



# Unified Planning Work Program (UPWP)

Fiscal Year 2019  
July 1, 2018 – June 30, 2019

 *Thomas Jefferson*  
Planning District Commission  
Charlottesville/Albemarle MPO



 **VDOT**  
Virginia Department of Transportation

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

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





## Preface

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

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## INTRODUCTION

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### **Purpose of the Unified Planning Work Program**

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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 2019. 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).

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### **Purpose of the Metropolitan Planning Organization**

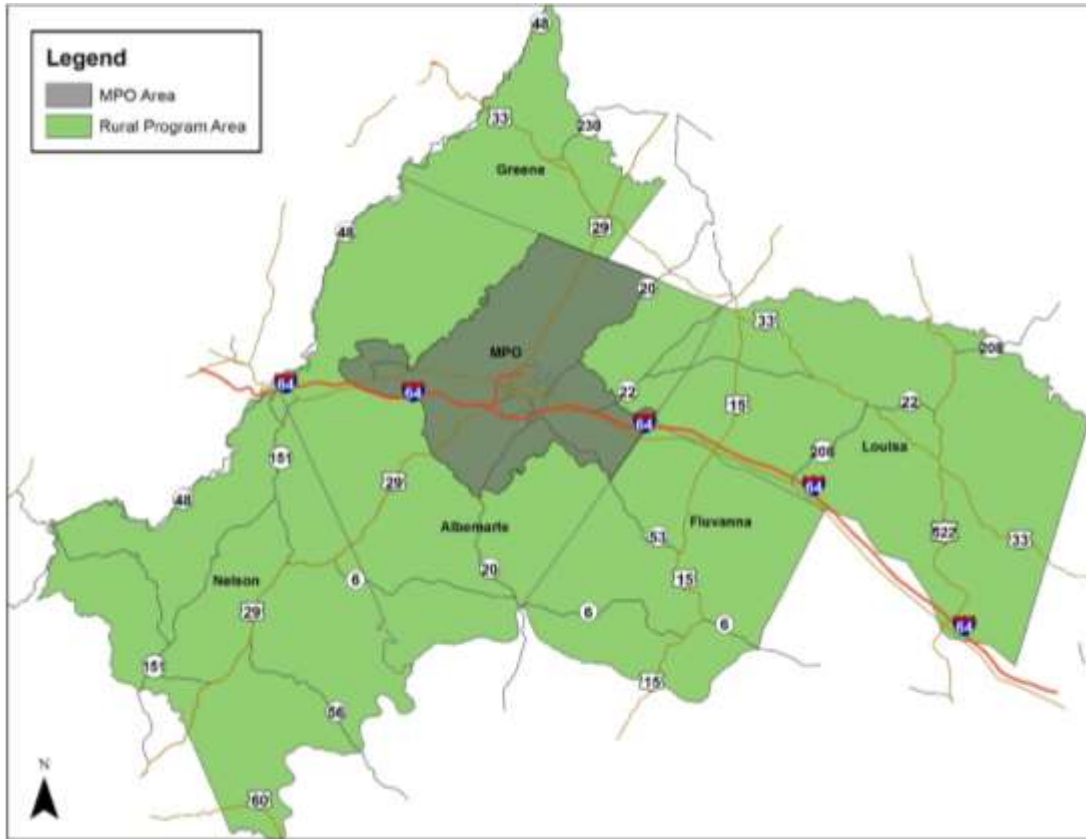
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CA-MPO provides a forum for conducting continuing, comprehensive, and coordinated (3-C) transportation decision-making among the City, County, UVA, JAUNT, CAT, DRPT and VDOT officials. In 1982, Charlottesville and Albemarle officials established the 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 January 28, 2009 (Attachment B).

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

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

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




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### 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.

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### **MPO Transportation Infrastructure Issues and Priorities**

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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 more public involvement and participation, particularly addressing environmental justice and Title VI issues;<sup>1</sup>
- 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.

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### **Public Participation/Title VI and Environmental Justice**

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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.

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<sup>1</sup> 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 FY18 Work Program Budget. These tables outline the FY19 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.

**FY19 Work Program: Funding by Source**

Funding Source	Federal	State	Local	Total
	80%	10%	10%	100%
FY-18 PL Funding	\$159,235	\$19,904	\$19,904	\$199,044
FY-18 FTA Funding	\$86,394	\$10,800	\$10,800	\$107,994
<b>PL+FTA Total</b>	<b>\$245,629</b>	<b>\$30,704</b>	<b>\$30,704</b>	<b>\$307,038</b>
VDOT SPR	\$168,000	\$21,000	\$21,000	\$210,000
<b>Total FY17 Work Program</b>	<b>\$413,629</b>	<b>\$51,704</b>	<b>\$51,704</b>	<b>\$517,038</b>

**FY19 Work Program: Funding by Task**

Funding Source	Task 1	Task 2	Task 3	Total
	25%	48%	26%	100%
FY-18 PL Funding	\$50,471	\$107,573	\$41,000	\$199,044
FY-18 FTA Funding	\$27,383	\$40,611	\$40,000	\$107,994
<b>PL+FTA Total</b>	<b>\$77,854</b>	<b>\$148,184</b>	<b>\$81,000</b>	<b>\$307,038</b>
VDOT SPR	\$52,500	\$84,000	\$73,500	\$210,000
<b>Total FY17 Work Program</b>	<b>\$130,354</b>	<b>\$208,566</b>	<b>\$182,496</b>	<b>\$521,416</b>

*VDOT SPR: Non-Urbanized/Rural Transportation Planning Program - \$170,000*



## Highlights of FY18 UPWP

The CA-MPO conducted several plans, projects and initiatives in FY18. Below are highlights from that year, helping to give context for the FY19 activities.

### **Coordination of Route 29 Solutions Projects**

From FY15 to FY18, 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 Route 29 Advisory Panel and the Hydraulic Route 29 panel. MPO efforts included helping coordinate these efforts.

### **Smart Scale Prioritization**

The Smart Scale process scores and ranks transportation projects, based on an objective and fair 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 FY18, CA-MPO staff monitored changes to the Smart Scale process and helped coordinate applications for Smart Scale Round three.

### **Jefferson Area Bike and Pedestrian Plan**

The TJPDC recommitted efforts to update the Jefferson Area Bike and Pedestrian Plan, last approved in 2004. In FY18 the MPO coordinated its bike and pedestrian planning with the Piedmont Environmental Council's Regional Greenways initiative. Other related efforts included extensive public outreach via meetings and an online Wiki-Map. The plan will be completed as part of the FY19 work program and integrated into the 2045 LRTP update.

### **Regional Transit Study**

In FY16, local decision-makers of the Planning and Coordination Council (PACC) asked the TJPDC/CA-MPO to reexamine opportunities for improved communication, coordination and collaboration on transit matters. The effort explored operations of the region's three transit providers: Charlottesville Area Transit (CAT), JAUNT and University Transit Service (UTS). Rather than focus specifically on an RTA, the Commission's (TJPDC) assignment was to "review organizational, decision-making and formal communication options for the transit service organizations in the region and to explore partnership opportunities between CAT, JAUNT and UTS to enhance transit service in the region." Staff completed the study in FY17 and began hosting Regional Transit Partnership meetings in the last half of FY18.

### **Long Range Transportation Plan**

In FY17, the CA-MPO officially kicked-off the five-year update of the LRTP, with a completion date scheduled in FY19. The MPO developed a detailed scope of work and for FY18 has been working through the plan update process. This has included:

- Hosting a kickoff public meeting
- Working with VDOT and a consultant to rebuild the regional travel demand model
- Conducting preliminary modeling
- Collecting and analyzing traffic, safety, roadway condition, and freight data
- Defining plan goals and objectives

## FY19 Unified Planning Work Program

- Coordination with localities
- Developing and updating performance measures

FY 19 will see the plan completion and adoption.

### **Transportation Improvement Program (TIP)**

The State initiated an update of the Statewide Transportation Improvement Program (STIP), requiring each of Virginia's MPOs to update their TIPs. For FY18 Staff worked with VDOT to update and rollover the FY18-21 TIP. Since adopted the TIP has been amended once and adjusted once. In preparation for rollover from the FY2015-2018 TIP staff worked with VDOT to amend the FY15-18 two times in FY18.

## **FY19 UPWP Activities by Task**

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### **Task 1: Administration**

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*Total Funding:* \$77,854

*PL Funding:* \$50,471

*FTA Funding:* \$27,383

*VDOT SPR:* \$52,500

#### **A) Reporting and Compliance with Regulations**

*PL Funding:* \$8,000

*FTA Funding:* \$3,000

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

- The Transportation Improvement Program (TIP);
- FY19 Unified Planning Work Program;
- Monthly progress reports and invoices; and,
- Other funding agreements.

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

#### *End Products:*

- Maintain the Transportation Improvement Program (TIP), as necessary;
- Complete annual Unified Planning Work Program (UPWP);
- 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:* \$20,000

*FTA Funding:* \$12,000

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

## FY19 Unified Planning Work Program

The CA-MPO staffs the following groups:

- MPO Policy Board;
- MPO Technical Committee;
- Citizens Transportation Advisory Committee (CTAC);
- Regional Transit Partnership (RTP) -New for FY18 & FY19; and,
- Additional committees as directed by the MPO Policy Board

*End Products:*

- Staff committees;
- Maintain memberships on committees;
- Issue public notices and mailings;
- Establish improved orientation packets for Policy Board and committees;
- Restructure Policy Board and Committee bylaws, based on the Strategic Plan; and,
- Maintain the TJPDC/MPO Website.

### **C) Information Sharing**

*PL Funding:* \$2,500

*FTA Funding:* \$3,000

The MPO functions as a conduit for sharing information between local governments, transportation agencies, and the public. MPO staff will provide data and maps to State and Federal agencies, and 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.

*End Products:*

- Continue to review and update facts and figures;
- Provide technical data, maps and reports to planning partners;
- Continue training events, via a Transportation Planning Academy;
- Maintain the TJPDC's social media; and,
- Maintain the MPO Website.

### **D) Cross-Jurisdictional Communication**

*PL Funding:* \$8,000

*FTA Funding:* \$3,000

In FY19, the CA-MPO will take added steps to coordinate 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.

*End Products:*

- Attend local planning commission meetings;
- Attend City Council and Board of Supervisors meetings;
- Establish greater communication between Planning District Commission and MPO Policy Board;
- Coordinate MPO's LRTP with update of the Rural Long-Range Plan (RLRP);
- 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 the Lynchburg MPO (new for FY19).

**E) Public Participation**

*PL Funding:* \$8,000

*FTA Funding:* \$3,000

The CA-MPO updated its Title VI and Environmental Justice Plan (approved May 2016) to assist in meeting federal requirements for engaging minority, low-income, and limited English-speaking populations. TJPDC 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:*

- Enforce the Title VI/Environmental Justice Plan;
- Implement standards from the 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,
- Maintain and update the MPO website to meet ADA accessibility standards.

**F) Online Resources**

*PL Funding:* \$3,971

*FTA Funding:* \$3,383

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,
- Formalize online training resources associated with the LRTP update and other processes.

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**Task 2: Long Range Transportation Planning**

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*Total Funding:* \$148,184

*PL Funding:* \$107,573

*FTA Funding:* \$40,611

*VDOT SPR:* \$84,000

**A) 2045 Long Range Transportation Plan (LRTP)**

*PL Funding:* \$95,573

*FTA Funding:* \$25,000

The Charlottesville-Albemarle Metropolitan Planning Organization's Long Range Transportation Plan (LRTP) will need to be updated by May, 2019. This update will rely on a revised version of the process used during the 2040 update. The new approach takes into account many of the lessons learned that were documented in the *2040 Lessons Learned* report. This process also incorporates new requirements and guidance provided by FHWA and VDOT. The process further incorporates many components of Smart Scale, the Commonwealth's data-driven transportation project evaluation funding strategy. A key goal of the 2045 plan update is to ensure all projects on the constrained list are Smart Scale ready, which means there are enough design details and cost estimations to facilitate Smart Scale applications.

The plan update process is built around a 27-month timeline, which is outlined at the end of this scope. The timeline allows for adequate time to evaluate the existing plan, conduct a robust public input process, analyze projects using performance measures and metrics, and a thorough vetting of the final list of projects.

The LRTP update is divided into a set of eight tasks, each with a set of subtasks that lead to the eventual adoption of a new Long Range Plan. Tasks are outlined below and summarized in the attached timeline. Given this is a two-plus year process, there inevitably will be some changes to the timeline as the process matures.

*End Products:*

- Implement data management plan;
- Maintain the LRTP performance measures to evaluate proposed changes to the plan;
- Evaluate LRTP projects under the State's Smart Scale prioritization process;
- Develop specialized performance measures for transit projects for the LRTP update;
- Provide VDOT with data to maintain and update the Travel Demand Model;
- Continue to share information to ensure a cooperative and collaborative process; and,
- Continue update of the LRTP, as laid out in the Scope of Work.

**B) Jefferson Area Bike and Pedestrian Plan**

*PL Funding:* \$12,000

*FTA Funding:* \$9,000

In 2004, the Thomas Jefferson Planning District Commission (TJPDC/CA-MPO) developed the Jefferson Area Bike and Pedestrian Plan. The document spanned the MPO and Rural Transportation Programs of the region, establishing a regional vision for bike and pedestrian projects for all four member localities and incorporated towns. The TJPDC's member localities adopted their portions of the plan into their local comprehensive plans. The Jefferson Area Bike and Pedestrian Plan also fed into other local, regional and State plans.

Given the new funding requirements and scrutiny for transportation funding, the TJPDC/CA-MPO will develop a new regional bike and pedestrian plan to establish a better way to prioritize and implement bike/pedestrian improvements. The plan will serve as a practical guide for local, regional and State decision-makers. With a targeted audience of officials, the plan will provide detailed guidance to decision-makers and establish a strategic approach to implementing recommendations. The Jefferson Area Bike and Pedestrian Plan will not serve as an educational piece or as an advocacy document. The plan is slated to be completed in FY19 and is being developed in coordination with the TJPDC' Rural Transportation Program.

*End Products:*

- Establish bike and pedestrian goals for the region;
- Complete a detailed inventory of existing conditions;
- Develop specialized performance measures for bike and pedestrian projects for the Jefferson Area Bike and Pedestrian Plan;
- Complete a detailed inventory of bike and pedestrian recommendations for existing plans;
- Initiate a public process for crafting goals and vetting priorities; and,
- Complete the plan with recommendations integrated into the LRTP and Rural Long Range Plan (RLRP).

**C) Amtrak Station Redevelopment**

*PL Funding:* \$0

*FTA Funding:* \$6,611

Downtown Charlottesville is home to the only train station in the CA-MPO boundaries. Currently, the station is over capacity and unable to meet planned Amtrak service in the corridor. In response, the CA-MPO began discussions with member localities and other stakeholders to begin a planning effort for the site and regional rail corridor. In FY17, MPO staff met with the property owner and DRPT to discuss possible steps for ensuring the station can remain attractive to users, as service in the area is expected to increase.

*End Products:*

- Work with DRPT and the property owner to find ways for improving Amtrak facilities on site, and
- Identify and submit potential project funding applications

**H) Other Studies**

Grant Funds

CA-MPO staff will continue to pursue grant opportunities and other planning studies that will focus on:

- Improving regional connections between the City and County;
- Assisting member jurisdictions with local projects; and,
- Assessing connections with other regions and MPOs.

*End Products:*

- Work with local officials and staff to identify additional planning efforts;
- Coordinate with neighboring regions to identify the potential for coordinated planning efforts; and,
- Continue to monitor grants and funding sources, to support additional efforts.

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**Task 3: Short Range Planning**

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*Total Funding:* \$81,000

*PL Funding:* \$41,000

*FTA Funding:* \$40,000

*VDOT SPR:* \$73,500

**A) Transportation Improvement Program (TIP)**

*PL Funding:* \$15,000

*FTA Funding:* \$5,000

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

MPO, TJPDC, VDOT, DRPT, and local City and County staff will continue to collaborate and monitor maintenance of the TIP. The final TIP document shall be posted on the TJPDC website.

*End Products:*

- Update the TIP format to improve accessibility and transparency;
- Process the Annual Obligation Report;
- Process TIP amendments and adjustments;
- Monitor the TIP as necessary, ensuring compliance with federal planning regulations; and,
- Maintain the TJPDC Website and update to meet ADA accessibility standards.

**B) Short Range Project Planning**

*PL Funding:* \$20,000

*FTA Funding:* \$5,000

MPO staff will work with the City and County on outreach efforts to implement MPO plans and recommendations, including exploration of additional funding opportunities and identification of priority projects. Specific efforts include seeking funding sources to implement project concepts from the 2040 LRTP, Bike and Pedestrian plans, the Pantops Master Plan, the Northtown Trail project and other previously adopted planning documents. The CA-MPO will work with State and local agencies to prioritize and submit a list of recommended projects to the District Planner, for consideration in the State's prioritization and selection process. Staff will document how it developed and prioritized the list of projects. Staff will also test how projects will score under funding formulas, such as Smart Scale. This exercise will prepare the CA-MPO and localities for

the State's methodology.

*End Products:*

- Facilitate outreach efforts in the pursuit of funding sources for high priority projects within the MPO;
- Attend VDOT's Fall Transportation Meeting;
- Attend VDOT's Spring Transportation Meeting;
- Test Smart Scale standards with candidate projects for the SYIP;
- Hold a regional meeting to coordinate project submittals from the member localities and MPO;
- Submit a list of prioritized projects for consideration in the SYIP; and,
- Write implementation white papers on select MPO-related projects, for road, bike, pedestrian and transit improvements.

**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. Aside from work on the Jefferson Area Bike and Pedestrian Plan, the CA-MPO will also commence with several short-range efforts for improving the bike and pedestrian environment. These efforts include data collection, reports, implementation of projects and programming.

*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;
- Per the Strategic Plan, integrate TDM into all MPO recommendations and projects;
- Identify opportunities for new bicycle and pedestrian facilities, as requested;
- Hold the annual Better Block project to demonstrate best practices in street design;
- Implement recommendations from the Bike Route 76 Corridor Study; and,
- Pursue other funding opportunities to support bicycle and pedestrian facilities and planning.

**D) Regional Transit Partnership (RTP)**

*PL Funding:* \$1,000

*FTA Funding:* \$25,000

In F17, 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.



## FY19 Unified Planning Work Program

In FY19, the RTP will continue a regular meeting schedule of every other month. Additionally, the RTP will be integrated into the MPO's updated MOU/Three Cs Agreement. 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,
- Begin to reassess the need for a Regional Transit Authority.

### **E) On-Call Services**

*PL Funding:* \$0

*FTA Funding:* \$0

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

### *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.

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## **Task 4.0: Contracted Projects and Studies**

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### **A) Explore opportunities for new contracted project and studies.**

Topical areas include:

- Corridor planning
- Rail passenger station improvements
- Complete streets and travel demand management

## CA-MPO in FY20

The CA-MPO Strategic Plan identifies several efforts for FY19. Staff anticipates work on the following efforts, some of which will carry-over from FY18.

### **L RTP 2045**

- Integrate findings from additional reports and studies
- Conduct annual review of Plan and performance targets as set forth in MAP-21
- Continue to coordinate procedures and efforts with neighboring MPOs
- Continue development of the L RTP

### **Smart Scale**

- Explore ways to improve the success of funding for projects
- 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

### **Other Studies**

- Improve regional connections between the City and County
- Assist member jurisdictions with local projects
- Assess connections with other regions and MPOs

### **Committees and Policy Board**

- Establish a non-voting member of the MPO Policy Board that represents Piedmont Virginia Community College (PVCC)
- Establish non-voting positions for rural communities that are likely to be integrated into the MPO after the next decennial census

### **Data Sharing**

- Creating a public, online data center that provides an inventory of all available transportation information for the region
- Establish a well-defined project pipeline with defined funding strategies

## Public Participation Process

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### Review and Approval of Tasks

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MPO Policy Board:

- Draft Review March 28<sup>th</sup>
  - Final Approval May 23<sup>rd</sup>
- 

### Online Posting

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Posted on TJPDC.org: March 7, 2018

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### State Review

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Draft submittal for VDOT review/comment:

Draft submittal for DRPT review/comment:

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### Review of Final FY16 UPWP

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MPO Technical Committee: May 15<sup>th</sup>

Citizen Transportation Advisory Committee (CTAC): May 16<sup>th</sup>

MPO Policy Board: May 23<sup>th</sup>

\*\*PUBLIC HEARING: May 23<sup>th</sup>, 2018\*\*

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*Note: Copy of public hearing 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
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year (refers to the state fiscal year July 1 – June 30)
GIS	Geographic Information System
JAUNT	Regional transit service provider to Charlottesville City, and Albemarle, Fluvanna, Louisa, Nelson, Buckingham, Greene and Orange Counties
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> 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

FY19 Unified Planning Work Program

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

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**Attachment A: Tasks Performed by VDOT, Page 21**

**Attachment B: Memorandum of Understanding (January 28, 2009), Page 26**

**Attachment C: FTA Section 5303/PL Funding Breakdown, Page 31**

**Attachment D: Public Notice and Resolution, Page 32**

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**Attachment A: Tasks Performed by VDOT**

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Charlottesville/Albemarle Urbanized Area  
FY-2019 Unified Planning Work Program  
VDOT Input

**State Planning and Research (SPR) Funds Available**

**\$ 380,000**

Tasks

**1. Administration of the Continuing Urban Transportation Planning Process (3-C)  
Budgeted \$52,500**

- Preparation for and attendance at MPO Policy Board, Technical Committee, 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 amendments to the FY-2018 - 21 TIP
- Review road plans for conformance with current transportation plan
- Conduct Federal-Aid/Functional Classification System reviews
- Coordinate multi-modal activities and maintain/update transportation 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. Long-Range Transportation Planning  
Budgeted \$84,000**

- Respond to inquiries concerning the Year 2040 Long-Range Transportation Plan
- Assist the MPO with the updates of the Year 2040 Long-Range Transportation Plan
- Assist the MPO with the development of the Year 2045 Long-Range Transportation Plan
- Assist the MPO with model 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
- Participate in the MPO Citizen Transportation Advisory Committee (CTAC)
- Participate in the MPO Technical Committee as the VDOT Representative
- Participate in the MPO Policy Board Committee Meetings
- 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. Short-Range Transportation Planning  
Budgeted \$73,500**

- 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. Non-Urbanized/Rural Transportation Planning Program  
Budgeted \$170,000**

- 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



## FY19 Unified Planning Work Program

- 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.

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**Attachment B: Memoranda of Understanding**

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**Charlottesville-Albemarle Metropolitan Planning Organization  
of the Thomas Jefferson Planning District Commission**  
POB 1505, 401 E. Water St, Charlottesville, VA 22902 www.tjfdc.org  
(434) 979-7310 phone • (434) 979-1597 fax • info@tjfdc.org email

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

This agreement is made and entered into as of January 28, 2009 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, the City of Charlottesville hereinafter referred to as the City, the Charlottesville Transit Service hereinafter referred to as CTS, the County of Albemarle hereinafter referred to as the County, JAUNT, Inc (rural transit and paratransit operator) hereinafter referred to as JAUNT, (with JAUNT and CTS together hereinafter referred to as the Public Transit Operators), 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 cooperative, comprehensive and continuing (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(a) direct that the MPO, State, and Public Transit Operator(s) 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 and Public Transit Operators, the MPO shall serve as the forum for cooperative development of the transportation planning and programming activities and products for the Charlottesville-Albemarle Area. It is also agreed that the following articles will guide the 3-C process.

**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 the urbanized portions of the County of Albemarle. It is recognized that the scope of the regional study area used with the transportation demand model may extend beyond the MPA. The boundaries of the MPA shall be subject to approval of the MPO and the Governor.

**Article 2  
Metropolitan Transportation Planning and Programming Process**

The State, the MPO, the CITY, the COUNTY, the Staff, and Public Transit Operators shall establish continuing, cooperative, and comprehensive transportation planning and programming process as provided for by SAFETEA-LU and in accordance with the constitution and statutes of the Commonwealth of Virginia. This process shall be followed and result in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

The MPO, designated in accordance with 23 CFR Part 450, shall be responsible for carrying out the metropolitan transportation planning process. The State, the CITY, the COUNTY, the Staff, and Public Transit Operators as signatories of this agreement shall coordinate their responsibilities for transportation planning, programming and implementation with those of the MPO.

The State shall coordinate its responsibilities for statewide transportation plans and programs with the metropolitan transportation plans and programs. The State, the MPO, the CITY, the COUNTY, the Staff, and Public Transit Operators shall cooperate in the reconciliation of such plans and programs as necessary to ensure connectivity with transportation systems.

Details regarding specific functions, duties and responsibilities of the State, the MPO, the CITY, the COUNTY, the Staff, and Public Transit Operators in the metropolitan transportation planning and programming process shall be as described in the Unified Planning Work Program (UPWP). Such functions, duties and responsibilities shall be carried out in accordance with all applicable provisions of SAFETEA-LU (or as amended by future Federal legislation reauthorizing transportation funding and the 3-C process), and its implementing federal regulations of 23 CFR 450 and 23 CFR 420.

### **Article 3 Metropolitan Planning Organization**

The MPO policy board shall be composed of the following voting representatives designated by and representing their locality or agency:

1. City of Charlottesville 2 representative(s)
2. County of Albemarle 2 representative(s)
3. State 1 representative participating on behalf of the State, appointed by the Commonwealth of Virginia Secretary of Transportation)

The policy board will consider, analyze as appropriate, and reflect in the planning and programming process the metropolitan planning factors and requirements for MPO and State certifications as required by sections 23 CFR 450.306, and 450.334, respectively. There shall also be a nonvoting representative designated by and representing each of the following:

1. Federal Highway Administration
2. Federal Transit Administration
3. Federal Aviation Administration
4. Department of Rail and Public Transportation
5. JAUNT
6. Charlottesville Transit Service
7. Thomas Jefferson Planning District Commission
8. University of Virginia
9. Charlottesville Albemarle Regional Transportation (CHART) Citizens' Advisory Committee

The membership, voting and nonvoting, shall be expanded to include additional localities or agencies as may be necessary. State elected officials may also serve on the MPO at the discretion of the MPO policy board. The MPO shall elect a chairman and other officers as deemed appropriate, and shall establish rules of order. The MPO constituted hereinafter shall remain in effect until such time the local jurisdictions and the Governor of the Commonwealth of Virginia re-designate the MPO in accordance with 23 CFR Part 450.

The governing body of each member locality or agency, having appointed the appropriate number of representatives to the MPO policy board as indicated in this ARTICLE, whether voting or nonvoting, may appoint an alternate member(s). Voting privileges for alternates shall be the same as for the regular member in the absence of the regular member.

Additional information on the MPO policy board, related committees, structure(s), membership(s), and working methods shall be established in the Bylaws and in a formal, written Public Participation Plan, as required by SAFETEA-LU. The Public 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.

**Article 4  
Financing the Process**

The responsibilities of the MPO shall be supported by planning funds authorized by Section 104(f) of Title 23 of the United States Code, hereinafter referred to as PL Funds, and by Section 1607 (d) of Title 49 of the United States Code, hereinafter referred to as Section 8 Funds. PL Funds and Section 8 Funds shall be allocated to work activities in an annual Unified Planning Work Program at the direction of the MPO in cooperation with the State, the CITY, the COUNTY, the Staff, and Public Transit Operators. The use of PL Funds, Section 8 Funds and other funding sources shall continue as additional monies are appropriated. Should all such funds be discontinued, this AGREEMENT may be terminated.

**Article 5  
Inclusion and Selection of Project Recommendations**

**Selection of projects for inclusion into the 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 Transit Operator(s). Prior to the formal adoption of a final CLRP, the MPO shall provide the public and other interested stakeholders 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)**

To the extent that funds are reasonably available, the projects to be included in the TIP shall be cooperatively determined by the MPO, the State and Public Transit Operators. Projects may be included and programmed in the TIP only if they are also consistent with the recommendations in the CLRP. The State shall provide the MPO a list of known project, program, or grouped obligations by year and phase, for all Virginia Department of Transportation funded projects to assist in the development of the TIP document. The format of the TIP portion of the State Transportation Improvement Plan (STIP) will be based on the executed agreement between FHWA, FTA, and the State. The MPO may include additional detail or supporting information as deemed appropriate to the TIP document. The MPO may add any additional federally funded projects (i.e. CMAQ and RSTP), locally funded projects, or locally/regionally administered projects. Once the TIP is compiled and adopted by the Policy Board, the MPO shall forward the TIP to the State. The State shall incorporate the TIP into the STIP. Once complete, the STIP will be forwarded to FHWA for review and approval.

Selected Transportation Enhancement (TE) projects shall be reported by the State to the appropriate MPO for inclusion in the MPO CLRP and TIP.

The selection of projects from the TIP by the MPO, State or Public Transit Operator(s) shall be done in full accordance with 23 CFR 450.330.

**Article 6  
Financial Planning and Programming, and Obligations**

The State, the MPO and the Public Transit Operators 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 450.322(f)(10)) and program (23 CFR 450.324(h) & (i)), as well as the development of the annual listing of obligated projects (23 CFR 450.332).

**Fiscal Constraint and Financial Forecasts**

The CLRP and TIP shall be fiscally constrained pursuant to 23 CFR §450.322 and §450.324 respectively with 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 for the planning horizon of the CLRP. 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 a federal fiscal year the Virginia Department of Transportation shall provide the MPO with an Annual Obligation Report. To the extent possible, this report will contain the projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal highway 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 Annual Obligation Report on the Web and in accordance with any other procedures outlined in the Public Participation Plan to ensure adequate access by the public and other interested stakeholders.

**ARTICLE 7-AMENDMENTS**

Amendments to this AGREEMENT, as mutually agreed to, may be made by written agreement between all parties of this AGREEMENT.

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

**Signatures:**



David Stutzky  
Chairman  
Charlottesville-Albemarle Metropolitan Planning Organization

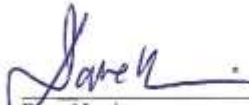
WITNESS BY 

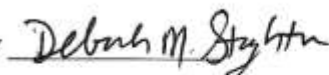
WITNESS BY \_\_\_\_\_

Pierce R. Homer  
Secretary of Transportation  
Commonwealth of Virginia



FY19 Unified Planning Work Program

  
\_\_\_\_\_  
Dave Norris  
Mayor  
City of Charlottesville, and on behalf of the Charlottesville Transit Service

WITNESS BY   
\_\_\_\_\_  
Deborah M. Stoughton

  
\_\_\_\_\_  
David Slutzky  
Chairman  
County of Albemarle Board of Supervisors

WITNESS BY   
\_\_\_\_\_  
Deborah M. Stoughton

  
\_\_\_\_\_  
Connie Brennan,  
Chairman  
Thomas Jefferson Planning District Commission

WITNESS BY   
\_\_\_\_\_  
Deborah M. Stoughton

  
\_\_\_\_\_  
Ray East,  
President  
JAUNT, Inc.

WITNESS BY   
\_\_\_\_\_  
Deborah M. Stoughton

**Attachment C: FTA Section 5303/PL Funding Breakdown**

<b>Funding Source</b>	<b>PL Funding</b>	<b>FTA Funding</b>	<b>Total</b>
<b>Task 1: Administration</b>	<b>\$50,471</b>	<b>\$27,383</b>	<b>\$77,854</b>
A. Reporting and Compliance with Regulations	\$8,000	\$3,000	\$11,000
B. Staffing Committees	\$20,000	\$12,000	\$32,000
C. Information Sharing	\$2,500	\$3,000	\$5,500
D. Cross-Jurisdictional Communication	\$8,000	\$3,000	\$11,000
E. Public Participation	\$8,000	\$3,000	\$11,000
F. Online Resources	\$3,971	\$3,383	\$7,354
<b>Task 2: Long Range Transportation Planning</b>	<b>\$107,573</b>	<b>\$40,611</b>	<b>\$148,184</b>
A. 2045 Long Range Transportation Plan (LRTP)	\$95,573	\$25,000	\$120,573
B. Jefferson Area Bike and Pedestrian Plan	\$12,000	\$9,000	\$21,000
C. Amtrak Station Redevelopment	\$0	\$6,611	\$6,611
D. Other Studies	\$0	\$0	\$0
<b>Task 3: Short Range Planning</b>	<b>\$41,000</b>	<b>\$40,000</b>	<b>\$81,000</b>
A. Transportation Improvement Program (TIP)	\$15,000	\$5,000	\$20,000
B. Short Range Project Planning	\$20,000	\$5,000	\$25,000
C. Travel Demand Management (TDM)	\$5,000	\$5,000	\$10,000
D. Regional Transit Partnership (RTP)	\$1,000	\$25,000	\$26,000
<b>Task 4.0: Consultant Studies</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$199,044</b>	<b>\$107,994</b>	<b>\$307,038</b>

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**Attachment D: Public Notice and Resolution**

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**CONTACT:** Wood Hudson  
(434)422-4825  
[whudson@tjpd.org](mailto:whudson@tjpd.org)

# Notice of Public Hearing

- **Wednesday, May 23, 2017 at 4:00 p.m.**

## **The Charlottesville-Albemarle MPO will host a public hearing for the Fiscal Year 2019 Unified Planning Work Program (UPWP)**

The Unified Planning Work Program (UPWP) provides a mechanism for coordinating transportation planning activities in the Charlottesville/Albemarle Metropolitan Planning Area for the upcoming fiscal year. Draft Unified Planning Work Program is available online <http://campo.tjpd.org/>. Hardcopies available for review M-F 9am to 5pm M-F at 401 East Water Street Charlottesville, Va. 22902.

**The hearing will be held at the Water Street Center, 407 East Water Street, Charlottesville.** 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@tjpd.org](mailto:info@tjpd.org).





**Charlottesville-Albemarle Metropolitan Planning Organization**

POB 1505, 401 E. Water Street, Charlottesville, VA 22902 www.tjpd.org  
(434) 979-7310 phone • info@tjpd.org email

**Resolution of Approval for the CA-MPO's  
Fiscal Year 2019 Unified Planning Work Program (UPWP)**

WHEREAS, The Unified Planning Work Program (UPWP) provides a mechanism for coordinating 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); and

WHEREAS, the CA-MPO provides a forum for conducting a continuing, comprehensive, and coordinated (3-C) transportation decision-making process among the City, County, UVA, JAUNT, CAT, DRPT and VDOT officials; and

WHEREAS, the UPWP identifies all activities to be undertaken in the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO) area for fiscal year 2017; and

WHEREAS, the MPO Technical Committee reviewed the draft UPWP at their regular meeting, on May 15<sup>th</sup>; and

WHEREAS, the Citizen Transportation Advisory Committee (CTAC) reviewed the draft UPWP at their regular meeting, on May 16<sup>th</sup>; and

WHEREAS, staff from the Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT) reviewed and provided amendments to the draft UPWP; and

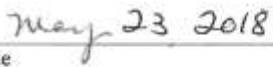
WHEREAS, the MPO Policy Board advertised and held a public hearing on the UPWP for May 23<sup>rd</sup>, 2018.

NOW, THEREFORE BE IT RESOLVED that the Charlottesville-Albemarle Metropolitan Planning Organization (MPO) approves the Fiscal Year 2019 Unified Planning Work Program.

Adopted this 23<sup>rd</sup> day of May 2019 by the Charlottesville-Albemarle Metropolitan Planning Organization.

ATTESTED:

  
\_\_\_\_\_  
Ann Mallek, Chair  
Charlottesville-Albemarle MPO

  
\_\_\_\_\_  
Date