

Understanding Transportation Improvement: TIP User's Guide

Transportation improvement is a multi-modal process. As such, transportation improvement projects include roadway, bicycle, pedestrian, rail, and transit projects. Project information in the TIP is divided into the project categories described below:

PROJECT CATEGORY	DESCRIPTION
Interstate (Projects labeled I-#)	Interstates are four-to-ten lane highways in Virginia. Interstates connect states and major cities. The projects listed in the Interstate section of the document describe interstate projects in the MPO area.
Primary Roads (Projects labeled P-#)	Primary Roads are two-to-six-lane roads that connect cities and towns with each other and with interstates. The projects listed in the Primary Road section of the document describe projects on Primary Roads in the MPO area.
Urban Roads (Projects labeled U-#)	Urban roads are those that are located in cities, rather than Counties. The projects listed in the Urban Road section of the document describe projects on Urban Roads in the MPO area, nearly all of which are located in the City of Charlottesville.
Secondary Roads (Projects labeled S-#)	There are 47,993 miles of Secondary Roads in the state of Virginia. Secondary roads are local connector or county roads. These generally are numbered 600 and above.
Rail Safety (Projects labeled R-#)	Rail safety projects include safety improvements to railroad crossings (gates, flashing lights, etc.).
Transportation Enhancement (Projects labeled T-#)	Transportation enhancement projects include safety and aesthetic improvements.
Public Transit Projects	Public transportation projects do not have specific project numbers. Public transit projects include Charlottesville Transit Service (CTS) and JAUNT services for which federal funding allocations are planned. The RideShare program budget is state funded and shown for informational purposes. All state and federal transit programs are matched with local government funds.
Operations and Maintenance (Projects labeled _OM-#)	Operations and Maintenance Projects are included in several of the project categories. In the past, operations and maintenance (O & M) budget items were traditionally funded only with state money. In the last couple years VDOT has sought to use federal funds for operations and maintenance purposes. Therefore, it is necessary to show O & M line items in the STIP and TIP. Allocations and corresponding obligations for operational and maintenance activities are distributed based on the nine construction districts across the state. Operational and maintenance expenditures are often reactive based on unpredictable events that necessitate guardrail repairs, sign replacements, pavement repairs, or other maintenance of assets. Because of the reactive and unpredictable nature of these activities, forecasted allocations and obligations have not been broken down further by MPO area. As a result, a project summary (as indicated by UPC number) is included for both the MPO line item and a referenced District-wide line item for O & M activities. District-wide funds that are not used <u>may</u> be eligible for other projects, but will need to stay within the highway system (interstate, primary, urban, or secondary) for which they were originally allocated.

Allocations vs. Obligations

Allocations are funds that are available each year as identified in VDOT's budget and Six Year Plan. Allocation amounts include state funds, federal funds, and local/state matching funds. Allocations, in some cases, are not dependent on project phase and often reflect an accrual of funds necessary to initiate a project phase in the future.

Obligations are commitments by the federal government to reimburse the state for the federal share of a project's eligible costs. Obligations are identified in the STIP/TIP by project and project phase (Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)) and are forecasted across a three-year window.

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One way to look at allocations and obligations is that the allocation is the estimated amount of your overall checking account balance that you anticipate spending, and the obligations are the checks you plan to write to cover costs that you have incurred. The TIP is an obligation document; the Six-Year Plan is an allocation document. The Six-Year Plan outlines allocation amounts for each fiscal year. Once the Six-Year Plan that was effective July 1, 2005 was adopted, FY06 allocations became included in the total previous allocations. This is because the funding for projects occurring in FY06 was no longer a projected estimate (allocation), but was actually in progress and incurring cost (obligation). As a result, FY07 is the next fiscal year for which money can be allocated (i.e. for which estimates can be projected). However, obligations (the federal dollars we plan to spend) can't be determined until the allocations (the money we have in the bank) are determined. In other words, we are already looking forward to FY07 for allocations when the obligations for FY06 are determined. Additionally, since projects occurring in FY06 are continuing to incur costs as they progress, the FY06 obligation amounts are essentially a snapshot in time of the actual costs to date. In general, a project's obligation funding can only be equal to or less than the amount of funding allocated to it.

Project Summary

Detailed project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The detailed information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. Definitions for the numbered terms appear in the corresponding Glossary of Terms table. Project information will continue to appear if funding is still necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). Additionally, projects must be removed from the Six Year Program in order to be removed from the TIP.

1 ROUTE: 0029 **2** PROJECT: RTE 29 (FONTAINE AVENUE) - 3 LANES **3** INFO: **4** PROGRAM/SYSTEM: Urban **5** MPO Area: Charlottesville

UPC NO.: 14643 REPORT NOTE: PE & RW only, accruing funds for CN.

STREET NAME: FONTAINE AVENUE JURISDICTION: Charlottesville EST. PE: 1,112 SCHEDULE: Underway

DESCRIPTION: FROM: 0.116 KILOMETER WEST WCL CHARLOTTESVILLE; TO: JEFFERSON PARK AVENUE EST. RW: 1,412 SCHEDULE: Underway

SCOPE OF WORK: RECONSTRUCTION EST. CN: 0 SCHEDULE: N/A

PROJECT LENGTH: 0.7610 KM PRINCIPAL FUND SOURCE: STP

6 **7** **8** **9** **10**

Fund Sources	Prev. Alloc	REQUIRED ALLOCATIONS (000's)						REQ'D AFTER 2011
		FY2007	FY2008	FY2009	FY2010	FY2011	FY2012	
Formula - Urban	2,831	0	0	0	0	0	0	
Local Project Contributions	58	0	0	0	0	0	0	
Total	2,889	0	0	0	0	0	0	

11 **12**

Fund Sources		OBLIGATIONS (000's)		FY2006	FY2007	FY2008
		Match	Previous			
Federal - STP	PE	222	890	0	0	0
	RW	197	195	771	0	0
	CN	0	0	0	0	0
Other	PE	0	0	0	0	0
	RW	0	0	249	0	0
	CN	0	0	0	0	0
Federal Total	PE	222	890	0	0	0
	RW	197	195	771	0	0
	CN	0	0	0	0	0

13 **14** **15** **16** **17** **18**

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Glossary of Terms

OBJECT	TERM	DEFINITION																										
1	Universal Project Code (UPC)	Number assigned to each project at its conception and remains with the project until completion																										
2	Report Note	Includes notes about the work to be covered by the project																										
3	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 or not there is federal oversight in the construction contracting and management phase of a project.																										
4	Program/System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous																										
5	MPO Area	Indicates the metropolitan planning area in which the project is located																										
6	Principal Fund Source*	<p>The FHWA program which is the primary source of the funding for the project. 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 Door</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 Door
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7	Required Allocations	The allocated funding (in thousands of dollars) for the project over the next six years. Funding allocations are commitments by the State to contribute funding if it is available. Allocation estimates are not guaranteed, and may be changed if funding is not available.																										
8	Project Phase	<p>PE: Preliminary Engineering - Preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections and public hearings will be done. This process can take a few months to several years to complete.</p> <p>RW: Right of Way - Negotiations with property owners take place, payments are made and arrangements with utility companies are finalized, to obtain the land necessary for the project.</p> <p>CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.</p>																										

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OBJECT	TERM	DEFINITION
9	Estimated Cost	The estimated cost (in thousands of dollars) for each phase of the project, and the total estimated cost (TO). The cost estimate reflects 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).
10	Schedule	The current status of each phase of the project. Potential statuses include: complete, underway, and N/A. N/A indicates that the corresponding phase is not included in that project
11	Fund Sources	<u>Formula</u> : indicates allocations that are based on allocation formulas by a system established in Virginia Cod. For example, "Formula - Primary" are allocations that come from the formula for the Culpeper District <i>Primary</i> System <u>Local Project Contributions</u> : indicates non-federal, non-state funding <u>Revenue Sharing</u> : indicates funding derived from revenue sharing
12	Previous Allocations	Identifies total project allocation to a project (in thousands of dollars) in previous years. Funding allocations are commitments by the State to contribute funding if it is available. Allocation estimates are not guaranteed, and may be changed if funding is not available.
13	Obligations	The amount of funding to which is obligated. A funding obligation is the spending authority that a state can spend and be reimbursed in each Federal fiscal year. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement.
14	Match	Most federal fund sources require a match of some sort; most often 80-20 i.e. the federal government reimburses 80% of the total cost. The match is shown in the TIP in the obligations section for informational purposes. The match can come from local, state or other sources.
15	Previous Obligations	The budget (in thousands of dollars) previously obligated to the indicated phase of work by the indicated funding source
16	Current and Future Obligations	The budget (in thousands of dollars) for the indicated phase of work provided by the indicated funding source
17	Required Allocations	Required after 2011 indicates the allocations necessary beyond the current plan to fully fund a project. i.e. Total Estimated Cost - (Previous Allocations + Required Allocation) = Required after 2011
18	Required After 2011	Identifies the additional funding for the project required beyond the current Six-Year Program (FY06 - FY11). Please note there is a glitch in the VDOT Statewide system that incorrectly causes the total Required After 2011 estimate to also appear in the fund source rows in this column.

* All designations except "State" indicate that federal funds are to be used for at least a portion of the project

Additional Project Information

Each project includes additional detail provided by the MPO, the City of Charlottesville, and Albemarle County. This information appears beneath the project's schedule and cost chart, and includes detail describing the project's location, purpose, MPO endorsement status, and environmental review information. Types of Environmental Review include the following:

Environmental Impact Statement (EIS)	An Environmental Impact Statement is prepared for projects where it is known that the action will have a significant effect on the environment
Categorical Exclusions (CE)	Categorical Exclusions are for actions that do not individually or cumulatively have a significant environmental effect. Most CEs require minimum administration review.
Program Categorical Exclusions (PCE)	Program Categorical Exclusions are specifically spelled out actions which are excluded from review and 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 clearly established.
Not Available (NA)	Not available or not undertaken.