



Northrop Grumman Corporation

1070 Seminole Trail
Charlottesville, VA 22901

northropgrumman.com

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 blue ink, appearing to read "Michael P. Corrigan". The signature is fluid and cursive, with a long horizontal stroke 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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(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

CP Boyle II
Signature

Charles P. Boyle II
Printed Name

Executive Director
Title

2/24/2020
Date

Virginia Department of Transportation

John D. Lynch
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).

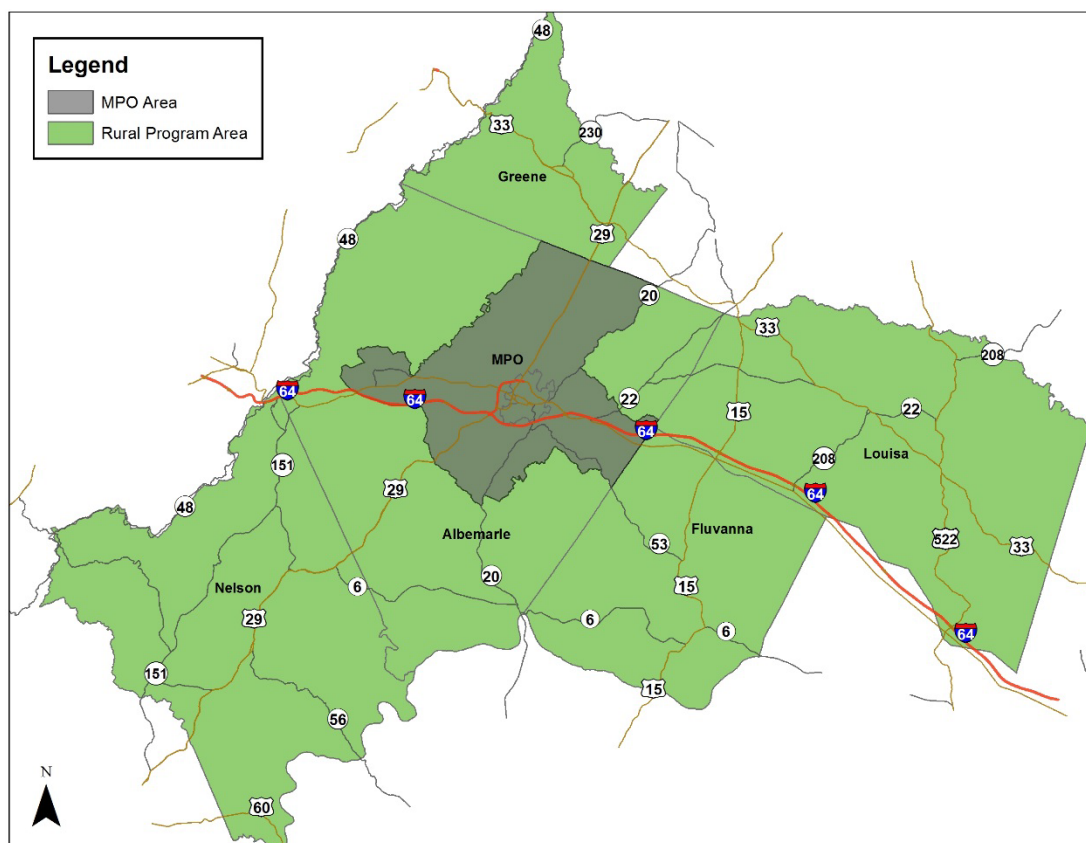
Purpose of the Metropolitan Planning Organization

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.

TJPDC 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

TJPDC 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

FY21 Unified Planning Work Program

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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FFY18 Annual Listing

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Miscellaneous

Public Transportation

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
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
	(2) Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(R) Released:	\$0	\$0	\$0	\$0	(\$217,220)	\$0	\$0	\$0
(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
InCO	(2) Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	(R) Released:	\$0	\$0	\$0	\$0	(\$147,193)	\$0	\$0	\$0
Remaining:									*
SECONDARY SUBTOTAL									
	(4) TIP:	\$0	\$3,153,725	\$0	\$2,894,578	\$12,178,053	\$0	\$0	\$0
	(5) Obligated:	\$0	\$70,624	\$0	\$2,422,370	\$200,179	\$0	\$0	\$0
	Released:	\$0	\$0	\$0	\$0	(\$384,824)	\$0	\$0	\$0
(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
	(8) Obligated:	\$20,998,380	\$28,795,184	\$21,964	\$5,528,595	\$6,530,421	\$0	\$7,885,170	\$0
	Released:	(\$1,235,564)	(\$4,927,036)	(\$3,690)	(\$115,161)	(\$1,137,150)	\$0	\$0	(\$10,828)
(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:

- 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
- 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
- By project: Funds indicated w/ () -- release of obligation
- 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
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
Public Transportation										
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
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
		Obligated:	\$0	\$134,421	\$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
		Obligated:	\$0	\$500,000	\$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
	InCO	Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Released:	\$0	(\$34,897)	\$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
		Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Released:	\$0	(\$101,347)	\$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
		Obligated:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Released:	(\$1)	\$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
		Obligated:	\$0	\$25,000	\$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



Northrop Grumman Corporation

1070 Seminole Trail
Charlottesville, VA 22901

northropgrumman.com

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 blue ink, appearing to read "Michael P. Corrigan". The signature is fluid and cursive, with a long horizontal stroke 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