

**Charlottesville-Albemarle
Metropolitan Planning Organization**

**Fiscal Year 2012
Transportation Improvement Program**

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SECTION I: A REVIEW OF CHARLOTTSEVILLE-ALBEMARLE AREA TRANSPORTATION PLANNING

Purpose of this Document

The Charlottesville-Albemarle Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within the metropolitan region, in coordination with significant state and local funds for the federal fiscal years 2012 through 2015. It also demonstrates how these projects comply with federal planning regulations. The TIP is a product of the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) in compliance with federal requirements.

The Charlottesville-Albemarle Metropolitan Planning Organization (MPO)

The Charlottesville-Albemarle Metropolitan Planning Organization is the forum for continued, cooperative and comprehensive transportation decision-making among Charlottesville, Albemarle, state, and federal officials. Federal law (23 CFR Part 450) requires urbanized areas in the United States with populations greater than 50,000 persons to establish an MPO to coordinate transportation planning. The boundary of the Charlottesville-Albemarle MPO includes the City of Charlottesville and the adjacent urbanized areas of Albemarle County (the rural areas of Albemarle County are outside the MPO boundary, as is illustrated on the map on page 3).

The MPO considers long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions to transportation related challenges. The MPO is responsible for carrying out a continuous, cooperative, and comprehensive transportation planning process. This process includes reviewing transportation projects and preparing studies and plans.

The Charlottesville-Albemarle MPO is governed by the MPO Policy Board and staffed by the Thomas Jefferson Planning District Commission (TJPDC).

MPO Policy Board membership consists of 12 representatives from:

Voting Members (5)

Albemarle County Board of Supervisors
[two members]
Charlottesville City Council
[two members]
Va. Dept. of Transportation (VDOT)

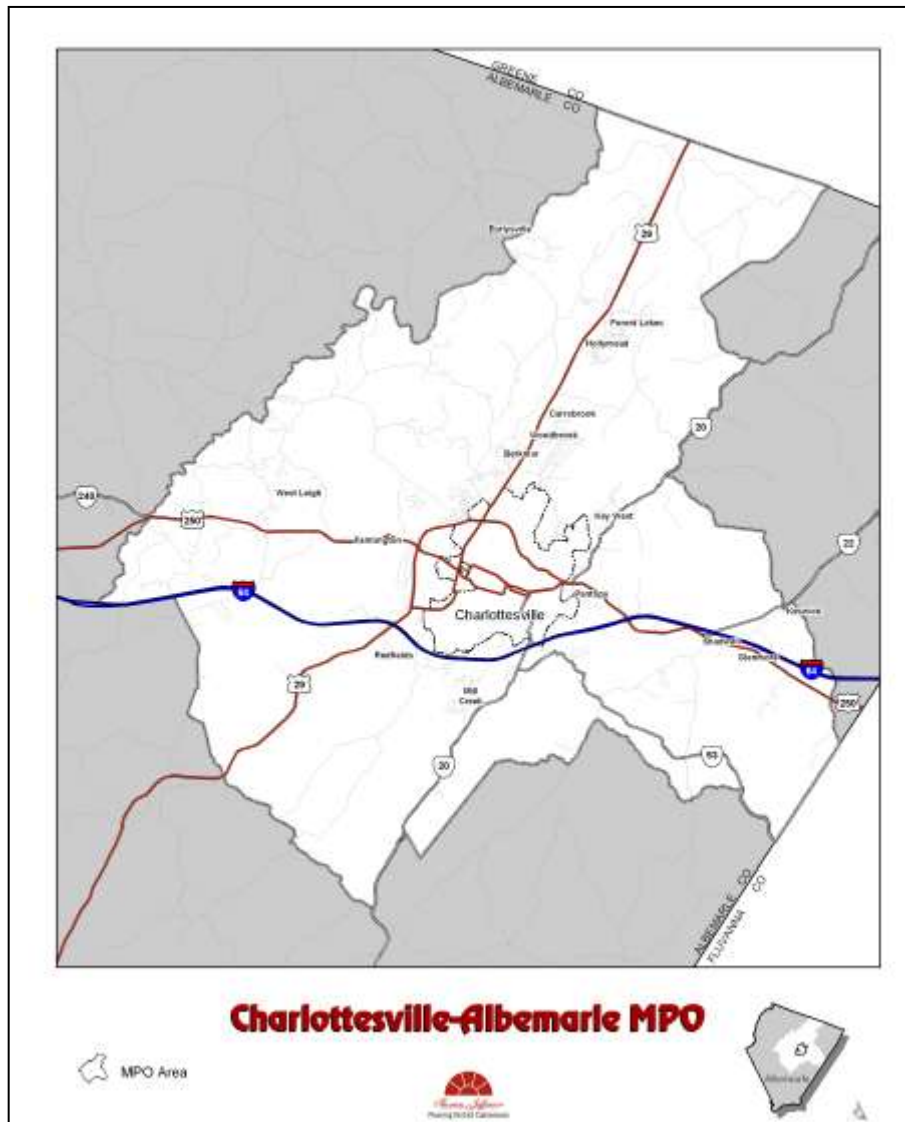
Nonvoting Membership (7)

Charlottesville Area Transit (CAT)
CHART Advisory Committee
Federal Transit Administration (FTA)
JAUNT
Thomas Jefferson Planning District Commission
UVA Office of the Architect
Va. Dept. of Rail and Public Transportation (DRPT)

FY12-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Two committees support the MPO Policy Board: The MPO Technical Committee and a Citizen's Committee (CHART). The two committees include representatives from the following organizations:

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



The Transportation Improvement Program (TIP)

The Charlottesville-Albemarle MPO Transportation Improvement Program (TIP) is a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. It represents projects from the most recently adopted Long Range Transportation Plan, UnJAM 2035. The fiscal year for the FY2012-2015 TIP begins on October 1, 2011 and is applicable until September 30, 2015. The projects that are currently listed in the draft FY2012-2015 TIP are the projects from the FY 2009-2012 TIP that have not yet been closed out. The Federal Highway Administration (FHWA) is a primary sponsor for many of the projects. Activities listed for the Charlottesville Area Transit Service and JAUNT are projects and programs to receive federal obligations over the coming four-year period.

The TIP and Its Purpose

The TIP:

- Prioritizes transportation projects expected to be implemented during a four-year period, and describes the schedule for obligating federal funds.
- Contains a financial plan for all modes of transportation including roadways and transit capital and operating costs.
- Serves as a tool for monitoring progress in implementing the MPO's long range transportation plan.
- Is incorporated into the State Transportation Improvement Program (STIP), for its submission to FHWA, FTA, and the Environmental Protection Agency (EPA) for approval.
- Includes state and locally funded regionally significant transportation projects to provide a comprehensive view of transportation projects in the Charlottesville-Albemarle area.
- Also includes regionally significant unfunded, illustrative transportation projects that are significant to the region's transportation network improvement strategies.

Selecting Projects for the TIP

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

The SYIP is updated annually, and includes a listing of projects, their descriptions, funding sources, and cost estimates. The governing board of VDOT, the Commonwealth Transportation Board (CTB), approves the SYIP in the spring immediately preceding each new fiscal year. Prior to the spring SYIP approval, the CTB holds a fall pre-allocation hearing at which the MPO, City of Charlottesville, and Albemarle County are able to provide comments to about projects they wish to have included in the Six Year Improvement Program.

All projects that appear in the DRAFT FY12 Six Year Improvement Program for FY2012-2017

that require federal approval are included in the TIP; state and locally funded projects are not included in the TIP. 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 category, where a cumulative sum of obligations is shown, rather than obligations shown per project. The projects in these groups are listed individually in Appendix A.

Transportation Goals and Priorities

The Charlottesville-Albemarle MPO has long-standing transportation goals and priorities that are defined in the regional long-range transportation plan, the United Jefferson Area Mobility Plan (UnJAM 2035). As required under federal regulations, UnJAM is a listing of the most important projects for the MPO area over the next 20 years. Due to severe budget constraints, the UnJAM Plan focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

Primary Goal and Major Factors

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

- **Completion of a well-connected network of roadways parallel to major highways;** with better connections within and between neighborhoods.
- **Re-engineered intersection and corridor design,** along with added lanes and capacity improvements, to improve operational efficiency and safety.
- **Fast, frequent, dependable transit service** with seamless connections throughout the region.
- **A grid of smaller streets** serving more compact development forms in the suburban and rural developments.
- **Well-executed design details** for pedestrian-friendly streets, bike lanes and trails, transit stops, safer intersections and pedestrian crossings.

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

As required under federal regulations, UnJAM is a listing of the most important projects for the MPO area over the next 20 years. Due to severe budget constraints, the UnJAM Plan focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments. It builds on the Eastern Planning Initiative (EPI) study that compared the effect of continued, dispersed development in our region versus a strategy of infill and compact growth around existing town centers. The EPI study determined that more compact, village-scaled development patterns had far less impact on fields, forest, farmland, air, and water quality, while potentially saving \$500 million in transportation project costs. The MPO’s update to the long range plan, UnJAM 2035, was adopted by May 2009 and will revisit the goals discussed below.

The regional dynamics of interconnected roads, coordinated transit systems such as JAUNT, CAT, UTS, and Park and Ride lots, varied commuting patterns, and regional destinations for shopping and recreation point to the need for a coordinated, multi-modal regional transportation plan. This plan must be effectively implemented if the region is to continue to flourish and grow in keeping with the quality of life we currently enjoy. Since the majority of local roadway construction is actually private investment – by developers building new subdivision streets – significant progress can be made through better planning and project coordination. By

encouraging more interconnections between new developments coupled with lower-speed, safer roadway design, a major portion of the roadway network can be completed with private funds. With careful planning, public funding could be maximized by “connecting the dots” between developments.

Specific Emphasis

The MPO recognizes the priority role US Route 29 plays as a regional and state thoroughfare. It is the major north-south automobile and truck route, and its capacity for through travel should be enhanced through a coordinated strategy of improvements where needed: additional lanes; grade-separated or other intersection improvements; improvements to signal timing and synchronization; removal of any unnecessary signals; more defined through and local service lanes; improved connections; and completion of a parallel road network to serve surrounding neighborhoods and businesses.

A better-connected network of neighborhood streets will help relieve traffic congestion along heavily used corridors, and reduce congestion at major choke points and intersections. These streets will also provide for many safety improvements to the overall transportation network, allowing people to access nearby destinations on smaller-scaled, walkable, bikable, and transit-friendly roadways.

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

In order to provide residents and businesses with safe, efficient and truly usable transportation choices, the MPO Long Range Plan includes significant and unprecedented funding levels for bike, pedestrian, transit, and traffic calming 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. The MPO also strongly supports the Safe Routes to School program and local Safe Routes to School projects.

Getting Involved in the MPO and the TIP Development

MPO Area Meetings:

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

TIP Development:

The MPO encourages public involvement in the TIP process. The MPO solicited public comments regarding the development of the FY09 TIP during various stages. The MPO held public hearings during the development of the draft FY09 TIP on June 18, 2008, July 16, 2008, and August 20, 2008. A table summarizing the public comments and MPO responses are located in the Appendix. Time is also allotted for public comment at the spring and fall CTB hearings. For more information about MPO Public Hearings, please visit http://www.tjpd.org/transportation/agendas_and_minutes.asp?groID=3.

The hearing at which the CTB discusses the Charlottesville-Albemarle MPO area is held at the VDOT Culpeper District Office, 1601 Orange Road, Culpeper, VA 22701. For more information about the CTB, please visit <http://virginiadot.org/infoservice/CTB-home.asp>. For more information about the Six Year Improvement Program (SYIP), please visit <http://www.virginiadot.org/projects/syp-default.asp>.

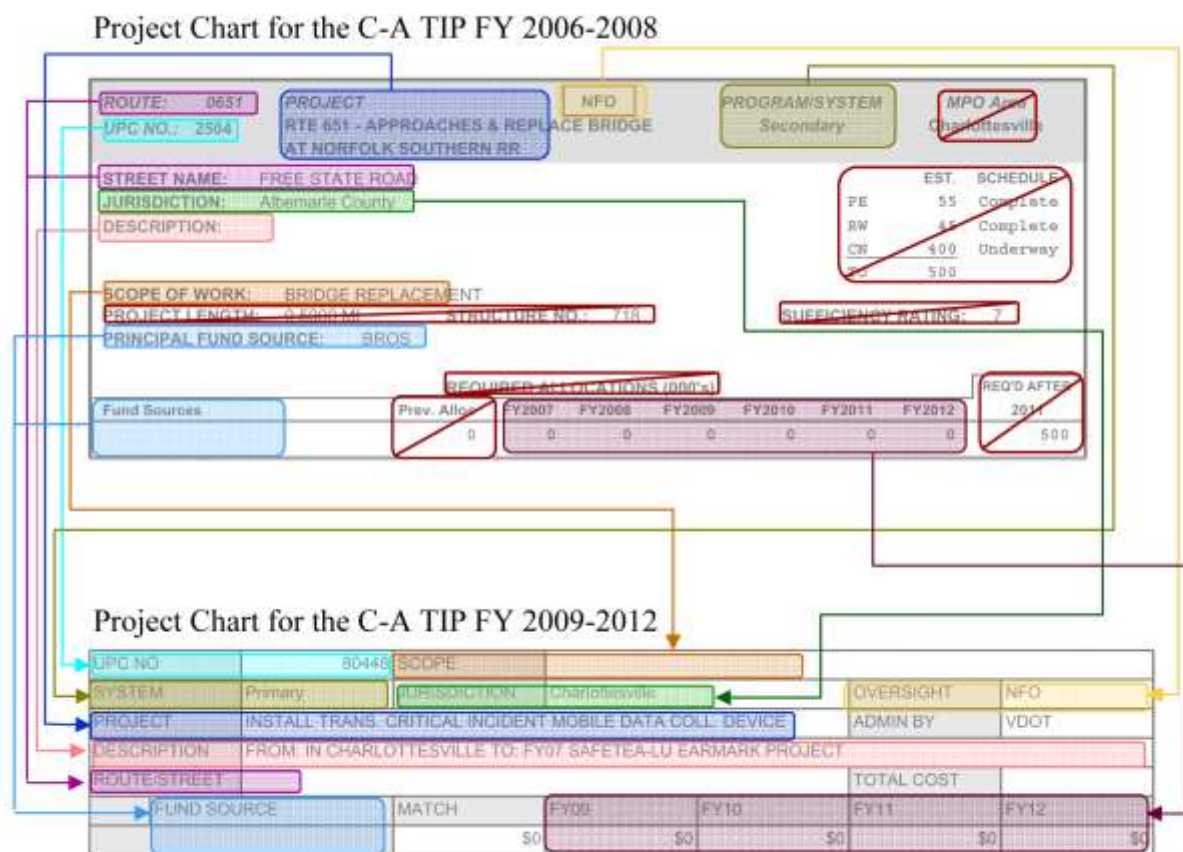
Resource Documents:

1	United Jefferson Area Mobility Plan (UnJAM 2035):	http://www.unjam.org/
2	Albemarle County Places29 Master Planning Process	http://www.albemarle.org/departments.asp?department=planning&relpage=6916
3	Route 29/Charlottesville Bypass	http://www.albemarle.org/upload/images/forms_center/departments/community_development/forms/transportation/Route_29_(Western)_Bypass.pdf
4	Rt. 250 Bypass Interchange at McIntire Road	http://www.250interchange.org/
5	29H250 Phase II Report	http://www.tjpd.org/transportation/29H250.asp
6	Transportation Funding Options Working Group Report	http://www.tjpd.org/pdf/fundOpt/FundOptionsReport.pdf
7	Eastern Planning Initiative	http://www.tjpd.org/community/epi.asp
8	Hillsdale Drive	http://www.hillsdaledrive.org/
9	TJPDC Bike and Pedestrian	http://www.tjpd.org/transportation/bikeWalk.asp
10	TJPDC Transportation	http://www.tjpd.org/transportation/index.asp
11	Meadowcreek Parkway	http://www.virginiadot.org/projects/culpeper/meadowcreek.asp
12	Environmental Review Reports	Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).

TIP User's Guide: Understanding the TIP Format:

The FY2009 – 2012 TIP has a much different format than the previous TIPs. The change in format is an effort to streamline the TIP, the Statewide Transportation Improvement Program (STIP) and the Six Year Improvement Program (SYIP) process. The information on the individual project summaries have been changed to include only that which is required to be listed by Federal law, see illustration below. The individual project listing on the VDOT Six Year Improvement Program website (<http://www.virginiadot.org/projects/syp-default.asp>) still shows all of the information that has been taken out of the FY2012 - 2015 TIP project summary. This was done to cut down on the number of changes to the project summary that had to be made every time project information or estimates changed.

Illustration: Changes in the format of the project chart for the C-A TIP FY 2009 - 2012



*The items that are crossed out have been removed from the C-A TIP FY 2009 - 2012

Previously when any of the phase years or money allocated for a project changed, a new listing had to be sent to the Metropolitan Planning Organization (MPO), and the MPO had to give approval, in the form of an administrative adjustment, before the state could act upon the change. By not listing the phase schedule, the MPOs do not have to make those administrative adjustments whenever a date is changed, accelerating the project development cycle. Everything else that has the red box crossed out around it has been removed because that information is not federally required to be in the TIP.

FY12-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The information is still listed in the Six Year Improvement Program website, which can be viewed at <http://www.virginiadot.org/projects/syp-default.asp>.

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 48,305 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. TE projects also include the construction and enhancement of bicycle and pedestrian facilities.
Public Transit Projects	Public transportation projects do not have specific project numbers. Public transit projects include Charlottesville Area Transit (CAT) 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.

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.

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, 2010 was adopted, FY11 allocations became included in the total previous allocations. This is because the funding for projects occurring in FY11 was no longer a projected estimate (allocation), but was actually in progress and incurring cost (obligation). As a result, FY012 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

FY12-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

forward to FY12 for allocations when the obligations for FY11 are determined. Additionally, since projects occurring in FY11 are continuing to incur costs as they progress, the FY11 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

Project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. 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	UPC NO	77273	2	SCOPE	BRIDGE REPLACEMENT	5	OVERSIGHT	NFO	7
3	SYSTEM	Secondary	4	JURISDICTION	Albemarle County	10	ADMIN BY	VDOT	
6	PROJECT	RTE 743 - BRIDGE & APPROACHES OVER NORTH FORK RIVANNA							
8	DESCRIPTION	FROM: 0.11 Mi. W Int. Rte. 641 TO: Int. Rte. 641 (0.1100 MI)							
9	ROUTE/STREET	0743				13	TOTAL COST	\$4,017,516	
	FUND SOURCE	MATCH		FY09	FY10	FY11	FY12		
				\$0	\$0	\$0	\$0		\$0

Term Definitions

	Term	Definition
1	Universal Project Code (UPC)	Number assigned to each project at its conception, remaining with the project until completion
2	Scope	Includes notes about the work to be covered by the project
3	System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous
4	Jurisdiction	The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.
5	Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction contracting and management NFO: Indicates No Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether or not there is federal oversight in the construction contracting and management phase of a project.
6	Project/Project Phase	Name of the Project <i>PE: Preliminary Engineering</i> - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take a few months to several years to complete. <i>RW: Right of Way</i> - Negotiations with property owners take place, payments are made and arrangements with utility companies are finalized, to obtain the land necessary for the project. <i>CN: Construction</i> - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.
7	Admin By	Entity responsible for the project

FY12-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

	Term	Definition																										
8	Description	Limits of the project																										
9	Route/Street	Local street name																										
10	Total Cost	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).																										
11	Fund Source <i>All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</i>	<p>FHWA funding sources are described below:</p> <table border="1"> <tbody> <tr> <td>APD Appalachian Development</td> <td>HPD TEA-21 Priority</td> </tr> <tr> <td>APL Appalachian Local Access</td> <td>I Interstate</td> </tr> <tr> <td>BH Bridge Rehabilitation</td> <td>IM Interstate Maintenance</td> </tr> <tr> <td>BOND Bonds/Interest</td> <td>NHS National Highway System</td> </tr> <tr> <td>BR Bridge Replacement</td> <td>OC Open Container</td> </tr> <tr> <td>CMAQ Congestion Mitigation & Air Quality</td> <td>OT Off the Top</td> </tr> <tr> <td>DEMO Federal Demonstration</td> <td>RO Repeat Offender</td> </tr> <tr> <td>DT Dulles Toll Facilities</td> <td>RPT Richmond-Petersburg Turnpike Tolls</td> </tr> <tr> <td>EN Enhancement</td> <td>RS Rail Safety (100% Federal)</td> </tr> <tr> <td>FH Forest Highway</td> <td>RSTP Regional Surface Transportation Program</td> </tr> <tr> <td>FRAN Federal Reimbursement Anticipation Notes</td> <td>S State</td> </tr> <tr> <td>FTA Federal Transit Authority Grant</td> <td>STP Surface Transportation</td> </tr> <tr> <td>HES Hazard Elimination Safety (Sec. 152)</td> <td>TFRA Toll Facilities Revolving 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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12	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 included in the obligations section for informational purposes. The match can come from local, state or other sources.																										
13	Current and Future Obligations	The amount of funding which is obligated for the indicated phase of work. 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.																										

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

Environmental Impact Statement (EIS)	An Environmental Impact Statement is prepared for projects 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.

TIP Financial Plan

SAFETEA-LU'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 in the TIP can reasonably be expected to be implemented, with the available public and private revenues identified. TIP projects or project 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 shall be reasonably available, priority projects or project phases have been cooperatively selected for inclusion in this TIP. The MPO and its member organizations have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the 4-year period beginning Fiscal Year 2012.

Some projects listed in the TIP may show \$0 for planned obligations. There are several reasons this may occur and include:

- Project is complete; awaiting closeout
- Subsequent phases beyond 4 years
- Information only, funding being pursued
- Project to be funded from [category] group funding

In addition to construction projects, financial projections have also been made to show revenues for maintaining and operating the region's highway and transit systems during the same 4-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)
- 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 TIP funding summary "Table C" located below summarizes by year and by funding source the revenue amounts estimated and committed for fiscal year 2012-2015. The tables include expenditures and estimated revenues expected for each funding source and show that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including any state and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The following provides a general overview of funding programs utilized in the development of the TIP.

Highway Funding Programs:

BR/BROS

Bridge Rehabilitation and Replacement program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge condition by VDOT as a candidate for upgrading.

DEMO

The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects,

because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

EB/MG	The <i>Equity Bonus</i> (formerly known as <i>Minimum Guarantee</i>) ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.
IM	<i>Interstate Maintenance</i> (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.
NHS	<i>National Highway System</i> (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.
RSTP	Regional Surface Transportation Program (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others.
SAFETEA-LU	<i>The Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)</i> is the federal transportation bill that provides federal transportation funding to each state. The SAFETEA-LU funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.
STP	<i>Surface Transportation Program</i> (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.
Non-Federal	Any funding that does not come from federal sources is grouped into the non-federal funding category.
EN	<i>Transportation Enhancement</i> funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of the TEA-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.
SRS	<i>Safe Routes to School</i> is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.

Transit Funding Programs:

Section 5307	Federal Transit Administration formula grants for transit capital and operating assistance in urbanized areas.
Section 5317	Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.
Section 5309	Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.
Section 5310	Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.
Non-Federal	Any funding that does not come from federal sources is grouped into the non-federal funding category.

Financial Assumptions

The TIP financial plan is federally required to include only committed and/or reasonably available transportation funding sources. The estimates on funding sources and costs are based on reasonable financial principles and recent information. The financial estimates for both revenues and costs are given in year of expenditure dollars, and reflect growth and inflation factors. VDOT costs estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are developed cooperatively through the MPO or responsible local government. Maintenance and construction program financial planning assumptions used for the FY 2012 – FY 2015 TIP are consistent with assumptions and distribution methodology used for the UnJAM 2035 Long Range Plan. Financial assumptions include:

- 1) Maintenance allocations will increase 4% annually.
- 2) Federal revenue annual growth is forecasted at the rate of increase in taxable gallons of gas as estimated by the Virginia Department of Taxation, which is 2.05%.
- 3) After the HB3202 bond issuance period has ended, it is assumed that there will be \$300 million of new bond revenue, with its associated debt, each year beyond 2017 that will be distributed in the same manner as was the previous bond proceeds.
- 4) It is assumed that future federal reauthorizations will follow the current funding scheme and base levels.
- 5) Revenue figures are based on VDOT's FY 2012 – 2017 Six-Year Financial Plan.

SAFETEA-LU further authorizes the inclusion of certain projects in both the TIPs and the Long Range Plans that have neither the commitment nor the reasonable expectation for federal funding within the time frames of the respective documents but would be regionally important projects if federal funds were available for them. These are called illustrative projects and are found at the end of Section II of this document. Their inclusion signals the importance the MPO places on these projects as part of the region's coordinated traffic reduction efforts. Funding for the illustrative projects is reasonably expected to come from a combination of federal, state, and local funding programs, contributions and earmarks, developer proffers and cash contributions, and developer-built network connections.

**TABLE C : Charlottesville MPO
FEDERAL FUNDING CATEGORIES STATEWIDE
FISCAL CONSTRAINT OF YEAR**

Highway Projects
FFY 2012 - 2015

Fund Source	FFY 2012		FFY 2013		FFY 2014		FFY 2015		TOTAL	
	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment	Estimated Revenue	Proposed Commitment
Federal										
BR/BROS	\$1,076,777	\$1,076,777	\$876,683	\$876,683	\$1,664,348	\$1,664,348	\$1,220,674	\$1,220,674	\$4,838,482	\$4,838,482
DEMO	\$29,760	\$29,760	\$0	\$0	\$0	\$0	\$0	\$0	\$29,760	\$29,760
EB/IMG	\$1,017,476	\$1,017,476	\$1,122,962	\$1,122,962	\$0	\$0	\$0	\$0	\$2,140,438	\$2,140,438
EN	\$103,675	\$103,675	\$0	\$0	\$0	\$0	\$0	\$0	\$103,675	\$103,675
IM	(\$819,051)	(\$819,051)	\$0	\$0	\$0	\$0	\$0	\$0	(\$819,051)	(\$819,051)
NHS	(\$297,810)	(\$297,810)	\$0	\$0	\$0	\$0	\$0	\$0	(\$297,810)	(\$297,810)
SAFETEA-LU	\$21,390,599	\$21,390,599	\$0	\$0	\$0	\$0	\$0	\$0	\$21,390,599	\$21,390,599
STP	\$1,438,038	\$1,438,038	\$923,441	\$923,441	\$240,000	\$240,000	\$0	\$0	\$2,601,479	\$2,601,479
Subtotal -- Federal	\$23,939,464	\$23,939,464	\$2,923,086	\$2,923,086	\$1,904,348	\$1,904,348	\$1,220,674	\$1,220,674	\$29,987,572	\$29,987,572
Other										
Non-Federal	\$1,849,634	\$1,849,634	\$460,904	\$460,904	\$0	\$0	\$0	\$0	\$2,310,538	\$2,310,538
State Match	\$7,961,299	\$7,961,299	\$1,355,676	\$1,355,676	\$1,429,243	\$1,429,243	\$305,169	\$305,169	\$11,051,387	\$11,051,387
Subtotal -- Other	\$9,810,933	\$9,810,933	\$1,816,580	\$1,816,580	\$1,429,243	\$1,429,243	\$305,169	\$305,169	\$13,361,925	\$13,361,925
Total	\$33,750,397	\$33,750,397	\$4,739,666	\$4,739,666	\$3,333,591	\$3,333,591	\$1,525,843	\$1,525,843	\$43,349,497	\$43,349,497
Federal - AC (1)										
BR	\$784,347	\$784,347	\$160,000	\$160,000	\$1,317,123	\$1,317,123	\$0	\$0	\$2,261,470	\$2,261,470
STP	(\$672,588)	(\$672,588)	\$496,000	\$496,000	\$2,495,499	\$2,495,499	\$0	\$0	\$2,318,911	\$2,318,911
Subtotal -- Federal - AC (1)	\$111,759	\$111,759	\$656,000	\$656,000	\$3,812,622	\$3,812,622	\$0	\$0	\$4,580,381	\$4,580,381
Statewide - Federal (4)										
BR/BROS	\$51,002,946	\$51,002,946	\$52,580,173	\$52,580,173	\$67,177,442	\$67,177,442	\$65,942,659	\$65,942,659	\$236,703,220	\$236,703,220
EB/IMG	\$43,722,507	\$43,722,507	\$43,714,398	\$43,714,398	\$44,848,088	\$44,848,088	\$44,726,657	\$44,726,657	\$177,011,650	\$177,011,650
IM	\$21,507,444	\$21,507,444	\$28,171,292	\$28,171,292	\$30,594,510	\$30,594,510	\$43,017,379	\$43,017,379	\$123,290,625	\$123,290,625
MISCELL (4)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$37,258,195	\$37,258,195	\$51,100,023	\$51,100,023	\$56,678,360	\$56,678,360	\$69,578,755	\$69,578,755	\$214,615,333	\$214,615,333
STP	\$38,815,155	\$38,815,155	\$38,969,034	\$38,969,034	\$39,123,440	\$39,123,440	\$39,992,860	\$39,992,860	\$156,900,489	\$156,900,489
TRANSIT (3)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TRANSIT EB/IMG (7)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal -- Statewide - Federal (4)	\$192,306,247	\$192,306,247	\$214,534,920	\$214,534,920	\$238,421,840	\$238,421,840	\$263,258,310	\$263,258,310	\$908,521,317	\$908,521,317

***Grouped Projects in Appendix A

**Project funding in Appendix B

Project Index: All Projects

Section II: UNGROUPED PROJECTS

Interstate Projects

Number	Description	UPC	Page
I-8	Widen WB exit approach at 5 th Street and I-64 (ARRA)	93414	20
I-9	Add LTL on EBL at Shadwell and I-64 (ARRA)	93415	21

Primary Road Projects

Number	Description	UPC	Page
P-7	Rt. 29 Bypass	16160	23
P-9	Rt. 29 Corridor Improvements	77383	24
P-12	Rt. 29 Long Range Corridor Plan w/ Access Management	87647	25

Urban Road Projects

Number	Description	UPC	Page
U-1.	Fontaine Avenue Widening	14643	27
U-4.	McIntire Road Extended	2529	28
U-5.	US 250 Interchange at McIntire Road	60234	29
U-6.	Jefferson Park Avenue Extended – Bridge Replacement	14645	30
U-7.	City of Charlottesville Downtown Transit Transfer Center	51414	31
U-12.	Hillsdale Drive Extension 3 Lanes	60233	32
U-17	Rte. 29/250 Bypass Interchange Imp (Hydraulic Rd-Barracks)	85708	33
U-18	McIntire Rd 2 lanes (RW&CN)	15487	34

Secondary Road Projects

Number	Description	UPC	Page
S-6	Rt. 631 Meadowcreek Parkway Phase I County Portion	2530	36
S-13	Rt. 606 Dickerson Road	54429	37
S-18	Rt. 643 Rio Mills Road	54418	38
S-19	Rt. 743 Advance Mills Bridge Over North Fk Rivanna River	77273	39

FY12-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Illustrative Transportation Projects

Number	Description (Primary)	UPC	Page
P-10	Grade Separated Interchange at Hydraulic Road and US29 Intersection	n/a	41
P-11	"Northtown Trail"	n/a	42
Number	Description (Secondary)	UPC	Page
S-4	Rt. 781 Sunset Avenue Improvements	n/a	43
S-11	Rt. 702 Reservoir Road	n/a	44
S-14	Southern Parkway	n/a	45
S-15	Rt. 631 Rio Road Intersection Improvements	n/a	46
S-16	Rt. 631 Old Lynchburg Road	n/a	47
S-17	Proposed Eastern Connector	n/a	48
S-20	Proposed Berkmar Drive Extended	n/a	49
Number	Description (Studies)	UPC	Page
ST-1	Planning Study of West Main Corridor	n/a	50
Number	Description (Transportation Enhancements)	UPC	Page
T-10	Multi-Use Trail from the Transit Center to Meade Avenue	n/a	51

Section III: GROUPED PROJECTS *

Number	Group	Category	Page
GRP-1	Construction	Bridge Rehabilitation/Replacement Construction	53
GRP-2	Construction	Rail	53
GRP-3	Construction	Safety/ITS/Operational Improvements	54
GRP-4	Construction	Transportation Enhancements/Byway/Non-Traditional	54
GRP-5	Maintenance	Preventative Maintenance and System Preservation	55
GRP-6	Maintenance	Preventative Maintenance for Bridges	55
GRP-7	Maintenance	Traffic and Safety Operations	55

* Individual projects contained within each group category are shown in Appendix A.

Section IV: PUBLIC TRANSPORTATION PROJECTS

Public Transportation Projects

	Description	Page
	Park and Ride Lots	56
	CAT	57
	JAUNT	57

SECTION II: UNGROUPED PROJECTS

Interstate Road Projects

Number	Description	UPC	Page
I-8	Widen WB exit approach at 5 th Street and I-64 (ARRA)	93414	20
I-9	Add LTL on EBL at Shadwell and I-64 (ARRA)	93415	21

Project I-8: Widen WB exit approach at 5th Street and I-64 (ARRA)

PROJECT SUMMARY**

UPC NO	93414	SCOPE	SAFETY/TRAFFIC OPERS/TSM			
SYSTEM	Interstate	JURISDICTION	Albemarle County		OVERSIGHT	NFO
PROJECT	ARRA Albemarle 64 Widen WB Exit Approach at 5th Street				ADMIN BY	VDOT
DESCRIPTION	FROM: I64 WBL @ 5th Street TO: Rte. 631 (0.1700 MI)					
ROUTE/STREET	0064				TOTAL COST	\$850,271
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION: Westbound exit approach at 5th Street and I-64 Exit



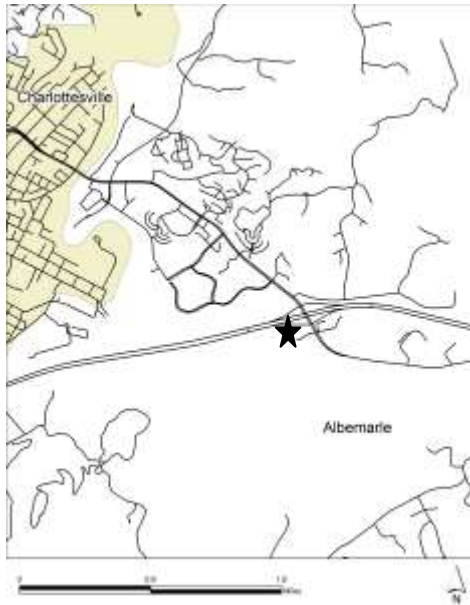
ADDITIONAL INFORMATION	
Purpose:	Widening the indicated approach lanes will result more fluid traffic movement and safer roadway conditions.
Endorsement:	Endorsed by the MPO (Amendment)
Environmental Review:	N/A
Other:	Pushed forward using stimulus funding.

Project I-9: Add LTL on EBL at Shadwell and I-64 (ARRA)

PROJECT SUMMARY**

UPC NO	93415	SCOPE	SAFETY/TRAFFIC OPERS/TSM			
SYSTEM	Interstate	JURISDICTION	Albemarle County	OVERSIGHT	FO	
PROJECT	ARRA Albemarle 64 Dual LTL Shadwell EB Exit onto WB Rte 250			ADMIN BY	VDOT	
DESCRIPTION	FROM: I64 EBL @ SHADWELL EXIT TO: Route 250 (0.2600 MI)					
ROUTE/STREET	0064			TOTAL COST	\$1,292,353	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION: Eastbound lane at I-64 exit at Shadwell



ADDITIONAL INFORMATION	
Purpose:	Widening the indicated approach lanes will result more fluid traffic movement and safer roadway conditions.
Endorsement:	Endorsed by the MPO (Amendment)
Environmental Review:	N/A
Other:	Pushed forward using stimulus funding

Primary Road Projects

Number	Description	UPC	Page
P-7	Rt. 29 Bypass	16160	23
P-9	Rt. 29 Corridor Improvements	77383	24
P-12	Rt. 29 Long Range Corridor Plan w/ Access Management	87647	25

Project P-7: Rt. 29 Bypass

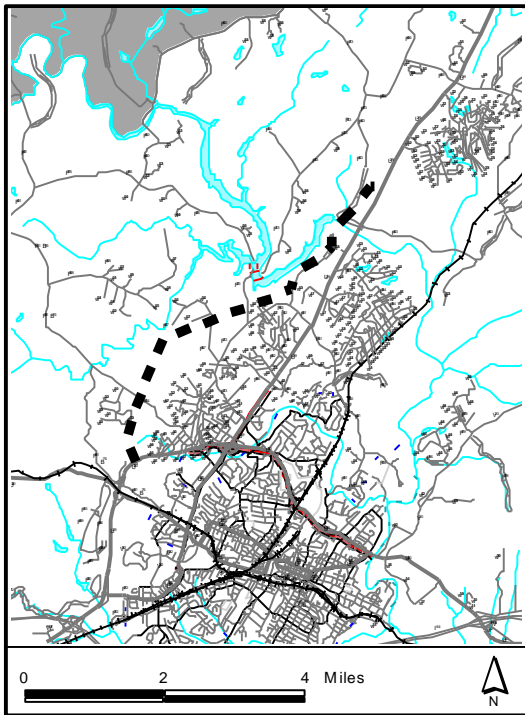
PROJECT SUMMARY**

UPC NO	16160	SCOPE	New Construction Roadway			
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT	FO	
PROJECT	RTE 29 - BYPASS			ADMIN BY	VDOT	
DESCRIPTION	FROM: 1.12 KILOMETERS NORTH ROUTE 29 TO: 0.8 KILOMETER NORTH RIVANNA RIVER(10.4000 KM)					
PROGRAM NOTE	Roll-Over project added to the FFY12 STIP based on FHWA approval of the STIP Amd #FFY11-10 8/24/11. Project is consistent the metropolitan TIP.					
ROUTE/STREET	0029			TOTAL COST	\$244,593,828	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
PE	NH	1,163,206	\$4,652,823	0	0	0
RW	EB	2,705,206	0	\$10,820,822	0	0
RW AC		9,531,934	0	\$38,127,737	0	0
MPO Note						

****ADJUSTED FOR THE FY12 TO FY15 ON MAY 10TH 2012**

***AMENDED IN THE FY09 TO FY12 TIP ON JULY 27TH 2011.**

PROJECT LOCATION: Rt. 250 Bypass to Rt. 29 North of South Fork Rivanna River



ADDITIONAL INFORMATION	
Purpose:	6-mile alternative route around US29 North of Charlottesville, from interchange of 29 and 250 Bypass .
Endorsement:	Endorsed by the MPO
Environmental Review:	Supplemental Environmental Impact Statement (SEIS) Completed in 2002; VDOT to conduct Environmental Re-evaluation
Other:	<p>MPO approval of this project is conditioned on commitments documented in a letter sent to the MPO by Secretary of Transportation Sean T. Connaughton. This letter can be found with Amendment 1 of this document. This letter includes the following assurances:</p> <ol style="list-style-type: none"> 1. Hillsdale Drive – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include \$10 million dollars for the completion of this project. 2. US29/US250 (Best Buy) Ramp and Lane Improvements – The FY12 to FY17 SYIP will provide the resources necessary to fully construct the project under VDOT administration. 3. Berkmar Drive Extended – The Secretary will direct VDOT as part of the Route 29 Bypass design, to include the conceptual design and layouts of Berkmar Drive Extended including the river crossing to ensure the Bypass does not preclude the construction of Berkmar Drive Extended. 4. Belmont Bridge – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include \$8.4 million dollars in funding to the SYIP to advance construction of this project.

Project P-9: Rt. 29 Corridor Improvements

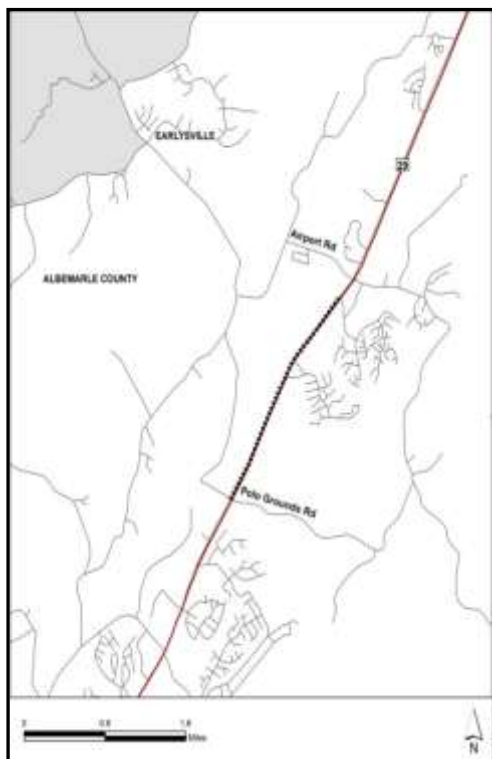
PROJECT SUMMARY **

UPC NO	77383	SCOPE	MAJOR WIDENING			
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	RTE 29 - CORRIDOR IMPROVEMENTS (PE ONLY)			ADMIN BY	VDOT	
DESCRIPTION	FROM: POLO GROUNDS ROAD TO: AIRPORT ROAD (2.1000 MI)					
PROGRAM NOTE	Roll-Over project added to the FFY12 STIP based on FHWA approval of the STIP Amd #FFY11-11 9/14/11. Project is consistent the metropolitan TIP.					
ROUTE/STREET	0029				TOTAL COST	\$32,572,931
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
PE AC		0	0	0	0	0
RW AC		0	0	\$8,000,000	0	0
MPO Note						

****ADJUSTED FOR THE FY12 TO FY15 ON MAY 10TH 2012**

***AMENDED IN THE FY09 TO FY12 TIP ON JULY 27TH 2011.**

PROJECT LOCATION: Rt. 29

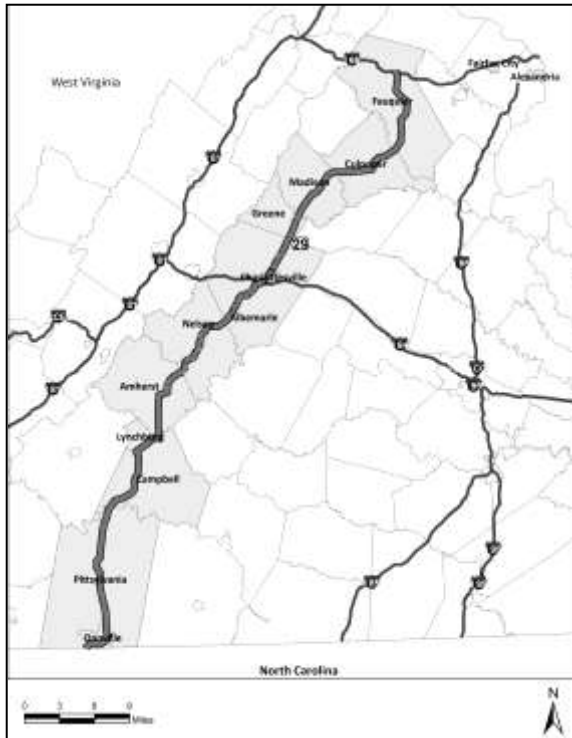


ADDITIONAL INFORMATION	
Purpose:	Route 29 Corridor Improvements
Endorsement:	Endorsed by the MPO
Environmental Review:	To be conducted by VDOT
Other:	<p>Widening of Route 29 from 4 to 6 lanes from Polo Grounds Road to Airport Road. MPO Policy Board made this a priority project from the Places 29 study. MPO approval of this project is conditioned on commitments documented in a letter sent to the MPO by Secretary of Transportation Sean T. Connaughton. This letter can be found with Amendment 1 of this document. This letter includes the following assurances:</p> <ol style="list-style-type: none"> 1. Hillsdale Drive – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include \$10 million dollars for the completion of this project. 2. US29/US250 (Best Buy) Ramp and Lane Improvements – The FY12 to FY17 SYIP will provide the resources necessary to fully construct the project under VDOT administration. 3. Berkmar Drive Extended – The Secretary will direct VDOT as part of the Route 29 Bypass design, to include the conceptual design and layouts of Berkmar Drive Extended including the river crossing to ensure the Bypass does not preclude the construction of Berkmar Drive Extended. 4. Belmont Bridge – The Secretary will recommend to the CTB that the FY13 to FY18 SYIP include \$8.4 million dollars in funding to the SYIP to advance construction of this project.

P-12: Route 29 Long Range Corridor Plan with Access Management

PROJECT SUMMARY **

UPC NO	87647	SCOPE	STUDIES ONLY			
SYSTEM	Primary	JURISDICTION	Culpeper District-wide		OVERSIGHT	NFO
PROJECT	Long Range Corridor Plan Including Access Management Plan				ADMIN BY	VDOT
DESCRIPTION	FROM: I-66 TO: North Carolina State Line					
ROUTE/STREET	0029				TOTAL COST	\$1,500,000
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						



ADDITIONAL INFORMATION	
Purpose:	Study to improve regional mobility.
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	Study initiated by VDOT. Project funded through Culpeper District, however project limits contain areas outside of the Culpeper District. Will review and incorporate Places 29 Master Plan elements for corridor.

Urban Road Projects

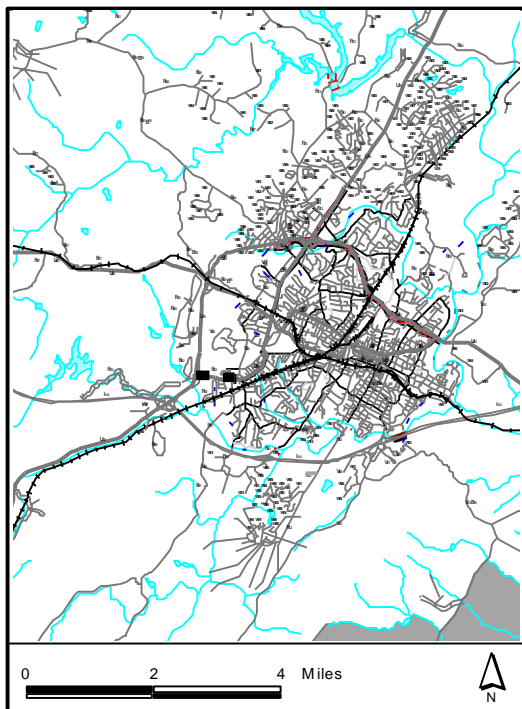
Number	Description	UPC	Page
U-1.	Fontaine Avenue Widening	14643	27
U-4.	McIntire Road Extended	2529	28
U-5.	Route 250 Interchange at McIntire Road	60234	29
U-6.	Jefferson Park Avenue Extended – Bridge Replacement	14645	30
U-7.	City of Charlottesville Downtown Transit Transfer Center	51414	31
U-12.	Hillsdale Drive Extension 3 Lanes	60233	32
U-17	Rte. 29/250 Bypass Interchange Imp (Hydraulic Rd-Barracks)	85708	33
U-18	McIntire Rd 2 lanes (RW&CN)	15487	34

Project U-1: Fontaine Avenue Widening

PROJECT SUMMARY **

UPC NO	14643	SCOPE	RECONSTRUCTION			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	RTE 29 - FONTAINE AVENUE - 3 LANES			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.116 KILOMETER WEST WCL CHARLOTTESVILLE TO: JEFFERSON PARK AVENUE (0.7610 KM)					
ROUTE/STREET	FONTAINE AVENUE (0029)			TOTAL COST	\$1,021,147	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
RW	STP	\$11,217	\$44,869	\$0	\$0	\$0
MPO Note						

Project Location: West Corporate Limits of Charlottesville to Jefferson Park Avenue



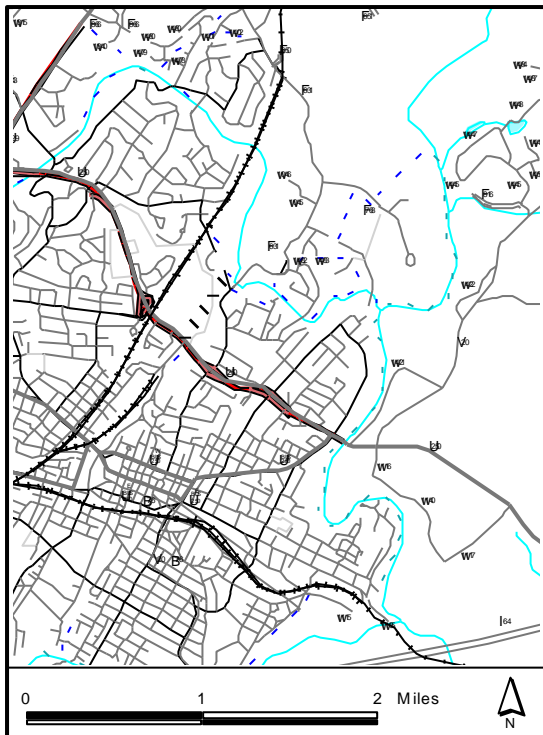
ADDITIONAL INFORMATION	
Purpose:	Increase roadway capacity to accommodate greater demands of the Fontaine Research Park
Endorsement:	Endorsed by the MPO
Environmental Review:	CE
Other:	Project deferred indefinitely – scheduled ad date of 2018. September 2005 City approved design, which includes sidewalks, bike lanes. Design is expected to reduce right of way cost by only widening the existing 2 lane sections at 2 intersections, adding center turn lanes and median. PE is complete and RW is underway.

Project U-4: McIntire Road Extended

PROJECT SUMMARY**

UPC NO	2529		SCOPE	NEW CONSTRUCTION		
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	MCINTIRE ROAD EXTENDED- 2 LANES			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROUTE 250 BYPASS AT MCINTIRE ROAD TO: MELBOURNE ROAD INTERSECTION (0.5200 KM)					
ROUTE/STREET	MCINTIRE ROAD			TOTAL COST	\$3,700,000	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION: From 775ft north of the Rt 250 Bypass at McIntire Rd to Melbourne Rd Intersection



ADDITIONAL INFORMATION	
Purpose:	Provide new travel route between downtown Charlottesville and Rio Rd.
Endorsement:	Endorsed with caveat (see Other)
Environmental Review:	State funded, SERP for City completed 1/15/02
Other:	Cooperative Project with other system(s). UPC 2529: includes PE phase of project UPC 15487: includes RW and CN phases of project. McIntire Extended – from 775ft north of the 250 Bypass to Melbourne Rd. PE and RW complete. The design includes on-road bicycle lanes and an off-road enhanced pedestrian trail for shared use. Construction start to be determined pending completion of 106 process and issuance of Corps Permit -- VDOT

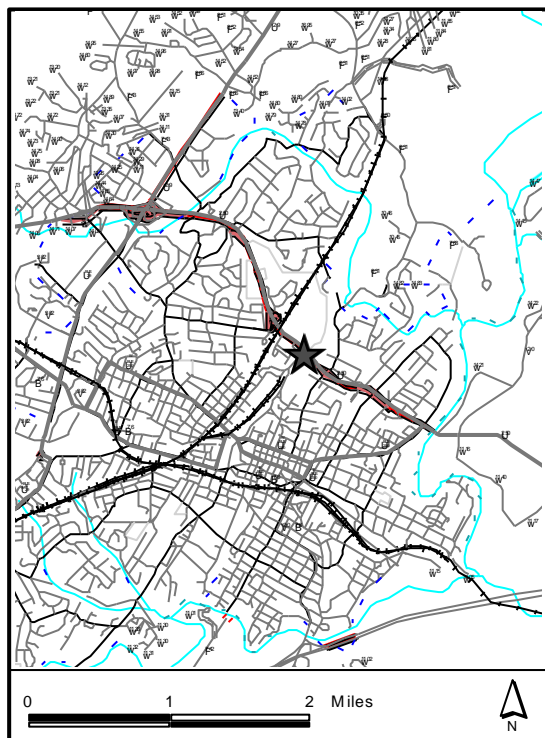
***Grouped Projects in Appendix A
**Project funding in Appendix B

Project U-5: Route 250 Bypass Interchange at McIntire Road

PROJECT SUMMARY**

UPC NO	60234		SCOPE	RECONSTRUCTION		
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	FO	
PROJECT	RTE 250 BYPASS - CONSTRUCT INTERCHANGE			ADMIN BY	Locally	
DESCRIPTION	AT MCINTIRE ROAD/MEADOW CREEK PARKWAY (0.5000 MI)					
ROUTE/STREET	ROUTE 250 BYPASS (0250)			TOTAL COST	\$33,552,557	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
RW	SAFETEA-LU	\$1,173,329	\$4,693,315		\$0	\$0
CN	Other	\$1,500,000	\$1,500,000		\$0	\$0
	SAFETEA-LU	\$4,163,000	\$16,652,000		\$0	\$0
CN TOTAL		\$5,663,000	\$18,152,000		\$0	\$0
MPO Note						

PROJECT LOCATION: Rt. 250 Bypass Interchange at McIntire Rd/Meadowcreek Parkway



ADDITIONAL INFORMATION	
Purpose:	Improve capacity, safety, and ped/bike accessibility at Rt. 250/McIntire Road intersection.
Endorsement:	Endorsed by the MPO and City
Environmental Review:	Environmental completed. More information available at www.250interchange.org
Other:	\$25 million designated for this project in SAFETEA-LU, 1/5 of which will be allocated and obligated each year. City Council selected a preferred alternative design concept – G1 with modified trail system. Design work will continue – focus on bridge, ped connections, etc.

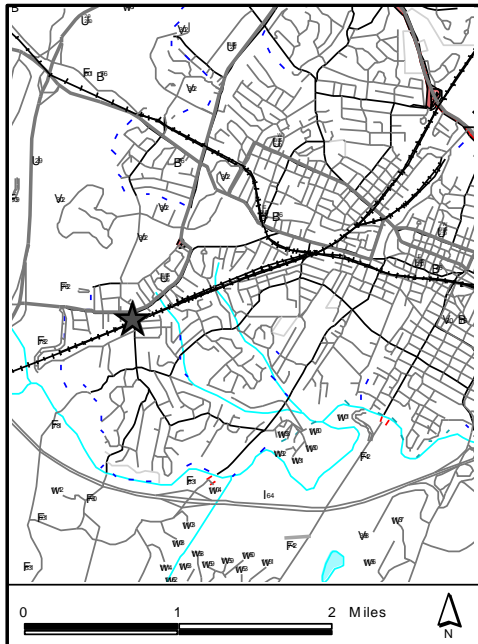
***Grouped Projects in Appendix A

**Project funding in Appendix B

Project U-6: Jefferson Park Avenue Extended – Bridge Replacement

UPC NO	14645	SCOPE	BRIDGE REPLACEMENT			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	JEFFERSON PARK AVENUE - BRIDGE REPLACEMENT			ADMIN BY	VDOT	
DESCRIPTION	APPROACHES & BRIDGE OVER NORFOLK-SOUTHERN RAILROAD (0.1150 MI)					
ROUTE/STREET	JEFFERSON PARK			TOTAL COST	\$10,562,853	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
PE	STP	\$25,998	\$103,984	\$0	\$0	\$0
PE AC		\$0	\$171,374	\$0	\$0	\$0
RW AC		\$0	\$11,385	\$0	\$0	\$0
CN	STP	\$865	\$3,458	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION: Approach over Norfolk/Southern Railroad at Jefferson Park Ave Extended



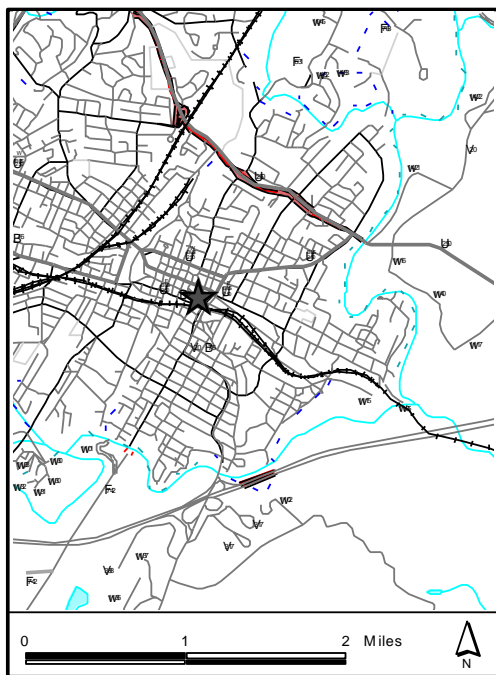
ADDITIONAL INFORMATION	
Purpose:	Bridge Replacement
Endorsement:	Endorsed by the MPO
Environmental Review:	CE
Other:	Construction underway, Design includes adding bicycle lanes on bridge

Project U-7: City of Charlottesville Downtown Transit Transfer Center

PROJECT SUMMARY**

UPC NO	51414		SCOPE			
SYSTEM	Urban	JURISDICTION	Charlottesville		OVERSIGHT	NFO
PROJECT	CITY OF CHARLOTTESVILLE TRANSIT TRANSFER CENTER				ADMIN BY	VDOT
DESCRIPTION	(ADMINISTERED BY DRPT)					
ROUTE/STREET	TRANSFER CENTER				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION:



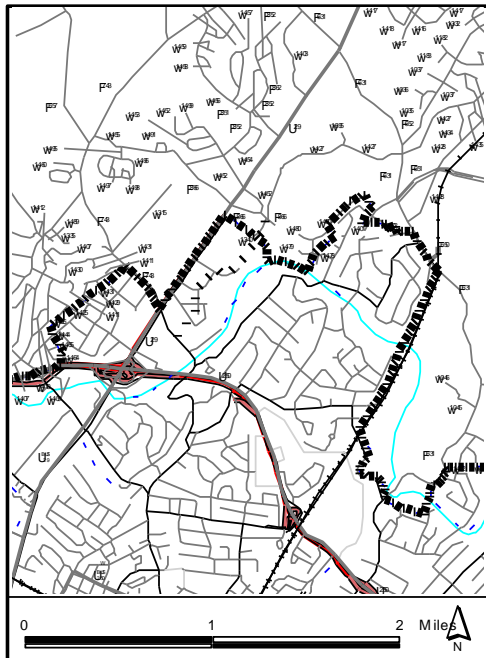
ADDITIONAL INFORMATION	
Purpose:	Increase transit capacity
Endorsement:	Endorsed by the MPO and City
Environmental Review:	N/A
Other:	<p>Facility construction complete.</p> <p>Transit Transfer Center on east end of Downtown mall, fronting on Water Street. Pedestrian and bicycle access also available. The Center features a mix of retail/commercial space as well as transportation services, and is the gateway to the Downtown Mall from the east.</p> <p>Virginia Department of Rail and Public Transportation (VDRPT) administers project. The following funding information applies only to VDRPT: \$7,310,514 in federal funds has been granted for facility design and construction, through the FTA. An additional \$926,787 in state funds has been granted for facility design and construction, through DRPT. No new action since 2004.</p>

Project U-12: Hillsdale Drive Extended (3 Lanes)

PROJECT SUMMARY**

UPC NO	60233		SCOPE	NEW CONSTRUCTION			
SYSTEM	Urban	JURISDICTION	Charlottesville		OVERSIGHT	NFO	
PROJECT	HILLSDALE DRIVE EXTENDED (3 LANES)				ADMIN BY	Locally	
DESCRIPTION	FROM: GREENBRIER DRIVE TO: HYDRAULIC ROAD (0.8500 MI)						
ROUTE/STREET	HILLSDALE DRIVE (U000)				TOTAL COST	\$29,860,958	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15	
PE	EB	\$157,838	\$630,550		\$0	\$0	\$0
	STP	\$231,562	\$926,249		\$0	\$0	\$0
PE TOTAL		\$389,200	\$1,556,799		\$0	\$0	\$0
RW	EB	\$96,732	\$386,926		\$0	\$0	\$0
MPO Note							

PROJECT LOCATION: from Greenbrier Drive to Hydraulic Road

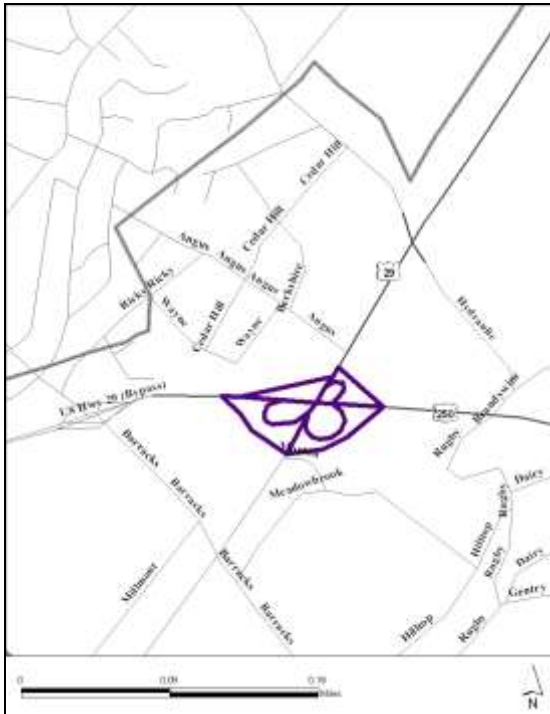


ADDITIONAL INFORMATION	
Purpose:	A parallel alternative route to Route 29, which connects Rio and Hydraulic Road
Endorsement:	Endorsed by the MPO, City and County
Environmental Review:	EA completed
Other:	This is a high priority for the MPO. This is a proposed three-lane road to include sidewalks and a shared use path. The City has requested a re-allocation of \$1.5 Million in funding from the Fontaine Avenue project to Hillsdale Drive Connector. In March 2006, FHWA issued a Finding of No Significance (FONSI) for the approved alignment, and roadway design is underway. Design Public Hearing held November 16 th 2010. www.hillsdaledrive.org

Project U-17: Rte. 29/250 Bypass Interchange Imp (Hydraulic Rd-Barracks)

UPC NO	85708		SCOPE	RECONSTR. W/O ADDED CAPACITY		
SYSTEM	Urban	JURISDICTION	Charlottesville		OVERSIGHT	
PROJECT	RTE. 29/250 BYPASS INTERCHANGE IMP (HYDRAULIC RD - BARRACKS)				ADMIN BY	Locally
DESCRIPTION	FROM: 0.42 mi south of N.C.L. Charlottesville TO: Intersection at Hydraulic Road (0.4200 MI)					
ROUTE/STREET	EMMET STREET (0029)				TOTAL COST	\$4,700,000
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
		\$0	\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION



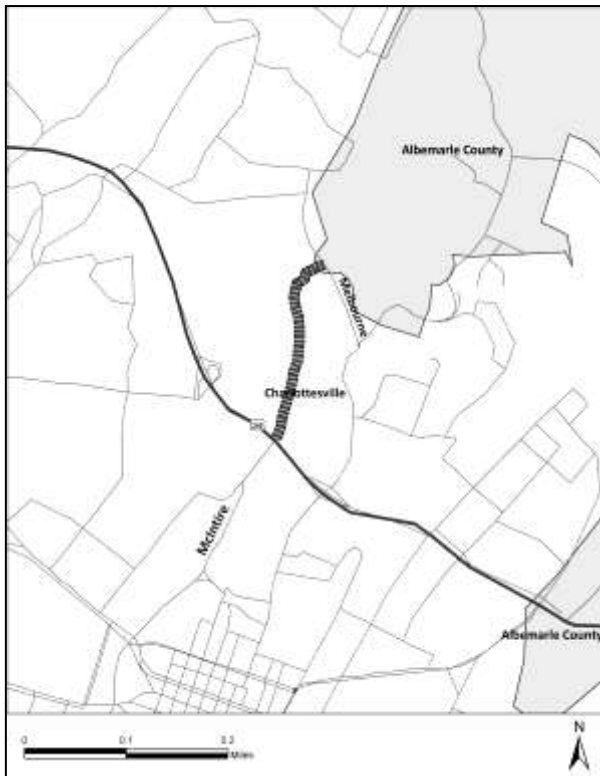
ADDITIONAL INFORMATION	
Purpose:	Bypass Interchange Improvements - urban construction initiative project. Reconstruction without added capacity. Project includes an additional lane on 29 South from Hydraulic Road to 250 Bypass.
Endorsement:	Endorsed by the MPO, City
Environmental Review:	
Other:	PE underway. Traffic Analysis being completed for VDOT approval and Albemarle Place Proffer amended. Project is a revenue Sharing Project.

Project U-18: McIntire Rd 2 lanes (RW&CN)

UPC NO	15487	SCOPE	NEW CONSTRUCTION			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	MCINTIRE ROAD (MEADOW CREEK PRKWY)- 2 LANES(RW & CN)			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.147 MI. N. INT. RTE. 250 BYPASS TO: 0.004 MI. S. INT. MELBOURNE ROAD (0.4000 MI)					
ROUTE/STREET	MCINTIRE ROAD			TOTAL COST	\$5,782,132	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
		\$0	\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION: From 775ft north of the Rt 250 Bypass at McIntire Rd to Melbourne Rd Intersection

PROJECT LOCATION



ADDITIONAL INFORMATION	
Purpose:	Provide new travel route into between downtown Charlottesville
Endorsement:	Endorsed by the MPO and City
Environmental Review:	Completed
Other:	Cooperative Project with other system(s). UPC 2529: includes PE phase of project UPC 15487: includes RW and CN phases of project The design includes on-road bicycle lanes and an off-road enhanced pedestrian trail for shared use.

Secondary Road Projects

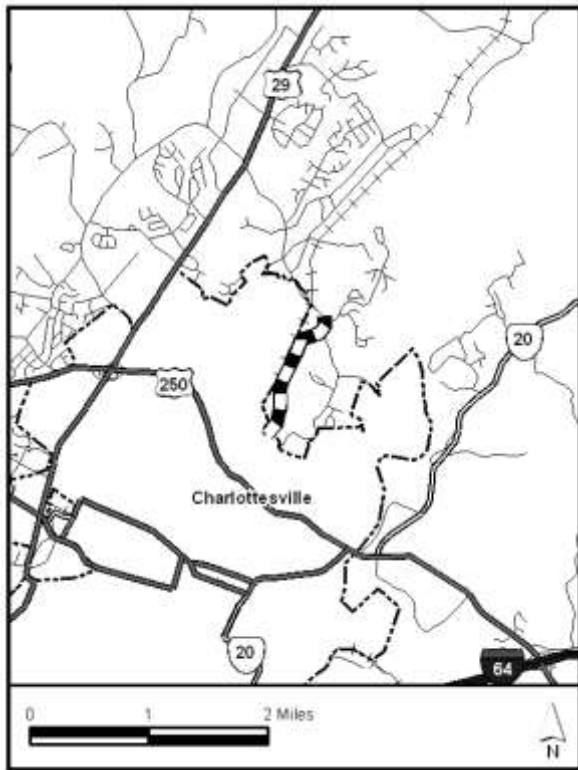
Number	Description	UPC	Page
S-6	Rt. 631 Meadowcreek Parkway Phase I County Portion	2530	36
S-13	Rt. 606 Dickerson Road	54429	37
S-18	Rt. 643 Rio Mills Road	54418	38
S-19	Rt. 743 Advance Mills Bridge Over North Fk Rivanna River	77273	39

Project S-6: Route 631 (Meadowcreek Parkway) Phase I County Portion

PROJECT SUMMARY**

UPC NO	2530	SCOPE				
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	RTE 631 - 2 LANE ON 2 LANE ROW; 4 LANE ON RELOCATED RIO ROAD			ADMIN BY	VDOT	
DESCRIPTION	FROM: INTERSECTION MELBOURNE ROAD TO: 0.0863 MILE NORTH OF NORFOLK SOUTHERN RAILWAY (1.3710 MI)					
ROUTE/STREET	MEADOW CREEK PARKWAY - RIO ROAD (0631)			TOTAL COST	\$32,587,198	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION: City line to Rt. 631 (Rio Rd)



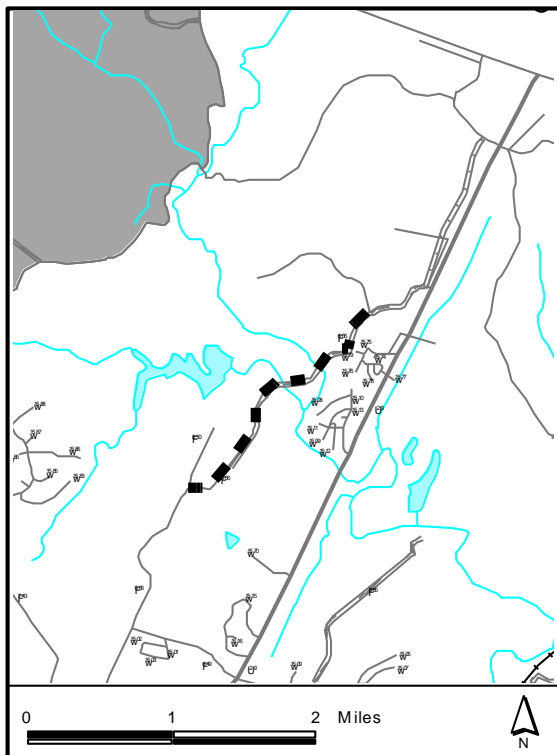
ADDITIONAL INFORMATION	
Purpose:	Alleviate demand on current road Rio Rd/Park St. to downtown
Endorsement:	Endorsed by the MPO
Environmental Review:	Completed
Other:	CN underway. Two-lane design approved by County and CTB; includes bridge over NS Railroad and Meadowcreek. Project includes bike lanes and sidewalks; County matching City's design; Parkland was purchased in excess of right-of-way pursuant to an act of the General Assembly.

Project S-13: Rt. 606 (Dickerson Road)

PROJECT SUMMARY**

UPC NO	54429	SCOPE	RECONSTRUCTION			
SYSTEM	Secondary	JURISDICTION	Albemarle County		OVERSIGHT	NFO
PROJECT	RTE 606 - RECONSTRUCT & SURFACE TREAT NON-HARDSURFACED ROAD				ADMIN BY	VDOT
DESCRIPTION	FROM: ROUTE 850 TO: ROUTE 1030 (1.9900 MI)					
ROUTE/STREET	DICKERSON ROAD (0606)				TOTAL COST	\$4,045,105
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION: Rt. 850 to Rt. 1030



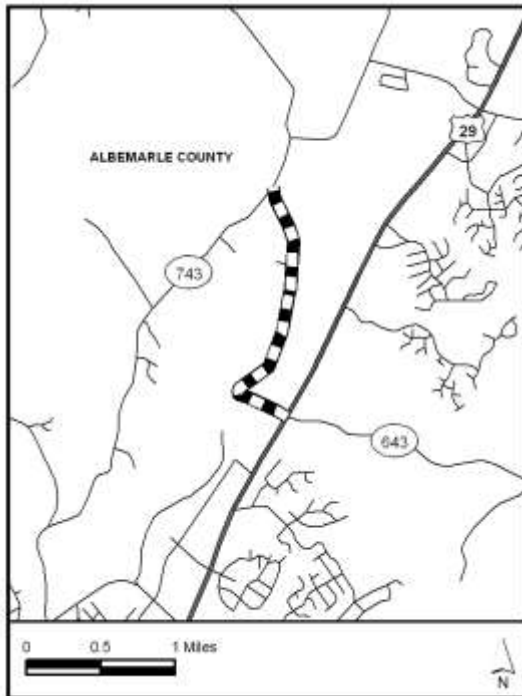
ADDITIONAL INFORMATION	
Purpose:	Pave road to provide a parallel to route Rt.29, from Rte 850 (Chris Green Lake Rd) to Rte 1030 (Lonicera Way).
Endorsement:	Endorsed by the MPO
Environmental Review:	SERP underway
Other:	2 mile segment. Remaining portions will be completed separately. This project has been divided into five project including two bridge projects. Project deferred until funding becomes available. PE began funding was cut.

Project S-18: Rt. 643 (Rio Mills Rd.)

PROJECT SUMMARY**

UPC NO	54418	SCOPE	RECONSTRUCTION			
SYSTEM	Secondary	JURISDICTION	Albemarle County		OVERSIGHT	NFO
PROJECT	RTE 643 - RECONSTRUCT & SURFACE TREAT NON-HARDSURFACE ROAD			ADMIN BY	VDOT	
DESCRIPTION	FROM: ROUTE 29 TO: 1.10 MILES WEST ROUTE 29 (1.1000 MI)					
ROUTE/STREET	RIO MILLS ROAD (0643)			TOTAL COST	\$2,681,360	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
			\$0	\$0	\$0	\$0
MPO Note						

PROJECT LOCATION



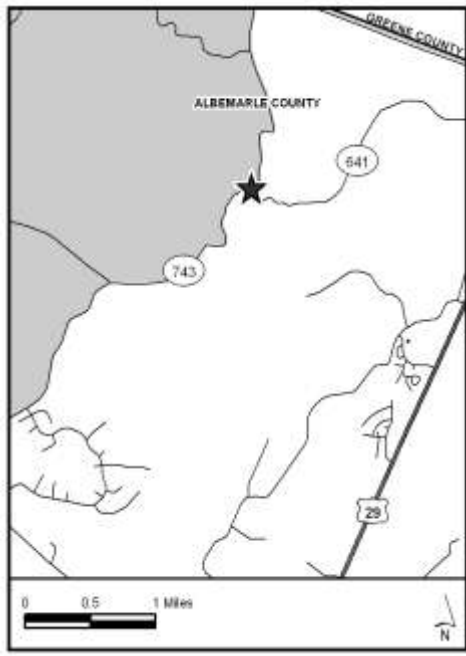
ADDITIONAL INFORMATION	
Purpose:	Upgrade road that connect Rt. 29 to Rt. 743
Endorsement:	Endorsed by Albemarle Board of Supervisors
Environmental Review:	N/A
Other:	Project deferred until funding becomes available. PE began but funding was cut.

Project S-19: Rt. 743 Advance Mills Bridge

PROJECT SUMMARY**

UPC NO	77273		SCOPE	BRIDGE REPLACEMENT		
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	RTE 743 - BRIDGE & APPROACHES OVER NORTH FORK RIVANNA			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.073 Mi. W of Rte. 641 TO: 0.011Mi. W. of Rte. 641 (0.0620 MI)					
ROUTE/STREET	0743			TOTAL COST	\$3,313,535	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
FE	BR	(\$6,031)	(\$24,123)		\$0	\$0
MPO Note						

PROJECT LOCATION



ADDITIONAL INFORMATION	
Purpose:	Replace bridge.
Endorsement:	Endorsed by the MPO
Environmental Review:	Completed
Other:	Project completed. Awaiting final close out of project

Illustrative Transportation Projects

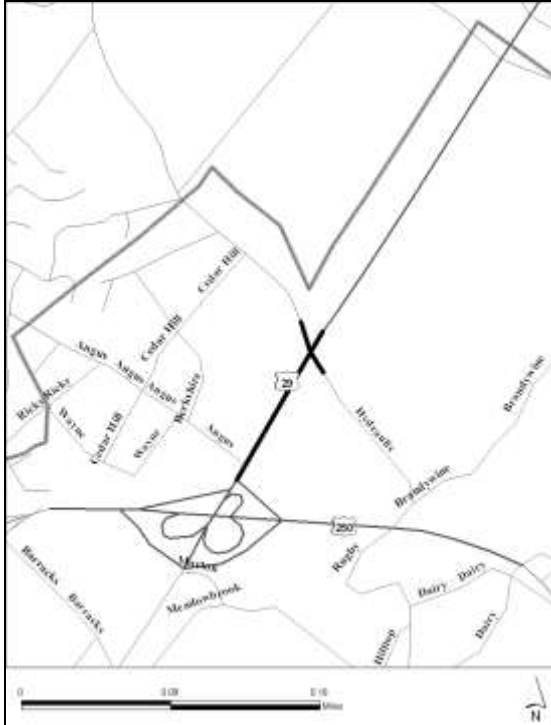
Number	Description (Primary)	UPC	Page
<i>P-10</i>	<i>Grade Separated Interchange at Hydraulic Road and US29 Intersection</i>	<i>n/a</i>	<i>41</i>
<i>P-11</i>	<i>“Downtown Trail”</i>	<i>n/a</i>	<i>42</i>
Number	Description (Secondary)	UPC	Page
<i>S-4</i>	<i>Rt. 781 Sunset Avenue Improvements</i>	<i>n/a</i>	<i>43</i>
<i>S-11</i>	<i>Rt. 702 Reservoir Road</i>	<i>n/a</i>	<i>44</i>
<i>S-14</i>	<i>Southern Parkway</i>	<i>n/a</i>	<i>45</i>
<i>S-15</i>	<i>Rt. 631 Rio Road Intersection Improvements</i>	<i>n/a</i>	<i>46</i>
<i>S-16</i>	<i>Rt. 631 Old Lynchburg Road</i>	<i>n/a</i>	<i>47</i>
<i>S-17</i>	<i>Proposed Eastern Connector</i>	<i>n/a</i>	<i>48</i>
<i>S-20</i>	<i>Proposed Berkmar Drive Extended</i>	<i>n/a</i>	<i>49</i>
Number	Description (Studies)	UPC	Page
<i>ST-1</i>	<i>Planning Study of West Main Corridor</i>	<i>n/a</i>	<i>50</i>

The Transportation Improvement Program may include, for illustrative purposes, additional projects that would be included in the approved Transportation Improvement Program if reasonable additional resources beyond those identified in the financial plan were available. This section was added at the recommendation of the FHWA. Illustrative transportation projects are included in the TIP as an informational item. Its inclusion signals the importance the MPO places on these projects as part of the region’s coordinated traffic reduction efforts. There is currently no dedicated source of funding for these projects; however most of the required financing is expected to come from county and private contributions.

Project P-10: Grade Separated Interchange at Hydraulic Rd. and US 29 Intersection

Not currently funded by VDOT in FY12; not scheduled to receive STIP obligations

PROJECT LOCATION:



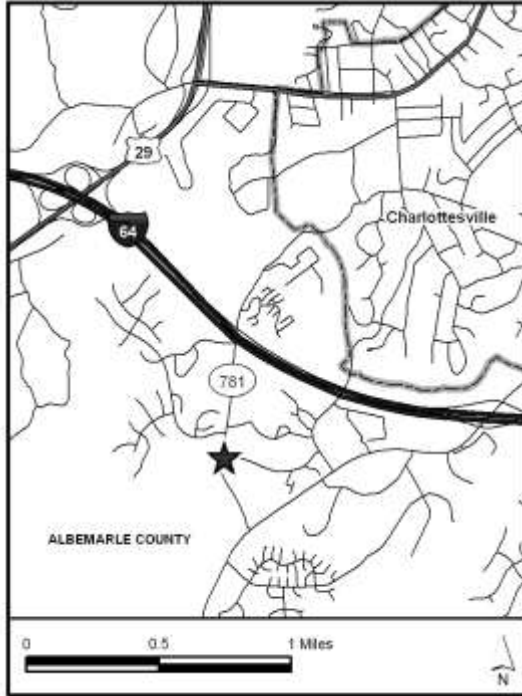
ADDITIONAL INFORMATION	
Purpose:	Major reconstruction of intersection
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	The 29H250 Phase 2 Study determined that a grade separation of this intersection is necessary to meet the long-term traffic projections. A single point urban interchange (SPUI) configuration with US 29 under Hydraulic Road was recommended.

Project S-4: Sunset-Fontaine Connector

PROJECT SUMMARY

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: City Line to Fifth Street Extended



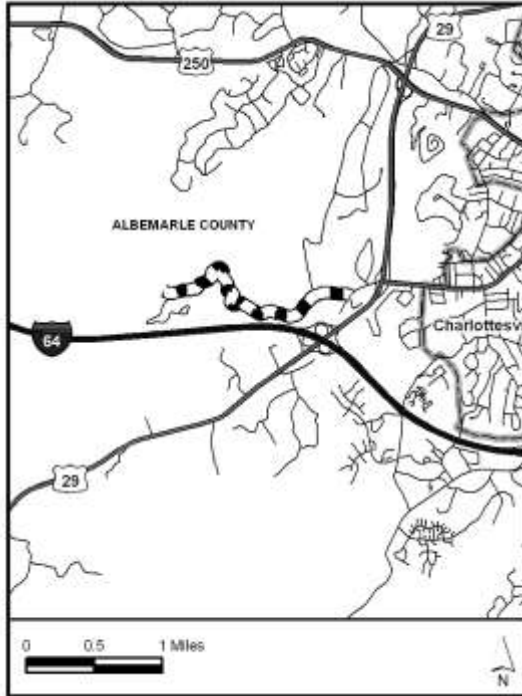
ADDITIONAL INFORMATION	
Purpose:	Safety and capacity
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	The existing section of Sunset Avenue has been on the County's priority list for many years for upgrading/spot improvements. The Connector Road is a recommendation of the Southern Urban Area B Study and the Comprehensive Plan. This project is considered a relatively high priority project which will provide an essential new access alternative from the southern Development Areas to the City and University.

Project S-11: Rt. 702 (Reservoir Rd)

PROJECT SUMMARY:

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

MAP



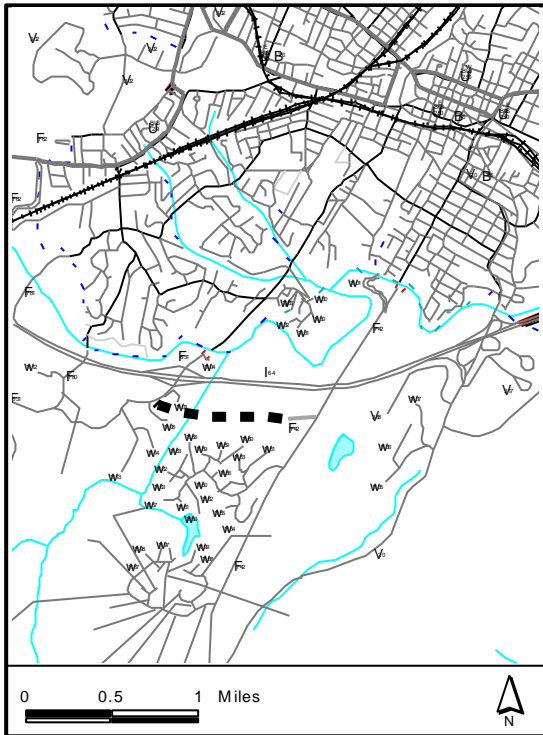
ADDITIONAL INFORMATION	
Purpose:	Safety
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	Reservoir Road has been on the County's Priority List as a paving project for many years. Due to the length of this road and its geometrics, it would be infeasible to pave the entire length of Reservoir Road. The Planning Commission and Board of Supervisors supported staff and VDOT's recommendation to change the Reservoir Road project from a paving project to a spot improvement project. As a spot improvement, staff and VDOT recommends these improvements to include paving a portion of Reservoir Road and spot improvements at the most serious locations (blind curves, poor drainage). Spot improvements at various locations. Some of the improvements may be done as part of the reservoir expansion.

Project S-14: Southern Parkway

PROJECT SUMMARY

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

PROJECT LOCATION



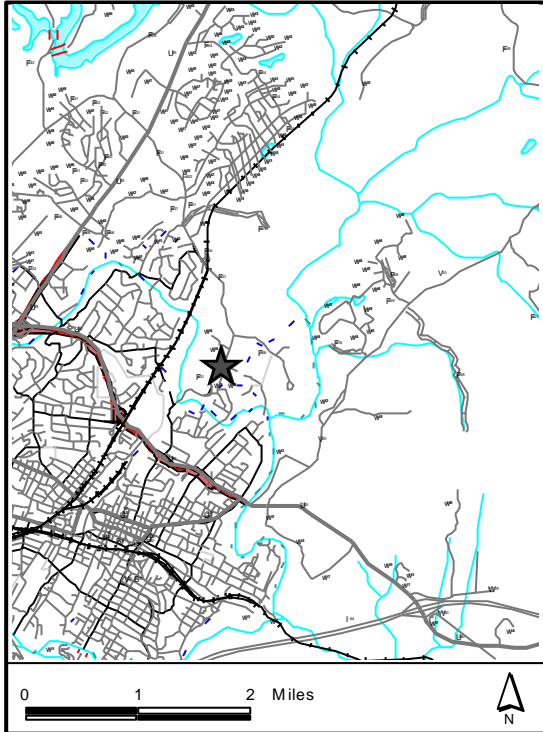
ADDITIONAL INFORMATION	
Purpose:	Provide new east-west access for local travelers in southern urban area and will reduce demand on I-64 and City neighborhoods
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	This project remains a high priority, and is recommended to be moved ahead of the Old Ivy Road Improvement Project (moving up from priority # 9 last year to priority #7 in this proposed priority list). VDOT Residency staff has recently indicated to the County that this road project will be eligible for full secondary funding. Staff is still waiting for written confirmation from VDOT Central Office. Without full funding, the County would be responsible for at least half of the funding for the road.

Project S-15: Rt. 631 (Rio Road) – Intersection Improvement

PROJECT SUMMARY

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

PROJECT LOCATION



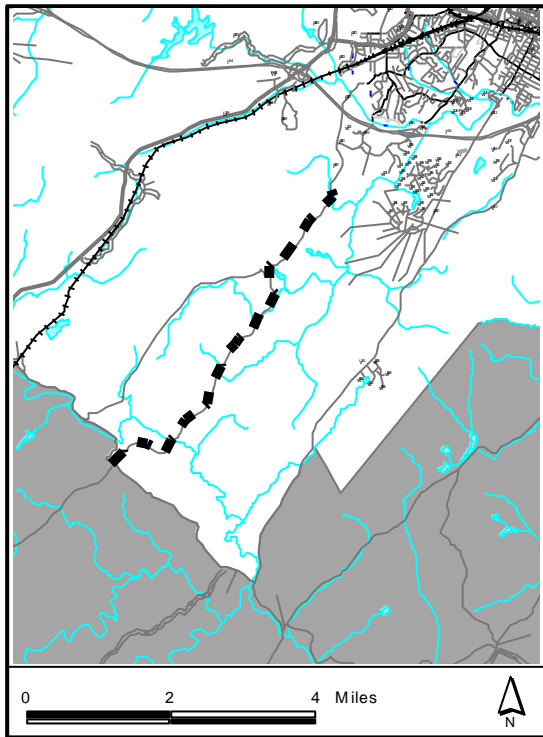
ADDITIONAL INFORMATION	
Purpose:	Improve safety
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	Intersection improvement to add turn lane and sight distance at Penn Park Lane. (Partial funding potentially from private sources)

Project S-16: Rt. 631 (Old Lynchburg Road)

PROJECT SUMMARY

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: 1.35 Miles South of I-64 To Rt. 708



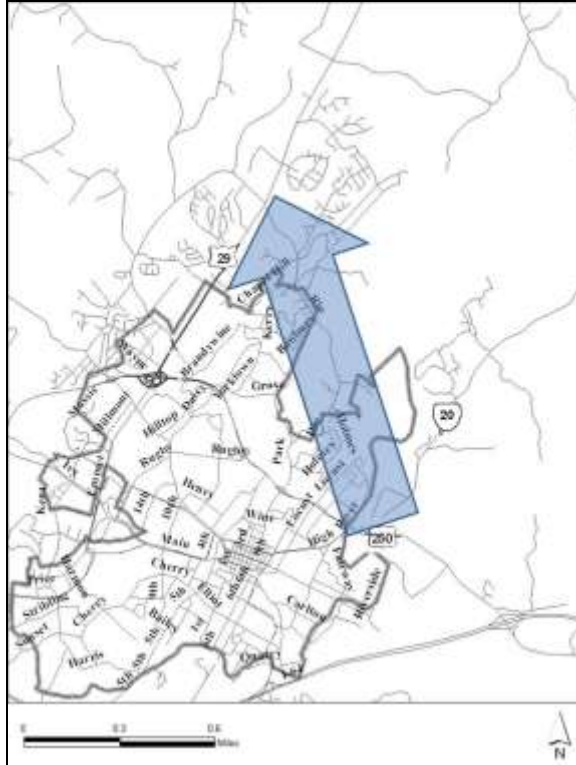
ADDITIONAL INFORMATION	
Purpose:	Spot improvements at various locations
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	<p>Route 631 (Old Lynchburg Road/Fifth Street Extended) is the major road serving the southern portion of the City and the County Office Building Fifth Street annex. The realignment and widening of this roadway in the northern portion of the Neighborhood from the City limits to Sunset Boulevard has provided for a major development corridor. The portion of Route 631 (Old Lynchburg Road) south of Sunset Boulevard has a narrow pavement width and poor horizontal and vertical curves which make access from some local roads difficult. Walkways exist along one side of the improved portion of Route 631. This road may be improved as part of new development in the area.</p>

Project S-17: Proposed Eastern Connector

PROJECT SUMMARY

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: Rt. 250 to Rt. 29 North



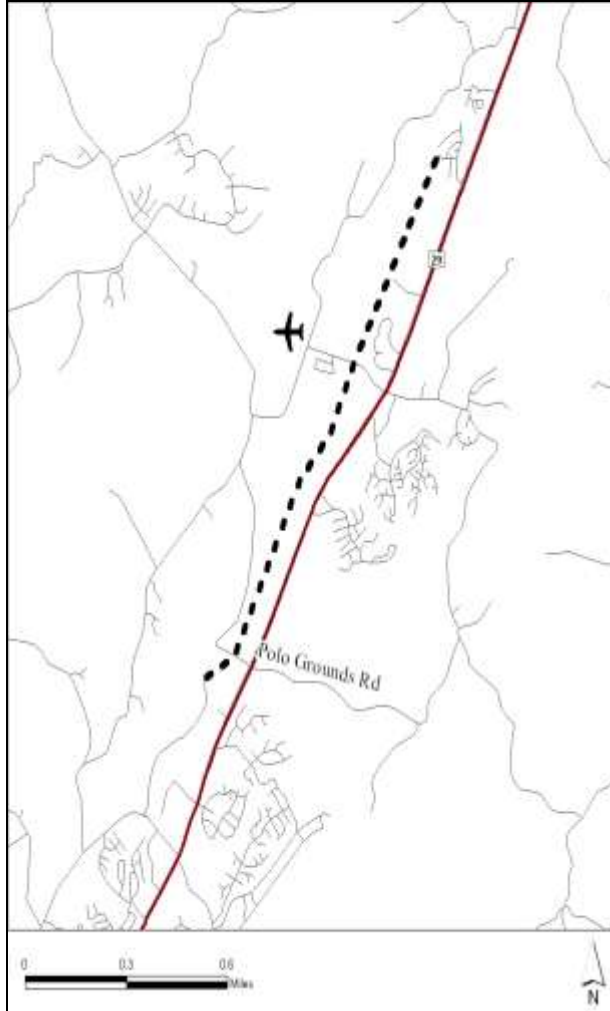
ADDITIONAL INFORMATION	
Purpose:	Alleviate traffic from Rt. 29 North and Rt. 250 east corridors
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	Funded jointly by Albemarle County and the City of Charlottesville, the Eastern Connector Study is an examination of a potential multimodal transportation connection between US Route 29 north of the US Route 250 Bypass and the City of Charlottesville and US Route 250 east of the City in the Pantops area. The need to study locations for the Eastern Connector was identified in the United Jefferson Area Mobility 2025 Long-Range Plan (UnJAM). The ultimately adopted plan envisioned the Eastern Connector as a two-lane roadway, with parallel bicycle and pedestrian facilities with a projected average daily traffic volume in the year 2025 of approximately 15,000 vehicles per day. Three alternatives presented to the public in Summer/Fall 2008.

Project S-20: Proposed Berkmar Drive Extended (Town Center Road)

PROJECT SUMMARY

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: Extend Berkmar Drive from northern terminus of Hilton Heights Road to Rivanna North Fork



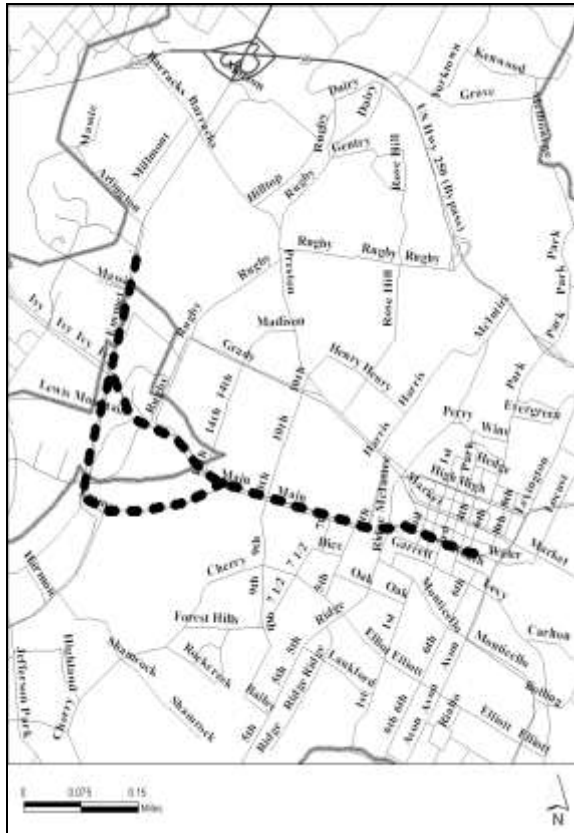
ADDITIONAL INFORMATION	
Purpose:	Protect and enhance capacity of Rt. 29 North and provide a parallel alternate multimodal route for local traffic
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	Provide new parallel-essential, multimodal access to the goods and services offered by the area Neighborhood and Employment Service Centers along corridor, as defined in the 29 North Corridor Study and Places29. Developers to build, donate ROW, and/or donate cash for significant portions of the project and surrounding network. The parallel network is envisioned as a lower-speed, urban cross section from Hilton Heights to the river crossing, where it will transition to a rural section, and back again to urban while respecting context of adjacent development as it reaches its terminus at Airport Road.

Project ST-1: Regional Transit Authority Planning Study for West Main Corridor

PROJECT SUMMARY

Not currently funded by VDOT in FY12; not scheduled to receive STIP federal obligation.

PROJECT LOCATION: Planning study for West Main Corridor, from Downtown to the University, to consider alternative modes such as bus rapid transit and light rail transit (streetcar) to support increasing transportation alternatives between destinations.



ADDITIONAL INFORMATION	
Purpose:	Planning study for West Main Corridor
Endorsement:	Endorsed by the MPO
Environmental Review:	N/A
Other:	The 1.23 mile West Main Corridor from Downtown to the University has seen an increase in the potential for residential and commercial development with parcels becoming available and recent zoning changes. When built, new development will greatly increase the demand on the already congested transportation infrastructure of the corridor – while increasing the potential for greatly improved transit service. This study will explore means to achieve a more efficient system of alternative transportation (transit, walking, and bicycling improvements) within the corridor to help address the expected future demand and provide travelers with improved travel choices. Options to be considered may include Streetcar or Bus Rapid Transit (BRT) technology. Partial funding for study from development community.

SECTION III: GROUPED PROJECTS

Number	Group	Category	Page
GRP-1	Construction	Bridge Rehabilitation/Replacement Construction	52
GRP-2	Construction	Rail	52
GRP-3	Construction	Safety/ITS/Operational Improvements	53
GRP-4	Construction	Transportation Enhancements/Byway/Non-Traditional	53
GRP-5	Maintenance	Preventative Maintenance and System Preservation	54
GRP-6	Maintenance	Preventative Maintenance for Bridges	54
GRP-7	Maintenance	Traffic and Safety Operations	54

GRP-1: Construction-Bridge Rehabilitation/Replacement/Construction

GROUP SUMMARY***

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$36,828,299
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
PE	BR	\$54,334	\$217,335	\$0	\$0	\$0
	BR AC CONVERSION	\$254,503	\$125,000	\$437,973	\$455,039	\$0
	STP	\$60,611	\$2,442	\$0	\$240,000	\$0
PE TOTAL		\$369,447	\$344,777	\$437,973	\$695,039	\$0
PE AC		\$216,287	\$865,147	\$0	\$0	\$0
RW	BR	\$81,629	\$0	\$0	\$48,749	\$277,765
	BR AC CONVERSION	\$95,050	\$0	\$0	\$160,000	\$220,199
	STP	\$93,606	\$374,425	\$0	\$0	\$0
RW TOTAL		\$270,285	\$374,425	\$0	\$208,749	\$497,964
RW AC		\$202,221	\$0	\$656,000	\$152,883	\$0
CN	Other	\$460,904	\$0	\$460,904	\$0	\$0
	BR	\$204,578	\$0	\$438,710	\$0	\$379,600
	EB	\$280,741	\$0	\$1,122,962	\$0	\$0
	STP	\$230,860	\$0	\$923,441	\$0	\$0
CN TOTAL		\$1,177,082	\$0	\$2,946,017	\$0	\$379,600
CN AC		\$623,875	\$0	\$0	\$2,495,499	\$0
MPO Note						

GRP-2: Construction-Rail

GROUP SUMMARY***

GROUPING		Construction : Rail				
ROUTE/STREET					TOTAL COST	\$1,031,894
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
CN	STP/RR	\$4	\$33	\$0	\$0	\$0
MPO Note						

GRP-3: Construction-Safety/ITS/Operational Improvements

GROUP SUMMARY***

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$15,376,526
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
PE	HSIP	\$41,054	\$329,490	\$0	\$0	\$0
	IM	\$5,880	\$52,921	\$0	\$0	\$0
	NH	(\$120,784)	(\$483,136)	\$0	\$0	\$0
	STP	\$65,211	\$260,845	\$0	\$0	\$0
PE TOTAL		(\$8,638)	\$160,120	\$0	\$0	\$0
PE AC		\$55,200	\$272,545	\$0	\$0	\$0
RW	HSIP	\$20,064	\$180,577	\$0	\$0	\$0
	STP	(\$43,029)	(\$172,117)	\$0	\$0	\$0
	STP/HES	(\$6,795)	(\$61,157)	\$0	\$0	\$0
	STP/SRS	\$0	\$32,400	\$0	\$0	\$0
RW TOTAL		(\$29,760)	(\$20,297)	\$0	\$0	\$0
CN	HSIP	\$45,776	\$375,197	\$36,788	\$0	\$0
	IM	(\$96,886)	(\$871,972)	\$0	\$0	\$0
	NH	\$46,332	\$185,326	\$0	\$0	\$0
	SAFETEA-LU	\$9,842	\$39,369	\$0	\$0	\$0
	STP	(\$1,124)	(\$10,116)	\$0	\$0	\$0
	STP/SRS	\$0	\$3,337,745	\$2,612,366	\$2,653,571	\$2,695,370
CN TOTAL		\$3,940	\$3,055,549	\$2,649,154	\$2,653,571	\$2,695,370
MPO Note						

GRP-4: Construction-Transportation Enhancements/Byway/Non-Traditional

GROUP SUMMARY***

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$10,310,813
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
PE	STP/EN	\$33,339	\$133,356	\$0	\$0	\$0
RW	BR	(\$110,239)	(\$440,955)	\$0	\$0	\$0
	SAFETEA-LU	\$0	\$5,915	\$0	\$0	\$0
	STP	(\$10,000)	(\$40,000)	\$0	\$0	\$0
	STP/EN	\$600	\$2,400	\$0	\$0	\$0
RW TOTAL		(\$119,639)	(\$472,640)	\$0	\$0	\$0
RW AC		(\$221,396)	(\$885,585)	\$0	\$0	\$0
CN	BR	\$76,598	\$306,390	\$0	\$0	\$0
	DEMO	\$1,488	\$5,952	\$0	\$0	\$0
	STP/EN	\$31,573	\$126,292	\$0	\$0	\$0
	STP/HES	(\$1,535)	(\$13,814)	\$0	\$0	\$0
CN TOTAL		\$108,124	\$424,820	\$0	\$0	\$0
CN AC		(\$1,951)	(\$7,802)	\$0	\$0	\$0
MPO Note						

***Grouped Projects in Appendix A

**Project funding in Appendix B

GRP-5: Maintenance-Preventive Maintenance and System Preservation

GROUP SUMMARY***

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated statewide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
CN	EB	\$0	\$35,777,196	\$35,570,454	\$36,500,548	\$36,170,428
	IM	\$0	\$21,507,444	\$28,171,292	\$30,584,510	\$43,017,379
	NH	\$0	\$24,401,935	\$37,922,357	\$43,171,252	\$55,733,970
	STP	\$0	\$33,831,155	\$33,655,434	\$33,877,000	\$34,410,259
CN TOTAL		\$0	\$115,317,730	\$135,319,537	\$143,943,308	\$169,332,034
MPO Note						

GRP-6: Maintenance-Preventive Maintenance for Bridges

GROUP SUMMARY***

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated statewide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
CN	BR	\$0	\$51,002,946	\$52,580,173	\$67,177,442	\$65,942,859
MPO Note						

GRP-7: Maintenance-Traffic and Safety Operations

GROUP SUMMARY***

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated statewide as projects are identified.				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY12	FY13	FY14	FY15
CN	EB	\$0	\$7,945,311	\$8,143,944	\$8,347,542	\$8,556,231
	NH	\$0	\$12,856,260	\$13,177,866	\$13,507,108	\$13,844,785
	STP	\$0	\$5,184,000	\$5,313,800	\$5,446,440	\$5,582,801
CN TOTAL		\$0	\$25,985,571	\$26,635,210	\$27,301,090	\$27,983,817
MPO Note						

***Grouped Projects in Appendix A

**Project funding in Appendix B

SECTION IV: PUBLIC TRANSPORTATION PROJECTS

Public Transportation Projects

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	JAUNT	56

Park and Ride Lots

Park and Ride lots are included in the TIP as an informational item. Its inclusion signals the importance the MPO places on Park and Ride lots as part of the region’s coordinated traffic reduction efforts. There is currently no dedicated source of funding for Park and Ride lots. The information provided in this year’s TIP could be used as a baseline for future improvements as needs arise.

A map of all Park and Ride lots in the RideShare coverage area are included because, in addition to lots built or improved within the MPO boundary, efforts to build convenient Park and Ride lots in the rural areas reduces traffic flowing into the urban area.



FY12-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Charlottesville Area Transit

Commonwealth Transportation Culpeper District Metropolitan Planning Organization: Charlottesville Area Metropolitan Planning Organization												
Name of Federal Funds Recipient: Charlottesville Area Transit												
MPO Project Number	Category	Project Description	STIP ID	FY 12 (\$ in 000's)		FY 13 (\$ in 000's)		FY 14(\$ in 000's)		FY 15 (\$ in 000's)		Comments
				Amount	Source	Amount	Source	Amount	Source	Amount	Source	
1	Bus Project	Operating Assistance	CAT0001	1,521	FTA 5307	1,521	FTA 5307	1,521	FTA 5307	1,521	FTA 5307	Operating Assistance
1	Bus Project		CAT0001	3,782	Non Fed.	3,782	Non Fed.	3,782	Non Fed.	3,782	Non Fed.	
2	Bus Project	All Other Capital Projects	CAT0008	-		46	Flex STP	49	Flex STP	51	Flex STP	Miscellaneous Equipment
2	Bus Project		CAT0008	-		12	Non Fed.	12	Non Fed.	13	Non Fed.	
3	Bus Project	Replacement Rolling Stock	CAT0003	1,314	Flex STP	1,930	Flex STP	921	Flex STP	174	Flex STP	Replacement Rolling Stock
3	Bus Project		CAT0003	868	Non Fed.	483	Non Fed.	230	Non Fed.	43	Non Fed.	
4	Bus Project	Operating Assistance	CAT0016	363	FTA JARC	-		-		-		JARC Project-CAT Night Service
4	Bus Project		CAT0016	363	Non Fed.	-		-		-		
5	Bus Project	All Other Capital Projects	CAT0017	-		-		-		91	Flex STP	Support Vehicles
5	Bus Project		CAT0017	-		-		-		23	Non Fed.	

JAUNT

Commonwealth Transportation Culpeper District Metropolitan Planning Organization: Charlottesville Area Metropolitan Planning Organization												
Name of Federal Funds Recipient: JAUNT												
MPO Project Number	Category	Project Description	STIP ID	FY 12 (\$ in 000's)		FY 13 (\$ in 000's)		FY 14(\$ in 000's)		FY 15 (\$ in 000's)		Comments
				Amount	Source	Amount	Source	Amount	Source	Amount	Source	
1	Bus Project	Operating Assistance	JNT0001	513	FTA 5307	513	FTA 5307	513	FTA 5307	513	FTA 5307	Operating Assistance (MPO)
1	Bus Project	Operating Assistance	JNT0001	864	FTA 5311	864	FTA 5311	864	FTA 5311	864	FTA 5311	<i>(Rural Dollars Not Used for MPO)</i>
1	Bus Project	Operating Assistance	JNT0001	3,239	Non Fed.	3,239	Non Fed.	3,239	Non Fed.	3,239	Non Fed.	
2	Bus Project	Replacement Rolling Stock	JNT0002	360	Flex STP	693	Flex STP	621	Flex STP	556	Flex STP	Replacement Rolling Stock
2	Bus Project		JNT0002	90	Non Fed.	173	Non Fed.	156	Non Fed.	138	Non Fed.	
3	Bus Project	All Other Capital Projects	JNT0006	48	Flex STP	45	Flex STP	43	Flex STP	12	Flex STP	ADP Hardware
3	Bus Project		JNT0006	12	Non Fed.	11	Non Fed.	11	Non Fed.	3	Non Fed.	
4	Bus Project	All Other Capital Projects	JNT0008	61	FTA N Frdm	-		-		-		NFrdm - Mobility Management
4	Bus Project		JNT0008	25	Non Fed.	-		-		-		
5	Bus Project	All Other Capital Projects	JNT0009	5	Flex STP	28	Flex STP	6	Flex STP	16	Flex STP	ADP Software
5	Bus Project		JNT0009	1	Non Fed.	7	Non Fed.	2	Non Fed.	4	Non Fed.	
6	Bus Project	Construction of Facilities	JNT0012	-		5	Flex STP	-		-		Bus Construction Maint. Facility
6	Bus Project		JNT0012	-		2	Non Fed.	-		-		
7	Bus Project	All Other Capital Projects	JNT0013	34	FTA 5307	56	FTA 5307	-		-		Communications Systems
7	Bus Project		JNT0013	8	Non Fed.	14	Non Fed.	-		-		
8	Bus Project	Expansion Rolling Stock	JNT0016	-		-		-		97	Flex STP	Expansion rolling Stock
8	Bus Project		JNT0016	-		-		-		24	Non Fed.	
9	Bus Project	All Other Capital Projects	JNT0017	12	Flex STP	-		-		-		Misc. Equipment
9	Bus Project		JNT0017	3	Non Fed.	-		-		-		

***Grouped Projects in Appendix A

**Project funding in Appendix B