

MEETING AGENDA

METROPOLITAN PLANNING ORGANIZATION POLICY BOARD

4:00 p.m., Wednesday, March 25, 2020

CALL IN NUMBER will be provided soon.

Item	Time†	Description
1.	4:00 – 4:05	Call to Order
2.	4:05 – 4:10	Matters from the Public: limit of 3 minutes per speaker Public are welcome to provide comment on any transportation-related topic, including the items listed on this agenda, and/or comment <u>during items</u> marked with an *
		Response to Matters from the Public
3.	4:10-4:15	Select Policy Board Officers* <ul style="list-style-type: none"> • Chair • Vice-Chair
4.	4:15-4:20	Review and Acceptance of the Agenda* Approval of Meeting Minutes <ul style="list-style-type: none"> • July 24, 2019* • October 1, 2019* • January 22, 2020*
5.	4:35-5:00	2021-2024 Transportation Improvement Program (TIP)* <ul style="list-style-type: none"> • Review and approve
6.	5:00-5:15	Smart Scale Submissions* <ul style="list-style-type: none"> • Proposed MPO Projects • Proposed City Projects • Proposed County Projects • Hydraulic Solutions Update (http://www.route29solutions.org/panels_meetings/hydraulic_planning_advisory_panel_documents.asp)
7.	5:15-5:20	Items Added to the Agenda
8.	5:20-5:30	Additional Matters from the Public Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda (limit of 3 minutes per speaker)
9.		Adjourn
		Items for the Board's Review (Non-voting Items)
		FFY19 Obligation Report (This is the funds that were obligated for Fiscal Year 2019)
		MPO Self-Certification (Federal requirement, see Certification Workbook)
		Draft Unified Planning Work Program (UPWP)
		Zan Road Crossing Letters of support

† Times are approximate * Requires a vote of the Board

Upcoming Meeting Dates:

- May 27, 2020

MPO Policy Board
Minutes: January 22, 2020
DRAFT

Committee – Voting Members

Ann Mallek, *Albemarle County*
John Lynch, *VDOT – Culpeper District*
Lloyd Snook, *City of Charlottesville*

Staff

Sandy Shackelford, *TJPDC*
Jessica Hersh-Ballering, *TJPDC*
Lucinda Shannon, *TJPDC*
Chip Boyles, *TJPDC*

Non-Voting & Alternates

Brad Sheffield, *JAUNT*
Chuck Proctor, *VDOT-Culpeper District*
Julia Monteith, *UVA Office of the Architect*
Stacy Londrey, *DRPT*

Call to Order:

Ms. Mallek called the meeting to order at 4:02 p.m.

Matters from the Public:

Sean Tubbs from Piedmont Environmental Council (PEC) noted that the agenda for this meeting was not online and that there was an issue with the website. He is hoping that gets cleared up. He went on to say that the Policy Board is his favorite body because it is a representative of the working community between the City and the County whose members debate the finer points of some of the issues that come up, for example, the Zan Road bridge. He noted that the community has been growing steadily over the years and is expected to continue growing. UVA expects to add an additional 5700 new positions but are also limiting parking spaces, but are looking at transportation alternatives. He mentioned the potential funding for the Afton Express bus. He is excited to see that come to fruition. Once they are in place, the next hurdle is to get folks to ride the bus. The PEC, the Center for Civic Innovations, and the City are holding a listening session, being facilitated by the Institute for Environmental Negotiation, in City Space at 6:30 this evening. The main question is to find out why commuters ride alone. Once the stories are gathered from the commuters, it will help governing bodies make better decisions.

Response to Matters from the Public:

None

Select Policy Board Officers

Mr. Boyles recommended that the Board not elect a new Chair and Vice Chair yet because there were so few board members at the meeting. It was noted that in years past, the Chair and the Vice Chair alternated between the City and the County. The only City representative at the meeting is Lloyd Snook, and it is his first meeting.

Mr. Boyles said as the members are considering the Chair and Vice Chair for election at the next meeting, he said what has happened in the past is that the two of them meet with staff for an hour about two weeks before the meeting to develop the agenda.

Review and Acceptance of the Agenda:

Ms. Shannon said the Hydraulic Program had been removed from the agenda.

Mr. Lynch moved to approve the agenda and Mr. Snook seconded and the agenda was unanimously approved with the changes.

Approval of Minutes:

Ms. Mallek postposed the approval of the July 24, 2019 and the October 1, 2019 minutes until the next meeting.

Review TIP Amendments

Ms. Shannon explained the Transportation Improvement Plan (TIP) and that the amendments report on what is expected to be spent on what projects in FY20 and FY21.

Mr. Proctor noted that the document tells the federal government how much VDOT would like in reimbursement for work that has already been completed.

Ms. Shannon explained the changes to the TIP and Ms. Mallek opened the meeting to the public.

Mr. Tubbs noted that it is important to have the Automatic Passenger Counters (APCs) on the buses to get accurate data as the federal government moves to allocate money based on this data. As a frequent bus rider, he noted that the fareboxes often do not work, so the data is often inaccurate. Trolley rides are also inaccurate. He is looking forward to having the APCs on transit vehicles in the future.

The public meeting was closed.

Ms. Mallek made a motion to approve the TIP amendments. Mr. Lynch seconded and the motion was unanimously approved.

Policy Board Meeting Schedule for 2020

Ms. Shannon reviewed the draft Policy Board meeting dates. Mr. Boyles noted that the November, 2020 meeting is scheduled for the Wednesday before Thanksgiving. If it moves to the work prior, it conflicts with the Board of Supervisors' meeting.

Ms. Mallek suggested adopting the schedule as is with the understanding that it may change in the future.

Regional Transit Partnership MOU

Mr. Boyles reviewed the amendment to include the University of Virginia in the Regional Transit Partnership MOU.

Mr. Snook make a motion to approve the modified MOU. Ms. Mallek seconded it and the motion passed unanimously.

Safety Performance Measure Targets

Ms. Shannon reviewed the new Safety Performance Measure Targets for the Highway Safety Improvement Program (HSIP).

Mr. Boyles said that the MPO Tech committee requested that the worksheet that the state sends to the MPOs to fill out be more localized. He said it is easiest to just adopt the state's numbers, but perhaps there are some items on the worksheet that have a higher or lower priority. Perhaps next year that the City and County staff work with a consultant or with the TJPDC staff to determine if any of the numbers need to be adjusted.

Mr. Proctor noted that the data provided from the state is a summation of five years of data.

Ms. Mallek made a motion to approve the Safety Performance Measure Targets as proposed. Mr. Lynch seconded the motion and the motion was unanimously approved.

Smart Scale Submissions

Mr. Proctor presented possible Smart Scale projects for consideration and the requirements needed to submit applications for the projects. He noted that there is an interactive map on the VTRANS website to explain the requirement categories in more detail. He continued on to explain the process for scoring and developing applications.

He went on to discuss the schedule for submission, with the pre-application period ending on April 2. From April to June 1, the projects are screened to see if they are eligible. August 6 is the cut-off date for applications. From there, the projects are scored. In January, the projects will be presented to the CTB for consideration.

He continued discussing the County projects and noted that a couple of the projects that were submitted last round were quite expensive, including the Zan Road project, so they are being re-evaluated, with both VDOT and a consulting firm, to determine how to bring down the costs so they can once again be considered.

Ms. Mallek noted that it will be important to reach out to the land owners who will be impacted by these projects.

Mr. Boyles said there has been some discussion on the County side of the project.

Mr. Proctor continued discussing the City projects being considered.

He also noted that it will be important to submit projects that are less expensive. VDOT will come back to the Policy Board with alternatives to consider so they have a better chance of being funded.

Ms. Mallek asked Mr. Proctor to email the presentation to the Board.

CTAC Update

Ms. Hersh-Ballering said the CTAC committee is excited to do outreach and they are coming up on their first outreach event near the Tom Tom Festival, but it will not be part of it, so it will be free. There will be virtual reality (VR) equipment from CTAC member, Dr. Donna Chen's, lab to experience bike-ped safety. While the public is waiting to try the VR, they will have the opportunity to talk with CTAC members and what they are working on re: transportation.

She also mentioned that the committee members were interested in seeing the state support action to meet the Safety Performance Measure Targets for the region.

Mr. Boyles noted that the CTAC is losing a member who represents Albemarle. He will be moving out of the area. That appointment will need to be filled.

Staff Reports

FY18-21 TIP Adjustments

Ms. Shannon said that for information purposes only, there was an adjustment to maintenance and from DRPT.

Other Staff Updates

Mr. Sheffield said that JAUNT just launched an all-electric transit vehicle.

Ms. Mallek asked about the Crozet Connect.

Mr. Sheffield said it is strong, but the occupancy is leveling off because of capacity. Until JAUNT has more vehicles or larger-capacity vehicles, they don't anticipate much more ridership. Mr. Sheffield said many UVA employees are interested because UVA said they would pay for them to ride.

Additional Matters from the Public

None.

Ms. Mallek adjourned the meeting at 5:37 p.m.

MPO Policy Board
Minutes: July 24, 2019
DRAFT

Committee – Voting Members

Ann Mallek, *Albemarle County*
John Lynch, *VDOT – Culpeper District*
Mike Signer, *City of Charlottesville*
Kathy Galvin, *City of Charlottesville*
Ned Gallaway, *Albemarle County (absent)*

Staff

Sandy Shackelford, *TJPDC*
Gretchen Thomas, *TJPDC*
Sara Pennington, *Rideshare*
Chip Boyles, *TJPDC (absent)*

Non-Voting & Alternates

Brad Sheffield, *JAUNT (absent)*
Karen Davis, *JAUNT*
Chuck Proctor, *VDOT-Culpeper District*
Julia Monteith, *UVA Office of the Architect*
Travis Pietila, *CTAC*

Juwhan Lee, *CAT (absent)*
Becca Sial, *DRPT*
Tony Cho, *FTA (absent)*
Mack Frost, *FHWA (absent)*

Call to Order:

Ms. Mallek called the meeting to order at 4:04 p.m.

Matters from the Public:

Sean Tubbs with the PEC thanks the partnership for the work they and the staffs are doing. He noted there was a funding agreement signed last month between the City and the County “that really sets up Albemarle to take control of its own destiny re” the routes that may be coming through it.” He went on to say that the work that JAUNT is doing with the Crozet bus route is exciting. He emphasized the importance of keeping the partnership going.

He mentioned that Greene County met the night before this meeting re: Greene County transit re: the growth happening there. He also encouraged the Board to look at the growth happening in Louisa as well. He would like to see other modes of transportation to support the growth in those regions.

Response to Matters from the Public:

None

Review and Acceptance of the Agenda:

Mr. Gallaway moved to accept the agenda. Mr. Signer seconded and the motion was passed unanimously.

Approval of Minutes:

Mr. Signer moved to approve the May 22, 2019 minutes and Mr. Gallaway seconded and the minutes were approved unanimously.

Resolutions of Support

Ms. Shackelford explained that there are two Transportation Assistance Program (TAP) grants that need letters of resolution from the Policy Board. She introduced Chris Gensic from the City and Kevin McDermott from the County to explain the projects under consideration.

Mr. McDermott explained that the projects are being considered in the budget and are not final, but he wanted to get the resolutions started in case they do get approved. He went on to present the proposed sidewalk connection in Crozet from Tabor to Hilltop to Crozet Park.

He also presented the revenue sharing project with the City to pave the existing greenway trail/shared-use path along Moore's Creek on the County side and under I-64 bridges to connect to another shared-use path there, which connects to Azalea Park.

Mr. Gensic presented the project which will pave a path along Hydraulic Road and either up Hillsdale or connect to the Meadowcreek Trail system. It depends on the cost of the project.

Mr. Gallaway made a motion to approve a resolution of support the projects. The resolutions will be drafted and signed at a later time. Mr. Signer seconded the motion and it passed unanimously.

CTAC Update

Mr. Pietila reported that he was unable to attend the last CTAC meeting. He said one of the things they have been talking about doing is taking at least a couple of their meetings each year offsite and target communities and neighborhoods that may not have been as involved in the past to solicit more feedback and to educate the community members. They are not quite ready to do that in September, but are planning on a location and subject matter for a future meeting.

Mr. Pietila also reported that there is one MPO seat open on CTAC and two County spots are open. Mr. Gallaway asked for an updated list because he thought the County had appointed two new members recently. Ms. Shackelford said she would send it along to him.

Staff Reports

Smartscale FY22 – August 2020 Applications

Ms. Shackelford noted that since Chip Boyles was not available at this meeting that the technical discussion about the projects would be deferred until he could present it at a later time. She noted that the projects being considered are being discussed with CTAC and with the MPO Technical committees to evaluate how they might score on Smartscale applications.

She reported that the County will be submitting the Zan Road project and the MPO will submit the Hydraulic/29 projects. That leaves the MPO with three additional projects to submit.

Ms. Mallek and Ms. Galvin stated they did not want to start the process all over again.

Mr. Proctor asked if there were any more projects to submit because the Zan Road project may not score well on Smartscale in the areas of congestion and safety. He asked if the Policy Board would be interested in any other part of the Hydraulic/29 project that could be submitted that may score better, in addition to the Zan Road project.

Mr. Gallaway said that his understanding was that each of the individual projects work with one another and to cherry pick them wouldn't make the entire project work. The Zan Road project,

because it is not attached to the intersection project, seems best as an independent project and could be funded based on the remaining \$18 million that remains from the state, which needs to be allocated or lost.

Ms. Mallek, Ms. Galvin and Mr. Gallaway all agreed that the work has already been done on this and that is the reason that Zan Road was chosen.

Ms. Shackelford said that when Mr. Boyles returns, he will be more able to receive and respond to concerns. Until then, she wanted to present the opportunity for the MPO to submit additional projects if the Policy Board saw fit to do so.

FY18-21 TIP Adjustments

Mr. Proctor said that for information purposes only, there was an adjustment to maintenance systems and preservation. There were projects added to those groupings. The monies have just moved from one project to another in those groups.

MPO Technical Committee

Ms. Shackelford said the committee had a similar discussion re: the Hydraulic Road intersection and the options for Smartscale submissions with the same result as the Policy Board.

Regional Transit Partnership (RTP)

Ms. Pennington reported that the City and the County voted to pass an MOU re: funding for transit. The committee will meet again in August.

DRPT

Ms. Sial reported that the department is offering technical assistance for all Smartscale application submissions until September 1.

JAUNT

Ms. Davis reported that JAUNT is simplifying their fare structure. The ADA fare remains the same at \$1.50. She reported that there will be a public comment opportunity about their rate change on August 8 from 6 – 8 p.m. at the Northside Library. There are opportunities to call or email with comments as well as in person.

Other Staff Updates

Ms. Shackelford reported that the TJPDC will have two new staff members beginning in August and another in September.

Mr. Proctor noted that there will be a VTRANS workshop on August 22 for the Culpeper District. No location has been decided yet. Ms. Sial said it will be important for folks to show up to talk about what is most needed.

Additional Matters from the Public

None.

Ms. Mallek adjourned the meeting at 5:31 p.m.

CA-MPO Joint Policy Board with SAW-MPO

Notes: October 1, 2019

DRAFT

Call to Order:

Ann Mallek and Jim Harrington called the joint CA-MPO/SAW-MPO meeting to order at 1:14 p.m. and asked attendees to introduce themselves.

Matters from the Public:

None

Opening Remarks/Framing of the Meeting

Mr. Boyles gave a brief history of the joint meeting between the CA-MPO and the SAW-MPO. He said with less than 12 miles between the borders of the two MPOs, it was decided that it would be best to communicate and coordinate.

Ms. Riesedel stated that the CA-MPO and the SAW-MPO are the only MPOs that meet on a regular basis in Virginia. She said it was important to do so because they both share resources and citizens (as commuters).

Presentations

Afton Express Service Plan

Nancy Gorley, CSPDC Transit Manager, gave background on the Afton Express for those who are new to the information. There has been a feasibility study done on the service and the study revealed that there is great interest in it. It was recommended that the service be implemented in phases with stops in Staunton, Waynesboro and Charlottesville. A plan was put together and submitted in a grant application to the state. The grant required a local match and because the timing of the grant did not match some of the localities' budget cycle, the grant was not awarded. DRPT saw the value in the service and have contracted with Kimley Horn to study how to move forward. She introduced Ben Chambers, Transportation Planner from Kimley Horn.

Mr. Chambers gave an overview of the study done. He discussed how the Virginia Breeze program might interact with the Afton Express, grants available, community support for the service and where the stops should be positioned. He reported that the DRPT is currently putting forth analysis efforts on identifying transit needs.

DRPT Inter-City Bus Expansion and Other Initiatives

Grant Sparks, DRPT Manager of Transit Planning and Corridor Development, reported on the Virginia Breeze, the state-funded intercity bus service and its goals for the next year. Its main goal is to provide service to under-served areas and populations to connect them from Blacksburg up the I-81 corridor to Staunton and then on to Dulles and Union Station.

Mr. Sparks reported that there was a study commissioned last year to see if there were any unmet needs for intercity bus travel. Ultimately, there were two new routes chosen which will be rolled

out next spring and summer. One originates in South Central Virginia and another comes through the 29 corridor. The Virginia Breeze is the overarching name of the service and the routes are as follows: the I-81 corridor is the Valley Flyer, the 29 corridor is the Piedmont Connector and the Martinsville to Richmond route is the Capitol Express.

He reported on next steps, including procuring a transportation provider, new branding, creating a new mobile app and ticketing synchronization, final stop selection and, finally, tentatively launching the service in Spring/Summer of 2020.

For additional information, go to www.virginiabreeze.org.

Crozet Tunnel Progress Update

Allen Hale, President of the Crozet Tunnel Foundation, gave a history of the Crozet tunnel from its inception in the 1850's to when services ended in 1944. It lies 700 feet below Rockfish Gap and the tunnel (and trails on both sides) was sold to Nelson County for \$1 in 2007 from CSX.

He noted that the current tunnel project is an example of what can be done with localities work together. If anyone would like additional information about the project, please visit www.BlueRidgeTunnel.org. If you would like to become a founding member, please visit <http://blueridgetunnel.org/support-donate/>

Perrone Robotics

Mike Raschid, Chief Legal Office and VP of Operations of Perrone Robotics, gave an overview of what Perrone Robotics does and what they are doing with the county. Perrone Robotics is focused on the autonomous transit of people and goods in defined zones such as business districts, airports, neighborhoods, etc. They use the application of their technology in existing transit vehicles.

He invited attendees to take a trip in their autonomous vehicle after the meeting and to take a tour of their facility, located in Crozet.

Next Meeting in Fall 2020

Ms. Mallek adjourned the meeting at 2:43 p.m.



Transportation Improvement Program (TIP)

Fiscal Year 2021 to 2024

DRAFT

Thomas Jefferson
Planning District Commission
Charlottesville/Albemarle MPO



VDOT
Virginia Department of Transportation

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
**Federal Highway
Administration**



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TIP Activity

Approved by the MPO Policy Board on March 25, 2020

Purpose of this Document

The Charlottesville-Albemarle Transportation Improvement Program (TIP) is a document used to schedule spending of federal transportation funds within the metropolitan region, in coordination with significant state and local funds for the federal fiscal years 2021 through 2024. It also demonstrates how these projects comply with federal planning regulations. The TIP is a product of the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) in compliance with federal requirements.

Introduction to the Charlottesville/Albemarle Metropolitan Planning Organization (MPO)

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

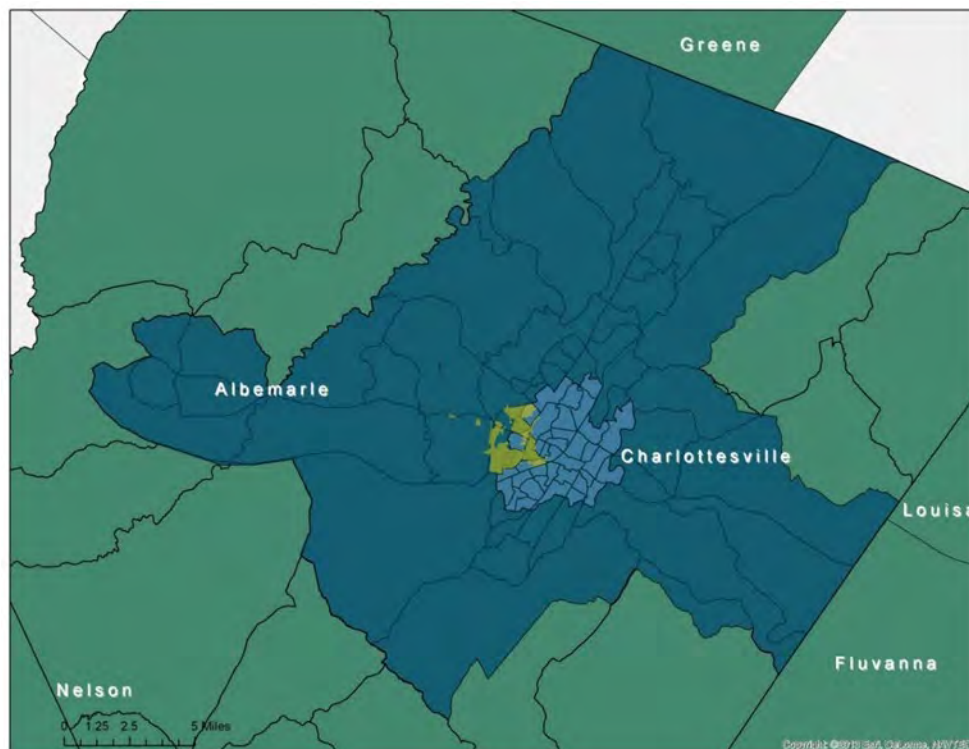


Illustration: Charlottesville-Albemarle MPO

The MPO considers long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions to transportation related challenges.

The MPO is responsible for carrying out a continuous, cooperative, and comprehensive transportation planning process. This process includes reviewing transportation projects and preparing studies and plans.

The Charlottesville-Albemarle MPO is governed by the MPO Policy Board and staffed by the Thomas Jefferson Planning District Commission (TJPDC). MPO Policy Board membership consists of 12 representatives from the following organizations:

Voting Member Organizations (5)	Nonvoting Member Organizations (8)
Albemarle County Board of Supervisors [two members] Charlottesville City Council [two members] Va. Dept. of Transportation (VDOT)	Charlottesville Area Transit (CAT) Citizens Transportation Advisory Committee (CTAC) Federal Transit Administration (FTA) Federal Highway Administration (FHWA) JAUNT Thomas Jefferson Planning District Commission (TJPDC) UVA Office of the Architect Va. Dept. of Rail and Public Transportation (DRPT)

Two committees support the MPO Policy Board: The MPO Technical Committee and a Citizens Transportation Advisory Committee (CTAC). These two committees include representatives from the following organizations:

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

Introduction to Transportation Improvement Program (TIP)

What is TIP?

The Charlottesville-Albemarle MPO Transportation Improvement Program (TIP) is a *prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53*. It represents projects from the most recently adopted Long Range Transportation Plan, the 2045 LRTP. The fiscal year for the FY2021-2024 TIP begins on October 1, 2020 and is applicable until September 30, 2023. The

Federal Highway Administration (FHWA) is a primary sponsor for many of the highway projects listed in the TIP. Activities listed for Charlottesville Area Transit (CAT) and JAUNT are projects and programs expected to obligate federal funds over the coming four-year period.

The primary sponsor of funding for these activities is the Federal Transit Administration (FTA).

The Purpose of TIP

The TIP:

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

Selecting Projects for TIP

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

The SYIP is updated biennially and includes a listing of projects, their descriptions, funding sources, and cost estimates. The Commonwealth Transportation Board (CTB) approves the SYIP for the upcoming six-year period by June 30 of every other year. Smart Scale is the State's data driven process for evaluating and selecting funding for most projects in the SYIP.

All projects which appear in the SYIP and require federal approval are included in the TIP; state and locally funded projects are not included in the TIP, unless deemed regionally significant. The schedule and cost estimate for each phase of a project, as well as phase allocation and obligation information per project, can be found in the currently adopted VDOT SYIP, and is available at <http://www.virginiadot.org/projects/syp-default.asp>. Some projects in the TIP are not shown as individual projects. Rather, they are grouped together and shown as a single line item in the TIP. This single line-item represents a grouping of projects with similar funding categories, and displays a cumulative sum of obligations rather than obligations per project.

Transportation Goals and Priorities

The Charlottesville-Albemarle MPO has long-standing transportation goals and priorities that are defined in the regional long-range transportation plan, the 2045 Long Range Transportation Plan (2040 LRTP). As required under federal regulations, the 2045 LRTP is a listing of the most important projects for the MPO area over the next 20 years. Due to budget constraints, the

2045 LRTP focuses on a practical set of improvements that maximizes the effectiveness of existing transportation investments.

Primary Goal and Major Factors

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

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

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

The regional dynamics of interconnected roads; coordinated transit systems such as JAUNT, CAT, UTS, and Park and Ride lots; varied commuting patterns; and regional destinations for shopping and recreation point to the need for a coordinated, multi-modal regional transportation plan. This plan must be effectively implemented if the region is to continue to flourish and grow in keeping with the quality of life we currently enjoy. Because the majority of local roadway construction is actually funded privately by developers building new subdivision streets, significant progress can be made through better planning and project coordination. By encouraging more interconnections between new developments, coupled with lower-speed and safer roadway design, a major portion of the roadway network can be completed with private funds. With careful planning, public funding can be maximized by “connecting the dots” between developments.

Specific Emphasis

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

While a major focus is expedited project implementation, several new roadways and improvement projects are completed or underway to provide better multi-modal connections

and through movements. Some roadways require minor and/or spot improvements, widening, realignments, widened shoulders, or expanded lanes. These projects will improve safety and capacity.

To provide residents and businesses with safe, efficient and truly usable transportation options, the MPO Long Range Plan includes significant emphasis on bike, pedestrian and transit projects. Strategies include a focus on improvements around existing villages, coupled with better connections between neighborhoods, schools, and town centers. Other improvements for pedestrian safety can be made that do not require capital funding and include enhanced enforcement of safety laws.

Getting Involved in the MPO and the TIP Development

MPO Area Meetings

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

TIP Development

The MPO encourages public involvement in the TIP process. A table summarizing the public comments and MPO responses is located in the Appendix. Time is also allotted for public comment concerning the SYIP at the Spring public hearings and the Fall public meetings. For more information about MPO Public Hearings, please visit <http://campo.tjpd.org/committees/>.

For more information about the CTB, please visit <http://www.ctb.virginia.gov/> For more information about Smart Scale, the process for the Six Year Improvement Program (SYIP), please visit <http://vasmartscale.org/>.

Performance Based Planning and Programming

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt performance measures. Each MPO adopts a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects.

Rollout of performance measures is ongoing. The MPO has been coordinating with VDOT and DRPT to adopt performance measures and targets as they become available. Once the initial performance measures and targets are adopted, the MPO will continue to monitor and report progress at required intervals set forth in State and Federal guidance. To date the MPO has formally adopted the following performance measures and targets.

Adopted Measures:

1. Safety Performance Measures

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

There are five measures that make up the safety category. These measures include the number of fatalities, fatality rate, the number of serious injuries, serious injury rate, and the number of crashes involving bike/ped. The MPO has adopted the state-wide Safety Targets for the five measures. For safety performance measures 1, 2, and 3, annual targets were developed collaboratively by the MPO, Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff. The DMV HSO also includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT's annual report submission to FHWA, The MPO has adopted the Statewide targets for 2020 in the table listed below. The MPO will assess and update these targets annually.

Table 1: 2020 SHSP Safety Performance Objectives

Performance Measure	Five-year average annual reduction
Number of Fatalities	9
Rate of Fatalities per 100 Million Vehicle Miles Traveled	-0.73%
Number of Serious Injuries	88
Rate Serious Injury Million Miles Vehicle Miles Traveled	7.41%
Number of Non-Motorized Fatalities & Serious Injuries	13

2. Pavement and Bridge Condition (PM2) – August 24, 2018

There are three measures that make up the pavement and bridge condition category. These measures include; the percentage of pavement in good condition (interstate), percentage of pavement in poor condition (interstate), percentage of pavement in good condition (non-interstate National Highway System), percentage of pavement in poor condition (non-interstate National Highway System), percentage of deck area of bridges in good condition (National Highway System), and the percentage of deck area of bridges in poor condition (National Highway System).

The MPO has reviewed the state targets (Table 2) and adopted its own two and four-year targets based on local conditions (Table 2).

Table 2: Proposed PM2 Targets for MPO and Virginia

Performance Measure	Scope	MPO			State Target		
		2017 Baseline	2-year Target	4-Year Target	2017 Baseline	2-year Target	4-Year Target
% Pavement in Good Condition	Interstate	Adopted State 4 year target			57.8%	45%	45%
% Pavement in Poor Condition	Interstate				0.4%	<3%	<3%
% Pavement in Good Condition	NHS (non Interstate)				35.4%	25%	25%
% Pavement in Poor Condition	NHS (non Interstate)				0.9%	<5%	<5%
% of Bridge Deck Area in Good Condition	NHS (All)	12.8%	13%	23%	34.5%	33.5%	33.0%
% of Bridge Deck Area in Poor Condition	NHS (All)	12.1%	12%	2%	3.5%	3.5%	3.0%

3. System Performance (PM3) – August 24, 2018

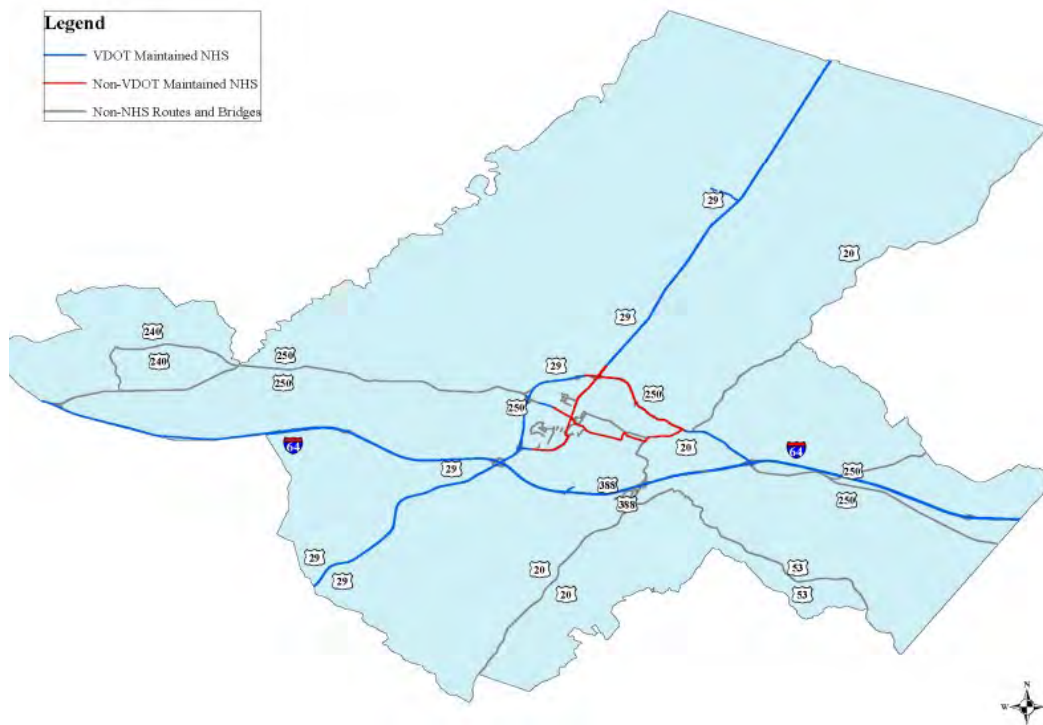
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability index (Interstates).

The MPO has reviewed the state targets (table 3) and adopted its own two and four-year targets based on local conditions (table 3).

Table 3: Proposed PM3 Targets for MPO and Virginia

Performance Measure	Scope	MPO			State Target		
		2017 Baseline	2-year Target	4-Year Target	2017 Baseline	2-year Target	4-Year Target
% Person-miles traveled that are reliable	Interstate	99%	99%	99%	82.56%	82.2%	82%
% Person-miles traveled that are reliable	NHS (Non Interstate)	86.21%	n/a	80%	86.76%	n/a	82.5%
Truck travel time reliability index	NHS (All)	1.13	1.17	1.2	1.49	1.53	1.56

CA-MPO Interstates and National Highway System Roadways



Performance-Based Planning and Programming in the TIP and LRTP:

As Performance-Based Planning and Programming requirements are rolled out and targets are set, projects in the TIP have been assessed to connect project scopes, as identified in the TIP, to

goals in the MPO Long Range Transportation Plan (LRTP 2045). The LRTP 2045 plan was developed with MAP-21 guidance and includes performance measures aligned with MAP-21. [These goals are set out in Chapter 4 of the 2045 Long Range Transportation Plan](#), and listed below.

LRTP 2045 Goals:

1. ACCESSIBILITY & MOBILITY- Improve inter and intra-regional access and mobility for all users (people, goods, and services) by integrating various modes of transportation in an effort to improve connectivity and coordination among stakeholders.
2. ECONOMIC DEVELOPMENT & LAND USE- Support the region's economic competitiveness by ensuring the integration of transportation and land use decisions in the planning process to enhance efficiency across all modes of transportation.
3. OPERATIONS & MAINTENANCE- Encourage and promote the cost-effective operations and maintenance of the regional transportation network that delivers optimal performance for all users.
4. SAFETY- Improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries.
5. CONGESTION- Where appropriate, improve roadway design to reduce congestion for vehicles, freight, and transit.
6. ENVIRONMENT & COMMUNITY- Promote sustainable transportation improvements that avoid impacts on the environment and ensure nondiscriminatory planning in our region.

TIP linkage to adopted measures:

New TIP and LRTP projects are reviewed for their linkages to safety needs using the following steps:

- Safety deficiencies are identified by analyzing crash data provided by VDOT as part of the Highway Safety Improvement Program.
- Proposed projects are reviewed for their impact on safety using crash modification factors based on project design.

Resource Documents:

1	2045 Long Range Transportation Plan	http://campo.tjpc.org/process-documents/lrtp/
2	Albemarle County Places29 Master Planning Process	http://www.albemarle.org/departments.asp?department=cd&relpage=3735
3	29H250 Phase II Report	http://campo.tjpc.org/reports-and-documents/us-29-hydraulic-250-bypass-intersections-study/
4	Eastern Planning Initiative	http://campo.tjpc.org/eastern-planning-initiative/
5	Hillsdale Drive	http://www.hillsdaledrive.org/
6	TJPC Transportation	http://tjpc.org/transportation-planning/

7	Environmental Review Reports	Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).
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TIP User's Guide: Understanding the TIP Format

Project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The information for each of these projects appears in the chart format shown below and is provided to the MPO by VDOT. Terms are listed consistently in the grey boxes, while project-specific details are listed 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. Project information will appear in the TIP if funding is necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). Projects must be removed from the Six Year Program in order to be removed from the TIP.

1	UPC NO	77273	2	SCOPE	BRIDGE REPLACEMENT										
3	SYSTEM	Secondary	4	JURISDICTION	Albemarle County				5	OVERSIGHT	NFO	7	ADMIN BY	VDOT	10
6	PROJECT	RTE 743 - BRIDGE & APPROACHES OVER NORTH FORK RIVANNA													
8	DESCRIPTION	FROM: 0.11 Mi. W Int. Rte. 641 TO: Int. Rte. 641 (0.1100 MI)													
9	ROUTE/STREET	0743							TOTAL COST		\$4,017,516				
	FUND SOURCE	MATCH	FY09	FY10	FY11	FY12									
			\$0	\$0	\$0	\$0	\$0								

Glossary of Terms

	Term	Definition
1	Universal Project Code (UPC) Number	Number assigned to each project at its conception, remaining with the project until completion.
2	Scope	Includes notes about the work to be covered by the project.
3	System	Indicates which system, program, or mode of transportation the project falls within. E.g. Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous.
4	Jurisdiction	The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.
5	Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction, contracting, and management. NFO: Indicates No Federal Oversight in the construction, contracting, and management issues, and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight required.

	Term	Definition	
6	Project/Project Phase	Name of the Project and Phase (i.e. <i>PE: Preliminary Engineering</i> - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; <i>RW: Right of Way</i> - Negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project; or <i>CN: Construction</i> - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)	
7	Admin By	Entity responsible for the project	
8	Description	Limits of the project	
9	Route/Street	Local street name	
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 <i>All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</i>	FHWA funding sources are described below:	
		APD Appalachian Development	HPD TEA-21 Priority
		APL Appalachian Local Access	I Interstate
		BH Bridge Rehabilitation	IM Interstate Maintenance
		BOND Bonds/Interest	NHS National Highway System
		BR Bridge Replacement	OC Open Container
		CMAQ Congestion Mitigation & Air Quality	OT Off the Top
		DEMO Federal Demonstration	RO Repeat Offender
		DT Dulles Toll Facilities	RPT Richmond-Petersburg Turnp Tolls
		EN Enhancement	RS Rail Safety (100% Federal)
		FH Forest Highway	RSTP Regional Surface Transportation Program
		FRAN Federal Reimbursement Anticipation Notes	S State
		FTA Federal Transit Authority Grant	STP Surface Transportation
	HES Hazard Elimination Safety (Sec. 152)	TFRA Toll Facilities Revolving Doc	
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.	

Additional Project Information Each ungrouped project summary includes additional detail provided by the MPO, the City of Charlottesville, and Albemarle County. This information

appears in a small chart beneath the project's cost estimates and obligations, and includes detail describing the project's location, purpose, MPO endorsement status, and environmental review information, including:

Environmental Impact Statement (EIS)	An Environmental Impact Statement is prepared for projects which are expected to have a significant impact on the environment
Categorical Exclusions (CE)	Categorical Exclusions apply to projects which will not individually or cumulatively cause a significant environmental impact. Most CEs require minimal administrative review.
Program Categorical Exclusions (PCE)	Program Categorical Exclusions are pre-determined actions which do not require administration review.
Environmental Assessment (EA)	An Environmental Assessment is prepared for actions in which the significance of the environmental impact is not clear.
Not Available (NA)	Not available or not undertaken is when any of the above have not yet been completed or are not needed.

TIP Financial Information

SYIP Allocations vs. TIP Obligations

The SYIP is an allocation document similar to a capital outlay plan. Allocations are funds that are available in current and previous years (i.e., "the budget") and those forecasted for future years over the period covered in the SYIP. For example, the FY 2015-2020 SYIP became effective on July 1, 2014; at that time, FY 2015 allocations were combined with any remaining previous allocations that were on each project and together, all previous allocations represent the current budget on the project; funds for FY 2016 through FY 2020 are funds projected to be available in each of those years based on the most recent revenue forecast. Allocations come from several sources, including state, federal, and local funds and represent the amount of funding the Commonwealth has set aside to fund the cost of each project.

The TIP is an obligation document. Obligations are not allocations, but instead represent commitments by the federal government to reimburse the state for the federal share of a project's eligible costs. Thus, states do not receive funding in advance of beginning a project or phase; instead, a project or phase is authorized in a federal agreement under which FHWA or FTA commits to reimburse the state for a share of eligible costs. Obligations are identified in the STIP/TIP by project and project phase (i.e., Preliminary Engineering (PE), Right of Way (RW), and Construction (CN)), and are forecasted across a three-year period.

To better understand the relationship between allocations and obligations, consider the allocation as the money in your checking account that you plan to spend; consider the obligations as the checks you plan to write to cover costs incurred. Like balancing a checkbook, a project's obligations should be equal to or less than the amount of funding allocated to it, generally speaking. Since the TIP is an obligation document, it identifies the amount of funding

anticipated to be reimbursed by the federal government, while the SYIP is an allocation document that identifies the total amount of funding expected to be expended to deliver the specified projects and programs.

TIP Financial Plan

MAP-21's planning regulation 23 CFR 450.324(h) specifies the inclusion of a financial plan in the TIP that shows how the projects or project phases identified can reasonably be expected to be implemented with the available public and private revenues identified. TIP projects and phases are required to be consistent with the long-range plan and must be fully funded in the TIP. To the extent that funding is available or is reasonably expected to be available, priority projects and phases have been selected for inclusion in this TIP. The MPO and its member organizations have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the four-year period beginning in FY 2021.

Some projects listed in the TIP may show \$0 for planned obligations. Possible reasons for this include:

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

In addition to construction projects, revenue projections have been made for maintaining and operating the region's highway and transit systems during the same four-year period. Funded TIP actions typically include, but are not limited to:

- transportation studies;
- ground transportation system improvement projects (fixed-guide, highway, bicycle, pedestrian, commuter lots, etc);
- public transit systems and services, including the components of coordinated human service mobility plans;
- system maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; mowing; painting; rest area or weigh station sites; etc); and
- system operations (ITS-TSM applications; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities; VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; etc).

Funding Sources

The following provides a general overview of funding programs utilized in the development of the TIP.

Highway Funding Program:

BR/BROS

Bridge Rehabilitation and Replacement program provides funding for bridge improvements. Eligibility for funding is based on a rating of bridge

condition by VDOT as a candidate for upgrading.

DEMO The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.

EB/MG The **Equity Bonus** (formerly known as **Minimum Guarantee**) ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.

IM **Interstate Maintenance** (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.

NHS **National Highway System** (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.

RSTP **Regional Surface Transportation Program** (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others.

SAFETEA-LU **The Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** is the federal transportation bill that provides federal transportation funding to each state. The SAFETEA-LU funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.

STP **Surface Transportation Program** (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.

Non-Federal Any funding that does not come from federal sources is grouped into the non-federal funding category.

EN **Transportation Enhancement** funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of the TEA-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the

Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.

SRS

Safe Routes to School is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.

Transit Funding Programs:

Section 5307 Federal Transit Administration formula grants for transit operating assistance in urbanized areas.

Section 5311 Federal Transit Administration formula grants transit operating assistance outside urbanized areas.

Section 5317 Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.

Section 5309 Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.

Section 5310 Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.

Non-Federal Any funding that does not come from federal sources is grouped into the non-federal funding category.

Transit

Charlottesville Area Transit (CAT) uses the Transportation Improvement Program (TIP) development process of the TJPDC Metropolitan Planning Organization (MPO) to satisfy the public hearing requirements of 49 U.S.C. 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.

Table C: CAMPO Federal Funding Categories Fiscal Constraint by Year (Hwy 2021-2024)

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR	\$1,698,863	\$1,698,863	\$1,689,772	\$1,689,772	\$890,884	\$890,884	\$0	\$0	\$4,279,519	\$4,279,519
HIP/F	\$1,148,468	\$1,148,468	\$0	\$0	\$0	\$0	\$0	\$0	\$1,148,468	\$1,148,468
HSIP	\$703,669	\$703,669	\$80,000	\$80,000	\$75,000	\$75,000	\$0	\$0	\$858,669	\$858,669
NHPP/E	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$1,500,000	\$1,500,000
NHS/NHPP	\$373,426	\$373,426	\$790,000	\$790,000	\$0	\$0	\$3,020,310	\$3,020,310	\$4,183,736	\$4,183,736
STP/STBG	\$1,104,676	\$1,104,676	\$0	\$0	\$0	\$0	\$0	\$0	\$1,104,676	\$1,104,676
Subtotal -- Federal	\$5,029,102	\$5,029,102	\$2,559,772	\$2,559,772	\$2,465,884	\$2,465,884	\$3,020,310	\$3,020,310	\$13,075,068	\$13,075,068
Other										
Non-Federal	\$6,160,904	\$6,160,904	\$0	\$0	\$0	\$0	\$0	\$0	\$6,160,904	\$6,160,904
State Match	\$7,412,109	\$7,412,109	\$8,889	\$8,889	\$8,333	\$8,333	\$755,077	\$755,077	\$8,184,408	\$8,184,408
Subtotal -- Other	\$13,573,013	\$13,573,013	\$8,889	\$8,889	\$8,333	\$8,333	\$755,077	\$755,077	\$14,345,312	\$14,345,312
Total	\$18,602,115	\$18,602,115	\$2,568,661	\$2,568,661	\$2,474,217	\$2,474,217	\$3,775,387	\$3,775,387	\$27,420,380	\$27,420,380

Federal - ACC (1)										
BR	\$0	\$0	\$0	\$0	\$2,440,228	\$2,440,228	\$0	\$0	\$2,440,228	\$2,440,228
HSIP	\$38,450	\$38,450	\$70,000	\$70,000	\$0	\$0	\$15,000	\$15,000	\$123,450	\$123,450
NHS/NHPP	\$0	\$0	\$3,775,783	\$3,775,783	\$401,699	\$401,699	\$3,093,672	\$3,093,672	\$7,271,154	\$7,271,154
Subtotal -- Federal - ACC (1)	\$38,450	\$38,450	\$3,845,783	\$3,845,783	\$2,841,927	\$2,841,927	\$3,108,672	\$3,108,672	\$9,834,832	\$9,834,832

Maintenance - Federal (4)										
NHS/NHPP	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$3,130,713	\$12,522,852	\$12,522,852
STP/STBG	\$9,868,611	\$9,868,611	\$13,786,272	\$13,786,272	\$13,727,778	\$13,727,778	\$14,987,998	\$14,987,998	\$52,370,659	\$52,370,659
Subtotal -- Maintenance - Federal (4)	\$12,999,324	\$12,999,324	\$16,916,985	\$16,916,985	\$16,858,491	\$16,858,491	\$18,118,711	\$18,118,711	\$64,893,511	\$64,893,511

- (1) ACC -- Advance Construction -- Funding included in Federal Category based on year of AC Conversion
- (2) CMAQ/RSTP includes funds for TRANSIT projects
- (3) Statewide and/or Multiple MPO - Federal - Funding to be obligated in Multiple MPO Regions and/or Statewide for projects as identified
- (4) Maintenance Projects - Funding to be obligated for maintenance projects as identified

Interstate Projects

UPC NO		115852	SCOPE	Traffic Management/Engineering		
SYSTEM		Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO
PROJECT		ITTF FY20 Micro Transit			ADMIN BY	
DESCRIPTION		FROM: Various TO: Various				
ROUTE/STREET		999			TOTAL COST	\$500,000
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal – AC OTHER	\$0	\$500,000	\$0	\$0	\$0
MPO Notes						

Primary Projects

UPC NO	77383	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Primary	JURISDICTION	Albemarle County	OVERSIGHT		
PROJECT	RTE 29 – WIDENING & CORRIDOR IMPROVEMENTS			ADMIN BY	VDOT	
DESCRIPTION	FROM: Route 643 (Polo Grounds Road) TO: Route 1719 (Town Center Drive) (1.9300 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate					
ROUTE/STREET	0029			TOTAL COST	\$50,235,940	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

UPC NO		106136	SCOPE		Reconstruction w/Added Capacity	
SYSTEM		Primary	JURISDICTION		Albemarle County	OVERSIGHT FO
PROJECT		US-29 RIO ROAD GRADE SEPARATED INTERSECTION			ADMIN BY	VDOT
DESCRIPTION		FROM: ROUTE 851 (DOMINION DRIVE) TO: ROUTE 1417 (WOODBROOK DRIVE (1.0000 MI)				
PROGRAM NOTE		WAITING FINANCIAL CLOSURE				
ROUTE/STREET		SEMINOLE TRAIL (0029)			TOTAL COST	\$66,463,579
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – NHS/HHPP	\$0	(\$2,571,196)	\$0	\$0	\$0
RW AC	Federal – AC OTHER	\$0	\$5,791,457	\$0	\$0	\$0
CN AC	Federal – AC OTHER	\$0	\$4,829,920	\$0	\$0	\$0
MPO Notes						

Secondary Projects

UPC NO	106137	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	BERKMAR DRIVE EXTENDED (CONSTRUCTION OF NEW ROADWAY)			ADMIN BY	VDOT	
DESCRIPTION	FROM: HILTON HEIGHTS ROAD TO: TOWNCENTER DRIVE (2.3000 MI)					
PROGRAM NOTE	WAITING FINANCIAL CLOSURE					
ROUTE/STREET	BERKMAR DRIVE EXTENDED (9999)			TOTAL COST	\$46,933,010	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

Urban Projects

UPC NO		110381	SCOPE				
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		#HB2.FY17 EMMET ST. STR SCAPE & INTSECT GARVEE DEBT SERVICE				ADMIN BY	VDOT
DESCRIPTION							
PROGRAM NOTE		Includes \$847,583 GARVEE Debt Service Interest Prev, \$374,548 GARVEE Debt Service Interest FFY21, \$425,719 GARVEE Debt Service Interest FFY22, \$401,699 GARVEE Debt Service Interest FFY23, \$373,104 GARVEE Debt Service Interest FFY24, \$1,885,164 GARVEE Debt Service Interest FFY25-36. Total GARVEE Debt Service Interest \$4,307,817. Corresponding CN UPC 109551 which is included in Construction : Safety/ITS/Operational Improvements grouping.					
ROUTE/STREET		0000				TOTAL COST	\$4,307,817
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE	Federal – AC CONVERSION	\$0	\$0	\$425,719	\$401,699	\$373,104	
	Federal – NHS/NHPP	\$0	\$374,548	\$0	\$0	\$0	
PE	TOTAL	\$0	\$374,548	\$425,719	\$401,699	\$373,104	
PE AC	Federal - AC	\$0	\$3,085,686	\$0	\$0	\$0	
MPO Notes							

UPC NO		75878	SCOPE		Bridge Replacement w/o Added Capacity		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		#SGR – RTE 20 – BRIDGE REPLACEMENT				ADMIN BY	Locally
DESCRIPTION		FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)					
PROGRAM NOTE							
ROUTE/STREET		9 TH ST NE (0020)				TOTAL COST	\$25,187,399
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
CN	Federal – BR	\$32,216	\$128,863	\$0	\$0	\$0	
	Federal – HIP	\$22	\$87	\$0	\$0	\$0	
	Federal – STP/STBG	\$171,763	\$687,051	\$0	\$0	\$0	

	Other	\$6,160,904	\$6,160,904	\$0	\$0	\$0
CN	TOTAL	\$6,364,904	\$6,979,905	\$0	\$0	\$0
CN AC	Federal – AC	\$281,629	\$1,126,514	\$0	\$0	\$0
	Federal – AC OTHER	\$0	\$6,047,214	\$0	\$0	\$0
CN AC		\$281,629	\$7,173,728	\$0	\$0	\$0
MPO Notes						

UPC NO	109089	SCOPE	Landscaping/Beautification			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	LANDSCAPING FOR RTE. 29 (EMMET ST)/RTE. 250 BYPASS INT			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.123 MI. SOUTH OF RTE 29/RTE 250 BYPASS INTERCHANGE TO: 0.369 MI NORTH OF RTE 29/RTE 250 BYPASS INTERCHANGE (0.4290 MI)					
PROGRAM NOTE	All fund obligated based on current allocations/estimate					
ROUTE/STREET	EMMET ST			TOTAL COST	\$140,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

UPC NO	60233	SCOPE	New Construction Roadway			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	HILLSDALE DRIVE EXTENDED (3 LANES)			ADMIN BY	Locally	
DESCRIPTION	FROM: GREENBRIER DRIVE TO: HYDRAULIC ROAD (0.8500 MI)					
PROGRAM NOTE	Waiting Financial Closure.					
ROUTE/STREET	HILLSDALE DRIVE			TOTAL COST	\$27,396,255	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

UPC NO		106138	SCOPE	New Construction Roadway		
SYSTEM		Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO
PROJECT		HILLSDALE EXTENDED SOUTH / US-29 HYDRAULIC PE			ADMIN BY	VDOT
DESCRIPTION		FROM: HYDRAULIC ROAD TO: HOLIDAY DRIVE				
PROGRAM NOTE		Child UPCs 106139, 110333				
ROUTE/STREET		HILLSDALE DRIVE (0000)			TOTAL COST	\$10,000,000
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – NHPP/E	\$0	\$0	\$0	\$1,500,000	\$0
MPO Notes						

UPC NO		106139	SCOPE		Reconstruction w/ Added Capacity		
SYSTEM		Urban	JURISDICTION		Charlottesville	OVERSIGHT	NFO
PROJECT		US-29 HYDRAULIC ROAD GRADE SEPARATED INTERSECTION (PE ONLY)				ADMIN BY	VDOT
DESCRIPTION		FROM: ROUTE 250 (IVY ROAD) TO: NCL CITY OF CHARLOTTESVILLE (0.8500 MI)					
PROGRAM NOTE		Parent UPC 106138					
ROUTE/STREET		SEMINOLE TRAIL (0000)				TOTAL COST	\$8,000,000
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24	
PE AC	Federal – AC OTHER	\$0	\$3,000,000	\$0	\$0	\$0	
MPO Notes							

UPC NO	110333	SCOPE	Preliminary Engineering			
SYSTEM	Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO	
PROJECT	ENG ANALYSIS FOR US-29/HYD. RD AREA TRANSP IMPROVMT			ADMIN BY	VDOT	
DESCRIPTION	FROM: US-29 / HYDRAULIC INT. TO: US-29 / HYDRAULIC INT. (0.8500 MI)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate. Parent UPC 106138					
ROUTE/STREET	SEMINOLE TRAIL (0000)			TOTAL COST	\$2,000,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

Project Groupings

GROUPING	Construction: Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET	0000			TOTAL COST	\$20,960,612	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
RW	Federal - BR	\$0	\$250,000	\$80,000	\$0	\$0
	Federal - NHS/NHPP	\$0	\$260,000	\$0	\$0	\$0
RW TOTAL		\$0	\$510,000	\$80,000	\$0	\$0
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$2,440,228	\$0
	Federal - BR	\$0	\$1,320,000	\$1,609,772	\$890,884	\$0
	Federal - NHS/NHPP	\$0	\$0	\$790,000	\$0	\$0
CN TOTAL		\$0	\$1,320,000	\$2,399,772	\$3,331,112	\$0
MPO Notes						

GROUPING	Construction: Rail					
ROUTE/STREET				TOTAL COST	\$1,500,000	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

GROUPING	Construction: Safety/ITS/Operational Improvements					
ROUTE/STREET				TOTAL COST	\$105,329,168	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal - AC CONVERSION	\$137,179	\$13,450	\$407,259	\$0	\$135,481
	Federal - HSIP	\$12,778	\$0	\$80,000	\$35,000	\$0
	Federal - NHS/NHPP	\$101,815	\$407,260	\$0	\$0	\$0
PE TOTAL		\$254,772	\$420,710	\$487,259	\$35,000	\$135,481
RW	Federal - AC CONVERSION	\$996,751	\$0	\$1,395,252	\$0	\$2,600,087
	Federal - HIP/F	\$287,095	\$1,148,381	\$0	\$0	\$0
	Federal - HSIP	\$4,444	\$0	\$0	\$40,000	\$0

	Federal – NHS/NHPP	\$992,929	\$951,407	\$0	\$0	\$3,020,310
RW TOTAL		\$2,281,220	\$2,099,788	\$1,395,252	\$40,000	\$5,620,397
CN	Federal – AC CONVERSION	\$397,444	\$25,000	\$1,617,553	\$0	\$0
	Federal – HSIP	\$78,185	\$703,669	\$0	\$0	\$0
	Federal – NHS/NHPP	\$237,852	\$951,407	\$0	\$0	\$0
	Federal – STP/STBG	\$104,406	\$417,625	\$0	\$0	\$0
CN TOTAL		\$817,887	\$2,097,701	\$1,617,553	\$0	\$0
CN AC	Federal – AC	\$182,245	1,640,240	\$0	\$0	\$0
MPO Notes						

GROUPING		Construction: Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$4,992,889
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		\$0	\$0	\$0	\$0	\$0
MPO Notes						

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$42,054,529
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$2,130,713	\$2,130,713	\$2,130,713	\$2,130,713
	Federal – STP/STBG	\$0	\$5,364,923	\$9,356,080	\$8,522,368	\$10,288,306
CN TOTAL		\$0	\$7,495,636	\$11,486,793	\$10,653,081	\$12,419,019
MPO Notes						

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$17,737,292
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal - NHS/NHPP	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	Federal – STP/STBG	\$0	\$3,487,446	\$3,515,822	\$3,517,075	\$3,216,949
CN TOTAL		\$0	\$4,487,446	\$4,515,822	\$4,517,075	\$4,216,949
MPO Notes						

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$5,101,690
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – STP/STBG	\$0	\$1,016,242	\$914,370	\$1,688,335	\$1,482,743
MPO Notes						

Transit Summary

Charlottesville MPO	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	\$2,229,000	\$1,930,000	\$2,090,000	\$2,547,000	\$2,151,000	FTA 5307	\$8,718,000
FTA 5309	\$0	\$0	\$0	\$0	\$0	FTA 5309	\$0
FTA 5310	\$0	\$67,200	\$71,232	\$74,400	\$78,400	FTA 5310	\$291,232
FTA 5311	\$2,009,000	\$6,956,400	\$7,473,460	\$8,014,751	\$16,643,111	FTA 5311	\$39,087,722
FTA 5314	\$0	\$0	\$0	\$0	\$0	FTA 5314	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$697,000	\$0	\$0	\$0	\$0	FTA 5339	\$0
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
FTA DPF	\$0	\$0	\$0	\$0	\$0	FTA DPF	\$0
FTA TIGER	\$0	\$0	\$0	\$0	\$0	FTA TIGER	\$0
FBD	\$0	\$0	\$0	\$0	\$0	FBD	\$0
Flexible STP	\$0	\$3,710,036	\$4,576,107	\$4,798,718	\$2,284,386	Flexible STP	\$15,369,247
CMAQ	\$0	\$0	\$0	\$0	\$0	CMAQ	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
FHWA TAP	\$0	\$0	\$0	\$0	\$0	FHWA TAP	\$0
TIFIA	\$0	\$0	\$0	\$0	\$0	TIFIA	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$3,093,000	\$4,295,926	\$4,761,066	\$4,847,663	\$5,864,517	State	\$19,769,172
Local	\$8,157,000	\$8,738,980	\$11,429,924	\$11,989,589	\$13,397,509	Local	\$45,556,002
Revenues	\$1,088,000	\$3,592,000	\$1,496,000	\$1,462,000	\$1,211,200	Revenues	\$7,761,200
<i>Totals</i>	\$17,273,000	\$29,290,542	\$31,897,789	\$33,734,121	\$41,630,123		\$136,552,575

CAT Summary

Charlottesville Transit	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	\$1,615,000	\$1,501,000	\$1,554,000	\$2,011,000	\$1,615,000	FTA 5307	\$6,681,000
FTA 5309	\$0	\$0	\$0	\$0	\$0	FTA 5309	\$0
FTA 5310	\$0	\$0	\$0	\$0	\$0	FTA 5310	\$0
FTA 5311	\$0	\$0	\$0	\$0	\$0	FTA 5311	\$0
FTA 5314	\$0	\$0	\$0	\$0	\$0	FTA 5314	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$0	\$0	\$0	\$0	\$0	FTA 5339	\$0
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
FTA DPF	\$0	\$0	\$0	\$0	\$0	FTA DPF	\$0
FTA TIGER	\$0	\$0	\$0	\$0	\$0	FTA TIGER	\$0
FBD	\$0	\$0	\$0	\$0	\$0	FBD	\$0
Flexible STP	\$0	\$3,710,036	\$4,576,107	\$4,798,718	\$2,284,386	Flexible STP	\$15,369,247
CMAQ	\$0	\$0	\$0	\$0	\$0	CMAQ	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
FHWA TAP	\$0	\$0	\$0	\$0	\$0	FHWA TAP	\$0
TIFIA	\$0	\$0	\$0	\$0	\$0	TIFIA	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$1,787,000	\$2,450,006	\$2,861,220	\$2,893,743	\$2,243,877	State	\$10,448,846
Local	\$3,516,000	\$1,821,500	\$3,840,803	\$3,550,935	\$3,630,219	Local	\$12,843,457
Revenues	\$691,000	\$3,103,000	\$996,000	\$952,000	\$691,000	Revenues	\$5,742,000
Totals	\$7,609,000	\$12,585,542	\$13,828,130	\$14,206,396	\$10,464,482		\$51,084,550

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024
CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION						
TIP ID:	CAT0001	Title: Operating Assistance		Recipient: Charlottesville Transit Service		
FTA 5307	\$1,615,000	\$1,501,000	\$1,554,000	\$2,011,000	\$1,615,000	FTA 5307 \$6,681,000
State	\$1,787,000	\$1,708,000	\$1,946,000	\$1,934,000	\$1,787,000	State \$7,375,000
Local	\$3,516,000	\$1,636,000	\$3,612,000	\$3,311,000	\$3,516,000	Local \$12,075,000
Revenues	\$691,000	\$3,103,000	\$996,000	\$952,000	\$691,000	Revenues \$5,742,000
Year Total:	\$7,609,000	\$7,948,000	\$8,108,000	\$8,208,000	\$7,609,000	Total Funds: \$31,873,000
Description:						
TIP ID:	CAT0002	Title: Expansion Rolling Stock		Recipient: Charlottesville Transit Service		
Flexible STP		\$1,226,138	\$1,484,454	\$1,774,281	\$2,284,386	Flexible STP \$6,769,259
State		\$245,227	\$296,890	\$354,856	\$456,877	State \$1,353,850
Local		\$61,306	\$74,222	\$88,714	\$114,219	Local \$338,461
Year Total:	\$0	\$1,532,671	\$1,855,566	\$2,217,851	\$2,855,482	Total Funds: \$8,461,570
Description:	Adjustment #6: Remove FY19 funding \$178K (remove Flexible STP \$143K, State \$28K, local \$7K) in accordance with draft FY19 SYIP. Approved by MPO 5/7/18. Approved by DRPT 6/1/18.					
TIP ID:	CAT0003	Title: Replacement Rolling Stock		Recipient: Charlottesville Transit Service		
Flexible STP		\$1,712,107	\$2,665,640	\$3,024,437		Flexible STP \$7,402,184
State		\$342,421	\$533,128	\$604,887		State \$1,480,436
Local		\$85,605	\$133,282	\$151,221		Local \$370,108
Year Total:	\$0	\$2,140,133	\$3,332,050	\$3,780,545	\$0	Total Funds: \$9,252,728
Description:						
TIP ID:	CAT0007	Title: Passenger Shelters		Recipient: Charlottesville Transit Service		
Flexible STP						Flexible STP \$0
State						State \$0
Local						Local \$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds: \$0
Description:						
TIP ID:	CAT0008	Title: Fare Collection Equipment (Fareboxes)		Recipient: Charlottesville Transit Service		
Flexible STP						Flexible STP \$0

State						State	\$0
Local						Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	CAT0009	Title: Purchase Support Vehicles			Recipient:	Charlottesville Transit Service	
Flexible STP		\$48,440				Flexible STP	\$48,440
State		\$9,688				State	\$9,688
Local		\$2,422				Local	\$2,422
Year Total:	\$0	\$60,550	\$0	\$0	\$0	Total Funds:	\$60,550
Description:							
TIP ID:	CAT0011	Title: Purchase Shop Equipment			Recipient:	Charlottesville Transit Service	
Flexible STP		\$73,150	\$316,975			Flexible STP	\$390,125
State		\$14,630	\$63,395			State	\$78,025
Local		\$3,657	\$15,848			Local	\$19,505
Year Total:	\$0	\$91,437	\$396,218	-	-	Total Funds:	\$487,655
Description:							
TIP ID:	CAT0012	Title: Purchase Vehicle Locator System			Recipient:	Charlottesville Transit Service	
Flexible STP						Flexible STP	\$0
State						State	\$0
Local						Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	CAT0014	Title: Purchase Misc Equipment			Recipient:	Charlottesville Transit Service	
Flexible STP						Flexible STP	\$0
State						State	\$0
Local						Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	CAT0016	Title: JARC Project- CTS Night Service			Recipient:	Charlottesville Transit Service	
JARC						JARC	\$0
State						State	\$0
Local						Local	\$0
Revenues						Revenues	\$0

Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	CAT0017	Title: Purchase Surveillance/Security Equipment			Recipient: Charlottesville Transit Service		
Flexible STP		\$476,000	\$109,038			Flexible STP	\$585,038
State		\$95,200	\$21,807			State	\$117,007
Local		\$23,800	\$5,451			Local	\$29,251
Year Total:	\$0	\$595,000	\$136,296	\$0	\$0	Total Funds:	\$731,296
Description:							
TIP ID:	CAT0018	Title: Purchase Replacement Trolley			Recipient: Charlottesville Transit Service		
Flexible STP						Flexible STP	\$0
State						State	\$0
Local						Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	CAT0019	Title: Aquire Auto Passenger Counters			Recipient: Charlottesville Transit Service		
Flexible STP						Flexible STP	\$0
State						State	\$0
Local						Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	CAT0020	Title: Purchase Transit Radio System			Recipient: Charlottesville Transit Service		
Flexible STP		\$174,201				Flexible STP	\$174,201
State		\$34,840				State	\$34,840
Local		\$8,710				Local	\$8,710
Year Total:	\$0	\$217,751	\$0	\$0	\$0	Total Funds:	\$217,751
Description:							

JAUNT Summary

JAUNT, Inc.	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
FTA 5307	\$614,000	\$429,000	\$536,000	\$536,000	\$536,000	FTA 5307	\$2,037,000
FTA 5309	\$0	\$0	\$0	\$0	\$0	FTA 5309	\$0
FTA 5310	\$0	\$67,200	\$71,232	\$74,400	\$78,400	FTA 5310	\$291,232
FTA 5311	\$2,009,000	\$6,956,400	\$7,473,460	\$8,014,751	\$16,643,111	FTA 5311	\$39,087,722
FTA 5314	\$0	\$0	\$0	\$0	\$0	FTA 5314	\$0
FTA 5337	\$0	\$0	\$0	\$0	\$0	FTA 5337	\$0
FTA 5339	\$697,000	\$0	\$0	\$0	\$0	FTA 5339	\$0
FTA ADTAP	\$0	\$0	\$0	\$0	\$0	FTA ADTAP	\$0
FTA DPF	\$0	\$0	\$0	\$0	\$0	FTA DPF	\$0
FTA TIGER	\$0	\$0	\$0	\$0	\$0	FTA TIGER	\$0
FBD	\$0	\$0	\$0	\$0	\$0	FBD	\$0
Flexible STP	\$0	\$0	\$0	\$0	\$0	Flexible STP	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	CMAQ	\$0
RSTP	\$0	\$0	\$0	\$0	\$0	RSTP	\$0
FHWA TAP	\$0	\$0	\$0	\$0	\$0	FHWA TAP	\$0
TIFIA	\$0	\$0	\$0	\$0	\$0	TIFIA	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	Other Federal	\$0
State	\$1,306,000	\$1,845,920	\$1,899,846	\$1,953,920	\$3,620,640	State	\$9,320,326
Local	\$4,641,000	\$6,917,480	\$7,589,121	\$8,438,654	\$9,767,290	Local	\$32,712,545
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	\$2,019,200
Totals	\$9,664,000	\$16,705,000	\$18,069,659	\$19,527,725	\$31,165,641		\$85,468,025

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
TIP ID:	JNT0001	Title: Operating Assistance		Recipient:	JAUNT, Inc.		
FTA 5307	\$614,000	\$429,000	\$536,000	\$536,000	\$536,000	FTA 5307	\$2,037,000
FTA 5311	\$1,985,000	\$2,794,000	\$3,045,460	\$3,319,551	\$3,618,311	FTA 5311	\$12,777,322
State	\$1,162,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	State	\$4,000,000
Local	\$4,605,000	\$6,706,000	\$7,364,160	\$8,200,174	\$9,112,130	Local	\$31,382,464
Revenues	\$397,000	\$489,000	\$500,000	\$510,000	\$520,200	Revenues	\$2,019,200
Year Total:	\$8,763,000	\$11,418,000	\$12,445,620	\$13,565,725	\$14,786,641	Total Funds:	\$52,215,986
Description:							
TIP ID:	JNT0002	Title: Replacement Rolling Stock		Recipient:	JAUNT, Inc.		
FTA 5311	\$0	\$2,890,400	\$1,673,600	\$2,758,400	\$3,600,000	FTA 5311	\$10,922,400
FTA 5339	\$697,000					FTA 5339	\$0
Flexible STP						Flexible STP	\$0
State	\$139,000	\$578,080	\$334,720	\$551,680	\$720,000	State	\$2,184,480
Local	\$35,000	\$144,520	\$83,680	\$137,920	\$180,000	Local	\$546,120
Year Total:	\$0	\$3,613,000	\$2,092,000	\$3,448,000	\$4,500,000	Total Funds:	\$13,653,000
Description:							
TIP ID:	JNT0006	Title: ADP Hardware		Recipient:	JAUNT, Inc.		
FTA 5311		\$213,600	\$192,000	\$180,000	\$180,000	FTA 5311	\$765,600
Flexible STP		\$0	\$0	\$0	\$0	Flexible STP	\$0
State		\$42,720	\$38,400	\$36,000	\$36,000	State	\$153,120
Local		\$10,680	\$9,600	\$9,000	\$9,000	Local	\$38,280
Year Total:	-	\$267,000	\$240,000	\$225,000	\$225,000	Total Funds:	\$957,000
Description:							
TIP ID:	JNT0008	Title: Admin/Maint Facility		Recipient:	JAUNT, Inc.		
FTA 5311			\$1,200,000	\$1,200,000	\$8,000,000	FTA 5311	\$10,400,000
State			\$240,000	\$240,000	\$1,600,000	State	\$2,080,000
Local			\$60,000	\$60,000	\$400,000	Local	\$520,000
Year Total:	-	\$0	\$1,500,000	\$1,500,000	\$10,000,000	Total Funds:	\$13,000,000
Description:	FY22 - Engineering and Design, FY23 - Land acquisition, FY24 construction						
TIP ID:	JNT0009	Title: ADP Software		Recipient:	JAUNT, Inc.		

FTA 5311						FTA 5311	-
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	\$0					Total Funds:	-
Description:							
TIP ID:	JNT0010	Title: Communications System		Recipient:	JAUNT, Inc.		
FTA 5311		\$6,400	\$225,600			FTA 5311	\$232,000
Flexible STP						Flexible STP	\$0
State		\$1,280	\$45,120			State	\$46,400
Local		\$320	\$11,280			Local	\$11,600
Year Total:	\$0	\$8,000	\$282,000	\$0	\$0	Total Funds:	\$290,000
Description:							
TIP ID:	JNT0012	Title: Rehab Renovation Facility		Recipient:	JAUNT, Inc.		
FTA 5311		\$458,400	\$80,000	\$80,000	\$80,000	FTA 5311	\$698,400
Flexible STP				\$0		Flexible STP	\$0
State		\$91,680	\$16,000	\$16,000	\$16,000	State	\$139,680
Local		\$22,920	\$4,000	\$4,000	\$4,000	Local	\$34,920
Year Total:	\$0	\$573,000	\$100,000	\$100,000	\$100,000	Total Funds:	\$873,000
Description:							
TIP ID:	JNT0013	Title: Rehab/Rebuild Buses		Recipient:	JAUNT, Inc.		
FTA 5311		\$230,400	\$38,400	\$38,400	\$38,400	FTA 5311	\$345,600
Flexible STP						Flexible STP	\$0
State		\$46,080	\$7,680	\$7,680	\$7,680	State	\$69,120
Local		\$11,520	\$1,920	\$1,920	\$1,920	Local	\$17,280
Year Total:	\$0	\$288,000	\$48,000	\$48,000	\$48,000	Total Funds:	\$432,000
Description:							
TIP ID:	JNT0014	Title: Surveillance/Security Equipment		Recipient:	JAUNT, Inc.		
FTA 5311		\$93,600				FTA 5311	\$93,600
Flexible STP						Flexible STP	\$0
State		\$18,720				State	\$18,720
Local		\$4,680				Local	\$4,680
Year Total:	\$0	\$117,000	\$0	\$0	\$0	Total Funds:	\$117,000
Description:							
TIP ID:	JNT0015	Title: Support Vehicles		Recipient:	JAUNT, Inc.		
FTA 5311	\$24,000	\$116,000	\$24,000	\$24,000	\$116,000	FTA 5311	\$280,000

Flexible STP						Flexible STP	\$0
State	\$5,000	\$23,200	\$4,800	\$4,800	\$23,200	State	\$56,000
Local	\$1,000	\$5,800	\$1,200	\$1,200	\$5,800	Local	\$14,000
Year Total:	\$30,000	\$145,000	\$30,000	\$30,000	\$145,000	Total Funds:	\$350,000
Description:							
TIP ID:	JNT0016	Title: Expansion Rolling Stock		Recipient:	JAUNT, Inc.		
FTA 5311		\$153,600	\$946,400	\$406,400	\$962,400	FTA 5311	\$2,468,800
FTA 5339						FTA 5339	\$0
Flexible STP			\$0	\$0	\$0	Flexible STP	\$0
State		\$30,720	\$189,280	\$81,280	\$192,480	State	\$493,760
Local		\$7,680	\$47,320	\$20,320	\$48,120	Local	\$123,440
Year Total:	\$0	\$192,000	\$1,183,000	\$508,000	\$1,203,000	Total Funds:	\$3,086,000
Description:							
TIP ID:	JNT0017	Title: Misc Equipment		Recipient:	JAUNT, Inc.		
FTA 5311			\$40,000	\$0	\$40,000	FTA 5311	\$80,000
State			\$8,000	\$0	\$8,000	State	\$16,000
Local			\$2,000	\$0	\$2,000	Local	\$4,000
Year Total:	\$0	\$0	\$50,000	\$0	\$50,000	Total Funds:	\$100,000
Description:							
TIP ID:	JNT0018	Title: Fare Collection Equipment (Fareboxes)		Recipient:	JAUNT, Inc.		
FTA 5311						FTA 5311	\$0
State						State	\$0
Local						Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							
TIP ID:	JNT0019	Title: Mobility Management		Recipient:	JAUNT, Inc.		
FTA 5310		\$67,200	\$71,232	\$74,400	\$78,400		\$291,232
FTA 5311						FTA 5311	\$0
State		\$13,440	\$14,246	\$14,880	\$15,680	State	\$58,246
Local		\$3,360	\$3,561	\$3,720	\$3,920	Local	\$14,561
Year Total:	\$0	\$84,000	\$89,039	\$93,000	\$98,000	Total Funds:	\$364,039
Description:							
TIP ID:	JNT0020	Title: Furniture & Equipment		Recipient:	JAUNT, Inc.		
FTA 5311			\$8,000	\$8,000	\$8,000	FTA 5311	\$24,000
State			\$1,600	\$1,600	\$1,600	State	\$4,800

Local			\$400	\$400	\$400	Local	\$1,200
Year Total:	\$0	\$0	\$10,000	\$10,000	\$10,000	Total Funds:	\$30,000
Description:							
TIP ID:	JNT0021	Title: Interactive Voice Response System		Recipient:	JAUNT, Inc.		
FTA 5311						FTA 5311	\$0
State						State	\$0
Local						Local	\$0
Year Total:	\$0	\$0	\$0	\$0	\$0	Total Funds:	\$0
Description:							

Appendix A. Projects by Grouping

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Appendix B. Transit Asset Management

Transit Asset Management Plans

The National Transit Asset Management System Final Rule (49 U.S.C 625) specifies four performance measures, which apply to four TAM asset categories: equipment, rolling stock, infrastructure, and facilities. Figure 2 describes each of these measures.

Figure 2: TAM Performance Measures by Asset Category

Asset Category	Relevant Assets	Measure	Measure Type	Desired Direction
Equipment	Service support, maintenance, and other non-revenue vehicles	Percentage of vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Rolling Stock	Buses, vans, and sedans; light and heavy rail cars; commuter rail cars and locomotives; ferry boats	Percentage of revenue vehicles that have met or exceeded their ULB	Age-based	Minimize percentage
Infrastructure	Fixed guideway track	Percentage of track segments with performance (speed) restrictions, by mode	Performance-based	Minimize percentage
Facilities	Passenger stations, parking facilities, administration and maintenance facilities	Percentage of assets with condition rating lower than 3.0 on FTA TERM Scale	Condition-based	Minimize percentage

FTA = Federal Transit Administration. TAM = Transit Asset Management. TERM = Transit Economic Requirements Model. ULB = Useful Life Benchmark.

Two definitions apply to these performance measures:

- **Useful Life Benchmark (ULB)**—"The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment." For example, FTA's default ULB of a bus is 14 years.
- **FTA Transit Economic Requirements Model (TERM) Scale**—A rating system used in FTA's TERM to describe asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires that all transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a TAM plan. Agencies are required to fulfill this requirement through an individual or group plan. The TAM rule provides two tiers of requirements for transit agencies based on size and operating characteristics:

- A Tier I agency operates rail, OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.

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

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Charlottesville Albemarle MPO programs federal transportation funds for Charlottesville Area Transit and JAUNT. Charlottesville Area Transit and JAUNT are Tier II agencies participating in the DRPT sponsored group TAM Plan. The MPO has integrated the goals measures and targets described in the [Federal Fiscal Year 2018 Group Transit Asset Management Plan and 2020 plan Addendum](#) into the MPO's planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

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

Asset Category - Performance Measure	Asset Class	2020 Target*
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	15%
	BU - Bus	10%
	CU - Cutaway	10%
	MB - Minibus	20%
	BR - Over-the-Road Bus	15%
	TB - Trolley Bus	10%
	VN - Van	25%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	25%
	Trucks and other Rubber Tire Vehicles	25%
Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative and Maintenance Facility	10%
	Administrative Office	10%
	Maintenance Facility	10%
	Passenger Facilities	10%

Additional information and guidance is available on FTAs Transit Asset Management website:

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

FTA TAM planning factsheet:

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Planning%20for%20TAM%20fact%20sheet.pdf>

Appendix C. Self-Certification Statement



Charlottesville-Albemarle Metropolitan Planning Organization
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjpd.org
(434) 979-7310 phone; (434) 979-1597 fax; info@tjpd.org email


Metropolitan Transportation Planning Process Self-Certification Statement

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the Charlottesville-Albemarle Metropolitan Planning Organization for the City of Charlottesville and the urbanized area of Albemarle County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:


- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) & 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- VII. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Charlottesville-Albemarle MPO


Signature

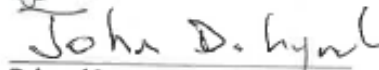

Printed Name

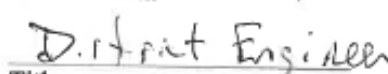

Title

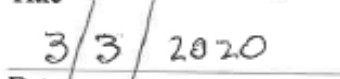

Date

Virginia Department of Transportation


Signature


Printed Name


Title


Date

Appendix D. Resolution of Adoption FY 21-24 TIP

Round 4 Smart Scale Projects

3/23/2020

The CA-MPO and TJPDC each have four Smart Scale application slots. The following is a list and description of the projects currently being considered for submission for the pre-application phase. The pre-application review period is from March 2 to April 3, 2020. There is approximately \$20 million available for projects in the Culpeper District and an additional \$500 million in the State High Priority fund.

Round 4 Smart Scale Projects			
	<i>Requested by:</i>	<i>Previously Submitted:</i>	<i>Proposed Cost</i>
MPO			
Zan Road bike/ped bridge	Hydraulic/29 Solutions Committee	No	\$12–\$14 Million
Hydraulic and 29 Intersection Improvements	Hydraulic/29 Solutions Committee	No	
Fontaine/29 Intersection Improvement	Albemarle	Yes	\$21.9 Million in the last funding cycle
PDC			
107 Park and Ride Lot	Albemarle (Not part of the CA-MPO)	Yes	\$2.4 Million in the last funding cycle
Rt. 29 Shared Use Path	Albemarle (Not part of the CA-MPO)	Yes	\$3.75 Million in the last funding cycle
Rt. 29/Fray's Mill R-Cut	Albemarle	Yes	\$7.6 Million in the last funding cycle
Either			
Rt. 20 Shared Use Path	Albemarle	No	\$1.4 Million
5th Street Shared Use Path	Albemarle	No	\$3 Million

Zan Road

A Zan Road overpass was proposed as part of a larger proposal for Route 29 solutions in Round 3 of Smart Scale. The project was not selected for funding and a scaled down project is being

proposed. The project proposes building a bike pedestrian bridge over Route 29 just north of Hydraulic Road to provide a dedicated pedestrian connection between the two major developments on either side of Route 29. The latest information on the projects can be found on the Route 29 Solutions, [Hydraulic Advisory Panel webpage](#). The estimated cost of project construction is \$12–\$14 Million.

Hydraulic and 29 Intersection Improvements

The latest information on the projects can be found on the Route 29 Solutions, [Hydraulic Advisory Panel webpage](#).

Fontaine Avenue/29 Intersection Improvement

The Fontaine Avenue/29 Intersection Improvement project was requested during the previous round of Smart Scale and was not selected for funding. This project would replace the existing stop-controlled diamond interchange at Route 29 / Fontaine Avenue with a diverging diamond interchange. A new 10-foot wide shared use path is provided in the median of the interchange. It is in Albemarle County and would be administered by the county. The estimated project cost was \$21.9 Million in the last funding cycle. No other funding is committed at this time.

107 Park and Ride Lot

This project proposes to construct a park and Ride lot on US 250 just west of I-64 Exit 107 in Crozet VA. This project could improve transit availability along the corridor by allowing for a new stop location at the new lot (Need C3C). It is unclear how this would improve redundancy issues along US 250 (Need C3B). The estimated project cost was \$2.4 Million in the last funding cycle. No other funding is committed at this time.

Rt. 29 Shared Use Path

This project proposes to construct a new ten-foot-wide shared use path along the east side of US 29 (Seminole Trail). The path will extend north from Carrsbrook Drive for 2,600 feet to the northern most intersection of Seminole Lane and US 29. The shared use path will tie into the existing sidewalk network and provide bike/ped connectivity with the shared use path north of Polo Grounds Road. This project could improve safety along US 29 by creating better bike/ped facilities and could improve traffic flow by providing separate facilities for alternate modes (Need I2E). It is unclear how the project would address congestion Need I2C, as it does not appear to address the presence of frequent driveways and access points on US 29. The estimated project cost was \$3.75 Million in the last funding cycle. No other funding is committed at this time.

Rt. 29/Fray's Mill R-Cut

This project meets Charlottesville Need to improve regional connectivity because it increases throughput on Route 29, a key corridor in the region. The estimated project cost was \$7.6 Million in the last funding cycle. No other funding is committed at this time.

Route 20 Shared Use Path

This is a new Smart Scale application in Charlottesville and Albemarle County, it will build a shared use bicycle and pedestrian path along Route 20 from the southern Charlottesville City limits to the Saunders-Monticello Trailhead and Piedmont Virginia Community College (PVCC) in Albemarle County. Specifically, the SUP will run along the median of Route 20, connecting from proposed bike lanes and sidewalks that will end at the intersection of Monticello/Route 20 and Quarry Road to College Drive, where bicyclists and pedestrians can activate a traffic signal to reach the west side of Route 20 to access PVCC or the east side of Route 20 to access a sidewalk that leads to Dairy Barn Road. The shared use path will be a minimum of ten feet wide, bi-directional, and paved with asphalt. An eight foot clearance was maintained between the path and the face of the curb, where feasible (design standards require a three foot minimum); in sections where the path is less than eight feet from the face of the curb, a guardrail or barrier has been proposed. The shared use path will cross several median breaks; the proposed design calls for bike/ped control signs and bike/ped pavement markings at all locations where the path crosses the roadway. There are currently no bicycle or pedestrian facilities in the area. The estimated cost of project construction is \$1,389,791.

5th Street Shared Use Path

This project will build a shared use bicycle and pedestrian path within Albemarle County to increase access to Fifth Street Station and, eventually, Biscuit Run Park. The path will be a combination of paved asphalt and elevated boardwalk. The estimated construction budget is \$3 million.

January 29, 2020

County of Albemarle
Board of Supervisors, Jack Jouett District
Attn: Ms. Diantha H. McKeel
401 McIntire Rd
Charlottesville, VA 22902

Dear Ms. McKeel:

As a follow-up to our conversation at the December 18th Board of Supervisors session and per your request, I am providing Northrop Grumman, Charlottesville site's endorsement for a multi-use (car, pedestrian and bicycles) road over Route 29. A number of our employees cross Route 29 near or in front of our site to gain access to businesses on the East side of Route 29. Due to the speed and increased volume of traffic, transiting across this area has become much more dangerous and less safe for Northrop Grumman employees.

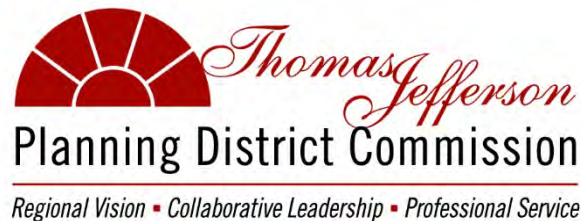
I greatly appreciate the County of Albemarle's goal and specifically your efforts to improve the safety in this area of Route 29 for better pedestrian traffic access.

Best Regards,

A handwritten signature in black ink, appearing to read "Michael P. Corrigan", with a long horizontal flourish extending to the right.

Michael P. Corrigan
Charlottesville Site and Operating Unit Director
Northrop Grumman Maritime Systems

Self-Certification Procedural Guide



February 2020

ABSTRACT

The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) Self-Certification Procedural Guide serves as a reference for staff, reviewing agencies, and the public to assure that metropolitan transportation planning and programming processes are being carried out in accordance with applicable requirements. This guide includes self-certification questions and information about pertinent authorities.

ACKNOWLEDGEMENTS

This report was prepared in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Virginia Department of Transportation (VDOT), and the Virginia Department of Rail and Public Transportation (DRPT). The contents of this report reflect the views of the Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO). The CA-MPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT, or DRPT. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT or DRPT acceptance of this report as evidence of fulfillment of the objectives of this guide does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

NON-DISCRIMINATION

The CA-MPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The CA-MPO Title VI Plan provides this assurance, information about CA-MPO responsibilities, and a Discrimination Complaint Form.

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PURPOSE

In accordance with Federal regulations (23 CFR 450.334), metropolitan planning areas (MPAs) must certify at least every four years, concurrent with the submittal of the entire proposed Transportation Improvement Program (TIP) as part of the Statewide Transportation Improvement Program, that the metropolitan transportation planning and programming process is being carried out in accordance with applicable requirements. These requirements include highway, transit, and air-quality regulations and laws, as well as Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities. The questions within this document serve as a guide to issues considered during the self- certification process.

CHARLOTTESVILLE ALBEMARLE METROPOLITAN PLANNING ORGANIZATION (CA-MPO)

The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) is the metropolitan planning organization (MPO) for the Hampton Roads area. As such, it is a federally mandated transportation policy board comprised of representatives from local, state, and federal governments, transit agencies, and other stakeholders and is responsible for transportation planning and programming for the Charlottesville Albemarle Metropolitan Area. Any highway or transit project or program to be constructed or conducted within the MPO and to be paid for with Federal funds, must receive approval by the CA-MPO before any Federal funds can be expended. In addition, any highway or transit project deemed to be regionally- significant, regardless of the source(s) of funding, must receive CA-MPO approval to proceed. The CA-MPO includes the city of Charlottesville and a portion of Albemarle County.

INTRODUCTION

The Charlottesville Albemarle Metropolitan Planning Organization (CA-MPO) Self-Certification Procedural Guide was developed to serve as a reference for staff, reviewing agencies, and the public to assure that metropolitan transportation planning and programming processes are being carried out in accordance with applicable requirements.

This Guide is organized as follows:

- **Self-Certification Questions** – This section includes the questions used to ascertain that the CA-MPO transportation planning and programming processes comply with pertinent laws and regulations.
- **Appendix A** – Enumerates and defines applicable requirements. Items 1 and 2 of this section lists and briefly explains highway, transit, and air-quality regulations and laws. Items 3 through 10 provide information about Title VI of the Civil Rights Act of 1964 and related nondiscrimination statutes.
- **Appendix B** – Includes the CA-MPO Self-Certification Form.

The self-certification process takes place at least every four years, concurrent with the submittal of the entire proposed CA-MPO Transportation Improvement Program (TIP). The FY 2021-2024 TIP is scheduled for approval by the CA-MPO Board on March 25, 2020.

SELF-CERTIFICATION QUESTIONS

ORGANIZATION AND STRUCTURE

1. Is the CA-MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law?
2. Does the CA-MPO Board include elected officials, providers of major modes of transportation, and appropriate state officials?
3. Is training about the transportation planning process provided for the CA-MPO Board and its advisory committees?
4. Does the CA-MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?

TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

1. Is the transportation planning process continuous, cooperative and comprehensive?
2. Is there a currently adopted Unified Planning Work Program (UPWP)?
 - a. Are tasks and products clearly outlined?
 - b. Does the UPWP include sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds?
 - c. Is the work identified in the UPWP completed in a timely fashion?
3. Is there a valid Long Range Transportation Plan (LRTP)?
 - a. Does the LRTP have at least a 20-year horizon at the time of adoption?
 - b. Does it address the eight planning factors?
 - c. Does it cover all modes applicable to the area?
 - d. Does the LRTP specify the CA-MPO's project selection methodology?
 - e. Is it financially constrained?
 - f. Does it include funding for the maintenance and operation of the system?
 - g. Is it updated/reevaluated in a timely fashion (at least every four or five years)?
 - h. Does the area have a process for including environmental mitigation discussions in the planning process?
4. Is there a valid Transportation Improvement Program (TIP)?
 - a. Is it consistent with the LRTP?
 - b. Is it fiscally constrained?
 - c. Is it developed cooperatively with the state and local transit operators?

- d. Is it updated at least every four years and adopted by the CA-MPO and submitted to the Governor?
- 5. Does the area have a valid Congestion Management Process?
 - a. Is it consistent with the LRTP?
 - b. Is it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?
- 6. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?

TITLE VI AND RELATED AUTHORITIES

- 1. Does the planning process meet the following requirements of federal law?
 - a. Title VI: Are there procedures in place to address complaints related to Title VI of the Civil Rights Act of 1964 and related statutes and do they comply with federal regulation?
 - b. American Disabilities Act (ADA): Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation?
 - c. Disadvantaged Business Enterprises (DBE): Does the CA-MPO have a DBE policy statement that expresses commitment to the DBE program?
- 2. Environmental Justice: Has the CA-MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?

PUBLIC PARTICIPATION PLAN

- 1. Does the area have an adopted Public Participation Plan (PPP)?
 - a. Did the public participate in the development of the PPP?
 - b. Was the PPP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. What sources does the CA-MPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)?
 - e. Are meetings held at convenient times and at accessible locations?
 - f. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - g. Does the CA-MPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households?
 - h. Is the PPP periodically reviewed and updated to ensure its effectiveness?
 - i. Are plans/program documents available in an electronic accessible format?

2. Does the area participate in an interagency process designed to facilitate communication among involved agencies and make decisions on the transportation conformity process and air quality improvement matters?

DOCUMENTATION AND REPORTING

1. What supporting documentation/information is provided to the CA-MPO Board when the self-certification is approved?
2. How is the self-certification provided to the Federal agencies?
3. Is there continuity and consistency between the self-certification and quadrennial Federal Certification?

HIGHWAY AND PUBLIC TRANSPORTATION

a. 23 U.S.C. 134 – Highways

Sec. 134. Metropolitan Planning

This section describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.

b. 49 U.S.C. 53 – Public Transportation

Sec. 5303. Metropolitan Transportation Planning

This section provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas. This section also encourages the continued improvement and evolution of the metropolitan and statewide transportation planning processes.

- c. 23 CFR part 450.334 (a) – Self certifications and Federal certifications** Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements.

CLEAN AIR ACT AND RELATED REGULATION

- a.** The Clean Air Act (CAA) is the law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. The last major change in the law, the Clean Air Act Amendments of 1990, was enacted by Congress in 1990.

b. 40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans

This section sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Title VI of the Civil Rights Act of 1964 states, "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act of 1964 set a standard which authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

Executive Order 12898 directs Federal agencies to make Environmental Justice part of their missions by identifying and addressing disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations.

Executive Order 13166 requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. This Executive Order also requires that the Federal agencies work to ensure that recipients of Federal financial assistance provide meaningful access to LEP applicants and beneficiaries.

49 U.S.C. 5332

49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

SECTION 1101(B) OF THE SAFETEA-LU

Section 1101(b) of the SAFETEA-LU (Pub. L. 109–59) and **49 CFR part 26** provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

23 CFR PART 230

23 CFR part 230 provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

AMERICAN DISABILITIES ACT (ADA)

The **American Disabilities Act (ADA)** prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.

OLDER AMERICANS ACT

The **Older Americans Act** prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

SECTION 324 OF TITLE 23 U.S.C.

Section 324 of title 23 U.S.C. prohibits discrimination based on gender.

SECTION 504 OF THE REHABILITATION ACT OF 1973 (29 U.S.C. 794) AND 49 CFR PART 27

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and **49 CFR Part 27** prohibit discrimination against individuals with disabilities.



Charlottesville-Albemarle Metropolitan Planning Organization

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**Metropolitan Transportation Planning Process
Self-Certification Statement**

In accordance with 23 CFR 450.336, the Virginia Department of Transportation and the Charlottesville-Albemarle Metropolitan Planning Organization for the City of Charlottesville and the urbanized area of Albemarle County hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) & 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- VII. In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Charlottesville-Albemarle MPO

[Signature]
Signature

Charles P. Boyles Jr.
Printed Name

Executive Director
Title

2/24/2020
Date

Virginia Department of Transportation

[Signature]
Signature

John D. Lynch
Printed Name

District Engineer
Title

3/3/2020
Date



DRAFT Unified Planning Work Program (UPWP)

Fiscal Year 2021
July 1, 2020 – June 30, 2021

 *Thomas Jefferson*
Planning District Commission
Charlottesville/Albemarle MPO



 **VDOT**
Virginia Department of Transportation

 **DRPT**
Virginia Department of Rail and Public Transportation

 U.S. Department of Transportation
Federal Highway Administration



Preface

Prepared on behalf of the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) by the staff of the Thomas Jefferson Planning District Commission (TJPDC) through a cooperative process involving the City of Charlottesville and the County of Albemarle, Charlottesville Area Transit (CAT), JAUNT, University of Virginia (UVA), the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The preparation of this work program was financially aided through grants from FHWA, FTA, DRPT, and VDOT.

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INTRODUCTION

Purpose of the Unified Planning Work Program

The Unified Planning Work Program (UPWP) for transportation planning identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2021. The UPWP provides a mechanism for coordination of transportation planning activities in the region and is required as a basis and condition for all federal funding assistance for transportation planning by the joint metropolitan planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

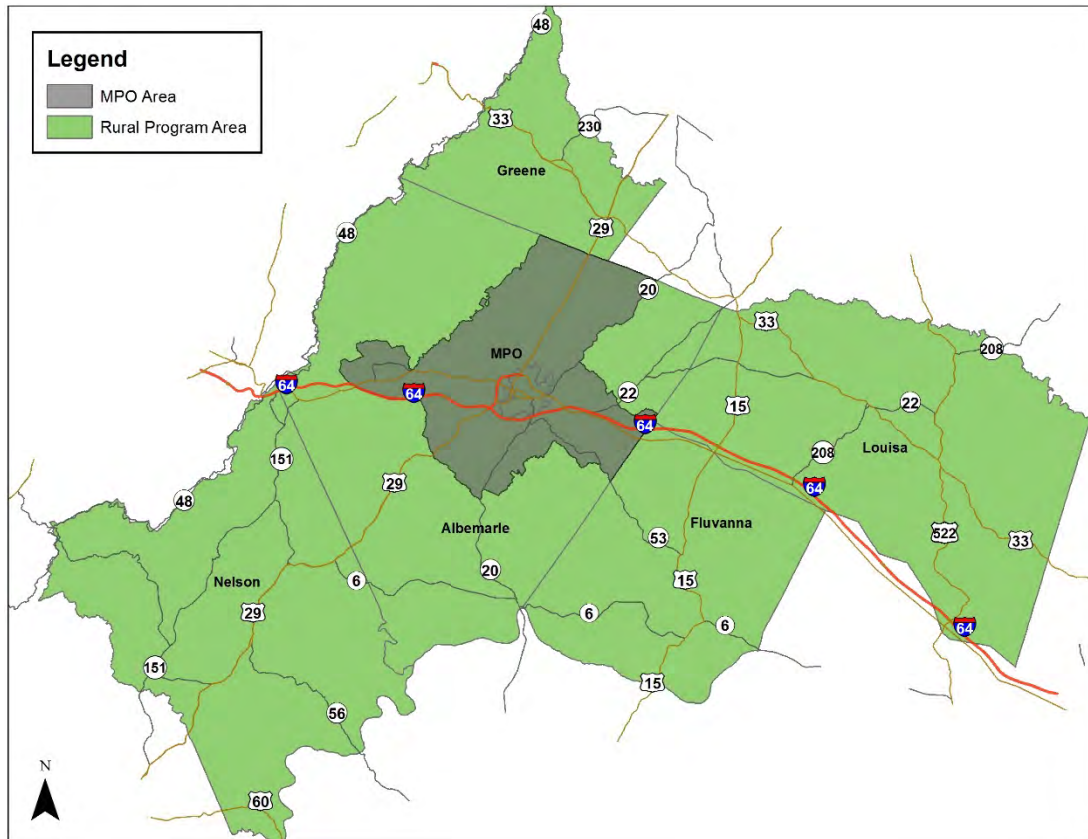
Purpose of the Metropolitan Planning Organization

CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City, County, UVA, JAUNT, CAT, DRPT and VDOT officials. In 1982, Charlottesville and Albemarle officials established the MPO in response to a federal mandate through a memorandum of understanding signed by the Thomas Jefferson Planning District Commission (TJPDC), JAUNT, VDOT and the two localities. The same parties adopted a new agreement on July 25, 2018 (Attachment B).

The MPO conducts transportation studies and ongoing planning activities, including the Transportation Improvement Program (TIP), which lists road and transit improvements approved for federal funding, and the 20-year long range plan for the overall transportation network, which is updated every five years. Projects funded in the TIP are required to be in the long-range plan.

The policy making body of the CA-MPO is its Board, consisting of two representatives from the City of Charlottesville and two representatives from Albemarle County. A fifth representative is from the VDOT Culpeper District. Non-voting members include DRPT, CAT, JAUNT, UVA, FHWA, the Federal Aviation Administration (FAA), FTA, and the Citizens Transportation Advisory Committee (CTAC). CA-MPO is staffed by the TJPDC, which works in conjunction with partner and professional agencies, to collect, analyze, evaluate and prepare materials for the Policy Board and MPO Committees at their regularly scheduled meetings, as well as any sub-committee meetings deemed necessary.

The MPO area includes the City of Charlottesville and the portion of Albemarle County that is either urban or anticipated to be urban within the next 20 years. In 2013, the MPO boundaries were updated and expanded to be more consistent with 2010 census data. The Commonwealth's Secretary of Transportation approved these new boundaries in March 2013. A map of the MPO area appears on the next page:



Relationship of UPWP to Long Range Transportation Planning

The MPO develops its UPWP each spring. It outlines the transportation studies and planning efforts to be conducted during the upcoming fiscal year (July 1 – June 30). The transportation studies and planning efforts outlined in the UPWP are guided by the regional transportation vision, goals, issues, and priorities developed through the extensive long-range planning process. Federal law requires the MPO to address eight basic planning factors in the metropolitan planning process. These eight planning factors are used in the development of any plan or other work of the MPO, including the Work Program, and are as follows:

- *Economic Vitality:* Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- *Safety:* Increase the safety of the transportation system for motorized and non-motorized users;
- *Security:* Increase the security of the transportation system for motorized and non-motorized users;
- *Accessibility/Mobility:* Increase the accessibility and mobility of people and freight;
- *Environmental Quality:* Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- *Connectivity:* Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- *Efficiency:* Promote efficient system management and operation; and,
- *Maintenance:* Emphasize the preservation of the existing transportation system.

MPO Transportation Infrastructure Issues and Priorities

In addition to the eight planning factors identified by FHWA and FTA, the issues listed below (in no particular order) have been identified by the MPO, its transportation planning partners, and the public throughout the metropolitan planning process. These issues are interconnected components of effective regional transportation planning, and collectively create the planning priorities facing the CA-MPO that will be addressed through the Work Program tasks and deliverables.

The following issues call for a need to:

- Expand and enhance transit, transportation demand management strategies including ridesharing services, and parking strategies to provide competitive choices for travel throughout the region;
- Improve mobility and safety for the movement of people and goods in the area transportation system;
- Improve strategies to make the community friendly to bicycles and pedestrians, particularly the mobility and safety of bicyclists and pedestrians, as well as access to transit, rail and transit/rail facilities;
- Take more visible steps to better integrate transportation planning with local government land use plans, with a goal of creating patterns of interconnected transportation networks and long-term multimodal possibilities such as non-vehicular commuter trails, intercity rail, and right-of-way corridors for bus ways;
- Ensure that new transportation networks are designed to minimize negative impacts on the community and its natural environment, and to save money;
- Encourage public involvement and participation, particularly addressing environmental justice and Title VI issues;¹
- Improve the understanding of environmental impacts of transportation projects and identify opportunities for environmental mitigation; and,
- Seriously consider budget shortfalls and its impediments to transportation projects and work to tap alternative sources of funding.

Public Participation/Title VI and Environmental Justice

The MPO makes every effort to include minority, low-income, and limited-English speaking populations in transportation planning. Throughout this document there are several tasks that specifically discuss the MPO's efforts to include these populations. In addition to the UPWP, the MPO also maintains a Public Participation Plan and a Title VI/Environmental Justice Plan. Both plans specify that the MPO must post public notices in key locations for low-income, minority and limited-English speaking populations. Both plans state that the MPO must make all official documents accessible to all members of our community. The Title VI/Environmental Justice Plan also outlines a complaint process, should a member of these specialized populations feel as though they have been discriminated against. These documents work in tandem with the UPWP to outline the MPO's annual goals and processes for regional transportation planning.

¹ The 1994 Presidential Executive Order directs Federal agencies to identify and address the needs of minority and low-income populations in all programs, policies, and activities.

Funding

Two federal agencies fund the MPO's planning activity. This includes FHWA's funds, labeled as "PL," and FTA, labeled as "FTA." The FHWA funds are administered through VDOT, while FTA funds are administered through the DRPT. Funds are allocated to the TJPDC, to carry out MPO staffing and the 3c's process. The CA-MPO budget consist of 10% local funds, 10% state funds, and 80% federal funds.

VDOT receives federal planning funds from FHWA for State Planning and Research. These are noted with the initials "SPR." The total budget for SPR items reflects 80% federal funds and 20% state funds. **Attachment A** shows the tasks to be performed by VDOT's District Staff, utilizing SPR funds. VDOT's Transportation and Mobility Planning Division (TMPD), located in the VDOT Central Office, will provide statewide oversight, guidance and support for the federally-mandated Metropolitan Transportation Planning & Programming Process. TMPD will provide technical assistance to VDOT District Planning Managers, local jurisdictions, regional agencies and various divisions within VDOT in the development of transportation planning documents for the MPO areas. TMPD will participate in special studies as requested. DRPT staff also participates actively in MPO studies and committees, although funding for their staff time and resources is not allocated through the MPO process.

The following tables provide information about the FY21 Work Program Budget. These tables outline the FY21 Program Funds by Source and by Agency. The second table summarizes the budget by the three Work Program tasks: Administration (Task 1), Long Range Planning (Task 2), and Short-Range Planning (Task 3). More detailed budget information is included with the descriptions of the task activities.

FY21 Work Program: Funding by Source

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-21 PL Funding	\$166,778	\$20,847	\$20,847	\$208,473
FY-21 FTA Funding	\$91,221	\$11,403	\$11,403	\$114,207
PL+FTA Total	\$257,999	\$32,250	\$32,250	\$322,499
VDOT SPR	\$136,000	\$17,000	\$17,000	\$170,000
Total FY21 Work Program	\$386,572	\$48,322	\$48,322	\$483,216

FY21 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	27.8%	35.4%	36.8%	100%
PL+FTA Total	\$122,499	\$142,739	\$57,261	\$322,499
FY-21 PL Funding	\$84,499	\$88,519	\$35,455	\$208,473
FY-21 FTA Funding	\$38,000	\$54,221	\$21,806	\$114,207
VDOT SPR	\$50,000	\$60,000	\$60,000	\$170,000
Total FY21 Work Program	\$137,000	\$171,000	\$175,216	\$483,216

VDOT SPR: Non-Urbanized/Rural Transportation Planning Program - \$

Highlights of FY20 UPWP

The CA-MPO conducted several projects and initiatives in FY20. Below are highlights from that year, helping to give context for the FY21 activities.

Coordination of Route 29 Solutions Projects

From FY15 to FY20, CA-MPO staff was significantly involved in coordinating efforts for the Route 29 Solutions Projects, a series of improvements along Route 29, north of Charlottesville. MPO officials served on the 29 Solutions Project Development Advisory Panel and the 29 Solutions Hydraulic Planning Advisory. FY19 included completion of the Hydraulic Small Area Plan for long range land use and transportation improvements and unanimous acceptance of the plan by the City of Charlottesville and County of Albemarle. Results of the plan included submission of three SMART SCALE applications for projects recommended in the Plan, although none of the projects scored high enough to be recommended for funding. In FY20, MPO staff worked with the Route 29 Solutions stakeholders to revisit the projects recommended and determine how aspects of the larger project could be broken out into smaller projects that would be more competitive to receive funding. MPO staff has been preparing to submit two to three revised Route 29 Solutions SMART SCALE applications in Round Four.

SMART SCALE Prioritization

The SMART SCALE process scores and ranks transportation projects, based on an objective analysis that is applied statewide. The legislation is intended to improve the transparency and accountability of project selection, helping the Commonwealth Transportation Board (CTB) to select projects that provide the maximum benefits for tax dollars spent. In FY20, CA-MPO staff has been working with County, City, and VDOT staff to prepare to submit project applications for Round Four of SMART SCALE funding.

Bicycle and Pedestrian Corridor Evaluation

In FY19, MPO and PDC staff completed an update to the Jefferson Area Bicycle and Pedestrian Plan. Building off the successful completion of this plan, in FY20 staff has been engaged with VDOT and the Bicycle and Pedestrian Coordination Committee to complete scoping studies to apply for funding to fill in gaps in the bicycle and pedestrian networks. Two studies were completed and the applications are in process of being submitted for funding in SMART SCALE round four. MPO Staff has also worked closely with City, County, and University transportation planning and GIS staff to move forward in the development of One Map, which will result in a regional map of bicycle and pedestrian facilities using standardized terminology agreed upon by all participating entities.

Regional Transit Planning

MPO staff has continued their involvement in overseeing the Regional Transit Partnership. In FY20, the MOU was amended to add University of Virginia to the partnership. Staff also prepared and submitted two grant applications to DRPT. One to conduct a feasibility study and implementation plan to expand transit service in Albemarle County. The second is to develop a Charlottesville Area Regional Transit Vision Plan.

MPO staff has continued project coordination and participation for the DRPT feasibility study of

the Charlottesville Amtrak Station, partnering with DRPT, the City of Charlottesville, and consulting firm Michael Baker International. Staff also partnered with the Staunton Augusta Waynesboro MPO to complete a DRPT funded Feasibility Study for a Shenandoah Valley to Charlottesville regional transit service, and provided local support to their planning district commission in applying for funding of a FY21 DRPT Pilot Service connecting Staunton to Charlottesville along the I-64 corridor. Staff also assisted with site location for bus stops for inter-city transit of DRPT's Virginia Breeze and private provider Mega Bus.

Finally, MPO staff has been working with Greene County to coordinate a transfer of transit service from Greene County Transit to JAUNT.

Transportation Improvement Program (TIP)

MPO staff updated the FY18-FY21 TIP as necessary in FY20. This included three FHWA amendments, one amendment from CAT to remove funds from security equipment purchases to acquire automatic passenger counters, and multiple adjustments. Staff also prepared the FY21-FY24 TIP in collaboration with VDOT, DRPT, and the various MPO committees. The FY21-FY24TIP was adopted by the Policy Board on **May 27, 2020.**

National Transportation Performance Measures

Performance Based Planning and Programming requirements for transportation planning are laid out in the Moving Ahead for Progress in the 21st century (MAP-21), enacted in 2012 and reinforced in the 2015 FAST Act, which calls for states and MPOs to adopt targets for national performance measures. Each MPO adopts targets for a set of performance measures, in coordination with the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transit (DRPT), and these measures are used to help in the prioritization of TIP and Long-Range Transportation Plan projects. In FY20, the MPO Policy Board voted to support the statewide safety performance targets, which are reviewed every two years.

Regional Transportation Revenue Study

FY21 UPWP Activities by Task

Task 1: Administration

Total Funding: \$122,499

PL Funding: \$84,500

FTA Funding: \$38,000

A) Reporting and Compliance with Regulations

PL Funding: \$10,000

FTA Funding: \$3,000

There are several reports and documents that the MPO is required to prepare or maintain, including:

- The Transportation Improvement Program (TIP);
- FY21 Unified Planning Work Program;
- Transportation system performance measures;
- Monthly progress reports and invoices; and,
- Other funding agreements.

TJPD staff will also provide for the use of legal counsel and audit services for administering federal and state contracts.

End Products:

- Maintain the Transportation Improvement Program (TIP), as necessary;
- Complete annual Unified Planning Work Program (UPWP);
- Update regional performance measure targets, as necessary;
- Administer Grants and other funding;
- Execute project agreements, along with related certifications and assurances; and,
- Complete invoicing, monthly billing, and progress reports.

B) Staffing Committees

PL Funding: \$30,000

FTA Funding: \$15,000

TJPD staff is responsible for staffing the MPO Policy Board and Committees. These efforts include preparation of agendas, minutes, and other materials for the committees listed below. The MPO continues to urge localities to appoint committee representatives from minority and low-income communities.

The CA-MPO staffs the following groups:

- MPO Policy Board;
- MPO Technical Committee;
- Citizens Transportation Advisory Committee (CTAC);
- Regional Transit Partnership (RTP)
- Additional committees as directed by the MPO Policy Board

End Products:

- Staff committees;
- Maintain memberships on committees;
- Issue public notices and mailings;
- Restructure Policy Board and Committee bylaws, based on the Strategic Plan; and,
- Maintain committee information on the TJPDC/MPO Website.

C) Information Sharing

PL Funding: \$7,500

FTA Funding: \$3,000

The MPO functions as a conduit for sharing information between local governments, transportation agencies, and the public. MPO staff will provide data and maps to State and Federal agencies, localities and the public, as needed. Staff will also contribute articles to TJPDC's News Brief, a bimonthly email newsletter to stakeholders. The CA-MPO will continually monitor and report on changes to Federal and State requirements related to transportation planning and implementation policies. Staff will attend seminars, meetings, trainings, workshops, and conferences related to MPO activities as necessary. Staff will assist local, regional and State efforts with special studies, projects and programs. One ongoing project is a regional housing analysis that will include use of transportation data around housing centers and travel time to key destinations.

End Products:

- Continue to review and update facts and figures;
- Transportation data for housing report;
- Provide technical data, maps and reports to planning partners;
- Maintain the TJPDC's social media; and,
- Maintain the MPO Website.

D) Cross-Jurisdictional Communication

PL Funding: \$8,000

FTA Funding: \$5,000

In FY21, the CA-MPO will continue to coordinate closely with its member governments, the Rural Transportation Program (RTP) and other MPOs from across the State. Staff will conduct ongoing intergovernmental discussions; coordinate transportation projects; and attend/organize informational meetings and training sessions. MPO staff will attend additional meetings with local planning commissions and elected boards to maintain a constant stream of information with local officials to include transportation, transit and environmental topics.

End Products:

- Attend local planning commission meetings;
- Attend City Council and Board of Supervisors meetings;
- Ensure adequate communication between Planning District Commission and MPO Policy Board;
- Analyze available data to identify whether MPO boundaries may expand into additional counties after the 2020 census;
- Continue coordination of ongoing meetings with staff from Charlottesville, Albemarle and UVA regarding bicycle and pedestrian projects

- Participate and maintain membership with the Virginia Association of MPOs (VAMPO);
- Participate and maintain membership with the American Association of MPOs (AMPO); and,
- Hold annual joint-MPO Policy Board meeting with the Staunton-Augusta-Waynesboro MPO and propose meetings with Lynchburg MPO.

E) Public Participation

PL Funding: \$19,999

FTA Funding: \$6,000

The CA-MPO updated its Title VI and Environmental Justice Plan (approved May 2016) to assist in meeting federal requirements for engaging minority, low-income, and limited English-speaking populations. TJPDC last updated the Public Participation Plan in September of 2016, and conducted a review and made minor revisions in FY2020. TJPDC and local staff will participate in and help develop community events and educational forums such as workshops, neighborhood meetings, local media, and the MPO web page. Staff will also participate in and act upon training efforts to improve outreach to underserved communities, such as low-income households, people with disabilities, minority groups, and limited English-speaking populations.

End Products:

- Revised/updated Title VI/Environmental Justice Plan;
- Revised/updated Public Participation Plan;
- Increase participation from underserved communities;
- Provide proper and adequate notice of public participation activities;
- Provide reasonable access to information about transportation issues and processes in paper and electronic media;
- Demonstrate responsiveness to public input received during transportation planning processes; and,
- Pursue design and funding for a mobile community engagement bus.

F) Online Resources

PL Funding: \$9,000

FTA Funding: \$6,000

The CA-MPO website offers the public added opportunities to participate in the MPO process and includes information items that explain transportation issues in an easily-understood format. Additional features will focus on training local officials and stakeholders on the MPO process and transportation concepts.

End Products:

- Continued content updates to website;
- Develop additional features for the CA-MPO website; and,
- Develop an online dashboard to make technical planning documents such as the LRTP, TIP, etc. more accessible to the public.

Task 2: Long Range Transportation Planning

Total Funding: \$142,739

PL Funding: \$88,518

FTA Funding: \$54,221

A) MPO 101 Primers

PL Funding: \$10,000

FTA Funding: \$5,000

In order to improve community engagement and empower the members of the MPO committees tasked with making important transportation-related decisions, the MPO staff will develop a series of MPO primers related to the various programs and projects under its purview. The primers are intended to provide a thorough, but simplified explanation of programs such as the TIP, Transportation Performance Measures, highway funding mechanisms, and the Long Range Transportation Plan, as well as the purpose and structure of the MPO itself.

End Products:

- Series of primers available in the MPO office and online used for better informing the public, committee members, elected officials and others of various projects and programs that may be of interest.

B) Safety Performance Measures Analysis

PL Funding: \$30,000

FTA Funding: \$0

MPOs are required to establish Performance Measures for the transportation systems within their boundaries. In FY20, the MPO was asked to submit updated Safety Performance Measures, and in the process of agreeing to adopt the state goals, it was clear that there was a greater need for clarification of the process among the committee members, as well as a robust understanding of the potential impacts of the MPO adopting safety performance targets that are more aggressive than the statewide goals. In FY21, MPO staff will analyze the process and implications of developing more rigorous safety performance targets.

End Products:

- Report to the MPO committees with a thorough explanation of the background, process, and impacts of developing safety performance measures; and
- Recommendation on developing safety performance measures separately from the statewide targets.

C) Bike & Pedestrian Counts

PL Funding: \$5,000

FTA Funding: \$8,000

Counts of bicycle and pedestrian traffic that result in reliable annual average daily nonmotorized traffic (AADNT) numbers are essential for effective planning for all road users. Count data – especially when used with geospatial data inventories of existing infrastructure – can help determine where investments in pedestrian and bicycling infrastructure are needed most. When done regularly, count data make it possible to assess changes in network use over time, measure the impact of new facilities and policies, and improve the design of new facilities. Counts are

also useful for planning for bicyclist and pedestrian safety, as the count data can be used to put crash statistics in context to better understand bicyclist and pedestrian risk exposure.

End products:

- Identification of priority count locations to maximize return on investment of time and resources;
- Build an email list of potential volunteers for manual counts (which will also increase awareness of the TJPDC and its programs);
- Document an implementation plan for an annual bike count at priority locations; and
- Map FY2021 bicycle and pedestrian count data in GIS.

D) Equity in Transportation – Community Identification

PL Funding: \$30,518

FTA Funding: \$13,721

CAMPO is dedicated to improving consideration of equity in their planning processes. In FY21, MPO staff will work to establish criteria for identifying communities that have traditionally been under-represented in planning efforts. Once the criteria is established, MPO staff will create maps of under-represented/underserved communities to better inform future planning efforts.

End Products:

- Establish criteria for factors contributing to under-representation in planning;
- Develop maps of communities with one or more risk factor; and
- Identify key stakeholders with which to partner to improve outreach and engagement among members of identified communities.

E) Regional Transit Planning

PL Funding: \$0

FTA Funding: \$22,500

In support of the Regional Transit Partnership, MPO staff will complete necessary evaluations of existing and proposed transit services in the region. MPO staff may also help prepare for completion of a regional transit strategic plan. With the Charlottesville Amtrak Station one of the fastest growing Virginia-sponsored Amtrak stations; MPO staff will continue to coordinate the opportunities for public-private partnerships for long term rail use at the site.

End Products:

- Work with the Regional Transit Partnership and DRPT to identify necessary evaluations
- Assist Greene County, Albemarle County, and JAUNT in transition to JAUNT-provided services.
- Continued coordination of project funding, community engagement, partnership building, multi-modal development and development feasibility for the expansion of the Charlottesville Amtrak site.

F) Electric Vehicle Charging Station Needs Assessment

PL Funding: \$13,000

FTA Funding: \$5,000

As Electric Vehicles take up greater shares of the automotive market, the importance of developing infrastructure to support the use of these vehicles becomes a larger concern. The

parking garages in downtown Charlottesville are being outfitted with EV charging stations, and the demand for these facilities will continue to grow as more consumers opt for electric vehicles. MPO staff will assess the predicted need for EV charging stations in the area, and begin identifying locations that could likely support this need.

End Products:

- Projection of EV use and charging station needs throughout the MPO area;
- Develop a network of key stakeholders to assess and build strategies for meeting charging station needs; and
- Build partnerships with government, community, and business leaders to plan for infrastructure in key locations; and
- Investigate funding sources available for providing EV charging infrastructure at various types of facilities.

Task 3: Short Range Planning

Total Funding: \$57,261

PL Funding: \$35,455

FTA Funding: \$21,806

A) Transportation Improvement Program (TIP)

PL Funding: \$2,000

FTA Funding: \$1,000

There are a number of federal-aid highway programs (i.e. administered by FHWA) which, in order to be eligible for use by the implementing agency, must be programmed in the TIP. Similarly, there are funds available under federal-aid transit programs (i.e. administered by FTA) which, in order to be used, must also be programmed in the TIP. In fact, any federally-funded transportation projects within the MPO must be included in the TIP, including transit agency projects. Project descriptions include: implementing agency; location/service area; cost estimates; funding sources; funding amounts actual or scheduled for allocation; type of improvement, and; other information, including a required overall financial plan.

The current TIP for FY21-FY24 was adopted by the Policy Board in FY20. MPO staff will continue to maintain and update the TIP as necessary.

End Products:

- Process the Annual Obligation Report;
- Process TIP amendments and adjustments; and
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations;

B) Short Range Project Planning

PL Funding: \$23,455

FTA Funding: \$7,500

MPO staff will continue to work with VDOT, DRPT, City and County staff to identify appropriate funding sources for regional priority projects. SMART SCALE pre-applications were submitted in April of 2020, with final applications due in August of 2020. MPO staff will continue to strengthen and prepare SMART SCALE applications for submission on behalf of the

MPO, as well as provide support for projects submitted by the City of Charlottesville and urbanized portions of Albemarle County where needed.

End Products:

- Facilitate outreach efforts in the pursuit of funding sources for high priority projects within the MPO;
- Hold a regional meeting to coordinate SMART SCALE project submittals from the member localities and MPO;
- Coordinate sharing of economic development, and other relevant information, between the localities in support of SMART SCALE applications; and
- Attend the Quarterly Transportation Meetings hosted by OIPI to ensure that MPO and locality staff have appropriate information about all funding programs;

C) Travel Demand Management (TDM)

PL Funding: \$5,000

FTA Funding: \$5,000

The RideShare program, housed by the TJPDC, is an essential program of the MPO's planning process. RideShare and TDM efforts have been, and will continue to be, included in the long-range transportation planning process. RideShare staff works with the MPO by providing data and advice with regard to how RideShare and TDM can affect the MPO.

End Products:

- Continue efforts to improve carpooling and alternative modes of transportation in MPO;
- Conduct inventories of Park-and-Ride lots and assess how those lots are part of the larger transportation system; and
- Per the Strategic Plan, integrate TDM into all MPO recommendations and projects.

D) Regional Transit Partnership (RTP)

PL Funding: \$0

FTA Funding: \$8,306

In FY17, the City and County elected bodies approved development on a Regional Transit Partnership Advisory Board whose charge is to provide a venue for continued communication, coordination and collaboration between transit providers, localities and citizens. The RTP could be a precursor to a Regional Transit Authority (RTA) and could serve as an interim body responsible for ushering the development of an RTA, if the region determines to consolidate transit systems into a single entity. IN FY20, MPO Staff submitted two DRPT applications for grants to support ongoing transit system improvements.

In FY21, the RTP will continue a regular monthly meeting. The CA-MPO will staff this Advisory Board and manage the program.

End Products:

- Staff Regional Transit Partnership meetings;
- Address immediate transit coordination needs;
- Formalize transit agreements;
- Improve communication between transit providers, localities and stakeholders;
- Explore shared facilities and operations for transit providers; and,

- Continue to assess the need for a Regional Transit Authority.

E) On-Call Services

PL Funding: \$5,000

FTA Funding: \$0

MPO, VDOT, and local staff will be available to conduct transportation studies and planning efforts as requested by our planning partners, including projects focusing on transportation system improvements to improve mobility, safety, and security for area pedestrians, bicyclists, and motorists. All safety studies will ensure a working partnership with the surrounding area's businesses and neighborhoods. Costs will be incurred to identify and initiate contractual arrangements.

End Products:

- Transportation study or planning effort, as requested, that can be used as a basis for implementing short-term and long-term transportation solutions.

Task 4: Contracted Projects and Studies

A) If awarded, MPO staff will coordinate and support the following projects:

1. Coordinate the CAMPO portion of the Afton Express Service connecting Shenandoah Valley with Charlottesville.
2. Coordinate, manage, and implement the Regional Visioning Plan for the CAMPO and TJPDC region.
3. Coordinate, manage, and implement the FY21 Feasibility and Business Plan for expanded transit service in Albemarle County.

B) Explore opportunities for contracted project and studies.

Topical areas include:

- Environmental impacts of the local transportation system.
- Understanding commercial driver recruitment and retention.
- Creating an employee outreach program for Rideshare and other TDM programs.

CA-MPO in FY21

Along with ongoing, required MPO tasks, staff anticipates work on the following efforts, some of which will carry-over from FY20.

Regional Transportation Revenue Study

- Determine next steps following the analysis from the Regional Transportation Revenue Study
- Work with regional and state partners to implement recommendations of the study

SMART SCALE

- Explore ways to improve the success of funding for projects
- Strengthen applications submitted in Round 4 for final submission
- Monitor any changes and updates to the SMART SCALE process
- Integrate any changes in State process into MPO and local projects to strengthen funding applications

LRTP 2045

- Conduct annual review of Plan and performance targets as set forth in MAP-21
- Continue to coordinate procedures and efforts with neighboring MPOs

Other Studies

- Assess connections with other regions and MPOs
- Continue evaluation of the region's transit network and participate in creation of the transit strategic plan

Public Participation Process

Review and Approval of Tasks

MPO Policy Board:

- Draft Review April 24th, 2019
 - Final Approval May 22nd, 2019
-

Online Posting

Posted on TJPDC.org: May 7th, 2019

State Review

Draft submittal for VDOT review/comment: May 3rd, 2019

Draft submittal for DRPT review/comment: May 3rd, 2019

Review of Final FY20 UPWP

MPO Technical Committee: May 21st, 2019

Citizen Transportation Advisory Committee (CTAC): May 15th, 2019

MPO Policy Board: May 22nd, 2019

PUBLIC HEARING: May 22nd, 2019

Note: Copy of public hearing notice in appendix D

Glossary of Acronyms

The following transportation-related acronyms are used in this document:

3-C Planning Process	Federal Planning Process which ensures that transportation planning is continuing, comprehensive, and coordinated in the way it is conducted
AADT	Annual Average Daily Traffic
BRT	Bus Rapid Transit
CAT	Charlottesville Area Transit
CTAC	Citizens Transportation Advisory Committee
CTB	Commonwealth Transportation Board
DRPT	Virginia Department of Rail and Public Transportation
EV	Electric Vehicle
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission

TMPD	VDOT Transportation and Mobility Planning Division
UPWP	Unified Planning Work Program (also referred to as Work Program)
UTS	University Transit Service
UVA	University of Virginia
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
Work Program	Unified Planning Work Program (also referred to as UPWP)

Appendix

Attachment A: Tasks Performed by VDOT

Attachment B: Memorandum of Understanding (2019)

Attachment C: FTA Section 5303/PL Funding Breakdown

Attachment D: Public Notice and Resolution

Final FFY19 Annual Listing

**Transportation Improvement Program (TIP)
Annual Listing of Obligated Projects**

Charlottesville-Albemarle Metropolitan Planning Organization



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Secondary

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Rail

Enhancement

Groupings

Charlottesville Area Transit

JAUNT, Inc.

Appendix



Glossary of Acronyms

NHPP: National Highway Performance Program

Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

IM/NH: Interstate Maintenance/National Highway System

Provides funding for resurfacing, restoration, rehabilitation and reconstruction (4R) work, including added lanes to increase capacity, on most existing Interstate System routes.

STP: Surface Transportation Program

Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

EB/MG: Equity Bonus/Minimum Guarantee

Provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected States are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21. This program replaces TEA-21's Minimum Guarantee program.

CMAQ: Congestion Mitigation and Air Quality

Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

BROS: Bridge Off-System

Provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

DEMO: Demonstration

Provides funding for the adoption of innovations and technologies, thereby improving highway safety and quality while reducing congestion caused by construction.

SAFE: Safety Funding or Highway Safety Improvement Program

Provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

ARRA: American Recovery and Reinvestment Act

Provides funding to a wide variety of transportation programs, including roads, bridges, rail, buses and airport improvements.

Description

The Annual Listing of Obligated Projects (Annual Listing) includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which federal funds were obligated during the immediately preceding program year. The Annual Listing is intended to improve the transparency of transportation spending decisions by providing an accounting for federal funds that have been authorized and committed by the state or designated recipients (e.g. CAT Transit System) for expenditure on projects programmed in the TIP.

The tables on the following pages describe the projects included in the TIP, identify the responsible agency, the amount of federal funds requested/obligated, and the amount of funds remaining to be obligated on the project. A “guide sheet” precedes the Annual Listing for all roadway projects in the Charlottesville-Albemarle MPO that received federal obligations. At the end of this report there is a table that outlines all FFY19 federal obligations for transit systems within the MPO. Should there be any questions regarding the report, please contact the MPO staff at (434) 979-7310 or info@tipdc.org.

Definitions of Interest

- Program Year: the year in which project obligations are reported; for purposes of this report, the program year is the federal fiscal year from October 1, 2018 through September 30, 2019. Both the roadway obligations and the transit obligations are organized by the federal program year.
- Obligation: An obligation is the federal government’s legal commitment to pay the federal share of a project’s cost. An obligated project is one that has been authorized by the federal agency and for which funds have been committed. Projects for which funds have been obligated are not necessarily initiated or completed during the program year, and the amount of the obligation will not necessarily equal the total cost of the project. For projects under the auspices of the Federal Transit Administration (FTA), obligation occurs when the FTA grant is awarded. For projects under the auspices of the Federal Highway Administration (FHWA), obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated.

Overview of FFY19

FHWA

- Interstate Projects: There were no identified interstate projects in FFY18.
- Primary Projects: There was 1 project with a total of \$4,450,089 funds obligated.
- Urban Projects: There were 6 projects with a combined obligation of \$6,540,628
- Secondary Projects: There were no federal obligations for secondary projects in FFY19.
- Miscellaneous: There were no identified miscellaneous items in FFY19.
- Public Transportation: There were no identified public transit projects from FHWA in FFY19.
- Rail: There were no identified rail projects in FFY19.
- Enhancement: There were no identified enhancement projects in FFY19.
- Grouping: There were several federal obligations for these various projects, with total obligations of \$14,908,313. Project groupings include projects that are not considered to be of an appropriate scale to be called-out individually in the TIP. They are grouped by project function, work type, and/or geographic area.

FTA

- Charlottesville Area Transit: Obligations for CAT projects are indicated at the back of this document. The biggest obligations were for the:
 - Governor's Apportionment,
- JAUNT: The biggest obligations related to JAUNT service were:
 - Rural operating funds,
 - Governor's Apportionment, and
 - Purchasing 12 replacement buses

Guide Sheet MPO Obligation Report
Charlottesville MPO Study Area: Federal Obligated Funds: 10/1/2018 - 9/30/2019

GUIDE SHEET
MPO OBLIGATION REPORT

STIP Transactions

Hampton Roads MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

		Funding Source/Amount								
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Secondary										
Hanover County										
	103014 RT 623 - IMPROVE INTERSECTION - 0.184 mi W Rte 1(Washington Hwy); Rte 1(Washington Hwy) (0.1840 MI)									
0623	(1) TIP:	\$0	\$0	\$0	\$0	\$9,486	\$0	\$0	\$0	(1A) \$9,486
	(2) Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(2A) \$0
	(R) Released:	\$0	\$0	\$0	\$0	(\$217,220)	\$0	\$0	\$0	(\$217,220)
(3) Remaining:										\$9,486
Powhatan County										
	8216 RTE 1343 - NEW ROADWAY CONSTRUCTION - Intersection Luck Stone Entrance; Intersection Route 60 (State Police Crossover) (0.5500 MI)									
1343	(1) TIP:	\$0	\$0	\$0	\$0	(\$535,043)	\$0	\$0	\$0	(\$535,043)
InCO	(2) Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(R) Released:	\$0	\$0	\$0	\$0	(\$147,193)	\$0	\$0	\$0	(\$147,193)
Remaining:										*
SECONDARY SUBTOTAL										
	(4) TIP:	\$0	\$3,153,725	\$0	\$2,894,578	\$12,178,053	\$0	\$0	\$0	(4A) \$18,226,356
	(5) Obligated:	\$0	\$70,624	\$0	\$2,422,370	\$200,179	\$0	\$0	\$0	(5A) \$ 2,693,173
	Released:	\$0	\$0	\$0	\$0	(\$384,824)	\$0	\$0	\$0	(\$384,824)
(6) Remaining:										\$15,533,183
MPO SUBTOTAL										
	(7) TIP:	\$78,323,672	\$37,850,924	\$606,100	\$7,762,560	\$36,397,615	\$2,382,484	\$636,429	\$0	(7A) \$163,959,784
	(8) Obligated:	\$20,998,380	\$28,795,184	\$21,964	\$5,528,595	\$6,530,421	\$0	\$7,885,170	\$0	(8A) \$69,759,714
	Released:	(\$1,235,564)	(\$4,927,036)	(\$3,690)	(\$115,161)	(\$1,137,150)	\$0	\$0	(\$10,828)	(\$7,429,428)
(9) Remaining:										\$94,200,070

PROJECT OBLIGATIONS

- (1) Planned obligations by fund
 (2) Actual obligations by fund
 (1A) Total **planned** obligations -- Total of (1)
 (2A) Total **actual** obligations -- Total of (2)
 (3) Difference between FFY19 actual obligations vs. FFY19 planned obligations (Funds Remaining Available for Subsequent Years)
 * indicates no funds remain
 (R) Obligations released from the project
 (InCO) Project in closeout/final vouchered

Sliding Scale

** Estimate Changes Requiring an Amendment

STIP Estimate Amount (millions)	Limit Requiring Amendment
Up to \$2	100%
> \$2 to \$10	50%
> \$10 to \$20	25%
> \$20 to \$35	15%
> \$35	10%

SYSTEM SUBTOTAL

- (4) Total **planned** obligations by Fund Source by System
 (5) Total **actual** obligations by Fund Source by System
 (4A) Total **planned** obligations for System -- Totals of (4)
 (5A) Total **actual** obligations for System -- Totals of (5)
 (6) Difference between FFY19 actual obligations vs. FFY19 planned obligations (Funds Remaining Available for Subsequent Years)
 * indicates no funds remain

MPO TOTAL

- (7) Total **planned** obligations by MPO by Fund Source for all Systems
 (8) Total **actual** obligations by MPO by Fund Source for all Systems
 (7A) Grand Total of ALL FUND SOURCES **planned** obligations for MPO for all systems
 (8A) Grand Total of ALL FUND SOURCES **actual** obligations for MPO for all systems
 (9) Difference between FFY19 **actual** obligations vs. FFY19 **planned** obligations (Funds Remaining Available for Subsequent Years)
 * indicates no funds remain

Notes:

- A. For projects where obligations identified with no TIP amount identified --
 The transaction was a modification and based on the sliding scale, no TIP action was required; and/or AC conversion; and/or project closeout (InCO)
 B. For projects where the obligated amount exceeds the TIP amount identified --
 Based on the total estimated cost of the project phase vs. the sliding scale, no TIP action was required; and/or AC conversion
 C. By project; Funds indicated w/ () -- release of obligation
 D. Release obligations are not calculated in any totals

Notes:

- a. For projects where obligations identified with no TIP amount identified -- The transaction was a modification and based on the sliding scale, no TIP action was required; and/or AC conversion
 b. For projects where the obligated amount exceeds the TIP amount identified -- Based on the total estimated cost of the project phase vs. the sliding scale, no TIP action was required; and/or AC conversion
 c. By project: Funds indicated w/ () -- release of obligation
 d. Release obligations are not calculated in any totals

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Urban										
Charlottesville										
	110381 #HB2.FY17 EMMET ST. STREETScape & INTERSECTIONS DEBT SERVICE - ()									
	0000 TIP:	\$282,677	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$282,677
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
									Remaining:	\$282,677
Charlottesville										
	75878 #SGR - RTE 20 - BRIDGE REPLACEMENT - GARRETT STREET/LEVY AVENUE; EAST MARKET STREET (0.2680 MI)									
	0020 TIP:	\$0	\$2,823,370	\$1,126,514	\$0	\$0	\$1,399,807	\$0	\$0	\$5,349,691
	Obligated:	\$0	\$2,770,944	\$0	\$0	\$0	\$0	\$0	\$0	\$2,770,944
									Remaining:	\$2,578,747
Charlottesville										
	85708 RTE. 29 (EMMET STREET) / RTE. 250 BYPASS INTERCHANGE - 0.123 MI. SOUTH OF RTE 29 / RTE 250 BYPASS INTERCHANGE; 0.369 MI. NORTH OF RTE 29 /									
	0029 TIP:	\$0	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$3
	InCO Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
									Remaining:	\$3
Charlottesville										
	60233 HILLSDALE DRIVE EXTENDED (3 LANES) - GREENBRIER DRIVE; HYDRAULIC ROAD (0.8500 MI)									
	0233 TIP:	\$0	\$3,359,727	\$455,401	\$0	\$0	\$0	\$0	\$0	\$3,815,128
	InCO Obligated:	\$0	\$3,769,684	\$0	\$0	\$0	\$0	\$0	\$0	\$3,769,684
									Remaining:	\$45,444
Charlottesville										
	60234 RTE 250 BYPASS - CONSTRUCT INTERCHANGE - AT MCINTIRE ROAD/MEADOW CREEK PARKWAY (0.5000 MI)									
	0250 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	InCO Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$180,387)	(\$180,387)
									Remaining:	*
Charlottesville										
	106139 US-29 HYDRAULIC ROAD GRADE SEPARATED INTERSECTION (PE ONLY) - ROUTE 250 (IVY ROAD); NCL CITY OF CHARLOTTESVILLE (0.8500 MI)									
	0000 TIP:	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
									Remaining:	\$5,000,000

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
URBAN SUBTOTAL										
	TIP:	\$5,282,677	\$6,183,100	\$1,581,915	\$0	\$0	\$1,399,807	\$0	\$0	\$14,447,499
	Obligated:	\$0	\$6,540,628	\$0	\$0	\$0	\$0	\$0	\$0	\$6,540,628
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$180,387)	(\$180,387)
Remaining:										\$7,906,871

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Secondary										
0	No projects identified in the MPO Area									
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										*
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										*

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Miscellaneous										
0	No projects identified in the MPO Area									
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
										*
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
										*

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Public Transportation										
0	No projects identified in the MPO Area									
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
										*
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
										*

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Rail										
0	No projects identified in the MPO Area									
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										*
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										*

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Enhancement										
0	No projects identified in the MPO Area									
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										*
	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										*

STIP Transactions										
Charlottesville MPO Study Area										
Federal Obligated Funds: 10/01/2018 - 09/30/2019										
Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Grouping										
G501	Construction : Transportation Enhancement/Byway/Non-Traditional - (T9936501)									
6501	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$756,167	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$756,167
	Released:	(\$635)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$635)
	Remaining:	*								
G502	Construction : Rail - (T9936502)									
6502	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$114,441)	\$0	\$0	\$0	\$0	\$0	\$0	(\$114,441)
	Remaining:	*								
G503	Maintenance : Preventive Maintenance and System Preservation - (T9936503)									
6503	TIP:	\$0	\$12,485,925	\$0	\$0	\$0	\$0	\$0	\$0	\$12,485,925
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Remaining:	\$12,485,925								
G504	Maintenance : Preventive Maintenance for Bridges - (T9936504)									
6504	TIP:	\$0	\$3,694,750	\$0	\$0	\$0	\$0	\$0	\$0	\$3,694,750
	Obligated:	\$1,590,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,590,000
	Remaining:	\$2,104,750								
G505	Maintenance : Traffic and Safety Operations - (T9936505)									
6505	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$278,445)	\$0	\$0	\$0	\$0	\$0	\$0	(\$278,445)
	Remaining:	*								
G506	Construction : Safety/ITS/Operational Improvements - (T9936506)									
6506	TIP:	\$4,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,700,000
	Obligated:	\$62	\$1,189,601	\$0	\$0	\$0	\$0	\$50,416	\$0	\$1,240,079
	Released:	(\$1)	(\$825,209)	\$0	\$0	\$0	\$0	\$0	\$0	(\$825,210)
	Remaining:	\$3,459,921								

STIP Transactions

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount										
Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
G507 Construction : Bridge Rehabilitation/Replacement/Reconstruction - (T9936507)										
6507	TIP:	\$0	\$0	\$0	\$0	\$0	\$2,118,303	\$0	\$0	\$2,118,303
	Obligated:	\$0	\$331,349	\$0	\$0	\$0	\$0	\$0	\$0	\$331,349
	Released:	\$0	(\$103,417)	\$0	\$0	\$0	\$0	\$0	\$0	(\$103,417)
Remaining:										\$1,786,954
GROUPING SUBTOTAL										
	TIP:	\$4,700,000	\$16,180,675	\$0	\$0	\$0	\$2,118,303	\$0	\$0	\$22,998,978
	Obligated:	\$2,346,229	\$1,520,950	\$0	\$0	\$0	\$0	\$50,416	\$0	\$3,917,596
	Released:	(\$636)	(\$1,321,512)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,322,148)
Remaining:										\$19,081,383
MPO SUBTOTAL										
	TIP:	\$10,346,072	\$31,020,844	\$1,581,915	\$0	\$0	\$3,518,110	\$0	\$0	\$46,466,941
	Obligated:	\$4,752,210	\$9,693,186	\$0	\$0	\$0	\$0	\$462,918	\$0	\$14,908,313
	Released:	(\$636)	(\$1,321,512)	\$0	\$0	\$0	\$0	\$0	(\$180,387)	(\$1,502,535)
Remaining:										\$31,558,629

					Flexible				
CHARLOTTESVILLE AREA MPO	FEDERAL FUNDS	YEAR	CMAQ	RSTP	STP	FTA	Other	TOTAL	
Charlottesville Transit Service									
Governor's Apportionment	FTA 5307	2018				\$1,690,077		\$1,690,077	
JAUNT, Inc.									
Governor's Apportionment	FTA 5307	2018				\$ 561,780		\$ 561,780	
Rural Operating Funds	FTA 5311	2018				\$1,203,261		\$1,203,261	
Purchase Replacement Bus < 30-ft (2)	FTA 5311	2018				\$ 212,800		\$ 212,800	
Purchase Replacement Bus < 30-ft (12)	FTA 5339	2018				\$ 929,568		\$ 929,568	
Purchase Expansion Bus < 30-ft (3)	FTA 5311	2018				\$ 232,392		\$ 232,392	
Purchase Replacement Buses (2)	FTA 5339	2018				\$ 240,000		\$ 240,000	
Bus Rehab/Renovation of Admin/Maint Facility	FTA 5311	2018				\$ 81,600		\$ 81,600	
Generators	FTA 5311	2018				\$ 41,150		\$ 41,150	
Purchase Surveillance / Security Equipment	FTA 5311	2018				\$ 220,000		\$ 220,000	
Purchase Replacement Radios for Buses	FTA 5311	2018				\$ 16,000		\$ 16,000	
Purchase Computer Hardware	FTA 5311	2018				\$ 52,000		\$ 52,000	
Mobility Management	FTA 5311	2018				\$ 32,000		\$ 32,000	
TOTAL			\$ -	\$ -	\$ -	\$5,512,628	\$ -	\$5,512,628	

Appendix

Federal Obligated Funds

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
T9936501 - Construction : Transportation Enhancement/Byway/Non-Traditional										
Albemarle County										
	109609 5th STREET NODE AND BICYCLE CONNECTIONS - Intersection at Bent Creek Rd and Fifth St Station; Fifth Street and Moore's Creek ()									
	9609	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$19,208	\$0	\$0	\$0	\$0	\$0	\$0	\$19,208
Remaining:										*
Charlottesville										
	105921 Jackson Via Elementary Pedestrian and Bicycle Improvements - ()									
	5921	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Released:	(\$635)	\$0	\$0	\$0	\$0	\$0	\$0	(\$635)
Remaining:										*
Charlottesville										
	107547 Rte. 250 Bypass Commuter Trail - Meadowbrook Heights Road; Hydraulic Road ()									
	7547	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$641,222	\$0	\$0	\$0	\$0	\$0	\$0	\$641,222
Remaining:										*
Charlottesville										
	109610 WATER STREET SHARED USE PATH - Belmont Bridge (Avon Street) Tunnel to mall; 10th Street NE ()									
	9610	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$95,737	\$0	\$0	\$0	\$0	\$0	\$0	\$95,737
Remaining:										*
T9936501 - CONSTRUCTION : TRANSPORTATION ENHANCEMENT/BYWAY/NON-TRADITIONAL SUBTOTAL										
		TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Obligated:	\$756,167	\$0	\$0	\$0	\$0	\$0	\$0	\$756,167
		Released:	(\$635)	\$0	\$0	\$0	\$0	\$0	\$0	(\$635)
Remaining:										*

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
T9936502 - Construction : Rail										

Charlottesville

107563 11th St. - Upgrade Existing Flashing Lights w CWT Predictors - 216' N of Lee St.; At BBR Crossing #224674P ()

0000	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$38,254)	\$0	\$0	\$0	\$0	\$0	\$0	(\$38,254)

Remaining: *

Charlottesville

106981 2nd St-Upgrade Flashing Lights & Gates & Add CWT Predictors - 34 ft South of South St; at BBRR Crossing #224667E ()

0000	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$28,998)	\$0	\$0	\$0	\$0	\$0	\$0	(\$28,998)

Remaining: *

Charlottesville

107004 5th St-Upgrade Flashing Lights & Gates & Add CWT Predictors - 184 ft S of Main St; At BBRR Crossing #224671U ()

0000	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$35,791)	\$0	\$0	\$0	\$0	\$0	\$0	(\$35,791)

Remaining: *

Albemarle County

104640 Rt. 602 - Install New Flashing Lights and Gates - 46 ft E of Rt. 626; at CSXRR Crossing DOT 224343C ()

0602	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$11,397)	\$0	\$0	\$0	\$0	\$0	\$0	(\$11,397)

Remaining: *

T9936502 - CONSTRUCTION : RAIL SUBTOTAL

TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Released:	\$0	(\$114,441)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$114,441)

Remaining: *

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
T9936503 - Maintenance : Preventive Maintenance and System Preservation										
Culpeper District-wide										
	G710 STIP-MN Culpeper: Preventive MN and System Preservation - (T14710)									
	0000 TIP:	\$0	\$12,485,925	\$0	\$0	\$0	\$0	\$0	\$0	\$12,485,925
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										\$12,485,925
T9936503 - MAINTENANCE : PREVENTIVE MAINTENANCE AND SYSTEM PRESERVATION SUBTOTAL										
	TIP:	\$0	\$12,485,925	\$0	\$0	\$0	\$0	\$0	\$0	\$12,485,925
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										\$12,485,925

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
T9936504 - Maintenance : Preventive Maintenance for Bridges										
Albemarle County										
108176	Rehab. Substructure Bridge & Latex overlay 02-0250-1141 - OVER RTE. 29 & RTE. 250 BYPASS (0.0100 MI)									
0250	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$1,590,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,590,000
Remaining:										*
Culpeper District-wide										
G709	STIP-MN Culpeper: Preventive MN for Bridges - (T14709)									
0000	TIP:	\$0	\$3,694,750	\$0	\$0	\$0	\$0	\$0	\$0	\$3,694,750
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										\$3,694,750
T9936504 - MAINTENANCE : PREVENTIVE MAINTENANCE FOR BRIDGES SUBTOTAL										
	TIP:	\$0	\$3,694,750	\$0	\$0	\$0	\$0	\$0	\$0	\$3,694,750
	Obligated:	\$1,590,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,590,000
	Released:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										\$2,104,750

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
T9936505 - Maintenance : Traffic and Safety Operations										

Culpeper District-wide

101045 TOC OPERATORS - CULPEPER DISTRICT - Various; Various ()

0064	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$278,445)	\$0	\$0	\$0	\$0	\$0	\$0	(\$278,445)

Remaining: *

T9936505 - MAINTENANCE : TRAFFIC AND SAFETY OPERATIONS SUBTOTAL

	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$278,445)	\$0	\$0	\$0	\$0	\$0	\$0	(\$278,445)

Remaining: *

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
T9936506 - Construction : Safety/ITS/Operational Improvements										
Albemarle County										
	106960 BIKE AND PED. PROJECTS ALBEMARLE COUNTY (HSIP) - VARIOUS; VARIOUS ()									
	0000 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$134,421	\$0	\$0	\$0	\$0	\$0	\$0	\$134,421
Remaining:										*
Albemarle County										
	111733 #SMART18 - ROUTE 20/649 INTERSECTION IMPROVEMENT - 0.23 MILES S. RTE.. 649; 0.13 MILES N. RTE.. 649 (0.3600 MI)									
	0020 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Remaining:										*
Albemarle County										
	108448 SHOULDER WIDENING AND RUMBLE STRIPS - ALBEMARLE COUNTY - Nelson County Line; Green County Line (20.7000 MI)									
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	InCO Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$34,897)	\$0	\$0	\$0	\$0	\$0	\$0	(\$34,897)
Remaining:										*
Albemarle County										
	111727 I-64 / ROUTE 29 INTERCHANGE IMPROVEMENTS - 0.22 MI NORTH OF ROUTE 1106; 0.37 MI NORTH OF ROUTE 1106 (0.1500 MI)									
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$101,347)	\$0	\$0	\$0	\$0	\$0	\$0	(\$101,347)
Remaining:										*
Albemarle County										
	111813 #SMART18 - NB US 29 exit ramp to Fontaine Avenue - 0.29 MILES N. of I-64 WB BRIDGE; Fontaine Avenue (0.3500 MI)									
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)
Remaining:										*
Albemarle County										
	114666 PSAP - Pedestrian Facility Improvements in Albemarle County - Various Locations; Various Locations ()									
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000
Remaining:										*

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Culpeper District-wide										
	105642 RTE 29 RUMBLE STRIPS - CULPEPER DISTRICT - ALBEMARLE COUNTY LINE; PRINCE WILLIAM COUNTY LINE (96.0400 MI)									
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	InCO Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$688,965)	\$0	\$0	\$0	\$0	\$0	\$0	(\$688,965)
Remaining:										*
Culpeper District-wide										
	114401 Signal Performance Metric - ATSC - Rte. 649; Stone Ridge Drive ()									
	0029 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
Remaining:										*
Albemarle County										
	111729 ROUTE 250 / 240 / 680 ROUNDABOUT - INTERSECTION OF ROUTES 250 / 240 / 680; INTERSECTION OF ROUTES 250 / 240 / 680 (0.0400 MI)									
	0250 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$180	\$0	\$0	\$0	\$0	\$0	\$0	\$180
Remaining:										*
Charlottesville										
	109480 #HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS - INT. E. MARKET ST. / 7TH. ST. N.E.; E. HIGH ST. / LOCUST AVE. (0.3600 MI)									
	0000 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Remaining:										*
Charlottesville										
	109484 #HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS - CHARLOTTESVILLE CITY LIMITS; JEFFERSON PARK AVENUE (0.4300 MI)									
	0000 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$62	\$0	\$0	\$0	\$0	\$0	\$50,416	\$0	\$50,478
Remaining:										*
Charlottesville										
	113917 PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND - 0.028 mi west of 2nd St SE; 0.022 mi east of 2nd St SE (0.0500 MI)									
	3402 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000
Remaining:										*
Charlottesville										
	113915 PEDESTRIAN IMPROVEMENTS MONTICELLO/RIDGE - 0.002 mi East of Ridge Street; 0.046 mi East of Ridge Street (0.0440 MI)									
	3405 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000
Remaining:										*

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
Charlottesville										
	93669 HSIP Bike & Ped on Water St @Buckingham Branch Railroad Line - Rugby Road; Jefferson Park Avenue (0.4000 MI)									
	3406 TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	InCO Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$0)	\$0	\$0	\$0	\$0	\$0	\$0	(\$0)
Remaining:										*
Multi-jurisdictional: Charlottesville MPO										
	G275 CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS - (T19275)									
	0000 TIP:	\$4,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,700,000
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										\$4,700,000
T9936506 - CONSTRUCTION : SAFETY/ITS/OPERATIONAL IMPROVEMENTS SUBTOTAL										
	TIP:	\$4,700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,700,000
	Obligated:	\$62	\$1,189,601	\$0	\$0	\$0	\$0	\$50,416	\$0	\$1,240,079
	Released:	(\$1)	(\$825,209)	\$0	\$0	\$0	\$0	\$0	\$0	(\$825,210)
Remaining:										\$3,459,921

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
T9936507 - Construction : Bridge Rehabilitation/Replacement/Reconstruction										
Albemarle County										
110001	#SGR RTE 240 CROZET AVE STRUCTURE 589 OVER LICKINGHOLE CREEK - 0.66 MI. FROM 250W; 1.41 MI. TO RTE. 810 (0.2000 MI)									
0240	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Obligated:	\$0	\$310,000	\$0	\$0	\$0	\$0	\$0	\$0	\$310,000
Remaining:										*
Albemarle County										
98804	Bridge Replacement Rte 250 (IVY Road) over Little Ivy Ck - Rte.250 Bridge Rehabilitation over Little Ivy Creek (0.0090 MI)									
0250	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Released:	\$0	(\$103,417)	\$0	\$0	\$0	\$0	\$0	\$0	(\$103,417)
Remaining:										*
Albemarle County										
95159	Rte. 637 Over Ivy Creek, VA Str. 6039 - 0.255 Mi. S. of Ivy Depot Road; 0.233 MI. S. of Ivy Depot Road (0.0220 MI)									
0637	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$8,421	\$0	\$0	\$0	\$0	\$0	\$0	\$8,421
Remaining:										*
Albemarle County										
95114	Bridge Replacement Rte 677 over Buckingham Branch RR - 0.078 MI. N. RTE. 250; 0.146 MI. N. RTE. 250 (0.0670 MI)									
0677	TIP:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
InCO	Obligated:	\$0	\$12,928	\$0	\$0	\$0	\$0	\$0	\$0	\$12,928
Remaining:										*
Multi-jurisdictional: Charlottesville MPO										
G276	BRIDGE REHABILITATION/REPLACEMENT - (T19276)									
0000	TIP:	\$0	\$0	\$0	\$0	\$0	\$2,118,303	\$0	\$0	\$2,118,303
	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Remaining:										\$2,118,303
T9936507 - CONSTRUCTION : BRIDGE REHABILITATION/REPLACEMENT/RECONSTRUCTION SUBTOTAL										
	TIP:	\$0	\$0	\$0	\$0	\$0	\$2,118,303	\$0	\$0	\$2,118,303
	Obligated:	\$0	\$331,349	\$0	\$0	\$0	\$0	\$0	\$0	\$331,349
	Released:	\$0	(\$103,417)	\$0	\$0	\$0	\$0	\$0	\$0	(\$103,417)
Remaining:										\$1,786,954

STIP Grouping Detail

Charlottesville MPO Study Area

Federal Obligated Funds: 10/01/2018 - 09/30/2019

Funding Source/Amount

Locality	UPC / Description	NHS/NHP	STP/STBG	EB/MG	CMAQ	RSTP	BROS	DEMO	SAFE	TOTAL
MPO SUBTOTAL										
	TIP:	\$4,700,000	\$16,180,675	\$0	\$0	\$0	\$2,118,303	\$0	\$0	\$22,998,978
	Obligated:	\$2,346,229	\$1,520,950	\$0	\$0	\$0	\$0	\$50,416	\$0	\$3,917,596
	Released:	(\$636)	(\$1,321,512)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,322,148)
Remaining:										\$19,081,383

January 29, 2020

County of Albemarle
Board of Supervisors, Jack Jouett District
Attn: Ms. Diantha H. McKeel
401 McIntire Rd
Charlottesville, VA 22902

Dear Ms. McKeel:

As a follow-up to our conversation at the December 18th Board of Supervisors session and per your request, I am providing Northrop Grumman, Charlottesville site's endorsement for a multi-use (car, pedestrian and bicycles) road over Route 29. A number of our employees cross Route 29 near or in front of our site to gain access to businesses on the East side of Route 29. Due to the speed and increased volume of traffic, transiting across this area has become much more dangerous and less safe for Northrop Grumman employees.

I greatly appreciate the County of Albemarle's goal and specifically your efforts to improve the safety in this area of Route 29 for better pedestrian traffic access.

Best Regards,

A handwritten signature in black ink, appearing to read "Michael P. Corrigan", with a long horizontal flourish extending to the right.

Michael P. Corrigan
Charlottesville Site and Operating Unit Director
Northrop Grumman Maritime Systems

OCT STONEFIELD PROPERTY OWNER LLC

535 Madison Avenue
New York, NY 10022
(212) 308-7700

February 10, 2020


County of Albemarle
Board of Supervisors, Jack Jouett District
Attn: Ms. Diantha H. McKeel
401 McIntire Rd
Charlottesville, VA 22902

Dear Ms. McKeel:

As a follow-up to our multiple conversations and per your request, I am providing OCT Stonefield Property Owner LLC's support for a multi-use road over Route 29. A number of our employees, customers and tenants cross Route 29 near or in front of our center to gain access to businesses on the East side of Route 29. Due to the high level and increased volume of traffic, transiting across this area has become much more dangerous and less safe for Stonefield's many visitors.

We greatly appreciate the County of Albemarle's goal and specifically your efforts to improve the safety in this area of Route 29 and improve pedestrian traffic access between the city and county.

Best Regards,



Ojas Desai
Vice President
O'Connor Capital Partners