

FY 2021–2024 Transportation Improvement Program (TIP)

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**Harrisonburg
Rockingham**
Metropolitan Planning
Organization

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June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Harrisonburg-Rockingham Metropolitan Planning Organization

Policy Board as of June 18, 2020

Officers

Chair, Dennis Driver – Town of Mt. Crawford

Vice Chair, George Hirschmann – City of Harrisonburg

Secretary/Treasurer, Bonnie Riedesel - Central Shenandoah PDC (non-voting)

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Casey Armstrong – Rockingham County

Angela Lawrence – Town of Dayton

Jay Litten – Town of Bridgewater

Randy Kiser – Virginia Department of Transportation

Wood Hudson – Virginia Department of Rail and Public Transportation (non-voting)

Kevin Jones – Federal Highway Administration (non-voting)

Michele DeAngelis – Federal Transit Administration (non-voting)

Lee Eshelman – James Madison University (non-voting)

Rusty Harrington – Virginia Department of Aviation (non-voting)

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Technical Advisory Committee

Officers

Chair, Bill Blessing – City of Harrisonburg

Vice Chair, Rhonda Cooper – Rockingham County

Secretary/Treasurer, Bonnie Riedesel - Central Shenandoah PDC (non-voting)

Members

Thanh Dang – City of Harrisonburg

Gerald Gatobu – City of Harrisonburg

Tom Hartman – City of Harrisonburg

Erin Yancey – City of Harrisonburg

Casey Armstrong – Rockingham County

Bradford Dyjak – Rockingham County

Alex Wilmer – Town of Bridgewater

J. C. Smythers – Town of Mt. Crawford

Susan Smith – Town of Dayton

Terry Short – Virginia Department of Transportation

Don Komara – Virginia Department of Transportation

Wood Hudson – Virginia Department of Rail and Public Transportation

Kevin Jones – Federal Highway Administration (non-voting)

Michele DeAngelis – Federal Transit Administration (non-voting)

Lee Eshelman – James Madison University (non-voting)

Rusty Harrington – Virginia Department of Aviation (non-voting)

Plan Documentation

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FY 2021–2024 Transportation Improvement Program (TIP)

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Jonathan Howard, Transportation Planner, HRMPO



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Disclaimer

The Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) Transportation Improvement Program (TIP) has been prepared in accordance with federal regulations [49 U.S.C. § 5303\(j\)](#) and [23 CFR 450.326](#), and the Virginia Association of Metropolitan Planning Organizations [TIP Development Guidelines](#); and in partnership with the City of Harrisonburg and the County of Rockingham (member jurisdictions), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The contents of this report reflect the views of the HRMPO, which are responsible for the accuracy of the information and data presented herein.

Self-Certification

Submission of the HRMPO TIP fulfills the federal self-certification requirements set forth by [23 CFR 450.336](#), confirming the HRMPO's metropolitan transportation planning process is conducted in accord with all applicable federal and state regulations.

Non-Discrimination Statement

The HRMPO ensures non-discrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights regarding this document, or if you need special assistance for persons with disabilities or limited English proficiency, please contact the HRMPO. For more information, or to obtain a Title VI Complaint Form, see <http://hrvampo.org/public-participation-title-vi> or call (540) 885-5174.



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RESOLUTION APPROVING THE FISCAL YEARS 2021 - 2024 HARRISONBURG-ROCKINGHAM METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) is the designated regional transportation planning organization, and has the responsibility for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Planning Area; and

WHEREAS, the Transportation Improvement Program (TIP) is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements; and

WHEREAS, the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), the City of Harrisonburg, County of Rockingham, and the Towns of Dayton and Mount Crawford, have reviewed the Fiscal Year 2021-2024 (FY21-24) TIP; and

WHEREAS, the projects identified in the FY 2021-2024 TIP are financially constrained and the TIP financial plan affirms that the funding identified in the TIP is available; and

WHEREAS, the FY 2021-2024 HRMPO TIP is required for Virginia's State Transportation Improvement Program (STIP) development process; and

WHEREAS, public participation has been sought and considered in accordance with the HRMPO's Public Participation Plan;

NOW, THEREFORE BE IT RESOLVED that the HRMPO Policy Board does hereby approve the FY 2021-2024 TIP on this 18th day of June 2020.

SIGNED:



Dennis Driver, Chairman
Harrisonburg-Rockingham
Metropolitan Planning Organization

ATTEST:



Bonnie S. Riedesel, Administrator
Harrisonburg-Rockingham
Metropolitan Planning Organization

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Introduction

Purpose of this Document

Federal regulations [[49 U.S.C. § 5303\(j\)](#) and [23 CFR 450.326](#)] require that all Metropolitan Planning Areas develop and maintain a Transportation Improvement Program (TIP) to coordinate regional transportation planning, maximize resources, provide transparency in the investment of federal transportation funds, and make progress towards achieving state and regional performance targets. Additionally, federal regulations require the TIP to be compatible with the HRMPO's [Long-Range Transportation Plan](#) (LRTP), the State's TIP ([VDOT's Six-Year Improvement Program](#)), the [State's Transportation Improvement Plan](#) (STIP), and that it be updated a minimum of every 4-years. This TIP identifies the investment plans for Highway and Transit which are provided in the **TIP Financial Plan** on page 7.

Public Participation

Public participation is vital in the TIP development process to ensure that transportation projects being advanced address needs identified by the community. Federal regulations require the HRMPO to develop, implement, and maintain a [Public Participation Plan](#) (PPP) to provide a transparent and open planning process. The PPP identifies the various methods and ways the HRMPO works to ensure that the public is properly notified of its activities, and that opportunities to participate in the HRMPO's short- and long-range planning activities are available to all residents. The TIP is updated and amended according to the procedures provided in the PPP.

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About the HRMPO

Established in 2003, the HRMPO, is the federally designated agency responsible for leading transportation planning efforts for the City of Harrisonburg, the urbanized areas of Rockingham County, including the Towns of Bridgewater and Mt. Crawford. **Map 1** shows the HRMPO planning area boundary.

As the regional transportation planning agency, the HRMPO provides its members and partners an impartial venue to ensure that regional transportation planning and decision making are conducted transparently using the 3-C Planning Process. The 3-C Planning Process enables the HRMPO to collaborate with its members and partners to develop a comprehensive picture of the region in its effort to identify potential issues, prioritize needs, provide solutions, identify funding opportunities, and make decisions to support, maintain and improve the region's transportation network.

HRMPO Policy Board

The HRMPO's governing body is its Policy Board. The Policy Board leads the HRMPO transportation decision making process in the HRMPO region to ensure all possible solutions are examined and interests are addressed; decisions are made by following established MPO policies are in accord with federal and state regulations. The Policy Board is supported by HRMPO staff, with guidance and technical assistance provided by the HRMPO Technical Advisory Committee (TAC)

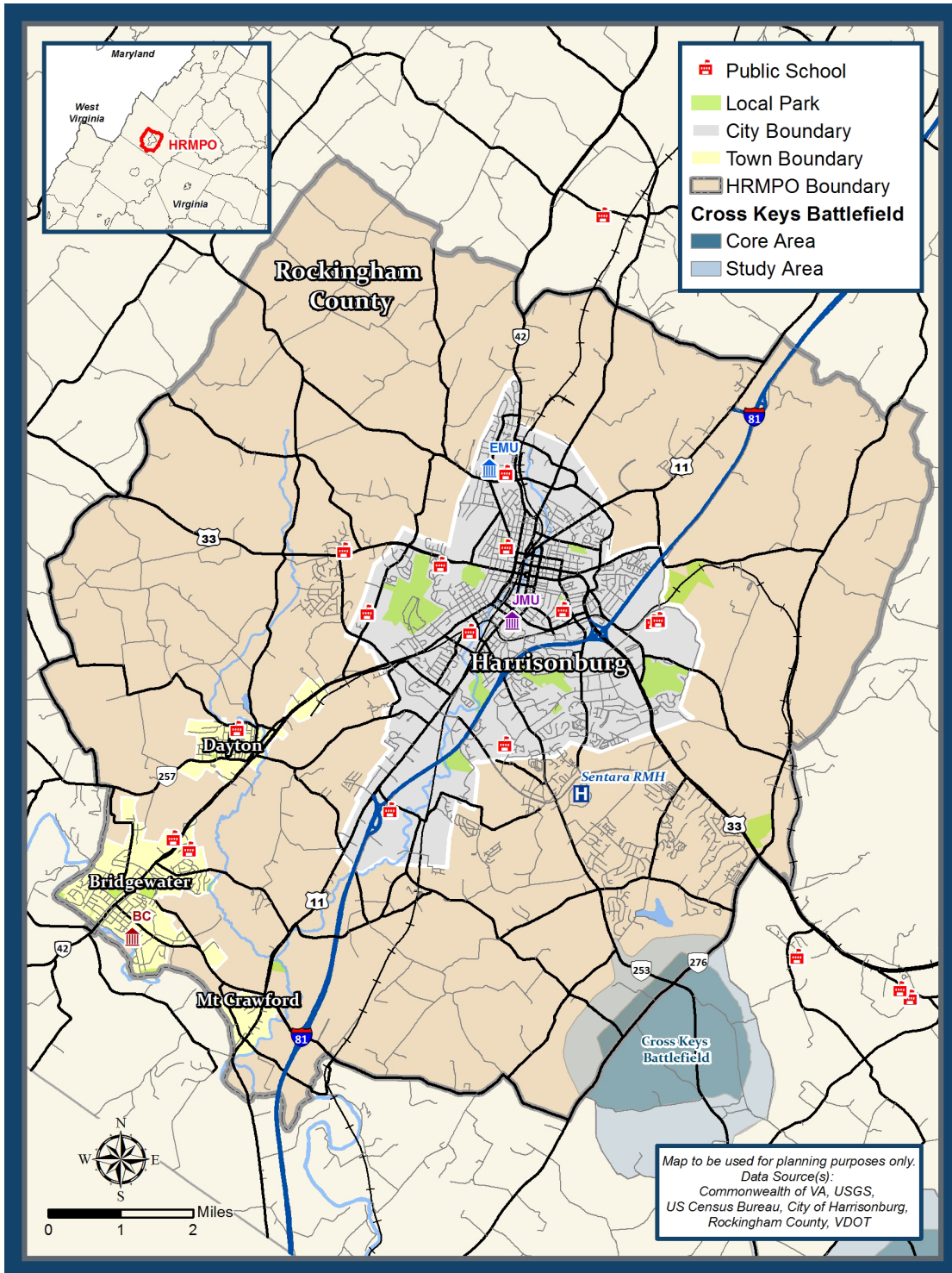
Technical Advisory Committee (TAC)

The TAC is comprised of staff from the HRMPO's member jurisdictions, the Harrisonburg Department of Public Transportation (HDPT), and state and federal agencies. Through the TAC, member agencies and partners can collaborate and coordinate transportation planning efforts, and inform the Policy Board's decision-making process. With its members' knowledge of the region's transportation network and local transportation and transit needs, the TAC assists the HRMPO in establishing regional transportation priorities and identify regional and local needs.

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Map 1 HRMPO Planning Area



FY 2021-2024 Transportation Improvement Program (TIP)

The HRMPO TIP

The HRMPO TIP is the region's fiscally constrained four-year program of all transportation and transit projects programmed in the HRMPO region that:

- Are scheduled to receive federal transportation funds
- Require a federal action; or
- Are deemed regionally significant

Projects using only local or state funds are typically not included in the TIP unless they require a federal action or are considered regionally significant. The list of transportation and transit projects programmed in the HRMPO can be found in the TIP Highway & Transit Financial Plans of this document.

Consistency With Other State and Regional Planning Documents

Federal regulations require the TIP to be consistent with other federal, state, and regional transportation planning documents. These documents include the Statewide Transportation Improvement Program (STIP), and Six Year Improvement Program (SYIP), and the HRMPO LRTP.

Upon approval by the HRMPO Policy Board, the HRMPO TIP is submitted to VDOT and DRPT for approval and inclusion into the STIP, which is then forwarded to the FHA and FTA for federal approval.

TIP Development

The TIP is developed in accordance with [23 CFR 450.326](#), the Virginia Association of MPOs (VAMPO) TIP Development Guidelines, and in partnership with member agencies, stakeholders, VDOT, DRPT, FHWA and FTA, from projects in the HRMPO's Constrained Long Range Plan (CLRP), the VTrans 2040 Plan, and from member agency comprehensive plans. The TIP is updated at least every four years.

TIP Financial Plans

Highway Financial Plan

The TIP Highway Financial Plan lists all transportation projects programmed in the HRMPO region during the TIP 4-year life-cycle. The Financial Plan provides a project's details including the type of project to be implemented, its phase, scope, obligated funding source(s), project cost(s), and delivery schedule.

Transit Financial Plan

The Transit Financial Plan is developed by the HRMPO in partnership with the Harrisonburg Department of Public Transportation (HDPT), regional human mobility service providers (FTA Section 5310 program applicants), and DRPT. It identifies all transit projects programmed for implementation during the 4-year life cycle of the TIP. Project details shown in the Transit Financial Plan include a project's cost(s), funding allocation(s), funding source(s) and anticipated future funding.

Grouped Projects

Projects in the TIP that are determined not to be regionally significant, or are considered by VDOT or DRPT not to be of an appropriate scale to be individually programmed are listed in grouped categories. Listing these projects in grouped



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categories provides programming flexibility and reduces the administrative process. Grouped category lists may be identified by function, work type, or geographic area per 23 CFR 771.117(c) and (d) and 40 CFR part 93. A grouped project list shows the total sum of funding obligated for the grouped category rather than individual project descriptions and obligated funding. Grouped project listings are provided in both financial plans.

Amendments & Modifications

The TIP is periodically amended to add new projects or modify an existing project's scope, cost, and/or schedule when requested by VDOT, DRPT, or the project sponsor. TIP amendments and modifications for the Highway and Transit Financial Plans are in **Appendices A and B** of this document. Amendments and administrative modifications are defined below per [23 CFR Section 450.104](#):

Amendments are considered when a revision to a TIP involves a major change to an existing project programmed during the document's life cycle. Major changes may include the addition or deletion of a project, or a major change to a project's cost, scope, or schedule (e.g., adding new funds to a project, changing a project's termini or revising the start and/or delivery date). Amendments require a public notice that includes a review and comment period. Once the review and comment period are complete the amendment is presented to the HRMPO Policy Board, VDOT/DRPT, FHWA/FTA for approval. Any change to a TIP's financial plan(s) must continue to demonstrate fiscal constraint.

Transit-FTA Project/Phase Cost Increase Thresholds for Amendments

Approved STIP Total Estimated Project Cost	Estimate Increase Requiring Amendment
Up to \$2,000,000	>100%
>\$2,000,000 to \$10,000,000	>50%
>\$10,000,000	>25%

Highway-FHWA Project/Phase Cost Increase Thresholds for Amendments

Approved STIP Total Estimated Project Cost	Estimate Increase Requiring Amendment
Up to \$2,000,000	>100%
>\$2,000,000 to \$10,000,000	>50%
>\$10,000,000 to \$20,000,000	>25%
>\$20,000,000 to \$35,000,000	>15%
>\$35,000,000	>10%

Administrative Modifications are considered to be **minor revisions** to a TIP. This includes minor changes to an existing project's programmed phase, costs, funding source(s), and minor changes to a project's schedule/delivery date. An administrative modification only requires a staff-level review. Administrative modifications do not require a public notice of the change, public comment period, or re-demonstration of fiscal constrain.

Amendments or modifications the HRMPO TIP are made according to the amendment policy found in Section 4.3 of the [HRMPO PPP](#).

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Performance Management Requirements

The HRMPO is dedicated to improving the region's transportation network by working with its member agencies, VDOT, DRPT, FHWA, and FTA to implement regional performance measures that support and advance regional, state, and national transportation performance goals.

The FHWA defines [Transportation Performance Management](#) as a “strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.” With the passage of Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 and the subsequent Fixing America's Surface Transportation (FAST) Act in 2016, the FHWA and FTA mandated that States and MPOs establish performance measures to integrate system-performance management into the transportation and transit planning process. In order to guide the integration of system performance measures into the planning process the FHWA and FTA identified the following seven national performance measures:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delay

Advancing the seven national performance goals ensures that transportation networks continue to develop and operate in a safe and efficient manner. Implementation of these measures in the HRMPO region ensures that transportation investments advance federal performance objectives, and that the HRMPO TIP is consistent with statewide planning documents.

The performance measures and implementation schedule provided in **Appendix D** satisfy the requirements of 23 CFR 450.218(q). HRMPO concurred with the state's safety targets on December 21, 2017. Performance measures and their revisions are to be incorporated into the TIP via the administrative modification process as they are advanced by VDOT and DRPT and approved by the HRMPO Policy Board.

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The TIP Financial Plan

MAP-21 requires a financial plan be provided in the TIP ([23 CFR 450.324\(h\)](#)). The Financial Plan must demonstrate how the projects programmed can be implemented with existing obligations. TIP projects identified must be consistent with the HRMPO Long-Range Transportation Plan, and must be fully funded to the extent of available funding obligations or funding that is reasonably expected to be available.

The HRMPO and its partners have collaborated to develop financial forecasts for the Highway and Transit TIP based on the latest official planning assumptions, available or assumed revenue(s), and estimated project cost(s). The financial information provided is either project specific, or listed by a grouped funding category. All projects listed in the TIP are expected to be implemented during the four-year life cycle of the document. The TIP Financial Plan may contain projects that show \$0.00 for planned obligations. Possible reasons for this include:

- The project is complete and is awaiting final closeout
- Project phases extend beyond four years
- A Project type ID that has no allocated funding during the four-year period of the TIP

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TIP Financial Plan – Highway

Interstate Projects

UPC NO	115852	SCOPE	Traffic Management/Engineering			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	ITTF FY20 Micro Transit			ADMIN BY	DRPT	
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999			TOTAL COST	\$500,000	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$500,000	\$0	\$0	\$0

Primary Projects

UPC NO	110397	SCOPE				
SYSTEM	Primary	JURISDICTION	Rockingham County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 Rt 11 S Valley Pk Rdwy Improve GARVEE DEBT SERVICE			ADMIN BY	VDOT	
DESCRIPTION						
PROGRAM NOTE	Includes \$914,199 GARVEE Debt Service Interest Prev, \$645,907 GARVEE Debt Service Interest FFY21, \$686,341 GARVEE Debt Service Interest FFY22, \$647,820 GARVEE Debt Service Interest FFY23, \$604,486 GARVEE Debt Service Interest FFY24, \$3,234,531 GARVEE Debt Service Interest FFY25-FFY36. Total GARVEE Debt Service Interest \$6,733,284. Corresponding CN UPC 108810 which is included in the Harrisonburg MPO CN: Safety/ITS/Operational Improvements grouping.					
ROUTE/STREET	0011			TOTAL COST	\$6,733,284	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$0	\$0	\$686,341	\$647,820	\$604,486
	Federal - STP/STBG	\$0	\$645,907	\$0	\$0	\$0
PE TOTAL		\$0	\$645,907	\$686,341	\$647,820	\$604,486
PE AC	Federal - AC	\$0	\$5,173,178	\$0	\$0	\$0

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Urban Projects

UPC NO	64647	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Harrisonburg	OVERSIGHT	NFO	
PROJECT	ERICKSON AVENUE - 4 LANE			ADMIN BY	Locally	
DESCRIPTION	FROM: WEST OF GARBERS CHURCH ROAD TO: SOUTH OF HIGH STREET					
PROGRAM NOTE	All funds obligated based on current allocations/estimate					
ROUTE/STREET	ERICKSON AVENUE (U000)			TOTAL COST	\$17,175,067	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
			\$0	\$0	\$0	\$0

UPC NO	115139	SCOPE	Safety			
SYSTEM	Urban	JURISDICTION	Harrisonburg	OVERSIGHT	NFO	
PROJECT	#SMART20 University Blvd/Evelyn Byrd Ave Rd Diet & Sidewalk			ADMIN BY	Locally	
DESCRIPTION	FROM: University Blvd and TO: Evelyn Byrd Avenue ()					
ROUTE/STREET	U000			TOTAL COST	\$3,515,278	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$250,000	\$0	\$0	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$0	\$1,296,155	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$0	\$1,969,123

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Harrisonburg MPO Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET		TOTAL COST				
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - NHS/NHPP	\$194,112	\$0	\$0	\$0	\$776,446
RW	Federal - AC CONVERSION	\$4,970	\$19,880	\$0	\$0	\$0
	Federal - NHS/NHPP	\$248,940	\$995,758	\$0	\$0	\$0
RW TOTAL		\$253,910	\$1,015,638	\$0	\$0	\$0
CN	Federal - AC CONVERSION	\$66,572	\$0	\$266,286	\$0	\$0
	Federal - NHS/NHPP	\$8,981,188	\$289,626	\$0	\$32,583,229	\$3,051,897
CN TOTAL		\$9,047,760	\$289,626	\$266,286	\$32,583,229	\$3,051,897

GROUPING		Construction : Rail				
ROUTE/STREET		TOTAL COST				
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - RAIL		\$0	\$0	\$0	\$710,000

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET		TOTAL COST				
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - STP/STBG	\$57,181	\$0	\$228,724	\$0	\$0
RW	Federal - STP/STBG	\$175,000	\$0	\$0	\$700,000	\$0
CN	Federal - AC CONVERSION	\$257,364	\$350,000	\$1,068,345	\$0	\$0
	Federal - HSIP	\$99,086	\$0	\$891,775	\$0	\$0
	Federal - NHS/NHPP	\$935,783	\$756,763	\$0	\$2,986,367	\$0
	Federal - STP/STBG	\$492,113	\$826,760	\$0	\$1,141,690	\$0
CN TOTAL		\$1,784,345	\$1,933,523	\$1,960,120	\$4,128,057	\$0

GROUPING		Construction : Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET		TOTAL COST				
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
			\$0	\$0	\$0	\$0

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET		TOTAL COST				
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$8,194,023	\$8,194,023	\$8,194,023	\$8,194,023
	Federal - STP/STBG	\$0	\$5,386,115	\$7,523,629	\$6,178,315	\$14,354,874
CN TOTAL		\$0	\$13,580,138	\$15,717,652	\$14,372,338	\$22,548,897

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				



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ROUTE/STREET						TOTAL COST	\$28,649,368
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	
	Federal - STP/STBG	\$0	\$3,242,450	\$8,841,457	\$7,047,626	\$5,517,835	
CN TOTAL		\$0	\$4,242,450	\$9,841,457	\$8,047,626	\$6,517,835	

GROUPING	Maintenance : Traffic and Safety Operations						
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.						
ROUTE/STREET						TOTAL COST	\$8,635,843
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24	
CN	Federal - STP/STBG	\$0	\$2,284,245	\$1,780,824	\$2,419,830	\$2,150,944	

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Appendix A Projects by Grouping

Harrisonburg MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19030	Staunton District-wide	0000		\$0
		BRIDGE REHABILITATION/REPLACEMENT			
Primary	115718	Harrisonburg	MARKET STREET (0033)		\$7,634,231
		#SMART20 US 33 (MARKET STREET) AND I-81 IMPROVEMENTS FROM: Intersection of Burgess Road/Linda Lane TO: Intersection of Martin Luther King Jr. Way (0.6400 MI)			
Primary	100781	Rockingham County	0033		\$19,400,144
		#SGR Rt. 33 Repl Bridges over NSRR (Fed ID 20446 & 20447) FROM: South Carlton St. Intersection TO: Beginning of SB I-81 On Ramp (0.3000 MI)			
Primary	104177	Rockingham County	EAST MARKET STREET (0033)		\$12,900,164
		#SGR - Rte 33 over I-81 Exit 247 Impr EBL; Str. No. 20443 FROM: Intersection of SB I-81 On Ramp TO: Intersection of SB I-81 Off Ramp (0.3000 MI)			
Primary	113487	Rockingham County	EAST MARKET STREET (0033)		\$11,928,824
		#SGR - RTE 33 OVER I-81 EXIT 247 IMPR WBL; STR. NO. 20441 FROM: Intersection of SB I-81 On Ramp TO: Intersection of SB I-81 Off Ramp (0.3000 MI)			
Secondary	13285	Rockingham County	0682		\$5,447,424
		#SGR Route 682 Bridge and Approaches over Pleasant Run FROM: 0.241 Miles West of Route 867 TO: 0.156 Miles East of Route 867 (0.3970 MI)			
Secondary	97112	Rockingham County	SMITHLAND ROAD (0720)		\$10,220,470
		#SGR Br Replacemnt (Fed ID 20408 Smithland Rd ovr I-81) FROM: 0.245 Miles South of I-81 TO: 0.278 Miles North of I-81 (0.5100 MI)			
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$67,531,257



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Construction : Rail

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	112018	Statewide	HIGHWAY-RAIL SAFETY (0000)	\$700,000
		Highway-Rail Safety Inventory Section 130 PE Only		
		FROM: Statewide TO: Statewide		
Miscellaneous	112213	Statewide	HIGHWAY RAIL SAFETY (0000)	\$300,000
		Highway-Rail Section 130 Pre Scoping PE Only		
		FROM: Statewide TO: Statewide		
Miscellaneous	112497	Statewide	VARIOUS (0000)	\$500,000
		ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES		
		FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED		
Miscellaneous	T19024	Staunton District-wide	0000	\$0
		CN: RAIL		
Secondary	113064	Rockingham County	649 / STOVER DR. (0649)	\$310,000
		Rt.649-Install Flashing Lights and Gates w Interconnection		
		FROM: 68 Ft N of Rt.33 TO: At NSRR Crossing #842180A		

Construction : Rail

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	113060	Rockingham County	9563 / BLAZER DR. (9563)	\$400,000
		Rt.9563-Upg.Flashng Lights&Gates and Widen Crossing		
		FROM: 91 Ft. N Of Rt.33 TO: at NSRR Crossing#869902H		
Construction : Rail Total				\$2,210,000



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Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	108809	Harrisonburg	I-81 NB OFF RAMP EXIT 245 (0081) #HB2.FY17 I-81 Exit 245 NB Off Ramp Realignment FROM: I-81 NB Exit 245 Off Ramp Gore TO: Intersection of Rte. 253 (0.2120 MI)	\$3,645,172
Interstate	111230	Harrisonburg	0081 #SMART18 - (St) I-81 EXIT 247 INTERCHANGE IMPROVEMENTS FROM: Exit 247 TO: Interchange Improvements (0.5000 MI)	\$6,708,146
Interstate	116280	Harrisonburg	0081 NB & SB I-81 MM 242 to 248, 3-LANE WIDENING (Study ID #62) FROM: MM 242.2 TO: MM 248.1 (5.9000 MI)	\$271,786,995
Interstate	116039	Statewide	0081 I-81 DMS Installation FROM: Various TO: Various	\$12,500,000
Interstate	107802	Statewide	9999 Incident Management Emergency Evacuation and Detour Plans FROM: Various TO: Various	\$918,907
Interstate	110551	Statewide	9999 Traffic Video Expansion - Statewide FROM: Various TO: Various	\$362,560
Interstate	110912	Statewide	9999 Statewide Truck Parking Management System - Phase 1 FROM: Various TO: Various	\$813,019
Interstate	111613	Statewide	9999 Statewide Truck Parking Management System - Phase 2 FROM: Various TO: Various	\$1,807,000
Interstate	111892	Statewide	9999 ATMS - Phase 1, 2, 3, 4 FROM: Various TO: Various	\$0
Interstate	114400	Statewide	9999 Drone Technology Project FROM: Various TO: Various	\$300,000
Interstate	115854	Statewide	9999 ITTF FY20 Arterial Operations Program Dashboard FROM: n/a TO: n/a	\$1,250,000
Interstate	115855	Statewide	9999 ITTF FY20 High Speed Communications FROM: Various TO: Various	\$4,700,000

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FY 2021-2024 Transportation Improvement Program (TIP)

MPO TIP Report

12/27/2019 9:52:28 AM

Harrisonburg MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	105481	Statewide	0000		\$1,400,000
			Impement iPeMS (Iteris Performance Measurement System)		
			FROM: various TO: various		
Miscellaneous	T19027	Staunton District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	109483	Staunton District-wide	0000		\$795,131
			SAFETY PRESCOPING - STAUNTON		
			FROM: STAUNTON DISTRICT WIDE TO: VARIOUS		
Miscellaneous	114193	Statewide	VARIOUS (9999)		\$0
			PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE		
			FROM: VARIOUS TO: VARIOUS		
Primary	108810	Rockingham County	SOUTH VALLEY PIKE (0011)		\$19,345,268
			#HB2.FY17 Route 11 S. Valley Pike Roadway Improvements		
			FROM: 0.095 Mi. N. Route 704 TO: 0.005 Mi. S. Route 701 (1.2850 MI)		
Primary	111053	Rockingham County	SOUTH VALLEY PIKE (0011)		\$3,475,108
			#SMART18 - (St) RTE 11 & 704 INTERSECTION REALIGNMENT		
			FROM: Int. Route 11 NBL TO: 0.247 Mi. E. Int. Route 11 NBL (0.2470 MI)		
Primary	115132	Rockingham County	NORTH VALLEY PIKE (0011)		\$3,037,558
			#SMART20 US 11 N(North Valley Pike) Sidewalk		
			FROM: Int. Mt. Clinton Pike TO: Int. Jewell Street (1.0500 MI)		
Primary	115719	Rockingham County	SPOTSWOOD TRAIL (0033)		\$977,984
			#SMART20 US 33 & ROUTE 620 TURN LANES		
			FROM: Turn Lanes on Route 33 TO: And Route 620 (0.1000 MI)		
Primary	109070	Staunton District-wide	9999		\$1,499,000
			SYSTEMIC ROAD DEPARTURE COUNTERMEASURES WITH RUMBLE STRIPS		
			FROM: STAUNTON DISTRICT-WIDE TO: VARIOUS		
Secondary	111052	Rockingham County	FRIEDENS CHURCH ROAD (0682)		\$1,616,434
			#SMART18 - (St) RTE 682 FRIEDENS CHURCH RD INTERSECTION		
			FROM: 0.09 Mi. W. Int. Rte. 988 TO: 0.08 Mi. E. Int. Rte. 988 (0.1700 MI)		
Urban	80488	Bridgewater	0042		\$2,119,526
			RTE 42 - IMPROVE RTE. 42 (MAIN STREET) IN BRIDGEWATER		
			FROM: 0.331 Miles S of Int. of Old River Rd TO: 0.094 Miles N of Int. of Old River Rd (0.4250 MI)		
Urban	111082	Harrisonburg	HSIP		\$445,500
			CITY-WIDE AUDIBLE PEDESTRIAN SIGNAL PROG		
			FROM: Various Locations TO: In the City of Harrisonburg		
Urban	111084	Harrisonburg	HSIP		\$159,275
			CORRIDOR SIGNAL TIMING OPTIMIZATION PROG		
			FROM: Corridor in TO: The City of Harrisonburg		
Urban	111085	Harrisonburg	HSIP		\$302,000
			CITY-WIDE FLASHING YELLOW ARROW PROG		
			FROM: Various Intersections TO: In the City of Harrisonburg		
Construction : Safety/ITS/Operational Improvements Total					\$339,964,583

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	107518	Harrisonburg	EN15		\$886,426
			Harrisonburg Streetscape Phase 3		
			FROM: Elizabeth Street TO: Wolfe Street		
Enhancement	107517	Rockingham County	JOHN WAYLAND HWY (EN15)		\$533,928
			Rte. 42 Bicycle / Pedestrian / Buggy Lanes		
			FROM: Eberly Rd (Rt 732) TO: 0.1 Miles N of Int of Garbers Church Rd (Rt 910) (1.3300 MI)		
Enhancement	109025	Harrisonburg	RESERVOIR ST. (EN16)		\$200,318
			SPOTSWOOD ELEMENTARY SRTS		
			FROM: Int. of Kenmore St. TO: Int. of Hawkins St. (0.1280 MI)		
Enhancement	111426	Bridgewater	EN17		\$332,641
			RIVERWALK SHARED USE PATH PROJECT (PHASE I)		
			FROM: Riverwalk Connecting Edgebriar Park TO: With Bridgeview Park (0.1900 MI)		
Enhancement	113685	Harrisonburg	PARK ROAD (EN18)		\$125,874
			PARK ROAD PEDESTRIAN IMPROVEMENTS		
			FROM: EMU Science Building on Park Road TO: Park Road at W. Dogwood Drive (0.2500 MI)		
Enhancement	113686	Harrisonburg	FEDERAL STREET (EN18)		\$419,644
			FEDERAL STREET SHARED USE PATH		
			FROM: East Market Street TO: East Elizabeth Street (0.2500 MI)		
Miscellaneous	T19019	Staunton District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Construction : Transportation Enhancement/Byway/Non-Traditional Total					\$2,498,831

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14725	Staunton District-wide	0000		\$66,219,025
			STIP-MN Staunton: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total					\$66,219,025

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14724	Staunton District-wide	0000		\$28,649,368
			STIP-MN Staunton: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$28,649,368

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14723	Staunton District-wide	0000		\$8,635,843
			STIP-MN Staunton: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$8,635,843

Harrisonburg MPO Total
\$515,708,907

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

TABLE C : Harrisonburg MPO

FEDERAL FUNDING CATEGORIES FISCAL CONSTRAINT BY YEAR

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
HSIP	\$0	\$0	\$891,775	\$891,775	\$0	\$0	\$0	\$0	\$891,775	\$891,775
NHS/NHPP	\$2,042,147	\$2,042,147	\$0	\$0	\$35,569,596	\$35,569,596	\$3,828,343	\$3,828,343	\$41,440,086	\$41,440,086
RAIL	\$0	\$0	\$0	\$0	\$0	\$0	\$710,000	\$710,000	\$710,000	\$710,000
STP/STBG	\$1,472,667	\$1,472,667	\$228,724	\$228,724	\$1,841,690	\$1,841,690	\$0	\$0	\$3,543,081	\$3,543,081
Subtotal -- Federal	\$3,514,814	\$3,514,814	\$1,120,499	\$1,120,499	\$37,411,286	\$37,411,286	\$4,538,343	\$4,538,343	\$46,584,942	\$46,584,942
Other										
State Match	\$717,226	\$717,226	\$156,267	\$156,267	\$9,352,818	\$9,352,818	\$957,082	\$957,082	\$11,183,393	\$11,183,393
Subtotal -- Other	\$717,226	\$717,226	\$156,267	\$156,267	\$9,352,818	\$9,352,818	\$957,082	\$957,082	\$11,183,393	\$11,183,393
Total	\$4,232,040	\$4,232,040	\$1,276,766	\$1,276,766	\$46,764,104	\$46,764,104	\$5,495,425	\$5,495,425	\$57,768,335	\$57,768,335
Federal - ACC (1)										
HSIP	\$350,000	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$700,000	\$700,000
NHS/NHPP	\$19,880	\$19,880	\$984,831	\$984,831	\$0	\$0	\$0	\$0	\$1,004,511	\$1,004,511
STP/STBG	\$0	\$0	\$688,341	\$688,341	\$647,820	\$647,820	\$604,486	\$604,486	\$1,938,647	\$1,938,647
Subtotal -- Federal - ACC (1)	\$369,880	\$369,880	\$2,020,972	\$2,020,972	\$647,820	\$647,820	\$604,486	\$604,486	\$3,643,158	\$3,643,158
Maintenance - Federal (4)										
NHS/NHPP	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$9,194,023	\$36,776,092	\$36,776,092
STP/STBG	\$10,912,810	\$10,912,810	\$18,145,910	\$18,145,910	\$15,645,771	\$15,645,771	\$22,023,653	\$22,023,653	\$66,728,144	\$66,728,144
Subtotal -- Maintenance - Federal (4)	\$20,106,833	\$20,106,833	\$27,339,933	\$27,339,933	\$24,839,794	\$24,839,794	\$31,217,676	\$31,217,676	\$103,504,236	\$103,504,236

(1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion

(2) CMAQ/RSTP includes funds for TRANSIT projects

(3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified

(4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

End of Highway TIP Financial Plan

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

TIP Financial Plan – Transit

Federal legislation 49 U.S.C. 5303 requires Metropolitan Planning Organizations (MPOs) to develop a Transportation Improvement Program (TIP) covering a period of at least four years. The TIP must be developed in coordination with the state and public transit providers. While the FY 2021-2024 TIP was developed in coordination with state and local transit partners, the public transit projects identified in the TIP were programmed prior to the COVID-19 pandemic and do not necessarily reflect current or anticipated transit funding levels.

Additionally, the Federal Transit Administration (FTA) issued a Notice of Concurrence with declarations of emergency issued by Governors that relate to COVID-19. Thus, FTA will permit Urbanized Area Formula Program (5307) and Formula Grants for Rural Areas Program (5311) funding to be used for COVID-19-related public transit capital or operating expenses at a 100-percent federal share. This provision provides public transit agencies with greater flexibility in using their 5307 and 5311 formula funds.

Accordingly, it should be acknowledged that the special circumstances and related federal provisions associated with COVID-19 limit the accuracy of the transit projects programmed in the FY21-24 TIP. As more information becomes available regarding the availability of funding for transit projects, the appropriate amendments and administrative modifications will be made to the FY21-FY24 TIP.

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FY 2021-2024 Transportation Improvement Program (TIP)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
HARRISONBURG-ROCKINGHAM METROPOLITAN PLANNING ORGANIZATION							
TIP ID:	HAR0001	Title: Operating Assistance		Recipient: Harrisonburg Bus Service			
FTA 5307	1,445	1,771	1,824	1,879	1,935	FTA 5307	7,409
State	1,369	1,413	1,455	1,499	1,544	State	5,911
Local	76	226	1,089	1,121	1,155	Local	3,591
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Year Total:	4,800	5,656	6,702	6,903	7,110	Total Funds:	26,371
Description:							3
TIP ID:	HAR0004	Title: Replacement Rolling Stock		Recipient: Harrisonburg Bus Service			
FTA 5307	-	352	-	-	3,116,000	FTA 5307	3,116,
Flexible STP	-		2,888	2,800	192	Flexible STP	6
State	-	71	578	560	623,238	State	624
Local	-	17	144	140	155,810	Local	156
Year Total:	-	440	3,610	3,500	3,895,240	Total Funds:	3,903
Description:	Purchase four (4) Replacement Bus <30 ft for paratransit service. 'Bike racks are also included in base vehicle costs for Heavy Duty buses. Seven Gillig buses ordered, expected delivery September 2020 - Cost \$2,938,950 Replace two (2) Medium-size, medium-duty Transit bus or BOC 7 years/200,000 miles. – Cost \$220,000 Replace seven (7) Large Heavy Duty Transit 35-40 Bus 12yrs/500,000 miles. – Cost \$3,675,000						
TIP ID:	HAR0005	Title: Expansion Rolling Stock		Recipient: Harrisonburg Bus Service			
FTA 5307	-	1,080	-	-	-	FTA 5307	1,080
Flexible STP	-	-	176	-	-	Flexible STP	176
State	-	216	35	-	-	State	251
Local	-	54	9	-	-	Local	63
Year Total:	-	1,350	220	-	-	Total Funds:	1,570
Description:	Purchase three (3) expansion 35' low-floor transit buses.						
TIP ID:	HAR0008	Title: Passenger Shelters (Bus Shelters)		Recipient: Harrisonburg Bus Service			

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FY 2021-2024 Transportation Improvement Program (TIP)

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
Flexible STP	-	-	-	19	-	Flexible STP	19
State	-	-	-	4	-	State	4
Local	-	-	-	1	-	Local	1
Year Total:	-	-	-	24	-	Total Funds:	24
Description:							
TIP ID: HAR0015		Title: ITS or Misc. Equip		Recipient: Harrisonburg Bus Service			
FTA 5307	-	-	-	-	160	FTA 5307	160
Flexible STP	-	360	-	-	-	Flexible STP	360
State	-	72	-	-	32	State	32
Local	-	18	-	-	8	Local	8
Year Total:	-	450	-	-	2	Total Funds:	2
Description: New Camera System in FY21 ITS- On board systems (Paratransit ITS Project) – Cost \$200,000							
TIP ID: HAR0016		Title: Route Signage		Recipient: Harrisonburg Bus Service			
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	-	-	-	-	State	-
Local	-	-	-	-	-	Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
TIP ID: HAR0017		Title: ADA Vehicle Equipment		Recipient: Harrisonburg Bus Service			
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	-	-	-	-	State	-
Local	-	-	-	-	-	Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
TIP ID: HAR0018		Title: Purchase Radios		Recipient: Harrisonburg Bus Service			
Flexible STP	-	-	-	-	7	Flexible STP	7
FTA 5307	-	-	-	-	-	FTA 5307	-



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FY 2021-2024 Transportation Improvement Program (TIP)

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
State	-	-	-	-	1	State	1
Local	-	-	-	-	1	Local	1
Year Total:	-	-	-	-	9	Total Funds:	9
Description:							
TIP ID: HAR0021		Title: Transfer Center		Recipient: Harrisonburg Bus Service			
Flexible STP	-	-	-	-	-	FTA 5307	-
State	-	-	-	-	-	State	-
Local	-	-	-	-	-	Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
TIP ID: ARA0001		Title: Paratransit Vehicles		Recipient: Harrisonburg/Rockingham			
FTA 5310	-	57	58	30	50	FTA 5310	195
State	-	-	-	-	-	State	-
Local	-	15	15	8	12	Local	50
Year Total:	-	72	73	38	62	Total Funds:	245
Description:							
TIP ID: FRI0001		Title: Paratransit Vehicles		Recipient: Friendship Industries Inc.			
FTA 5310	-	-	56	56	-	FTA 5310	112
State	-	-	-	-	-	State	-
Local	-	-	14	14	-	Local	28
Year Total:	-	-	70	70	-	Total Funds:	140
Description:							
TIP ID: PLV0001		Title: Paratransit Vehicles		Recipient: Pleasant View, Inc.			
FTA 5310	-	72	88	72	72	FTA 5310	304
State	-	-	-	-	-	State	-
Local	-	18	22	18	18	Local	76
Year Total:	-	90	110	90	90	Total Funds:	380
Description:							
TIP ID: VPA0001		Title: Paratransit Vehicles		Recipient: Valley Program for Aging Services			
FTA 5310	-	9	52	-	-	FTA 5310	61
State	-	7	-	-	-	State	7
Local	-	2	13	-	-	Local	15

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FY 2021-2024 Transportation Improvement Program (TIP)

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
Year Total:	-	18	65	-	-	Total Funds:	83
Description:							

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

Harrisonburg Bus Service	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,203	1,824	1,879	1,935	FTA 5307	8,841
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	360	3,064	2,819	199	Flexible STP	6,442
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,772	2,068	2,063	1,583	State	7,486
Local	76	315	1,242	1,262	1,166	Local	3,985
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	7,896	10,532	10,427	7,359		36,214

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)

Human Service Transportation Providers	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	138	254	158	122	FTA 5310	672
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	7	-	-	-	State	7
Local	-	35	64	40	30	Local	169
Revenues	-	-	-	-	-	Revenues	-
Totals	-	180	318	198	152		848

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

Harrisonburg MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,203	1,824	1,879	1,935	FTA 5307	8,841
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	138	254	158	122	FTA 5310	672
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	360	3,064	2,819	199	Flexible STP	6,442
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,779	2,068	2,063	1,583	State	7,493
Local	76	350	1,306	1,302	1,196	Local	4,154
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	8,076	10,850	10,625	7,511		37,062

End of Transit TIP Financial Plan

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Appendix A: Highway TIP Amendments and Administrative Modifications

August 17, 2023 Administrative Modification

Staunton District Project Groupings

MPO	Harrisonburg					
GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$131,089,242
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP		\$0	\$33,276,092	\$0	\$4,561,341
	Federal - STP/STBG		\$0	\$37,159,337	\$1,200,000	\$54,892,472
CN TOTAL			\$0	\$70,435,429	\$1,200,000	\$59,453,813
MPO Note	FFY23-10 STIP MOD - move \$6,054,709 (STP/STBG) from Staunton Prev MN & Sys Pres FFY21 to FFY23 Staunton Prev MN & Sys Preser, move \$6,648,943 (STP/STBG) & \$755,556 (NHPP) FFY23 from Staunton MN for Bridges FFY23, move \$2,069,444 (STP/STBG) FFY23 from Staunton MN Traffic & Safety FFY23 : add \$ 1,917,845 (NHPP) & \$61,381 (STP/STBG) from FFY23 & \$1,376,687 (STP/STBG) from FFY24 Prev MN & Sys Preser Statewide NonMPO to FFY23, add \$2,400,000 (STP/STBG), 374,135 (BR) to (NHPP) FFY23 & \$1,513,805 (NHPP), from FFY23 & \$1,409,036 (STP/STBG) from FFY24 Prev MN for Bridges Statewide NonMPO to FFY23, add \$7,504,636 (STP/STBG) from FFY23 & \$4,759,327 (STP/STBG) FFY23 from Traffic & Safety Statewide NonMPO FFY24,					

Staunton District Project Groupings

MPO	Harrisonburg					
GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$27,052,686
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP		\$0	\$500,000	\$3,000,000	\$0
	Federal - STP/STBG		\$0	\$242,450	\$23,310,236	\$0
CN TOTAL			\$0	\$742,450	\$26,310,236	\$0
MPO Note	FFY23-10 STIP MOD - move \$6,648,943 (STP/STBG) & \$755,556 (NHPP) FFY23 to Preventive Maintenance & System Preservation FFY23					

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Staunton District

Project Groupings

MPO	Harrisonburg					
GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$3,285,345
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG		\$0	\$2,284,245	\$0	\$1,001,100
MPO Note	FFY23-10 STIP MOD - move \$2,069,444 (STP/STBG) FFY23 to Preventive Maintenance & System Preservation FFY23					

August 17, 2023 Amendment

Harrisonburg MPO

Project Groupings

GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$137,589,242
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP		\$0	\$33,276,092	\$0	\$11,061,341
	Federal - STP/STBG		\$0	\$37,159,337	\$1,200,000	\$54,892,472
CN TOTAL			\$0	\$70,435,429	\$1,200,000	\$65,953,813
MPO Note	TIP AMD - add an addit'l \$6,500,000 (NHPP) FFY23					

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

May 18, 2023 Amendment

Harrisonburg MPO Project Groupings

GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$100,298,447
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$33,276,092	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$43,214,046	\$1,200,000	\$22,608,309	\$0
CN TOTAL		\$0	\$76,490,138	\$1,200,000	\$22,608,309	\$0
MPO Note	TIP AMD - add \$22,608,309 (STP/STBG) FFY23					

Harrisonburg MPO Project Groupings

GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$34,457,185
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$500,000	\$3,000,000	\$755,556	\$0
	Federal - STP/STBG	\$0	\$242,450	\$23,310,236	\$6,648,943	\$0
CN TOTAL		\$0	\$742,450	\$26,310,236	\$7,404,499	\$0
MPO Note	TIP AMD - add \$755,556 (NHPP) & \$6,648,943 (STP/STBG) FFY23					

Harrisonburg MPO Project Groupings

GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$5,354,789
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG	\$0	\$2,284,245	\$0	\$3,070,544	\$0
MPO Note	TIP AMD - \$3,070,544 (STP/STBG) FFY23					

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

February 16, 2023 Amendment

Staunton District Project Groupings

MPO	Harrisonburg					
GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	\$24,780,834
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - STP/STBG	\$57,181	\$0	\$228,724	\$0	\$0
RW	Federal - STP/STBG	\$175,000	\$0	\$0	\$700,000	\$0
CN	Federal - AC CONVERSION	\$257,364	\$350,000	\$1,068,345	\$0	\$0
	Federal - HSIP	\$99,086	\$0	\$891,775	\$0	\$0
	Federal - NHS/NHPP	\$935,783	\$756,763	\$0	\$2,986,367	\$0
	Federal - STP/STBG	\$492,113	\$826,760	\$0	\$1,141,690	\$0
CN TOTAL		\$1,784,345	\$1,933,523	\$1,960,120	\$4,128,057	\$0
MPO Note	TIP AMD - Ungroup Projects: No Change in Federal funds					

Staunton District Project Groupings

MPO	NonMPO					
GROUPING	Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	\$99,542,456
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - HSIP	\$40,000	\$0	\$80,000	\$280,000	\$0
	Federal - NHFP	\$25,717	\$0	\$0	\$0	\$102,867
	Federal - NHS/NHPP	\$128,547	\$0	\$0	\$514,187	\$0
	Federal - STP/STBG	\$130,652	\$0	\$0	\$0	\$522,607
PE TOTAL		\$324,915	\$0	\$80,000	\$794,187	\$625,474
RW	Federal - NHFP	\$38,259	\$0	\$0	\$0	\$153,035
	Federal - NHS/NHPP	\$71,500	\$0	\$286,000	\$0	\$0
	Federal - STP/STBG	\$75,686	\$0	\$0	\$0	\$302,745
RW TOTAL		\$185,445	\$0	\$286,000	\$0	\$455,780
CN	Federal - AC CONVERSION	\$109,692	\$450,598	\$238,504	\$0	\$0
	Federal - HSIP	\$749,444	\$0	\$4,825,000	\$1,920,000	\$0
	Federal - NHFP	\$769,772	\$0	\$2,959,290	\$0	\$119,799
	Federal - NHS/NHPP	\$154,210	\$61,206	\$555,635	\$0	\$0
	Federal - STP/STBG	\$140,015	\$385,411	\$0	\$0	\$174,648
CN TOTAL		\$1,923,134	\$897,215	\$8,578,429	\$1,920,000	\$294,447
CN AC	Federal - AC	\$592,262	\$741,574	\$1,627,475	\$0	\$0
MPO Note	FFY23-03 STIP AMD - Ungroup Project: No change in Federal funds					

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Harrisonburg MPO

Primary Projects

UPC NO	108810	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Rockingham County		OVERSIGHT	
PROJECT	#HB2.FY17 Route 11 S. Valley Pike Roadway Improvements				ADMIN BY	VDOT
DESCRIPTION	FROM: INT. ROUTE 704 TO: 0.005 MILES NORTH INT. ROUTE 701 (1.2850 MI)					
PROGRAM NOTE	TIP AMD - Ungroup Project: add \$337,817 (STP/STBG) FFY21, add \$354,853 (STP/STBG) FFY22, add \$496,991 (AC-STP/STBG) & \$372,849 (STP/STBG) FFY23, add \$496,991 (ACC-STP/STBG) FFY24 PE phase; add \$6,628,008 (AC-STP/STBG) FFY23, add \$325,550 (ACC-STP/STBG) FFY24 RW phase; add \$9,620,046 (AC-STP/STBG) & \$1,336,654 (AC-Other) FFY23 CN phase. Includes \$978,430 GARVEE DS Prin Prev, \$337,817 GARVEE DS Prin FFY21, \$354,853 GARVEE DS Prin FFY22, \$372,849 GARVEE DS Prin FFY23, \$822,541 GARVEE DS Prin FFY24. Total GARVEE DS Prin \$18,789,084. Corresponding DS UPC 110397					
ROUTE/STREET	SOUTH VALLEY PIKE (0011)				TOTAL COST	\$20,125,738
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION		\$0	\$0	\$0	\$496,991
	Federal - STP/STBG		\$0	\$0	\$0	\$372,849
	Federal - STP/SU		\$0	\$337,817	\$354,853	\$0
PE TOTAL			\$0	\$337,817	\$354,853	\$372,849
PE AC	Federal - AC		\$0	\$0	\$0	\$496,991
RW	Federal - AC CONVERSION		\$0	\$0	\$0	\$325,550
RW AC	Federal - AC		\$0	\$0	\$0	\$6,628,098
CN AC	Federal - AC		\$0	\$0	\$0	\$9,620,046
	Federal - AC OTHER		\$0	\$0	\$0	\$1,336,654
CN AC			\$0	\$0	\$0	\$10,956,700

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Harrisonburg MPO

Interstate Projects

UPC NO	116280	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Harrisonburg	OVERSIGHT		
PROJECT	#I81CIP NB & SB MM 242 TO 248, 3-LANE WIDENING (ID #62)			ADMIN BY	VDOT	
DESCRIPTION	FROM: MM 242.0 TO: MM 248.8 (5.9000 MI)					
PROGRAM NOTE	TIP AMD - Ungroup Project: add \$10,270,000 (AC-Other: I-81 Interstate Corridor)					
ROUTE/STREET	0081			TOTAL COST	\$320,016,035	
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
RW AC	Federal - AC OTHER	\$0	\$0	\$0	\$10,270,000	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

June 27, 2022 Administrative Modification

MPO	Harrisonburg					
GROUPING	Maintenance : Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$77,690,138
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP		\$0	\$33,276,092	\$0	\$0
	Federal - STP/STBG		\$0	\$43,214,046	\$1,200,000	\$0
CN TOTAL			\$0	\$76,490,138	\$1,200,000	\$0
MPO Note	FFY22-06 STIP MOD - add \$850,000 (STP/STBG) FFY22 from Statewide Traffic & Safety FFY22					

MPO	Harrisonburg					
GROUPING	Maintenance : Traffic and Safety Operations					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$2,284,245
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - STP/STBG		\$0	\$2,284,245	\$0	\$0
MPO Note	FFY22-06 STIP MOD - move \$1,430,824 (STP/STBG) FFY22 to Preventive MN for Bridges, move \$2,419,830 (STP/STBG) FFY23 & \$2,150,944 FFY24 to FFY22 Preventive MN for Bridges, move \$1,512,833 (STP/STBG) FFY24 to Preventive MN for Bridges FFY22					

MPO	Harrisonburg					
GROUPING	Maintenance : Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	\$32,570,521
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP		\$0	\$500,000	\$3,000,000	\$0
	Federal - STP/STBG		\$0	\$242,450	\$23,310,236	\$0
CN TOTAL			\$0	\$742,450	\$26,310,236	\$0
MPO Note	FFY22-06 - add \$1,430,824 (STP/STBG) FFY22 from Traffic & Safety, move \$7,047,626 (STP/STBG) FFY23 to FFY22, move \$1,000,000 (NHPP) FFY23 to FFY22, move \$5,517,835 (STP/STBG) FFY24 to FFY22, add \$1,000,000 (NHPP) FFY24 to FFY22 add \$2,419,830 (STP/STBG) FFY22 from Traffic & Safety FFY23, add \$2,150,944 (STP/STBG) FFY22 from Traffic & Safety FFY24,					

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Appendix B: Transit TIP Amendments and Administrative Modifications

October 2020 Administrative Modification

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

TIP ID: ARA0001		Title: Paratransit Vehicles		Recipient: ARC of Harrisonburg/Rockingham			
FTA 5310	-	72	58	30	50	FTA 5310	195
State	-	-	-	-	-	State	-
Local	-	18	15	8	12	Local	50
Year Total:	-	90	73	38	62	Total Funds:	245
Description:	Increase FY21 funding \$18K (increase FTA 5310 \$15K, increase local \$3K).						
TIP ID: FRI0001		Title: Paratransit Vehicles		Recipient: Friendship Industries Inc.			
FTA 5310		52	56	56	-	FTA 5310	112
State		-	-	-	-	State	-
Local		13	14	14	-	Local	28
Year Total:	-	65	70	70	-	Total Funds:	140
Description:	Add FY21 funding \$65K (add FTA 5310 \$52K, local \$13K).						

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)

Human Service Transportation Providers	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	205	254	158	122	FTA 5310	739
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	7	-	-	-	State	7
Local	-	51	64	40	30	Local	185
Revenues	-	-	-	-	-	Revenues	-
Totals	-	263	318	198	152		931

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

Harrisonburg MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,203	1,824	1,879	1,935	FTA 5307	8,841
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	205	254	158	122	FTA 5310	739
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	360	3,064	2,819	199	Flexible STP	6,442
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,779	2,068	2,063	1,583	State	7,493
Local	76	366	1,306	1,302	1,196	Local	4,170
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	8,159	10,850	10,625	7,511		37,145

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

December 2020 Administrative Modification

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT COSTS (in \$1,000)

TIP ID:	ARA0001		Title: Paratransit Vehicles	Recipient: ARC of Harrisonburg/Rockingham			
FTA 5310	-	80	58	30	50	FTA 5310	195
State	-		-	-	-	State	-
Local	-	20	15	8	12	Local	50
Year Total:	-	100	73	38	62	Total Funds:	245
Description:	Increase FY21 funding \$18K (increase FTA 5310 \$15K, increase local \$3K).						
TIP ID:	FRI0001		Title: Paratransit Vehicles	Recipient: Friendship Industries Inc.			
FTA 5310		52	56	56	-	FTA 5310	112
State		-	-	-	-	State	-
Local		13	14	14	-	Local	28
Year Total:	-	65	70	70	-	Total Funds:	140
Description:	Add FY21 funding \$65K (add FTA 5310 \$52K, local \$13K).						
TIP ID:	PLV0001		Title: Paratransit Vehicles	Recipient: Pleasant View, Inc.			
FTA 5310		80	88	72	72	FTA 5310	304
State						State	-
Local		20	22	18	18	Local	76
Year Total:	-	100	110	90	90	Total Funds:	380
Description:	Adjustment: Increase FY21 funding \$10K (increase FTA 5310 \$8K, increase local \$2K).						
TIP ID:	VPA0001		Title: Paratransit Vehicles	Recipient: Valley Program for Aging Services			
FTA 5310			52	-	-	FTA 5310	52
State			-	-	-	State	
Local			13	-	-	Local	13
Year Total:	-		65	-	-	Total Funds:	65
Description:	Move FY21 funding \$18K (FTA 5310 \$9K, State \$7K, local \$2K) to VPA0002.						
TIP ID:	VPA0002		Title: Operating Assistance	Recipient: Valley Program for Aging Services			
FTA 5310		9		-	-	FTA 5310	9
State		7	-	-	-	State	9
Local		2		-	-	Local	7
Year Total:	-	18		-	-	Total Funds:	18
Description:	Move FY21 funding \$18K (FTA 5310 \$9K, State \$7K, local \$2K) to VPA0002.						

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

Human Service Transportation Providers	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	221	254	158	122	FTA 5310	755
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	7	-	-	-	State	7
Local	-	55	64	40	30	Local	185
Revenues	-	-	-	-	-	Revenues	-
Totals	-	283	318	198	152		951

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

Harrisonburg MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,203	1,824	1,879	1,935	FTA 5307	8,841
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	221	254	158	122	FTA 5310	755
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	360	3,064	2,819	199	Flexible STP	6,442
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,779	2,068	2,063	1,583	State	7,493
Local	76	370	1,306	1,302	1,196	Local	4,170
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	8,179	10,850	10,625	7,511		37,145

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

January 2021 Administrative Modification

TIP ID: HAR0015		Title: ITS or Misc. Equip		Recipient: Harrisonburg Bus Service			
FTA 5307	-	360	-	-	FTA 5307	360	
Flexible STP	-	-	-	-	Flexible STP	-	
State	-	72	-	-	State	72	
Local	-	18	-	-	Local	18	
Year Total:	-	450	-	-	Total Funds:	450	
Description:		New Camera System in FY21. Funding source changed from Flexible STP to 5307.					

Harrisonburg Bus Service	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,563	1,824	1,879	1,935	FTA 5307	9,201
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	3,064	2,819	199	Flexible STP	6,082
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,772	2,068	2,063	1,583	State	7,486
Local	76	315	1,242	1,262	1,166	Local	3,985
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	7,896	10,532	10,427	7,359		36,214



June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

**VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT COSTS (in \$1,000)**

Harrisonburg MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,563	1,824	1,879	1,935	FTA 5307	9201
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	221	254	158	122	FTA 5310	755
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	3,064	2,819	199	Flexible STP	6,082
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,779	2,068	2,063	1,583	State	7,493
Local	76	370	1,306	1,302	1,196	Local	4,170
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	8,179	10,850	10,625	7,511		37,145

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

March 2021 Administrative Modification

STIP ID: FRI0001		Title: Paratransit Vehicles		Recipient: Friendship Industries Inc.	
FTA 5310		52	65	56	FTA 5310 173
State					State -
Local		13	-	14	Local 27
Year Total:	-	65	65	70	Total Funds: 200
Description:	Add FY21 funding \$65K (add FTA 5310 \$52K, local \$13K). Adjustment: Decrease FY22 funding \$5K (increase FTA 5310 \$9K, decrease local \$14K).				

TIP ID: PLV0001		Title: Paratransit Vehicles		Recipient: Pleasant View, Inc.	
FTA 5310		80	110	72	FTA 5310 334
State					State -
Local		20	-	18	Local 56
Year Total:	-	100	110	90	Total Funds: 390
Description:	Adjustment: Increase FY21 funding \$10K (increase FTA 5310 \$8K, increase local \$2K). Adjustment: Transfer FY22 funding \$22K from local to FTA 5310.				

Harrisonburg Bus Service	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
FTA 5307	1,445	3,563	1,824	1,879	1,935	FTA 5307 9,201
FTA 5309	-	-	-	-	-	FTA 5309 -
FTA 5310	-	-	-	-	-	FTA 5310 -
FTA 5311	-	-	-	-	-	FTA 5311 -
FTA 5314	-	-	-	-	-	FTA 5314 -
FTA 5337	-	-	-	-	-	FTA 5337 -
FTA 5339	-	-	-	-	-	FTA 5339 -
FTA ADTAP	-	-	-	-	-	FTA ADTAP -
FTA DPF	-	-	-	-	-	FTA DPF -
FTA TIGER	-	-	-	-	-	FTA TIGER -
FBD	-	-	-	-	-	FBD -
Flexible STP	-	-	3,064	2,819	199	Flexible STP 6,082
CMAQ	-	-	-	-	-	CMAQ -
RSTP	-	-	-	-	-	RSTP -
FHWA TAP	-	-	-	-	-	FHWA TAP -
TIFIA	-	-	-	-	-	TIFIA -

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,772	2,068	2,063	1,583	State	7,486
Local	76	315	1,242	1,262	1,166	Local	3,985
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	7,896	10,532	10,427	7,359		36,214

Human Service Transportation Providers	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	221	285	158	122	FTA 5310	786
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	7	-	-	-	State	7
Local	-	55	28	40	30	Local	153
Revenues	-	-	-	-	-	Revenues	-
Totals	-	283	313	198	152		946

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Harrisonburg MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,563	1,824	1,879	1,935	FTA 5307	9,201
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	221	285	158	122	FTA 5310	786
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	3,064	2,819	199	Flexible STP	6,082
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,779	2,068	2,063	1,583	State	7,493
Local	76	370	1,270	1,302	1,196	Local	4,138
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	8,179	10,845	10,625	7,511		37,160

June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

September 16, 2021 Administrative Modification

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
HARRISONBURG-ROCKINGHAM METROPOLITAN PLANNING ORGANIZATION							
TIP ID:	HAR0001		Title: Operating Assistance		Recipient: Harrisonburg Bus Service		
FTA 5307	1,445	1,771	2,802	1,879	1,935	FTA 5307	8,387
State	1,369	1,413	1,477	1,499	1,544	State	5,933
Local	76	226	253	1,121	1,155	Local	2,755
Revenues	1,910	2,246	2,225	2,404	2,476	Revenues	9,351
Year Total:	4,800	5,656	6,757	6,903	7,110	Total Funds:	26,426
Description:	Adjustment: Increase FY22 funding \$55k (Increase federal \$929k, state \$22k, decrease local by \$836k, decrease revenues by \$109k)						
TIP ID:	HAR0004		Title: Replacement Rolling Stock		Recipient: Harrisonburg Bus Service		
FTA 5307	-	352	1,120	-	-	FTA 5307	1,472
Flexible STP	-	-	-	2,800	192	Flexible STP	2,992
State	-	71	2,720	560	38	State	3,389
Local	-	17	160	140	10	Local	327
Year Total:	-	440	4,000	3,500	240	Total Funds:	8,180
Description:	Purchase four (4) Replacement Bus <30 ft for paratransit service. 'Bike racks are also included in base vehicle costs for Heavy Duty buses. Seven Gillig buses ordered, expected delivery September 2020 - Cost \$2,938,950 Adjustment: FY22 Purchase eight (8) Replacement 35' transit buses.						
TIP ID:	HAR0005		Title: Expansion Rolling Stock		Recipient: Harrisonburg Bus Service		
FTA 5307	-	1,080	-	-	-	FTA 5307	1,080
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	216	-	-	-	State	216
Local	-	54	-	-	-	Local	54
Year Total:	-	1,350	-	-	-	Total Funds:	1,350
Description:	Purchase three (3) expansion 35' low-floor transit buses. Adjustment: FY22 remove funding.						
TIP ID:	HAR0008		Title: Passenger Shelters (Bus Shelters)		Recipient: Harrisonburg Bus Service		
FTA 5307	-	-	-	-	-	FTA 5307	-
Flexible STP	-	-	-	19	-	Flexible STP	19
State	-	-	-	4	-	State	4
Local	-	-	-	1	-	Local	1
Year Total:	-	-	-	24	-	Total Funds:	24
Description:							
TIP ID:	HAR0015		Title: ITS or Misc. Equip		Recipient: Harrisonburg Bus Service		
FTA 5307	-	360	420	-	-	FTA 5307	780
Flexible STP	-	-	-	-	-	Flexible STP	-
State	-	72	1,020	-	-	State	1,092
Local	-	18	60	-	-	Local	78
Year Total:	-	450	1,500	-	-	Total Funds:	1,950
Description:	New Camera System in FY21. Funding source changed from Flexible STP to 5307. Adjustment: FY22 purchase and nistall On-Board Communication Systems						
Harrisonburg Bus Service	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,563	4,342	1,879	1,935	FTA 5307	11,719
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	2,819	199	Flexible STP	3,018
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,772	5,217	2,063	1,583	State	10,635
Local	76	315	473	1,262	1,166	Local	3,216
Revenues	1,910	2,246	2,225	2,404	2,476	Revenues	9,351
Totals	4,800	7,896	12,257	10,427	7,359		37,939



June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Harrisonburg MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,563	4,342	1,879	1,935	FTA 5307	11,719
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	221	285	158	122	FTA 5310	786
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	2,819	199	Flexible STP	3,018
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,779	5,217	2,063	1,583	State	10,642
Local	76	370	501	1,302	1,196	Local	3,369
Revenues	1,910	2,246	2,225	2,404	2,476	Revenues	9,351
Totals	4,800	8,179	12,570	10,625	7,511		38,885



June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

April 22, 2022 Administrative Modification

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
STIP ID: ARA0001 Title: Paratransit Vehicles Recipient: ARC of Harrisonburg/Rockingham						
FTA 5310		80	162	104	104	FTA 5310 450
State						State -
Local		20	41	26	26	Local 113
Year Total:	-	100	203	130	130	Total Funds: 563
Description:	Description: Adjustment: Increase FY22 funding \$130K (increase FTA 5310 \$104K, add local \$26K); increase FY23 funding \$92K (increase FTA 5310 \$74K, local \$18K) & FY24 funding \$68K (increase FTA 5310 \$54K, local \$14K).					
TIP ID: PLV0001 Title: Paratransit Vehicles Recipient: Pleasant View, Inc.						
FTA 5310		80	218	108	108	FTA 5310 514
State						State -
Local		20	27	27	27	Local 101
Year Total:	-	100	245	135	135	Total Funds: 615
Description:	Adjustment: Increase FY22 funding \$135K (increase FTA 5310 \$108K, add local \$27K); increase FY23 funding \$65K (increase FTA 5310 \$52K, local \$13K); add \$135K funding for FY24 (FTA 5310 \$108K, local \$27K).					
Human Service Transportation Providers						
	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
FTA 5307	-	-	-	-	-	FTA 5307 -
FTA 5309	-	-	-	-	-	FTA 5309 -
FTA 5310	-	221	497	268	212	FTA 5310 1,198
FTA 5311	-	-	-	-	-	FTA 5311 -
FTA 5314	-	-	-	-	-	FTA 5314 -
FTA 5337	-	-	-	-	-	FTA 5337 -
FTA 5339	-	-	-	-	-	FTA 5339 -
FTA ADTAP	-	-	-	-	-	FTA ADTAP -
FTA DPF	-	-	-	-	-	FTA DPF -
FTA TIGER	-	-	-	-	-	FTA TIGER -
FBD	-	-	-	-	-	FBD -
Flexible STP	-	-	-	-	-	Flexible STP -
CMAQ	-	-	-	-	-	CMAQ -
RSTP	-	-	-	-	-	RSTP -
FHWA TAP	-	-	-	-	-	FHWA TAP -
TIFIA	-	-	-	-	-	TIFIA -
Other Federal	-	-	-	-	-	Other Federal -
State	-	7	-	-	-	State 7
Local	-	55	81	67	53	Local 256
Revenues	-	-	-	-	-	Revenues -
Totals	-	283	578	335	265	1,461
Harrisonburg MPO						
	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
FTA 5307	1,445	3,563	4,342	1,879	1,935	FTA 5307 11,719
FTA 5309	-	-	-	-	-	FTA 5309 -
FTA 5310	-	221	497	268	212	FTA 5310 1,198
FTA 5311	-	-	-	-	-	FTA 5311 -
FTA 5314	-	-	-	-	-	FTA 5314 -
FTA 5337	-	-	-	-	-	FTA 5337 -
FTA 5339	-	-	-	-	-	FTA 5339 -
FTA ADTAP	-	-	-	-	-	FTA ADTAP -
FTA DPF	-	-	-	-	-	FTA DPF -
FTA TIGER	-	-	-	-	-	FTA TIGER -
FBD	-	-	-	-	-	FBD -
Flexible STP	-	-	-	2,819	199	Flexible STP 3,018
CMAQ	-	-	-	-	-	CMAQ -
RSTP	-	-	-	-	-	RSTP -
FHWA TAP	-	-	-	-	-	FHWA TAP -
TIFIA	-	-	-	-	-	TIFIA -
Other Federal	-	-	-	-	-	Other Federal -
State	1,369	1,779	5,217	2,063	1,583	State 10,642
Local	76	370	554	1,329	1,219	Local 3,472
Revenues	1,910	2,246	2,225	2,404	2,476	Revenues 9,351
Totals	4,800	8,179	12,835	10,762	7,624	39,400



June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

August 2022 Administrative Modification

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
HARRISONBURG-ROCKINGHAM METROPOLITAN PLANNING ORGANIZATION						
TIP ID:	HAR0001	Title: Operating Assistance			Recipient: Harrisonburg Bus Service	
FTA 5307	1,445	1,771	2,802	1,879	1,935	FTA 5307 8,387
State	1,369	1,413	1,477	1,499	1,544	State 5,933
Local	76	226	253	1,121	1,155	Local 2,755
Revenues	1,910	2,246	2,225	2,404	2,476	Revenues 9,351
Year Total:	4,800	5,656	6,757	6,903	7,110	Total Funds: 26,426
Description:						
TIP ID:	HAR0004	Title: Replacement Rolling Stock			Recipient: Harrisonburg Bus Service	
FTA 5307	-	352	1,120	3,116	-	FTA 5307 4,588
Flexible STP	-	-	-	-	-	Flexible STP -
State	-	71	2,720	623	38	State 3,452
Local	-	17	160	156	10	Local 343
Year Total:	-	440	4,000	3,895	48	Total Funds: 8,383
Description:	Purchase four (4) Replacement Bus <30 ft for paratransit service. 'Bike racks are also included in base vehicle costs for Heavy Duty buses. Seven Gillig buses ordered, expected delivery September 2020 - Cost \$2,938,950 FY22 Purchase eight (8) Replacement 35' transit buses. FY2023: Purchase seven (7) replacement 35' transit buses and two (2) replacement medium duty BOC's Total Cost: \$3,895,000					
TIP ID:	HAR0005	Title: Expansion Rolling Stock			Recipient: Harrisonburg Bus Service	
FTA 5307	-	1,080	-	-	-	FTA 5307 1,080
Flexible STP	-	-	176	-	-	Flexible STP 176
State	-	216	35	-	-	State 251
Local	-	54	9	-	-	Local 63
Year Total:	-	1,350	220	-	-	Total Funds: 1,570
Description:	Purchase three (3) expansion 35' low-floor transit buses.					
TIP ID:	HAR0008	Title: Passenger Shelters (Bus Shelters)			Recipient: Harrisonburg Bus Service	
FTA 5307	-	-	-	-	-	FTA 5307 -
Flexible STP	-	-	-	-	-	Flexible STP -
State	-	-	-	-	-	State -
Local	-	-	-	-	-	Local -
Year Total:	-	-	-	-	-	Total Funds: -
Description:						
TIP ID:	HAR0010	Title: Spare Parts, ACM Items			Recipient: Harrisonburg Bus Service	
Flexible STP	-	-	-	-	-	Flexible STP -
State	-	-	-	-	-	State -
Local	-	-	-	-	-	Local -
Year Total:	-	-	-	-	-	Total Funds: -
Description:						
TIP ID:	HAR0011	Title: Purchase Shop Equipment			Recipient: Harrisonburg Bus Service	
Flexible STP	-	-	-	-	-	Flexible STP -
State	-	-	-	-	-	State -
Local	-	-	-	-	-	Local -
Year Total:	-	-	-	-	-	Total Funds: -
Description:						
TIP ID:	HAR0012	Title: Purchase ADP Hardware			Recipient: Harrisonburg Bus Service	
Flexible STP	-	-	-	-	-	Flexible STP -
State	-	-	-	-	-	State -
Local	-	-	-	-	-	Local -
Year Total:	-	-	-	-	-	Total Funds: -
Description:						
TIP ID:	HAR0015	Title: ITS or Misc. Equip			Recipient: Harrisonburg Bus Service	
FTA 5307	-	-	420	160	-	FTA 5307 580
Flexible STP	-	360	-	-	-	Flexible STP 360
State	-	72	1,020	32	-	State 1,124
Local	-	18	60	8	-	Local 86
Year Total:	-	450	1,500	200	-	Total Funds: 2,150
Description:	New Camera System in FY21 - Acquisition and Installation of ITS On Board Communications Systems ITS - On board systems (Paratransit ITS Project) - Cost \$200,000					



June 18, 2020

FY 2021-2024 Transportation Improvement Program (TIP)

Central Shenandoah PDC		FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	-	-	-	-	Flexible STP	-
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	-	-	-	-	State	-
Local	-	-	-	-	-	Local	-
Revenues	-	-	-	-	-	Revenues	-
Totals	-	-	-	-	-		-

Harrisonburg Bus Service		Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,203	1,824	1,879	3,277,935	FTA 5307	3,284,841	
FTA 5309	-	-	-	-	-	FTA 5309	-	
FTA 5310	-	-	-	-	-	FTA 5310	-	
FTA 5311	-	-	-	-	-	FTA 5311	-	
FTA 5314	-	-	-	-	-	FTA 5314	-	
FTA 5337	-	-	-	-	-	FTA 5337	-	
FTA 5339	-	-	-	-	-	FTA 5339	-	
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-	
FTA DPF	-	-	-	-	-	FTA DPF	-	
FTA TIGER	-	-	-	-	-	FTA TIGER	-	
FBD	-	-	-	-	-	FBD	-	
Flexible STP	-	360	3,064	2,819	199	Flexible STP	6,442	
CMAQ	-	-	-	-	-	CMAQ	-	
RSTP	-	-	-	-	-	RSTP	-	
FHWA TAP	-	-	-	-	-	FHWA TAP	-	
TIFIA	-	-	-	-	-	TIFIA	-	
Other Federal	-	-	-	-	-	Other Federal	-	
State	1,369	1,772	2,068	2,063	656,783	State	662,686	
Local	76	315	1,242	1,262	164,966	Local	167,785	
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460	
Totals	4,800	7,896	10,532	10,427	4,102,359		4,131,214	

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Harrisonburg MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	1,445	3,203	1,824	1,879	3,277,935	FTA 5307	3,284,841
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	138	254	158	122	FTA 5310	672
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	-	-	-	-	-	FTA 5339	-
FTA ADTAP	-	-	-	-	-	FTA ADTAP	-
FTA DPF	-	-	-	-	-	FTA DPF	-
FTA TIGER	-	-	-	-	-	FTA TIGER	-
FBD	-	-	-	-	-	FBD	-
Flexible STP	-	360	3,064	2,819	199	Flexible STP	6,442
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
FHWA TAP	-	-	-	-	-	FHWA TAP	-
TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	1,369	1,779	2,068	2,063	656,783	State	662,693
Local	76	350	1,306	1,302	164,996	Local	167,954
Revenues	1,910	2,246	2,334	2,404	2,476	Revenues	9,460
Totals	4,800	8,076	10,850	10,625	4,102,511		4,132,062

Appendix C: Resource Guide

Highway TIP User's Guide

This guide assists the reader in understanding project information for all projects in the Highway TIP. Information for each project appears in the chart format shown below.

Terms used to identify specific programming requirements are presented in the grey boxes, while project-specific details are presented in the white boxes to the right of, or below, each term. Definitions for the numbered terms appear in the corresponding **Glossary of Terms** table.

Figure 1: TIP Programming Table

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: 0.11 Mi. W Int. Rte. 641 TO: Int. Rte. 641 (0.1100 MI)					
ROUTE/STREET	0743				TOTAL COST	\$4,017,516
FUND SOURCE	MATCH	FY09	FY10	FY11	FY12	
		\$0	\$0	\$0	\$0	\$0

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Glossary of Terms

ID	Term	Definition
1	Universal Project Code (UPC) Number	Number assigned to each project at its conception, remaining with the project until completion.
2	Scope	Details work to be covered by the project
3	System	Indicates which system, program, or mode of transportation the project falls within. E.g. - Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous
4	Jurisdiction	Identifies the project jurisdiction
5	Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction, contracting, and management. NFO: Indicates No Federal Oversight in the construction, contracting, and management issues, and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight required
6	Project/Project Phase	Name of the Project and Phase (i.e. PE: Preliminary Engineering - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; 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; or CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)
7	Admin By	Identifies the entity responsible for the project
8	Description	Identifies the project's limits
9	Route/Street	Identifies local Route number or name of road/street
10	Total Cost	The total estimated cost (TO) reflecting the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.
11	Fund Source	Identifies the FHWA or FTA funding source. Additional funding source information is provided in Appendix C
12	Match	Dollar amount matched to federally funded project. Most federal fund sources require a match of some sort; most often 20% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources
13	Current and Future Obligations	The amount of funding which is obligated for the indicated phase of work. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expect reimbursement for during each Federal fiscal year.

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Highway Funding Programs

Accelerated Incentive Deployment (AID):

The [AID Demonstration program](#) provides funding as an incentive for eligible entities to accelerate the implementation and adoption of innovation in highway transportation. The AID Demonstration program is one initiative under the multi-faceted Technology and Innovation Deployment Program (TIDP) approach providing funding and other resources to offset the risk of trying an innovation. The new [Notice of Funding Opportunity \(NOFO\)](#) was published on September 1, 2016, continuing the AID Demonstration program under the [Fixing America's Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94).

Bridge Rehabilitation and Replacement/Bridge Off-System Funds Program (BR/BROS):

A former SAFETEA-LU program that provided funding for bridge improvements. Eligibility for funding was based on a rating of bridge condition by VDOT as a candidate for upgrading.

Interstate Maintenance (IM):

A former SAFETEA-LU program that provided funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the National System of Interstate and Defense Highways.

National Highway Performance Program (NHPP)

MAP-21 eliminated the programs with dedicated funding for repair by consolidating the Interstate Maintenance and Highway Bridge Repair programs and shifting these funds to the new NHPP. The new NHPP is now the largest highway program, receiving 58 percent of all highway formula dollars. MAP-21 dramatically expanded the funding for the NHPP program (previously called the National Highway System program) and consolidates the other programs intended for bridge repair and Interstate maintenance.

Only projects located on the National Highway System (NHS) are eligible, which was expanded to include an additional 60,000 new lane miles and bridges. If a state fails to meet minimum Interstate pavement condition standards, they must set aside an additional amount of NHPP funds until the standard is met. If the total structurally deficient deck area of NHS bridges exceeds 10 percent of all NHS bridge deck area, then a state must set aside NHPP funds to the Highway Bridge Program until the standard is met. VDOT has consolidated funds into customized pots of money for the State of Good Repair (SGR) program, which seeks to meet the State's interstate and bridge repair needs.

Non-Federal:

Any funding that does not come from federal sources is grouped into the nonfederal funding category.

Surface Transportation Program (STP):

Under the former SAFETEA-LU and MAP-21 eras, this program provided flexible funding that could be used on any project located on a roadway that is classified higher than a minor collector. Projects that were eligible for funding under this program included construction, reconstruction, and rehabilitation, and bridge projects on any public road. Regional STP funds were designated as RSTP, and Local STP funds were designated as LSTP.

Surface Transportation Block Grant Program (STBG):



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The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. [FAST Act § 1109(a)]. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

VDOT has consolidated its STBG funds (after set asides for TA and planning/research) and National Highway Performance Program (NHPP) funds into customized pots of money for SMART SCALE, State of Good Repair (SGR), and other programs.

Safe Routes to School Program (SRTS):

This 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.

Transportation Alternatives Program (TAP):

These funds are available for bicycle and pedestrian facilities through the Surface Transportation Program of MAP 21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities.

Transit Funding Programs (FTA)

FTA 5307:

This is the FTA Urbanized Area Formula Program, Section 5307 provides funds for public transportation capital investments, and operating expenses in urbanized areas (UZAs). Pursuant to the FAST Act, job access and reverse commute projects that are located in urbanized areas are now eligible for funding under this program.

FTA 5310:

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Under the FAST Act, projects that were formerly eligible for funding under SAFETEA-LU's New Freedom, Section 5317 grant program are now eligible for Section 5310 funds.

FTA 5311:

The FTA 5311 program is a non-urbanized area formula funding program for public transit capital and operating costs in non-urbanized areas with a population fewer than 50,000 as designated by the United States Census Bureau. Job access and reverse commute projects, which are located in non-urbanized areas, are now eligible for these funds under the FAST Act.

FTA 5339:

This program provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Created under the FAST Act, this program replaces components of SAFETEA-LU's former Section 5309 Bus and Bus Facilities program.

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Appendix D: Highway Performance Based Planning

Performance Measure Implementation Schedule



Implementation Timeline

Final Rule	Effective Date	States Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
Pavement/ Bridge Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019



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Performance Measures

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in Virginia's 2017 – 2021 Strategic Highway Safety Plan (SHSP), and starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

Table 1: 2017 - 2021 SHSP Safety Performance Objectives

	Performance Target	Reduction Per Year
1	Number of Fatalities	2%
2	Rate of Fatalities per 100-Million Vehicle Miles Traveled	3%
3	Number of Serious Injuries	5%
4	Rate Serious Injury Million Vehicle Miles Traveled	7%
5	Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries	1%

For safety performance measures 1, 2 and 3, annual targets are developed collaboratively by the Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff. The DMV HSO includes these measures in their Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board (CTB) approves all five annual targets and VDOT includes these in the HISP Annual Report submitted to FHWA each August. Within 180 days of VDOT's annual report submission to FHWA, MPOs must indicate their support of the state targets or submit their own regional targets for one or more of the safety measures.

Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP- the Highway Safety Plan (HSP), and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall safety coordination amongst various partners and leads to more comprehensive transportation safety planning.

The LRSTP, VTrans 2040, guides the state's investment decisions for transportation improvements. Safety and performance management is included in the VTrans 2040 Vision, Goals & Objectives, and Guiding Principles:

- **Guiding Principle 2:** Ensure Safety, Security, and Resiliency – Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
- **Guiding Principle 5:** Ensure Transparency and Accountability and Promote Performance Management – work openly with partners and engage stakeholders in project development and implementation; and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.

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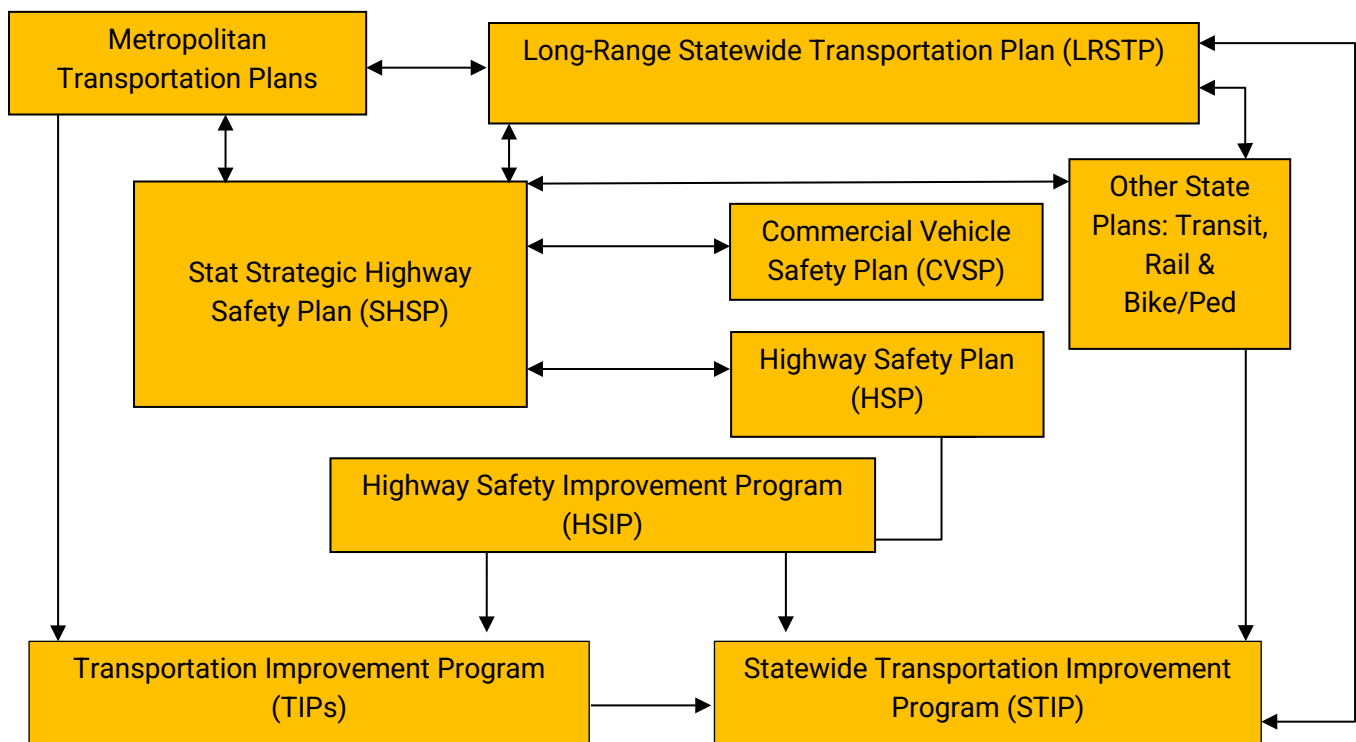
- **Goal C: Safety of All Users** – Provide a safe transportation system for passengers and goods on all travel mode.
 - Objectives:
 - Reduce the number and rate of motorized fatalities and serious injuries.
 - Reduce the number of non-motorized fatalities and injuries.

MTPs are similar to the LRSTP, however an MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific region.

The HSIP is an annual plan to address highway user behaviors that will improve safety through education and enforcement campaigns. The HSP and associated NHTSA grant are administered through the DMV's HSO.

Furthermore, each year the Virginia State Police (VSP) submits a Commercial Vehicles Safety Plan (CVSP) to the Federal Motor Carrier Safety Administration as a requirement of obtaining related enforcement grants.

The relationship between the various plans and programs is shown below:



Projects in the STIP are directly linked to the safety objectives outlined in the SHSP through the strategies and actions that are priorities in Virginia.

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Funding for Safety Projects

Safety targeted improvements are implemented through HSIP projects. Each year Virginia is allocated \$55-Million for HSIP and \$5-Million for Railway Grade Crossing improvements. Virginia is also subject to a Penalty Transfer provision, Section 154 "Open Container", such that 2.5% of NHPP funds are reserved for either NHTSA Alcohol-Impaired Driving or HSIP projects. The State determines what proportion goes to each program. Of the HSIP funds, about 10 percent is set aside for non-motorized safety projects and 20 percent of the remainder for improvements on locally-maintained roadways.

How do Safety Projects get selected for Inclusion in the STIP?

The HSIP project planning and delivery follows these steps:

- Each year highway segment and intersection locations that have the highest potential for safety improvement are identified based on the previous five years of traffic crash and volume data. These above average crash locations are provided to the VDOT Districts to determine appropriate locations and countermeasures for HSIP funding. The potential for vehicle-train crashes at each at-grade railroad crossing is also distributed.
- HSIP project proposals are submitted through the SMART Portal for the appropriate safety program.
- VDOT and locality submitted HSIP proposals are reviewed and prioritized based on the number of targeted crashes and the benefit to cost ratio or the potential risk reduction for non-motorized and rail highway grade crossing improvements.
- Projects are selected and programmed for the last two or three years of the SYIP. At present there are over \$100 million of safety improvement proposals, with an expected benefit, that remain unfunded.

In recent years, programmed priority HSIP projects have shifted from being higher cost spot intersection and segment improvements to lower cost systemic improvements that target specific crash types and/or roadway characteristics that are factors in crashes across the network. Examples of systemic improvements include traffic signal devices and timing at intersections and curve signing, higher friction surfaces and rumble strips on segments.

Safety improvements are also included within projects funded with non-HSIP funds. The SMART SCALE scoring and prioritization process for inclusion of projects in the SYIP, considers safety benefits from improvements addressing travel of all modes. Many of the large SMART SCALE projects, upon completion, will have distinct impacts on safety performance in the Commonwealth. In addition, projects funded through other state and federal sources in the SYIP will also have crash reduction benefits that contribute to improved safety performance.

Thus, the funding to meet Virginia's safety objectives and targets is allocated to projects in the CTB approved SYIP and is consistent with VTrans 2040. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's safety performance objectives and target and is consistent with Virginia's SHSP and the HSIP.

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Appendix E: Performance Based Planning and Programming for Transit Asset Management

Federal transportation laws, MAP-21 and FAST Act, establish performance measure requirements to ensure states and metropolitan planning organizations (MPOs) are investing transportation funds in projects that collectively will contribute towards the achievement of national goals. The USDOT recently published new rules for states and MPOs to collect data and establish performance targets that will support performance and outcome-based investment decisions.

The new federal performance measurement requirement for transit agencies focuses on one area: transit asset management (TAM). The measures look specifically at the percentage of revenue vehicles that have exceeded their Useful Life Benchmark (ULB), the percentage of non-revenue and service vehicles that have exceeded their ULB, and percentage of facilities with a condition below 3.0 on the Federal Transit Administrator's TERM Scale. All transit agencies receiving grants from the FTA are required to complete a TAM plan. The FTA has established two tiers of agencies based on size parameters.

A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode. A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The first completed TAM plan must be sent to the National Transit Database (NTD) by October 1, 2018. Other required deadlines are found in the table below.

Reporting Activity	Reporting Deadline
Complete compliant TAM Plan	October 2018
Report FY18 asset data to NTD Submit FY19 targets to NTD	October 2018
Report FY19 asset data to NTD Submit FY20 targets to NTD Submit narrative report to NTD	October 2019
Report FY20 asset data to NTD Submit FY21 targets to NTD Submit narrative report to NTD	October 2020
Complete updated TAM Plan	October 2022

Transit agency deadlines for TAM Rulemaking for June-July fiscal year

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The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. For Tier II providers under the DRPT Group Plan, any Transportation Improvement Program (TIP) document or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018 will be in compliance with the TAM Plans developed by DRPT and adopted by the Tier II transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole.

The HRMPO programs federal transportation funds for the Harrisonburg Department of Public Transportation (HDPT). HDPT is a Tier II agency participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Federal Fiscal Year 2022 Group Transit Asset Management Plan](#) into the MPO's planning and programming process specific targets for the Tier II Group

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

Asset Category - Performance Measure	Asset Class	2022 Target*
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MB - Minibus	20%
	BR - Over-the-Road Bus	15%
	VN - Van	20%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	30%
	Trucks and other Rubber Tire Vehicles	30%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	10%
	Maintenance Facility	10%
	Parking Facility	10%
	Passenger Facilities	15%

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Appendix F: Performance Based Planning and Programming for Pavements and Bridges

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established pavement and bridge condition performance targets as reported in Virginia's Baseline Performance Period Report for 2018-2021¹. This report, submitted to FHWA in October 2018, satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2018-2021 performance period are indicated in Table 1 below.

Table 1: Pavement Condition Measures and Performance Targets

Interstate Pavement Condition Measures²	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percentage of Pavements in Good Condition	N/A ³	45.0%
Percentage of Pavements in Poor Condition	N/A ³	3.0%
Non-Interstate NHS Pavement Condition Measures⁴	2018-2019 Two Year Target	2018-2021 Four Year Target
Percentage of Non-Interstate Pavements in Good Condition	25.0%	25.0%
Percentage of Non-Interstate Pavements in Poor Condition	5%	5.0%

¹ Virginia's Baseline Performance Period Report data is through December 2017.

² Interstate condition measures are based on four distresses: International Roughness Index (IRI), cracking, rutting, and faulting.

³ During this first performance period, States are not required to establish 2-year targets for interstate pavements; however, Virginia has chosen to establish performance targets and are 45.0% and 3.0% for percentage of pavements in good and poor condition, respectively.

⁴ During this first performance period, Federal requirements for Non-Interstate NHS pavement condition and performance targets are based on a single distress, IRI. However, Federal guidance outlined in a September 27, 2018 Memorandum on State DOT Targets for Non-Interstate NHS Pavement Measures allows for the use of full distress data when reporting Non-Interstate NHS performance targets. Given the availability of full distress data, Virginia has chosen this approach and reported performance targets for Non-Interstate NHS pavements based on all four distresses. This allows for consistency in assessing the condition and setting performance targets for both Interstate and Non-Interstate NHS pavements.

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Bridge condition measures and established performance targets for the 2018-2021 performance period are indicated in Table 2 below.

Table 2: NHS Bridge Condition Measures and Performance Targets

NHS Bridge Condition Measures	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percentage of Deck Area of NBI Bridges on the NHS in Good Condition	33.5%	33.0%
Percentage of Deck Area of NBI Bridges on the NHS in Poor Condition	3.5%	3.0%

Background/History

Virginia's history of monitoring asset conditions and utilizing performance information to determine investment strategies based on available funding levels spans over 10 years for pavements and bridges.

VDOT maintains a comprehensive inventory of all pavement and bridges on the state-maintained network. This inventory, which includes location, maintenance responsibility, ownership, and current condition or inspection information, serves as the foundation for life cycle planning, performance forecasting, maintenance and rehabilitation needs estimation, as well as prioritization of work to maximize asset life given available funding. Condition information is also important for communicating with external stakeholders, including the general public.

VDOT's commitment to responsible Transportation Asset Management (TAM) practice is demonstrated through VDOT's annual condition data collection programs and its establishment and publication of network level pavement and bridge performance goals. VDOT's current condition measures and performance goals have been in place for many years and are fully integrated into VDOT's budgeting process and investment strategies. The federal pavement and bridge performance measures apply to a limited portion of the network for which VDOT is responsible (less than 15% of all lane miles and 18% of the bridge inventory).

Connection to Other Performance Based Planning Documents

VTrans, the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long-range multimodal plan is VTrans2040.

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Performance management, specifically as it relates to pavements and bridges, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- Guiding Principle 5: Ensure Transparency and Accountability, and Promote Performance Management - Work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- Goal D: Proactive System Management - maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
 - Objectives:
 - Improve the condition of all bridges based on deck area.
 - Increase the lane miles of pavement in good or fair condition.

Virginia's federally required Transportation Asset Management Plan (TAMP) presents pavement and bridge inventory and conditions, along with the Commonwealth's performance objectives, measures, and associated risks as they relate to the federal requirements. Asset funding, investment strategies, forecasts, goals, and gaps are also included. The TAMP is specific to the NHS and provides the Commonwealth's Transportation Asset Management (TAM) processes and methodology to meet federal requirements. Pavement and bridge projects included in the STIP are consistent with Virginia's reported TAM processes and methodology. The program of projects in the STIP are directly linked to the pavement and bridge objectives outlined in VTrans2040 and the TAMP through the strategies and actions that are priorities in Virginia.

Funding for Pavement and Bridge Projects

There are two key funding sources for pavement and bridge projects, the Highway Maintenance and Operations Fund (HMOF) and State of Good Repair (SGR) program funds. The pavement and bridge funding is used for differing projects from routine maintenance to reconstructive work. Funds are allocated to pavement and bridge projects based on an annual needs assessment process supported by a data-driven prioritization and selection process. The prioritization process is the same for the various funding sources; however, the [State of Good Repair](#) program funds are designated for deteriorated pavements and structurally deficient bridges.

The SGR program requires funds be distributed proportionality between VDOT and localities, based on assessed needs. More details, including the requirements for pavements and bridges, and the SGR prioritization process methodology, can be found at: [State of Good Repair for Bridges](#) and [Local Assistance Funding Programs](#).

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VDOT has developed a robust asset management program, placing maintenance of the transportation network at the forefront of VDOT's investment decisions. This commitment to responsible asset management practice is demonstrated through VDOT's annual collection of condition data on pavements and bridges along with its establishment and publication of network-level pavement and bridge performance targets. For more than a decade, VDOT has monitored pavement and bridge conditions using performance information (measures and targets) to determine investment strategies based on available funding levels.

In the annual needs assessment process, VDOT assesses 100% of the pavement network on Virginia's Interstate and Primary systems and approximately 20% of the Secondary system. In 2016, VDOT assessed 100% of the Secondary pavement network to create a condition baseline. The pavement condition data is compiled, analyzed and reviewed to report the optimized needs at a roadway system and district level. VDOT's pavement program selects resurfacing projects, in relation to needs, and optimizes the timing of projects through a data-driven pavement management system.

For bridges, VDOT follows national standards in performing safety inspections and determining general condition of the structures. Condition assessments are performed by certified safety inspection personnel. The inspection program requires a qualified inspector to complete a "hands-on" review of the structure or bridge during each inspection. By federal regulation, VDOT is required to conduct detailed inspections of NBI structures at intervals not to exceed 24 months. VDOT uses BrM software to store bridge condition and inventory data for each structure and to program, schedule, and track bridge and structure inspections. The data collected during inspections allows VDOT to use a proactive approach to maintenance. Preventive maintenance and timely intervention repairs are performed to avoid and slow deterioration that leads to greater rehabilitation or replacement cost. Virginia's bridge maintenance program is large and complex, so in order to direct its efforts more easily, performance targets have been developed.

VDOT uses a prioritization process when determining funding for the pavement and bridge programs and prioritizes work ranging from preventative maintenance to replacement. The prioritization processes take into account similar factors such as condition, cost effectiveness, maintenance history, and traffic volumes. While the systematic prioritization processes are a guide to assist in funding projects, districts direct the work performed as the local experts.

How do Pavement and Bridge Projects get selected for Inclusion in the STIP?

As noted above, the funding to meet Virginia's pavement and bridge objectives and targets is allocated to projects in the CTB-approved SYIP and is consistent with VTrans2040. Each spring, the public is invited to comment on projects included in the draft SYIP prior to CTB approval. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's pavement and bridge performance objectives and targets and is consistent with Virginia's TAMP.

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Appendix G: Performance Based Planning and Programming – Highway System Performance

Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established performance targets for three reliability performance measures to assess the Highway System Performance. All three measures are included in Virginia's Baseline Performance Period Report for 2018-2021 which was submitted to FHWA in October 2018. This report satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period and establishes baseline performance as of December 31, 2017.

Performance of the NHS is measured by the level of travel time reliability. The travel time reliability performance measures and performance targets for the 2018-2021 performance period are indicated in Table 1 below.

Table 1: National Highway System Travel Time Reliability Performance Measures and Targets

NHS Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percent of Person Miles Traveled on the Interstate That Are Reliable	82.2%	82.0%
Percent of Person Miles Traveled on the Non-Interstate NHS That Are Reliable	N/A ⁵	82.5%

The assessment for freight reliability is based on the truck travel time reliability index. The truck travel time reliability performance measure and performance targets for the 2018-2021 performance period are indicated in Table 2 below.

Table 2: Freight Reliability Performance Measure and Targets

Truck Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Truck Travel Time Reliability Index	1.53	1.56

The Commonwealth Transportation Board (CTB) approves the performance measures and targets developed for Virginia's surface transportation network. Such targets, including those for Highway System Performance, are linked to the goals and objectives in Virginia's long-range transportation plan, or VTrans.

⁵ During this first performance period, States are not required to establish 2-year targets for the Non-Interstate NHS reliability measure.

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Connection to Other Performance Based Planning Documents

VTrans, the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long range multimodal plan is VTrans2040.

VTrans2040 identifies the most critical transportation needs in Virginia to ensure the overarching transportation goals in the long-range plan are achieved. The screening process was informed by a data-driven approach that considers highway system performance measures and targets in addition to other performance indicators.

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- Guiding Principle 4: Consider Operational Improvements and Demand Management First – Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
- Goal A – Economic Competitiveness and Prosperity: invest in a transportation system that supports a robust, diverse, and competitive economy.
 - Objectives:
 - Reduce the amount of travel that takes place in severe congestion.
 - Reduce the number and severity of freight bottlenecks.
 - Improve reliability on key corridors for all modes.
- Goal B – Accessible and Connected Places: increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
 - Objectives:
 - Reduce average peak-period travel times in metropolitan areas.
 - Reduce average daily trip lengths in metropolitan areas.
 - Increase the accessibility to jobs via transit, walking and driving in metropolitan areas.

Additionally, the Virginia Freight Element (VFE), a component of VTrans2040, discusses freight system trends, needs, and issues. The VFE also includes freight policies, strategies, and performance measures that guide Virginia's freight-related investment decisions.

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Projects included in the STIP are directly linked to the Highway System Performance objectives outlined in VTrans2040 and associated needs analysis, and the VFE through the strategies and actions that are priorities in Virginia.

Funding for Highway System Performance Projects

SMART SCALE, Virginia's data-driven prioritization process for funding transportation projects, considers the potential of a project to improve reliability. In order to be considered for SMART SCALE, a project must first meet a need identified in VTrans2040, thus strengthening the connection between the planning and programming processes. Congestion mitigation, safety, accessibility, economic development, environment, and land use are the factors used to score SMART SCALE projects. Freight considerations are included in the economic development factor.

The FAST Act established a National Highway Freight Program, including a freight-specific funding program to highlight the focus on freight transportation needs. Projects eligible for National Highway Freight Program (NHFP) funding must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be included in the VFE. VDOT uses NHFP funding to construct freight beneficial projects identified through the SMART SCALE process.

SMART SCALE screening and scoring results, along with public feedback and CTB guidance, are used to develop the SYIP.

Other projects selected for funding are subject to program specific prioritization processes approved by the CTB. All funding (federal, state, and other sources) for transportation projects are allocated to projects in the CTB approved SYIP.

How do Highway System Performance Projects Get Selected for Inclusion in the STIP?

As noted above, the funding for all transportation projects, including funding for projects to meet Virginia's NHS system performance and freight movement targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans2040 and the VFE. Since the SYIP is the foundation of the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's NHS and Freight Reliability performance objectives and targets.

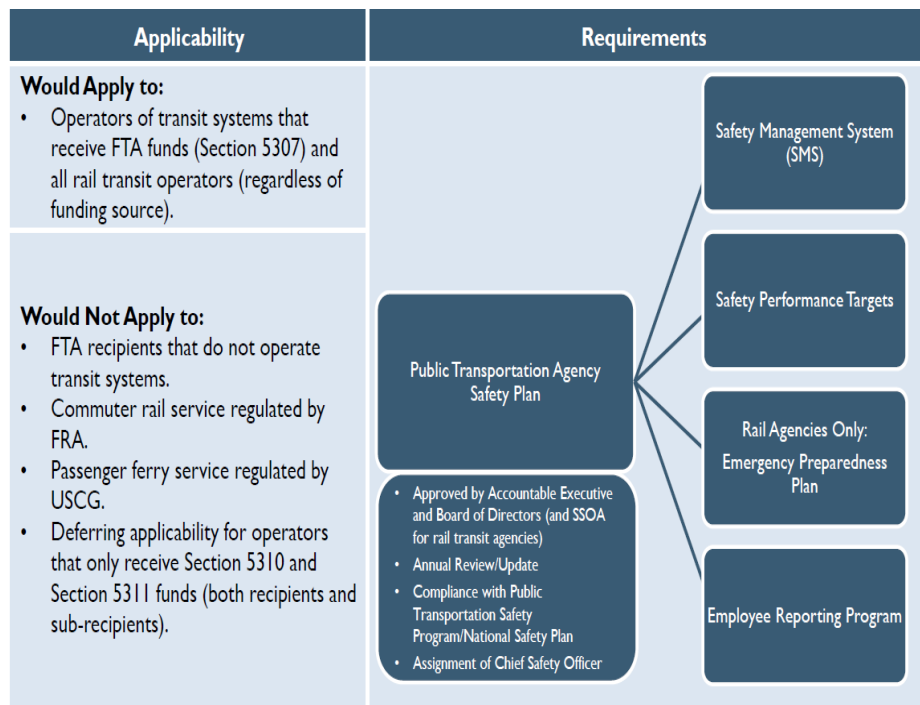
Appendix H: Public Transportation Safety Plan for MPOs (PTASP)

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) intends to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and sub-recipients of Federal Transit Administration (FTA) grants that operate public transportation to develop and implement safety plans that, establish processes and procedures to support the implementation of Safety Management Systems (SMS).

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of FTA grant funds. Specifically, recipients or sub-recipients who operate public transportation and are a recipient or sub-recipient of Urbanized Area Formula Grant Program funds under 49 U.S.C. § 5307 (Section 5307 Grant Program) see attachment A for a list of Transit agencies.

DRPTs Role: DRPT has drafted a PTASP on behalf of small tier II transportation providers. Under the PTASP rule a small tier II transportation provider is defined as meeting all of the following criteria:

- Is a recipient or sub-recipient of FTA’s Urbanized Area Formula Program,
- Operates 100 or fewer vehicles in peak revenue service, and
- Does not operate rail/fixed-guideway public transportation



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Performance-Based Planning

As part of PTASP requirements, transit agencies must set safety performance targets in their safety plans for each mode (Fixed route and paratransit) based on the following safety performance measures that FTA has established in the [National Public Transportation Safety Plan](#) (NSP):

Measure	Target Type		Desired Direction
Fatalities	Total number	Rate per revenue miles	Decreasing number and rate
Injuries	Total number	Rate per revenue miles	Decreasing number and rate
Safety events	Total number per year	Rate per revenue miles	Decreasing number and rate
System reliability	Distance between major failures	Distance between minor failures	Decreasing number and rate

MPOs must reference performance targets and plans within the MPO transportation improvement program (TIP) and long-range plan. The Safety performance targets and performance-based plans should inform a transit agency's investment priorities, and those investment priorities should be carried forward within the MPO's and State DOT's planning processes. MPOs should also make reference to the PTASP plan in their TIP.

MPO Role

The PTASP rule states that each transit provider must provide the MPO with safety performance targets to assist the MPO with capital program planning process (Long Range Transportation plan and TIP). The MPO will need to incorporate the performance targets and safety plan(s) (by reference) into the TIP and LRTP. Additional resources on the MPOs role in PTAS is available from the [FTA's MPO FAQ page](#).

For MPOs with tier II transit agencies(s) participating in the group plan, DRPT is providing the agency specific targets developed for the Statewide Tier II group PTASP plan to the MPOs for consideration and inclusion in MPO TIPs. (Attachment A) MPOs may consider adopting the targets provided in the group plan or adopting regionally specific targets of their own. For additional guidance please refer to [FTA's Safety performance Targets Guide](#). In many cases MPOs can add the targets to the TIP via an administrative update instead of an amendment.⁶

After the initial round in 2021 MPOs will have to update the PTASP performance targets when LRTP or TIP are updated or a transit agency make changes to their targets during an annual PTASP plan review. Transit agencies are required to review their PTASP annually by July 20th.

⁶ MPOs should follow their procedures as defined in their Public Participation Plans

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

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- A Tier II agency is a subrecipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

Tier II Group Plan

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group PTASP Plan. The HRMPO programs federal transportation funds for HDPT. HDPT is a Tier II agency participating in the DRPT sponsored group PTASP Plan. The HRMPO has adopted the [Tier II PTASP](#) into its TIP by reference and integrated the goals measures and targets described in the 2020 Commonwealth of Virginia Tier II Group Transit Asset Management Plan, August 11, 2020 into the MPO's planning and programming process. Specific targets for the Tier II Group PTASP Plan are included in the table below.

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Table 1: Tier II Transit Agency PTASP Performance Targets by Mode:

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Response Demand
Fatalities (total number of reportable fatalities per year)	0	0
Fatalities (rate per total vehicle revenue miles by mode)	0	0
Injuries (total number of reportable injuries per year)	3	1
Injuries (rate per total vehicle revenue miles by mode)	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
Safety events (total number of safety events per year)	7	2
Safety events (rate per total vehicle revenue miles by mode)	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
Distance between Major Failures	10,000 miles	10,000 miles
Distance between Minor Failures	3,200 miles	3,200 miles

Information and Resources

Additional information and guidance is available on FTAs Public Transportation Safety Plan webpage:

<https://www.transit.dot.gov/PTASP>

PTASP final rule factsheet:

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

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