

TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
Meeting Agenda

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

Zoom Link:

<https://us02web.zoom.us/j/82451145976>

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

Members Invited:

Chesterfield County
City of Colonial Heights
Dinwiddie County
City of Hopewell
City of Petersburg
Prince George County
For the Secretary of Transportation
Petersburg Area Transit
Crater Planning District Commission
FHWA
FTA

Kevin Carroll
John Wood
William Chavis,
John Partin, Chair
Samuel Parham, Vice Chair
T.J. Webb
Shane Mann
Charles Koonce
Dr. Lydia Patton
Ivan Rucker (non-voting)
Ryan Long (non-voting)

Staff & Guests Invited:

Crater Planning District Commission
Crater PDC
VDOT
VDOT
VDOT
DRPT
City of Hopewell
Chesterfield County

Ron Svejkovsky, MPO Secretary
Jay Ruffa
Mark Riblett
Liz McAdory
Nicole Mueller
Daniel Wagner
Maurice Wilkins
Barb Smith

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 September 9, 2022 meeting – Att. 1 **Approval**

ACTION ITEMS:

7. UPC 122295 FFY 23 TIP Amendment - Attachment 2 **Approval by Resolution**

VDOT has requested that UPC 122295 (#I95CIP – Parallel Routes Operations Study; **Attachment 2**) be added to the FFY 2021-24 MTIP. MPO staff concurs with the request. TAC recommends Policy Committee approval.

Action requested: *Policy Committee approves the TIP Amendment by resolution.*

8. UPC 117865 TIP Amendment – Attachment 3 **Approval by Resolution**

MPO staff has requested that UPC 117865 (FY23 RSTP Planning Supplement, funded in the FY23-28 SYIP; **Attachment 3**) be added to the FFY 2021-24 TIP. These STBG/RSTP funds would be used to partially fund (FY23 Section 5303 funds will cover the rest of the cost) a one-year agreement with UrbanSDK to provide data, analyses, maps, and reports for our FY23 MPO UPWP products/tasks, including the Safety Plan, Multimodal Plan, *Plan2050*, Performance Measure reporting, etc. TAC recommends Policy Committee approval.

Action requested: *Policy Committee approves the TIP Amendment by resolution.*

9. CY 2023 Safety Target – *Attachment 4*

Approval

The CTB approved the CY2023 Statewide Safety Targets at its June 21, 2022. MPOs have 180 days after the State submits its targets to FHWA (in this case, by February 27, 2023) adopts its targets to adopt their targets (using either the State's targets or their own targets). Since we have not completed the Regional Safety Plan, we used the Worksheet provided by VDOT to develop our targets.

Attachment 4 is the proposed letter to send to VDOT after the Policy Committee approves the Targets. TAC recommends Policy Committee approval

Action requested: *Policy Committee approves the CY 2023 Safety Target.*

10. Asset Management & System Performance Targets – *Att 5*

Approval

The CTB approved the 2023 Statewide Asset Management & System Performance Targets at its September 21, 2022 meeting. MPOs have 180 days after the State submits its Targets to FHWA (in this case, by March 20, 2023) to adopt their targets (using either the State's targets or their own targets). MPO staff proposes to use the States targets for the Pavement and Bridge Targets and use the estimates provided by VDOT for the TCAMPO System Performance targets.

Attachment 5 is the proposed letter to send to VDOT and VDOT's tables used for the MPO Targets for System Performance. TAC recommends Policy Committee approval.

Action requested: *Policy Committee approves the 2023 Asset Management and System Performance Targets.*

11. FFY22 TAM Target – *Attachment 6*

Approval

DRPT submitted the *FFY22 Tier II Transit Asset Management (TAM) Plan*, which took effect October 1, 2022. MPOs have 180 days after that date (in this case, March 30, 2023) adopts its targets to adopt their targets (using either the

State's targets of their own targets). Petersburg Area Transit is a Tier II transit operator and has signed off on the Plan.

MPO staff proposes to use the States targets in the *FFY22 Tier II Transit Asset Management (TAM) Plan*. **Attachment 6** is the proposed letter to send to DRPT after the Policy Committee approves the FFY 2022 Targets. Tac recommends Policy Committee approval.

Action requested: *Policy Committee approves the FFY22 TAMS Target.*

INFORMATION ITEMS:

12.FFY 2024-2027 MTIP Development - Attachment 7

Information

MPO and VDOT Staffs will report on the process for the FFY 2024-2027 MTIP. **Attachment 7** is the process the MPO saw earlier this year (which coordinates RRTPO and TCAMPO's FFY 2024-27 MTIP processes and the conformity process).

On December 14, VDOT informed us that we will likely receive the Program of Projects and tables from VDOT by mid-January (after our Jan. 6 TAC and Jan. 12 Policy Committee meetings). Based on this development, TAC discussed an adjusted schedule (an updated 12/21/22 updated schedule is also included in **Attachment 7**) and options for the TAC and Policy Committee.

Since part of the process includes the ICG Meeting to approve the Air Quality Conformity Assessment project list (which consists of the Draft FFY 2024-27 MTIP project list with the current Plan2045 project list for TCAMPO and RRTPO) was currently scheduled for February 14 (and the projects lists will not be reviewed or ready in time for both RRTPO and TCAMPO), TAC recommends that the process be moved out a month so that the ICG meeting would be March 14 and the FFY 2024-27 MTIP and/or Air Quality Conformity Assessment Report would be approved by the Policy Committee on May 11 at the latest.

MPO staff are working with VDOT and RRTPO staff to finalize the new schedule. If necessary, the TAC has directed MPO staff to request authorizations from the Policy Committee. The Policy Committee will be updated as we know more.

13. Draft FY23 Accomplishments and FY24 UPWP Priorities – Att. 8 **Information**

It is time again to start the FY24 UPWP process. Our first step is to discuss the Draft FY22 accomplishments and FY24 UPWP priorities (**Attachment 8**).

14.FY24-29 STBG (RSTP) and CMAQ Process **Information**

MPO, VDOT, and each locality staffs are working together regarding the existing projects and new project applications. The Berkley Group developed the GIS-based STBG scoring tool developed by the GAP consultant. In early January, applicants are having review meetings with VDOT and MPO staff.

15. TCAMPO Plan2050 and RRTPO SE Data Workgroup **Information**

MPO Staff continues to work with the localities and Fort Lee until early 2023 to QA/QC the 2017 and project to Plan Year 2050 the population, household, group quarters, housing units, autos, K-12 enrollment, College enrollment, and retail/non-retail employment by TAZ. We hope to bring the full 2017-2050 SE data report to the TAC and Policy Committee for approval in March.

16.Regional Multimodal Plan **Information**

MPO Staff will report on the process for developing the scope of work and funding plan for the Plan, which will build on the previous plans and studies as resources for the Plan. We hope to bring back a draft of the scope and funding plan in early 2023.

Also, TCAMPO submitted a Letter of Interest (LOI) for technical assistance under the USDOT's Thriving Communities Program (TCP) under the Complete Neighborhoods TCP Community of Practice. This would greatly help the Regional Multimodal Plan and its implementation efforts.

17. DRPT Report **Information**

18.VDOT Report **Information**

19.Upcoming

Information

As noted, these are subject to change regarding the MTIP and conformity:

February 23:

- Approve Draft fiscally constrained FFY 2024-27 MTIP/Plan2045 list for draft air quality conformity assessment
- Approve the SE Data (2017-2050) by locality and TAZ
- Approve sending out Draft FFY 2024-27 MTIP and draft self-certification for public review (March 6-April 5)
- Approve the FY23 Accomplishments and FY24 UPWP Goals

March 9:

- Approve Draft air quality conformity assessment for public review (Mar 6- April 5)
- Approve the Draft STBG/CMAQ allocations for public review (March 10—April 9)

April 13:

- Approve the Draft FY24 UPWP for public review
- Approve the FFY 2024-27 MTIP, Conformity Report, and Self-Certification

May 11:

- Approve the FINAL FY24-29 STBG/CMAQ allocations

June 22:

- Approve the FY24 UPWP

20.Other Business

21. Next meeting

Friday, February 3, 10:00 a.m. at the Colonial Heights Public Library

22. Adjournment

ATTACHMENT 1

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

Petersburg Multi-Modal Station
100 West Washington Street
Petersburg, Virginia
September 8, 2022
4:30 PM

Zoom Link:

<https://us02web.zoom.us/j/81425345531>

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

Members Present:

City of Colonial Heights	John Wood
Dinwiddie County	William Chavis (via Zoom)
City of Petersburg	Samuel Parham, Vice Chair
Prince George County	T.J. Webb
For the Secretary of Transportation	Shane Mann
Petersburg Area Transit	Charles Koonce
Crater Planning District Commission	Mr. Jay Ruffa (alt.)

Members Absent:

Chesterfield County	Kevin Carroll
City of Hopewell	John Partin, Chair
FHWA	Ivan Rucker (non-voting)
FTA	Ryan Long (non-voting)

Others Present:

Crater Planning District Commission	Ron Svejksky, MPO Secretary
VDOT	Mark Riblett (via Zoom)
VDOT	Liz McAdory (via Zoom)
VDOT	Nicole Mueller (via Zoom)
Chesterfield County	Barb Smith
PlanRVA	Ken Lantz

1. Call to Order/Certification of Quorum

The meeting was called to order at 4:30 p.m. by Vice Chair Parham. A quorum was present.

2. Welcome

Vice Chair Parham welcomed members and guests.

3. Chair's Report

There was nothing to report.

4. Public Comment Period

There were no public comments.

ADMINISTRATIVE ITEMS:

5. Approval of Agenda

Approved

Mr. Webb moved, and Mr. Mann seconded the motion to delay the action items until Mr. Wood could arrive. The motion was approved unanimously. The motion was approved unanimously.

Mr. Wood arrived a few minutes later, and the action items could be voted upon. Mr. Webb moved, and Mr. Wood seconded the motion to resume the meeting. The motion was approved unanimously.

6. Approval of minutes from August 5, 2022 meeting – Att. 1

Approved

Mr. Wood moved, and Mr. Koonce seconded the motion to approve the minutes of the August 5, 2022 meeting. The motion was approved unanimously.

ACTION ITEMS:

7. TCAMPO Bylaws Update – Attachment 2

Approved

Mr. Svejksky state as noted that at the August 11, 2022, Policy Committee meeting, HB444 (which took effect July 1, 2022) allows for remote participation by members and for fully virtual meetings. As per HB444, in order to allow for the TAC or Policy Committee and/or its members to participate remotely, 1) the by-laws need to be amended to remove the prohibition on attending remotely, and 2) a policy on remote participation needs to be adopted.

Mr. Svejksky noted that Attachment 2 is the proposed amended by-laws. The by-laws document is amended by removing the last sentence in Article V Section 6, which currently prohibits MPO business meetings being conducted by telephonic or electronic means. After

consultation with the Crater PDC's Acting Executive Director, it was determined that this was a minor change that would not need legal review.

Mr. Svejksky also noted that as per our by-laws, the Policy Committee needs to approve the by-laws amendment by at least 2/3 of all the votes (i.e., 6 votes) in 2 consecutive meetings. Since we had 8 members present and all voted to approve the By-laws revision, the August 11 Policy Committee meeting will serve as the first meeting and this September 8 Policy Committee meeting will serve as the second meeting.

Mr. Svejksky also noted that a companion *Draft Policy and Procedures* for remote participation with the associated copy of text from HB444 is also included in Attachment 2. The development of the TCAMPO Fully Virtual Meeting Policy will be an action item later in the year. Our by-laws are patterned after the RRTPO by-laws, and this proposed amendment is the same change as was made and approved by the RRTPO Board in May 2022.

Mr. Webb moved, and Mr. Koonce seconded the motion that the Policy Committee approve the amended by-laws and Policy and Procedures for remote participation. The motion was approved unanimously.

8. FY24-29 STBG (RSTP) and CMAQ Process – Att. 3

Approved

Mr. Svejksky noted that Attachment 3 is the Draft STBG (RSTP) and CMAQ Process (including Appendix A on scoring STBG/RSTP and Appendix B on scoring CMAQ) as recommended by TAC for Policy Committee approval. This is the proposed process and scoring/selection process for the upcoming STBG (RSTP) and CMAQ project applications for the FY24-29 SYIP and future SYIPs. Many thanks to our GAP consultant and our TAC members. The proposed STBG/RSTP scoring factors and methods are data driven and similar to what we used for *Plan2045* but are tailored to these smaller scale projects (bike, ped, signals, intersections, etc.) and PDC staff would use GIS for much of the scoring.

Mr. Svejksky added that the blank STBG and CMAQ application PDF forms were sent to the localities on August 12.

Regarding CMAQ New Projects, Mr. Svejksky noted that at this point, it appears there will be approximately \$3M available for the FY24-29 SYIP's CMAQ program to fund new CMAQ projects, so MPO staff recommends the application deadline for new CMAQ projects be September 30 (TAC concurs). This will assure adequate time for the VDOT review/assistance regarding the new CMAQ project schedules and estimates and the MPO staff scoring of these new CMAQ project applications, then selection of projects early Spring 2023.

Regarding STBG (RSTP) New Projects, Mr. Svejkovsky noted that we will have up to \$8 million available for new STBG (RSTP) projects. As with CMAQ projects, the STBG (RSTP) applications are due by September 30.

Mr. Svejkovsky noted that after the applications are submitted, then there would be the VDOT review/assistance regarding the new project schedules and estimates, and the MPO staff scoring of these new project applications, then selection of projects early Spring 2023.

Mr. Webb moved, and Mr. Koonce seconded the motion that the Policy Committee approve the STBG and CMAQ Project Review, Selection, and Funds Allocation Process (with Appendix A and B),” for the FY24-29 SYIP process. The motion was approved unanimously.

9. RSTP/CMAQ Transfer for UPC 118948 – Att. 4

Approval by resolution

Mr. Svejkovsky noted that during the review of the SMART SCALE application for the FLT/ART Trailhead/Parking Lot project, it was found that there are three problems with UPC 118948 (Patton Park and Southern ART project):

- The parking lot element of UPC 118948 would likely not be eligible for CMAQ funds
- The parking lot element (after re-gravelling) would not be eligible for paving with federal funding for 10 years (i.e., you cannot touch it twice)
- UPC 118948 is currently funded with HIP-CRSSA funds; if the SMART SCALE application is funded, this project would likely not be able to obligate these funds by September 2024 (and we would lose the HIP funds).

Mr. Svejkovsky added that in order to fully fund UPC 109229 (Lakeview/Branders Bridge); expend HIP-CRRSA funds within FHWA-required time limit; avoid potential conflicts with CMAQ-eligible project features; and leverage funding toward the SMART SCALE Round 5 FLT/ART Trailhead/Parking Lot application, VDOT and MPO staff recommend the following funds transfers (the transfers summary and updated allocations tables are in Attachment 4):

- Transfer \$423,101 FY24 RSTP funds from UPC 109229 to UPC 118948
- Transfer \$134,349 FY25 RSTP funds from UPC 109229 (Lakeview/Branders Bridge Intersection) to UPC 118948 (ART Patton Park)
- Transfer the \$426,895 previous HIP-CRSSA funds from UPC 118948 to UPC 109229 (Lakeview/Branders Bridge Intersection, which is currently scheduled to go to advertisement in June 2023)
- Transfer \$724,266 of FY24 RSTP funds from UPC 70725 (RSTP Balance Entry) to UPC 118948
- Transfer \$130,555 of previous CMAQ funds from UPC 118948 to UPC 70722 (CMAQ Balance Entry)

Mr. Svejksky noted that once we know the results of the SMART SCALE application, we could then proceed with either the full project (UPC 118948 plus the SMART SCALE project) or UPC 118948 by itself in July 2023.

Mr. Koonce moved, and Mr. Webb seconded the motion to approve the Funds Transfers by resolution. The motion was approved unanimously.

INFORMATION ITEMS:

10. Fall Line Trail

Information

Mr. Mann gave the update on the progress of the project. The final design is not decided, and there will be a Public Hearing in late 2023 for the southern section of the Trail, with hopefully the design-bid package going out in early 2024.

11. FFY 2024-2027 MTIP Development - Attachment 5

Information

Mr. Svejksky noted that the draft FFY 2024-2027 MTIP data is being reviewed and finalized by MPO and VDOT staffs. Attachment 5 is the proposed process (coordinating with RRTPO and VDOT's conformity process).

12. FY22 PL UPWP Administrative Modification – Attachment 6

Information

Mr. Svejksky noted that MPO staff recently completed our PL (and Section 5303) invoices to VDOT and DRPT and found that we have gone over the PL budget for Task 2 (Programming) by more than 10% of the Task budget; fortunately, we still will have spent less than the total FY22 PL budget.

Mr. Svejksky added that this overage in Task 2 is due to more time being needed than expected for SMART SCALE pre-application/application work and assistance and less time needed than expected for Plan2045 in the 4th quarter of FY22. Consequently, MPO staff proposes shifting \$5,000 of FY22 PL from Task 3 to Task 2 (Attachment 6).

13. DRPT Report

Information

The DRPT monthly report was distributed to Members (copy attached to these minutes)

14. VDOT Report

Information

Mr. Mann gave the VDOT monthly report (attached to the minutes)

15. Upcoming

Information

Mr. Svejksky noted that the next few months of 2022 will be very quiet for the Policy Committee but will pick up speed after New Year's. He also noted that the MPO customarily cancels the December TAC and Policy Committee meetings.

16. Other Business

This was Shane Mann's last Policy Committee meeting. He was recently promoted to Deputy State Engineer for VDOT. Members expressed their appreciation for the work he has done which has helped the Tri-Cities area. In the interim, Dale Totten will be the acting District Engineer and Mark Riblett will serve as the Secretary's representative on the Policy Committee.

17. Next meeting

Mr. Parham noted that the next meeting is scheduled to be held on Thursday, October 13, 2022, 4:30 p.m. at the Petersburg Multimodal Center.

18. Adjournment

There being no more business, the meeting was adjourned at 5:11 p.m.

Discover Transit Month

- September is Discover Transit Month and throughout the month, DRPT will be informing Virginians about transportation options and encouraging use of local transit services to commute, travel, and explore their communities.
- This promotional effort is in an effort to help increase ridership, which has decreased due to the COVID-19 pandemic. This month will help raise awareness of options, offer incentives, and highlight the many benefits of public transportation.
- Promotional events include the Try Transit Pledge, which will enter participants in a contest to win free Virginia Breeze and Amtrak Northeast Regional tickets, and recording commutes on the Commute!VA app, which will automatically enter them to win a \$100 gift card.
- More information on Discover Transit Month may be found at transitva.gov.

Transit Ridership Incentive Program (TRIP)

- DRPT is excited to announce a mid-cycle funding opportunity for the Transit Ridership Incentive Program (TRIP). This call for applications focuses on projects aimed at mitigating regional congestion in the following regions:
 - Blacksburg, Charlottesville, Fredericksburg, Hampton Roads, Lynchburg, Northern Virginia, Richmond, and Roanoke
- Eligible projects will benefit commuting patterns by incentivizing use of transit for key trips within the targeted regions:
 - The development or improvement of regionally significant transit routes
 - The prioritization of transit in regional streetscapes through bus only lanes, prioritized lighting, etc.
- All potential applicants should review the application guidelines prior to submission and applications will open on **Thursday, September 1, 2022** and formally close on **Monday, October 3, 2022**.
- Letters of support and other time consuming supporting documentation will be accepted until **Friday, October 21, 2022**.
- All applications should be submitted via email to TRIP@drpt.virginia.gov and for more information, please visit the DRPT TRIP webpage (<https://www.drpt.virginia.gov/ongoing-grant-programs/trip/>) or contact Lauren Magnotto, DRPT TRIP Program Manager at lauren.magnotto@drpt.virginia.gov.

Virginia Statewide Rail Plan

- The Virginia Statewide Rail Plan for 2022 will provide long-term guidance for the Commonwealth's rail needs for people, communities, and commerce through consistent policies, public education, and ensuring that rail transportation continues to be a safe, economical, and environmentally friendly mode choice. This plan must be updated every four years.
- DRPT will be hosting a virtual public meeting on Tuesday, September 27 from 6-7PM. The public meeting will provide an opportunity for public comment on the state plan before it goes to the Commonwealth Transportation Board this winter.
- Registration for the public meeting may be found at this link: <https://register.gotowebinar.com/register/2505966644919195149>.
- More information on the Virginia Statewide Rail Plan can be found on the DRPT website at <https://drpt.virginia.gov/work-were-doing/virginia-statewide-rail-plan/>.

HJ 542 Transit Equity and Modernization Study

- The Virginia Transit Equity and Modernization Study team is working to complete the final review of the Action Plan and will present it to CTB in early Fall.
- More information may be found on the study website: www.vatransitmodernization.com

CTB – July Meeting Update was provided at the August Policy Committee Meeting

CTB – No August Meetings

CTB – Next Meeting (VDOT Auditorium)

- Workshop Meeting on September 20 at 8:30 am
- Action Meeting on September 21 at 8:30 am

SMART SCALE – Round 5 (FY22 – FY27 SYIP)

- Validation is underway
 - o Richmond District Planning will facilitate all communication with applicants regarding SMART SCALE validation and scoring
 - o VDOT staff appreciates the coordination that your staff is affording as we go through this process
- Scoring is anticipated to be completed in December 2022

The Fall Line

- VDOT Design-Build Packages
 - o The northern section design-build (DB) contract is on schedule for advertisement by the end of Calendar Year 2022
 - VDOT / CVTA Standard Project Agreement (SPA) for the northern section was presented to the CTB in July; action is anticipated at the September CTB meeting
 - o The southern section DB contract is on schedule for advertisement by mid-2023
 - o VDOT is coordinating with the CVTA Fall Line Work Group to assist in prioritizing the remaining unfunded segments of the trail
- Design Guidelines
 - o Final version of the guidelines will be available prior to RFP advertisement
 - The Fall Line Trail Work Group will have the opportunity to review before completion

Upcoming Public Hearings/Citizen Information Meetings

- There are currently no Public Hearings or Willingness to Hold Public Hearings in the Tri-Cities study area.

Richmond MPO

Primary Projects

UPC NO	122295	SCOPE	Traffic Management/Engineering			
SYSTEM	Primary	JURISDICTION	Richmond District-wide		OVERSIGHT	NFO
PROJECT	#I95CIP - PARALLEL ROUTES OPERATIONS STUDY				ADMIN BY	VDOT
DESCRIPTION	FROM: N/A TO: N/A					
PROGRAM NOTE	TIP AMD - add \$150,000 (AC-Other: I-95 Interstate Corridor funds) FFY23					
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$150,000
	FUND SOURCE	MATCH	FY21	FY22	FY23	FY24
PE AC	Federal - AC OTHER	\$0	\$0	\$0	\$150,000	\$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

**Tri-Cities Metropolitan Planning Organization Resolution Approving
Revision of the FFY 2021-2024 Metropolitan Transportation Improvement
Program to Add UPC 122295**

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 for the Metropolitan Transportation Improvement Program to be consistent with the State Transportation Improvement Program;

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

WHEREAS, UPC 122295 is included in the 2045 Metropolitan Transportation Plan (MTP);

WHEREAS, the Virginia Department of Transportation has requested an amendment to the transportation project to ensure prompt project delivery; and,

WHEREAS, the project to be added is exempt from conformity under the provisions of 40 CFR Part 93.126;

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization's FFY 2021-24 Metropolitan Transportation Improvement Program be amended to reflect the project's design, concept, scope, and schedule.

Upon a motion by _____ (_____) with a second by _____ (_____) and carried by a voice vote a motion was adopted on January 12, 2023, with _____ members voting Aye, _____ members voting Nay, and _____ board members Abstaining.

The Honorable John Partin, Chair,
Tri-Cities Area Metropolitan Planning Organization

January 12, 2023
Date

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

ATTACHMENT 3

Tri-Cities MPO

Miscellaneous Projects

UPC NO		117865	SCOPE		Other	
SYSTEM		Miscellaneous	JURISDICTION		Multi-jurisdictional: Tri-Cities MPO	OVERSIGHT NFO
PROJECT		RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES -- FY23			ADMIN BY	Locally
DESCRIPTION						
PROGRAM NOTE		TIP AMD - Add RSTP \$36,000 FFY23				
ROUTE/STREET		VARIOUS (9999)			TOTAL COST	\$45,000
	FUND SOURCE		MATCH	FY21	FY22	FY23 FY24
PE	Federal - RSTP		\$9,000	\$0	\$0	\$36,000 \$0

Federal funds include the use of soft match supported by approved toll credits unless otherwise indicated and/or matching funds are shown in the "Match" column. Non-federal fund sources are as noted in the "Program Note" and shown in the "Match" column, when applicable.

**Tri-Cities Metropolitan Planning Organization Resolution Approving
Revision of the FFY 2021-2024 Metropolitan Transportation Improvement
Program to Add UPC 117865**

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 for the Metropolitan Transportation Improvement Program to be consistent with the State Transportation Improvement Program;

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

WHEREAS, UPC 117865 is included in the 2045 Metropolitan Transportation Plan (MTP);

WHEREAS, the Virginia Department of Transportation has requested an amendment to the transportation project to ensure prompt project delivery; and,

WHEREAS, the project to be added is exempt from conformity under the provisions of 40 CFR Part 93.126;

NOW THEREFORE BE IT RESOLVED that the Tri-Cities Area Metropolitan Planning Organization's FFY 2021-24 Metropolitan Transportation Improvement Program be amended to reflect the project's design, concept, scope, and schedule.

Upon a motion by _____ (_____) with a second by _____ (_____)
and carried by a voice vote a motion was adopted on January 12, 2023, with ____
members voting Aye, ____members voting Nay, and ____ board members Abstaining.

The Honorable John Partin, Chair,
Tri-Cities Area Metropolitan Planning Organization

January 12, 2023
Date

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

ATTACHMENT 4

January 13, 2023

Mr. Raymond Khoury, P.E.
State Traffic Engineer
Traffic Operations Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Mr. Khoury:

The Tri-Cities Area Metropolitan Planning Organization (TCAMPO) 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.

The selected methodology and selected targets are outlined below acknowledging acceptance to support the VDOT statewide annual goal percent change, to set a numerical target for each performance measure specific to the MPO planning area, or any combination of these two methods for all five safety performance targets.

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.

Target Description	*Statewide Annual Goal Percent Change	MPO Adoption of Statewide Goal (Yes/No)	If No, Enter MPO Annual Goal Percent Change
Fatalities	+3.69%	Yes/No	
Serious Injuries	-0.52%	Yes/No	
Non-Motorized Fatalities and Serious Injuries	-0.86%	Yes/No	
Vehicle Miles Traveled (VMT)	+0.77%	Yes/No	

*A positive value represents an increase, and a negative value represents a reduction in five-year averages each year from 2021 to 2023.

2023 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	17
Fatality Rate	0.946
Serious Injuries	178
Serious Injury Rate	9.954
Non-Motorized Fatalities and Serious Injuries	15

We acknowledge MPO targets are reported to VDOT and will be made available to FHWA upon request. Our 2023 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 28, 2023**.

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

Respectfully,

Ron Svejovsky, Director
TCAMPO

ATTACHMENT 5

January 13, 2023

Margie Ray
Performance Management Manager
Office of Intermodal Planning and Investment
1401 East Broad Street
Richmond, VA 23219

Dear Ms. Ray:

The Tri-Cities Area Metropolitan Planning Organization (TCAMPO) submits this letter to the Office of Intermodal Planning and Investment (OIPI) to fulfill the target setting requirements of the Federal Highway Administration's (FHWA) January 2017 final rulemakings for National Performance Measures for asset condition and system performance. This letter satisfies the federal requirement for MPOs to report targets to their respective State DOT "in a manner that is documented and mutually agreed upon by both parties" (23 CFR §§490.107(c)(1)). Documenting the targets in this letter also allows for the State to provide MPO targets to FHWA, upon request, satisfying a reporting requirement of State DOTs (23 CFR §§490.105(f)(9)).

In accordance with 23 CFR §§490.105 and 490.107, targets for twelve federally mandated asset condition and system performance measures must be established and reported to FHWA every four years, beginning in 2018. Federal regulations require both State Departments of Transportation and Metropolitan Planning Organizations to set targets for the twelve measures (23 CFR §§490.105, 490.307, 490.407, 490.507, 490.607, 490.707, and 490.807).¹ The rule requires MPOs to establish targets by either (1) "agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target" or (2) "committing to a quantifiable target for that performance measure for their metropolitan planning area" (23 CFR §§490.105(f)(3)). By supporting any of the State targets, we agree to plan and program projects to contribute toward achieving the State target.

Asset Condition Methodology Summary

	State	MPO	If MPO, please describe the methodology
Percentage of Pavement in Good Condition (Interstate)	☒	☐	
Percentage of Pavement in Poor Condition (Interstate)	☒	☐	
Percentage of Pavement in Good Condition (Non-Interstate NHS)	☒	☐	
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	☒	☐	
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	☒	☐	
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	☒	☐	

¹ The performance measures for peak hour excessive delay, non-single occupancy vehicle use, and emission reductions are only required in the Washington, DC-MD-VA urbanized area, which is represented by the Metropolitan Washington Council of Government.

System Performance Methodology Summary

	State	MPO	If MPO, please describe the methodology
Percentage of Person-Miles Traveled that are Reliable (Interstate)	☐	☒	VDOT data – 95th % CI lower bound 2025
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	☐	☒	VDOT data – 95th % CI lower bound 2025
Truck Travel Time Reliability Index	☐	☒	VDOT data – 95th % CI lower bound 2025

Selected Targets (*default is State target*)

Measure	4-Year Target
Percentage of Pavement in Good Condition (Interstate)	45%
Percentage of Pavement in Poor Condition (Interstate)	3%
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	5%
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	25.1%
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	3.6%
Percentage of Person-Miles Traveled that are Reliable (Interstate)	99.53%
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	90.15%
Truck Travel Time Reliability Index	1.14

We acknowledge MPO targets are reported to the State and will be made available to FHWA upon request. Our targets are submitted for each performance measure within 180 days of the State establishing its statewide targets, which falls on March 20, 2023.

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

Respectfully,

Ron Svejksky, Director
Tri-cities area MPO

Infrastructure Condition

Federal Pavement Performance and Targets

Interstate



Measure (Percentage of)	1st Performance Period CTB Adopted Targets (percent)		Annual Performance (percent)					2nd Performance Period Proposed Targets (percent)	
	2-yr (2019)	4-yr (2021)	2017	2018	2019*	2020	2021	2-yr (2023)	4-yr (2025)
Pavement on the Interstate in GOOD Condition	45	45	57.8	57.5	57.9	56.3	57.3	45	45
Pavement on the Interstate in FAIR Condition	n/a	n/a	41.7	42.2	41.8	43.5	42.6	n/a	n/a
Pavement on the Interstate in POOR Condition	3.0	3.0	0.5	0.3	0.3	0.2	0.1	3.0	3.0

*Virginia made **Significant Progress** toward its 2-year targets.

Infrastructure Condition

Federal Pavement Performance and Targets

Non-Interstate National Highway System



Measure (Percentage of)	1st Performance Period CTB Adopted Targets (percent)		Annual Performance (percent)					2nd Performance Period Proposed Targets (percent)	
	2-yr (2019)	4-yr (2021)	2017	2018	2019*	2020	2021	2-yr (2023)	4-yr (2025)
Pavement on the Non-Interstate NHS in GOOD Condition	25	25	35.4	34.8	36.7	36.6	33.5	25	25
Pavement on the Non-Interstate NHS in FAIR Condition**	n/a	n/a	63.6	64.3	62.4	62.6	66.0	n/a	n/a
Pavement on the Non-Interstate NHS in POOR Condition**	5.0	5.0	1.0	0.9	0.9	0.8	0.5	5.0	5.0

*Virginia made **Significant Progress** toward its 2-year targets.

Infrastructure Condition

Federal Bridge Performance and Targets

Measure	1st Performance Period CTB Adopted Targets (percent)		Annual Performance (percent)					2nd Performance Period Proposed Targets (percent)	
	2-yr (2019)	4-yr (2021)	2017	2018	2019*	2020	2021	2-yr (2023)	4-yr (2025)
Percentage of NBI Bridges on the NHS in GOOD Condition	33.5	30.5	33.6	32.5	31.8	29.4	29.8	27.2	25.1
Percentage of NBI Bridges on the NHS in FAIR Condition	n/a	n/a	62.9	64.5	65.6	67.5	67.1	n/a	n/a
Percentage of NBI Bridges on the NHS in POOR Condition	3.5	3.0	3.5	3.0	2.6	3.1	3.0	3.3	3.6

*Virginia did not make **Significant Progress** toward its original 2-year target for Percentage of NBI Bridges on the NHS in Good Condition. The CTB adopted a revised 4-year target in September 2020.

NHS – National Highway System
NBI – National Bridge Inventory

System Performance

Federal Reliability Performance and Targets



Measure	1st Performance Period CTB Adopted Targets		Annual Performance					2nd Performance Period Proposed Targets	
	2-yr (2019)	4-yr (2021)	2017	2018	2019	2020	2021	2-yr (2023)	4-yr (2025)
Person-Miles Traveled that are Reliable - Interstate (%)	82.2%	82.0%	84.3%	82.4%	83.6%	93.8%	86.3%	85.0	85.0
Person-Miles Traveled that are Reliable - Non-Interstate NHS (%)	n/a	82.5%	86.8%	88.0%	88.9%	97.76%	95.0%	88.0	88.0
Truck Travel Time Reliability Index	1.53	1.56	1.48	1.58	1.55*	1.32	1.49	1.64	1.64

*Virginia did not make **Significant Progress** toward its original 2-year target for Truck Travel Time Reliability Index. No change to the 4-year target was proposed.

Predicted Interstate Travel Time Reliability Measure by MPO

MPOs	2022		2023		2024		2025	
	95th % CI Lower Bound no prj	95th % CI Upper Bound prj	95th % CI Lower Bound no prj	95th % CI Upper Bound prj	95th % CI Lower Bound no prj	95th % CI Upper Bound prj	95th % CI Lower Bound no prj	95th % CI Upper Bound prj
BRIS	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
CVIL	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
FRED	67.57%	75.08%	67.19%	80.55%	67.10%	79.84%	67.09%	79.51%
HAMP	94.98%	95.95%	94.87%	95.86%	94.87%	95.77%	94.80%	95.58%
HAR	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
NOVA	65.12%	66.58%	65.07%	66.47%	64.96%	67.05%	64.99%	68.30%
NRV	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
RICH	96.97%	97.41%	96.98%	97.37%	97.04%	97.33%	97.21%	97.48%
ROAN	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
SAW	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
TCAT	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	99.53%	100.15%
WINC	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Predicted Non-Interstate Travel Time Reliability Measure by MPO

MPOs	2022		2023		2024		2025	
	Base Year 2019	Base Year 2021	Base Year 2019	Base Year 2021	Base Year 2019	Base Year 2021	Base Year 2019	Base Year 2021
BRIS	87.28%	88.21%	86.82%	87.75%	86.37%	87.29%	85.91%	86.83%
CVIL	100.00%	93.43%	100.00%	96.19%	100.00%	98.95%	100.00%	100.00%
DAN	97.25%	93.83%	96.87%	93.47%	96.49%	93.11%	96.12%	92.75%
FRED	85.91%	88.66%	86.08%	88.76%	86.24%	88.87%	86.39%	88.97%
HAMP	90.98%	93.89%	91.00%	93.90%	91.02%	93.91%	91.04%	93.92%
HAR	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
KING	99.76%	96.62%	99.76%	96.63%	99.77%	96.65%	99.77%	96.67%
LYN	91.31%	96.83%	90.69%	96.21%	90.07%	95.59%	89.45%	94.97%
NOVA	77.62%	94.86%	78.03%	95.06%	78.44%	95.25%	78.84%	95.44%
NRV	84.59%	82.50%	84.92%	82.85%	85.25%	83.20%	85.58%	83.55%
RICH	92.59%	96.05%	92.58%	96.00%	92.57%	95.95%	92.56%	95.90%
ROAN	96.75%	96.30%	97.82%	97.36%	98.87%	98.42%	99.92%	99.47%
SAW	88.58%	84.08%	91.54%	87.14%	94.44%	90.13%	97.27%	93.06%
TCAT	87.86%	89.13%	88.63%	89.89%	89.39%	90.65%	90.15%	91.41%
WINC	86.74%	88.79%	86.81%	88.86%	86.87%	88.92%	86.94%	88.99%

Predicted Truck Travel Time Index by MPO

MPOs	Actual Performance						Forecast		
	2016 TTTR	2017 TTTR	2018 TTTR	2019 TTTR	2020 TTTR	2021 TTTR	2023 TTTR	2024 TTTR	2025 TTTR
Blacksburg-Christiansburg-Montgomery	1.09	1.09	1.11	1.11	1.09	1.14	1.13	1.14	1.14
Bristol VA-TN*	1.11	1.12	1.15	1.11	1.10	1.10	1.16	1.16	1.16
Charlottesville-Albemarle	1.15	1.13	1.16	1.15	1.13	1.15	1.17	1.18	1.19
Frederickburg	2.68	2.75	2.54	2.71	1.82	3.43	2.80	2.86	2.90
Hampton Roads	2.06	2.07	2.04	1.97	1.59	1.81	1.96	1.98	1.99
Harrisonburg-Rockingham	1.06	1.06	1.09	1.07	1.07	1.11	1.10	1.11	1.11
Northern Virginia - MWCOG*	2.66	2.65	2.64	2.63	2.16	2.30	2.92	2.93	2.94
Richmond	1.45	1.45	1.53	1.49	1.22	1.34	1.62	1.65	1.68
Roanoke Valley	1.21	1.23	1.32	1.32	1.13	1.29	1.51	1.56	1.62
Staunton-Augusta-Waynesboro	1.11	1.11	1.14	1.15	1.10	1.16	1.18	1.18	1.19
Tri Cities	1.12	1.14	1.12	1.13	1.10	1.12	1.14	1.14	1.14
Winchester-Frederick County	1.09	1.09	1.14	1.12	1.11	1.11	1.14	1.15	1.15
Note: Bristol and MWCOG are multi-state MPOs.	Note: Actual TTTRs in Bristol and MWCOG are from multi-states.						Note: TTTR forecasts in Bristol and Nova MPO areas are solely based on VA portion.		

ATTACHMENT 6

January 13, 2023

Wood Hudson
Statewide Transit Planner
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 3102
Richmond, VA 23219

Dear Mr. Hudson,

The Tri-Cities Area Metropolitan Planning Organization (TCAMPO) has reviewed and adopted Federal Fiscal Year TAM targets into the Transportation Improvement Program on January 12, 2023. A copy of the MPOs updated TIP is provided on our webpage:

<https://craterpdc.org/our-works/transportation/transportation-about/>

Our MPO has opted to adopt the FFY22 Virginia Group Tier II Transit Asset Management Plan targets published in the TAM plan on October 1, 2022.

Signed,

Ronald Svejkovsky
Director, TCAMPO
January 13, 2023

2022 TIER II GROUP TRANSIT ASSET MANAGEMENT PLAN

MPO PERFORMANCE MEASURES GUIDANCE

Background

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires transit agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation create a Transit Asset Management (TAM) plan. Transit agencies can fulfill this requirement through an individual or group plan. A group plan is designed to collect TAM information about groups (typically smaller sub-recipients of 5311 or 5307 federal grant programs).

TAM requirements and eligibility is split into two tiers based on the size of a transit agency's vehicle fleet. The criteria for each tier are shown in Figure 1.

Figure 1. Tier I and Tier II Agency Providers

Tier I	Tier II	Important Dates TAM Adoption Date: 10/1/ 2022 MPOs update TIP/CLRP: <u>3/30/2023</u>
Operates rail OR ≥ 101 vehicles across all fixed route modes OR ≥ 101 vehicles in one non- fixed route mode	Subrecipient of 5311 funds OR American Indian Tribe OR ≤ 100 vehicles across all fixed route modes OR ≤ 100 vehicles in one non-fixed route mode	

In Virginia, the Department of Rail and Public Transportation (DRPT) sponsors a [Tier II Group TAM Plan](#) that covers 33 transit agencies in Virginia (see Attachment 1 for a list of participating agencies).

The following larger agencies maintain their own Tier I TAM Plans:

- Hampton Roads Transit (HRT)
- Greater Richmond Transit Company (GRTC)
- Potomac and Rappahannock Transportation Commission (PRTC)
- Virginia Railway Express (VRE)

DRPT published a new [FFY22 Virginia Group Tier II Transit Asset Management Plan](#) on October 1, 2022, after The Plan was adopted by the 33 transit agencies who were eligible to participate in the plan.

The plan includes a detailed inventory of capital transit assets (vehicles and facilities). A condition assessment of these inventoried assets along with a discussion of decision support tools and investment prioritization.

The TAM plan was developed from asset information provided by each participating transit agency. To facilitate the TAM planning process transit agencies are required to maintain asset inventory data statewide TransAM database. Information in the database is required to be updated twice annually (July 15 and January 15).

DRPT prioritizes State capital assistance provided to transit agencies via the [MERIT Capital Assistance Program](#). The MERIT program is guided by a project prioritization process for capital needs that allows DRPT to allocate and assign limited resources to projects and investments identified as the most critical. The prioritization process is designed to favor projects that:

- Achieve the statewide policy objective of maintaining a state of good repair of existing assets and;
- Have the greatest impact on the provision of public transportation services throughout the state.

Over the plans, the 4-year planning horizon DRPT will provide MPOs with revised TAM performance Targets after October 1 of each calendar year. Each year MPOs will need to update the TAM performance Target table(s) in the TIP/CLRP to reflect the new targets.

TAM Plan Data

In addition to the plan, DRPT is making TAM inventory data available through the [DRPT Open Data Portal](#). The [TAM section](#) allows MPOs to review TAM Plan inventor data by MPO area or transit agency. The Open data portal provides access to current TAM Plan performance targets by asset type and asset class.

MPO Role in TAM

1. Background

With the publication of the FFY22 Tier II Group TAM Plan on October 1, 2022, MPOs have 180-days (from October 1, 2022) to update their planning documents to reflect the newly published TAM performance targets (Figure 1).

MPOs can use the targets developed for the Group TAM Plan or develop their own regionally specific targets. DRPT is providing MPOs with the Group TAM Plan targets and template language to facilitate the TIP/CLRP update process.

DRPT is providing a form letter that MPOs should use to notify DRPT of their intent to adopt the Statewide Tier II TAM targets.

When adopting the TAM targets MPOs should review their Public Participation Plan to determine the exact procedures for modifying the TIP. MPOs may be able to update targets and TAM language using the TIP modification procedures versus a full TIP amendment

Note: DRPT only provides the statewide targets for agencies participating in the Tier II Group Plan. Large, Tier I transit agencies are responsible for developing their own TAM Plans. If an MPO has a Tier I transit agency within its MPO area coordination should happen between the MPO and the transit agency.

2. TAM Target Setting

An MPO may use the language below in their TIP. Replace the appropriate highlighted text with relevant references.

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

Figure A: TAM Performance Measures by Asset Category

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

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

Two definitions apply to these performance measures:

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

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

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

- A Tier II agency is a subrecipient of FTA 5311 funds, or is an American Indian Tribe, or has 100 or fewer vehicles across all fixed route modes, or has 100 vehicles or less in 1 non-fixed route mode.

Tier I Language (Optional for MPOs with Tier I agencies only) do not include if you only have a Tier II agency participating in the Group Plan.

For Tier I providers, any Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP) adopted after October 1, 2018, will comply with the TAM Plans developed by the Tier I transit providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The performance measurements and targets for Tier I plans can be found in each agency's individual TAM plan. Within the MPO NAME the TRANSPORTATION AGENCY NAME is a Tier 1 provider, as such TRANSPORTATION AGENCY NAME is responsible for the development of its TAM Plan. TRANSPORTATION AGENCY NAME TAM Plan was completed on DATE. It can be found here: LINK and is included in the Table below. The MPOs planning process integrates the goals, objectives, performance measures, and targets described in the plan into its planning and programming process.

Table: Insert Tier 1 Measures and targets by asset class.

Tier II Group Plan language

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The MPO NAME programs federal transportation funds for TRANSPORTATION AGENCY NAME(S). TRANSPORTATION AGENCY NAME(S) is a Tier II agency participating in the DRPT-sponsored group TAM Plan. The MPO has integrated the goals, measures, and targets described in the [Federal Fiscal Year 2022-2025 Virginia Group Tier II Transit Asset Management Plan](#) into the MPO's planning and programming process. Performance targets for the Tier II Group TAM Plan are included in the table below.

Table1: TAM Targets for rolling stock and facilities: Percentage of Revenue Vehicles that have met or exceeded their ULB by Asset Type.

Asset Category - Performance Measure	Asset Class	FFY2022
Revenue Vehicles		
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	5%
	BU - Bus	15%
	CU - Cutaway	10%
	MV-Minivan	20%
	BR - Over-the-Road Bus	15%
	VN - Van	20%
Equipment		
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	30%
	Trucks and other Rubber Tire Vehicles	30%

Facilities		
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administrative Facilities	10%
	Maintenance Facility	10%
	Passenger Facilities	15%
	Parking Facilities	10%

Attachment 1: Tier II Group Plan Participants 2022

Transit Service	MPO area (if any)
AASC/Four County Transit	
Bay Aging/Bay Transit	HRTPO
CSPDC/BRITE Transit Service	SAWMPO
City of Bristol/Bristol Virginia Transit	Bristol TN/VA MPO
Charlottesville Area Transit	CAMPO
City of Harrisonburg	HRMPO
City of Petersburg/Petersburg Area Transit	Tri Cities
City of Radford/Radford Transit	NRVMPO
City of Suffolk/Suffolk Transit	HRTPO
City of Winchester/Win Tran	WinFred
Danville Transit System	
District Three Public Transit/Mountain Lynx Transit	Bristol TN/VA MPO
Farmville Area Bus	
Fredericksburg Regional Transit	FRED
Greater Lynchburg Transit Company	CVMPPO
Greater Roanoke Transit Company/Valley Metro	RVTPPO
Greensville-Emporia Transit	
JAUNT, Inc.	CAMPO
Lake Country Area Agency on Aging	
Loudoun County Transit	TPB
Mountain Empire Older Citizens, Inc.	
NVTC- Arlington County/Arlington Transit	TPB
NVTC- City of Alexandria/Alexandria Transit Company (DASH)	TPB
Pulaski Area Transit	
RADAR/Unified Human Services Transportation Systems, Inc.	RVTPPO
STAR Transit	
Town of Altavista	
Town of Blacksburg	NRVMPO
Blackstone Areas Bus System	
Town of Bluefield/Graham Transit	
Town of Chincoteague/Pony Express	
Virginia Regional Transit	
Williamsburg Area Transit Authority	HRTPO

Information and Resources

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

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

DRPT TAM page:
<https://drpt.virginia.gov/guidelines-and-requirements/transit-asset-management-plan/>

DRPT TAM Open Data Portal Site:
<https://data.drpt.virginia.gov/stories/s/FY2022-2025-TAM-Plan/h9nh-b94p>

ATTACHMENT 7

Richmond and Tri- Cities FFY 2024-27 MTIP Adoption and FFY 2024-27 and 2045 LRTP Conformity Schedule

Date	Task
January 6 th , 2023	TCAMPO TAC approves fiscally constrained FFY2024-27 MTIP and 2045 LRTP project list for conformity and asks the Policy Committee to authorize the TAC to approve conformity determination for public review
January 10, 2023	RRTPO TAC approves fiscally constrained FFY2024-27 MTIP and 2045 LRTP project list for conformity and asks the TPO Board to authorize the TAC to approve conformity determination for public review
January 12 th , 2023	TCAMPO approves fiscally constrained FFY2024-27 MTIP and 2045 LRTP project list for conformity and authorizes the TAC to approve conformity determination for public review
February 2 nd , 2023	RRTPO approves fiscally constrained FFY 2024-27 TIP and 2045 LRTP project list for conformity and authorizes the TAC to approve conformity determination for public review
February 3 rd , 2023	TCAMPO TAC recommends Draft FFY 2024-27 MTIP and self-certification for public review
February 9 th , 2023	TCAMPO approves Draft FFY 2024-27 MTIP and self-certification for March 6 - April 5 public review
February 14 th , 2023	Interagency Consultation Group (ICG) Meeting on FFY 2024-27 MTIP and 2045 LRTPs @ RRPDC
February 14 th , 2023	RRTPO TAC approves draft conformity report for March 6 - April 5 public review (following the ICG meeting)
March 3 rd , 2023	TCAMPO TAC approves the draft conformity report for March 6 – April 5 public review
Mar. 6 th – Apr 5 th , 2023	30-day public comment period on draft conformity report and public comment period on the FFY 2024-27 MTIP and self-certification
April 6 th - 12 th , 2023	VDOT/PDC staff review and address conformity and Draft FFY 2024-27 MTIP and self-certification public comments (if necessary)
April 7 th , 2023	TCAMPO TAC recommends 1) approval of the conformity report, and 2) Final FFY 2024-27 MTIP and self-certification
April 11 th , 2023	RRTPO TAC recommends 1) approval of conformity report, and 2) Final FFY 2024-27 MTIP and self-certification
April 13 th , 2023	TCAMPO approves 1) conformity report for submittal to FHWA, and 2) Final FFY 2024-27 MTIP and self-certification for submittal to VDOT and DRPT
May 4 th , 2023	RRTPO approves 1) conformity report for submittal to FHWA, and 2) Final FFY 2024-27 MTIP and self-certification for submittal to VDOT and DRPT
May 5 th , 2023	VDOT submits e-copy of conformity analysis to FHWA; 45-day federal review period begins
June 19 th , 2023	Federal Conformity Determination received

Richmond and Tri- Cities FFY 2024-27 MTIP Adoption and FFY 2024-27 and 2045
L RTP Conformity Schedule (draft updated 12-21-22)

Date	Task
January 6 th , 2023	TCAMPO TAC approves fiscally constrained FFY2024-27 MTIP and 2045 LRTP project list for conformity and asks the Policy Committee to authorize the TAC to approve conformity determination for public review
January 10, 2023	RRTPO TAC approves fiscally constrained FFY2024-27 MTIP and 2045 LRTP project list for conformity and asks the TPO Board to authorize the TAC to approve conformity determination for public review
January 12 th , 2023	TCAMPO approves fiscally constrained FFY2024-27 MTIP and 2045 LRTP project list for conformity (alt. date 2/9) and authorizes the TAC to approve draft conformity determination for public review
February 2 nd , 2023	RRTPO approves fiscally constrained FFY 2024-27 TIP and 2045 LRTP project list for conformity and authorizes the TAC to approve conformity determination for public review
February 3 rd , 2023 (alt. date 2/17)	TCAMPO TAC recommends Draft FFY 2024-27 MTIP and self-certification for public review and fiscally constrained FFY2024-27 MTIP and 2045 LRTP project list for conformity
February 23 th , 2023 (alt. date 2/9)	TCAMPO approves Draft FFY 2024-27 MTIP and self-certification for March 6 - April 5 public review
February 14 th , 2023	Interagency Consultation Group (ICG) Meeting on FFY 2024-27 MTIP and 2045 LRTPs @ RRPDC
February 14 th , 2023	RRTPO TAC approves draft conformity report for March 6 - April 5 public review (following the ICG meeting)
March 3 rd , 2023	TCAMPO TAC approves the draft conformity report for March 6 – April 5 public review
Mar. 6 th – Apr 5 th , 2023	30-day public comment period on Draft Conformity Report, Draft FFY 2024-27 MTIP, and Draft self-certification
April 6 th - 12 th , 2023	VDOT/PDC staff review and address conformity and Draft FFY 2024-27 MTIP and self-certification public comments (if necessary)
April 7 th , 2023	TCAMPO TAC recommends 1) approval of the conformity report, and 2) Final FFY 2024-27 MTIP and self-certification
April 11 th , 2023	RRTPO TAC recommends 1) approval of conformity report, and 2) Final FFY 2024-27 MTIP and self-certification
April 13 th , 2023	TCAMPO approves 1) conformity report for submittal to FHWA, and 2) Final FFY 2024-27 MTIP and self-certification for submittal to VDOT and DRPT
May 4 th , 2023	RRTPO approves 1) conformity report for submittal to FHWA, and 2) Final FFY 2024-27 MTIP and self-certification for submittal to VDOT and DRPT
May 5 th , 2023	VDOT submits e-copy of conformity analysis to FHWA; 45-day federal review period begins
June 19 th , 2023	Federal Conformity Determination received

ATTACHMENT 8

TCAMPO FY23 UPWP ACCOMPLISHMENTS AND FY24 UPWP PRIORITIES

FY23 Accomplishments

- Census 2020 - Census Urban Area amended (Census Bureau release in Winter 2022/23), update smoothed urbanized (urban/rural) boundary and MPO Planning Area boundary (coordinated with RRTPO and VDOT)
- Began federal functional classification update (complete in FY24)
- Amended the *FFY 2021-24 Metropolitan Transportation Improvement Program* as needed
- Adopted *FFY 2024-27 Metropolitan Transportation Improvement Program* (June 2023)
- *Begin statewide revised PL and Section 5303 allocation methods with VDOT, DRPT, and other MPOs in Virginia*
- Begin Plan2050 with Socioeconomic data update, etc.
- Completed submission of four TCAMPO SMART SCALE Applications
- Adopted MPO 2023 Safety and TAMS Performance Targets
- Completed *RSTP/CMAQ Procedures* update (performance-based process)
- Completed Regional Transportation Safety Plan (VDOT with VHB)
- Submitted federal Thriving Communities Program letter of interest
- Began Multimodal Plan (bicycle/pedestrian/transit), particularly for equity
- RSTP/CMAQ new applications and allocations for FY24-29 SYIP
- Completed applications and assistance for Round 5 of SMART SCALE
- Completed and approved the *FY24 UPWP*
- Purchased new laptop
- Began Boundary update with Census Bureau release of Urban Areas in Spring/Summer 2022
- Participated in various study groups and planning groups, including PHOPS Active Transportation Group, RRTPO's *ConnectRVA 2050* MTP, DRPT's *Transit Equity and Modernization Study*, etc.

FY24 UPWP Priorities

- Complete Multimodal Plan (bicycle/pedestrian/transit), particularly for equity
- Continue Plan2050 efforts
- Update Public Participation and Title VI Policies
- Adopt MPO 2024 Safety Targets
- Allocate RSTP/CMAQ funds to projects for the FY25-30 SYIP
- Approve the *FY25 UPWP*
- Complete the federal functional classification update
- Begin Round 6 SMART SCALE Pre-applications

- Request studies/assistance:
 - o Rives Road Corridor, Crater Rd to Rt 460, including I-95/Rives Rd Interchange (with proposed development) – future RAISE Planning Grant application?
 - o Convert Washington and Wythe Streets from a one-way pair to two two-way streets with multimodal improvements - future RAISE Planning grant application?
 - o VDOT Study for the Prince George section of the Appomattox River Trail.
 - o Rt 460 Safety study (was requested during Relocated 460 scope downgrade)
 - o I-85 NB to I-95 SB (MPO Priority 1) – further analysis of design options (IAR as developed by VDOT to prepare for Round 6 of SMART SCALE)
 - o Recommended studies from *I-95 Interim Corridor Improvement Plan*
 - I-95/Roslyn (Southpark) interchange
 - Wagner Road interchange – remove weaving so Route 460 can be officially placed