-ride facilities, and diverse travel patterns highlight the importance of a coordinated, multimodal approach to project implementation. The TIP reflects this approach by programming projects that address regional needs while remaining fiscally constrained and consistent with the adopted Long-Range Transportation Plan.

Because a significant portion of local roadway infrastructure is constructed through private development, particularly within new subdivisions, the TIP emphasizes coordination between publicly funded projects and planned or ongoing private investments. By encouraging connectivity between developments and supporting context-appropriate roadway design, public transportation funds can be strategically targeted to address system gaps, improve safety, and enhance multimodal connectivity.

Specific Emphasis

A better-connected multi-modal network will help relieve traffic congestion along heavily used corridors and reduce congestion at major bottlenecks and intersections. These systems will also provide for many safety improvements to the overall transportation network, allowing people to access nearby destinations on smaller-scale, pedestrian-, bike-, and transit-friendly roadways.

While a major focus is expedited project implementation, several new roadways and improvement projects are completed or underway to provide better multi-modal connections and through movements.

To provide residents and businesses with safe, efficient, and truly usable transportation options, the CA-MPO LRTP 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.

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 obligatory 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. 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 CA-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 2027.

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 exist beyond the four year horizon;
- 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 Programs Acronyms:

AC	Advanced Construction funding (fund type TBD): A financing technique that allows a project to begin with non-federal funds while preserving eligibility for future federal reimbursement when federal funds become available.
AC Conversion	Advanced Construction Conversion: The process of converting a previously authorized Advance Construction project to federal funding, allowing reimbursement of eligible project costs.
CMAQ	Congestion Mitigation and Air Quality Improvement Program: Federal funding that supports transportation projects designed to reduce traffic congestion and improve air quality in areas that do not meet or are close to exceeding federal air quality standards.
HIP/F	Highway Improvement Program: Federal funding provided for highway infrastructure improvements, often distributed through congressional appropriations or special allocations to support roadway improvements and related infrastructure.
HSIP	Highway Safety Improvement Program: A federal program that funds infrastructure projects aimed at reducing traffic fatalities and serious injuries on public roadways through data-driven safety improvements.
MISC	Miscellaneous: Funding from various sources that do not fall within a standard federal or state funding category, often used for smaller allocations, special programs, or locally administered funds.
NHS/NHPP	National Highway System/Performance: Federal funding dedicated to improving the condition, performance, and reliability of the National Highway System, including major highways that are critical to national mobility and freight movement.
Other	Other: Funding sources not otherwise categorized within standard federal or state transportation funding programs. These may include local funds, private contributions, or other partner funding sources.
TAP/F	Transportation Alternative Program: Federal funding that supports smaller-scale transportation projects such as pedestrian and bicycle facilities, safe routes to school, historic preservation of transportation infrastructure, and community enhancements.
STP/STBG	Surface Transportation Program/Surface Transportation Block Grant: Flexible federal funding that can be used for a wide range of transportation projects, including highways, bridges, transit capital improvements, bicycle and pedestrian infrastructure, and planning activities.

Transit Funding Programs Acronyms:

Section 5307	Federal Transit Administration formula grants for transit capital and operating assistance in urbanized areas.
Section 5309	Federal Transit Administration discretionary grant funding for major transit capital investments, such as heavy rail, commuter rail, bus rapid transit, etc.
Section 5310	Federal Transit Administration funds for capital and operating assistance for services meeting transportation needs of the elderly and individuals with disabilities.
Section 5311	Federal Transit Administration formula grants for transit capital and operating assistance in rural areas.
Section 5339	Federal Transit Administration discretionary grant funding for the replacement, rehabilitation, or purchase of buses or bus facilities.
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 CA-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.

Getting Involved in the CA-MPO and the TIP Development

CA-MPO Area Meetings

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

TIP Development

The MPO encourages public involvement in the TIP development process. 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/>.

Performance Based Planning and Programming

Performance Based Planning and Programming requirements for transportation planning were laid out in the Moving Ahead for Progress in the 21st Century (MAP-21), enacted in 2012 and reinforced in the 2015 Fixing America's Surface Transportation (FAST) Act, and finally in 2021 under the Bipartisan Infrastructure Law (BIL) 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 Transportation (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects.

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

VDOT Adopted Measures

Safety Performance Measures

In accordance with the requirements of MAP-21, the FAST Act and the BIL, Virginia has established safety performance objectives as published in [Virginia's 2022 – 2026 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2022, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below. Each year, the performance measures are updated by CA-MPO to match or exceed 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 CA-MPO has adopted statewide Safety Targets for the five measures. For safety performance measures 1, 2, and 3, annual targets were developed collaboratively by the CA-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, MPOs must indicate their support of the state targets or submit their unique regional targets for one or more of the safety measures.

Table 1: SHSP Safety Performance Objectives Current Year ¹

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

Table 2: SHSP Safety Performance Objectives – (Updated Annually)²

SHSP Safety Performance Objectives	2027 Adopted Performance Safety Targets	2028 Adopted Performance Safety Targets	2029 Adopted Performance Safety Targets	2030 Adopted Performance Safety Targets
Number of Fatalities				
Rate of Fatalities per 100 million Vehicle Miles Traveled				
Number of Serious Injuries				
Rate Serious Injury Million Miles Vehicle Miles Traveled				
Number of Non-Motorized Fatalities & Serious Injuries				

Pavement and Bridge Condition (PM2) – (Updated Every Four Years)

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).

¹ Data will be imported when 2027 Performance Safety Targets are adopted.

² Data will include the TIP Years starting with 2027 and ending with 2030.

The CA-MPO has reviewed the state targets and the predicted trends for the MPO area and adopted the state targets for Fiscal Year 2023 (table 3).

Table 3: PM2 Targets for MPO and Virginia in 2023

Performance Measure	Scope	MPO 2023 Baseline	Adopted 4-Year Target
% Pavement in Good Condition	Interstate	73.50%	45%
% Pavement in Poor Condition	Interstate	0%	3%
% Pavement in Good Condition	NHS (non-Interstate)	28.70%	25%
% Pavement in Poor Condition	NHS (non-Interstate)	0.10%	5%
% of Bridge Deck Area in Good Condition	NHS (All)	10.80%	25.1%
% of Bridge Deck Area in Poor Condition	NHS (All)	7.80%	3.6%

System Performance (PM3) – (Updated Every Four Years)

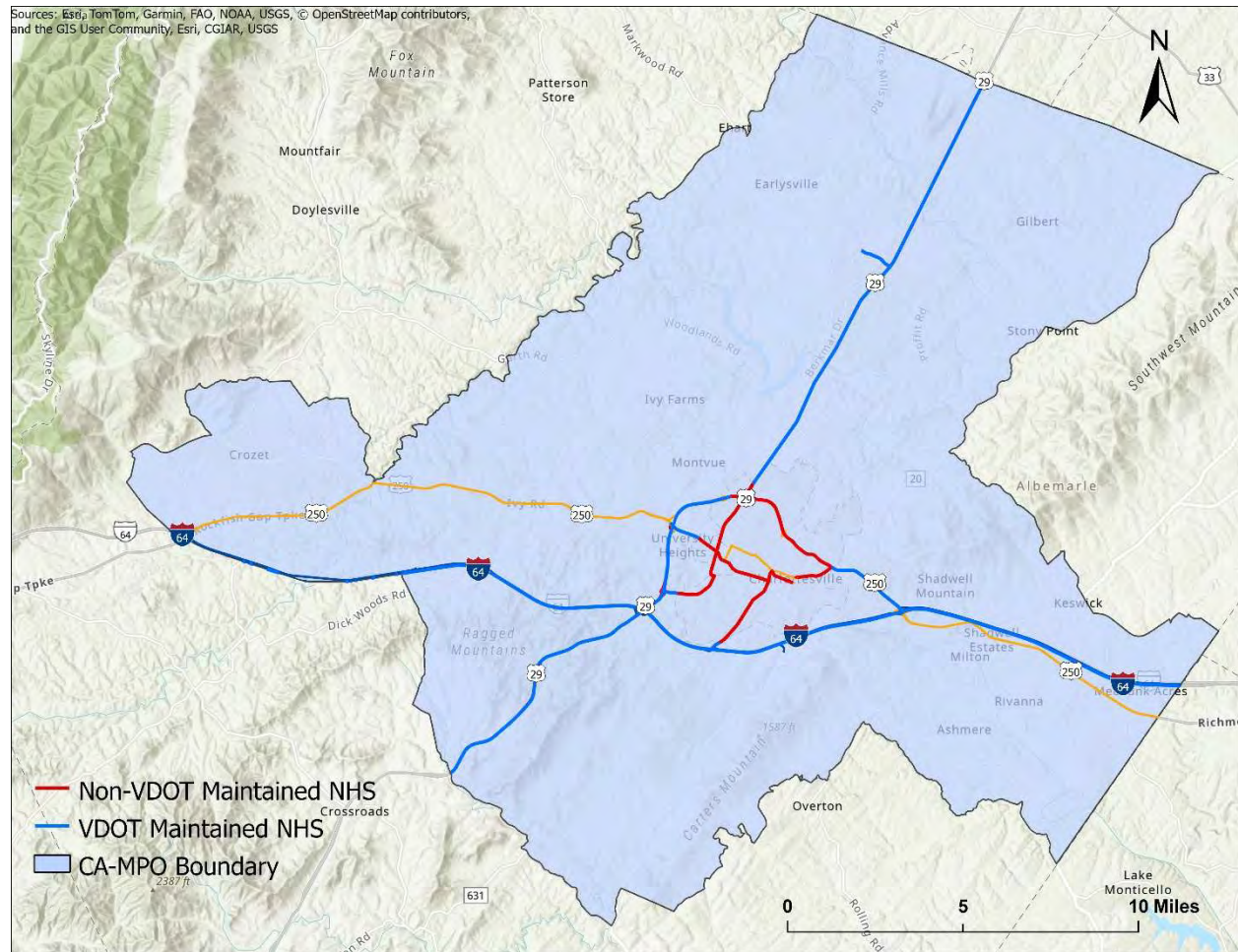
There are three measures that apply to the CA-MPO in the System Performance category. These measures include the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel time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

The CA-MPO has reviewed the state targets and the predicted trends for the MPO area and adopted the state targets for Fiscal Year 2023 (table 4).

Table 4: PM3 Targets for MPO and Virginia in 2023

Performance Measure	Scope	CA-MPO 2023 Baseline	Adopted 4-year Targets
% Person-miles traveled that are reliable	Interstate	100%	85%
% Person-miles traveled that are reliable	NHS (Non-Interstate)	90.70%	88.00%
Truck travel time reliability index	NHS (All)	1.15	1.64

CA-MPO Interstates and National Highway System Roadways



DRPT Adopted Measures

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

- A Tier I agency operates rail OR has 101 vehicles or more on 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.

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) programs federal transportation funds for Charlottesville Area Transit (CAT). CAT is a Tier II agency participating in the DRPT’s sponsored group PTASP Plan.

The CA-MPO has adopted the Tier II [Public Transportation Agency Safety Plan \(PTASP\)](#) for Small Public Transportation Providers by reference. The goals, performance measures, and targets outlined in the most recent Commonwealth of Virginia Tier II PTASP, revised October 2023, have been incorporated into the MPO’s planning and programming process. Specific safety targets from the Tier II Group PTASP are presented in the table below.

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

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

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 CA-MPO Long Range Transportation Plan (LRTP 2050). The LRTP 2050 plan was developed with MAP-21 and FAST Act guidance and includes performance measures aligned with the federal requirements. [These goals are set out in Chapter 1 of the 2050 Long Range Transportation Plan](#), and listed below.

The 2021 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), further reauthorized and expanded federal surface transportation funding programs, increasing formula funding and expanding eligibility for programs such as Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Block Grant (STBG), and Better Utilizing Investments to Leverage Development (BUILD previously known as RAISE).

LRTP 2050 Goals and Objectives:

Goals

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

Objectives

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

- **Goal 1:** Safety - Improve the safety of the transportation system for all users.
 - » *Objective 1: Reduce the frequency of serious injuries and fatal crashes.*
 - » *Objective 2: Improve comfort and safety for users of the multimodal system.*
- **Goal 2:** Multi-Modal Accessibility - Improve access through greater availability of mode choices that are affordable and efficient.
 - » *Objective 1: Increase mode choice for all users.*
- **Goal 3:** Land Use - Connect community destinations in a manner that aligns with growth management priorities.
 - » *Objective 1: Provide multimodal infrastructure in designated growth areas, mixed-use areas, and near community resources.*
 - » *Objective 2: Fill connectivity gaps in the multimodal network.*
- **Goal 4:** Environment - Reduce the negative environmental impacts of the transportation system.

» *Objective 1: Minimize impacts of the transportation system on the natural and built environment.*

» *Objective 2: Integrate sustainable infrastructure practices into project design.*

- **Goal 5: Efficiency and Economic Development** - Efficiently and reliably move people and goods through the multimodal transportation system.

» *Objective 1: Improve roadway and transit system efficiency through operational improvements.*

» *Objective 2: Increase system capacity at identified bottlenecks.*

» *Objective 3: Maintain the existing system in a state of good repair.*

TIP Project Identifications:

Projects are implemented into a Transportation Improvement Program (TIP) through a multi-year, collaborative process where MPOs, state DOTs, and local agencies identify needs, secure funding, and ensure projects align with long-range plans. Projects must be fiscally constrained, be posted for public comment, and receive formal Policy Board approval.

- **Project Identification & Selection:** Projects originate from studies that address specific needs (e.g., congestion, safety). Studies are collaborative with local, regional, and state planners, engineers, and other staff. Projects are selected for varying funding sources through competitive and/or formula allocation processes.
- **Fiscal Constraint:** The TIP must demonstrate that it is financially feasible, meaning proposed project costs do not exceed available, anticipated funding over the four-year period.
- **Planning Alignment:** Projects must be consistent with a Transportation Plan (MTP, LRTP, etc.) and contribute to regional performance measures, such as air quality, safety, and infrastructure condition.
- **Public Involvement & Approval:** Draft TIPs undergo a minimum 30-day public comment period and a public hearing before final adoption by the MPO.
- **Federal Review:** Once approved locally, the TIP is submitted to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval, which is required to unlock federal funding for project phases like design, right-of-way, and construction.
- **Amendments:** Projects can be added, deleted, or changed after adoption through a formal amendment process.

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 (SYIP). 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. Additional information and guidance is available on [VDOT's Six-Year Improvement Program User's Guide](#). 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.

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

**TABLE C: CA-MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR**

Highway Projects
FFY 2027 - 2030

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		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
<i>Federal</i>										
HIP/F	\$606,068	\$606,068	\$0	\$0	\$0	\$0	\$0	\$0	\$606,068	\$606,068
HSIP	\$3,697	\$3,697	\$0	\$0	\$0	\$0	\$0	\$0	\$3,697	\$3,697
NHS/NHPP	(\$4,534,195)	(\$4,534,195)	\$0	\$0	\$0	\$0	\$3,809,027	\$3,809,027	(\$725,168)	(\$725,168)
STP/STBG	\$2,629,426	\$2,629,426	(\$3,718,642)	(\$3,718,642)	\$0	\$0	\$0	\$0	(\$1,089,216)	(\$1,089,216)
TAP	\$206,122	\$206,122	\$0	\$0	\$0	\$0	\$0	\$0	\$206,122	\$206,122
Subtotal -- Federal	(\$1,088,882)	(\$1,088,882)	(\$3,718,642)	(\$3,718,642)	\$0	\$0	\$3,809,027	\$3,809,027	(\$998,497)	(\$998,497)
<i>Other</i>										
Non-Federal	\$33,236,944	\$33,236,944	\$0	\$0	\$0	\$0	\$0	\$0	\$33,236,944	\$33,236,944
State Match	(\$2,575)	(\$2,575)	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,575)	(\$2,575)
Subtotal -- Other	\$33,234,369	\$33,234,369	\$0	\$0	\$0	\$0	\$0	\$0	\$33,234,369	\$33,234,369
Total	\$32,145,487	\$32,145,487	(\$3,718,642)	(\$3,718,642)	\$0	\$0	\$3,809,027	\$3,809,027	\$32,235,872	\$32,235,872
<i>Federal -- ACC (1)</i>										
NHS/NHPP	\$0	\$0	\$328,314	\$328,314	\$304,246	\$304,246	\$268,159	\$268,159	\$900,719	\$900,719
Subtotal -- Federal - ACC (1)	\$0	\$0	\$328,314	\$328,314	\$304,246	\$304,246	\$268,159	\$268,159	\$900,719	\$900,719
<i>Statewide and/or Multiple MPO - Federal (3)</i>										
CMAQ (2)	\$9,852,982	\$9,852,982	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$14,845,207	\$14,845,207
Subtotal -- Statewide and or Multiple MPO - Federal (3)	\$9,852,982	\$9,852,982	\$4,992,225	\$4,992,225	\$0	\$0	\$0	\$0	\$14,845,207	\$14,845,207
<i>Maintenance - Federal (4)</i>										
NHS/NHPP	\$11,927,336	\$11,927,336	\$8,904,000	\$8,904,000	\$8,919,000	\$8,919,000	\$8,957,000	\$8,957,000	\$38,707,336	\$38,707,336
STP/STBG	\$9,842,000	\$9,842,000	\$9,882,000	\$9,882,000	\$9,908,000	\$9,908,000	\$9,975,000	\$9,975,000	\$39,607,000	\$39,607,000
Subtotal -- Maintenance Federal (4)	\$21,769,336	\$21,769,336	\$18,786,000	\$18,786,000	\$18,827,000	\$18,827,000	\$18,932,000	\$18,932,000	\$78,314,336	\$78,314,336

- (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

VDOT Projects

Primary Projects

UPC NO	77383	SCOPE	Reconstruction W / Added Capacity				
SYSTEM	Primary	JURISDICTION	ALBEMARLE COUNTY	OVERSIGHT	NFO		
PROJECT	RTE 29 - WIDENING & CORRIDOR IMPROVEMENTS			ADMIN BY	VDOT		
DESCRIPTION	FROM: ROUTE 643 (POLO GROUNDS ROAD) TO: ROUTE 1719 (TOWN CENTER DRIVE) (1.8300 MI)						
PROGRAM NOTE	All funds obligated on current allocations/estimate.						
MPO NOTE							
ROUTE/STREET	0029			TOTAL COST		\$50,235,940	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
			\$0	\$0	\$0	\$0	\$0

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							
MPO NOTE							
ROUTE/STREET	SEMNOLE TRAIL (0029)			TOTAL COST		\$66,463,579	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
PE	Federal - NHS/NHPP		\$0	(2,212,467.00)	\$0	\$0	\$0
RW	Federal - NHS/NHPP		\$0	(3,529,799.00)	\$0	\$0	\$0
	Federal - STP/STBG		\$0	\$447,093	\$0	\$0	\$0
	Other		\$0	\$6,109,471	\$0	\$0	\$0
RAW TOTAL			\$0	\$3,026,765	\$0	\$0	\$0
CN	Federal - MISC		\$0	(53,077.00)	\$0	\$0	\$0
	Federal - NHS/NHPP		(2,575.00)	\$1,069,469	\$0	\$0	\$0
	Other		\$0	\$3,728,091	\$0	\$0	\$0
CN TOTAL			(2,575.00)	\$4,744,483	\$0	\$0	\$0

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						
MPO NOTE						
ROUTE/STREET	9999			TOTAL COST		\$4,485,777
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	\$0	\$0	\$328,314	\$304,246	\$268,159
	Federal - NHS/NHPP	\$0	\$138,602	\$0	\$0	\$0
PE TOTAL		\$0	\$138,602	\$328,314	\$304,246	\$268,159
PE AC	Federal - AC	\$0	\$2,255,444	\$0	\$0	\$0

UPC NO	75878	SCOPE	Bridge Replacement W/O Added Capacity			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	FO	
PROJECT	#SGR19LB - RT 20 - BRIDGE REPLACEMENT			ADMIN BY	Locally	
DESCRIPTION	FROM: GARRETT STREET/LEVY AVENUE (0.173 mi south of Water Street) TO: EAST MARKET STREET (0.095 north of Water Street) (0.2680 MI)					
PROGRAM NOTE						
MPO NOTE						
ROUTE/STREET	9TH STREET NE (0020)			TOTAL COST		\$38,078,180
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Other	\$0	\$93,749	\$0	\$0	\$0
RW	Federal - STP/STBG	\$0	(249,678.00)	\$0	\$0	\$0
CN	Other	\$0	\$23,305,633	\$0	\$0	\$0

Miscellaneous Projects

UPC NO	T29917	SCOPE	Other				
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO		
PROJECT	TRANSFORMING RAIL IN VIRGINIA / VPRA			ADMIN BY	VPRA		
DESCRIPTION	FROM: DC Rte 47, and Rte 51 TO: Newport News, Richmond						
PROGRAM NOTE	Child UPC of Parent UPC 124309 All funds obligated based on current allocations/estimate.						
MPO NOTE							
ROUTE/STREET	9999			TOTAL COST		\$117,574,889	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	120532	SCOPE	Other				
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO		
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION			ADMIN BY	VPRA		
DESCRIPTION	FROM: Western Rail Initiative: Rte 46 DC TO: Roanoke						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.						
MPO NOTE							
ROUTE/STREET	NA (9999)			TOTAL COST		\$257,200,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$0	\$0	\$0	\$0	\$0	

UPC NO	124309	SCOPE	Other				
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO		
PROJECT	Transforming Rail in Virginia - VRE Operations Costs / VPRA			ADMIN BY	VPRA		
DESCRIPTION	FROM: DC Rte 46 and Rte 50 TO: Roanoke, Newport News, Norfolk and Richmond						
PROGRAM NOTE							
MPO NOTE							
ROUTE/STREET	9999			TOTAL COST		\$42,750,000	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30	
		\$3,711,302	\$9,852,982	\$4,992,225	\$0	\$0	

Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
MPO NOTE						
ROUTE/STREET					TOTAL COST	\$48,372,479
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		\$0	\$0	\$0	\$0	\$0

GROUPING		Construction : Safety/ITS/Operational Improvements				
MPO NOTE						
ROUTE/STREET					TOTAL COST	\$319,876,853
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	\$0	\$0	\$0	\$0	\$3,809,027
RW	Federal - STP/STBG	\$0	\$2,006,088	\$0	\$0	\$0
CN	Federal - HSIP	\$0	\$3,697	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$0	(3,718,642.00)	\$0	\$0
CN TOTAL		\$0	\$3,697	(3,718,642.00)	\$0	\$0

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional				
MPO NOTE						
ROUTE/STREET					TOTAL COST	\$15,068,816
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - TAP/F	\$0	\$77,593	\$0	\$0	\$0
CN	Federal - HIP/F	\$0	\$606,068	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$479,000	\$0	\$0	\$0
	Federal - TAP/F	\$0	\$128,529	\$0	\$0	\$0
CN TOTAL		\$0	\$1,213,597	\$0	\$0	\$0

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
MPO NOTE						
ROUTE/STREET						
					TOTAL COST	\$66,168,336
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP		\$0	\$8,303,000	\$8,324,000	\$8,338,000
	Federal - STP/STBG		\$0	\$7,418,000	\$7,437,000	\$7,449,000
PE TOTAL			\$0	\$15,721,000	\$15,761,000	\$15,787,000
CN	Federal - NHS/NHPP		\$0	\$3,045,336	\$0	\$0

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
MPO NOTE						
ROUTE/STREET						
					TOTAL COST	\$10,619,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP		\$0	\$579,000	\$580,000	\$581,000
	Federal - STP/STBG		\$0	\$2,044,000	\$2,064,000	\$2,077,000
PE TOTAL			\$0	\$2,623,000	\$2,644,000	\$2,658,000

GROUPING		Maintenance : Traffic and Safety Operations				
MPO NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET						
					TOTAL COST	\$1,527,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - STP/STBG		\$0	\$380,000	\$381,000	\$382,000

Transit and Passenger Rail Summary

Funding programmed for FFY 2027–FFY 2030 supports transit and mobility services within the CA-MPO. Charlottesville Area Transit funding includes FTA Sections 5307 and 5339 formula funds, along with State, Local, and Revenue Sources, to support ongoing operations, capital improvements, and fleet investments consistent with the agency’s FY2024 Transit Strategic Plan (TSP). The Thomas Jefferson Planning District Commission includes FTA Section 5310 funding, supplemented by state and local match, to continue implementation of its Mobility Management program, including the one-call/one-click ride referral and information center serving seniors and individuals with disabilities across the region.

MPO	FFY-2027	FFY-2028	FFY-2029	FFY-2030	Total FFY 2027-FFY2030
CA-MPO					
Charlottesville Area Transit					
FTA 5307	\$ 3,998	\$ 4,047	\$ 4,165	\$ 4,172	\$ 16,382
FTA 5339	\$ 6,184	\$ 6,904	\$ 11,729	\$ 25,477	\$ 50,294
Local	\$ 6,196	\$ 8,804	\$ 10,560	\$ 7,077	\$ 32,637
Revenue	\$ 118	\$ 117	\$ 121	\$ 121	\$ 477
State	\$ 7,986	\$ 11,589	\$ 10,945	\$ 14,125	\$ 44,645
Total	\$ 24,482	\$ 31,461	\$ 37,520	\$ 50,972	\$ 144,435
Thomas Jefferson Planning District Commission					
FTA 5310	\$ 181	\$ 189	\$ 195	\$ 201	\$ 766
Local	\$ 10	\$ 10	\$ 10	\$ 11	\$ 41
State	\$ 38	\$ 39	\$ 41	\$ 42	\$ 160
Total	\$ 229	\$ 238	\$ 246	\$ 254	\$ 967
Total	\$ 24,711	\$ 31,699	\$ 37,766	\$ 51,226	\$ 145,402

Notes:

Transit Projects

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT0001	Operating Assistance	FTA 5307	\$ 3,998	\$ 4,047	\$ 4,165	\$ 4,172	\$ 16,382
		Local	\$ 5,710	\$ 5,396	\$ 5,553	\$ 5,563	\$ 22,222
		Revenue	\$ 118	\$ 117	\$ 121	\$ 121	\$ 477
		State	\$ 2,925	\$ 3,158	\$ 3,250	\$ 3,256	\$ 12,589
		MPO Notes:					
CAT0001 Total			\$ 12,751	\$ 12,718	\$ 13,089	\$ 13,112	\$ 51,670

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT1001	Revenue Vehicles- Expansion	FTA 5339	\$ 388	\$ 1,392	\$ 827	\$ -	\$ 2,607
		Local	\$ 111	\$ 199	\$ 118	\$ -	\$ 428
		State	\$ 1,884	\$ 3,380	\$ 2,009	\$ -	\$ 7,273
		MPO Notes:					
CAT1001 Total			\$ 2,383	\$ 4,971	\$ 2,954	\$ -	\$ 10,308

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT2001	Revenue Vehicles- Expansion	FTA 5339	\$ -	\$ 1,608	\$ 1,492	\$ 2,465	\$ 5,565
		Local	\$ -	\$ 2,998	\$ 213	\$ 352	\$ 3,563
		State	\$ -	\$ 3,905	\$ 3,623	\$ 5,986	\$ 13,514
		MPO Notes:					
CAT2001 Total			\$ -	\$ 8,511	\$ 5,328	\$ 8,803	\$ 22,642

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT3001	Passenger Amenities	FTA 5339	\$ 78	\$ 124	\$ 80	\$ 87	\$ 369
		Local	\$ 11	\$ 18	\$ 11	\$ 12	\$ 52
		State	\$ 190	\$ 303	\$ 194	\$ 211	\$ 898
		MPO Notes:					
CAT3001 Total			\$ 279	\$ 445	\$ 285	\$ 310	\$ 1,319

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT4001	Rehab/Renovation of Maintenance Facility	FTA 5339	\$ 5,328	\$ 3,741	\$ 9,329	\$ 22,886	\$ 41,284
		Local	\$ 308	\$ 187	\$ 4,664	\$ 1,144	\$ 6,303
		State	\$ 2,069	\$ 748	\$ 1,866	\$ 4,577	\$ 9,260
		MPO Notes:					
CAT4001 Total			\$ 7,705	\$ 4,676	\$ 15,859	\$ 28,607	\$ 56,847

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT5001	Support Vehicles- Replacement	FTA 5339	\$ 36	\$ 36	\$ -	\$ 39	\$ 111
		Local	\$ 5	\$ 5	\$ -	\$ 6	\$ 16
		State	\$ 88	\$ 88	\$ -	\$ 95	\$ 271
		MPO Notes:					
CAT5001 Total			\$ 129	\$ 129	\$ -	\$ 140	\$ 398

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT6001	Equipment and Hardware	FTA 5339	\$ 249	\$ 3	\$ 1	\$ -	\$ 253
		Local	\$ 36	\$ 1	\$ 1	\$ -	\$ 38
		State	\$ 605	\$ 7	\$ 3	\$ -	\$ 615
		MPO Notes:					
CAT6001 Total			\$ 890	\$ 11	\$ 5	\$ -	\$ 906

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
CAT6002	Equipment: Shop Related	FTA 5339	\$ 105	\$ -	\$ -	\$ -	\$ 105
		Local	\$ 15	\$ -	\$ -	\$ -	\$ 15
		State	\$ 225	\$ -	\$ -	\$ -	\$ 225
		MPO Notes:					
CAT6002 Total			\$ 345	\$ -	\$ -	\$ -	\$ 345

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
TJP0001	Operating Assistance	FTA 5310	\$ 3	\$ 3	\$ 4	\$ 4	\$ 14
		Local	\$ 1	\$ 1	\$ 1	\$ 1	\$ 4
		State	\$ 2	\$ 2	\$ 3	\$ 3	\$ 10
		MPO Notes:					
TJP0001 Total			\$ 6	\$ 6	\$ 8	\$ 8	\$ 28

TIP ID:	Project Title	Funding Source	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total FFY 2027-FFY 2030
TJP9001	Mobility Management	FTA 5310	\$ 178	\$ 186	\$ 191	\$ 197	\$ 752
		Local	\$ 9	\$ 9	\$ 9	\$ 10	\$ 37
		State	\$ 36	\$ 37	\$ 38	\$ 39	\$ 150
		MPO Notes:					
TJP9001 Total			\$ 223	\$ 232	\$ 238	\$ 246	\$ 939

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Appendix A

Projects by Grouping

Charlottesville MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	127676	Albemarle County #SGR26VB-RTE 64-FED IDS 562-563-BR REHAB FROM: 0.03 MILES WEST OF MOORES CREEK TO: 0.03 MILES EAST OF MOORES CREEK (0.7000 MI)	I-64 (0064)	\$10,208,902
Miscellaneous	T19276	Culpeper District-wide BRIDGE REHABILITATION/REPLACEMENT	0000	\$0
Primary	127680	Albemarle County #SGR26VB-RTE 29-FED IDS 475-BR REHAB FROM: 0.02 MILES NORTH BARRACKS ROAD TO: 0.02 MILES SOUTH BARRACKS ROAD (0.5000 MI)	MONOCAN TRAIL (0029)	\$4,929,209
Primary	127682	Albemarle County #SGR26VB-RTE 29-FED IDS 481-BR REHAB FROM: 0.03 MILES SOUTH NORTH FORK RIVANNA TO: 0.03 MILES NORTH NORTH FORK RIVANNA (0.7000 MI)	SEMINOLE TRAIL (0029)	\$3,450,937
Secondary	110000	Albemarle County #SGR18VB - RT 641 FRAYS MILL RD STR 709 OVER MARSH RUN FROM: 0.03 MI. FROM RTE. 743 TO: 2.37 MI. TO RTE. 606 (0.0050 MI)	FRAY'S MILL ROAD (0641)	\$2,076,920
Secondary	111776	Albemarle County #SGR18VB - RT 601 SUPERSTRUCTURE REPLACE. STR. 6261 FROM: 0.047 MI. W. RTE. 29/250 BYPASS TO: 0.047 MI. E, RTE. 29/250 BYPASS (0.0880 MI)	OLD IVY ROAD (0601)	\$6,071,926
Secondary	127678	Albemarle County #SGR26VB-RTE 649-FED ID 716-FULL REPL FROM: 0.10 MILES SOUTH OF N.S. RAILWAY TO: 0.10 MILES NORTH OF N.S. RAILWAY (0.2500 MI)	PROFFIT ROAD (0649)	\$16,953,609
Secondary	111378	Albemarle County #SGR18VB - RT 708 RED HILL RD STRUCT 792 OVER N.F. HARDWARE FROM: 0.022 MI. E. of North Fork Hardware River TO: 0.113 Mi. W. of Norht Fork Hardware River (0.0870 MI)	RED HILL ROAD (0708)	\$4,680,976
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				\$48,372,479

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119333	Albemarle County #I64CIP - CMS CULPEPER DISTRICT FROM: Ext 112 TO: Ext 128 (6.5900 MI)	0064	\$1,126,861
Interstate	119445	Statewide #I64 CIP - CULPEPER DISTRICT SSP FROM: Various TO: Various	0064	\$70,633
Interstate	123314	Statewide Incident Detour Plans - Statewide (Richmond & Culpeper) FROM: Various TO: Various	0064	\$146,561
Interstate	118193	Statewide #I95CIP SSP RICHMOND DISTRICT FY23-26 FROM: I95 Various TO: I-95 Various	0095	\$0

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119154	Statewide	0095 #I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE FROM: Various TO: Various		\$455,240
Interstate	119155	Statewide	0095 #I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT FROM: various TO: various		\$0
Interstate	111892	Statewide	9999 #ITTF - ATMS - PHASE 1, 2, 3, 4 FROM: Various TO: Various		\$0
Interstate	115854	Statewide	9999 #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: n/a TO: n/a		\$0
Interstate	119199	Statewide	9999 #ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE FROM: Various TO: Various		\$500,000
Interstate	119332	Statewide	9999 #ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING FROM: Various TO: Various		\$300,000
Interstate	121564	Statewide	9999 #ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY FROM: Various TO: Various		\$0
Interstate	121667	Statewide	9999 #ITTF23 RM3P DEP Data Services FROM: Various TO: Various		\$0
Interstate	121670	Statewide	9999 #ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY FROM: VARIOUS TO: VARIOUS		\$500,000
Interstate	122048	Statewide	VARIOUS (9999) #ITTF23 - RM3P SYSTEM MONITORING & ENHANCEMENTS FROM: various TO: various		\$500,000
Miscellaneous	T19275	Culpeper District-wide	0000 CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		\$0
Miscellaneous	116006	Culpeper District-wide	9999 District-wide Curve Delineation Installations FROM: VARIOUS TO: VARIOUS		\$3,294,008
Miscellaneous	126417	Culpeper District-wide	VARIOUS (9999) PROGRAM UPC CULPEPER RUMBLE STRIPS FROM: VARIOUS TO: VARIOUS		\$0
Miscellaneous	121643	Statewide	9999 #ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT FROM: Various TO: Various		\$1,000,000
Primary	111733	Albemarle County	STONY POINT ROAD (0020) #SMART18 - ROUTE 20/649 INTERSECTION IMPROVEMENT FROM: 0.119 MILE SOUTH OF RT. 649 TO: 0.058 MILE NORTH OF RT. 649 (0.3600 MI)		\$4,207,346

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	118875	Albemarle County	SCOTTSVILLE ROAD (0020) #SMART22 - RTE. 20/53 INTERSECTION IMPROVEMENTS FROM: .025 MILES S. RTE 53 TO: 0.10 MILES N. RTE 53 (0.3500 MI)		\$14,025,982
Primary	111813	Albemarle County	ROUTE 29 (0029) #SMART18 - NB US 29 exit ramp to Fontaine Avenue FROM: .208 Miles South of Fontaine Ave TO: .057 Miles South of Fontaine Ave (0.3500 MI)		\$2,621,469
Primary	118868	Albemarle County	RTE. 29 BYPASS (0029) #SMART22 - US 29 AND FONTAINE AVE INTERCHANGE IMPROVEMENTS FROM: S. FONTAINE INTERCHANGE RAMP TO: N. FONTAINE INTERCHANGE RAMP (0.7000 MI)		\$17,824,764
Primary	118871	Albemarle County	SEMINOLE TRAIL (0029) #SMART22 - RTE 29 SHARED USE PATH FROM: 0.008 Mi. S. CARRSBROOK DR. TO: 0.021 Mi. N. SEMINOLE LANE (0.5000 MI)		\$4,668,693
Primary	127249	Albemarle County	VARIOUS (0029) ALBEMARLE COUNTY SIGNAL TIMING FROM: ANGUS RD. TO: AIRPORT RD		\$394,860
Primary	118880	Multi-jurisdictional: Charlottesville MPO	SEMINOLE TRAIL (0029) #SMART22 - HYDRAULIC ROAD AND RTE. 29 FROM: ANGUS ROAD TO: 0.24 MI North of HYDRAULIC ROAD (0.5300 MI)		\$29,518,719
Primary	111729	Albemarle County	IVY ROAD (0250) ROUTE 250 / 240 / 680 ROUNDABOUT FROM: 0.161 MILES EAST INT RTE. 250 TO: 0.114 MILES WEST INT RTE. 240 (0.0400 MI)		\$6,933,435
Primary	111814	Albemarle County	RICHMOND ROAD (0250) #SMART18 - EXIT 124 (INTERSTATE 64) FROM: 0.337 MILE WEST OF I-64 WB TO: 0.321 MILE EAST OF I-64 WB (0.3400 MI)		\$18,102,653
Primary	115477	Albemarle County	RICHMOND ROAD (0250) #SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)		\$0
Primary	118879	Albemarle County	RICHMOND ROAD (0250) #SMART22 - RTE 250 EAST CORRIDOR IMPROVEMENTS FROM: STONEY POINT ROAD TO: ROLKIN ROAD		\$0
Primary	123044	Albemarle County	RICHMOND ROAD (0250) #SMART20/22 - RTE. 250 & RTE. 20 INT & CORRIDOR IMPROVEMENTS FROM: 0.165 Miles West of Route 20 TO: 0.596 Miles East of Route 20 (0.6200 MI)		\$21,202,916
Primary	127836	Albemarle County	RICHMOND ROAD (0250) #SMART26 RT250 ROLKIN TO PETER JEFF-SW/P&R/THRUCUT FROM: INT. ROUTE 1779 ROLKIN ROAD TO: 0.10 MI. E. INT. ROUTE 1140 (0.7400 MI)		\$36,406,798
Primary	100548	Charlottesville	MCINTIRE ROAD BUSINESS (0250) Construct Multi-Use Path along McIntire Rd FROM: Route 250 Bypass TO: Harris Street		\$295,161
Primary	116007	Culpeper District-wide	SEMINOLE TRAIL (9999) District-wide Pedestrian Crossings Installations FROM: VARIOUS TO: VARIOUS		\$537,271
Primary	122878	Culpeper District-wide	VARIOUS (9999) INT. CONFLICT WARNING SYSTEMS & ADVANCED ACTUATED FLASHER FROM: VARIOUS TO: VARIOUS		\$1,164,000

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	125380	Culpeper District-wide	9999		\$231,613
		Safety Improvements - Rumble Strips Installation			
		FROM: District-wide TO: District-wide			
Primary	125829	Culpeper District-wide	VARIOUS (9999)		\$873,000
		#ITTF25 - IMPLEMENT ATSPM ON US 29, VA 3, & US 250			
		FROM: VARIOUS TO: VARIOUS			
Primary	127004	Statewide	VARIOUS (9999)		\$350,000
		#ITTF25 - STATEWIDE SIDEWALK AND CROSSWALK MANAGEMENT TOOL			
		FROM: VARIOUS TO: VARIOUS			
Primary	128354	Statewide	9999		\$0
		Modernizing Oper. for VA's Evacuation Resilience (MOVER)			
Secondary	118878	Albemarle County	5TH STREET EXTENDED (0631)		\$9,455,021
		#SMART22 - OLD LYNCHBURG RD/5TH ST EXT. INT IMPROVEMENTS			
		FROM: 0.102 MI WEST OF OLD LYNCHBURG RD. RTE. 780 TO: 0.102 MI EAST OF OLD LYNCHBURG RD. RTE. 780 (0.5000 MI)			
Secondary	118876	Albemarle County	RIO ROAD (0631)		\$12,921,237
		#SMART22 - RIO ROAD & JOHN WARNER PARKWAY ROUNDABOUT			
		FROM: 0.087 MI SOUTH OF JOHN WARNER PARKWAY TO: 0.059 MI NORTH OF RTE. 1920			
Secondary	123901	Albemarle County	RIO ROAD EAST (0631)		\$4,302,906
		#SMART24 RTE 631 RIO RD & BELVEDERE BLVD GREEN-T			
		FROM: 0.052 MI SOUTH OF RT.1920 TO: 0.059 MI NORTH OF RT. 1920 (0.1950 MI)			
Secondary	125378	Culpeper District-wide	9999		\$3,809,552
		Safety Improvements - Roadway Signage Installations			
		FROM: District-wide TO: District-wide			
Secondary	125379	Culpeper District-wide	9999		\$5,359,507
		Safety Improvements - Pavement Marking/Marker Installations			
		FROM: District-wide TO: District-wide			
Secondary	124021	Multi-jurisdictional: Charlottesville MPO	HYDRAULIC ROAD (0743)		\$21,725,800
		#SMART24 RTE 743 HYDRAULIC/DISTRICT AVE ROUNDABOUT			
		FROM: 0.10 MI. W. INT. DISTRICT AVENUE TO: 0.10 MI. E. INT. DISTRICT AVENUE (0.2000 MI)			
Urban	122879	Albemarle County	ROCKFISH GAP TURNPIKE (0250)		\$788,000
		SIGNAL REBUILD AT ROUTES 250/240/635			
		FROM: ROUTES 250/240/635 TO: ROUTES 250/240/635			
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0250)		\$18,035,821
		#HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS			
		FROM: 0.15 mile s south of Route 250 Bus TO: 0.72 mile south of Route 250 (0.3600 MI)			
Urban	109551	Charlottesville	EMMET ST. N. (0029)		\$22,992,504
		#HB2.FY17 EMMET STREET CORRIDOR STREETSCAPE & INTERSECTIONS			
		FROM: 0.046 mile south of Ivy Road on Emmet Street TO: ARLINGTON BOULEVARD (0.5500 MI)			
Urban	111796	Charlottesville	EMMET STREET (0029)		\$9,136,604
		#SMART18 - BARRACKS RD @ EMMET ST INTERSECTION			
		FROM: 0.06 MI S OF INT. BARRACKS ROAD TO: 0.08 MI N OF INT. BARRACKS ROAD (0.0900 MI)			
Urban	109484	Charlottesville	FONTAINE AVENUE (0029)		\$23,555,721
		#HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS			
		FROM: 0.03 mi west of Westerly Avenue TO: JEFFERSON PARK AVENUE (0.4300 MI)			

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	113916	Charlottesville	GRADY AVENUE (0250)		\$827,235
			10TH & GRADY AVENUE BIKE PED		
			FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)		
Urban	113861	Charlottesville	MADISON AVENUE (9999)		\$493,243
			WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL		
			FROM: MADISON AVENUE TO: PARKING LOT (0.0600 MI)		
Urban	113917	Charlottesville	MONTICELLO AVENUE (3402)		\$1,304,308
			PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND		
			FROM: 0.028 mi west of 2nd St SE TO: 0.022 mi east of 2nd St SE (0.0500 MI)		
Urban	113918	Charlottesville	PRESTON AVENUE (0250)		\$656,526
			PEDESTRIAN IMPROVEMENTS AT PRESTON AVE/HARRIS ST		
			FROM: 0.02 MI EAST OF HARRIS STREET TO: 0.02MI WEST OF HARRIS STREET (0.0400 MI)		
Urban	124020	Multi-jurisdictional: Charlottesville MPO	AVON STREET (3407)		\$17,260,885
			#SMART24 AVON STREET MULTIMODAL IMP- AVON TO DRUID		
			FROM: ROUTE 1101 TO: DRUID AVENUE (0.4700 MI)		
Construction : Safety/ITS/Operational Improvements Total					\$319,876,853

Construction : Transportation Alternatives/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	125741	Charlottesville	9999		\$0
			CHARLOTTESVILLE SRTS-NI PROGRAM		
			FROM: VARIOUS TO: VARIOUS		
Enhancement	111393	Charlottesville	EN17		\$655,385
			Rugby Avenue Shared Use Path		
			FROM: West McIntire Park TO: Westwood Road		
Enhancement	121656	Charlottesville	EN22		\$0
			CITY OF CHARLOTTESVILLE SRTS COORDINATOR/PROGRAM DEVELOPMENT		
			FROM: VARIOUS TO: VARIOUS		
Miscellaneous	T19273	Culpeper District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAYS/OTHER NON-TRADITIONAL		
Miscellaneous	126863	Albemarle County	1215 SEMINOLE TRAIL (0029)		\$1,027,235
			US-29-E AT GREENBRIER DR EV CHARGING STATION INSTALLATION		
			FROM: 1215 Seminole Trail TO: 1215 Seminole Trail		
Secondary	118870	Multi-jurisdictional: Charlottesville MPO	5TH STREET (0631)		\$10,185,958
			#SMART22 - FIFTH STREET HUB AND TRAILS		
			FROM: 0.043 MI W. OF CHARLOTTESVILLE/ALBEMARLE BORDER TO: 0.223MI E. OF CHARLOTTESVILLE/ALBEMARLE BORDER (0.5600 MI)		
Urban	113592	Charlottesville	MEADOW CREEK VALLEY TRAIL (9999)		\$3,200,238
			MEADOW CREEK VALLEY TRAIL		
			FROM: GREENBRIER DRIVE TO: BRANDYWINE DRIVE		
Construction : Transportation Alternatives/Byway/Non-Traditional Total					\$15,068,816

Charlottesville MPO

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14710	Culpeper District-wide	0000		\$66,168,336
			STIP-MN Culpeper: Preventive MN and System Preservation		

Maintenance : Preventive Maintenance and System Preservation Total \$66,168,336

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14709	Culpeper District-wide	0000		\$10,619,000
			STIP-MN Culpeper: Preventive MN for Bridges		

Maintenance : Preventive Maintenance for Bridges Total \$10,619,000

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14708	Culpeper District-wide	0000		\$1,527,000
			STIP-MN Culpeper: Traffic and Safety Operations		

Maintenance : Traffic and Safety Operations Total \$1,527,000

Charlottesville MPO Total \$461,632,484

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 which is a Tier II agency participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Virginia Group Tier II Transit Asset Management Plan](#) 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	2022 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	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MB - Minibus	20%
	BR - Over-the-Road Bus	15%
	VN – Van	20%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	AO – Non-Revenue/Service Automobile	30%
	TX – Non-Revenue Trucks and other Rubber Tire Vehicles	30%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative/Maintenance Facilities	10%
	Maintenance Facilities	10%
	Passenger Facilities	15%
	Parking Facilities	10%

Additional information and guidance are available on FTAs Transit Asset Management website:

<https://drpt.virginia.gov/wp-content/uploads/2024/10/tam-plan-2022-update-2.pdf>

FTA TAM planning factsheet:

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

Metropolitan Transportation Planning Process Self-Certification Statement

In accordance with the metropolitan transportation planning requirements set forth in **23 CFR §450.336**, the **Virginia Department of Transportation (VDOT)** and the **Charlottesville–Albemarle Metropolitan Planning Organization (CA-MPO)** hereby certify that the transportation planning process for the Charlottesville Urbanized Area is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of federal laws and regulations.

The transportation planning process is conducted in compliance with the following:

- I. **23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450**, governing the metropolitan transportation planning process;
- II. **Sections 174 and 176(c) and (d) of the Clean Air Act**, as amended (42 U.S.C. 7504 and 7506(c) and (d)), and **40 CFR Part 93**, regarding transportation conformity in nonattainment and maintenance areas;
- III. **Title VI of the Civil Rights Act of 1964**, as amended (42 U.S.C. 2000d-1), and **49 CFR Part 21**, prohibiting discrimination based on race, color, or national origin;
- IV. **49 U.S.C. 5332**, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. **Section 1101(b) of the FAST Act (Pub. L. 114-357)** and **49 CFR Part 26**, regarding the participation of disadvantaged business enterprises (DBEs) in U.S. Department of Transportation funded projects;
- VI. **23 CFR Part 230**, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. **The Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)** and **49 CFR Parts 27, 37, and 38**, regarding nondiscrimination on the basis of disability in programs and activities receiving Federal assistance;
- 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. **23 U.S.C. 324**, prohibiting discrimination based on sex; and
- X. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794)** and **49 CFR Part 27**, prohibiting discrimination against individuals with disabilities.

Charlottesville-Albemarle MPO



Signature

Christine Jacobs

Printed Name

Executive Director

Title

Mar 16, 2026

Date

Virginia Department of Transportation



Sean Nelson (Mar 16, 2026 09:59:56 EDT)

Signature

Sean Nelson

Printed Name

District Engineer

Title

Mar 16, 2026

Date

CA-MPO Transportation Improvement Program (TIP) Revision Procedures

The Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), in cooperation with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT), has agreed upon these procedures for processing revisions to the CA-MPO Transportation Improvement Program (TIP), to help ensure that coordination occurs between all necessary parties so that such revisions may be processed in the most efficient and proper manner. These procedures are in accordance with federal planning regulations (23 CFR 450).

The Charlottesville-Albemarle Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within the metropolitan region, in coordination with significant state and local funds, for the federal fiscal years 2024 through 2027. The TIP is a prioritized listing/program of transportation projects that is developed and formally adopted by the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) as part of the metropolitan transportation planning process.

Definitions

Adjustment (also known as an Administrative Modification)	A minor revision to the adopted TIP that includes minor changes to project costs, funding sources, or phase initiation dates. An adjustment does not require CA-MPO Policy Board approval, public review/comment, or federal approval.
Amendment	A major revision to the adopted TIP that includes adding or deleting a project or a major change to project cost, phase initiation dates, or design concept/scope. An amendment requires CA-MPO Policy Board action, public review/comment by public hearing, and federal approval.
Fiscal Constraint	Fiscal constraint is demonstrated by only including projects and programs for which there is a reasonable expectation of available funding for project implementation.
Project Grouping	Projects that are not considered to be of appropriate scale for individual identification in a given program year may be “grouped” by function, work type, and/or geographic area. Grouping projects allows MPOs and states greater flexibility in managing the TIP and STIP and less administrative adjustments.
Revision	Any change to the adopted TIP, whether an amendment or an adjustment.
Statewide Transportation Improvement Program (STIP)	A federally required, four-year prioritized list of projects that will utilize federal funding.
Transportation Improvement Program (TIP)	A federally required, four-year prioritized list of regionally-significant projects that will utilize federal funding. All TIPs are included in the STIP.

TIP Revision Procedures

The MPO Policy Board and Technical Committee meet every other month in June, August, October, December, February and April. The Technical Committee meets on the first Tuesday of every other month, whereas the MPO Policy Board meets on the fourth Wednesday of every other month.

The CA-MPO staff review and processing window begins when staff receive all relevant information and approval from state agencies. Staff will strive to complete changes within two weeks of receipt. To ensure a timely revision and review process, TIP revision submissions should be provided to CA-MPO staff by the first of the month **in the preceding month of the regularly scheduled CA-MPO Technical Committee meeting**. In instances of the first of the month falling on a weekend, the first regular business day will be utilized. The attached TIP Revision Calendar provides deadlines for CA-MPO staff receipt of relevant information to complete revisions.

A **TIP Revision** is any change to the adopted TIP document. Before identifying a revision path forward, the requester must identify the type of change:

- TIP Adjustment, or
- TIP Amendment

Any addition or deletion of a project requires a TIP amendment. If the requested change is a project or project phase addition or deletion, the revision follows the **Amendment** process. Changes to project cost may be an amendment or adjustment based on the thresholds identified below.

Project Cost Thresholds

Highway-FHWA Project/Phase Cost Thresholds

Approved Total Project Cost in TIP	Estimate Increase Requiring Amendment
Up to \$2,000,000	Greater than 100% requires Amendment
\$2 million to \$10 million	Greater than 50% increase requires Amendment
\$10 million to \$20 million	Greater than 25% increase requires Amendment
\$20 million to \$35 million	Greater than 15% increase requires Amendment
Greater than \$35 million	Greater than 10% increase requires Amendment

Transit-FTA Project/Phase Cost Increase Thresholds

Approved Total Project Cost in TIP	Estimate Increase Requiring Amendment
Up to \$2,000,000	Greater than 100% requires Amendment
\$2 million to \$10 million	Greater than 50% increase requires Amendment
Greater than \$10 million	Greater than 25% increase requires Amendment

Adjustment

A **TIP Adjustment** (or administrative modification) is a minor revision to the adopted TIP that includes minor changes to project costs, funding sources, or phase initiation dates. An adjustment does not require CA-MPO Policy Board approval, public review/comment, or federal approval. The following are examples of items that may be processed as adjustments:

- Minor changes in project/phase costs

- Minor changes to funding sources of previously included projects
- Minor changes to project/phase initiation dates
- Splitting or combining individually listed projects, as long as cost, schedule, and scope remain unchanged
- Technical corrections to grammatical or typographical errors

To process a TIP adjustment, the requester must provide the following information to CA-MPO staff:

- Affected project(s)
- UPC number
- New TIP block, if applicable
- Definitions of any technical terms
- A detailed written description that clearly specifies the requested revision(s)
- If the revision involves a Grouping, the request must also include a description of the specific location(s) affected and the implications.
- **Transit-related revisions:** Per DRPT policy, the sponsoring transit agency is responsible for providing the following attachments as part of a TIP revision request
 - Completing the DRPT STIP Action Form (available in DRPT's WebGrants Platform)
 - Submitting an official request letter with all relevant information to CA-MPO staff. The request letter must include the following statement: "Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project(s) have been confirmed with VDOT and/or coordinated with DRPT."

Once all information is received, CA-MPO staff will complete the following steps:

1. Notify VDOT or DRPT that a TIP adjustment request has been made.
2. Following state agency approval of the change, CA-MPO staff make the appropriate changes to affected projects in the TIP.
3. Once revised, staff will send a letter to VDOT or DRPT and the requestor specifying the changes made to the TIP so that the STIP may be revised accordingly.
4. TIP Adjustments are presented as informational items at CA-MPO Technical Committee and Policy Board.

Amendment

A **TIP Amendment** is a major revision to the adopted TIP that includes adding or deleting a project or a major change to project cost, phase initiation dates, or design concept/scope. An amendment requires CA-MPO Policy Board action, public review/comment by public hearing, and federal approval. The following revisions must be processed as amendments:

- Addition or deletion of a project
- Major changes in project cost
- Major changes in project/phase initiation dates
- Major changes in design concept or design scope

To process a TIP adjustment, the requester must provide the following information to CA-MPO staff:

- Affected project(s)
- UPC number
- New TIP block, if applicable
- Definitions of any technical terms

- A detailed written description that clearly specifies the requested revision(s)
- If the revision involves a Grouping, the request must also include a description of the specific location(s) affected and the implications.
- **Transit-related revisions:** Per DRPT policy, the sponsoring transit agency is responsible for providing the following attachments as part of a TIP revision request
 - Completing the DRPT STIP Action Form (available in DRPT's WebGrants Platform)
 - Submitting an official request letter with all relevant information to CA-MPO staff. The request letter must include the following statement: "Current cost estimates, allocations, obligations, expenditures, and funds available for transfer associated with the affected project(s) have been confirmed with VDOT and/or coordinated with DRPT."

Once all information is received, CA-MPO staff will complete the following steps:

1. Notify VDOT or DRPT that a TIP amendment request has been made.
2. Following state agency approval of the change, CA-MPO staff make the appropriate changes to affected projects in the TIP.
3. CA-MPO staff will post public notice for at least 15 days that a public hearing will be held at the upcoming CA-MPO Policy Board meeting.
4. TIP Amendments are presented for CA-MPO Technical Committee review and recommendation.
5. A public hearing is held for public comment and review at the CA-MPO Policy Board.
6. The CA-MPO Policy Board votes to adopt the Amendment(s) by resolution.
7. Once approved by the CA-MPO Policy Board, staff will send a letter to VDOT or DRPT and the requestor specifying the changes made to the TIP so that the STIP may be revised accordingly.

Blackout Periods

Specific circumstances may prohibit TIP revisions from being processed within the timeframe described in the Procedures section above. Examples of such circumstances include:

- Months during which MPO Tech and/or the Policy Board meetings are canceled, or
- Periods during which the STIP and/or Six-Year Improvement Program (SYIP) are locked in preparation for CTB approval of a new/revised SYIP.

The CA-MPO, VDOT, and DRPT staff will endeavor to provide sufficient advance notice of such circumstances.

CA-MPO Transportation Improvement Program (TIP) FY27 Revision Calendar

JULY

S	M	T	W	T	F	S
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- MPO Policy Board Meeting
- MPO Technical Committee Meeting
- Deadline for Revision Request

Resolution of the Charlottesville-Albemarle MPO Policy Board Adopting the FY2027–FY2030 Transportation Improvement Program

WHEREAS, the U. S. Department of Transportation (DOT) requires that each urbanized area over 50,000 population prepare a Transportation Improvement Program (TIP) for the upcoming three or more years; and

WHEREAS, a Metropolitan Planning Organization (MPO) has been designated for the Charlottesville-Albemarle Urbanized Area; and

WHEREAS, federal regulations require the MPO to develop and adopt a Transportation Improvement Program (TIP) covering at least four years; and

WHEREAS, the FY2027–FY2030 TIP identifies federally funded and regionally significant transportation projects and is financially constrained; and

WHEREAS, the TIP has been developed in cooperation with local jurisdictions, the Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and public transportation providers; and

WHEREAS, public participation has been sought and considered in accordance with the MPO’s Public Participation Plan adopted July 28, 2021; and


WHEREAS, upon adoption, the TIP shall be incorporated into the Statewide Transportation Improvement Program (STIP).

NOW, THEREFORE, BE IT RESOLVED that the Charlottesville-Albemarle MPO approves the FY2027 to FY2030 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the MPO authorizes submission of the TIP to the appropriate state and federal agencies.


Adopted the 22 day of April 2026, by the MPO Policy Board.

ATTESTED:


Ned Gallaway (Apr 23, 2026 18:10:13 EDT)

04/23/26

Ned Gallaway
Chair, Charlottesville-Albemarle
Metropolitan Planning Organization (CA-
MPO)



04/24/26

Christine Jacobs
Executive Director, Thomas Jefferson
Planning District Commission (TJPD)