



# FY 2024–2027 Transportation Improvement Program (TIP)

Approved: June 7, 2023

Administratively Modified: October 4, 2023

Amended:



**Staunton Augusta  
Waynesboro**  
Metropolitan Planning  
Organization

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**SAWMPO.org**

# DRAFT: FY 2024-2027 Transportation Improvement Program (TIP)

## Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO)

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### Policy Board

#### Officers

Chair, Dr. Scott Seaton - Augusta County

Vice Chair, Brad Arrowood - City of Staunton

Secretary/Treasurer, Bonnie S. Riedesel - Central Shenandoah Planning District Commission (non-voting)

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Amanda Kaufman - City of Staunton

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Todd Wood - City of Waynesboro

Todd Stevens - Virginia Department of Transportation

Michele DeAngelis - Federal Transit Administration (non-voting)

Kevin Jones - Federal Highway Administration (non-voting)

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

Grace Stankus - Virginia Department of Rail and Public Transportation (non-voting)

Steve Wilson - Virginia Regional Transit (non-voting)

### Technical Advisory Committee

#### Officers

Chair, Leslie Tate - City of Waynesboro

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#### Members

Alidia Vane - Augusta County

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Alisande Tombarge - City of Waynesboro

Don Komara - Virginia Department of Transportation

Grace Stankus - Virginia Department of Rail and Public Transportation

Kevin Jones - Federal Highway Administration (non-voting)

Devon Thompson - Central Shenandoah Planning District Commission (non-voting)

Phil Thompson - Virginia Regional Transit (non-voting)

Steve Wilson - Virginia Regional Transit (non-voting)

# DRAFT: FY 2024-2027 Transportation Improvement Program (TIP)

## Plan Documentation

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### Contact Information

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### Title and Date

FY 2024 – 2027 SAWMPO Transportation Improvement Program; June 7, 2023

### Authors

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## Disclaimer

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The Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) 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 Cities of Staunton and Waynesboro, the County of Augusta (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 SAWMPO, which are responsible for the accuracy of the information and data presented herein.

## Self-Certification

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

# DRAFT: FY 2024-2027 Transportation Improvement Program (TIP)

## Non-Discrimination Statement

The SAWMPO 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 SAWMPO. For more information, or to obtain a Title VI Complaint Form, see <http://sawmpo.org/public-participation-title-vi> or call (540) 885-5174.



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### RESOLUTION ADOPTING THE FISCAL YEARS 2024- 2027 STAUNTON-AUGUSTA-WAYNESBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

*WHEREAS*, the Stanton Augusta Waynesboro Metropolitan Planning Organization (SAWMPO) 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) and the Virginia Department of Rail and Public Transportation (DRPT) and the Cities of Stanton and Waynesboro and the County of Augusta have reviewed the Fiscal Year 2024-2027 (FY24-27) TIP; and

*WHEREAS*, the projects identified in the FY24-27 TIP are financially constrained and the TIP financial plan affirms that the funding identified in the TIP is available; and

*WHEREAS*, the FY24-27 SAWMPO 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 SAWMPO's Public Participation Plan;

*NOW, THEREFORE BE IT RESOLVED* that the SAWMPO Policy Board does hereby approve the FY 24-27 TIP on this 7th day of June 2023.

SIGNED:

ATTEST:



  
Brad Arrowood, Vice-Chairman  
Stanton-Augusta-Waynesboro

  
Bonnie S. Riedesel, Secretary/Treasurer  
Stanton-Augusta-Waynesboro

# DRAFT: FY 2024-2027 Transportation Improvement Program (TIP)

## Table of Contents

Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) ..... i

Plan Documentation ..... ii

Introduction ..... 1

The SAWMPO..... 2

The SAWMPO TIP..... 4

The TIP Financial Plan..... 7

TIP Financial Plan – Highway ..... 8

TIP Financial Plan – Transit..... 20

Appendix A: TIP Amendments and Administrative Modifications – Highway ..... 24

Appendix B: Transit TIP Amendments and Administrative Modifications ..... 25

Appendix C: Resource Guide ..... 27

Appendix D: Highway Performance Based Planning.....31

Appendix E: Performance Based Planning and Programming for Highway System Performance..... 35

Appendix F: Performance Based Planning and Programming for Pavements and Bridges..... 38

Appendix G: Performance Based Planning and Programming for Transit Asset Management..... 42

Appendix H: Public Transportation Agency Safety Plan (PTASP) Performance Targets..... 44



# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## Introduction

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### 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 SAWMPO'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.

The Central Shenandoah Planning District Commission uses the TIP development process of the SAWMPO to satisfy the public hearing requirements of 49 USC Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

### 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 SAWMPO 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 SAWMPO works to ensure that the public is properly notified of its activities, and that opportunities to participate in the SAWMPO'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.



# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## The SAWMPO

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Established in 2012, the SAWMPO, is the federally designated agency responsible for leading transportation planning efforts for the Cities of Staunton and Waynesboro, and the urbanized areas of Augusta County. The MPO has 830 miles of roadway spanning across and area of 147 square miles. **Map 1** shows the SAWMPO planning area boundary.

As the regional transportation planning agency, the SAWMPO 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 SAWMPO 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.

### SAWMPO Policy Board

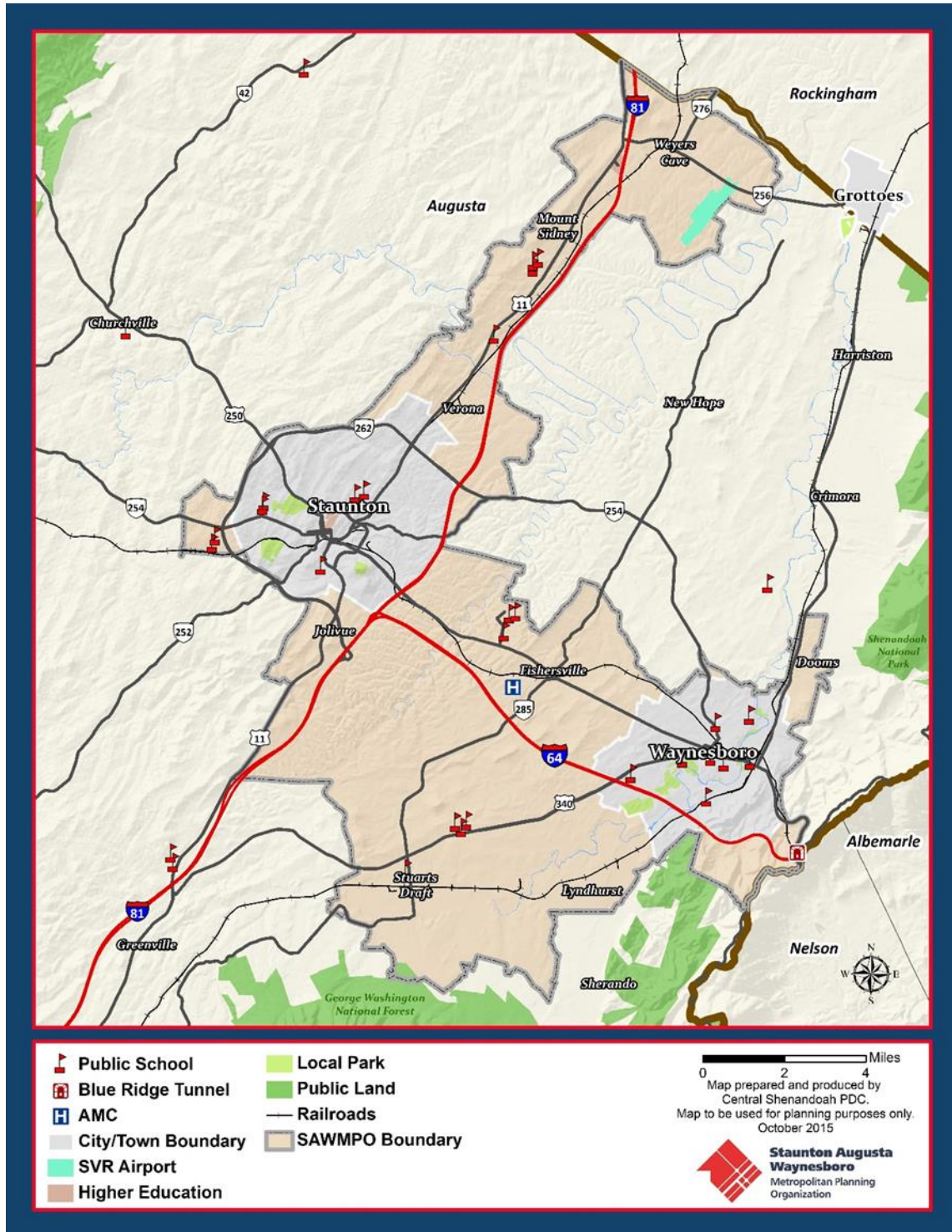
The SAWMPO's governing body is its Policy Board. The Policy Board leads the SAWMPO transportation decision making process in the SAWMPO region to ensure all possible solutions are examined and interests are addressed; decisions are made by following established MPO policies are in accord with federal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

### Technical Advisory Committee (TAC)

The TAC is comprised of staff from the SAWMPO's member jurisdictions, BRITE transit, 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 SAWMPO in establishing regional transportation priorities and identify regional and local needs.

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Map 1: SAWMPO Planning Area





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## The SAWMPO TIP

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The SAWMPO TIP is the region's fiscally constrained four-year program of all transportation and transit projects programmed in the SAWMPO 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 SAWMPO FY 2024 – 2027 TIP can be found in the TIP Highway & Transit Financial Plans beginning on page 7.

### 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 SAWMPO LRTP. Upon approval by the SAWMPO Policy Board, the SAWMPO 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 SAWMPO's Constrained Long Range Plan (CLRP), VTrans 2045, 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 SAWMPO 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 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. Since transit resources are allocated on an annual basis, transit projects and funds shown in the Financial Plan beyond FY 2024 are anticipated allocations.

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## 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 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](#) and pages 6 and 7 of the Virginia STIP Procedures Manual, and are made according to the amendment policy found in Section 4.5 of the [SAWMPO PPP](#).

## Amendments

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 SAWMPO 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%

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## Administrative Modifications

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.

## Performance Management Requirements

The SAWMPO 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 21<sup>st</sup> 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

Additionally, FTA established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets, which include: rolling stock, equipment, facilities, and infrastructure. Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding prioritization.

Advancing the seven national performance goals, and the four FTA performance management measures, ensures that transportation networks continue to develop and operate in a safe and efficient manner. Implementation of these measures in the SAWMPO region ensures that transportation investments advance federal performance objectives, and that the SAWMPO 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). SAWMPO concurred with the state's safety targets on February 5, 2020. 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 SAWMPO Policy Board.

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## The TIP Financial Plan

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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 SAWMPO 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 SAWMPO 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 if the project is complete at the time of adoption and awaiting final closeout.

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## TIP Financial Plan – Highway

### Interstate Projects

UPC NO	116269	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County		OVERSIGHT	
PROJECT	#I81CIP NB & SB MM 221 TO 225, 3-LANE WIDENING (ID #61)				ADMIN BY	VDOT
DESCRIPTION	FROM: MM 221.45 TO: MM 225.6 (4.1800 MI)					
ROUTE/STREET	0081				TOTAL COST	\$178,270,127
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	(\$5,722,005)	\$0	\$0	\$0
RW AC	Federal - AC OTHER	\$0	\$1,150,000	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$171,544,132	\$0	\$0	\$0

UPC NO	116271	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County		OVERSIGHT	NFO
PROJECT	#I81CIP NB MT. SIDNEY EXTEND ACCELERATION LANE (ID #43)				ADMIN BY	VDOT
DESCRIPTION	FROM: MM 232.4 TO: MM 232.8 (0.4000 MI)					
ROUTE/STREET	0081				TOTAL COST	\$4,985,473
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$509,600	\$0	\$0	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$344,760	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$4,131,113	\$0

UPC NO	116276	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County		OVERSIGHT	NFO
PROJECT	#I81CIP SB MT. SIDNEY EXTEND ACCELERATION LANE (ID #57)				ADMIN BY	VDOT
DESCRIPTION	FROM: MM231.9 TO: MM 232.5 (0.6000 MI)					
ROUTE/STREET	0081				TOTAL COST	\$1,285,376
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$128,800	\$0	\$0	\$0
RW AC	Federal - AC OTHER	\$0	\$0	\$114,920	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$0	\$1,041,656	\$0



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UPC NO	116277	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County		OVERSIGHT	
PROJECT	#I81CIP NB MM 234 TO 237, WEYERS CAVE TCL (ID #44)				ADMIN BY	VDOT
DESCRIPTION	FROM: MM 234.1 TO: MM 237.7 (3.1000 MI)					
ROUTE/STREET	0081				TOTAL COST	\$61,770,702
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal - AC OTHER	\$0	\$342,471	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$56,028,731	\$0	\$0	\$0

UPC NO	116278	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Interstate	JURISDICTION	Augusta County		OVERSIGHT	
PROJECT	#I81CIP SB MM 234 TO 237, WEYERS CAVE TCL (ID #55)				ADMIN BY	VDOT
DESCRIPTION	FROM: MM 234.2 TO: MM 237.9 (3.1000 MI)					
ROUTE/STREET	0081				TOTAL COST	\$62,686,156
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW AC	Federal - AC OTHER	\$0	\$1,210,554	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$56,076,102	\$0	\$0	\$0

UPC NO	117220	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#ITTF21 I-81 OPERATIONAL IMPROVEMENTS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0081				TOTAL COST	\$9,618,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$118,206	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$9,499,794	\$0	\$0	\$0

UPC NO	115869	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$913,491	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$1,086,509	\$0	\$0	\$0

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## Primary Projects

UPC NO	121201	SCOPE	Restoration and Rehabilitation			
SYSTEM	Primary	JURISDICTION	Staunton	OVERSIGHT	NFO	
PROJECT	#SGR23LP STAUNTON NEW HOPE RD. PRIMARY EXT. PAVE.			ADMIN BY	Locally	
DESCRIPTION	FROM: Int. Rte. 261 TO: 1.0 Mi. E. Int. Rte 261 (1.0000 MI)					
ROUTE/STREET	NEW HOPE ROAD (0254)			TOTAL COST	\$218,618	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$1,000	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$217,618	\$0	\$0

UPC NO	121203	SCOPE	Restoration and Rehabilitation			
SYSTEM	Primary	JURISDICTION	Staunton	OVERSIGHT	NFO	
PROJECT	#SGR23LP STAUNTON W. BEVERLY ST. PRIMARY EXT. PAVE.			ADMIN BY	Locally	
DESCRIPTION	FROM: West Corp. Limits TO: Grubert Ave. (0.8160 MI)					
ROUTE/STREET	WEST BEVERLY STREET (0254)			TOTAL COST	\$416,421	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$2,000	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$414,421	\$0	\$0

UPC NO	121204	SCOPE	Restoration and Rehabilitation			
SYSTEM	Primary	JURISDICTION	Staunton	OVERSIGHT	NFO	
PROJECT	#SGR23LP STAUNTON N. JEFFERSON ST. PRIMARY EXT. PAVE.			ADMIN BY	Locally	
DESCRIPTION	FROM: From Frederick Street TO: W. Beverly Street (0.1500 MI)					
ROUTE/STREET	NORTH JEFFERSON STREET (0254)			TOTAL COST	\$97,518	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$2,000	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$95,518	\$0	\$0

UPC NO	121205	SCOPE	Restoration and Rehabilitation			
SYSTEM	Primary	JURISDICTION	Staunton	OVERSIGHT	NFO	
PROJECT	#SGR23LP STAUNTON W. BEVERLY ST. 2 PRIMARY EXT. PAVE.			ADMIN BY	Locally	
DESCRIPTION	FROM: West Corporate Limits TO: Grubert Ave. (0.8160 MI)					
ROUTE/STREET	WEST BEVERLY STREET (0254)			TOTAL COST	\$322,921	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$2,000	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$0	\$320,921	\$0	\$0

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

UPC NO	120968	SCOPE	Resurfacing			
SYSTEM	Primary	JURISDICTION	Staunton District-wide	OVERSIGHT	NFO	
PROJECT	#SGR23VP District Wide Plant Mix Schedule (PM-8H-23)			ADMIN BY	VDOT	
DESCRIPTION	FROM: VARIOUS TO: VARIOUS (5.8500 MI)					
ROUTE/STREET	9999			TOTAL COST	\$1,487,863	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN AC	Federal - AC OTHER	\$0	\$1,487,863	\$0	\$0	\$0

## Urban Projects

UPC NO	111048	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Staunton	OVERSIGHT		
PROJECT	#SMART18 - (St) STAUNTON CROSSING STREET EXTENSION			ADMIN BY	VDOT	
DESCRIPTION	FROM: E. Int. Rte. 250 TO: Valley Center Drive (0.8500 MI)					
ROUTE/STREET	CROSSING WAY			TOTAL COST	\$9,162,366	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - STP/STBG	\$0	\$0	\$1,918,169	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$902,222	\$0	\$0	\$0

UPC NO	105907	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Waynesboro	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 Constr. 2-Lane Roadway Southern Connector			ADMIN BY	VDOT	
DESCRIPTION	FROM: 1.009 miles west of South River Bridge TO: 0.633 miles east of South River Bridge (1.6000 MI)					
ROUTE/STREET	SHENANDOAH VILLAGE DRIVE (0209)			TOTAL COST	\$22,969,859	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Other	\$2,137,241	\$2,137,241	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$12,435,377	\$0	\$0	\$0

UPC NO	119654	SCOPE	Traffic Management/Engineering			
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO	
PROJECT	#I81CIP PARALLEL FACILITIES IMPROVEMENTS O&M FY 21-27			ADMIN BY	VDOT	
DESCRIPTION	FROM: State Line with Tennessee TO: State Line with West Virginia					
ROUTE/STREET	ARTERIALS ADJANCET TO INTERSTATE 81 (0081)			TOTAL COST	\$479,805	
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN AC	Federal - AC OTHER	\$0	\$479,805	\$0	\$0	\$0

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## Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$20,849,287
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

GROUPING		Construction : Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	\$124,141,965
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$122,146	\$488,584	\$0	\$0	\$0
	Federal - STP/STBG	\$57,746	\$0	\$74,524	\$156,460	\$0
PE TOTAL		\$179,892	\$488,584	\$74,524	\$156,460	\$0
RW	Federal - AC CONVERSION	\$259,039	\$0	\$0	\$591,027	\$445,127
	Federal - STP/STBG	\$536,988	\$319,076	\$1,794,449	\$34,428	\$0
RW TOTAL		\$796,027	\$319,076	\$1,794,449	\$625,455	\$445,127
RW AC	Federal - AC OTHER	\$0	\$0	\$1,240,384	\$56,965	\$0
CN	Federal - AC CONVERSION	\$237,056	\$0	\$0	\$0	\$948,224
	Federal - STP/STBG	\$1,416,799	\$0	\$4,411,703	\$0	\$1,255,492
CN TOTAL		\$1,653,855	\$0	\$4,411,703	\$0	\$2,203,716
CN AC	Federal - AC OTHER	\$0	\$278,000	\$2,293,003	\$11,541,094	\$2,381,734

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$23,329,236
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
RW	Federal - STP/STBG	\$24,528	\$15,462	\$82,651	\$0	\$0
CN	Federal - AC CONVERSION	\$234,016	\$332,098	\$0	\$368,165	\$235,800
	Federal - STP/STBG	\$753,273	\$0	\$0	\$3,013,093	\$0
	Federal - TAP/F	\$126,762	\$0	\$0	\$507,046	\$0
CN TOTAL		\$1,114,051	\$332,098	\$0	\$3,888,304	\$235,800
CN AC	Federal - AC OTHER	\$0	\$226,247	\$1,884,959	\$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	\$90,996,464
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - STP/STBG	\$0	\$22,608,309	\$22,701,124	\$22,795,517	\$22,891,514

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$29,779,836
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHS/NHPP	\$0	\$755,556	\$755,556	\$755,556	\$755,556
	Federal - STP/STBG	\$0	\$6,648,943	\$6,675,613	\$6,702,736	\$6,730,320
CN TOTAL		\$0	\$7,404,499	\$7,431,169	\$7,458,292	\$7,485,876

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$12,358,669
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - STP/STBG	\$0	\$3,070,544	\$3,083,149	\$3,095,969	\$3,109,007



# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## Appendix A Projects by Grouping

### SAW MPO

#### Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19085	Staunton District-wide	0000		\$0
			BRIDGE REHABILITATION/REPLACEMENT		
Secondary	121190	Augusta County	MT. TORREY ROAD (0624)		\$18,515,632
			#SGR23VB RTE. 624 BRIDGE AND APPROACHES OVER BACK CK (2029)		
			FROM: Bridge And Approaches TO: Over Back Creek (0.2500 MI)		
Urban	111177	Waynesboro	FLORENCE AVENUE (5105)		\$2,333,655
			#SGR18LB - Florence Ave BR REPLACE over CSX RR(SGR Local)		
			FROM: 0.04 Miles S. of CSX RR TO: 0.03 Miles N. of CSX RR (0.0700 MI)		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					\$20,849,287

#### Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	120397	Augusta County	0064		\$600,000
			#I64CIP I-64 EB INSTALL HIGH-FRICTION SURFACE PAVEMENT		
			FROM: NB I-81 Exit 221 TO: EB I-64 (1.0000 MI)		
Interstate	120400	Augusta County	0064		\$480,000
			#I64CIP I-64 WB - EXIT 87 INSTALL HIGH-FRICTION SURFACE PAVE		
			FROM: I-64 WB TO: I-81 SB (0.7000 MI)		
Interstate	119446	Statewide	0064		\$0
			I64CIP - PUBLIC SAFETY ADVISORY POINTS INTEGRATIONS		
			FROM: various TO: various		
Interstate	116275	Augusta County	0081		\$4,985,473
			#I81CIP SB MT. SIDNEY EXTEND DECELERATION LANE (ID #56)		
			FROM: 232.7 TO: 232.9 ( )		
Interstate	116279	Augusta County	0081		\$15,915,615
			#I81CIP SB MM 221 TO 220, AUXILIARY LANE (ID #58)		
			FROM: 0.338 miles North of Rt. 635 TO: 0.232 miles South of Rt. 635 (0.5700 MI)		
Interstate	116039	Statewide	0081		\$9,407,380
			#I81CIP DMS INSTALLATION		
			FROM: Various TO: Various		
Interstate	117790	Statewide	0081		\$382,000
			#ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81		
Interstate	110551	Statewide	9999		\$307,192
			TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE		
			FROM: Various TO: Various		
Interstate	110912	Statewide	9999		\$813,019
			Statewide Truck Parking Management System - Phase 1		
			FROM: Various TO: Various		

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	111613	Statewide	9999		\$1,807,000
			STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2		
			FROM: Various TO: Various		
Interstate	111892	Statewide	9999		\$0
			ATMS - PHASE 1, 2, 3, 4		
			FROM: Various TO: Various		
Interstate	115854	Statewide	9999		\$0
			#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
			FROM: n/a TO: n/a		
Interstate	115856	Statewide	9999		\$1,950,000
			#ITTF20 PARKING DEMAND MANAGEMENT SYSTEM		
			FROM: Various TO: Various		
Interstate	119197	Statewide	9999		\$1,500,000
			#ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE		
			FROM: Various TO: Various		
Interstate	119198	Statewide	9999		\$25,040
			#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II)		
			FROM: Various TO: Various		
Interstate	119199	Statewide	9999		\$500,000
			#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		
-----					
	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	111613	Statewide	9999		\$1,807,000
			STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2		
			FROM: Various TO: Various		
Interstate	111892	Statewide	9999		\$0
			ATMS - PHASE 1, 2, 3, 4		
			FROM: Various TO: Various		
Interstate	115854	Statewide	9999		\$0
			#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
			FROM: n/a TO: n/a		
Interstate	115856	Statewide	9999		\$1,950,000
			#ITTF20 PARKING DEMAND MANAGEMENT SYSTEM		
			FROM: Various TO: Various		
Interstate	119197	Statewide	9999		\$1,500,000
			#ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE		
			FROM: Various TO: Various		
Interstate	119198	Statewide	9999		\$25,040
			#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II)		
			FROM: Various TO: <u>Variovus</u>		
Interstate	119199	Statewide	9999		\$500,000
			#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

Interstate	121654	Statewide	9999	\$1,000,000
#ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER				
FROM: Various TO: Various				

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

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121655	Statewide	9999		\$500,000
#ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION					
FROM: Various TO: Various					
Interstate	121666	Statewide	9999		\$500,000
#ITTF23 ITTF PROJECT EVALUATIONS					
FROM: Various TO: Various					
Interstate	121667	Statewide	9999		\$3,575,000
#ITTF23 RM3P DEP Data Services					
FROM: Various TO: Various					
Interstate	121668	Statewide	9999		\$1,000,000
#ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs					
FROM: Various TO: Various					
Interstate	121670	Statewide	9999		\$500,000
#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY					
FROM: VARIOUS TO: VARIOUS					
Interstate	121712	Statewide	9999		\$650,000
NETWORK OPERATIONS CENTER IMPLEMENTATION					
FROM: Various TO: Various					
Interstate	121776	Statewide	9999		\$1,000,000
HARD SHOULDER RUNNING FEASIBILITY STUDY-Technoloav component					
FROM: Various TO: Various					
Interstate	121822	Statewide	9999		\$5,000,000
#ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS					
FROM: Various TO: Various					
Interstate	122048	Statewide	VARIOUS (9999)		\$500,000
#ITTF23 - RM3P EVALUATION					
FROM: various TO: various					
Miscellaneous	T19081	Staunton District-wide	0000		\$0
CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS					
Miscellaneous	121643	Statewide	9999		\$1,000,000
#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT					
FROM: Various TO: Various					
Primary	119641	Augusta County	LEE JACKSON HIGHWAY (0011)		\$2,556,276
#SMART22 - US 11 SOUTH OF STAUNTON STARS IMPROVEMENTS					
FROM: South Intersection of Rolling Thunder Lane TO: Staunton City (0.7400 MI)					
Primary	119656	Staunton	GREENVILLE AVENUE (0011)		\$3,727,694
#SMART22 - GREENVILLE AVENUE (US 11) ROAD DIET					
FROM: Ritchie Blvd TO: Richmond Road (0.7500 MI)					
Primary	119655	Augusta County	SANGERS LANE (0250)		\$4,156,791
#SMART22 - BRITE PEDESTRIAN IMPROVEMENTS					
FROM: Sangers Lane Lew Dewitt Blvd TO: Dick Huff Lane (0.1000 MI)					
Primary	119651	Staunton	RICHMOND AVE (0250)		\$4,124,210
#SMART22 - RICHMOND AVE AND CROSSING WAY SHARED USE PATH					
FROM: Staunton Xing TO: Frontier Drive (0.3800 MI)					



# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	119643	Waynesboro	WEST MAIN STREET (0250) #SMART22 - US 250 (WEST MAIN STREET) CORRIDOR IMPROVEMENTS FROM: Waynesboro City Limits TO: Hopeman Pkwy (1.2000 MI)		\$12,574,828
Primary	119658	Augusta County	HERMITAGE ROAD (0254) #SMART22 - HERMITAGE RD. (RT. 254) INTERSECTION IMPROVEMENTS FROM: Intersection Improvements TO: At three locations (10.0000 MI)		\$2,902,267
Primary	111055	Augusta County	WEYERS CAVE ROAD (0256) #SMART18 - (St) I-81 EXIT 235 ACCESS IMPROVEMENTS FROM: Int. Rte. 11 TO: 0.32 Mi. E. Int. Rte. 11 (0.3200 MI)		\$1,787,243
Primary	119660	Augusta County	WEYERS CAVE ROAD (0256) #SMART22 - WEYERS CAVE ROAD (RT. 256) TURN LANE FROM: Intersection of I-81 NB Ramps TO: East intersection of Triangle Drive (0.2200 MI)		\$8,508,915
Primary	115738	Augusta County	0262 RTE 262 NORTH BOUND WIDENING SAFETY IMPROVEMENTS FROM: Intersection of Rte. 613 TO: Intersection of Rte. 252 (1.1800 MI)		\$4,792,563
Primary	119659	Waynesboro	ROSSER AVENUE (0340) #SMART22 - ROSSER AVENUE (ROUTE 340) CORRIDOR IMPROVEMENTS FROM: Ladd Road TO: Tiffany Drive (1.4310 MI)		\$1,559,272
Primary	111229	Augusta County	WOODROW WILSON DRIVE (0358) #SMART18 - (St) WILSON COMPLEX ROUNDABOUT FROM: Roundabout TO: At Int of Hornet and Vo Tech Roads (0.1000 MI)		\$1,727,222
Primary	115715	Augusta County	WOODROW WILSON AVENUE (0358) #SMART20 WOODROW WILSON COMPLEX <u>SHORT TERM</u> ACCESS FROM: Rte. 250 intersection TO: Through the Roundabout (0.4800 MI)		\$4,294,033
Primary	118100	Augusta County	9999 #I81CIP DETOUR IMPROVEMENTS - EXITS 220, 225, 227 AND 235 FROM: VARIOUS TO: VARIOUS		\$3,925,000
Secondary	111058	Augusta County	MILL PLACE PARKWAY (0901) #SMART18 - (ST) MILL PLACE PARKWAY IMPROVEMENTS FROM: 0.112 Mi. S. Int. Rte. 612 TO: Int. Rte. 612 (0.1120 MI)		\$1,789,041
Secondary	111676	Augusta County	WAYNE AVE. (0639) Rte. 639 Drainage Improvements (SR) FROM: Fr. Rte. 608 TO: To Rte. 1505 (0.2600 MI)		\$1,500,000
Urban	118706	Staunton	CROSSING WAY (U000) #SMART18 - (St) STAUNTON CROSSING ST. EXTENSION (RW Only) FROM: E. Int. Rte. 250 TO: Valley Center Drive (0.8500 MI)		\$0
Urban	115135	Staunton	EDGEWOOD ROAD (U000) #SMART20 Edgewood Road Sidewalk Improvements FROM: North Coalter Street TO: North Augusta Street (0.3500 MI)		\$1,098,071
Urban	115140	Staunton	NORTH AUGUSTA (U000) #SMART20 North Augusta Sidewalk - Terry St. to Meadowbrook FROM: Terry Street TO: Meadowbrook Road (0.4600 MI)		\$1,058,211
Urban	115137	Staunton	NORTH AUGUSTA STREET (U000) #SMART20 North Augusta Sidewalk FROM: Intersection of Lambert Street TO: Intersection of Terry Street (0.6200 MI)		\$1,477,371

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	111051	Staunton	RICHMOND AVENUE (U000)		\$2,245,805
			#SMART18 - (St) RICHMOND AVE ROAD DIET AND ROUNDABOUT		
			FROM: Int. Greenville Ave TO: 0.3 Mi. E. Int. Greenville Ave (0.3000 MI)		
Urban	111047	Staunton	STATLER BOULEVARD (0250)		\$930,496
			RICHMOND AVE - STATLER BLVD INTERSECTION		
			FROM: Intersection Statler Blvd. and Richmond Ave. TO: 0.05 miles East of Intersection (0.0500 MI)		
Urban	115136	Waynesboro	ROSSER AVENUE (U000)		\$578,937
			#SMART20 13th Street and Rosser Avenue Roundabout		
			FROM: Roundabout TO: Intersection Improvements (0.0700 MI)		
Construction : Safety/ITS/Operational Improvements Total					\$124,141,965

## Construction : Transportation Alternatives/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121209	Augusta County	VERONA PEDESTRIAN IMPROVEMENTS SEGEMENT 2 <a href="#">ENHANCEMENT</a>		\$691,188
			FROM: City of Staunton TO: Dick Huff Lane (0.2500 MI)		
Enhancement	80485	Staunton	N. CENTRAL AVE		\$2,434,942
			IMPROVE DOWNTOWN STAUNTON, VA, STREETScape		
			FROM: 0.0025 MI S of Frederick St TO: 0.278 MI N of Frederick Street (0.2805 MI)		
Enhancement	91230	Augusta County	AUGUSTA FARMS ROAD (EN08)		\$838,801
			Const. of pedestrian walkway along Augusta Farms Road		
			FROM: Route 340 TO: Int. of Round Hill Drive (0.6800 MI)		
Enhancement	109024	Staunton	EN16		\$526,867
			BESSIE WELLER ELEMENTARY SRTS		
			Bessie Weller Elementary School		
Enhancement	113687	Augusta County	EN18		\$2,092,878
			VERONA PEDESTRIAN IMPROVEMENTS		
			FROM: 0.02 M N Green Hills Drive TO: 0.01 M W Mill Place Parkway (1.1590 MI)		
Enhancement	113684	Waynesboro	SOUTH RIVER GREENWAY (EN18)		\$727,996
			SOUTH RIVER GREENWAY PHASE 2B		
			FROM: 0.01 Mi N or Int of Riverside Dr/Shiloh Ave TO: Int of Bridge Dr/Essex Ave (0.7730 MI)		
Enhancement	118077	Waynesboro	SOUTH RIVER GREENWAY (EN20)		\$1,228,247
			SOUTH RIVER GREENWAY PHASE 4		
			FROM: North Park TO: Basic Park (0.7000 MI)		
Miscellaneous	T19075	Staunton District-wide	0000		\$0
			CN: TRANSPORTATIONS ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Miscellaneous	111425	Waynesboro	SOUTH RIVER GREENWAY TRAIL (EN17)		\$1,091,563
			WAYNESBORO SOUTH RIVER GREENWAY TRAIL PHASE 3		
			FROM: Wayne Ave, Arch Ave TO: Rife Road, 16th Street (0.5000 MI)		



# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

Primary	120641	Waynesboro	BROAD STREET (0250)	\$7,190,364
			ROUTE 250 BROAD STREET STREETScape	
			FROM: Rosser Ave TO: East Main Street (1.3000 MI)	

## Construction : Transportation Alternatives/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	115133	Waynesboro	MAIN STREET (U000)		\$2,249,987
			#SMART20 East Main Street		
			FROM: Main Street Bridge TO: ECL Waynesboro (1.7000 MI)		
Urban	119657	Staunton	COMMERCE ROAD (0011)		\$4,256,403
			#SMART22 - COMMERCE RD/LEWIS CREEK GREENWAY		
			FROM: Greenville Ave. TO: Statler Blvd (0.8200 MI)		
Construction : Transportation Alternatives/Byway/Non-Traditional Total					\$23,329,236

## Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	120970	Staunton District-wide	9999		
			#SGR23VP District Wide Plant Mix Schedule (PM-8M-23)		
			FROM: VARIOUS TO: VARIOUS (3.0700 MI)		
Interstate	120971	Staunton District-wide	9999		
			#SGR23VP District Wide Plant Mix Schedule (PM-8N-23)		
			FROM: VARIOUS TO: VARIOUS (5.2300 MI)		
Miscellaneous	T14725	Staunton District-wide	0000		\$90,996,464
			STIP-MN Staunton: Preventive MN and System Preservation		
Primary	116962	Staunton	NEW STREET (PR21)		\$0
			#SGR21LP New Street (Formerly Sunnyside)		
			FROM: Greenville Avenue TO: North Augusta Street ( )		
Maintenance : Preventive Maintenance and System Preservation Total					\$90,996,464

## Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14724	Staunton District-wide	0000		\$29,779,836
			STIP-MN Staunton: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total					\$29,779,836

## Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14723	Staunton District-wide	0000		\$12,358,669
			STIP-MN Staunton: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total					\$12,358,669

<b>SAW MPO Total</b>	<b>\$301,455,457</b>
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# Draft: FY 2024-2027 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.

Transit in the Staunton-Augusta-Waynesboro region is funded through a mixture of Federal, State, and local funding partners, which include local jurisdictions, social service agencies, and private partners.

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024 - 2027	
<b>STAUNTON-AUGUSTA-WAYNESBORO METROPOLITAN PLANNING ORGANIZATION</b>							
TIP ID: <b>CSPDC01</b>		Title: Operating Assistance		Recipient: <b>Central Shenandoah PDC</b>			
FTA 5307	668	578	637	670	729	FTA 5307	<b>2,658</b>
FTA 5311	284	428	358	377	410	FTA 5311	<b>1,494</b>
State	686	693	597	628	684	State	<b>2,492</b>
Local	340	312	398	419	456	Local	<b>1,661</b>
Revenues	61	90	91	92	93	Revenues	<b>366</b>
<b>Year Total:</b>	<b>2,039</b>	<b>2,102</b>	<b>2,081</b>	<b>2,186</b>	<b>2,372</b>	<b>Total Funds:</b>	<b>8,671</b>
Description:	Operating and half of the value of the turnkey contract to provide BRITE Bus service. CSPDC contracts operations and maintenance of BRITE Bus to Virginia Regional Transit, and service provision follows the State TAM and PTASP plans. Accordingly, all capital assets in service to BRITE are assessed and inventoried with appropriate performance targets set; additionally, safety goals, objectives, and targets have been set and are assessed annually.						
TIP ID: <b>CSPDC02</b>		Title: Capital Cost of Contracting		Recipient: <b>Central Shenandoah PDC</b>			
FTA 5307	513	590	605	650	736	FTA 5307	<b>2,581</b>
FTA 5311	235	331	340	366	414	FTA 5311	<b>1,451</b>
State	149	184	189	203	230	State	<b>806</b>
Local	37	46	47	50	57	Local	<b>200</b>
<b>Year Total:</b>	<b>934</b>	<b>1,151</b>	<b>1,181</b>	<b>1,269</b>	<b>1,437</b>	<b>Total Funds:</b>	<b>5,038</b>
Description:	Capital Cost of Contracting (CCOC) is half the value of the turnkey service contract to provide BRITE Bus service. CSPDC contracts operations and maintenance of BRITE Bus to Virginia Regional Transit, and service provision follows the State TAM and PTASP plans. Accordingly, all capital assets in service to BRITE are assessed and inventoried with appropriate performance targets set; additionally, safety goals, objectives, and targets have been set and are assessed annually.						
TIP ID: <b>CSPDC04</b>		Title: Bike Racks, ITS or Misc Equipment		Recipient: <b>Central Shenandoah PDC</b>			
FTA 5307	69	-	135	41	34	FTA 5307	<b>176</b>
FTA 5311	38	-	75	21	15	FTA 5311	<b>96</b>
State	13	-	42	12	10	State	<b>54</b>
Local	5	-	10	3	2	Local	<b>13</b>

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024 - 2027	
<b>Year Total:</b>	<b>125</b>	<b>-</b>	<b>262</b>	<b>77</b>	<b>61</b>	<b>Total Funds:</b>	<b>339</b>
Description:	ITS Implementation follows the 2017 BRITE ITS Plan. Includes implementation of Mobile Data Collection System, Scheduling Software, Real-Time Data Feed, Bus Arrival Notification, Advanced Driver Assistance, and Mobile Ticketing.						
TIP ID:	<b>CSPDC05</b>	Title: Bus Shelters	Recipient:		<b>Central Shenandoah PDC</b>		
FTA 5307			10	11	12	FTA 5307	<b>33</b>
FTA 5311			6	6	6	FTA 5311	<b>18</b>
State			3	3	3	State	<b>9</b>
Local			1	1	1	Local	<b>3</b>
<b>Year Total:</b>	<b>-</b>	<b>-</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>Total Funds:</b>	<b>63</b>
Description:	Bus shelter installation locations were identified in the 2022 BRITE Transit Development Plan.						
TIP ID:	<b>CSPDC08</b>	Title: Lewis Street Transit Hub	Recipient:		<b>Central Shenandoah PDC</b>		
FTA 5339	916	-	-	-	-	FTA 5339	-
FTA 5311		-	-	-	-	FTA 5311	-
State	178	-	-	-	-	State	-
Local	46	-	-	-	-	Local	-
<b>Year Total:</b>	<b>1,140</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>Total Funds:</b>	<b>-</b>
Description:	CSPDC was awarded a 5339 grant to rehabilitate the Staunton Lewis Street Transit Hub (designated bus driving lanes, designated parking area, additional amenities, and accessibility).						
STIP ID:	<b>VPA0001</b>	Title: Paratransit Vans	Recipient:		<b>Valley Program for Aging Services</b>		
FTA 5310			62	62	62	FTA 5310	<b>124</b>
State	-		-	-	-	State	-
Local			16	16	16	Local	<b>32</b>
<b>Year Total:</b>	<b>-</b>	<b>-</b>	<b>78</b>	<b>78</b>	<b>78</b>	<b>Total Funds:</b>	<b>156</b>
Description:	Purchase replacement lift-equipped minivans for client transport						

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

<b>Central Shenandoah PDC</b>	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024 - 2027	
FTA 5307	1,250	1,168	1,387	1,372	1,511	FTA 5307	6,688
FTA 5311	557	759	779	770	845	FTA 5311	3,153
State	1,026	877	831	846	927	State	3,481
Local	428	358	456	473	516	Local	1,803
Revenues	61	90	91	92	93	Revenues	366
<i>Totals</i>	4,238	3,183	3,544	3,553	3,892		14,172
<b>Human Service Transportation Providers</b>							
	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024 - 2027	
FTA 5310	-	-	62	62	62	FTA 5310	186
Local	-	-	16	16	16	Local	48
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	-	78	78	78		234
<b>SAWMPO</b>							
	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024 - 2027	
FTA 5307	1,250	1,212	1,387	1,372	1,511	FTA 5307	5,482
FTA 5310	-	-	62	62	62	FTA 5310	186
FTA 5311	557	680	779	770	845	FTA 5311	3,074
State	1,026	767	831	846	927	State	3,371
Local	428	434	472	489	532	Local	1,927
Revenues	61	90	91	92	93	Revenues	366
<i>Totals</i>	4,238	3,183	3,622	3,631	3,970		14,406

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## Appendix A: Highway TIP Amendments and Administrative Modifications

June 2024 Amendment

### SAW 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	\$34,588,836
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHS/NHPP	\$0	\$5,564,556	\$755,556	\$755,556	\$755,556
	Federal - STP/STBG	\$0	\$6,648,943	\$6,675,613	\$6,702,736	\$6,730,320
CN TOTAL		\$0	\$12,213,499	\$7,431,169	\$7,458,292	\$7,485,876
MPO Note	TIP AMD - add an addit'l \$4,809,000 (NHPP) FFY24					



# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## Appendix B: Transit TIP Amendments and Administrative Modifications

### August 2024 Amendment

Valley Program for Aging Services project added to FY25 funding (Table 1). As a result, overall funding numbers changed for Human Service Transportation Providers (Table 2), and in the SAWMPO region funding (Table 3).

**Table 1: Valley Program for Aging Service FY25 funding added**

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024 - 2027
STIP ID: VPA0002		Title: Operating Assistance	Recipient: Valley Program for Aging Services			
FTA 5310	-	-	82	-	FTA 5310	41
State	-	-	-	-	State	33
Local	-	-	-	-	Local	8
<b>Year Total:</b>	-	-	<b>82</b>	-	<b>Total Funds:</b>	<b>82</b>

**Table 2: Human Service Transportation Provider funding change**

	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2024 - 2027
FTA 5307	-	-	-	-	-	FTA 5307 -
FTA 5309	-	-	-	-	-	FTA 5309 -
FTA 5310	-	-	144	62	62	FTA 5310 268
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 -

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

TIFIA	-	-	-	-	-	TIFIA	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	-	-	-	-	State	-
Local	-	-	16	16	16	Local	48
Revenues	-	-	-	-	-	Revenues	-
<i>Totals</i>	-	-	160	78	78		316

**Table 3: Overall SAWMPO region funding change**

SAWMPO	Previous Funding	FY 2024	FY 2025	FY 2026	FY 2027	Total FY 2021 - 2024	
FTA 5307	1,250	1,212	1,387	1,372	1,511	FTA 5307	5,482
FTA 5309	-	-	-	-	-	FTA 5309	-
FTA 5310	-	-	144	62	62	FTA 5310	268
FTA 5311	557	680	779	770	845	FTA 5311	3,074
FTA 5317	-	-	-	-	-	FTA 5317	-
FTA 5337	-	-	-	-	-	FTA 5337	-
FTA 5339	916	-	-	-	-	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	1,026	767	831	846	927	State	3,371
Local	428	434	472	489	532	Local	1,927
Revenues	61	90	91	92	93	Revenues	366
<i>Totals</i>	4,238	3,183	3,704	3,631	3,970		14,488

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## 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

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

Table 1: 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 (Staunton, Augusta County, or Waynesboro)
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.

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## 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.

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## *Surface Transportation Block Grant Program (STBG):*

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



### Performance Measures

In accordance with the requirements of MAP-21 and the FAST Act, Virginia identified safety performance objectives as published in Virginia’s 2022 – 2026 Strategic Highway Safety Plan (SHSP), and annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 1 below.

Table 1: 2021 - 2025 SHSP Safety Performance Objectives

	Performance Target	Reduction Per Year
1	Number of Fatalities	
2	Rate of Fatalities per 100-Million Vehicle Miles Traveled	

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3	Number of Serious Injuries	
4	Rate Serious Injury Million Vehicle Miles Traveled	
5	Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries	

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 2045, 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.
- **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.

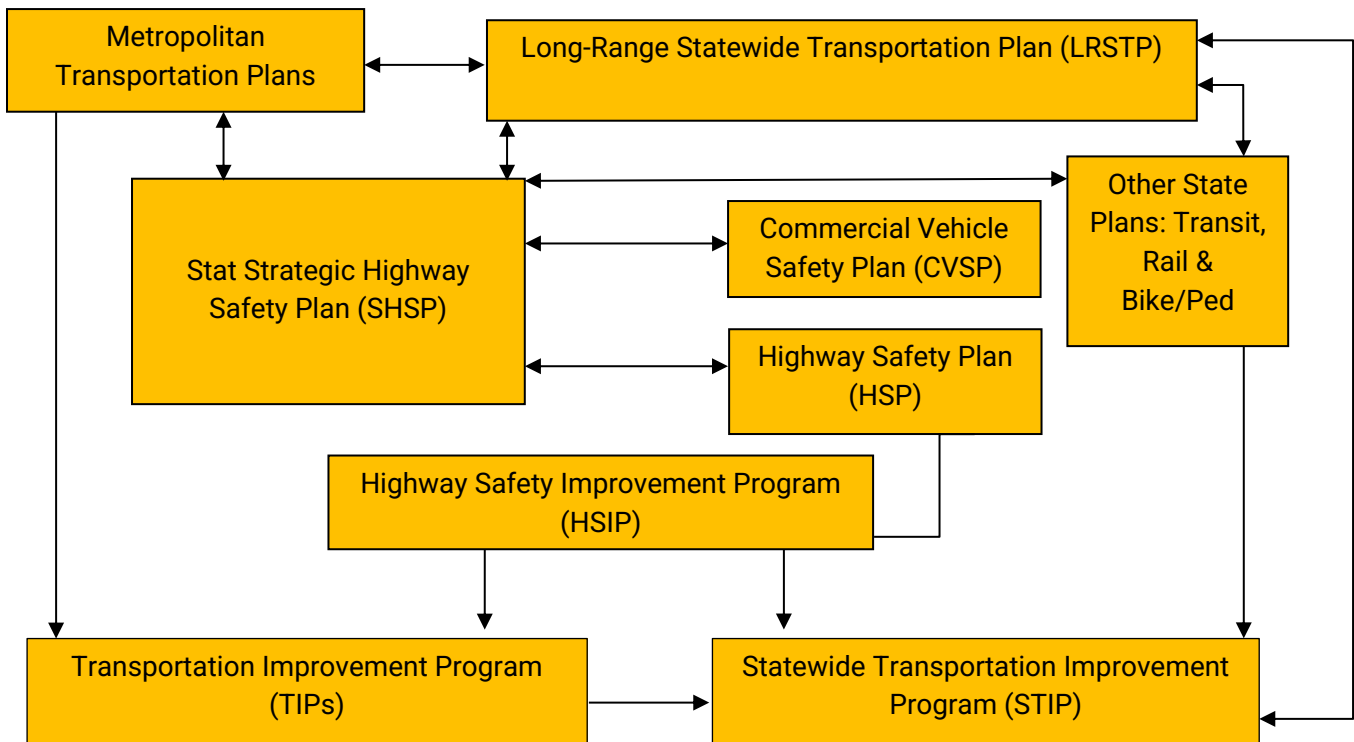
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MTPs are similar to the LRSTP, however an MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific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

## 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

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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 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. In September 2022, the Commonwealth Transportation Board (CTB) approved the State's second set of statewide targets for January 1, 2022 through December 31, 2025 (see **Tables 1 and 2**), along with two-year targets to assess progress.

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

<b>NHS Travel Time Reliability Performance</b>	<b>2023 Two Year Target</b>	<b>2025 Four Year Target</b>
Percent of Person Miles Traveled on the Interstate That Are Reliable	85.0%	85.0%
Percent of Person Miles Traveled on the Non-Interstate NHS That Are Reliable	88.0%	88.0%

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

<b>Truck Travel Time Reliability Performance</b>	<b>2023 Two Year Target</b>	<b>2025 Four Year Target</b>
Truck Travel Time Reliability Index	1.64	1.64

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.

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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 VTrans 2045.

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 VTrans 2045 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 VTrans 2045, 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.

Projects included in the STIP are directly linked to the Highway System Performance objectives outlined in VTrans 2045 and associated needs analysis, and the VFE through the strategies and actions that are priorities in Virginia.



# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## **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 VTrans 2045, 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 is 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 VTrans 2045 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.

# Draft: FY 2024-2027 Transportation Improvement Program (TIP)

## 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 established pavement and bridge condition performance targets as reported in Virginia's Baseline Performance Period Report for 2018-2021. In September 2022, the Commonwealth Transportation Board (CTB) approved the State's second set of statewide targets for January 1, 2022 through December 31, 2025 (see Tables 1 and 2), along with two-year targets to assess progress.

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 2022-2025 performance period are indicated in Table 1 below.

Table 1: Pavement Condition Measures and Performance Targets

	2023 Two Year Target	2025 Four Year Target
<b>Interstate Pavement Condition Measures<sup>1</sup></b>		
Percentage of Pavements in Good Condition	45.0%	45.0%
Percentage of Pavements in Poor Condition	3.0%	3.0%
<b>Non-Interstate NHS Pavement Condition Measures<sup>2</sup></b>		
Percentage of Non-Interstate Pavements in Good Condition	25.0%	25.0%
Percentage of Non-Interstate Pavements in Poor Condition	5%	5.0%

Bridge condition measures and established performance targets for the 2022 - 2025 performance period are indicated in Table 2 below.

<sup>1</sup> Interstate condition measures are based on four distresses: International Roughness Index (IRI), cracking, rutting, and faulting.

<sup>2</sup> 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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Table 2: NHS Bridge Condition Measures and Performance Targets

NHS Bridge Condition Measures	2023 Two Year Target	2025 Four Year Target
Percentage of Deck Area of NBI Bridges on the NHS in Good Condition	27.2%	25.1%
Percentage of Deck Area of NBI Bridges on the NHS in Poor Condition	3.3%	3.6%

## 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 VTrans 2045.

Performance management, specifically as it relates to pavements and bridges, is included in the VTrans 2045 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.

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- 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 VTrans 2045 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 to 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](#).

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.

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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 VTrans 2045. 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 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 federal performance measurement requirement for transit agencies focuses on 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.

Table 1: Transit agency deadlines for TAM Rulemaking for June-July fiscal year

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



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The Department of Rail and Public Transportation (DRPT) has opted to sponsor a group TAM plan for Tier II providers. Tier I providers are not eligible for group plans.

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 SAWMPO programs federal transportation funds for BRITE Transit Service. BRITE 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 TAM Plan are included in the table below.

Table 2: 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*
<b>Revenue Vehicles</b>		
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%
	MV - Minivan	20%
	BR - Over-the-Road Bus	15%
	VN - Van	20%
<b>Equipment</b>		
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%
<b>Facilities</b>		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration Facility	10%
	Maintenance Facility	10%
	Passenger Facility	15%
	Parking Facilities	10%

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## Appendix H: Public Transportation Agency Safety Plan (PTASP) Performance Targets

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

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

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