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Agenda
MPO CTAC
Wednesday, May 20th, 2020 @ 7:00 p.m.
Virtual Meeting via Zoom

https://us02web.zoom.us/j/81810204454?pwd=dnNrTms2dTVTUHZTemlJTmNHYVNQQT09

Password: 907114

Item	Time	Description
1	7:00-7:03	**Matters from the Public: limit of 3 minutes per speaker** *Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker*
2	7:03-7:05	**Approval of January 18th draft Meeting minutes -** delayed
3	7:05-7:20	**MPO Documents – Lucinda Shannon and Sandy Shackelford** • TIP: *Click here for a copy of the TIP* • UPWP: *Click here for a copy of the UPWP*
4	7:20-7:40	**Smart Scale updates – Chuck Proctor, Virginia Department of Transportation and Jessica Hersh-Ballering** • Review projects and timeline • Review public feedback from May 13th public meeting
5	7:40-7:55	**Membership** • Request to consider changing term start and end dates for simplicity of management
6	7:55-8:00	**Additional Matters form the Public: Limit of 3 minutes per speaker** *Members of the Public are welcome to provide comment on any public-interest, transportation-related topic, including the items listed on this agenda – limit three minutes per speaker*

Upcoming Meetings:
MPO Tech Committee (3rd Tuesday): July 20th at 10am
MPO Policy Board (4th Wednesday): July 22nd at 4pm
MPO CTAC (3rd Wednesday): July 15th at 7pm











Transportation Improvement Program (TIP)

Fiscal Year 2021 to 2024

DRAFT

Thomas Jefferson Planning District Commission

Charlottesville/Albemarle MPO

VDOT Virginia Department of Transportation

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Highway Administration

FTA Federal Transit Administration

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TIP Activity

Approved by the MPO Policy Board on May ___

Purpose of this Document

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

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

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

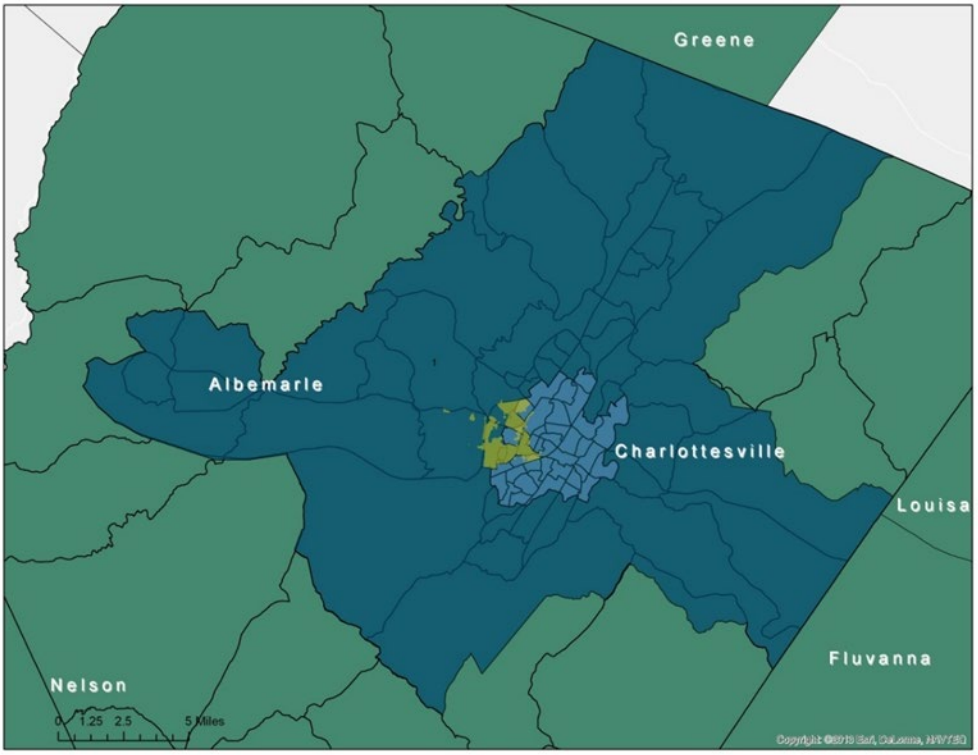


Illustration: Charlottesville-Albemarle MPO

The MPO considers long-range regional projects and combines public input, technical data, and agency collaboration to develop forward-thinking solutions to transportation related challenges.
The MPO is responsible for carrying out a continuous, cooperative, and comprehensive transportation planning process. This process includes reviewing transportation projects and preparing studies and plans.

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

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

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

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

Introduction to Transportation Improvement Program (TIP)

What is TIP?

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

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

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

The Purpose of TIP

The TIP:

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

Selecting Projects for TIP

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

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

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

Transportation Goals and Priorities

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

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

Primary Goal and Major Factors

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

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

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

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

Specific Emphasis

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

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

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

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

Getting Involved in the MPO and the TIP Development

MPO Area Meetings

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

TIP Development

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

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

Performance Based Planning and Programming

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

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

Adopted Measures:

1. Safety Performance Measures

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

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

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

Table 1: 2020 SHSP Safety Performance Objectives

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

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

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

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

Table 2: Proposed PM2 Targets for MPO and Virginia

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

Adopted State 4 year target

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

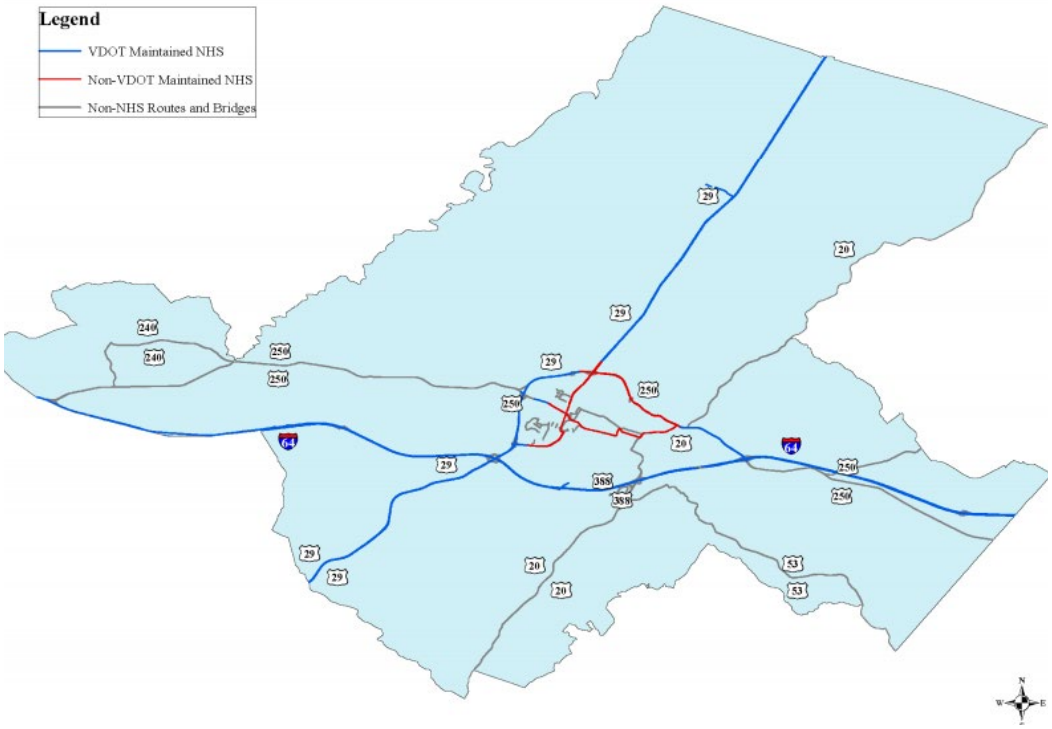
There are three measures that apply to the MPO in the System Performance category. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability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

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

Table 3: Proposed PM3 Targets for MPO and Virginia

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

CA-MPO Interstates and National Highway System Roadways



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

As Performance-Based Planning and Programming requirements are rolled out and targets are set, projects in the TIP have been assessed to connect project scopes, as identified in the TIP, to goals in the MPO Long Range Transportation Plan (LRTP 2045). The LRTP 2045 plan was developed with MAP-21 guidance and includes performance measures aligned with MAP-21. These goals are set out in Chapter 4 of the 2045 Long Range Transportation Plan, and listed below.

LRTP 2045 Goals:

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

TIP linkage to adopted measures:

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

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

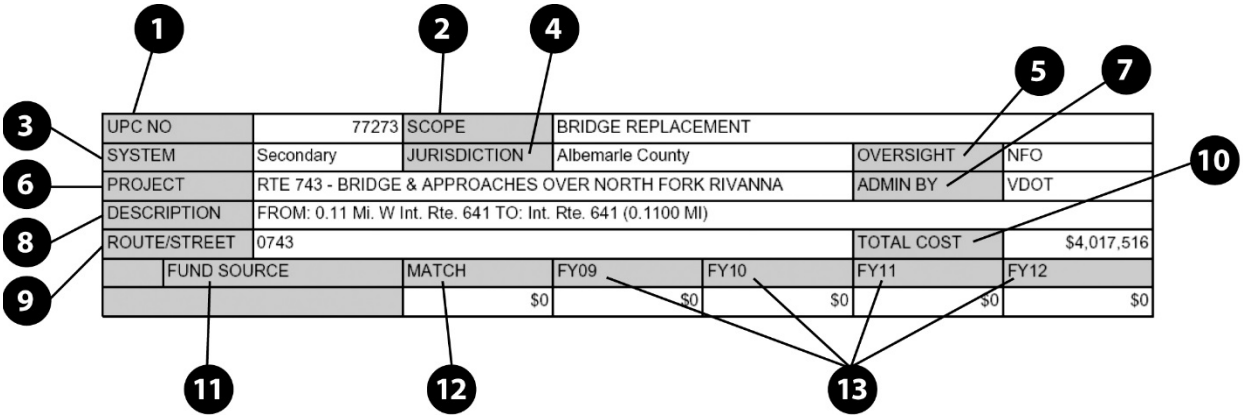
Resource Documents:

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

6	TJPDC Transportation	http://tjpdc.org/transportation-planning/
7	Environmental Review Reports	Copies are available in both the central Richmond Office and each District Office. They are sent to local residencies within 30 days of any public hearing about the project to which they relate. For additional information on Environmental Review for TIP projects, contact Rick Crofford (VDOT, Culpeper District Assistant Environmental Manager).

TIP User's Guide: Understanding the TIP Format

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



Glossary of Terms

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

<table>
<tr><th></th><th>Term</th><th>Definition</th></tr>
<tr><td>6</td><td>Project/Project Phase</td><td>Name of the Project and Phase (i.e. PE: Preliminary Engineering - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; RW: Right of Way - Negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project; or CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)</td></tr>
<tr><td>7</td><td>Admin By</td><td>Entity responsible for the project</td></tr>
<tr><td>8</td><td>Description</td><td>Limits of the project</td></tr>
<tr><td>9</td><td>Route/Street</td><td>Local street name</td></tr>
<tr><td>10</td><td>Total Cost</td><td>The total estimated cost (TO) reflecting the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.</td></tr>
<tr><td>11</td><td>Fund Source
All designations except "State" indicate that federal funds are to be used for at least a portion of the project.</td><td>FHWA funding sources are described below:
<table>
<tr><td>APD Appalachian Development</td><td>HPD TEA-21 Priority</td></tr>
<tr><td>APL Appalachian Local Access</td><td>I Interstate</td></tr>
<tr><td>BH Bridge Rehabilitation</td><td>IM Interstate Maintenance</td></tr>
<tr><td>BOND Bonds/Interest</td><td>NHS National Highway System</td></tr>
<tr><td>BR Bridge Replacement</td><td>OC Open Container</td></tr>
<tr><td>CMAQ Congestion Mitigation & Air Quality</td><td>OT Off the Top</td></tr>
<tr><td>DEMO Federal Demonstration</td><td>RO Repeat Offender</td></tr>
<tr><td>DT Dulles Toll Facilities</td><td>RPT Richmond-Petersburg Turnpi Tolls</td></tr>
<tr><td>EN Enhancement</td><td>RS Rail Safety (100% Federal)</td></tr>
<tr><td>FH Forest Highway</td><td>RSTP Regional Surface Transportation Program</td></tr>
<tr><td>FRAN Federal Reimbursement Anticipation Notes</td><td>S State</td></tr>
<tr><td>FTA Federal Transit Authority Grant</td><td>STP Surface Transportation</td></tr>
<tr><td>HES Hazard Elimination Safety (Sec. 152)</td><td>TFRA Toll Facilities Revolving Doc</td></tr>
</table></td></tr>
<tr><td>12</td><td>Match</td><td>Dollar amount matched to federally funded project. Most federal fund sources require a match of some sort; most often 20% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources.</td></tr>
<tr><td>13</td><td>Current and Future Obligations</td><td>The amount of funding which is obligated for the indicated phase of work. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expect reimbursement for during each Federal fiscal year.</td></tr>
</table>

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

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

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

TIP Financial Information

SYIP Allocations vs. TIP Obligations

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

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

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

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

TIP Financial Plan

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

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

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

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

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

Funding Sources

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

Highway Funding Program:

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

	condition by VDOT as a candidate for upgrading.
DEMO	The federal transportation acts include demonstration, priority, pilot, or special interest projects in various Federal-aid highway and appropriations acts. These projects are generically referred to as "demonstration" or "demo" projects, because Congress initiated this practice of providing special funding for these projects to demonstrate some new or innovative construction, financing, or other techniques on specific projects.
EB/MG	The ***Equity Bonus*** (formerly known as ***Minimum Guarantee)*** ensures that each State receives a specific share of the aggregate funding for major highway programs (Interstate Maintenance, National Highway System, Bridge, Surface Transportation Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement, Metropolitan Planning, Appalachian Development Highway System, Recreational Trails, Safe Routes to School, Rail-Highway Grade Crossing, Coordinated Border Infrastructure programs, and Equity Bonus itself, along with High Priority Projects), with every State guaranteed at least a specified percentage of that State's share of contributions to the Highway Account of the Highway Trust Fund.
IM	***Interstate Maintenance*** (IM) program provides reconstruction, maintenance, and improvements to the National System of Interstate and Defense Highways. The Commonwealth Transportation Board (CTB) administers these programs.
NHS	***National Highway System*** (NHS) projects can be funded only if they are on the National Highway System, which is established by Congress.
RSTP	***Regional Surface Transportation Program*** (RSTP) provides funding for a broad range of capacity, operational, and congestion mitigation related improvements. Projects include road widening, rehabilitation, transit capital, research, environmental enhancements, intelligent transportation systems, planning, and others.
SAFETEA-LU	***The Safe Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*** is the federal transportation bill that provides federal transportation funding to each state. The SAFETEA-LU funding category refers to funding earmarks that Congress included in the legislation for specific projects. This funding can only be used for the project(s) for which it is earmarked.
STP	***Surface Transportation Program*** (STP) can be utilized on any project located on a roadway that is classified higher than a minor collector. Projects eligible for funding under this program include construction, reconstruction, and rehabilitation, and bridge projects on any public road. Local STP funds are designated as L-STP.
Non-Federal	Any funding that does not come from federal sources is grouped into the non-federal funding category.
EN	***Transportation Enhancement*** funds have been made available for bicycle and pedestrian facilities through the Surface Transportation Program of the TEA-21. A 10% set aside from each state's allocation of STP funds must be used for Transportation Enhancement activities. Projects are

	available for funding on a statewide competition basis for enhancement grants. The Enhancement program includes a set aside for the Roadscapes Program, which provides funding for local jurisdictions to apply for landscaping projects on state and federally maintained rights-of-way.
SRS	***Safe Routes to School*** is a competitive grant program to enable and encourage children to safely walk and bicycle to school. Funds can be used for infrastructure improvements and educational programs.

Transit Funding Programs:

Section 5307	Federal Transit Administration formula grants for transit operating assistance in urbanized areas.
Section 5311	Federal Transit Administration formula grants transit operating assistance outside urbanized areas.
Section 5317	Federal Transit Administration funds for Job Access and Reverse Commute grants to provide low-income individuals job access transportation.
Section 5309	Federal Transit Administration discretionary grant funding for capital assistance for major bus related construction or equipment projects.
Section 5310	Federal Transit Administration funds for private and non-profit organizations providing mass transportation services for the elderly and disabled.
Non-Federal	Any funding that does not come from federal sources is grouped into the non-federal funding category.

Transit

Charlottesville Area Transit (CAT) uses the Transportation Improvement Program (TIP) development process of the TJPDC Metropolitan Planning Organization (MPO) to satisfy the public hearing requirements of 49 U.S.C. Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.

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

Fund Source	FFY 2021		FFY 2022		FFY 2023		FFY 2024		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR	$1,698,863	$1,698,863	$1,689,772	$1,689,772	$890,884	$890,884	$0	$0	$4,279,519	$4,279,519
HIP/F	$1,148,468	$1,148,468	$0	$0	$0	$0	$0	$0	$1,148,468	$1,148,468
HSIP	$703,669	$703,669	$80,000	$80,000	$75,000	$75,000	$0	$0	$858,669	$858,669
NHPP/E	$0	$0	$0	$0	$1,500,000	$1,500,000	$0	$0	$1,500,000	$1,500,000
NHS/NHPP	$373,426	$373,426	$790,000	$790,000	$0	$0	$3,020,310	$3,020,310	$4,183,736	$4,183,736
STP/STBG	$1,104,676	$1,104,676	$0	$0	$0	$0	$0	$0	$1,104,676	$1,104,676
Subtotal -- Federal	**$5,029,102**	**$5,029,102**	**$2,559,772**	**$2,559,772**	**$2,465,884**	**$2,465,884**	**$3,020,310**	**$3,020,310**	**$13,075,068**	**$13,075,068**
Other										
Non-Federal	$6,160,904	$6,160,904	$0	$0	$0	$0	$0	$0	$6,160,904	$6,160,904
State Match	$7,412,109	$7,412,109	$8,889	$8,889	$8,333	$8,333	$755,077	$755,077	$8,184,408	$8,184,408
Subtotal -- Other	**$13,573,013**	**$13,573,013**	**$8,889**	**$8,889**	**$8,333**	**$8,333**	**$755,077**	**$755,077**	**$14,345,312**	**$14,345,312**
Total	**$18,602,115**	**$18,602,115**	**$2,568,661**	**$2,568,661**	**$2,474,217**	**$2,474,217**	**$3,775,387**	**$3,775,387**	**$27,420,380**	**$27,420,380**
Federal - ACC (1)										
BR	$0	$0	$0	$0	$2,440,228	$2,440,228	$0	$0	$2,440,228	$2,440,228
HSIP	$38,450	$38,450	$70,000	$70,000	$0	$0	$15,000	$15,000	$123,450	$123,450
NHS/NHPP	$0	$0	$3,775,783	$3,775,783	$401,699	$401,699	$3,093,672	$3,093,672	$7,271,154	$7,271,154
Subtotal -- Federal - ACC (1)	**$38,450**	**$38,450**	**$3,845,783**	**$3,845,783**	**$2,841,927**	**$2,841,927**	**$3,108,672**	**$3,108,672**	**$9,834,832**	**$9,834,832**
Maintenance - Federal (4)										
NHS/NHPP	$3,130,713	$3,130,713	$3,130,713	$3,130,713	$3,130,713	$3,130,713	$3,130,713	$3,130,713	$12,522,852	$12,522,852
STP/STBG	$9,868,611	$9,868,611	$13,786,272	$13,786,272	$13,727,778	$13,727,778	$14,987,998	$14,987,998	$52,370,659	$52,370,659
Subtotal -- Maintenance - Federal (4)	**$12,999,324**	**$12,999,324**	**$16,916,985**	**$16,916,985**	**$16,858,491**	**$16,858,491**	**$18,118,711**	**$18,118,711**	**$64,893,511**	**$64,893,511**

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

(2) CMAQ/RSTP includes funds for TRANSIT projects

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

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

Interstate Projects

UPC NO		115852	SCOPE	Traffic Management/Engineering		
SYSTEM		Interstate	JURISDICTION	Statewide	OVERSIGHT	NFO
PROJECT		ITTF FY20 Micro Transit			ADMIN BY	
DESCRIPTION		FROM: Various TO: Various				
ROUTE/STREET		999			TOTAL COST	$500,000
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal – AC OTHER	$0	$500,000	$0	$0	$0
MPO Notes		The Innovation and Technology Transportation Fund (ITTF) provides funding specifically for the purposes of funding pilot programs and fully developed initiatives pertaining to high-tech infrastructure improvements with a focus on: reducing congestion, improving mobility, improving safety, providing up-to-date travel data, and improving emergency response. It funds projects across the state.				

Primary Projects

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

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

Secondary Projects

UPC NO	106137	SCOPE	New Construction Roadway			
SYSTEM	Secondary	JURISDICTION	Albemarle County	OVERSIGHT	NFO	
PROJECT	BERKMAR DRIVE EXTENDED (CONSTRUCTION OF NEW ROADWAY)			ADMIN BY	VDOT	
DESCRIPTION	FROM: HILTON HEIGHTS ROAD TO: TOWNCENTER DRIVE (2.3000 MI)					
PROGRAM NOTE	WAITING FINANCIAL CLOSURE					
ROUTE/STREET	BERKMAR DRIVE EXTENDED (9999)			TOTAL COST	$46,933,010	
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		$0	$0	$0	$0	$0
MPO Notes	Part of the Route 29 Solutions Project. Complete waiting closeout.					

Urban Projects

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

UPC NO		75878	SCOPE	Bridge Replacement w/o Added Capacity		
SYSTEM		Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO
PROJECT		#SGR – RTE 20 – BRIDGE REPLACEMENT			ADMIN BY	Locally
DESCRIPTION		FROM: GARRETT ST/LEVY AVE (0.173 mi south of Water St.) TO: EAST MARKET ST (0.095 north of Water St) (0.2680MI)				
PROGRAM NOTE						
ROUTE/STREET		9TH ST NE (0020)			TOTAL COST	$25,187,399
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
CN	Federal – BR	$32,216	$128,863	$0	$0	$0
	Federal – HIP	$22	$87	$0	$0	$0
	Federal – STP/STBG	$171,763	$687,051	$0	$0	$0
	Other	$6,160,904	$6,160,904	$0	$0	$0
CN	TOTAL	$6,364,904	$6,979,905	$0	$0	$0
CN AC	Federal – AC	$281,629	$1,126,514	$0	$0	$0
	Federal – AC OTHER	$0	$6,047,214	$0	$0	$0
CN AC		$281,629	$7,173,728	$0	$0	$0
MPO Notes		Under design, going to construction soon.				

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

UPC NO		60233	SCOPE	New Construction Roadway		
SYSTEM		Urban	JURISDICTION	Charlottesville	OVERSIGHT	NFO
PROJECT		HILLSDALE DRIVE EXTENDED (3 LANES)			ADMIN BY	Locally
DESCRIPTION		FROM: GREENBRIER DRIVE TO: HYDRAULIC ROAD (0.8500 MI)				
PROGRAM NOTE		Waiting Financial Closure.				
ROUTE/STREET		HILLSDALE DRIVE			TOTAL COST	$27,396,255
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
		$0	$0	$0	$0	$0
MPO Notes		Rt 29 Solutions project. Finished, waiting financial close out. Added new road, realigned to tie into Hydraulic Rd.				

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

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

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

Project Groupings

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

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

GROUPING		Construction: Safety/ITS/Operational Improvements				
ROUTE/STREET					TOTAL COST	$105,329,168
	FUNDING SOURCE	MATCH	FY21	FY22	FY23	FY24
PE	Federal – AC CONVERSION	$137,179	$13,450	$407,259	$0	$135,481
	Federal – HSIP	$12,778	$0	$80,000	$35,000	$0
	Federal – NHS/NHPP	$101,815	$407,260	$0	$0	$0
PE TOTAL		$254,772	$420,710	$487,259	$35,000	$135,481
RW	Federal – AC CONVERSION	$996,751	$0	$1,395,252	$0	$2,600,087
	Federal – HIP/F	$287,095	$1,148,381	$0	$0	$0
	Federal – HSIP	$4,444	$0	$0	$40,000	$0
	Federal – NHS/NHPP	$992,929	$951,407	$0	$0	$3,020,310
RW TOTAL		$2,281,220	$2,099,788	$1,395,252	$40,000	$5,620,397
CN	Federal – AC CONVERSION	$397,444	$25,000	$1,617,553	$0	$0
	Federal – HSIP	$78,185	$703,669	$0	$0	$0
	Federal – NHS/NHPP	$237,852	$951,407	$0	$0	$0
	Federal – STP/STBG	$104,406	$417,625	$0	$0	$0
CN TOTAL		$817,887	$2,097,701	$1,617,553	$0	$0
CN AC	Federal – AC	$182,245	1,640,240	$0	$0	$0
MPO Notes						

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

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

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

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

Transit Summary

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

CAT Summary

The following tables are based on CAT's FY 2019 – FY 2028 Transportation Development Plan (TDP). The TDP serves as a guide regarding the ongoing and future operations of CAT. It provides a review of CAT's operational performance and objectives to direct performance improvements and expansions. In CAT's annual Transit Development Plan update for 2019, the new Director of Transit for CAT outlined his plans for building a solid foundation for CAT's overall development and growth. The annual Transit Development Plan update for 2019 recognizes a 4.24% decline in ridership during 2019 and introduces steps CAT's Director of Transit plans to take to optimize service delivery and increase ridership. In spring 2020, CAT will have consultants evaluate the current network, adjust headways and validate operating costs. CAT is also exploring adding Compressed Natural Gas and Electric vehicles to its fleet as part of its the Bus Replacement Program. CAT also hopes to improve the accuracy of ridership counts by adding Automatic Passenger Counters to its full revenue fleet in FY 2020. Please visit CAT's Transportation Development Plan webpage for more details.

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

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING ORGANIZATION							
TIP ID:	**CAT0001**	Title: Operating Assistance		Recipient:	**Charlottesville Transit Service**		
FTA 5307	$1,615,000	$1,501,000	$1,554,000	$2,011,000	$1,615,000	FTA 5307	**$6,681,000**
State	$1,787,000	$1,708,000	$1,946,000	$1,934,000	$1,787,000	State	**$7,375,000**
Local	$3,516,000	$1,636,000	$3,612,000	$3,311,000	$3,516,000	Local	**$12,075,000**
Revenues	$691,000	$3,103,000	$996,000	$952,000	$691,000	Revenues	**$5,742,000**
Year Total:	**$7,609,000**	**$7,948,000**	**$8,108,000**	**$8,208,000**	**$7,609,000**	***Total Funds:***	**$31,873,000**
Description:							
TIP ID:	**CAT0002**	Title: Expansion Rolling Stock		Recipient:	**Charlottesville Transit Service**		
Flexible STP		$1,226,138	$1,484,454	$1,774,281	$2,284,386	Flexible STP	**$6,769,259**
State		$245,227	$296,890	$354,856	$456,877	State	**$1,353,850**
Local		$61,306	$74,222	$88,714	$114,219	Local	**$338,461**
Year Total:	**$0**	**$1,532,671**	**$1,855,566**	**$2,217,851**	**$2,855,482**	***Total Funds:***	**$8,461,570**
Description:							
TIP ID:	**CAT0003**	Title: Replacement Rolling Stock		Recipient:	**Charlottesville Transit Service**		
Flexible STP		$1,712,107	$2,665,640	$3,024,437		Flexible STP	**$7,402,184**
State		$342,421	$533,128	$604,887		State	**$1,480,436**
Local		$85,605	$133,282	$151,221		Local	**$370,108**
Year Total:	**$0**	**$2,140,133**	**$3,332,050**	**$3,780,545**	**$0**	***Total Funds:***	**$9,252,728**
Description:	In FY 2021, CAT will replace 5 revenue buses and add 6 additional revenue buses to improve service delivery and maximize ridership. All current routes with a 60 minute or higher frequency will be evaluated for service improvements (e.g. Bi-directional or faster frequencies). CAT will explore adding Compressed Natural Gas (CNG) buses to the revenue service fleet. In FY 2022, CAT will replace 7 revenue buses and add 4 additional revenue buses to improve service delivery and maximize ridership. All current routes with a 60 minute or higher frequency will be evaluated for service improvements (e.g. Bi-directional or faster frequencies). CAT will explore adding Electric buses to the revenue service fleet.						

	For FY 2023-FY 2028 CAT will replace more than 10 revenue buses and add more than 10 additional revenue buses to improve service delivery and maximize ridership. Service expansion is planned between FY2023 and FY2028 and will require additional vehicles. All new service is projected to operate on a 30 minute or less frequency.						
TIP ID:	**CAT0007**	Title: Passenger Shelters		Recipient:	**Charlottesville Transit Service**		
Flexible STP						Flexible STP	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							
TIP ID:	**CAT0008**	Title: Fare Collection Equipment (Fareboxes)		Recipient:	**Charlottesville Transit Service**		
Flexible STP						Flexible STP	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							
TIP ID:	**CAT0009**	Title: Purchase Support Vehicles		Recipient:	**Charlottesville Transit Service**		
Flexible STP		$48,440				Flexible STP	**$48,440**
State		$9,688				State	**$9,688**
Local		$2,422				Local	**$2,422**
Year Total:	**$0**	**$60,550**	**$0**	**$0**	**$0**	***Total Funds:***	**$60,550**
Description:							
TIP ID:	**CAT0011**	Title: Purchase Shop Equipment		Recipient:	**Charlottesville Transit Service**		
Flexible STP		$73,150	$316,975			Flexible STP	**$390,125**
State		$14,630	$63,395			State	**$78,025**
Local		$3,657	$15,848			Local	**$19,505**
Year Total:	**$0**	**$91,437**	**$396,218**	**-**	**-**	***Total Funds:***	**$487,655**
Description:							
TIP ID:	**CAT0012**	Title: Purchase Vehicle Locator System		Recipient:	**Charlottesville Transit Service**		
Flexible STP						Flexible STP	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**

Description:							
TIP ID:	**CAT0014**	Title: Purchase Misc Equipment		Recipient:	**Charlottesville Transit Service**		
Flexible STP						Flexible STP	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							
TIP ID:	**CAT0016**	Title: JARC Project- CTS Night Service		Recipient:	**Charlottesville Transit Service**		
JARC						JARC	**$0**
State						State	**$0**
Local						Local	**$0**
Revenues						Revenues	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							
TIP ID:	**CAT0017**	Title: Purchase Surveillance/Security Equipment		Recipient:	**Charlottesville Transit Service**		
Flexible STP		$476,000	$109,038			Flexible STP	**$585,038**
State		$95,200	$21,807			State	**$117,007**
Local		$23,800	$5,451			Local	**$29,251**
Year Total:	**$0**	**$595,000**	**$136,296**	**$0**	**$0**	***Total Funds:***	**$731,296**
Description:							
TIP ID:	**CAT0018**	Title: Purchase Replacement Trolley		Recipient:	**Charlottesville Transit Service**		
Flexible STP						Flexible STP	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							
TIP ID:	**CAT0019**	Title: Acquire Auto Passenger Counters		Recipient:	**Charlottesville Transit Service**		
Flexible STP						Flexible STP	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							

TIP ID:	**CAT0020**	Title: Purchase Transit Radio System		Recipient:	**Charlottesville Transit Service**		
Flexible STP		$174,201				Flexible STP	**$174,201**
State		$34,840				State	**$34,840**
Local		$8,710				Local	**$8,710**
Year Total:	**$0**	**$217,751**	**$0**	**$0**	**$0**	***Total Funds:***	**$217,751**
Description:							

JAUNT Summary

JAUNT intends to update their 2018 Transit Development Plan in 2020 to more closely align with operating changes and capital improvement projects. They provided a supplement document, *Jaunt FY21 to FY24 Transportation Improvement Program Projects*, available on the CA-MPO TIP webpage to provide explanations for the TIP budget requests.

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

	Previous Funding	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 2021-2024	
TIP ID:	**JNT0001**	Title: Operating Assistance		Recipient:	**JAUNT, Inc.**		
FTA 5307	$614,000	$429,000	$536,000	$536,000	$536,000	FTA 5307	**$2,037,000**
FTA 5311	$1,985,000	$2,794,000	$3,045,460	$3,319,551	$3,618,311	FTA 5311	**$12,777,322**
State	$1,162,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	State	**$4,000,000**
Local	$4,605,000	$6,706,000	$7,364,160	$8,200,174	$9,112,130	Local	**$31,382,464**
Revenues	$397,000	$489,000	$500,000	$510,000	$520,200	Revenues	**$2,019,200**
Year Total:	**$8,763,000**	**$11,418,000**	**$12,445,620**	**$13,565,725**	**$14,786,641**	***Total Funds:***	**$52,215,986**
Description:							
TIP ID:	**JNT0002**	Title: Replacement Rolling Stock		Recipient:	**JAUNT, Inc.**		
FTA 5311	$0	$2,890,400	$1,673,600	$2,758,400	$3,600,000	FTA 5311	**$10,922,400**
FTA 5339	$697,000					FTA 5339	**$0**
Flexible STP						Flexible STP	**$0**
State	$139,000	$578,080	$334,720	$551,680	$720,000	State	**$2,184,480**
Local	$35,000	$144,520	$83,680	$137,920	$180,000	Local	**$546,120**
Year Total:	**$0**	**$3,613,000**	**$2,092,000**	**$3,448,000**	**$4,500,000**	***Total Funds:***	**$13,653,000**
Description:	Jaunt operates 89 buses and seeks funding every year to replace existing buses that have reached the end of their "Useful Life." Useful Life is a term defined by the Federal Transit Administration (FTA), which dictates consistent criteria used to determine when to allow a vehicle to be replaced. Typically, it is based on criteria provided by a manufacture in regards to the expectations on how long a vehicle can continue to safely operate under normal operating conditions. Most of Jaunt's fleet are Body-On-Chassis (BOC) type vehicles. The Useful Life is 5 years or 150,000 miles. Based on 89 vehicles and a Useful Life of 5 years, Jaunt expects to replace between 15 and 20 buses each year. The average price of a BOC is expected to be $95,750 in FY21. Jaunt estimates the cost of buses would increase 3% each following year. Note: This projection includes the purchase of electric transit buses as replacements for vehicles that reach the end of their Useful Life. FY21 - Jaunt is seeking to replace 15 of its 89 buses (this includes 6 electric buses) FY22 – Jaunt is seeking to replace 12 of its projected 91 buses (this includes 6 electric buses) FY23 – Jaunt is seeking to replace 15 of its projected 99 buses (this includes 10 electric buses) FY24 – Jaunt is seeking to replace 20 of its projected 104 buses (this includes 15 electric buses)						
TIP ID:	**JNT0006**	Title: ADP Hardware		Recipient:	**JAUNT, Inc.**		
FTA 5311		$213,600	$192,000	$180,000	$180,000	FTA 5311	**$765,600**
Flexible STP		$0	$0	$0	$0	Flexible STP	**$0**
State		$42,720	$38,400	$36,000	$36,000	State	**$153,120**
Local		$10,680	$9,600	$9,000	$9,000	Local	**$38,280**

Year Total:	**-**	**$267,000**	**$240,000**	**$225,000**	**$225,000**	***Total Funds:***	**$957,000**
Description:	Each year Jaunt seeks funding to replace and enhance its technology infrastructure. This includes replacement of computers used by operations, to the servers and data storage, to maintaining the transit scheduling system. There are no unique variations from year-to-year within this project.						
TIP ID:	**JNT0008**	Title: Admin/Maint Facility		Recipient:	**JAUNT, Inc.**		
FTA 5311			$1,200,000	$1,200,000	$8,000,000	FTA 5311	**$10,400,000**
State			$240,000	$240,000	$1,600,000	State	**$2,080,000**
Local			$60,000	$60,000	$400,000	Local	**$520,000**
Year Total:	**-**	**$0**	**$1,500,000**	**$1,500,000**	**$10,000,000**	***Total Funds:***	**$13,000,000**
Description:	This is a unique TIP project. The funding identified is oriented around the anticipated need for Jaunt to expand the capacity of its facility. A Facility Study of Jaunt's infrastructure and resources will be conducted in FY21. This study is anticipated to assess the growth in services and expansion of Jaunt's assets, and the capacity of the existing facility to handle that anticipated growth. The study will enable Jaunt to determine how to invest in its future facility infrastructure. Once the study is complete, Jaunt will revise the estimates for FY22, FY23 and FY24 to reflect the outcome of the study.						
TIP ID:	**JNT0009**	Title: ADP Software		Recipient:	**JAUNT, Inc.**		
FTA 5311						FTA 5311	**-**
Flexible STP						Flexible STP	**-**
State						State	**-**
Local						Local	**-**
Year Total:	**$0**					***Total Funds:***	**-**
Description:							
TIP ID:	**JNT0010**	Title: Communications System		Recipient:	**JAUNT, Inc.**		
FTA 5311		$6,400	$225,600			FTA 5311	**$232,000**
Flexible STP						Flexible STP	**$0**
State		$1,280	$45,120			State	**$46,400**
Local		$320	$11,280			Local	**$11,600**
Year Total:	**$0**	**$8,000**	**$282,000**	**$0**	**$0**	***Total Funds:***	**$290,000**
Description:	Jaunt is seeking a small amount of funds in FY21 to purchase the recording function of its existing telephone system. The funding in FY22 is for a full replacement and expansion of Jaunt's bus radio system.						
TIP ID:	**JNT0012**	Title: Rehab Renovation Facility		Recipient:	**JAUNT, Inc.**		
FTA 5311		$458,400	$80,000	$80,000	$80,000	FTA 5311	**$698,400**
Flexible STP				$0		Flexible STP	**$0**
State		$91,680	$16,000	$16,000	$16,000	State	**$139,680**
Local		$22,920	$4,000	$4,000	$4,000	Local	**$34,920**
Year Total:	**$0**	**$573,000**	**$100,000**	**$100,000**	**$100,000**	***Total Funds:***	**$873,000**

Description:	Jaunt's facility is over 30 years old. Each year, the facility requires some form of rehabilitation or update that goes beyond regular maintenance. For FY21, this includes the addition of six electric bus charging stations, repaving of the rear lot, and the ADA accessibility improvements of Jaunt's front parking entrance. Years FY22, FY23 and FY24 are approximate amounts in anticipation for future repairs and rehabilitation, but not specifically defined at this time.						
TIP ID:	**JNT0013**	Title: Rehab/Rebuild Buses		Recipient:	**JAUNT, Inc.**		
FTA 5311		$230,400	$38,400	$38,400	$38,400	FTA 5311	**$345,600**
Flexible STP						Flexible STP	**$0**
State		$46,080	$7,680	$7,680	$7,680	State	**$69,120**
Local		$11,520	$1,920	$1,920	$1,920	Local	**$17,280**
Year Total:	**$0**	**$288,000**	**$48,000**	**$48,000**	**$48,000**	***Total Funds:***	**$432,000**
Description:	Jaunt is seeking funding each year to purchase replacement transmissions for vehicles that are approaching their Useful Life. Jaunt estimates that it needs to replace 6 transmissions each year. For FY21, Jaunt is also seeking funding to help with the rebranding and rewrapping of its fleet. Only half of the fleet will be rewrapped.						
TIP ID:	**JNT0014**	Title: Surveillance/Security Equipment		Recipient:	**JAUNT, Inc.**		
FTA 5311		$93,600				FTA 5311	**$93,600**
Flexible STP						Flexible STP	**$0**
State		$18,720				State	**$18,720**
Local		$4,680				Local	**$4,680**
Year Total:	**$0**	**$117,000**	**$0**	**$0**	**$0**	***Total Funds:***	**$117,000**
Description:	Jaunt is seeking funding in FY21 to add two security gates to its parking lot. The current facility parking is unsecured.						
TIP ID:	**JNT0015**	Title: Support Vehicles		Recipient:	**JAUNT, Inc.**		
FTA 5311	$24,000	$116,000	$24,000	$24,000	$116,000	FTA 5311	**$280,000**
Flexible STP						Flexible STP	**$0**
State	$5,000	$23,200	$4,800	$4,800	$23,200	State	**$56,000**
Local	$1,000	$5,800	$1,200	$1,200	$5,800	Local	**$14,000**
Year Total:	**$30,000**	**$145,000**	**$30,000**	**$30,000**	**$145,000**	***Total Funds:***	**$350,000**
Description:	Jaunt's operations include the use of numerous automobiles as support vehicles. Jaunt is seeking funding to replace the support vehicles that have reached their Useful Life.						
TIP ID:	**JNT0016**	Title: Expansion Rolling Stock		Recipient:	**JAUNT, Inc.**		
FTA 5311		$153,600	$946,400	$406,400	$962,400	FTA 5311	**$2,468,800**
FTA 5339						FTA 5339	**$0**
Flexible STP			$0	$0	$0	Flexible STP	**$0**
State		$30,720	$189,280	$81,280	$192,480	State	**$493,760**
Local		$7,680	$47,320	$20,320	$48,120	Local	**$123,440**
Year Total:	**$0**	**$192,000**	**$1,183,000**	**$508,000**	**$1,203,000**	***Total Funds:***	**$3,086,000**
Description:	Expansion for Existing Services Jaunt's ADA/Paratransit ridership in the City of Charlottesville continues to exceed Jaunt's existing capacity. There are not enough buses to provide quality service while meeting the need of trip requests.						

	FY21 - Jaunt is seeking funding to expand its fleet to allow for it to better accommodate existing trip requests, not just within the urban area, but also the rural communities that connect to the urban area. FY22 – Jaunt is seeking funding to expand its existing urban and suburban demand response service to include the new approach of "OnDemand" services. Jaunt is in the process of implementing a new platform that will allow residents the ability to request transit services on-demand, rather than calling days ahead of time to arrange for a trip. This service is expected to increase the demand for Jaunt's current services. Jaunt estimates it will need three (3) more buses to accommodate the growth in demand, request based services. FY22 and FY24 – Based on the pattern of growth in the rural and suburban (non-Urban) areas, Jaunt expects to need to expand its fleet each year. Expansion for New Services FY21 - Jaunt has requested technical assistance to develop a transit plan to establish a new commuter route from Zion Crossroads to Charlottesville. It is expected that new service will require three (3) new, 28 to 32 passenger commuter buses. FY24 – Jaunt will seek to develop plans for another commuter route in FY23, which will require the purchase of three (3) more commuter buses.						
TIP ID:	**JNT0017**	Title: Misc Equipment		Recipient:	**JAUNT, Inc.**		
FTA 5311			$40,000	$0	$40,000	FTA 5311	**$80,000**
State			$8,000	$0	$8,000	State	**$16,000**
Local			$2,000	$0	$2,000	Local	**$4,000**
Year Total:	**$0**	**$0**	**$50,000**	**$0**	**$50,000**	***Total Funds:***	**$100,000**
Description:							
TIP ID:	**JNT0018**	Title: Fare Collection Equipment (Fareboxes)		Recipient:	**JAUNT, Inc.**		
FTA 5311						FTA 5311	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							
TIP ID:	**JNT0019**	Title: Mobility Management		Recipient:	**JAUNT, Inc.**		
FTA 5310		$67,200	$71,232	$74,400	$78,400		**$291,232**
FTA 5311						FTA 5311	**$0**
State		$13,440	$14,246	$14,880	$15,680	State	**$58,246**
Local		$3,360	$3,561	$3,720	$3,920	Local	**$14,561**
Year Total:	**$0**	**$84,000**	**$89,039**	**$93,000**	**$98,000**	***Total Funds:***	**$364,039**
Description:							
TIP ID:	**JNT0020**	Title: Furniture & Equipment		Recipient:	**JAUNT, Inc.**		
FTA 5311			$8,000	$8,000	$8,000	FTA 5311	**$24,000**
State			$1,600	$1,600	$1,600	State	**$4,800**
Local			$400	$400	$400	Local	**$1,200**
Year Total:	**$0**	**$0**	**$10,000**	**$10,000**	**$10,000**	***Total Funds:***	**$30,000**

Description:							
TIP ID:	**JNT0021**	Title: Interactive Voice Response System		Recipient:	**JAUNT, Inc.**		
FTA 5311						FTA 5311	**$0**
State						State	**$0**
Local						Local	**$0**
Year Total:	**$0**	**$0**	**$0**	**$0**	**$0**	***Total Funds:***	**$0**
Description:							

Appendix A. Projects by Grouping

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Appendix A

Projects by Grouping

Charlottesville MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T19276	Culpeper District-wide	0000		$0
		BRIDGE REHABILITATION/REPLACEMENT			
Primary	110001	Albemarle County	CROZET AVENUE (0240)		$2,210,000
		#SGR RTE 240 CROZET AVE STRUCTURE 589 OVER LICKINGHOLE CREEK			
		FROM: 0.66 MI. FROM 250W TO: 1.41 MI. TO RTE. 810 (0.2000 MI)			
Primary	108105	Albemarle County	RICHMOND ROAD (0250)		$1,230,000
		Replace Bridge 02-0250-1120			
		FROM: 0.025 mi. W. Shadwell Creek TO: 0.025 Mi. E. Shadwell Creek (0.0500 MI)			
Secondary	95114	Albemarle County	BROOMLEY ROAD (0677)		$5,877,112
		Bridge Replacement Rte 677 over Buckingham Branch RR			
		FROM: 0.078 MI. N. RTE. 250 TO: 0.146 MI. N. RTE. 250 (0.0670 MI)			
Secondary	109600	Albemarle County	CATTERTON ROAD (0667)		$1,923,500
		#SGR RTE. 667 - REPLACE BRIDGE STR. 6056			
		FROM: 0.02 MI. W. PINEY CREEK TO: 0.02 MI. E. PINEY CREEK			
Secondary	110000	Albemarle County	FRAY'S MILL ROAD (0641)		$1,600,000
		#SGR ROUTE 641 FRAY'S MILL RD STRUCTURE 709 OVER MARSH RUN			
		FROM: 0.03 MI. FROM RTE. 743 TO: 2.37 MI. TO RTE. 606			
Secondary	109601	Albemarle County	JAMES RIVER ROAD (0726)		$3,020,000
		#SGR RTE. 726 - REPLACE BRIDGE STR. 6094			
		FROM: 0.046 MI. S. TOTIER CREEK TO: 0.045 MI. N.TOTIER CREEK (0.8100 MI)			
Secondary	111378	Albemarle County	RED HILL ROAD (0708)		$5,100,000
		#SGR RTE 708 RED HILL RD STRUCTURE 792 OVER N.F. HARDWARE			
		FROM: 0.42 MI. FROM RTE. 717 TO: 0.04 MI. TO RTE. 20			
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total					$20,960,612

Construction : Rail

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	112018	Statewide	HIGHWAY-RAIL SAFETY (0000)		$700,000
		Highway-Rail Safety Inventory Section 130 PE Only			
		FROM: Statewide TO: Statewide			
Miscellaneous	112213	Statewide	HIGHWAY RAIL SAFETY (0000)		$300,000
		Highway-Rail Section 130 Pre Scoping PE Only			
		FROM: Statewide TO: Statewide			
Miscellaneous	112497	Statewide	VARIOUS (0000)		$500,000
		ENVIRONMENTAL EQ429 FORM PROCESSING CHARGES			
		FROM: FOR HIGHWAY/RAIL SAFETY PROJECTS WITHOUT PE NUMBERS TO: ASSIGNED			
Construction : Rail Total					$1,500,000

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	107802	Statewide	9999	$918,907
		Incident Management Emergency Evacuation and Detour Plans		
		FROM: Various TO: Various		
Interstate	110551	Statewide	9999	$362,560
		Traffic Video Expansion - Statewide		
		FROM: Various TO: Various		
Interstate	110912	Statewide	9999	$813,019
		Statewide Truck Parking Management System - Phase 1		
		FROM: Various TO: Various		
Interstate	111613	Statewide	9999	$1,807,000
		Statewide Truck Parking Management System - Phase 2		
		FROM: Various TO: Various		
Interstate	111892	Statewide	9999	$0
		ATMS - Phase 1, 2, 3, 4		
		FROM: Various TO: Various		
Interstate	114400	Statewide	9999	$300,000
		Drone Technology Project		
		FROM: Various TO: Various		
Interstate	115854	Statewide	9999	$1,250,000
		ITTF FY20 Arterial Operations Program Dashboard		
		FROM: n/a TO: n/a		
Interstate	115855	Statewide	9999	$4,700,000
		ITTF FY20 High Speed Communications		
		FROM: Various TO: Various		
Interstate	115867	Statewide	9999	$4,000,000
		ITTF FY20 I-64 Afton Mountain Safety Improvements		
		FROM: Various TO: Various		
Miscellaneous	T19275	Culpeper District-wide	0000	$0
		CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	105481	Statewide	0000	$1,400,000
		Impement iPeMS (Iteris Performance Measrement System)		
		FROM: various TO: various		
Miscellaneous	112918	Culpeper District-wide	9999	$331,737
		District Signal Upgrades_FYA		
		FROM: Various TO: Various		
Miscellaneous	114193	Statewide	VARIOUS (9999)	$0
		PEDESTRIAN IMPROVEMENTS AT PRIORITY CORRIDOR STATEWIDE		
		FROM: VARIOUS TO: VARIOUS		
Primary	106960	Albemarle County	VARIOUS (0000)	$800,000
		PED. & BIKE FACILITIES UPGRADES TO TRAFFIC SIGNALS		
		FROM: VARIOUS TO: VARIOUS		
Primary	111733	Albemarle County	STONY POINT ROAD (0020)	$4,207,346
		#SMART18 - ROUTE 20/649 INTERSECTION IMPROVEMENT		
		FROM: 0.23 MILES S. RTE.. 649 TO: 0.13 MILES N. RTE.. 649 (0.3600 MI)		

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	111727	Albemarle County	MONACAN TRAIL (0029)	$2,080,207
		I-64 / ROUTE 29 INTERCHANGE IMPROVEMENTS		
		FROM: 0.22 MI NORTH OF ROUTE 1106 TO: 0.37 MI NORTH OF ROUTE 1106 (0.1500 MI)		
Primary	111813	Albemarle County	ROUTE 29 (0029)	$2,629,600
		#SMART18 - NB US 29 exit ramp to Fontaine Avenue		
		FROM: 0.29 MILES N. of I-64 WB BRIDGE TO: Fontaine Avenue (0.3500 MI)		
Primary	114299	Albemarle County	SEMINOLE TRAIL (0029)	$0
		ROUTE 29 AND WOODBROOK INTERSECTION MODIFICATION		
		FROM: Woodbrook Dr TO: Woodbrook Dr (0.0600 MI)		
Primary	114666	Albemarle County	0029	$407,340
		PSAP - Pedestrian Facility Improvements in Albemarle County		
		FROM: Various Locations TO: Various Locations		
Primary	114401	Culpeper District-wide	SEMINOLE TRAIL (0029)	$600,000
		Signal Performance Metric - ATSC		
		FROM: Rte. 649 TO: Stone Ridge Drive		
Primary	111729	Albemarle County	IVY ROAD (0250)	$3,550,000
		ROUTE 250 / 240 / 680 ROUNDABOUT		
		FROM: INTERSECTION OF ROUTES 250 / 240 / 680 TO: INTERSECTION OF ROUTES 250 / 240 / 680		
Primary	111814	Albemarle County	RICHMOND ROAD (0250)	$18,102,653
		#SMART18 - EXIT 124 (INTERSTATE 64)		
		FROM: 0.32 MILES E. FR-179 (HANSENS MTN ROAD) TO: 0.02 MILES W. FR-179 (HANSENS MTN ROAD) (0.3400 MI)		
Primary	115477	Albemarle County	RICHMOND ROAD (0250)	$8,800,000
		#SMART20 - RTE. 250 & RTE. 20 INTERSECTION IMPROVEMENTS		
		FROM: 0.10 M. E. RTE. 20 TO: 0.10 M. W. RTE. 20 (0.2000 MI)		
Primary	115476	Charlottesville	5TH STREET (9999)	$6,103,034
		#SMART20 - 5TH STREET SW CORRIDOR IMPROVEMENTS		
		FROM: RIDGE STREET TO: E. AT UNDIVIDED 5TH STREET		
Urban	109480	Charlottesville	E. MARKET ST. / 9TH. ST. N.E. / E. HIGH ST. (0000)	$7,157,000
		#HB2.FY17 EAST HIGH STREETSCAPE IMPROVEMENTS		
		FROM: INT. E. MARKET ST. / 7TH. ST. N.E. TO: E. HIGH ST. / LOCUST AVE. (0.3600 MI)		
Urban	109551	Charlottesville	EMMET ST. N. (0000)	$12,098,063
		#HB2.FY17 EMMET STREET CORRIDOR STREETSCAPE & INTERSECTIONS		
		FROM: IVY ROAD / UNIVERSITY AVENUE TO: ARLINGTON BOULEVARD (0.5500 MI)		
Urban	111796	Charlottesville	EMMET STREET (0029)	$8,640,866
		#SMART18 - BARRACKS RD @ EMMET ST INTERSECTION		
		FROM: 0.08 MI S OF INT. BARRACKS ROAD TO: 0.01 MI N OF INT. BARRACKS ROAD (0.0900 MI)		
Urban	109484	Charlottesville	FONTAINE AVENUE (0000)	$11,700,000
		#HB2.FY17 FONTAINE AVENUE STREETSCAPE IMPROVEMENTS		
		FROM: RAY C HUNT DRIVE TO: JEFFERSON PARK AVENUE (0.4300 MI)		
Urban	113916	Charlottesville	GRADY AVENUE (0250)	$291,000
		10TH & GRADY AVENUE BIKE PED		
		FROM: 0.04 EAST OF ROUTE 3423 TO: 0.06 WEST OF ROUTE 3423 (0.1000 MI)		

Charlottesville MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	113861	Charlottesville	MADISON AVENUE (0000)		$88,350
		WASHINGTON PARK/MADISON AVENUE BICYCLE CONNECTOR TRAIL			
		FROM: PRESTON AVENUE TO: ROSE HILL DRIVE			
Urban	100548	Charlottesville	MCINTIRE ROAD BUSINESS (0250)		$1,131,801
		Construct Multi-Use Path along McIntire Rd			
		FROM: Route 250 Bypass TO: Harris Street			
Urban	113917	Charlottesville	MONTICELLO AVENUE (3402)		$338,230
		PEDESTRIAN IMPROVEMENTS AT MONTICELLO AVE/2ND			
		FROM: 0.028 mi west of 2nd St SE TO: 0.022 mi east of 2nd St SE (0.0500 MI)			
Urban	113918	Charlottesville	PRESTON AVENUE (0250)		$245,725
		PEDESTRIAN IMPROVEMENTS AT PRESTON AVE/HARRIS ST			
		FROM: 0.06 MI EAST OF HARRIS STREET TO: 0.04 MI WEST OF HARRIS STREET (0.1000 MI)			
Urban	113915	Charlottesville	RIDGE STREET (3405)		$209,500
		PEDESTRIAN IMPROVEMENTS MONTICELLO/RIDGE			
		FROM: 0.002 mi East of Ridge Street TO: 0.046 mi East of Ridge Street			
Urban	113919	Charlottesville	RIDGE STREET (3405)		$265,230
		PEDESTRIAN IMPROVEMENTS AT RIDGE/CHERRY			
		FROM: 0.07 MI SOUTH OF ROUTE 3400 TO: 0.03 MI NORTH OF ROUTE 3400 (0.1000 MI)			
Construction : Safety/ITS/Operational Improvements Total					$105,329,168

Construction : Transportation Enhancement/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	94281	Charlottesville	EN09		$2,503,230
		Charlottesville Bicycle/Pedestrian Bridge			
Enhancement	105921	Charlottesville	EN14		$401,226
		Jackson Via Elementary Pedestrian and Bicycle Improvements			
Enhancement	107547	Charlottesville	EN15		$946,462
		Rte. 250 Bypass Commuter Trail			
		FROM: Meadowbrook Heights Road TO: Hydraulic Road			
Enhancement	109610	Charlottesville	EN16		$433,986
		WATER STREET SHARED USE PATH			
		FROM: Belmont Bridge (Avon Street) Tunnel to mall TO: 10th Street NE			
Enhancement	111393	Charlottesville	EN17		$707,985
		Rugby Avenue Shared Use Path			
		FROM: West McIntire Park TO: Sherwood Road			
Miscellaneous	T19273	Culpeper District-wide	0000		$0
		CN: TRANSPORTATION ENHANCEMENT/BYWAYS/OTHER NON-TRADITIONAL			
Construction : Transportation Enhancement/Byway/Non-Traditional Total					$4,992,889

Charlottesville MPO

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14710	Culpeper District-wide	0000		$42,054,529
		STIP-MN Culpeper: Preventive MN and System Preservation			
Maintenance : Preventive Maintenance and System Preservation Total					$42,054,529

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14709	Culpeper District-wide	0000		$17,737,292
		STIP-MN Culpeper: Preventive MN for Bridges			
Maintenance : Preventive Maintenance for Bridges Total					$17,737,292

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14708	Culpeper District-wide	0000		$5,101,690
		STIP-MN Culpeper: Traffic and Safety Operations			
Maintenance : Traffic and Safety Operations Total					$5,101,690

Charlottesville MPO Total	**$197,676,180**

Appendix B. Transit Asset Management

Transit Asset Management Plans

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

Figure 2: TAM Performance Measures by Asset Category

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

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

Two definitions apply to these performance measures:

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

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

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

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

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

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

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

Additional information and guidance is available on FTAs Transit Asset Management website: https://www.transit.dot.gov/TAM

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

Appendix C. Self-Certification Statement

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

Metropolitan Transportation Planning Process
Self-Certification Statement

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

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

Charlottesville-Albemarle MPO

Signature

Charles P. Boyle, IV
Printed Name

Executive Director
Title

2/24/2020
Date

Virginia Department of Transportation

Signature

John D. Lynch
Printed Name

District Engineer
Title

3/3/2020
Date

Appendix D. Resolution of Adoption FY 21-24 TIP







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

FTA Federal Transit 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).

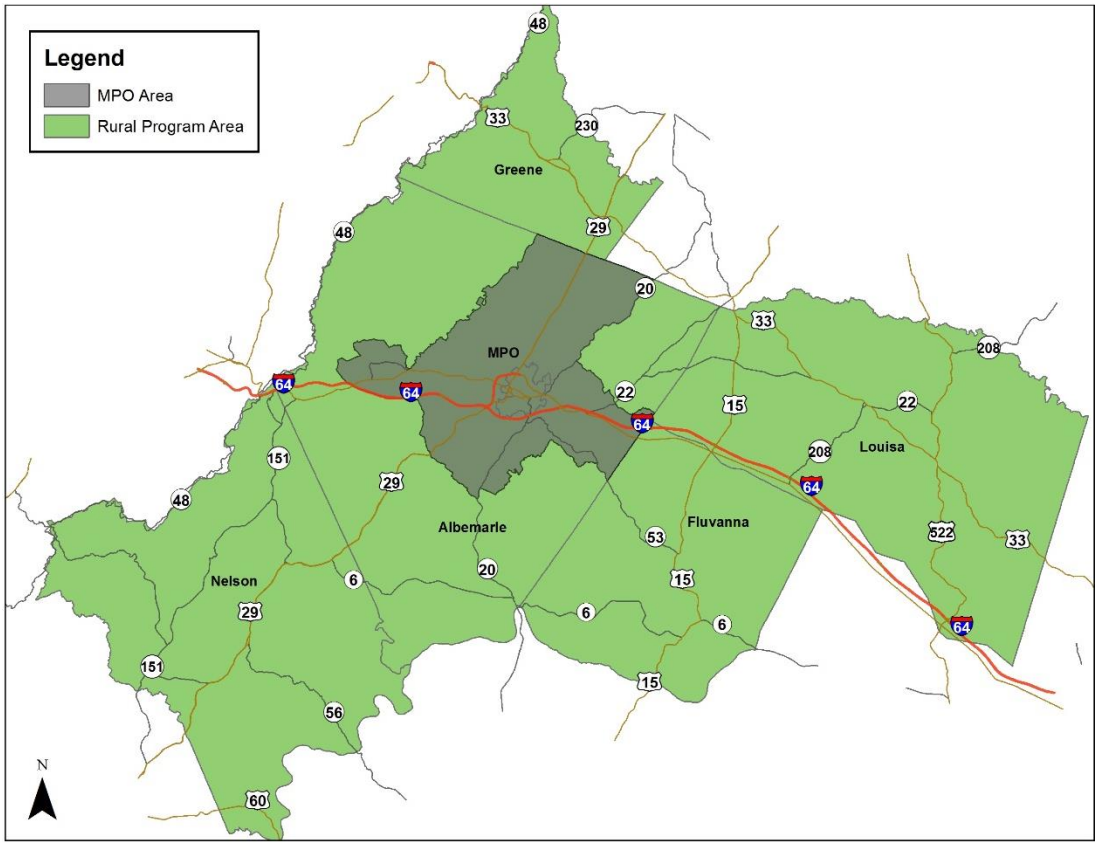
Purpose of the Metropolitan Planning Organization

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 25-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	$114,027
PL+FTA Total	***$258,143***	***$32,250***	***$32,250***	***$322,500***
VDOT SPR	$136,000	$17,000	$17,000	$170,000
Total FY21 Work Program	***$393,999***	***$49,250***	***$49,250***	***$492,500***

FY21 Work Program: Funding by Task

Funding Source	Task 1	Task 2	Task 3	Total
	21.7%	*54.7%*	*23.6%*	*100%*
PL+FTA Total	***$70,000***	***$176,500***	***$76,000***	***$322,500***
FY-21 PL Funding	$45,500	$115,073	$47,900	$208,473
FY-21 FTA Funding	$24,500	$61,427	$28,100	$114,027
VDOT SPR	$50,000	$60,000	$60,000	$170,000
Total FY21 Work Program	***$120,000***	***$236,500***	***$136,000***	***$492,500***

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. Work in the areas of funding & project alternatives and/or project implementation will continue into FY21 and years beyond.

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 as a voting member. 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. Applications for funding this transfer and Jaunt service was submitted in February, 2020.

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 XXXXXXXXX.

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
The purpose of the Regional Transportation Revenue Study is to evaluate the current shortfall in transportation funding available compared to the needed/desired improvements to the local transportation system and to determine if there are opportunities to increase transportation funding. While under review, a number of factors have changed that will impact funding sources. During the 2020 legislative session, the General Assembly passed a bill to increase gas taxes which would potentially lead to more funding for transportation projects. However, the COVID-19 pandemic has also resulted in a major disruption to the economy, and it is unclear to what extent this disruption will have on revenue generation and potentially even transportation system user behavior. Therefore, additional analysis work is on hold until the economy begins stabilizing.

FY21 UPWP Activities by Task

Task 1: Administration

Total Funding: $70,000
PL Funding: $45,500
FTA Funding: $24,500

A) Reporting and Compliance with Regulations

PL Funding: $6,500
FTA Funding: $3,500

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 Implementation;
- FY22 Unified Planning Work Program Development;
- Transportation system performance measures;
- Monthly progress reports and invoices; and,
- Other funding agreements.

TJPDC staff will also provide for the use of legal counsel, accounting 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) process;
- 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: $19,500
FTA Funding: $10,500

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: $3,250
FTA Funding: $1,750

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: $3,250
FTA Funding: $1,750

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: $7,800
FTA Funding: $4,200

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: $5,200
FTA Funding: $2,800

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: $176,680
PL Funding: $115,073
FTA Funding: $61,607

A) MPO 101 Primers

PL Funding: $15,000
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: $35,000
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: $10,000
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: $13,541

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 & Rail Planning

PL Funding: $0
FTA Funding: $30,000

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.
- Assist DRPT with General Assembly requested east-west line study from New River Valley to Hampton Roads through Charlottesville

F) Electric Vehicle Charging Station Needs Assessment

PL Funding: $10,000
FTA Funding: $2,000

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;
- 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.

G) Route 29 North Corridor Study with Rural Component

PL Funding: $14,555
FTA Funding: $2,886

Roadway improvements are complete or scheduled for construction along US Highway 29 North in Albemarle County and in Greene County. Traffic concerns continue in areas that are both urban and rural north of Airport Road in Albemarle County to the Cedar Grove Road area of Greene County. The MPO working with the TJPDC Rural Transportation will initiate a study for safety & congestion along the unimproved areas of US 29. This project is projected to run into FY 22.

Task 3: Short Range Planning

Total Funding: $76,000
PL Funding: $47,900
FTA Funding: $28,100

A) Transportation Improvement Program (TIP)

PL Funding: $10,400
FTA Funding: $5,600

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.

Staff will be concentrating in FY 21 on transit operator short range planning financial needs to incorporate into the TIP. New leadership at the region's two transit providers have created an opportunity for revised procedures to short range financial planning.

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: $25,000
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: $10,000

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: $7,500
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 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 may include:

- Environmental impacts of the local transportation system.
- Understanding transit 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

- Assess the impacts of the COVID-19 pandemic on the transportation network and revenue generation
- 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:

- Initial Draft provided March 25th, 2020
- Final Approval May 27th, 2020

Online Posting

Posted as part of MPO meeting agenda for March 25th, 2020
Posted on TJPDC.org: May 11th, 2020

State Review

Draft submittal for VDOT review/comment: April 7th, 2020
Draft submittal for DRPT review/comment: April 7th, 2020

Review of Final FY21 UPWP

MPO Technical Committee: May 19th, 2020
Citizen Transportation Advisory Committee (CTAC): May 20th, 2020
MPO Policy Board: May 27th, 2020
**PUBLIC HEARING: May 27th, 2020

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
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century (legislation governing the metropolitan planning process)
MPO	Metropolitan Planning Organization
NHS	National Highway System
PL	FHWA Planning Funding (used by MPO)
RideShare	Travel Demand Management (TDM) services housed at TJPDC that promote congestion relief and air quality improvement through carpool matching, vanpool formation, Guaranteed Ride Home, employer outreach, telework consulting and multimedia marketing programs for the City of Charlottesville, and Albemarle, Fluvanna, Louisa, Nelson, and Greene Counties.
RLRP	Rural Long Range Transportation Plan
RTA	Regional Transit Authority
RTP	Rural Transportation Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (legislation that formerly governed the metropolitan planning process)
SOV	Single Occupant Vehicle
SPR	FHWA State Planning and Research Funding (used by VDOT to support MPO)
SYIP	Six Year Improvement Plan
TAZ	Traffic Analysis Zone
TDP	Transit Development Plan (for CAT and JAUNT)
TDM	Travel Demand Management
TIP	Transportation Improvement Program
TJPDC	Thomas Jefferson Planning District Commission

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

Appendix

Attachment A: Tasks Performed by VDOT
Attachment B: Memorandum of Understanding (2019)
Attachment C: FTA Section 5303/PL Funding Breakdown
Attachment D: Public Notice and Resolution

ATTACHMENT – A

Charlottesville/Albemarle Urbanized Area
FY-2021 Unified Planning Work Program
VDOT Input

State Planning and Research (SPR) Funds Available $ 425,000

Tasks

1.0 Administration of the Continuing Urban Transportation Planning Process (3-C) with the Charlottesville-Albemarle MPO
Budgeted $50,000

- Preparation for and attend:
  - MPO Policy Board Committee Meeting;
  - MPO Technical Committee as the VDOT Representative;
  - MPO Citizen Transportation Advisory Committee (CTAC),
  - and various other local and jurisdictional committee meetings as necessary
- Preparation of PL funding agreements and addenda
- Review and process billing invoices and progress reports
- Process adjustments and amendments to the FY-2018-21 TIP and the FY 2021-24 TIP once approved
- Review Performance Measure and assist with target setting
- Review road plans for conformance with current transportation plan
- Conduct Federal-Aid/Functional Classification System reviews
- Coordinate multi-modal activities and maintain/update inventory datasets
- Assist with the updates of the Public Participation Plan, Title VI/Environmental Justice Plan, and other regional plans as needed
- Monitor regional travel
- Review proposed enhancement projects as necessary
- Review local and regional transportation planning activities and attend public hearings

2.0 Long-Range Transportation Planning with the Charlottesville-Albemarle MPO
Budgeted $60,000

- Respond to inquiries concerning the Year 2045 Long-Range Transportation Plan
- Assist the MPO with the updates of the Year 2045 Long-Range Transportation Plan
- Assist the MPO with model scenario development, review and runs to forecast traffic demand and develop multi-modal transportation needs for long-range plans and corridor studies
- Evaluate and review comments and respond to concerns relative to transportation planning process
- Evaluate and review comments and respond to concerns relative to corridors, pedestrian, multi-modal, and access management studies
- Evaluate planning study efforts as they relate to the NEPA process.

3.0 Short-Range Transportation Planning with the Charlottesville-Albemarle MPO
Budgeted $60,000

- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies, Rezoning's and Comprehensive Plan updates and changes
- Review environmental impact reports for impacts to existing and future transportation facilities
- Provide advice and support on freight issues and information compilation.

4.0 Coordination with the Northern Virginia Transportation Authority and Washington Area Council of Government
Budgeted $50,000

- Attend various MPO Committee Meeting;
- Respond to inquiries concerning the Year 2045 Long-Range Transportation Plan
- Assist the MPO with the updates of the Year 2045 Long-Range Transportation Plan
- Assist the MPO with model scenario development, review and runs to forecast traffic demand and develop multi-modal transportation needs for long-range plans and corridor studies
- Assist with processing adjustments and amendments to the FY 2021-2026 TIP
- Review Performance Measure and assist with target setting
- Review road plans for conformance with current transportation plan
- Conduct Federal-Aid/Functional Classification System reviews
- Monitor regional travel
- Review proposed enhancement projects as necessary
- Review local transportation planning activities and attend public hearings
- Evaluate and review comments and respond to concerns relative to transportation planning process
- Evaluate and review comments and respond to concerns relative to corridors, pedestrian, multi-modal, and access management studies
- Evaluate planning study efforts as they relate to the NEPA process.
- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies, Rezoning's and Comprehensive Plan updates and changes
- Review environmental impact reports for impacts to existing and future transportation facilities
- Provide advice and support on freight issues and information compilation.

5.0 Non-Urbanized/Rural Transportation Planning Program
Budgeted $205,000

- Assist in the administration of the Rural Transportation Programs for the Thomas Jefferson Planning District Commission and the Rappahannock-Rapidan Regional Commission.
- Preparation for and attendance at Rural Technical Committee and various other local and jurisdictional committee meetings as necessary
- Review and process billing invoices and progress reports
- Coordinate multi-modal activities and maintain necessary transportation inventory datasets
- Monitor regional travel
- Review proposed enhancement projects as necessary
- Review local and regional transportation planning activities and attend public hearings for compliance with Chapter 729
- Assist the PDCs with the update of the Rural Long-Range Plan and small area plans
- Evaluate and review comments and respond to concerns relative to transportation planning process
- Evaluate and review comments and respond to concerns relative to corridor, pedestrian, multi-modal, and access management studies
- Evaluate planning study efforts as they relate to the NEPA process.
- Evaluate existing transportation system and identify deficiencies
- Recommend improvements to alleviate unacceptable conditions
- Coordinate recommended improvements with other plans and studies
- Coordinate planning activities with the private sector to identify mobility and commuter access issues such as additional commuter parking lots, etc.
- Review and comment on traffic impact studies
- Review environmental impact reports for impacts to existing and future transportation facilities
- Provide advice and support on freight issues and information compilation.

VDOT's Transportation and Mobility Planning Division (TMPD), located in the 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.

MEMORANDUM OF UNDERSTANDING ON METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES FOR THE CHARLOTTESVILLE-ALBEMARLE METROPOLITAN PLANNING AREA

This agreement is made and entered into as of _____, 2018 by and between the Commonwealth of Virginia hereinafter referred to as the State**,** the Charlottesville-Albemarle Metropolitan Planning Organization hereinafter referred to as the MPO; and the City of Charlottesville, the Charlottesville Area Transit Service, Albemarle County and JAUNT, Inc. hereinafter referred to as the Public Transportation Providers; and the Thomas Jefferson Planning District Commission serving as planning and administrative staff to the MPO, hereinafter referred to as the Staff.

WHEREAS, joint responsibilities must be met for establishing and maintaining a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning and programming process as defined and required by the United States Department of Transportation in regulations at 23 CFR 450 Subpart C, and

WHEREAS, the regulations at 23 CFR 450.314 direct that the MPO, State, and Public Transportation Provider responsibilities for carrying out the 3-C process shall be cooperatively determined and clearly identified in a written agreement.

NOW, THEREFORE, it is recognized and agreed that, as the regional transportation planning and programming authority in cooperation with the Staff, State and Public Transportation Provider, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Charlottesville-Albemarle metropolitan area. It is also agreed that the following articles will guide the 3-C process. Amendments to this agreement may be made by written agreement among the parties of this agreement.

Article 1
Planning and Modeling Boundaries

The MPO is responsible as the lead for coordinating transportation planning and programming in the Charlottesville-Albemarle metropolitan transportation planning area (MPA) that includes the City of Charlottesville and a portion of Albemarle County. A map providing a visual and itemized description of the current MPA will be included on the MPO website. It is recognized that the scope of the regional study area used with the travel demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor. The MPA shall, at a minimum, cover the U.S. Bureau of the Census' designated urbanized area and the contiguous geographic area expected to become urbanized within the 20 year long range plan forecast period. The boundaries will be reviewed by the MPO and the State at least after

each Census decennial update, to adjust the MPA boundaries as necessary. Planning funds shall be provided to financially support the MPO's planning activities under 23 CFR 450 and 49 CFR 613, and the latest applicable metropolitan planning funding agreement with the State for the metropolitan planning area. All parties to this agreement shall comply with applicable state and federal requirements necessary to carry out the provisions of this agreement.

Article 2
MPO Structure & Committees

The MPO shall consist of, at a minimum, a Policy Board and a standing advisory group, the MPO Technical Committee. The MPO shall establish and follow rules of order and record. The Policy Board and MPO Technical Committee each shall be responsible for electing a chairman with other officers elected as deemed appropriate. These committees and their roles are described below. Redesignation of an MPO is required when an existing MPO proposes to make substantial changes on membership voting, decisionmaking authority, responsibility, or the procedure of the MPO.

(A) The Policy Board serves as the MPO's policy board, and is the chief regional authority responsible for cooperative development and approval of the core transportation planning activities and products for the urbanized region including:

- the MPO budget and Unified Planning Work Program (UPWP); and
- the performance based Constrained Long Range Transportation Plan (CLRP); and
- the performance-based Transportation Improvement Program (TIP) including all regionally significant projects regardless of their funding source; and
- the adoption of performance measure targets in accord with federal law and regulations that are applicable to the MPO metropolitan planning area; and
- the reporting of targets and performance to be used in tracking progress toward attainment of critical outcomes for the MPO region [450.314]; and
- the Public Participation Plan

The Policy Board will consider, analyze as appropriate, and reflect in the planning and programming process the improvement needs and performance of the transportation system, as well as the federal metropolitan planning factors consistent with 23 CFR 450.306. The Policy Board and the MPO will comply and certify compliance with applicable federal requirements as required by 23 CFR 450.336, The Policy Board and the MPO also shall comply with applicable state requirements such as, but not limited to, the Freedom of Information Act requirements which affect public bodies under the Code of Virginia at 2.2-3700 et sequel.

Voting membership of the Policy Board shall consist of the following representatives, designated by and representing their respective governments and agencies:

- One representative participating on behalf of the State appointed by the Commonwealth of Virginia Secretary of Transportation, and
- Locally elected officials representing each County, independent City, Town or other appropriate representation within the metropolitan transportation planning area.

The individual voting representatives may be revised from time to time as designated by the respective government or agency. State elected officials may also serve on the MPO. Nonvoting members may be added or deleted by the Policy Board through a majority of all voting members. Voting and nonvoting designated membership of the Policy Board will be identified and updated on the MPO's website with contact information.

(B) The MPO Technical Committee provides technical review, supervision and assistance in transportation planning. Members are responsible for providing, obtaining, and validating the required latest official travel and socio-economic planning data and assumptions for the regional study area. Members are to ensure proper use of the data and assumptions by the MPO with appropriate travel forecast related models. Additional and specific responsibilities may be defined from time to time by the Policy Board. This committee consists of the designated technical staff of the Policy Board members, plus other interests deemed necessary and approved by the Policy Board. The designated voting and nonvoting membership of the MPO Technical Committee will be updated by the Policy Board, and will be identified online with contact information.

(C) Regular Meetings – The Policy Board and MPO Technical Committee shall each be responsible for establishing and maintaining a regular meeting schedule for carrying out respective responsibilities and to conduct official business. Meeting policies and procedures shall follow regulations set forth in 23 CFR §450.316. The regular meeting schedule of each committee shall be posted on the MPO's website and all meetings shall be open to the public. Any meetings and records concerning the business of the MPO shall comply with State Freedom of Information Act requirements.

Article 3
Unified Planning Work Program (UPWP)

Transportation planning activities anticipated within the Charlottesville-Albemarle Metropolitan Planning Area during the next one or two year period shall be documented and prepared annually by the Staff and the MPO Technical Committee in accord with 23 CFR 450.308 and reviewed and endorsed by the Policy Board. Prior to the expenditure of any funds, such UPWP shall be subject to the approval of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the State for funding the activities. Any changes in

transportation planning and related activities, regardless of funding source, shall be accomplished by amendments to the UPWP and adoption by the Policy Board according to the same, full procedure as the initial UPWP.

Article 4
Participation Plan

The Policy Board shall adopt and maintain a formal, written Public Participation Plan. The Participation Plan shall provide reasonable opportunity for involvement with all interested parties in carrying out the metropolitan area's transportation planning and programming process, providing reasonable opportunities for preliminary review and comment especially at key decision points. Initial or revised participation plan procedures shall undergo a minimum 45 day draft public review and comment period. The Participation Plan will be published and available on the MPO's website. The State may assist, upon request of the MPO and on a case by case basis, in the provision of documents in alternative formats to facilitate the participation of persons with limited English proficiency or visual impairment.

The MPO also shall, to the extent practicable, develop and follow documented process(es) that at least outline the roles, responsibilities and key points for consulting with adjoining MPOs, other governments and agencies and Indian Tribal or federal public lands regarding other planning activities, thereby ensuring compliance with all sections of 23 CFR 450.316. The process(es) shall identify procedures for circulating or providing ready access to draft documents with supporting materials that reference, summarize or detail key assumptions and facilitate agency consultations, and public review and comment as well as provide an opportunity for MPO consideration of such comments before formal adoption of a transportation plan or program.

Article 5
Inclusion and Selection of Project Recommendations

Selection of projects for inclusion into the financially Constrained Long-Range Plan (CLRP)

Recommended transportation investments and strategies to be included in the CLRP shall be determined cooperatively by the MPO, the State, and Public Transportation Provider(s). The CLRP shall be updated at least every five years, and address no less than a 20 year planning horizon. Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders (including any intercity bus operators) with reasonable opportunities for involvement and comment as specified in 23 CFR 450.316 and in accordance with the procedures outlined in the Participation Plan. The MPO shall demonstrate explicit consideration and response to public input received during the development of the CLRP.

Development of the Transportation Improvement Program (TIP)

The financially constrained TIP shall be developed by the MPO with assistance from the State and Public Transportation Provider(s). The TIP shall cover a minimum four year period and shall be updated at least every four years, or more frequently as determined by the State to coincide and be compatible with the Statewide Transportation Improvement development and approval process.

The State shall assist the MPO and Public Transportation Provider(s) in the development of the TIP by: 1) providing the project listing, planned funding and obligations, and 2) working collaboratively to ensure consistency for incorporation into the STIP. The TIP shall include any federally funded projects as well as any projects that are regionally significant regardless of type of funding. Projects shall be included and programmed in the TIP only if they are consistent with the recommendations in the CLRP. The State and the Public Transportation Provider(s), assisted by the state, shall provide the MPO a list of project, program, or grouped obligations by year and phase for all the State and the public transportation projects to facilitate the development of the TIP document. The TIP shall include demonstration of fiscal constraint and may include additional detail or supporting information provided the minimum requirements are met. The MPO shall demonstrate explicit consideration and response to public input received during the development of the TIP.

Once the TIP is compiled and adopted by the Policy Board the MPO shall forward the approved TIP, MPO certification, and MPO TIP resolution to the State. After approval by the MPO and the Governor, the State shall incorporate the TIP, without change, into the STIP. The incorporation of the TIP into the STIP demonstrates the Governor's approval of the MPO TIP. Once complete, the STIP shall be forwarded by the State to FHWA and FTA for review and approval.

Article 6
Financial Planning and Programming, and Obligations

The State, the MPO and the Public Transportation Provider(s) are responsible for financial planning that demonstrates how metropolitan long-range transportation plans and improvement programs can be implemented consistent with principles for financial constraint. Federal requirements direct that specific provisions be agreed on for cooperatively developing and sharing information for development of financial plans to support the metropolitan transportation plan (23 CFR 450.324) and program (23 CFR 450.326), as well as the development of the annual listing of obligated projects (23 CFR 450.334).

Fiscal Constraint and Financial Forecasts

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR 450.324 and 450.326 respectively with highway, public transportation and other transportation project costs inflated to reflect the expected year of expenditure. To support the development of the financial plan for the CLRP, the State shall provide the MPO with a long-range forecast of expected state and federal transportation revenues

for the metropolitan planning area. The Public Transportation Provider(s), similarly, shall provide information on the revenues expected for public transportation for the metropolitan planning area. The financial plan shall contain system-level estimates of the costs and the revenue sources reasonably expected to be available to adequately operate and maintain the federal aid highways and public transportation. The MPO shall review the forecast and add any local or private funding sources reasonably expected to be available during the planning horizon. Recommendations on any alternative financing strategies to fund the projects and programs in the transportation plan shall be identified and included in the plan. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently found removed or substantially reduced (i.e., by legislative or administrative actions) the MPO will not act on a full update or amended CLRP and/or TIP that does not reflect the changed revenue situation.

Annual Obligation Report

Within 90 days after the close of the federal fiscal year the State and the Public Transportation Provider(s) shall provide the MPO with information for an Annual Obligation Report (AOR). This report shall contain a listing of projects for which federal highway and/or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and at a minimum include TIP project description and implementing agency information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The MPO shall publish the AOR in accordance with the MPO's public participation plan criteria for the TIP.

Article 7
Performance-Based Metropolitan Planning Process Responsibilities

The MPO

The MPO, in cooperation with the State and Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The MPO shall properly plan, administratively account for and document the MPO's performance based planning activities in the MPO UPWP.

The MPO shall develop, establish and update the federally required transportation performance targets that apply for the MPO metropolitan planning area in coordination with the State(s) and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of the MPO after reasonable opportunity for and consideration of public review and comment, and not later than 180 days after the date on which the relevant State(s) and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the MPO deadline for the selection of new or updated targets, for each federally required performance measure, the MPO shall formally notify the state(s) and Public Transit Provider(s) of whether the MPO: 1) has selected "to contribute toward the accomplishment" of the statewide target selected by the state, or 2) has identified and committed to meet a specific quantitative target selected by the Public Transportation Provider(s) or the MPO for use in the MPO's planning area of Virginia.

In the event that a Virginia MPO chooses to establish a MPO-specific federal highway or transit performance measure quantitative target, then the Virginia MPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the State for the MPO-specific highway and/or transit performance measure(s). Reports from the Virginia MPOs that choose their own MPO-specific highway or transit target(s) will be due to the State no later than 21 days from the date that the MPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated MPO-specific highway target shall be sent from the Virginia MPO to the VDOT Construction District Engineer. The special report(s) for each new or updated MPO-specific transit target shall be sent from the Virginia MPO to the Department of Rail and Public Transportation. The special report(s) shall include summary documentation on the performance analyses calculation methods, baseline conditions, quantitative target(s), and applicable outcome(s) regarding the latest performance period for the MPO-specific performance measure(s). For the Virginia MPOs which agree to plan and program projects "to contribute toward the accomplishment" of each of the statewide performance measure targets, the State will conduct the performance analyses for the MPO's metropolitan planning area in Virginia and provide online summaries for each measure such that no special report to the State will be due from these MPOs.

If a Virginia MPO chooses to contribute to achieving the statewide performance target, the MPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area's performance to inform the development of appropriate performance targets. The MPO may use State performance measures information and targets to update the required performance status reports and discussions associated with each MPO CLRP and/or TIP update or non-administrative modification. The MPO's

transportation performance targets, recent performance history and status will be identified and considered by the MPO's Policy Board in the development of the MPO CLRP with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The MPO CLRP and its accompanying systems performance report, and/or the MPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest State performance measure status information available and posted online by the State regarding the metropolitan planning area at the time of the MPO's Technical Committee recommendation of the draft MPO long range plan or draft TIP.

The State

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), the State is the lead party responsible for continuous highway travel data measurement and collection. The State shall measure, collect highway data and provide highway field data for use in federal highway related performance measure analyses to inform the development of appropriate federal performance targets and performance status reports. MPO information from MPO-specific data analyses and reports might not be incorporated, referenced or featured in computations in the Virginia statewide performance data analyses or reports. The State shall provide highway analyses for recommending targets and reporting on the latest performance history and status not only on a statewide basis but also on the Virginia portions of each of Virginia's MPO metropolitan planning areas, as applicable. The findings of the State's highway performance analyses will inform the development or update of statewide targets.

Information regarding proposed statewide targets for highway safety and non-safety federal performance measures will be presented to the Commonwealth Transportation Board (CTB) at the CTB's public meetings and related documents, including, but not limited to, presentations and resolutions, will be made publicly available on the CTB website. The MPO and Public Transportation Provider(s) shall ensure that they inform the State of any special data or factors that should be considered by the State in the recommendation and setting of the statewide performance targets.

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The MPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target

adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.

The Public Transportation Provider(s)

For the metropolitan areas, Public Transportation Providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the MPO, the State and Public Transportation Provider(s) to ensure consistency with the performance targets that Public Transportation Providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Information from the Public Transportation Provider(s) on new or updated public transit asset management and safety performance targets, and data-reports on the public transit performance history and status relative to the targets is necessary for use and reference by the affected State(s) and the MPO(s). The Public Transportation Provider(s) that receive federal funds shall annually update and submit their transit asset management targets and data-reports to the FTA's National Transit Database consistent with FTA's deadlines based upon the applicable Public Transportation Provider's fiscal year. The Public Transportation Provider(s) shall notify, and share their information on their targets and data-reports electronically with the affected State(s) and MPO(s) at the time that they share the annual information with FTA, and coordinate, as appropriate, to adequately inform and enable the MPO(s) to establish and/or update metropolitan planning area transit target(s) no later than 180 days thereafter, as required by performance-based planning process.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.

Chair
Charlottesville-Albemarle
Metropolitan Planning Organization

WITNESS BY _____
DATE 7/25/18

_____

Secretary of Transportation
Commonwealth of Virginia

WITNESS BY _____
DATE _____

_____

City Manager
City of Charlottesville for
Charlottesville Area Transit

WITNESS BY _____
DATE 1/2/2019

_____

Executive Director
Jaunt, Inc.

WITNESS BY _____
DATE 12/10/2018

_____

Executive Director
Thomas Jefferson
Planning District Commission

WITNESS BY _____
DATE 8-3-18

County Executive
Albemarle County

WITNESS BY Cheryl Skeen
DATE 12/17/2018

Attachment C: FTA Section 5303 and PL Funding Breakdown

FY21			
	PL	FTA	Total
Task 1: Administration	**$45,500**	**$24,500**	**$70,000**
Reporting and Compliance with Regulations	$6,500	$3,500	$10,000
Staffing Committees	$19,500	$10,500	$30,000
Information Sharing	$3,250	$1,750	$5,000
Cross-Jurisdictional Communication	$3,250	$1,750	$5,000
Public Participation	$7,800	$4,200	$12,000
Online Resources	$5,200	$2,800	$8,000
Task 2: Long Range Transportation Planning	**$115,073**	**$61,427**	**$176,500**
MPO 101 Primers	$15,000	$5,000	$20,000
Safety Performance Measure Analysis	$35,000	$0	$35,000
Bike & Pedestrian Counts	$10,000	$8,000	$18,000
Equity in Transportation - Community ID	$30,518	$13,541	$44,059
Regional Transit & Rail Planning	$0	$30,000	$30,000
EV Charging Station Needs Assessment	$10,000	$2,000	$12,000
Rt. 29 North Corridor Study	$14,555	$2,886	$17,441
Task 3: Short Range Transportation Planning	**$47,900**	**$28,100**	**$76,000**
TIP	$10,400	$5,600	$16,000
SMART SCALE	$25,000	$7,500	$32,500
Travel Demand Management	$5,000	$5,000	$10,000
Regional Transit Partnership	0	$10,000	$10,000
On-call Services	$7,500	0	$7,500
TOTAL	**$208,473**	**$114,027**	**$322,500**

Thomas Jefferson Planning District Commission
Charlottesville/Albemarle MPO

CONTACT: Lucinda Shannon
434-979-0654
lshannon@tjpdc.org

Public Notice

Hearings will be held at the:

- **MPO Policy Board Meeting on Wednesday, May 27, 2020 at 4:00 p.m.**

The Charlottesville-Albemarle MPO will host a public hearing on:

Adopting the FY 2021 Unified Planning Work Program (UPWP)

Adopting the FY 2021-2024 Transportation Improvement Program (TIP)

These planning documents outline future Charlottesville-Albemarle MPO activities. More information can be found at (http://campo.tjpdc.org).

The hearings will be held online and phone, visit http://campo.tjpdc.org for connection instructions.
The public is welcome and encouraged to attend. Comments may also be submitted via telephone, email or letter to the MPO: POB 1505, Charlottesville, VA 22902; phone (434) 979-7310; email: info@tjpdc.org.

Charlottesville Area Transit (CAT) uses the Transportation Improvement Program (TIP) development process of the TJPDC Metropolitan Planning Organization (MPO) to satisfy the public hearing requirements of 49 U.S.C. Section 5307(c). The TIP public notice of public involvement activities and time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program.