6

APPENDICES

TOP INDUSTRIES

ALBEMARLE COUNTY

Industry	Employment
Educational Services	11,440
Health Care and Social Assistance	7,181
Retail Trade	5,687
Accommodation and Food Services	4,216
Professional, Scientific, and Technical Services	3,981

FLUVANNA COUNTY

Industry	Employment
Educational Services	988
Public Administration	559
Construction	464
Retail Trade	362
Administrative and Support and Waste Management and Remediation Services	341

GREENE COUNTY

Industry	Employment
Retail Trade	554
Educational Services	551
Accommodation and Food Services	372
Health Care and Social Assistance	352
Professional, Scientific, and Technical Services	294

LOUISA COUNTY

Industry	Employment
Manufacturing	1,236
Retail Trade	1,064
Transportation and Warehousing	1,013
Educational Services	960
Construction	920

NELSON COUNTY

Industry	Employment
Accommodation and Food Services	561
Educational Services	525
Manufacturing	499
Health Care and Social Assistance	323
Agriculture, Forestry, Fishing and Hunting	291

CITY OF CHARLOTTESVILLE

Industry	Employment
Health Care and Social Assistance	10,397
Accommodation and Food Services	5,198
Educational Services	3,941
Retail Trade	3,211
Professional, Scientific, and Technical Services	2,356

TOP EMPLOYERS

ALBEMARLE COUNTY

Employer	Employees
University of Virginia/ Blue Ridge Hospital	1,000 and over
County of Albemarle	1,000 and over
Sentara Healthcare	1,000 and over
State Farm Mutual Automobile Insurance	500 - 999
U.S. Department of Defense	500 - 999

FLUVANNA COUNTY

Employer	Employees
Fluvanna County School Board	500 - 999
Fluvanna Correctional Center	250 - 499
County of Fluvanna	100 - 249
Fork Union Military Academy	100 - 249
Lake Monticello Owners	100 - 249

GREENE COUNTY

Employer	Employees
Greene County School Board	250 - 499
Walmart	100 - 249
County of Greene	100 - 249
Sunland Employee Leasing LLC	100 - 249
Lowes' Home Center, Inc.	100 - 249

LOUISA COUNTY

Employer	Employees
Walmart	1,000 and over
Louisa County Public School Board	500 - 999
Dominion Virginia Power	500 - 999
Fluor Daniel Services Corporation	500 - 999
Klockner Pentaplast America	500 - 999

NELSON COUNTY

Employer	Employees
Wintergreen Resort	250 - 499
Nelson County School Board	250 - 499
County of Nelson	100 - 249
Devils Backbone Brewing Company	100 - 249
Veritas Vineyard and Winery	50 - 99

CITY OF CHARLOTTESVILLE

Employer	Employees
University of Virginia Medical Center	1,000 and over
City of Charlottesville	1,000 and over
UVA Health Services Foundation	1,000 and over
Charlottesville City School Board	500 - 999
Servicelink Management Company Inc.	500 - 999

PARK AND RIDE LOT LOCATIONS

Albemarle County	
Maple Grove Christian Church	Azalea Park
Peace Lutheran Church	Route 29 & I-64
Walmart	Mountainside Senior Living
Darden Towe Park	Keene
Avon Street Extended	Scottsville

Fluvanna County
Beaver Dam Baptist Church
Lake Monticello

Greene County
Walmart
Greene County School System

Louisa County
Gum Springs
Zion Crossroads

Nelson County
Route 6 East
Route 6 West
Lovingston
Roseland

City of Charlottesville
Azalea Park

CULPEPER District

VTrans Multimodal Transportation Plan - 2025 Needs Assessment and 2025 Recommendations

VTrans 2040 LOCAL + GLOBAL + MOBILE

The Commonwealth Transportation Board is directed by the General Assembly, with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan – VTrans.

Vision –
Virginia's multimodal transportation plan will be ***Good for Business***, ***Good for Communities***, and ***Good to Go***.
Virginians will benefit from a sustainable, reliable, transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

Includes **guiding principles**, **goals**, **objectives** and a **trends assessment**

Adopted by the CTB, December 2015

Office of INTERMODAL Planning and Investment

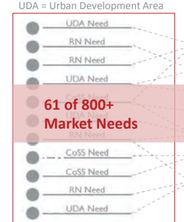
VMTP 2025 VTRANS MULTIMODAL TRANSPORTATION PLAN LOCAL GLOBAL MOBILE

2025 Needs Assessment

The VTrans2040 Vision guides development of the VTrans Multimodal Transportation Plan (VMTP), including the 2025 Needs Assessment and 2025 Recommendations. The VMTP incorporates stakeholder input and transportation system data to guide transportation planning, policy, and programming for the first 10 years of VTrans2040.

CULPEPER District Approach

CoSS = Corridor of Statewide Significance
RN = Regional Network
UDA = Urban Development Area



61 of 800+ Market Needs

Adopted by the CTB, December 2015 –
These 800+ Needs, summarized by each market, are the basis for screening projects into SMART SCALE. The Board directed OIPI to prioritize the needs and develop recommendations to address the 2025 prioritized needs.

10 of 169 Consolidated Needs

The Office of Intermodal Planning and Investment (OIPI) worked with agency staff, regional agencies, transit providers, localities, and stakeholders to **consolidate the 2025 needs and then prioritize them into three tiers**. This process, starting in February 2016, included multiple rounds of questionnaires and webinars , held 6 regional forums for regional and local input, conducted a needs criticality analysis, and collaborated with CTB members for confirmation of the tiering. The results of this effort are presented in an **Executive Summary** document available on VTrans2040.com.

CoSS Needs Reports + RN Needs Reports + UDA Needs Profiles (covering 215 UDAs/DGAs) + Statewide Safety Needs Assessment = 2025 Needs Assessment Executive Summary

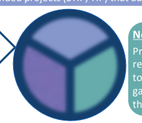
http://www.vtrans2040.com/Pages/Needs.aspx

2025 Recommendations

The 2025 Recommendations is a new concept for VTrans. This component of the VMTP focuses on critical needs across the Commonwealth over the next 10 years with solutions based on VTrans guiding principles. It also creates a framework consistent with new Federal planning regulations which place more attention on performance based planning and programming.

Tier 1 Recommendations

- 4 of 66 Tier 1 Needs
- 4 of 59 Tier 2 Needs
- 2 of 44 Tier 3 Needs



Funded Projects
Funded projects (SYIP, TIP) that address the Need

New Ideas
Project or study recommendation to meet a potential gap in addressing the Need

Pipeline Projects
Unfunded or partly funded projects from local and regional plans that address the Need

New ideas focus on VTrans2040 Guiding Principles – especially: **Optimize Return on Investment** and **Consider Operational Strategies and Demand Management First**

The plan includes project-level recommendations that represent the Commonwealth's perspective for a pipeline of future projects for consideration under SMART SCALE and other funding. It also helps strengthen the connection between planning, project development, and programming and reflects a commitment to Common Sense Engineering principles.

www.vtrans2040.com/Pages/Recommendations.aspx

CULPEPER DISTRICT – 2025 GENERALIZED MAP OF CONSOLIDATED NEEDS

Need Type

Corridor of Statewide Significance & Regional Network Need Categories

- **Bottlenecks** – Acute areas of congestion within the multimodal network, typically at a bridge, tunnel, or interchange or other constraint.
- **Congestion** – Recurring inconsistent travel times within a corridor for passengers and freight.
- **Corridor Reliability** – Corridors where non-recurring events that occur at least 10% of the time result in significant delay to passengers and freight.
- **Network Connectivity** – Gaps in multimodal network connections among corridors and activity centers.
- **Redundancy & Modal Choice** – Multimodal system constraints to address diverted trips in critical corridors and limited flexibility and access for alternative travel options.
- **Transportation Demand Management** – Program limitations regarding incentives and other mechanisms to provide information and opportunity to choose alternative modes or reduce trip making.

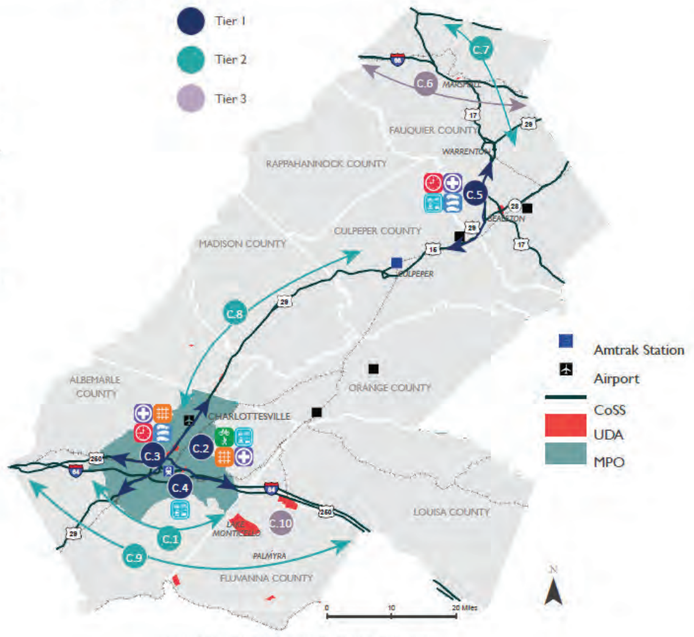
Urban Development Area Need Categories

- **Safety** – Locations in the top 100 PSI (potential for safety improvement) segments and intersections statewide or within the District.
- **Walkable & Bikeable Places** – Need for a safe and accessible walking and biking environment within activity centers and UDAs.
- **Circulation and Access Within the UDA** – Barriers to effective access and internal circulation in UDAs.
- **Access to Transportation Networks Outside the UDA** – Constraints to linking UDAs with regional and interstate multimodal corridors.

2025 Needs Assessment – Synthesis & Tiering

The Needs Synthesis and Tiering approach does not replace the **2025 Needs Assessment**; projects that address these needs are still eligible for funding through SMART SCALE. Simply stated, the Needs Synthesis and Tiering approach creates a higher-level consolidation of needs through a carefully delivered process of identifying which needs are most critical when looking at VTrans goals and objectives. The **2025 Recommendations** then highlight the feasible capacity and operational approaches for addressing each Tier 1 consolidated need through 2025.

Need Tier



NEED LOCATIONS ARE GENERALIZED BY REGION; THEY ARE NOT INTENDED TO BE EXACT GEOGRAPHIC REPRESENTATIONS.

Office of INTERMODAL Planning and Investment

CULPEPER District / TIERED CONSOLIDATED NEEDS

2025 Needs Assessment – Synthesis & Tiering

The process of tiering needs included a data-driven criticality analysis and multiple steps of stakeholder coordination and direct outreach, including briefings with CTB members in summer 2016. The below graphic summarizes the overall approach to consolidating and tiering needs.

Need ID	Need Description	Need Icons	Total Score (out of 20)	Final Tiering
C.2	Within the CA-MPO, regional Urban Development Areas (UDAs) and other high-activity locations have mode choice, safety, connectivity, and bicycle and pedestrian needs.		17	1
C.3	Within the CA-MPO, the US 250 (Bypass and Business) and US 29 have safety, reliability, connectivity and congestion needs.		17	1
C.5	Within the Culpeper District, US 17 / VA 28 / US 29 (Warrenton) have safety, congestion, reliability and mode choice needs.		14	1
C.4	Within the Culpeper District, the Amtrak lines through Charlottesville and the Charlottesville Station have service reliability, congestion, access, and mode choice needs, including regional and intercity bus service.		12	1
C.9	Within the Culpeper District, I-64 and US 250 for east-west intercity travel from Charlottesville have redundancy and mode choice issues.		13	2
C.8	Within the Culpeper District, US 29 between Charlottesville and Culpeper has mode choice (mode choice needs now represented by expanded C.4) and safety needs.		16	2
C.1	Within the CA-MPO, I-64 interchanges have safety and reliability needs.		11	2
C.7	Within the Culpeper District, US 17 north of Warrenton has redundancy, reliability, and mode choice needs.		6	2
C.6	Within the Culpeper District, I-66 west of Gainesville has safety and redundancy issues.		7	3
C.10	Within the Culpeper District, Fluvanna County UDAs have safety, network connectivity, and pedestrian/bicycle access issues.		7	3

Office of INTERMODAL Planning and Investment

To expand view of table and see more details, view online at www.vtrans2040.com

CULPEPER DISTRICT – 2025 RECOMMENDATIONS SUMMARY

VMTP 2025

www.VTrans2040.com

4
Tier 1 Needs

28 Funded Projects
Funded projects in the SYIP addressing Tier 1 needs

Note: Many recommendations address more than one market, need type, or mode – therefore, numbers in charts do not add to the total number of gap recommendations (20).

11 Pipeline Projects
Unfunded or partly funded projects or programs from local and regional plans that address a Tier 1 need gap

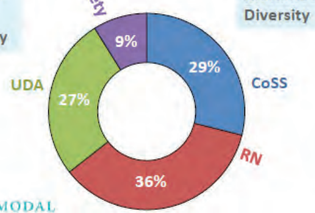
9 New Ideas
New projects, concepts, studies, or programs that address a Tier 1 need gap

Pipeline Projects Highlights: Bicycle, pedestrian, transit, transportation demand management, and safety improvements throughout the Charlottesville-Albemarle MPO region, focusing on access within and to designated **Urban Development Areas**, are supported by **safety, access management, and operations improvements** in the US 250 and US 29 corridors. The 2nd and 3rd daily roundtrip Northeast Regional Train will improve intercity connections to Washington D.C., Lynchburg, and Roanoke. Safety and access management improvements along US 17 and Route 28 in Fauquier County help manage increasing travel demand in these corridors.

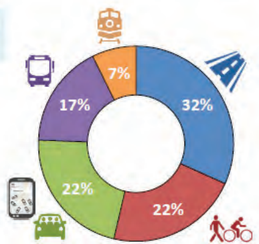
Needs Gap
Focus on VTrans2040 Guiding Principles: **Optimize Return on Investment** and **Consider Operational Strategies and Demand Management First**

New Idea Highlights: Implementation of the actions identified within **CAT and JAUNT transit development plans**, improved access and capacity at the **Charlottesville AMTRAK station**, plus **corridor studies and arterial management** along the 5th Street corridor, US 250, and US 29, including implementation of the **Route 29/Hydraulic Road interchange project** address key corridor of statewide significance and regional network needs in the Charlottesville region. A US 29 safety and access management program will address spot safety and reliability needs, while enhanced commuter bus service to Northern Virginia along the US 29 corridor improves mode choice.

Market/ Need Diversity



Multimodal Diversity



The purpose of the VMTP 2025 Recommendations:
To provide the CTB with statewide priorities for project development to create a pipeline for projects to be developed and proposed for funding within the SYIP through SMART SCALE or other sources.

18 SMART SCALE eligible recommendations
(based on anticipated project scale and eligibility, pending concept development/study completion)

2 Other Federal and State funding sources
(these 2 recommendations are considered ineligible for SMART SCALE, implementation funding will come through other Federal and State programs)

Office of INTERMODAL Planning and Investment

LYNCHBURG District

VTrans Multimodal Transportation Plan - 2025 Needs Assessment and 2025 Recommendations

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Adopted by the CTB, December 2015

VMTP 2025
VTRANS MULTIMODAL TRANSPORTATION PLAN
LOCAL | GLOBAL | MOBILE

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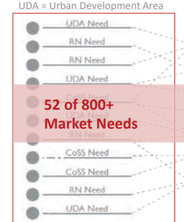

52 of 800+ Market Needs

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2025 Recommendations

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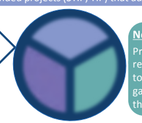
Tier 1 Recommendations

Funded Projects
Funded projects (SYIP, TIP) that address the Need

8 of 66 Tier 1 Needs



New Ideas
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6 of 59 Tier 2 Needs

3 of 44 Tier 3 Needs

Pipeline Projects
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www.vtrans2040.com/Pages/Recommendations.aspx

Office of INTERMODAL Planning and Investment

STAUNTON DISTRICT – 2025 GENERALIZED MAP OF CONSOLIDATED NEEDS

Need Type

Corridor of Statewide Significance & Regional Network Need Categories

- **Bottlenecks** – Acute areas of congestion within the multimodal network, typically at a bridge, tunnel, or interchange or other constraint.
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- **Network Connectivity** – Gaps in multimodal network connections among corridors and activity centers.
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Urban Development Area Need Categories

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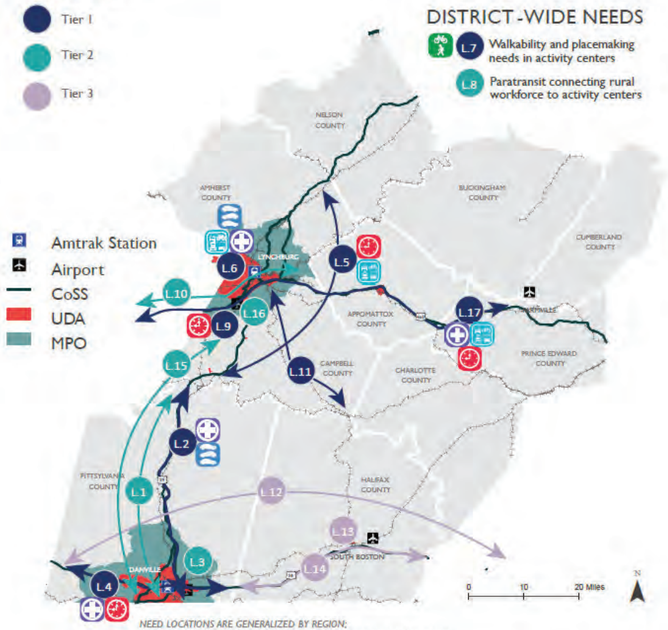
Need Tier

- Tier 1
- Tier 2
- Tier 3



NEED LOCATIONS ARE GENERALIZED BY REGION; THEY ARE NOT INTENDED TO BE EXACT GEOGRAPHIC REPRESENTATIONS.

Office of INTERMODAL Planning and Investment

LYNCHBURG District / TIERED CONSOLIDATED NEEDS

2025 Needs Assessment – Synthesis & Tiering

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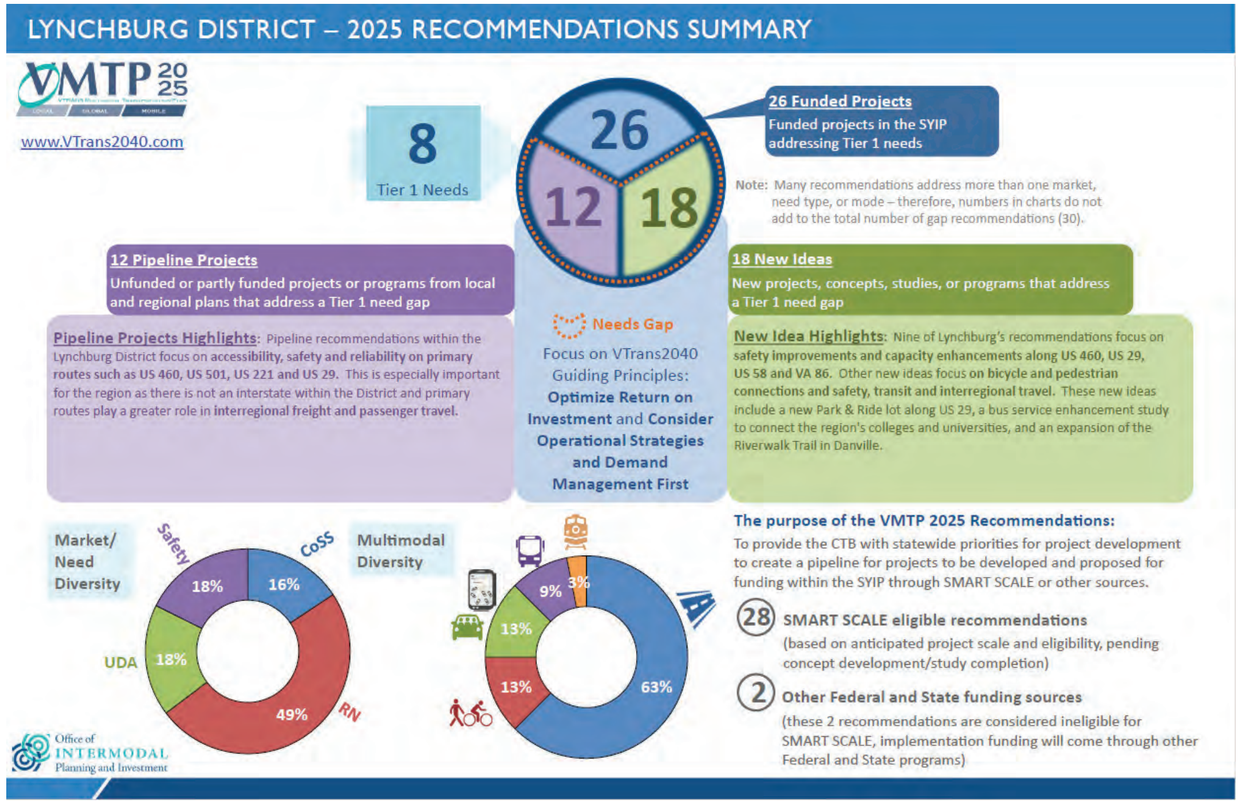
Need ID	Need Description	Need Icons	Total Score (out of 20)	Final Tiering
L.7	Within the Lynchburg District and regional networks, the activity centers have walkability and placemaking needs to support the emerging workforce.		16	1
L.6	Within the Central Virginia MPO, the Lakeside Drive / Lynchburg Expressway area has safety, congestion and mode choice needs to support the knowledge sector.		15	1
L.9	Within the Central Virginia MPO, the Wards Road area has reliability needs to help connect local activity centers.		14	1
L.4	Within the Danville MPO and throughout Pittsylvania County, US 58 has reliability and safety needs for commute, through and freight traffic.		14	1
L.17	Within the Lynchburg District, the US 460 corridor between Bedford and Farmville has redundancy, mode choice, safety and reliability needs.		14	1
L.2	Within the Danville MPO and throughout Pittsylvania County, US 29 has congestion and safety needs to address freight and commuter traffic, especially during peak periods.		11	1
L.5	Within the Central Virginia MPO and through Amherst and Campbell Counties, the US 29 corridor has reliability and mode choice needs for passengers and freight.		13	1
L.11	Within the Central Virginia MPO and in Campbell County, the US 501 corridor has travel time reliability needs in order to support the knowledge and local economic sectors for workforce travel.		10	1
L.10	Within the Central Virginia MPO and in Bedford County, the US 221/US 460 corridor has travel time reliability and mode choice needs to better serve inter and intra-regional centers.		13	2
L.3	Within the Danville MPO, there are safety needs due to minimal active transportation infrastructure.		12	2
L.15	Within the Lynchburg District, the US 29 corridor between Danville and Lynchburg has mode choice and travel demand management (TDM) needs associated with intercity travel.		12	2
L.16	Within Central Virginia MPO, there are additional air service needs from the Lynchburg Regional Airport.		10	2
L.8	Within the Lynchburg District and through Bedford County, the rural areas have paratransit needs to connect the rural workforce to activity centers.		9	2
L.1	Within the Danville MPO and throughout Pittsylvania County, the US 29 corridor has mode choice and travel demand management needs.		9	2
L.13	Within the Lynchburg District, the Town of South Boston has safety needs.		8	3
L.12	Within the Lynchburg District and cross-District, US 58 has mode choice needs to support intercity travel from Danville and Hampton Roads.		7	3
L.14	Within the Lynchburg District, US 58 East in Halifax County has reliability issues.		5	3

Office of INTERMODAL Planning and Investment

To expand view of table and see more details, view online at www.vtrans2040.com



REFERENCES

- 2016 Smart Scale Technical Guide
- 2035 Rural Long Range Transportation Plan
- 2040 Long Range Transportation Plan
- Bike Route 76 Corridor Study
- Greene County Transit
- JAUNT
- Route 151 Corridor Study
- Route 29 Corridor Study
- U.S. Census Bureau
- VTRANS 2040
- Weldon Cooper Center for Public Service

Photo Credit: Nelson County