

TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
Meeting Agenda

Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
January 11, 2024
4:30 PM

Meeting Type: ☐ Annual
X Regular
☐ Special (Called)

Microsoft Teams Link:

Microsoft Teams meeting

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Meeting ID: 219 020 919 099

Passcode: VFreq2

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Voting and Non-Voting Member Invitees:

Chesterfield County	Kevin Carroll
City of Colonial Heights	John Wood
Dinwiddie County	William Chavis
City of Hopewell	John Partin
City of Petersburg	Samuel Parham (Chair)
Prince George County	T.J. Webb (Vice Chair)
For the Secretary of Transportation	Dale Totten, P.E.
Petersburg Area Transit	Yvette Seliem-Poindexter
Crater Planning District Commission	Jay Ellington
FHWA	Steven Minor (non-voting)
FTA	Chelsea Beytas (non-voting)

Staff & Guests Invited:

Crater Planning District Commission	Ron Svejksky, MPO Secretary
VDOT	Mark Riblett

1. Call to Order/Certification of Quorum
2. Welcome
3. Chair's Report
4. Public Comment Period

ADMINISTRATIVE ITEMS:

5. Approval of Agenda **Approval**
6. Approval of minutes from the Oct. 12, 2023 meeting – Att. 1 **Approval**

ACTION ITEMS:

7. STBG Funds Transfer for UPC 109264 - *Attachment 2* **Approval**

The MPO has been informed that UPC 109264 (Route 1/Temple Ave. Signal Replacement) has a serious shortfall and needs to be fully funded to be advertised in late 2024.

UPC 109264 is CMAQ-funded, and this shortfall is so large (up to \$1.9M) it would take pushing out other CMAQ projects to cover much of the shortfall using CMAQ funds and it would eliminate the ability to fund any new CMAQ/CRP applications this round. We have learned that we can, however, use STBG funds to cover the shortfall.

City staff is investigating ways to reduce the cost of the project, but they still expect there to be a substantial shortfall.

MPO staff and TAC recommends that the shortfall be covered by:

- transferring FY26 STBG funds from UPC 112660 (N. Enon Church Road Widening) to UPC 109264, and shifting the allocations for UPC 112660 out a year
- transferring FY26 STBG funds from UPC 109230 (Duncan Road Curve) to UPC 109264 and shifting the allocations for UPC 109230 out a year.

Attachment 2 is the latest STBG allocation table (highlighting the two possible funds transfer source projects).

Colonial Heights, Chesterfield County, Dinwiddie County, VDOT, and MPO staffs support the proposed transfers concept.

TAC recommends Policy Committee approval.

It also appears in the future we may want to use a Regional Funds Program approach, where projects are applied for and MPO staff would review the applications and recommend the appropriate allocation fund type (STBG, CMAQ, CRP, TAP). This is similar to how RRTPO administers their funding programs.

***Action requested:** Policy Committee concur with MPO Staff/VDOT bringing back the final proposed funding amounts (including STBG) for UPC 109264 as part of the TAC and Policy Committee consideration and approval of the TCAMPO FY25-30 SYIP STBG/CMAQ/CRP allocations.*

8. TAP Funds Transfer for UPC 107533 ART Phase V – Att. 3 Approval by resolution

The City of Colonial Heights received bids in mid-2023 and the bids came in much higher than the engineer's estimate and budget. The City has re-scoped the project to a lower estimate and is about to re-advertise. The MPO has \$580,615 of Previous TAP funds available, and this funds transfer (plus an expected State-administered TAP funds transfer) will cover the rest of the shortfall and allow the project to be fully funded at its new scope and allows the City to re-advertise the project.

Attachment 3 includes the table showing the funding plan.

TAC recommends Policy Committee approval.

***Action requested:** Policy Committee approval of the Previous TAP funds transfer by resolution.*

9. 2024 TCAMPO Safety Targets – *Attachment 4*

Approval

The CTB approved the CY2024 Statewide Safety Targets at its June 21, 2022 meeting. MPOs have 180 days after the State submits their targets to FHWA (in this case, by February 29, 2024) using either the State's targets or their own targets.

Since the Regional Safety Plan has been completed, we compared the Safety Plan (pertinent pages from the Plan are in **Attachment 4**) with the Worksheet provided by VDOT to develop our targets (the Worksheet is a separate attachment to the email). This year, we chose not to use the Statewide Targets for fatalities but instead to use the Worksheet Targets for our MPO and our Regional Safety Plan.

Attachment 4 also includes the proposed letter to send to VDOT after the Policy Committee approves the Targets.

TAC recommends Policy Committee approval.

Action requested: *Policy Committee approval of the CY 2024 Safety Targets and authorizing the MPO Director to sign the letter.*

10. Draft FY24 Accomplishments & FY25 UPWP Priorities – *Att. 5*

Approval

It is time again to start the FY25 UPWP process. Our first step is to discuss the Draft FY23 Accomplishments and FY24 UPWP Priorities (**Attachment 5**).

TAC recommends Policy Committee approval of the DRAFT FY24 Accomplishments and FY25 UPWP Priorities for public review.

Action requested: *Policy Committee approval of the DRAFT FY24 Accomplishments and FY25 UPWP Priorities for public review.*

11. UPWP Amendment for FTA Area of Persistent Poverty Grant – Att. 6 **Approval by resolution**

As announced at an earlier meeting, Petersburg Area Transit has received an FTA Areas of Persistent Poverty grant - federal award of \$450,000 with a \$50,000 state match from DRPT.

The Petersburg Transit Modernization Initiative will look to capitalize off the momentum occurring in other sectors of the city and help restore Peterburg as a vibrant multimodal transportation hub. This project will be a multipronged planning effort that focuses on providing high-quality, equitable, and modern transit services to the Petersburg community. Administered by the Virginia Department of Rail and Public Transportation (VDRPT) in close partnership with Petersburg Area Transit (PAT) and the City of Peterburg, this initiative will include three key components: (1) a Comprehensive Operational Analysis (COA) of Petersburg Area Transit's existing complementary paratransit service; (2) an accessibility gap assessment of fixed route, paratransit, and specialized transportation services; and (3) a zero-emission fleet transition plan.

We have been informed by DRPT that It is necessary for us to amend the FY24 UPWP to add this grant.

TAC recommends Policy Committee approval. **Attachment 6** is the resolution.

Action requested: *Policy Committee approval of the FY24 UPWP Amendment by resolution.*

12. UPWP Amendment for Multimodal Plan – Att. 7 **Approval by resolution**

With the budget now set for the consultant contract (\$120,000), we need to shift the tasks for FY24 Section 5303 funds (**Attachment 7**). This will keep the Multimodal Plan consultant contract administration under DRPT in one Task.

MPO Staff will also brief the Policy Committee regarding the status of the RFP process.

TAC recommends Policy Committee approval.

Action requested: *Policy Committee approval of the FY24 UPWP Amendment by resolution.*

INFORMATION ITEMS:

13. SMART SCALE – Proposed Changes Follow-up – Attachment 8 **Information**

The CTB discussed the proposed changes to the SMART SCALE process at its December 4, 2023 Workshop and took action to approve changes at its December 4, 2023 Action meeting. A “marked up” copy of the December 4, 2023 CTB actions (presented to the MPOs by OIPI at the 12/12/23 Quarterly meeting) is in **Attachment 8**.

The link to the workshop/action video: [Commonwealth Transportation Board Meeting \(Workshop/Action\) December 4, 2023 - YouTube](#)

Also, please note that the VTrans Mid-term Needs (likely used for Round 6 of SMART SCALE) presented by OIPI are scheduled to be approved at the January 2024 CTB meeting. The VTrans presentation at the Sept. 20, 2023 CTB Workshop is [here](#).

14. CMAQ/CRP Call for Projects **Information**

Five CMAQ/CRP applications were submitted:

- Woodpecker and Bradley Bridge Roundabout (Chesterfield)
- CHART Phase V Supplement (Colonial Heights)
- Ferndale and River Rd Roundabout Supplement (Dinwiddie, CRP?)
- Rt 36 Oaklawn Signal Upgrades (Hopewell)
- Bus Shelters, Benches, etc. (Petersburg)

We plan on bringing the updated existing project allocations and DRAFT new project allocations at the March meeting and making the final allocations at the April meeting. VDOT and DRPT are helping with the estimates.

15. DRPT Report **Information**

16. VDOT Report **Information**

17. Upcoming

Information

February 22, 2024:

- Approve Final FY23 Accomplishments and FY24 UPWP Priorities
- Approve FY25-26 TCAMPO Transportation Alternatives allocations

March 14, 2024:

- Approve Multimodal Mobility Plan Consultant and Scope of Work
- Approve FY24 PL carryover request to FY25 UPWP
- Approve Draft FY25-29 STBG, CMAQ/CRP Allocations for public review

April 11, 2024:

- Approve Final FY25-29 STG, CMAQ/CRP Allocations
- Approve Draft FY25 UPWP for 30-day public review

May 9, 2024:

- Adopt FY25 UPWP
- Approve Draft Title VI Plan Update and Public Participation Plan Update out for 45-day public review

June 27, 2024:

- Adopt Title VI Plan Update and Public Participation Plan Update

18. Other Business

19. Next meeting

Thursday, February 22, 2024, 4:30 p.m. at the PAT Multimodal Station

20. Adjournment

ACRONYMS FOR THE JANUARY 11, 2024 MEETING

STBG (formerly RSTP) – Surface Transportation Block Grant, federal program for Census urban areas (RRTPO and TCAMPO share these funds for the Richmond Urbanized Area).

CMAQ – Congestion Mitigation and Air Quality program, federal program allocated by population for areas currently or formerly air quality non-attainment (RRTPO and TCAMPO share these funds for the Richmond Urbanized Area).

CRP – Carbon Reduction Program – a new federal funding program allocated by population, similar to CMAQ (RRTPO and TCAMPO share these funds for the Richmond Urbanized Area).

OIPI – State Office of Intermodal Planning and Investment (is housed in the Secretary of Transportation’s Office) – manages “Pipeline” studies, SMART SCALE, VTrans, and Performance measures and targets for Virginia.

CTB – Commonwealth transportation Board, appointed by the Governor, determines Virginia’s transportation funding, policy, and programs.

SMART SCALE – CTB’s data-driven project funding and prioritization system, applications are made every 2 years.

VTrans – Virginia’s Transportation Plan, adopted every 4 years.

UPWP – Unified Planning Work Program, the planning tasks and budgets over the State Fiscal Year. Before preparation of the UPWP document, MPO staff develops an Accomplishments and Priorities List for public review then MPO approval.

Title VI Plan – A Title VI Plan (last adopted by the TCAMPO in 2015) is developed to ensure the Crater PDC and Tri-Cities Area MPO is in compliance with nondiscrimination requirements as outlined in Title 23 CFR and 49 CFR and related laws and to provide specific information on how to file a nondiscrimination complaint. It also provides an overview of Environmental Justice Assessment and Limited English Proficiency (LEP) concepts, definitions of Title VI concepts and associated nondiscrimination acts, and how Title VI and LEP requirements are addressed in the metropolitan transportation planning process.

Public Participation Plan – a Public Participation Plan (PPP) notes how an MPO will work to engage the public in its plans and programs, including with underrepresented groups. A PPP also gives the time frames for public comments for various MPO documents and actions (ex: UPWP, MTIP, and MTP). The last PPP was adopted by the TCAMPO in 2015.

ATTACHMENT 1

TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DRAFT Meeting Minutes

Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
October 12, 2023
4:30 PM

Meeting Type: ☐ Annual
X Regular
☐ Special (Called)

Microsoft Teams Link:

Voting and Non-Voting Members Present:

Chesterfield County	Kevin Carroll
City of Petersburg	Samuel Parham (Chair)
Prince George County	T.J. Webb (Vice Chair)
For the Secretary of Transportation	Dale Totten, P.E.
Petersburg Area Transit	Yvette Seliem-Poindexter
Crater Planning District Commission	Jay Ellington

Members Absent:

City of Colonial Heights	John Wood
Dinwiddie County	William Chavis
City of Hopewell	John Partin
FHWA	Steven Minor (non-voting)
FTA	Chelsea Beytas (non-voting)

Staff & Guests Invited:

Crater Planning District Commission	Ron Svejksky, MPO Secretary
VDOT	Mark Riblett (online)
VDOT	Sarah Rhodes
DRPT	Daniel Wagner (online)
PlanRVA	Ken Lantz
ERG	Chubs Majaraj

1. Call to Order/Certification of Quorum

The meeting was called to order at 4:34 p.m. by Chair Parham. A quorum was present.

2. Welcome

Chair Parham welcomed members and guests.

3. Chair's Report

The Chair had nothing to report.

4. Public Comment Period

There were no public comments.

ADMINISTRATIVE ITEMS:

5. Approval of Agenda

Approved

Mr. Carroll moved, and Ms. Seliem-Poindexter seconded the motion to approve the agenda. The motion was approved unanimously.

6. Approval of minutes from the Aug. 10, 2023 meeting – Att. 1

Approved

Mr. Webb moved, and Ms. Seliem-Poindexter seconded the motion to approve the minutes of the August 10, 2023 meeting. The motion was approved unanimously.

ACTION ITEMS:

7. STBG Funds Transfer for UPC 111704 – Att. 2

Approved by resolution

Mr. Svejkovsky noted that due to a lack of quorum, this matter was not acted upon by the Policy Committee on September 14, 2023.

Mr. Svejkovsky added that VDOT found they had the closeout numbers slightly off and sent corrected numbers and attachments.

Mr. Svejkovsky also noted that Prince George County is trying to find ways to cover a \$3.1 million shortfall for the Jefferson Park/Middle Road Roundabout project (UPC 111704) and maintain the time limit terms of the federal earmark for this project. Prince George County unsuccessfully applied for SMART SCALE funding in Round 5 and earlier Rounds. Attachment 2 includes:

- An email from Prince George County Administrator Jeff Stoke

- Slides from a PowerPoint Presentation from a meeting VDOT and Prince George County had on August 10, 2023
- The corrected Transfer Sheet
- the corrected proposed STBG allocation table
- the corrected draft resolution

Mr. Svejkovsky and Mr. Webb noted that the Prince George County Board of Supervisors approved a “No Post” to cover the full \$3.1 million shortfall at its September 12, 2023 meeting.

Mr. Svejkovsky noted that this is a unique situation that the MPO could act upon and help. After consulting with VDOT, Chesterfield County, and Prince George County staffs, MPO staff proposes to transfer \$1 million of STBG funds to UPC 111704 from a combination of recent project closeout funds placed into UPC 70725 (RSTP Balance Entry) and pushing out funding for UPC 112660 (N. Enon Church Rd Widening) by a year; this would help reduce the “No Post”. This would not affect other current projects’ funding amounts.

Mr. Svejkovsky added that TAC recommends approval.

Mr. Ellington moved, and Mr. Carroll seconded the motion to approve a \$1 million transfer of funds (corrected from last month) from previous Balance Entry and the shift of funds from UPC 112660. The motion was approved unanimously.

8. FFY 2024-27 MTIP Amendment for Transit Projects – Att 3 Approved by resolution

Mr. Svejkovsky noted that FTA and PAT request that the FFY 2024-2027 MTIP be amended so the PAT FFY 2024 FTA application matches the MTIP and STIP (Attachment 3). Funding was increased for PAT0001 (Operating Assistance) and PAT0035 (Preventive Maintenance)

Mr. Svejkovsky noted that TAC recommends Policy Committee approval.

Mr. Webb moved, and Mr. Carroll seconded the motion to approve the MTIP Amendment by resolution. The motion was approved unanimously.

II INFORMATION ITEMS:

9. SMART SCALE – Proposed Changes Follow-up – Attachment 4 Information

Mr. Svejkovsky noted that the September 20, 2023 CTB Workshop included an update to the proposed changes and proposed changes to the Economic Development factor scoring (those slides are in Attachment 4). The links are below:

Slide Show:

Slides 18-27 are about Economic Development; they will provide the impact of the recommended methodology on the Round 5 scenarios analysis in October.

Scenario Reviews:

This is also at the end of the Slide Show handout. Please note that Slides 14-16 of the Slide Show give the overall impacts of the OIPI staff-recommended changes for Round 5 projects.

Mr. Svejksky added that Attachment 4 also consists of slides 14-16 of the Slide Show and the Richmond District portion of the Scenario Reviews.

Mr. Svejksky noted that MPO staff sent the TCAMPO comments included in the September round of TAC and Policy Committee meetings to OIPI, VDOT, and DRPT.

Mr. Svejksky added that the CTB will approve draft changes at its October meeting, have a virtual town hall in late October, and decide regarding changes at its December 5, 2023 meeting.

Mr. Svejksky also noted that the updated VTrans Mid-term Needs (likely used for Round 6 of SMART SCALE) are scheduled to be approved at the January 2024 CTB meeting. The VTrans presentation at the September 20, 2023 CTB Workshop is [here](#).

10. DRPT Report

Information

Daniel Wagner gave the DRPT monthly report (attached to the minutes)

11. VDOT Report

Information

Dale Totten gave the VDOT monthly report (attached to the minutes)

12. Upcoming

Information

Mr. Svejksky noted the upcoming meetings and agenda items:

November 9:

- “Rollover” MTIP Amendments for FFY 2024-27 MTIP (information item)

13. Other Business

Mr. Svejkovsky noted that the FY25 allocations for PL and Section 5303 are in progress and will be reported when the Draft UPWP is presented.

Kit Friedman noted that the Multimodal Plan will be out for public review in December with approval in early 2024.

14. Next meeting

Chair Parham noted that the next meeting will be held on Thursday, November 9, 2023, 4:30 p.m. at the PAT Multimodal Station

15. Adjournment

There being no more business, Mr. Carroll moved, and Ms. Seliem-Poindexter seconded the motion to adjourn. The meeting was adjourned unanimously at 5:11 p.m.

ACRONYMS FOR THE OCTOBER 12, 2023 MEETING

STBG (formerly RSTP) – Surface Transportation Block Grant, federal program for Census urban areas (RRTPO and TCAMPO share these funds for the Richmond Urbanized Area)

MTIP – Metropolitan Transportation Improvement Program – the four-year federal funding program for the TCAMPO area. The FFY 2024-27 MTIP began on October 1, 2023.

FTA – Federal Transit Administration – the federal agency overseeing and funding transit projects.

OIPI – State Office of Intermodal Planning and Investment (is housed in the Secretary of Transportation's Office) – manages "Pipeline" studies, SMART SCALE, VTrans, and Performance measures and targets for Virginia.

CTB – Commonwealth transportation Board, appointed by the Governor, determines Virginia's funding, policy, and programs.

SMART SCALE – CTB's data-driven project funding and prioritization system, applications are made every 2 years.

VTrans – Virginia's Transportation Plan, adopted every 4 years.

DRPT Agency Update – October 2023

Regional CHSM Plan Meetings October 16-18th

Please join DRPT for the regional Coordinated Human Service Mobility (CHSM) meetings from **October 16-18th**. The CHSM meetings bring human service agencies together, along with transit agencies and MPOs, to identify the regional gaps in human service transportation and strategies to address them, which includes local coordination. Attendees will have the opportunity to introduce themselves and their agency, and to learn about the projects human service agencies are applying for in FY25.

The CHSM meetings stem from the gaps and goals outlined in the [CHSM Plan \(2022\)](#). This year, DRPT also released a [StoryMap version of the plan](#), which displays regional population and transit data in an interactive, map-based platform using ArcGIS. Feel free to review these prior to the meeting.

To see which regional meeting your agency should attend, please see [this map](#) outlining the six regions with the related human service agencies.

Meetings are scheduled for 90 minutes but will likely take 1 hour.

Webinar	Date and Time	Link to Register
FY25 CHSM Meeting – Western Region	Monday, October 16 10:00 – 11:30 am	Click here
FY25 CHSM Meeting – Central Region	Monday, October 16 1:00 – 2:30 pm	Click here
FY25 CHSM Meeting – Alleghany Region	Tuesday, October 17 10:00 – 11:30 am	Click here
FY25 CHSM Meeting – Southwest Region	Tuesday, October 17 1:00 – 2:30 pm	Click here
FY25 CHSM Meeting – Northern Region	Wednesday, October 18 10:00 – 11:30 am	Click here
FY25 CHSM Meeting – Tidewater Region	Wednesday, October 18 1:00 – 2:30 pm	Click here

TRIP mid-cycle grant opportunity ends October 24, 2023

Thank you to everyone who attended the Transit Ridership Incentive Program (TRIP) Midcycle Funding Opportunity Webinar. The recording can be found on [DRPT's YouTube Channel, here](#). TRIP provides funding to transit agencies and governing bodies for the purpose of creating more accessible, safe, and regionally significant transit networks.

TRIP originally funded two project categories: Zero and Reduced Fare, and Regional Connectivity. In 2023, the Virginia General Assembly approved [HB 2338/SB 1326](#) identifying two new eligible project categories: TRIP Public Safety and TRIP Passenger Amenities. The webinar provided information on the midcycle funding opportunity timeline, as well as two new eligible project categories recently approved by the CTB.

Application forms and guidance documents for this grant opportunity may be found on [DRPT's website](#). The grant cycle began **Monday, September 25, 2023** for all four TRIP project categories. Applications must be submitted to TRIP@drpt.virginia.gov before the close of the mid-cycle opportunity **ending Tuesday, October 24, 2023**.

Virginia Statewide Trails Plan Survey

The [state trails office](#) (STO) is moving forward with their development of the statewide trails plan and is requesting your feedback! This plan will inventory existing and proposed multi-use trails in the Commonwealth, identify key gaps in Virginia's network of multi-use trails, and outline the next steps and best practices in trail development. While Virginia has many different types of trails, the Statewide Trails Plan will focus on multi-use trails that preferably are separated from motor vehicle traffic; preferably have a hard surface; strive for a grade of less than 5%; preferably are wide enough to enable a wide variety of non-motorized users to operate safely; strive for regional connectivity by linking people to places and other trail facilities.

Public participation is a critical part of the planning process, and the State Trails Office just released an [online survey](#) to gather feedback from trail users, non-users, those who are "trail-curious," and the community at-large. The survey will take approximately five minutes to complete, and we encourage you to share it with your family, friends, and colleagues who reside in the Commonwealth.

If you have any questions or would like to learn more about how to get involved in the planning process, please reach out to statetrailsoffice@vdot.virginia.gov. Thank you so much for being a part of the first Statewide Trails Planning effort in Virginia!

CTB – September 2023 Meeting Update

- [Workshop Presentations](#)
 - Local Assistance Sustained Performance Program
 - Periodic Regulatory Review
 - [VTrans Objectives](#)
 - [SMART SCALE Program Updates](#) ([Richmond Scenario Analysis](#))
 - Overview of FY 2024 Transportation-Related State Budget Actions
- [Action Meeting](#)
 - Approved the FY24-29 Six-Year Improvement Program Transfers for June 17, 2023, through August 18, 2023 ([SYIP Allocation Transfer Threshold Report](#))
 - Approved the Addition of Projects to the Revised Six-Year Improvement Program for FY24-29 ([Amendments to the Revised FY24-29 SYIP](#))

[CTB – Next Meeting](#) (Northern Virginia)

- Workshop Meeting on October 17 at 9:00 am
- Action Meeting on October 18 at 8:30 am

[SMART SCALE – Round 6 \(FY24 – FY29 SYIP\)](#)

- [SMART SCALE Retreat](#) on July 19, 2023, in Fredericksburg.
- Next steps for possible SMART SCALE Policy changes:
 - October 17, 2023 – Final SMART SCALE Policy change recommendations presented at CTB Workshop
 - Fall 2023 – Public Virtual Town Hall Meeting
 - December – Final approval of potential policy changes at CTB meeting

[The Fall Line](#)

- VDOT Design-Build Packages
 - DB#1 (Holly Hill Rd to Walder Ln; includes Chickahominy River crossing, UPC 121374)
 - Advertised in December 2022
 - Awarded in April 2023
 - Construction is anticipated to begin in fall 2023
 - DB#2 (Patton Park to W Hundred Rd/Chester Linear Park, UPC 121511)
 - Alignment at southern terminus is not yet finalized
 - Potential to be able to construct the trail from the southern terminus to Rte 10 in Chesterfield
 - Anticipated to have final alignment within the next few weeks
 - Advertisement originally anticipated for late 2023, but is likely to be delayed due to alignment revisions and funding needs
 - DB#3 (W Hundred Rd to Falling Creek/Food Lion)
 - CVTA has transferred DB#3 funding (CVTA Regional funding) to DB#2 to assist with covering the budget deficit

Upcoming Public Hearings/Citizen Information Meetings

- The [Virginia State Trails Office](#) invites you and your community to participate in the Statewide Trails planning process by taking this [survey](#). The survey closes October 20th.
 - The State Trails Office is an interdepartmental office housed at the Virginia Department of Transportation (VDOT).
- Regional Public Forum for Virtual Public Engagement on the State Trails Plan:
 - Save-the-Date: Thursday, November 2, 2023, from 6:00 – 7:30 pm (Eastern Districts: Richmond and Hampton Roads). The meeting will be 100% virtual. The State Trails Office will be sending out platform information in the next few weeks.

ATTACHMENT 2

					POOL Data - February 2023						Planned FY24-FY29 Allocations								
Locality	Project UPC	Description	Pool_Status	VDOT/Locally Administered	12 PE	52 RW	80 CN	Total Current Estimate	Previous FY23 Plan Estimate	Total Previous Funds (All Sources)	FY24	FY25	FY26	FY27	FY28	FY29	Total Funds FY24-29 (non-RSTP)	Balance to Complete	NOTES
N/A	117863	FY21 MPO Staff Supplement	To be cancelled	Locally	\$85,000	\$0	\$0	\$85,000	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0	Cancel and transfer funds to balance entry
					1/12/2021	N/A	N/A												
					FY21	N/A	N/A												
					Construction End Date 7/1/2021														
N/A	117865	FY23 MPO Staff Supplement	To be cancelled	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0	Cancel and transfer funds to balance entry
					2/15/2023	N/A	N/A												
					FY23	N/A	N/A												
					Construction End Date 10/17/2024														
N/A	117866	FY24 & FY25 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$45,000	\$0	\$0	\$0	\$0	\$0		\$0	Transfer funds from 117867 and revise title to FY24 & FY25 Staff Supplement
					1/9/2024	N/A	N/A												
					FY24	N/A	N/A												
					Construction End Date 10/17/2025														
N/A	117867	FY25 MPO Staff Supplement	To be cancelled	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$0	\$45,000	\$0	\$0	\$0	\$0		\$0	Cancel project and transfer funds to 117866
					1/14/2025	N/A	N/A												
					FY25	N/A	N/A												
					Construction End Date 10/20/2026														
N/A	122859	FY26 & FY27 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$0	\$0	\$45,000	\$0	\$0	\$0		\$0	Transfer funds from 122860 and revise title to FY26 & FY27 Staff Supplement
					7/1/2025	N/A	N/A												
					FY26	N/A	N/A												
					Construction End Date 7/1/2026														
N/A	122860	FY27 MPO Staff Supplement	To be cancelled	Locally	\$45,000	\$0	\$0	\$45,000	\$45,000	\$0	\$0	\$0	\$0	\$45,000	\$0	\$0		\$0	Cancel project and transfer funds to 122859
					7/1/2026	N/A	N/A												
					FY27	N/A	N/A												
					Construction End Date 6/30/2027														
N/A	TBD	FY28 & FY29 MPO Staff Supplement	MONITORING FUNDS	Locally	\$45,000	\$0	\$0	\$90,000	\$90,000	\$0	\$0	\$0	\$0	\$45,000	\$45,000		\$0	Revise title to FY28 & FY29 Staff Supplement. Funding to be included in FY28 and FY29 BE until new UPC is set up and transfer completed.	
					7/1/2027	N/A	N/A												
					FY28	N/A	N/A												
					Construction End Date 6/30/2028														
Dinwiddie County	109230	Route 670 (Duncan Rd) Curve Realignment	NO DATES SET YET	VDOT	\$918,877	\$428,723	\$2,597,743	\$3,945,343	\$3,945,343	\$0	\$0	\$0	\$918,877	\$1,908,880	\$1,117,586	\$0		\$0	Rebaseline schedule to funding to show project start in FY26.
					9/27/2027	1/22/2031	6/8/2032												
					FY28	FY31	FY32												
					Construction End Date 8/15/2033														
Chesterfield County	112660	Rt 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) Widening	NO DATES SET YET	Locally	\$656,900	\$922,460	\$2,635,600	\$4,214,960	\$4,214,960	\$0	\$0	\$0	\$1,156,712	\$1,340,353	\$1,217,716	\$500,179		\$0	Push out PE start to FY26. Transfer FY25 \$400,000 and FY26 \$100,179 to UPC 111704. Receive FY29 \$500,179 from UPC 70725.
					4/3/2025	10/6/2026	8/19/2027												
					FY25	FY27	FY28												
					Construction End Date 11/2/2028														
Chesterfield County	115783	Rivermont Road Sidewalk	NO DATES SET YET	Locally	\$159,000	\$351,000	\$642,000	\$1,152,000	\$1,152,000	\$159,000	\$351,000	\$642,000	\$0	\$0	\$0	\$0		\$0	
					10/18/2022	5/21/2024	10/28/2025												
					FY23	FY24	FY26												
					Construction End Date 9/23/2026														
Petersburg	123581	#SMART24 - FLT/ART TRAILHEAD/PARKING LOT	NO DATES SET YET	Locally	\$698,647	\$1,406,519	\$1,858,873	\$3,964,039	\$557,450	\$0	\$423,101	\$134,349	\$0	\$0	\$0	\$0	\$3,406,589	\$0	
					12/5/2023	10/15/2027	7/11/2028												
					FY24	FY28	FY29												
					Construction End Date 6/27/2029														
Hopewell	109265	ASHLAND STREET IMPROVEMENTS - PHASE I	NO DATES SET YET-PE OPEN	VDOT	\$535,147	\$835,308	\$1,341,418	\$2,711,873	\$14,933,369	\$763,000	\$419,281	\$914,796	\$914,796	\$0	\$0	\$0		(\$300,000)	Significant scope reduction to focus on intersection improvement at Ashland St and Courthouse Rd vs roadway extension. Retain \$300K surplus until award.
					9/16/2019	4/1/2026	10/1/2027												
					FY20	FY26	FY28												
					Construction End Date 9/7/2028														
Prince George County	111704	ROUNDAABOUT AT MIDDLE RD & JEFFERSON PARK RD	TBD	VDOT	\$1,116,000	\$1,565,788	\$5,894,056	\$8,575,844	\$0	\$474,756	\$0	\$425,065	\$100,179	\$0	\$0	\$0	\$6,540,142	\$1,035,702	Add project to FY24-FY29 allocation plan. Receive FY25 \$400,000 and FY26 \$100,179 from UPC 112660. Receive Previous Funds \$474,756 and FY25 \$25,065 from UPC 70725. Earmark funded: \$3,540,806 (fed) \$885,201 (20% local match). Telecommunications funded: \$2,114,135. Locality to provide remaining \$1,035,702 balance to complete.
					Construction End Date														
Chesterfield County	115785	Woodpecker Rd Safety Improvements Cattail Rd to Matoaca Rd	ADVERTISED	VDOT	\$90,000	\$0	\$297,000	\$387,000	\$387,000	\$387,000	\$0	\$0	\$0	\$0	\$0	\$0		\$0	
					3/17/2020	N/A	4/12/2022												
					FY20	N/A	FY22												
					Construction End Date 12/6/2022														
Chesterfield County	109229	Lakeview Rd & Branders Bridge Rd Intersection Improvements	ACTIVITY DATES SET	Locally	\$340,203	\$676,705	\$4,370,505	\$5,387,413	\$4,603,702	\$2,926,469	\$1,611,541	\$849,403	\$0	\$0	\$0	\$0		\$0	\$426,895 HIP funds. HIP funds need to be fully obligated by 9/1/2024.
					12/26/2019	9/19/2021	6/26/2023												
					FY20	FY22	FY23												
					Construction End Date 3/3/2025														
Chesterfield County	115208	Harrowgate Road Sidewalk, Dogwood Ave to South St	CONSTRUCTION STARTED	Locally	\$102,946	\$13,324	\$940,993	\$1,057,263	\$1,068,792	\$1,068,788	\$0	\$0	\$0	\$0	\$0	\$0		(\$11,525)	
					8/14/2019	6/26/2020	8/30/2021												
					FY20	FY20	FY22												
					Construction End Date 9/23/2022														
Chesterfield County	108887	#SMART18 - Harrowgate Road/Cougar Trail - Pedestrian Improve	CONSTRUCTION STARTED	Locally	\$154,328	\$17,000	\$2,354,464	\$2,525,792	\$2,525,792	\$2,525,792	\$0	\$0	\$0	\$0	\$0	\$0		\$0	
					11/29/2018	6/22/2020	8/30/2021												
					FY19	FY20	FY22												
					Construction End Date 8/31/2022														
Colonial Heights	101288	Lakeview Ave - Minor Widening	AWARDED	Locally	\$675,249	\$356,749	\$7,133,001	\$8,162,999	\$8,162,999	\$7,097,388	\$776,522	\$289,089	\$0	\$0	\$0	\$0		\$0	Advance funding: transfer \$137,521 in previous funds from Balance Entry to resolve Appropriations Act sunset of funding and reduce FY25 allocation by the same amount.
					9/9/2011	12/16/2014	10/23/2020												
					FY12	FY15	FY21												
					Construction End Date 11/13/2023														

Prince George County	104697	Rte 36 - Improvements at Ft. Lee Entrance	AWARDED	VDOT	\$600,000	N/A	N/A	\$600,000	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	UPC 104697 and 107926 are for the same Ft. Lee project in which VDOT did the design and FHWA Eastern Federal Lands (EFL) is responsible for advertisement and construction delivery.
					5/20/2014	N/A	N/A												
					FY14	N/A	N/A												
					Construction End Date		5/11/2021												
Prince George County	107926	Rte 36 - Improvements at Ft. Lee Entrance	AWARDED	FHWA Eastern Federal Lands	\$108,000	\$321,459	\$2,770,541	\$3,200,000	\$3,714,363	\$3,714,363	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$514,363)	UPC 104697 and 107926 are for the same Ft. Lee project. Verify surplus funds once project is completed.
					5/2/2016	8/22/2018	12/7/2018												
					FY16	FY19	FY19												
					Construction End Date		12/31/2020												
Hopewell	1436	RW for 90018 Cedar Level Road - Widening	CONSTRUCTION COMPLETED	VDOT	\$1,382,222	\$4,257,017	\$0	\$5,639,239	\$5,639,239	\$6,619,725	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$980,486)	Linked to 90018. Ready to be closed out.Expenditures match estimate. Surplus legacy urban formula funds will be required to be swept in accordance with the 2016 Appropriation Act and cannot be transferred to other projects or used as leverage on any grant applications
					1/1/1990	3/22/2000	N/A												
					FY90	FY00	N/A												
					Construction End Date		3/22/2000												
Hopewell	90018	PE and CN for 1436; Cedar Level Rd - Widening	CONSTRUCTION COMPLETED	VDOT	\$1,362,568	\$0	\$8,149,435	\$9,512,003	\$9,581,246	\$9,516,238	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$4,235)	Linked to 1436. Ready to be closed out.
					9/9/2011	N/A	7/10/2018												
					FY12	N/A	FY19												
					Construction End Date		9/24/2020												
Colonial Heights	101287	Dupuy Ave - Minor Widening	CONSTRUCTION COMPLETED	Locally	\$516,686	\$616,918	\$4,174,000	\$5,307,604	\$5,307,604	\$5,307,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Ready to be closed out. Estimate matches expenditures.
					9/9/2011	1/14/2014	1/25/2019												
					FY12	FY14	FY19												
					Construction End Date		12/11/2020												
Colonial Heights	105109	Rehabilitate Bridges -Various Locations	CONSTRUCTION COMPLETED	Locally	\$138,848	\$0	\$1,098,992	\$1,237,840	\$1,259,495	\$1,259,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$21,655)	Ready for closeout.
					10/28/2013	6/27/2019	10/10/2019												
					FY14	FY19	FY20												
					Construction End Date		6/26/2020												
Chesterfield County	101028	Rte 600 (Matoaca/Hickory) - Roundabout	CONSTRUCTION COMPLETED	Locally	\$240,477	\$285,857	\$2,601,708	\$3,128,042	\$3,622,566	\$3,430,727	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$302,685)	Project is completed but still receiving expenditures so not ready for closeout yet.
					9/27/2013	5/10/2017	4/30/2019												
					FY14	FY17	FY19												
					Construction End Date		4/20/2020												
Colonial Heights	T28386	Boulevard Modernization (Temple Ave to Essex Rd)	New	Locally	\$644,903	\$385,210	\$2,888,532	\$3,918,645	\$0	\$0	\$0	\$0	\$344,903	\$300,000	\$1,000,000	\$2,273,742		\$0	Fully funded. Start project in FY26.
					Construction End Date														
N/A	70725	RSTP Balance entry	N/A	N/A	N/A			\$0		\$0	\$0	\$399,272	\$292,487	\$254,180	\$545,079	\$1,184,968		Transfer FY29 \$500,179 to UPC 112660. Transfer \$499,821 in previous funds to UPC 111704.	
N/A	N/A	*New* Highway Infrastructure Program - Coronavirus Response and Relief Supplemental Appropriations Act (HIP-CRRSA>200k) funds	N/A	N/A	N/A			\$0		N/A	\$0	\$0	\$0	\$0	\$0	\$0	N/A	These funds must be fully obligated by September 2024 and must be fully billed to and reimbursed by FHWA by September 2029; any unobligated funds after this deadline will lapse and an alternate fund source will be required. Given the obligation requirements, funds should be used on existing projects already in the SYIP rather than identifying new projects. Transfer \$122,841 to UPC 109229 . Replace initial CMAQ funding on UPC 118948 with FY22 \$426,895 (HIP-CRRSA>200k) funds.	
N/A	N/A	*New* 2021 US Department of Transportation Appropriations Act Highway Infrastructure Program - (HIP>200k) funds	N/A	N/A	N/A			\$0		N/A	\$0	\$0	\$0	\$0	\$0	\$0	N/A	These funds must be fully obligated by September 2024; any unobligated funds after this deadline will lapse and an alternate fund source will be required. Given the obligation requirements, funds should be used on existing projects already in the SYIP rather than identifying new projects. Transfer \$182,009 to UPC 109229	
								FY24-29 Allocations			\$3,626,445	\$3,698,974	\$3,772,954	\$3,848,413	\$3,925,381	\$4,003,889			
								Total Planned Allocations			\$3,626,445	\$3,698,974	\$3,772,954	\$3,848,413	\$3,925,381	\$4,003,889	\$9,946,731		
								Difference			\$0	\$0	\$0	\$0	\$0	\$0			

ATTACHMENT 3

TAP - APPOMATTOX RIVER TRAIL - Phase 5

Previous Total Cost	Current Total Cost
\$1,274,816	\$2,863,857

	Current Funding	New Request
Fed Share - Statewide	\$723,339	\$690,618
Match - Statewide	\$180,835	\$172,655
Fed Share - Tri-Cities	\$287,441	\$580,615
Match - Tri-Cities	\$71,860	\$145,154
Local Contributions	\$11,340	\$0

	Overall Funding
Total Fed Share	\$2,282,013
Total Match	\$570,503
Local Contributions	\$11,340

Total No Post Amount*	\$863,273
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* This No post will be supplanted with statewide transfer amount after award. New request Fed-Share is the current max.

Tri-Cities Area Metropolitan Planning Organization
Resolution Approving Transfers for UPC 107533

WHEREAS, the transportation priorities of the Tri-Cities Area MPO are consistent with those of the Commonwealth of Virginia;

WHEREAS, it is the intent of the Tri-Cities Area MPO to be consistent with the Commonwealth of Virginia's Six Year Improvement Program;

WHEREAS, a transfer is needed in order to help fully fund UPC 107533 (Appomattox River Trail - Phase 5) allowing the City of Colonial Heights to continue the project;

WHEREAS, the MPO wishes to transfer:

- \$580,615 of Previous TCAMPO TA funds (federal) to UPC 107533

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization's TA allocations for the FY24-29 SYIP be amended to revise the allocations for these programs/projects.

Upon a motion by _____(_____) with a second by _____(_____) and carried by a voice vote the motion was adopted on January 11, 2024 with ___ voting aye, ___ voting nay, and ___ abstaining.

The Honorable Samuel Parham, Chair,
Tri-Cities Area Metropolitan Planning Organization

January 11, 2024

Ronald D. Svejksky, Secretary
Tri-Cities Area Metropolitan Planning Organization

ATTACHMENT 4

Section 1: Tri-Cities Area MPO (TCAMPO) Crash Analysis

TCAMPO Safety Target Setting and Trends

The Safety Performance Management Measures federal regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set next year targets for five safety performance measures. These performance measures include the following:

1. Number of fatalities
2. Rate of fatalities
3. Number of serious injuries
4. Rate of serious injuries
5. Number of non-motorized fatalities and serious injuries

MPOs establish safety targets by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or (2) committing to a quantifiable HSIP target for the metropolitan planning area. To provide MPOs with flexibility, MPOs may support all the State safety targets, establish their own specific numeric targets for all performance measures, or any combination. MPOs may support the State target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

VDOT has developed statewide safety performance statistical models for each measure that incorporate multiple factors, including exposure to crash risk in Vehicle Miles Traveled (VMT), that are predicted for the next year safety targets. Statewide trends indicates that fatality measures continue to increase while serious injury measures will continue to level off until 2023. Given these findings, to be submitted to FHWA for 2023 targets, the Commonwealth transportation Board also set optimistic 2023 state targets that follow the SHSP objectives that show a decrease in fatalities and serious injuries as compared to 2020. For the Tri-Cities Area MPO, safety data within the boundaries are compiled and provided for the regions safety target determination as provided below (that is, jurisdictional data from outside of the TCAMPO boundary are excluded)

TCAMPO is currently using the targets based on the FHWA submitted trends.

Figure 12 below shows the five-year average fatalities from 2010 to 2020 for the TCAMPO area. Over that 11-year period there is an increasing trendline. Over the past five-year period the trend has leveled. Fatality rates per 100 million VMT follow the same yearly variations, but the trend increase is not as large.

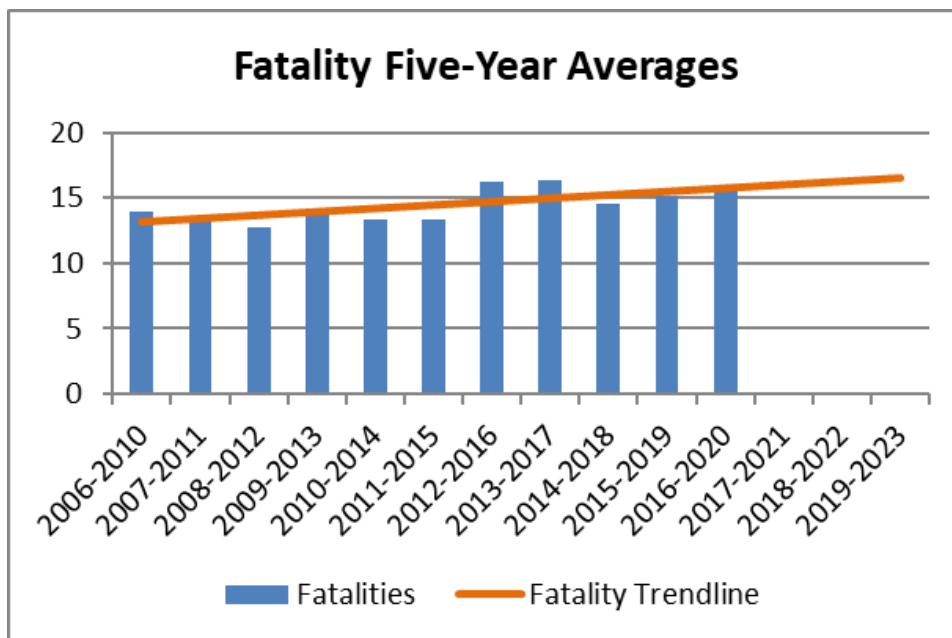


Figure 12: TCAMPO Five-Year Average Fatalities, 2010-2020 (Source: VDOT)

The serious Injury five-year average counts declined through 2017, but they have increased since then following statewide trends as shown in figure 13. The overall 11-year trend is downward, however, the trend is upward for the last five years of data.

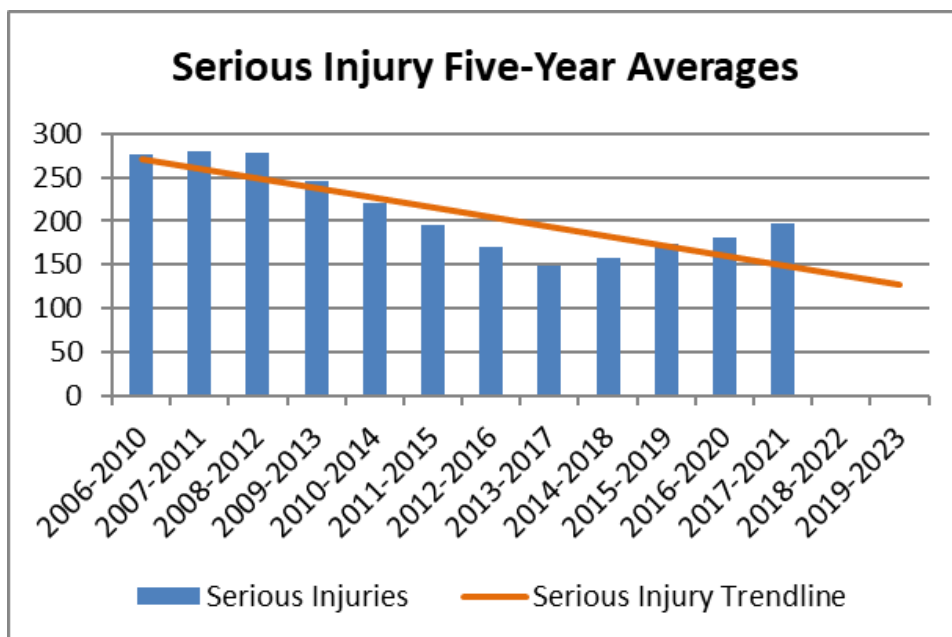


Figure 13: TCAMPO Five-Year Average Serious Injuries, 2010-2020 (Source: VDOT)

The bicyclist and pedestrian fatality and serious injury five-year average measure, shown in figure 14, has also been increasing over the eleven- and five-year periods. The increase has been in serious injuries and not fatalities.

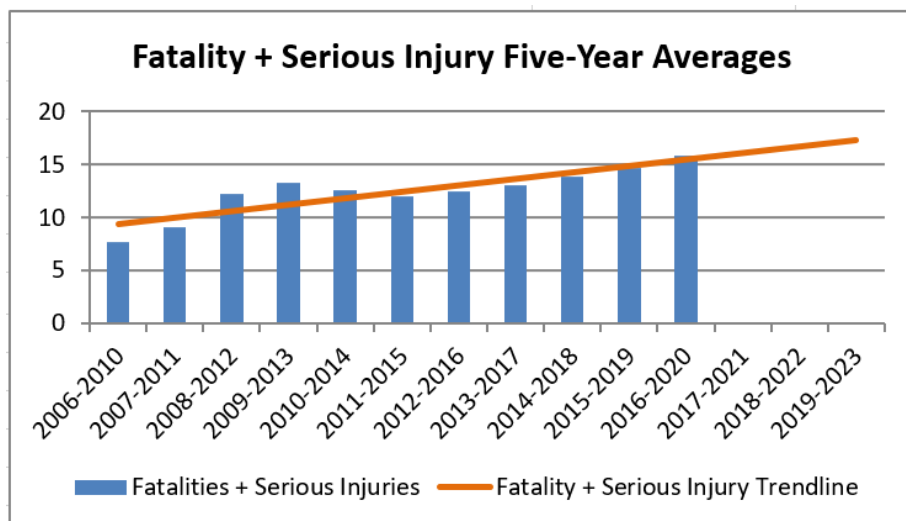


Figure 14: TCAMPO Bicyclist and Pedestrian Five-Year Average Fatalities and Serious Injuries, 2010-2020 (Source: VDOT)

Figure 15 shows the 2023 targets for total crashes per 100 million vehicle miles traveled (VMT) for MPOs/TPOs in Virginia. The TCAMPO target for 2023 is 160 crashes per 100 million vehicle miles traveled.

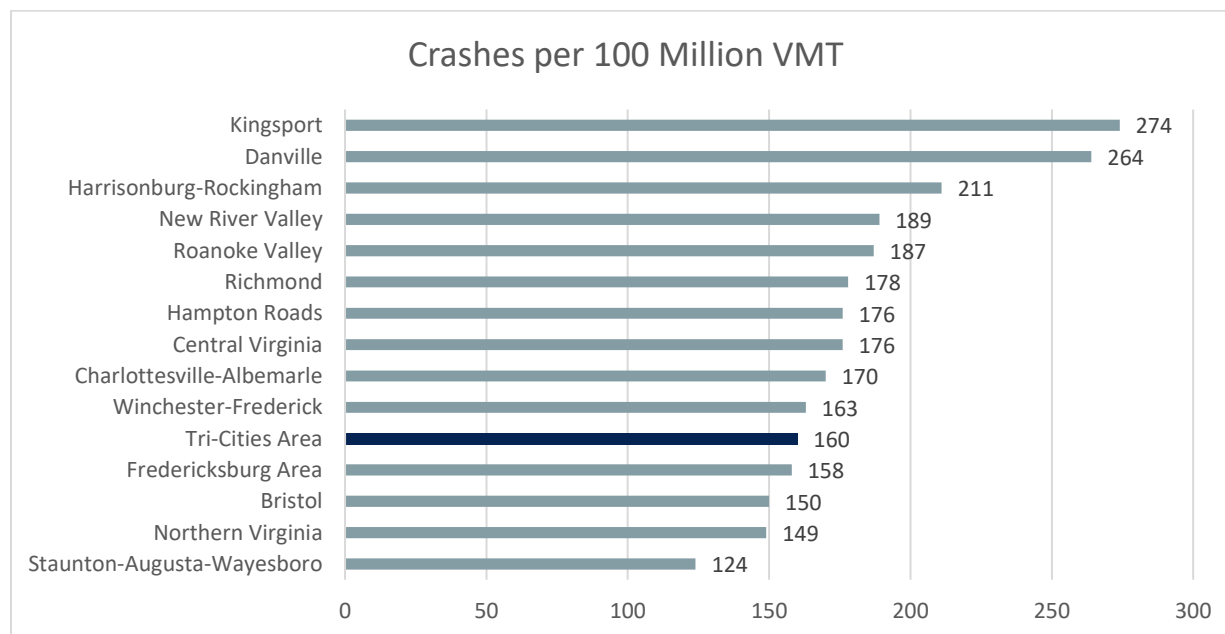


Figure 15: Crashes per 100 Million Vehicle Miles Traveled (Source: VDOT)¹³

¹³ Note: For multi-state MPOs, only crashes within Virginia are represented in this data.

January 11, 2024

Mr. Stephen Read, P.E.
State Highway Safety Engineer
Traffic Operations Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Read:

The Tri-Cities Area MPO submits this letter to the Virginia Department of Transportation (VDOT) to fulfill the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP) target setting requirements. The Safety Performance rulemaking requires MPOs to agree to contribute to meeting the State DOT safety targets or to establish safety targets for each of the five safety measures including number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries.

By establishing MPO safety targets, we agree to plan and program projects to contribute toward reducing fatalities and serious injuries on the transportation system.

Future Target Annual Percent Changes

The VDOT statewide annual goal percent changes and the projected change in VMT are provided in the following table. Indicate the MPO's plan to adopt the statewide annual goal percent changes to set safety targets or to establish a different methodology.

☒ The MPO plans to adopt the statewide annual goal percent changes

☒ The MPO chooses to set safety targets using a different methodology for fatalities (Worksheet)

Target Description	*Statewide Annual Goal Percent Change	If Different Methodology, Enter MPO Annual Goal Percent Change
Fatalities	+4.01%	1.97%
Serious Injuries	-0.48%	
Non-Motorized Fatalities and Serious Injuries	+2.21%	
Vehicle Miles Traveled (VMT)	-0.32%	

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2022 to 2024

Additional Information on Methodology

Enter data analysis and summary information here if the statewide annual percent changes are not adopted. Other options could include a non-trendline-based analysis or a trendline-based analysis using five-year rolling averages, three-year rolling averages, or annual values.

2024 Safety Performance Targets

The following five-year average target values were calculated using the MPO annual goal percent changes or other methodology:

Target Description	Target Value
Fatalities	19
Fatality Rate	1.055
Serious Injuries	257
Serious Injury Rate	14.225
Non-Motorized Fatalities and Serious Injuries	19

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2024 safety targets are submitted for each performance measure on all public roads within 180 days after the VDOT reported its statewide targets, which falls on **February 29, 2024**.

For questions or comments, please contact me at rsvejkovsky@craterpdc.org and 804-861-1666 .

Respectfully,

Ronald Svejkovsky, Director

Tri-Cities Area MPO



ATTACHMENT 5

FY24 UPWP Accomplishments

- *Plan2050*: Travel Demand Model runs using the adopted 2017-2050 Socioeconomic data
- Completed update of *Public Participation Plan* and *Title VI Policies*
- Adopted MPO 2024 Safety Performance Targets
- Allocated RSTP/CMAQ/CRP funds to projects for the FY25-29 SYIPs
- Amended the *FFY 2021-24 and FFY 2024-27 Metropolitan Transportation Improvement Program* as needed
- Approved the *FY25 UPWP*; amended the *FY24 UPWP* as needed
- Submitted Round 6 SMART SCALE Pre-applications; stayed up to date regarding changes to the process; provided assistance to MPO members
- Hired new Transportation Planner
- Purchased new laptop for Transportation Planner
- Completed Planning Area (MPO) Boundary and Urban Area Boundary updates after the Census Bureau release of Urban Areas in December 2022
- Began federal functional classification update (to be completed in FY25)
- Began Multimodal Plan (to be completed in FY25)
- Participated in various study groups and planning groups, including PHOPS Active Transportation Group, RAFT (Petersburg and Hopewell)
- Participated in STARS and Pipeline Studies:
 - o Rives Road Corridor (Crater Rd to I-95, including I-95/Rives Rd Interchange (with proposed development), Crater Rd (Rives Rd to Wagner Rd, and Wagner Rd (Crater Rd to Normandy Dr)
 - o Convert Washington and Wythe Streets from a one-way pair to two two-way streets with multimodal improvements.
 - o I-85/I-95 Interchange (MPO Priority 1) – full analyses and concepts/design options.

Priorities for FY25 UPWP

- Complete federal functional classification update (complete in FY24)
- Amend the *FFY 2024-27 Metropolitan Transportation Improvement Program* as needed.
- Complete submission of Round 6 SMART SCALE Applications (due August 2024)
- Adopt MPO 2025 Safety Performance Targets
- Complete Multimodal Plan (bicycle/pedestrian/transit), particularly for equity
- RSTP/CMAQ new applications and allocations for FY26--30 SYIP
- Complete applications assistance etc. for Round 6 of SMART SCALE (applications due August 1, 2024)
- Continue *Plan2050* (adopt in late FY26)
- Complete and approve the *FY26 UPWP*

While not included in the UPWP, the MPO would request that VDOT study:

- the Prince George County section of the Appomattox River Trail.
- Rt 460 Safety study (was requested during Relocated 460 scope downgrade)
- I-95/Roslyn (Southpark) interchange (previous Chapter 527 study)

DRAFT

ATTACHMENT 6

Tri-Cities Area Metropolitan Planning Organization Resolution Approving an Amendment to the FY24 Unified Planning Work Program (UPWP) for FTA Areas of Persistent Poverty Grant

WHEREAS, the Tri-Cities Area MPO approved the FY24 Unified Planning Work Program (UPWP) at its June 22, 2023 Policy Committee meeting;

WHEREAS, it is necessary to add the planning activities associated with Petersburg Area Transit's FTA Areas of Persistent Poverty Grant to the Tri-Cities Area Metropolitan Planning Organization's FY24 UPWP;

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization amends the FY24 UPWP by adding the planning activities associated with Petersburg Area Transit's FTA Areas of Persistent Poverty Grant to the FY24 UPWP;

Upon a motion by _____ (_____) with a second by _____ (_____)
and carried by a voice vote a motion was adopted on January 11, 2024 with ___ members
voting Aye, ___ members voting Nay, and ___ members Abstaining.

The Honorable Samuel Parham, Chair,
Tri-Cities Area Metropolitan Planning Organization

January 11, 2024

Ronald D. Svejksky, Secretary,
Tri-Cities Area Metropolitan Planning Organization

ATTACHMENT 7

DRAFT FY24 UPWP AMENDMENT - January 5, 2024

UPWP TASK	Original Sec 5303				Change				Amended Sec 5303				Note
	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	
Task 1 - Administration	\$48,000	\$6,000	\$6,000	\$60,000	-\$8,000	-\$1,000	-\$1,000	-\$10,000	\$40,000	\$5,000	\$5,000	\$50,000	Use FY23 grant first
Task 2 - Programming	\$20,000	\$2,500	\$2,500	\$25,000	\$0	\$0	\$0	\$0	\$20,000	\$2,500	\$2,500	\$25,000	Use FY23 grant first
Task 3 - Long and Short Range Planning	\$25,600	\$3,200	\$3,200	\$32,000	-\$16,000	-\$2,000	-\$2,000	-\$20,000	\$9,600	\$1,200	\$1,200	\$12,000	Use FY23 grant first
Task 4 - Surveillance and Performance Measures	\$4,000	\$500	\$500	\$5,000	\$0	\$0	\$0	\$0	\$4,000	\$500	\$500	\$5,000	Use FY23 grant first
Task 5 - Special Projects	\$24,695	\$3,087	\$3,087	\$30,869	\$24,000	\$3,000	\$3,000	\$30,000	\$48,695	\$6,087	\$6,087	\$60,869	Use FY24 funds in Task 5 for consultant - rest during FY25 UPWP - waiver?
GRAND TOTAL Sec 5303	\$122,295	\$15,287	\$15,287	\$152,869	\$0	\$0	\$0	\$0	\$122,295	\$15,287	\$15,287	\$152,869	

Tri-Cities Area Metropolitan Planning Organization
Resolution Approving an Amendment to the FY24 Unified Planning
Work Program (UPWP)

WHEREAS, the Tri-Cities Area MPO approved the FY24 Unified Planning Work Program (UPWP) at its June 22, 2023 Policy Committee meeting;

WHEREAS, it is necessary to make transfers between FY24 UPWP Tasks to properly fund each Task;

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization amends the FY24 UPWP Task allocations as noted in the attached table.

Upon a motion by _____ (_____) with a second by _____ (_____)
and carried by a voice vote a motion was adopted on January 11, 2024 with ___ members
voting Aye, ___ members voting Nay, and ___ members Abstaining.

The Honorable Samuel Parham, Chair,
Tri-Cities Area Metropolitan Planning Organization

January 11, 2024

Ronald D. Svejksky, Secretary,
Tri-Cities Area Metropolitan Planning Organization



ATTACHMENT 8

COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

SMART SCALE Policy Update

December 12, 2023



Summary of Staff Recommendations

Problem	Staff Recommendation	Improvement
SMART SCALE scoring should be forward-looking.	1. Calculate Congestion factor 10 7 years in the future 2. Utilize a forward-looking Economic Development measure	- Better align with project design requirements that are based on future growth volumes and consider future economic growth. - Reflect best-in-class economic impact assessments currently used by VEDP to incorporate key economic priorities of the Commonwealth.
The HPP program is being used to fund both low-scoring and small projects.	3. Refine High-Priority Projects Program (HPP) Eligibility and Eliminate Step 2	- Clarify CTB Policy to ensure HPP projects are of statewide or regional significance. - Distribute all HPP program funds based on statewide rankings of SMART SCALE scores, rather than district-wide rankings.
Need to improve application quality and reduce quantity of applications	4. Create a three-tier application limit	 Focuses on applicant priorities to improve overall outcomes and increase application success rate.
There is a one-factor majority driving project benefits. Desire to add greater emphasis on Safety.	5. Modify Land Use factor to a multiplier Remove Land Use Factor and modify factor weightings	- Emphasize what the project's benefits are versus where the project is located. - Increase factor weightings in Safety and Congestion.

1. Calculate Congestion Factor ~~7~~ 10 years in the Future

- Better align with project design requirements that are based on future growth volumes and consider future economic growth.

Testing Result: Looking 10 years out, changed the mix of project types in urban areas with positive impacts on larger (>\$10M) Highway Primary Improvement Types (PIT).

2. Utilize a Forward-Looking Economic Development Measure

- Reflect best-in-class economic impact assessments currently used by VEDP to incorporate key economic priorities of the Commonwealth.
- This would replace the current ED.1 with VEDP-provided factors that consider the economic development potential of sites impacted by the applicant project.

Testing Result: Added projects that were all Highway PIT in mostly rural areas of the Commonwealth with an average cost of \$15 Million.

3. Refine High-Priority Projects Program (HPP) Eligibility and Eliminate Step 2

- **Refine the HPP definition to include “what” type of projects by feature type:**
 - New Capacity Highway improvements including adding **New Through Lanes**, **Roadway on New Alignment**, and Managed Lanes (**HOV/HOT/Shoulder**), New Bridge
 - New or Improved Interchanges including New Interchange-Non-Limited Access Facility, Improve Grade-Separated Interchange, New Interchange-Limited Access Facility, and Ramp Improvements
 - Transit and Freight improvements including New or Improved Passenger Rail Stations or **Service or Corridor Improvements (including New Bridge)** Freight Rail Improvements, High-Capacity / Fixed Guideway Transit (**including Light Rail Transit or Bus Rapid Transit**), Transit Transfer Stations
 - ~~Revised to add entire corridor~~ Improvements recommended as the preferred alternative in a STARS, Pipeline Study, or Arterial Management Plan, **or MPO/Transit/Local studies with equivalent study components; in coordination with the Commonwealth and is as defined as Regionally significant, in accordance with 23 CFR 450.104.**
- **Eliminate Step 2, which provides statewide HPP funds to projects based on district rankings**
 - New process would distribute all HPP program funds based on statewide rankings of SMART SCALE scores

Testing Result: HPP average funded went from \$15.6M (30 projects) to \$31.8M (17 projects). All Bike & Ped PIT were removed from HPP funding. Bike & Ped PIT were reduced from 51 to 15 funded projects.

4. Create a Three-Tier Application Limit

Staff Recommendation	Tier	Localities	MPO, PDC, or Transit Agency	Max Pre-Applications	Max Full Applications
	1	< 100,000	< 200,000	4	3
	2	100,000 - 200,000	200,000 - 500,000	5	4
	3	>= 200,000	>= 500,000	7	6

- Revision from 250,000 to 200,000 made to accommodate federally designated Transportation Management Area (TMA).
 - 17 total entities in the middle tier (Adds Roanoke Valley Transportation Planning Organization and Arlington Transit)
 - Will use the latest available data from the University of Virginia Weldon Cooper Center to determine the population
- Existing CTB policy allows:
 - A Board member may allow one additional application from a county within their district if (1) the project is located within a town that is ineligible to submit projects and (2) the county in which the town is located will submit the maximum number of applications allowed. Only one such additional application is allowed per district.

Testing Result: In combination with administrative improvements, applicants are likely to submit ready projects (higher quality) and applicants will have a higher success rate of funding.

5. Remove Land Use Factor to a Multiplier and Modify Factor Weightings

- Two Step Process

- 1. Assign current Land Use factor weighting to other factor categories

Round 6 Board Approved Weightings					
Factor	Safety	Congestion	Accessibility	Economic Development	Environment
Type A	15% (+10%)	45%	25% (+10%)	5%	10%
Type B	20%	25% (+10%)	25% (+5%)	20%	10%
Type C	30% (+5%)	20% (+5%)	15%	25%	10%
Type D	40% (+10%)	10%	10%	30%	10%

- 2. Use the normalized Land Use factor as a multiplier on all other benefits (1+Normalized Score/100)

Testing Result: Dropped small (<\$10M) projects across all area types with a majority coming from Bike & Ped PIT and an average cost of \$8.2M. Added projects with a majority coming in area types C and D with the majority Highway PIT and an average cost of \$16.7M.

Schedule and Next Steps

Month	Topics
December 4	Board Action on Revised SMART SCALE Policy
December	Round 6 Draft SMART SCALE Technical Guide (posted to homepage of website)
January	Round 6 Final SMART SCALE Technical Guide (posted to homepage of website)
March 1	Round 6 Pre-Application Opens