

FFY 2024-FFY 2027 Metropolitan Transportation Improvement Program

Tri-Cities Area MPO

Approved May 11, 2023
by the TCAMPO Policy Committee



Acknowledgements

The Crater Planning District Commission prepared this document for the Tri-Cities Metropolitan Planning Organization (MPO) in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Petersburg Area Transit (PAT), the cities of Petersburg, Colonial Heights, and Hopewell; and the counties of Chesterfield, Dinwiddie and Prince George. The voting members representing each partner are shown in Table 1.

Table 1: Tri-Cities Area MPO Policy Committee Members

Jurisdiction	Representative
Chesterfield County Mr. Kevin Carroll	
Colonial Heights Mr. John Wood	
Crater Planning District Commission Mr. E.J. Ellington	
Dinwiddie County Mr. William Chavis (Vice-Chair)	
City of Hopewell Ms. John Partin (Chair)	
City of Petersburg Mr. Samuel Parham (Vice Chair)	
Petersburg Area Transit Mr. Charles Koonce	
Prince George County Mr. T. J. Webb	
For the Secretary of Transportation Mr. Dale Totten, PE	

This document reflects the views of the Tri-Cities Area Metropolitan Planning Organization (MPO). The schedules and financial information in this document have been provided by the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation. The contents may not reflect the official views or policies of the Federal Highway Administration, the Federal Transit Administration, the Virginia Department of Transportation or the Virginia Department of Rail and Public Transportation. This document is not a standard, specification or regulation. Acceptance of this document by either the Federal Highway Administration or the Virginia Department of Transportation as fulfillment of the objectives of this metropolitan transportation planning requirement does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional, project level, environmental studies, studies of alternatives or permits may be necessary.

Non-Discrimination

The Tri-Cities MPO complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information on MPO Title VI compliance see www.craterpdc.org or call 804-861-1666.

NO DISCRIMINACIÓN

La Organización Tri-Cities Area Metropolitana de Planificación (TCAMPO) Cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y los reglamentos relacionados con toda programas y actividades. El TCAMPO se esforzará para proporcionar ajustes razonables y servicios para personas que requieran asistencia especial para participar en esta pública oportunidad de participación. Para obtener más información sobre el cumplimiento de la accesibilidad, o para obtener una Formulario de Queja Título VI, ver http://www.craterpdc.org/transportation/title_vi.htm o llame al Título VI Coordinador en el 804-861-1666.

If you would like this document translated to Spanish, please contact the MPO at rsvejkovsky@craterpdc.org

Si desea que este documento se traduzca al español, póngase en contacto con el MPO en rsvejkovsky@craterpdc.org

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USDOT Approval Letter

Tri-Cities Area MPO 2020 Self-Certification Resolution

TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION CERTIFICATION OF THE TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

The Tri-Cities Area Metropolitan Planning Organization, Virginia Department of Transportation, and Virginia Department of Rail and Public Transportation hereby certify that the conduct of the metropolitan planning and programming process complies with all applicable requirements as listed below, and that this process includes activities that support the development and implementation of the Long-Range Transportation Plan and associated Air Quality Conformity Determination (as applicable), the Transportation Improvement Program and associated Air Quality Conformity Determination (as applicable), and the Unified Planning Work Program.

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.336 (a);
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Tri-Cities Area Metropolitan
Planning Organization


Signature

Ronald Svejkovsky

Printed Name

TCAMPO Director

Title

4/13/23
Date

Virginia Department of
Transportation


Signature

Dale Totten

Printed Name

Richmond District Engineer

Title

04/13/2023
Date

Virginia Department of
Rail & Public Transportation


Signature

Grant Sparks

Printed Name

Director of Transit Planning

Title

4/17/23
Date

Adoption Resolution For the 2024 to 2027 Metropolitan Transportation Improvement Program and Conformity Report

RESOLUTION OF THE TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION APPROVING THE FFY 2024-27 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND CONFORMITY REPORT

WHEREAS, the U.S. Department of Transportation provides financial assistance to public agencies for transportation technical studies; and

WHEREAS, the U.S. Department of Transportation requires approval of regional transportation plans and programs by the Metropolitan Planning Organization (MPO) in accordance with 23 U.S.C. § 450; and

WHEREAS, the Tri-Cities Area MPO - Policy Committee is the duly designated Metropolitan Planning Organization for the Tri-Cities Area; and

WHEREAS, on March 9, 2023, the MPO reviewed information on the Draft FFY 2024-27 MTIP provided by Petersburg Area Transit, the Virginia Department of Transportation and the Crater Planning District Commission; and

WHEREAS, on March 17, 2023, the MPO - Technical Advisory Committee reviewed information on the Draft Conformity Report provided by the Virginia Department of Transportation for public review; and

WHEREAS, on May 11, 2023, the MPO was provided and considered information from the Crater Planning District Commission staff on results of public comments on the Draft FFY 2024-27 MTIP and Draft Conformity Report in accordance with the adopted MPO Public Participation Procedures; and

WHEREAS, on May 11, 2023, the Tri-Cities Area MPO - Policy Committee received a recommendation from the MPO - Technical Advisory Committee supporting approval of the FY24-27 MTIP and Conformity Report.

NOW, THEREFORE, BE IT RESOLVED that the Tri-Cities Area MPO - Policy Committee adopts the FFY 2024-27 MTIP and approve the Conformity Report as presented during the May 11, 2023 meeting.

Upon a motion by Mr. Webb (P.C.) and seconded by Mr. Carroll (Crater Co.) and carried by voice vote a motion was adopted to approve the FFY 2024-27 MTIP and Conformity Report as presented during the May 11, 2023 meeting with 8 members voting aye, 0 members voting nay, and 0 members abstaining.



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

May 11, 2023



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

May 11, 2023

Introduction

The Tri-Cities Area, as shown in Figure 1, is composed of the cities of Petersburg, Hopewell, Colonial Heights and the counties of Prince George, Dinwiddie, and Chesterfield. The Tri-Cities Metropolitan Planning Organization (MPO) prepares the metropolitan Transportation Improvement Program (TIP) pursuant to federal metropolitan transportation planning and programming regulations contained 23 CFR §450.326. The Tri-Cities MPO study area is within the Richmond, VA Urbanized Area. The two MPOs work cooperatively on issues of joint concern and maintain agreements concerning joint planning functions such as travel models, TIP projects, funding allocation and dispute resolution.

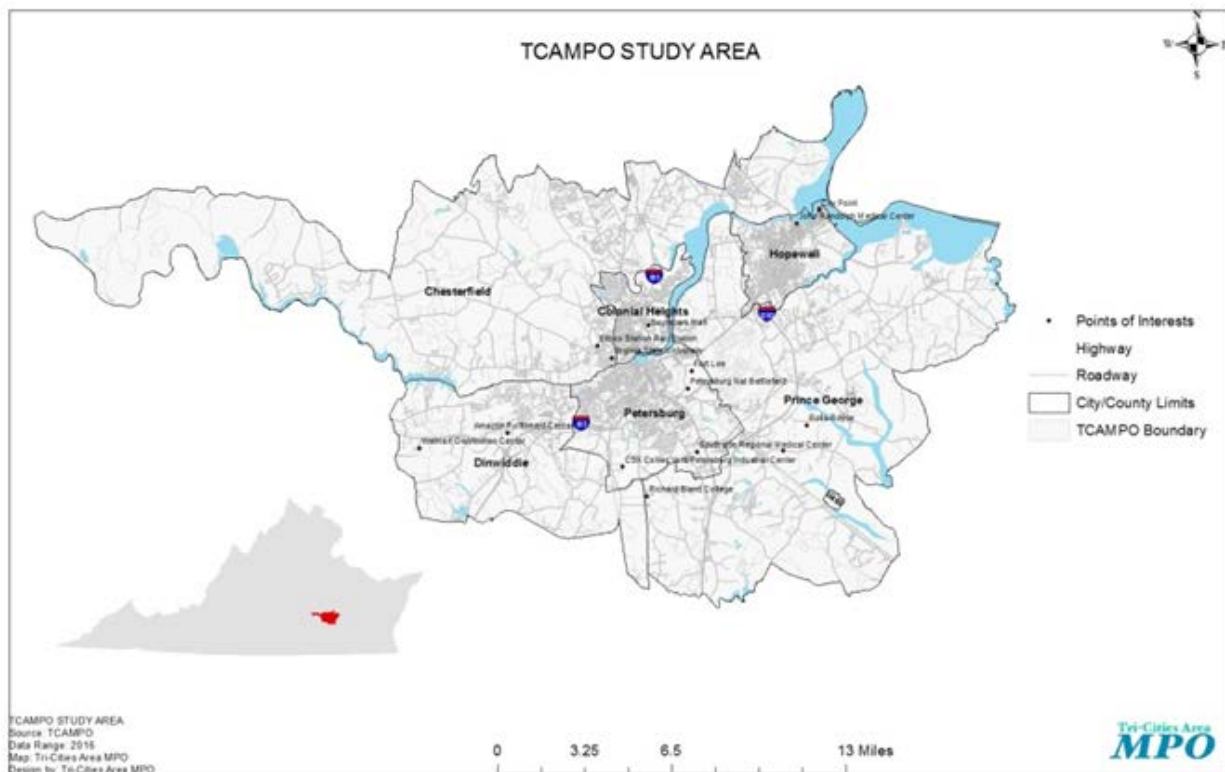


Figure 1: Tri-Cities MPO Boundary and Service Area

The purposes of this document are to:

- Share with stakeholders the MPO's proposed transportation projects for the next four years,
- Comply with federal transportation planning and programming rules, and
- Show that the MPO's transportation priorities are consistent with those of the Commonwealth of Virginia and the other members of the MPO.

The Tri-Cities Area FFY 2024 – FY 2027 Metropolitan Transportation Improvement Program (MTIP) lists the highway, transit and multi-modal improvement projects or project phases expected to receive federal obligation funding over the next four-years in the Tri-Cities portion of the Richmond, VA Urbanized Area. The MTIP is endorsed by the Tri-Cities Area Metropolitan Planning Organization (MPO) and is consistent with the adopted metropolitan transportation plan.

The Commonwealth Transportation Board (CTB), Petersburg Area Transit (PAT) and the Tri-Cities Area MPO developed the financial forecast for the MTIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). Financial information is provided by funding category for the projects listed and expected to be implemented during the 4-years beginning October 1st, 2023 Federal Fiscal Year 2024. Some projects listed in the MTIP have \$0 planned obligations. Reasons for this include:

- The Project is complete but awaiting closeout;
- Some phases of the project are not finished;
- The project is included for informational purposes;
- Funding for the project is included in the grouped category.

In addition to construction projects, financial projections have been prepared to show revenues for maintaining and operating the region's highway and transit systems during the same 4-years.

MTIP actions include, but are not limited to:

- Planning, Design or Environmental Studies for Transportation studies;
- Transportation system improvement projects (*e.g.*, bicycle, commuter lots, fixed-guideway, highway, pedestrian, *etc.*);
- Public transit systems and services, including the components of coordinated human service mobility plans;
- System maintenance (monitoring, repair and/or replacement of system facilities and support sites; snow removal; moving; painting; rest area or weigh station sites; *etc.*);
- System operations (ITS-TSM; traffic operations such as signalization, signal coordination, ramp meters, or message signs; roadside assistance; incident management; for the urbanized TMAs, their Congestion Management Process activities;

VDOT traffic management centers; bridge-tunnel management; toll road or congestion pricing management; *etc.*); and

- Right-of-Way Acquisition.

Programs Included in the Transportation Improvement Program Funding

23 CRF § 450.326 tells the MPO to include capital and non-capital projects funded under Title 23 (Highways) and Title 53 (Transit) programs inside the MPO's service area. In addition, the MPO includes statewide and regional (e.g., Richmond Construction District or Richmond TPO) projects that may affect the Tri-Cities MPO so that the MTIP will not need to be amended later to allow expenditures in the MPO area.

Opportunity to Comment (Stakeholder Participation)

23 CFR § 450.326 (b) requires that MPOs give interested parties the opportunity to comment on the proposed TIP. Tri-Cities MPO has a stakeholder involvement process intended to ensure that all interested parties can see and comment upon the proposed TIP. The current *Public Participation Plan* is included as part of the *2015 Title VI Plan Update* approved by the MPO's Policy Committee in February 2016. As required by our Public Participation Plan, the MPO's Technical Advisory Committee and the MPO's Policy Board meet at handicapped accessible locations located near transit routes. The Technical Advisory Committee meets at the Colonial Heights Public Library and the Policy Committee meets at the PAT Transit Center. The meetings of both groups are open to the public. Meeting times, locations and agendas are shared with the media so that they may attend the meetings and inform their readership of transportation projects.

This MTIP features a comment log included as Appendix B. This log provides a summary of comments received from stakeholders and a summary of the MPO's response to the comment. The purposes of this log are to:

1. document comments received by the MPO,
2. ensure that the Policy Board is aware of comments received,
3. to share that information with planning partners.

The MPO may respond to a comment by:

1. Implementing the comment, in whole or in part;
2. Refer the comment to another document or forum; or
3. Note receipt the comment without action.

If the MPO receives multiple comments with the same substance the MPO may include the basic summary of the comment and the number of times the comment was received.

The *Draft FFY 2024-27 Metropolitan Transportation Improvement Program* was available to the public for 30 days beginning after the Policy Committee Meeting of March 9, 2023. Physical copies of the draft document were placed in public libraries, member jurisdiction planning departments, and the Crater Planning District Commission Office between March 20 and April 19 11, 2023. Electronic notification of the MTIP was provided on the MPO's Facebook Page, area Facebook Groups pages, Instagram, and on the MPO's Website. The availability of the MTIP for public comment was advertised at the media outlets listed in Appendix C. Example copies of the paid advertisements are included in Appendix C. Also, the *Progress Index* and *Richmond Times Dispatch* receive electronic meeting notifications that included copies of the draft MTIP.

The MPO held a drop-in public meeting on _____ in the Petersburg Public Library. This was an accessible public venue. The meeting ran from 5:00 PM to 7:00 PM. No one attended.

Developing the Transportation Improvement Program

Figure 2 shows the development schedule for the *FFY 2024 to 2027 Metropolitan Transportation Improvement Program*. This figure shows the lead time needed to develop a Metropolitan Transportation Improvement Program, illustrates the cooperative nature of the development process and shows the formal opportunities for stakeholder involvement. The formal opportunities included:

- 1) A thirty-day public period beginning on March 20, 2023 supervised by the MPO;
- 2) A public meeting with the MPO Policy Committee; and
- 3) The May Public Period on the STIP supervised by the Commonwealth Transportation Board.

Figure 2: MTIP Development Schedule

Major Tasks		Completion Date/Schedule																Owner/Priority						
1	Create VDOT External Website	■	■															A						
2	Generate Preliminary (VDOT) Project List		■															A						
3	Soft Kick-Off Meeting	■																A						
4	VDOT/MPO Quality Review		■	■														A		B B				
5	VDOT requests maintenance grouping information				■													A						
6	MPOs Coordinate w/Transit Agencies			■	■	■	■	■	■										B	A				
7	VDOT Develop Financial Scenarios for TIP&STIP Updates				■													A	C	C				
8	Project Grouping		■	■														A		B				
9	Financial Projections					■												A						
10	Prepare Planned Funding Obligation Information (Large MPOs)				■	■												A						
11	Prepare Planned Funding Obligation Information (Other Areas)					■	■											A						
12	Prepare Draft MTIP (MPO)				■	■	■	■	□											B A				
13	VDOT Districts Coordinate between MPOs & FPM					■	■	□										C		A B				
14	VDOT Reconcile QA/QC Data for Non-MPO Areas							□										A						
15	MPO Public Involvement Activities (MPO)									□	□									A				
16	Conformity exercise									□	□	□	□	□				A		B				
17	MPOs Approve MTIPs										□	□	□							A				
18	MPOs Submit MTIP to VDOT&DPRT											□						C	C	A				
19	Final Financial Constraint													□				A						
20	Draft STIP												□	□				A						
21	VDOT/DPRT Public Involvement													□	□			A						
22	USDOT Reviews STIP														□	□	□		A					
23	USDOT Approval Letters																□		A					
			Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	VDOT/FPM	USDOT	DPRT	Dist Plan	MPOs
Notes																								
This chart is derived from VDOT's FFY 2021-24 TIP/STIP Table of High Level Milestones.																								
Letters indicate level of ownership (A=Primary, B= Secondary, C=Interest)																								
Staff has sent a preliminary TIP to members for their review and comment. We have received a request from CDAA for 5310 \$s.																								
The Policy Board Approved a draft dated January 9th for Stakeholder Comment by February 14th 2020																								
The first media advertisement of the MTIP appeared January 15. Copies are available on line, at libraries, VDOT and in jurisdictions.																								
Drop In Meeting January 30, 2020.																								

Project Selection and Prioritization

The Commonwealth Transportation Board (CTB) is responsible for selecting and programming federally funded Interstate Maintenance, Bridge, National Highway System, Statewide STP, Safety, Enhancement, and FTA Section 5310 projects. Local governments have input on selecting projects within the urban and secondary roadway systems. The CTB adopts the Six-Year Improvement Program each year. The Six-Year Improvement Program (SYIP) and the Secondary Six-Year Improvement Program (SSYIP) are developed by evaluation of existing facilities and determination of future needs based upon statewide and regional plans and projections, priorities for implementation of the transportation plan, and public comment on transportation priorities. Projects listed in the Six-Year Improvement Program are updated to reflect the latest revenue estimates, project costs, changes in priorities, and federal and state regulations. Criteria used by the CTB for allocating statewide discretionary funds for the FY2023 – 2028 SYIP include the following:

- Fund deficits on underway project phases
- Maximize use of federal funds to meet federal strategy

- Fund underway project phases as well as project phases that start in the current federal fiscal year
- Fund deficient bridges and paving projects
- Fund capacity expansion projects

CMAQ and RSTP/STBG Project Selection and Prioritization

Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP)/Surface Transportation Block Grant (STBG) projects are selected by the Tri-Cities Area MPO. The Commonwealth Transportation Board exercises an oversight role regarding the selection of CMAQ projects in the Tri-Cities Area. The procedure for selecting and prioritizing includes the development of candidate project lists for each program by the MPO - Technical Committee. Background information, including current and future volume/capacity and Level of Service are assembled to profile each candidate project. A numeric rating procedure is used to rate each candidate project under the CMAQ and RSTP programs. The results of the ratings are reported to the MPO – Policy Committee for consideration. The results of the project ratings, based on established criteria, are the basis of MPO – Technical Committee recommendations to the MPO – Policy Committee. The rating factors considered in the Tri-Cities Area metropolitan planning process for selecting CMAQ projects include the following:

- traffic flow improvement potential;
- potential number of vehicles or transit riders served;
- local/private funding and/or in-kind contribution; and
- Air Quality Benefits/cost.

The rating factors considered in the Tri-Cities Area metropolitan planning process for selecting RSTP projects include the following:

- support the economic vitality of the metropolitan area;
- increase the safety and security of the transportation system;
- increase the accessibility and mobility options available to people and for freight;
- protect and enhance the environment, promote energy conservation, and improve quality of life;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation;
- emphasize the preservation of existing transportation system; and
- Benefits/cost.

The Policy Committee considers the recommendations of the Technical Advisory Committee in the selection CMAQ and RSTP/STBG projects. The MPO has given special consideration to new transportation needs resulting actions of non-MPO members (e.g., BRAC and the Virginia State University expansion).

Relation to System Performance Measures

23 CFR §450.326(c) requires Metropolitan Transportation Improvement Programs to “make progress towards achieving” the MPO’s performance targets. The next section, 23 CFR §450.326(d), asks the MPO to discuss how the MTIP will help meet the performance measures.

Tri-Cities Area MPO staff evaluated each active project (i.e., not completed by FFY2020) or program, to their contributions to meeting the MPO’s performance measure goals. Of the active projects, most are programs or planning funds; and only a handful are construction projects (and they help meet safety goals).

Where possible, the Appendix H (Performance Based Planning and Programming) include the Target and Actual performance for the past few years for Safety, pavement, Bridges, and System Performance.

Financial Plan

23 CFR § 450.326(j) requires that each MTIP include a financial plan that shows how the TIP can be implemented. The financial plan should include federal state, local and private funds that are ‘reasonably’ expected to be available for carrying out the TIP.

The Commonwealth Transportation Board (CTB), Petersburg Area Transit (PAT) and the Tri-Cities Area MPO developed the financial forecast for the MTIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). Financial information is provided by funding category for the projects listed and expected to be implemented during the 4-years beginning October 1st, 2023 Federal Fiscal Year 2027 (Appendix E).

Projects Completed Between Fiscal Years 2021 and 2024

The MPO obtained VDOT’s Live STIP database which includes records of all highway projects, past and present, in progress in the Commonwealth of Virginia. Staff used this data to determine which projects were completed between 2021 and 2024. *Projects that are physically completed and noted as such in the FY23-28 SYIP (or expected to be completed by FFY 2024) and have not yet been through the federal closeout process are noted as “COMPLETED” in the upper right corner for each project in the MTIP Highway Project Table.*

Self-Certification

The Tri-Cities MPO gets eighty percent of its funding from federal aid transportation funds, either Title 23 (highways) or Title 49(transit). As a recipient of federal funds, the MPO must certify that it meets federal guidelines for spending money and ensuring it adequately serves its residents regardless of race, creed, national origin, age, or disability. All MPOs are required to certify compliance at least as often as they adopt an MTIP. Some MPOs,

Tri-Cities MPO among them, are also audited every four years by USDOT (FHWA and FTA) to ensure that they comply with the regulations. The self-certification table, below, is intended to show that the MPO complies with all the regulatory requirements. The MTIP also includes a self-certification resolution, and more details are in Appendix G.

Requirement	Summary	Status
23 U.S.C. 134	Encourages safe, efficient, surface transportation systems.	Complies
49 U.S.C. 5303 & 5304	Encourages safe, efficient transportation systems to meet mobility needs in urbanized areas.	Complies
42 U.S.C. 7504, 7506(c), 7506(d) ; 40 CFR § 93	General Conformity and Transportation Conformity	Complies
Title VI of the Civil Rights Act of 1964 (as Amended) (42 U.S.C 2000d 01) (49CFR § 21)	Prohibits discrimination based on race, color, or national origin in programs receiving federal financial assistance	Complies
49 U.S.C. 5332	Prohibits discrimination based upon race, color creed, national origin, sex, or age in employment or business opportunity.	Complies
Section 1101(b) of the Fast Act & 49 CFR § 26	Encourages using disadvantaged business enterprises on USDOT funded projects.	Complies
23 CFR § 230	Equal employment opportunity in Federal & Federal- aid highway construction projects.	Complies
Americans with Disabilities Act (42 U.S.C. 12101 et seq.) & 49 CFR §§ 27, 37, & 38.	Prohibits age discrimination in programs receiving federal assistance.	Complies
Older Americans Act (42 U.S.C 6101)	Prohibits discrimination based upon age in programs receiving Federal financial assistance.	Complies
Title 23 U. S. C section 324	Prohibits discrimination based upon gender.	Complies
Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR 27)	Prohibits Discrimination against individuals with disabilities	Complies

Project Funding Tables

The funding tables show the planned obligations for each project in the Metropolitan Transportation Improvement Program for Fiscal Years 2024 through 2027 (as of January 13, 2023, TIP Report and tables dated 1/25/2023). The jurisdictions shown are Chesterfield County, Colonial Heights, Crater District Agency on Aging Dinwiddie County, Hopewell, MPO Wide, Petersburg Area Transit, Prince George County, Serenity Inc., and Statewide.

The project description includes VDOT's Unified Project Code (UPC) and a short description of the project. The MTIP Individual Highway Projects section divides the projects by major phases. For construction projects the phases shown are preliminary engineering, right-of-way, construction, and project closeout. For Transit projects phases for capital (major purchases) and operating are also included. Finally, this MTIP also includes a line debt service phase for the bonds dedicated to the US 460 Improvement Project. Transit projects are also listed by project and planned obligation year.

MTIP Individual Highway Projects (1/25/23)

Tri-Cities MPO

Interstate Projects

UPC NO	120439	SCOPE	Other			
SYSTEM	Interstate	JURISDICTION	Petersburg		OVERSIGHT	NFO
PROJECT	#OTHERINT - I-85 - SIGNS AND MARKINGS US 1				ADMIN BY	VDOT
DESCRIPTION	FROM: VA/NC State Line TO: I-95					
ROUTE/STREET	I-85 (0085)				TOTAL COST	\$250,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

UPC NO	85623	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Colonial Heights		OVERSIGHT	FO
PROJECT	I95/TEMPLE AVE - INTERCHANGE IMPR (FED ID 20145, 20146)				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.041 MI W HAMILTON AVE TO: 0.069 MI E EXISTING I-95 RAMP (0.3690 MI)					
ROUTE/STREET	TEMPLE AVE (0095)				TOTAL COST	\$20,191,409
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$128,592	\$0	\$0	\$0
RW	Federal - NHS/NHPP	\$0	(\$2,638,610)	\$0	\$0	\$0
CN	Federal - NHS/NHPP	\$0	\$2,510,018	\$0	\$0	\$0
CN AC	Federal - AC OTHER	\$0	\$5,083,393	\$0	\$0	\$0

UPC NO	116656	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP VARIABLE SPEED LIMITS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$4,912,629
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$4,912,629	\$0	\$0	\$0

UPC NO	116657	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP RAMP METERING PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$5,700,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$3,500,000	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$2,200,000	\$0	\$0	\$0

UPC NO	116658	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP GEOFENCED EMERGENCY NOTIFICATIONS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$200,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$200,000	\$0	\$0	\$0

UPC NO	116659	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP ADVANCED WORK ZONE TECHNOLOGY - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$950,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$950,000	\$0	\$0	\$0

UPC NO	116661	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP CORRIDOR TECHNOLOGY IMPROVEMENTS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	\$3,202,500
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE AC	Federal - AC OTHER	\$0	\$3,202,500	\$0	\$0	\$0

UPC NO	115869	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#ITTF20 STATEWIDE TECHNOLOGY FOR OPERATIONS				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	\$2,000,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - NHS/NHPP	\$0	\$913,491	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$1,086,509	\$0	\$0	\$0

Tri-Cities MPO
Primary Projects

UPC NO	103754	SCOPE				
SYSTEM	Primary	JURISDICTION	Statewide		OVERSIGHT	FO
PROJECT	Route 460 PPTA Debt Service				ADMIN BY	VDOT
DESCRIPTION	FROM: Intersection with Route 58, City of Suffolk TO: Intersection with I-295, Prince George County (55.0000 MI)					
ROUTE/STREET	0460				TOTAL COST	\$148,622,688
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$0	\$0	\$7,864,709	\$7,863,525	\$7,863,845
	Federal - NHS/NHPP	\$0	\$7,864,630	\$0	\$0	\$0
PE TOTAL		\$0	\$7,864,630	\$7,864,709	\$7,863,525	\$7,863,845
PE AC	Federal - AC	\$0	\$31,454,523	\$0	\$0	\$0

Tri-Cities MPO
Secondary Projects

UPC NO	101028	SCOPE	Safety			
SYSTEM	Secondary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	RTE 600 (Matoaca/Hickory) - ROUNDABOUT				ADMIN BY	Locally
DESCRIPTION	FROM: 0.066 MI S RTE 628 (Hickory Road) TO: 0.076 MI N RTE 628 (Hickory Road) (0.1400 MI)					
ROUTE/STREET	MATOACA ROAD (0600)				TOTAL COST	\$3,622,566
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN AC	Federal - AC OTHER	\$0	\$33	\$0	\$0	\$0

UPC NO	112660	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Chesterfield County		OVERSIGHT	NFO
PROJECT	RTE 746 (N. Enon Ch Rd, Rt 10-Meadowville Tech Pk) WIDENING				ADMIN BY	Locally
DESCRIPTION	FROM: Route 10 TO: Meadowville Technology Parkway (0.7300 MI)					
ROUTE/STREET	N. ENON CHURCH ROAD (0746)				TOTAL COST	\$4,214,960
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$2	\$0	\$0	\$7	\$0
	Federal - RSTP	\$131,378	\$0	\$525,513	\$0	\$0
PE TOTAL		\$131,380	\$0	\$525,513	\$7	\$0
PE AC	Federal - AC	\$2	\$0	\$7	\$0	\$0
RW	Federal - RSTP	\$184,492	\$0	\$0	\$0	\$737,968
CN	Federal - RSTP	\$527,120	\$0	\$0	\$0	\$2,108,480

Tri-Cities MPO
Urban Projects

UPC NO		101287	SCOPE		Reconstruction w/o Added Capacity		
SYSTEM		Urban	JURISDICTION		Colonial Heights	OVERSIGHT	NFO
PROJECT		DUPUY AVE - MINOR WIDENING				ADMIN BY	Locally
DESCRIPTION		FROM: WCL COLONIAL HTS TO: 0.10 MI W RTE 1 (BOULEVARD) (0.3800 MI)					
ROUTE/STREET		DUPUY AVENUE (9020)				TOTAL COST	\$5,307,604
	FUND SOURCE		MATCH	FY24	FY25	FY26	FY27
CN AC	Federal - AC OTHER		\$0	\$111,696	\$0	\$0	\$0

UPC NO		1436	SCOPE		Reconstruction w/ Added Capacity			
SYSTEM		Urban	JURISDICTION		Hopewell		OVERSIGHT	NFO
PROJECT		CEDAR LEVEL ROAD WIDENING					ADMIN BY	VDOT
DESCRIPTION		FROM: 0.026 MI. NORTH INT. NORTH AVENUE TO: 0.071 MI. NORTH INT. RELOCA. MILES AVENUE (1.1600 MI)						
PROGRAM NOTE		All funds obligated based on current allocations/estimate						
ROUTE/STREET		CEDAR LEVEL ROAD (U000)					TOTAL COST	\$5,639,239
	FUND SOURCE		MATCH		FY24	FY25	FY26	FY27
			\$0		\$0	\$0	\$0	\$0

UPC NO	90018	SCOPE	Reconstruction w/o Added Capacity			
SYSTEM	Urban	JURISDICTION	Hopewell		OVERSIGHT	NFO
PROJECT	CEDAR LEVEL RD - WIDENING				ADMIN BY	VDOT
DESCRIPTION	FROM: 0.056 MI. SOUTH INT. PORTSMOUTH ST. TO: 0.030 MI. NORTH INT. MILES AVE. (0.7140 MI)					
ROUTE/STREET	CEDAR LEVEL ROAD (9047)				TOTAL COST	\$9,512,003
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - RSTP	\$42,982	\$171,927	\$0	\$0	\$0

UPC NO		117838	SCOPE		Reconstruction w/ Added Capacity	
SYSTEM		Urban	JURISDICTION		Petersburg	OVERSIGHT
PROJECT		US ARMY PROJ FT PICKETT/DSCR/FT LEE -- RICHMOND			ADMIN BY	Other
DESCRIPTION		FROM: VARIOUS TO: VARIOUS				
ROUTE/STREET		HICKORY HILL (0109)			TOTAL COST	\$127,000
	FUND SOURCE		MATCH	FY24	FY25	FY26
			\$0	\$0	\$0	\$0

Tri-Cities MPO
Miscellaneous Projects

UPC NO		115085	SCOPE		Other		
SYSTEM		Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT		MPO STAFF SALARY FUNDING SUPPLEMENT: CRATER PDC FY19 & FY20			ADMIN BY	Locally	
DESCRIPTION		FROM: 0 TO: 0					
PROGRAM NOTE		Linked to UPC 72904					
ROUTE/STREET		CRATER PDC OFFICE (9999)			TOTAL COST	\$56,874	
	FUND SOURCE		MATCH	FY24	FY25	FY26	FY27
			\$0	\$0	\$0	\$0	\$0

UPC NO	117863	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT	RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES -- FY21				ADMIN BY	Locally
DESCRIPTION						
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$85,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - RSTP	\$17,000	\$68,000	\$0	\$0	\$0

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						
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$45,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - RSTP	\$9,000	\$36,000	\$0	\$0	\$0
PE AC	Federal - AC OTHER	\$0	\$40,000	\$0	\$0	\$0

UPC NO		117866	SCOPE		Other			
SYSTEM		Miscellaneous	JURISDICTION		Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT		RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES -- FY24				ADMIN BY		Locally
DESCRIPTION								
ROUTE/STREET		VARIOUS (9999)				TOTAL COST		\$45,000
	FUND SOURCE		MATCH		FY24	FY25	FY26	FY27
PE	Federal - RSTP		\$9,000		\$36,000	\$0	\$0	\$0
PE AC	Federal - AC OTHER		\$0		\$40,000	\$0	\$0	\$0

UPC NO		117867	SCOPE		Other		
SYSTEM		Miscellaneous	JURISDICTION		Multi-jurisdictional: Tri-Cities MPO	OVERSIGHT	NFO
PROJECT		RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES -- FY25				ADMIN BY	Locally
DESCRIPTION							
ROUTE/STREET		VARIOUS (9999)				TOTAL COST	\$45,000
	FUND SOURCE		MATCH	FY24	FY25	FY26	FY27
PE	Federal - RSTP		\$9,000	\$0	\$36,000	\$0	\$0
PE AC	Federal - AC OTHER		\$0	\$0	\$40,000	\$0	\$0

UPC NO	122860	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Multi-jurisdictional: Tri-Cities MPO		OVERSIGHT	NFO
PROJECT	RSTP SUPPLEMENT FOR MPO PLANNING STAFF SALARIES -- FY27				ADMIN BY	Locally
DESCRIPTION						
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	\$45,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - RSTP	\$9,000	\$0	\$0	\$36,000	\$0

UPC NO	T20741	SCOPE				
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	VEHICLE FUEL CONVERSION PROGRAM MARKETING				ADMIN BY	Other
DESCRIPTION						
ROUTE/STREET	9999				TOTAL COST	\$360,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - CMAQ	\$72,000	\$288,000	\$0	\$0	\$0

UPC NO	T11802	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	FO
PROJECT	Vehicle Fuel Conversion Program				ADMIN BY	Other
DESCRIPTION	FROM: 1 TO: 1					
ROUTE/STREET	9999				TOTAL COST	\$8,640,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - CMAQ	\$1,235,482	\$4,941,927	\$0	\$0	\$0

UPC NO	T204	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Petersburg		OVERSIGHT	NFO
PROJECT	Nonattainment Area				ADMIN BY	DRPT
DESCRIPTION	Tri-Cities MPO Air Quality Maintenance Area					
ROUTE/STREET	DEQ/MRAQC (MRAQ)				TOTAL COST	\$750,000
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - CMAQ	\$28,000	\$28,000	\$28,000	\$28,000	\$28,000

Tri-Cities MPO
Public Transportation Projects

UPC NO	T9443	SCOPE	Transit			
SYSTEM	Public Transportation	JURISDICTION	Hopewell		OVERSIGHT	NFO
PROJECT	Hopewell Circulator Bus Route				ADMIN BY	DRPT - Admin Flexed
DESCRIPTION						
ROUTE/STREET	RANDOLPH RD (HCRB)				TOTAL COST	\$1,415,736
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
		\$0	\$0	\$0	\$0	\$0

Tri-Cities MPO
Project Groupings

GROUPING		Construction : Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET						TOTAL COST	\$20,420,605
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27	
PE	Federal - STP/STBG	\$235,362	\$0	\$0	\$941,448	\$0	

GROUPING		Construction : Safety/ITS/Operational Improvements					
ROUTE/STREET						TOTAL COST	\$132,060,397
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27	
PE	Federal - AC CONVERSION	\$191,597	\$298,823	\$484,500	\$0	\$0	
	Federal - NHS/NHPP	(\$8,024)	\$0	\$0	(\$32,095)	\$0	
	Federal - RSTP	\$95,713	(\$19,800)	\$0	\$0	\$402,651	
	Federal - STP/STBG	\$22,270	\$89,078	\$0	\$0	\$0	
PE TOTAL		\$301,556	\$368,101	\$484,500	(\$32,095)	\$402,651	
PE AC	Federal - AC OTHER	\$0	\$550,000	\$0	\$0	\$415,563	
RW	Federal - AC CONVERSION	\$560,361	\$2,043	\$761,521	\$1,309,732	\$169,284	
	Federal - HIP/F	\$200,000	\$800,000	\$0	\$0	\$0	
	Federal - NHS/NHPP	\$226,483	\$905,932	\$0	\$0	\$0	
	Federal - STP/STBG	\$164,651	\$658,605	\$0	\$0	\$0	
RW TOTAL		\$1,151,496	\$2,366,580	\$761,521	\$1,309,732	\$169,284	
RW AC	Federal - AC OTHER	\$0	\$5,871,876	\$0	\$0	\$0	
CN	Federal - AC CONVERSION	\$300,970	\$1,176,415	\$190,530	\$0	\$0	
	Federal - CMAQ	\$144,791	\$579,164	\$0	\$0	\$0	
	Federal - HSIP	\$51,568	\$87,957	\$0	\$376,155	\$0	
	Federal - NHPP/E	\$80,472	\$0	\$321,887	\$0	\$0	
	Federal - NHS/NHPP	\$765,313	\$0	\$495,822	\$0	\$2,565,428	
	Federal - RSTP	(\$439)	(\$1,754)	\$0	\$0	\$0	
	Federal - STP/STBG	\$544,965	\$367,544	\$1,812,316	\$0	\$0	
CN TOTAL		\$1,887,640	\$2,209,326	\$2,820,555	\$376,155	\$2,565,428	
CN AC	Federal - AC OTHER	\$0	\$4,695,025	\$3,958,185	\$10,022,534	\$7,036,854	

GROUPING		Construction : Transportation Alternatives/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$45,865,407
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
PE	Federal - AC CONVERSION	\$21,815	\$0	\$0	\$0	\$87,261
	Federal - CMAQ	\$230,185	\$0	\$240,000	\$680,738	\$0
	Federal - RSTP	\$10,000	\$40,000	\$0	\$0	\$0
PE TOTAL		\$262,000	\$40,000	\$240,000	\$680,738	\$87,261
PE AC	Federal - AC OTHER	\$0	\$0	\$0	\$109,077	\$0
RW	Federal - AC CONVERSION	\$44,760	\$0	\$179,040	\$0	\$0
	Federal - HIP/F	\$400,000	\$0	\$0	\$1,600,000	\$0
	Federal - RSTP	\$25,440	\$101,760	\$0	\$0	\$0
	Federal - RTAP	\$8,640	\$0	\$0	\$34,560	\$0
	Federal - TAP/F	\$3,106	\$0	\$12,424	\$0	\$0
RW TOTAL		\$481,946	\$101,760	\$191,464	\$1,634,560	\$0
RW AC	Federal - AC OTHER	\$0	\$223,800	\$0	\$2,185,284	\$0
CN	Federal - AC CONVERSION	\$74,896	\$0	\$85,983	\$0	\$213,600
	Federal - CMAQ	\$66,282	\$0	\$0	\$0	\$265,129
	Federal - RSTP	\$118,416	\$230,784	\$0	\$242,880	\$0
	Federal - RTAP	\$161,637	\$277,902	\$215,184	\$153,460	\$0
	Federal - TAP/F	\$88,837	\$114,151	\$110,113	\$131,082	\$0
CN TOTAL		\$510,067	\$622,837	\$411,280	\$527,422	\$478,729
CN AC	Federal - AC OTHER	\$0	\$323,402	\$117,281	\$632,246	\$19,898,419

GROUPING		Maintenance : Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$134,737,913
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - NHFP	\$0	\$115,430	\$115,430	\$115,430	\$115,430
	Federal - NHS/NHPP	\$0	\$2,258,586	\$2,258,586	\$2,258,586	\$2,258,586
	Federal - STP/STBG	\$0	\$31,116,665	\$31,244,409	\$31,374,325	\$31,506,450
CN TOTAL		\$0	\$33,490,681	\$33,618,425	\$33,748,341	\$33,880,466

GROUPING		Maintenance : Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$93,219,475
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - BR	\$0	\$354,545	\$50,000	\$1,237,719	\$0
	Federal - CMAQ	\$0	\$0	\$4,195,000	\$0	\$0
	Federal - HSIP	\$0	\$3,000,000	\$0	\$0	\$0
	Federal - NHFP	\$0	\$751,472	\$751,472	\$751,472	\$751,472
	Federal - NHPP/E	\$0	\$176,284	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$2,543,612	\$6,728,208	\$4,037,999	\$2,102,357
	Federal - STP/STBG	\$0	\$6,926,117	\$6,953,560	\$6,981,469	\$7,009,853
CN TOTAL		\$0	\$13,752,030	\$18,678,240	\$13,008,659	\$9,863,682
CN AC	Federal - AC OTHER	\$0	\$7,896,875	\$16,803,314	\$13,216,675	\$0

GROUPING		Maintenance : Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified.				
ROUTE/STREET					TOTAL COST	\$32,977,411
	FUND SOURCE	MATCH	FY24	FY25	FY26	FY27
CN	Federal - CMAQ	\$0	\$0	\$4,195,000	\$0	\$0
	Federal - HSIP	\$0	\$3,000,000	\$0	\$0	\$0
	Federal - STP/STBG	\$0	\$6,405,707	\$6,432,005	\$6,458,750	\$6,485,949
CN TOTAL		\$0	\$9,405,707	\$10,627,005	\$6,458,750	\$6,485,949

MTIP Individual Transit Projects

	FY 2024	FFY2025	FFY 2026	FFY2027	Total FY 2024-2027	
TRI-CITIES METROPOLITAN PLANNING ORGANIZATION						
STIP ID:	PAT0001		Title: Operating Assistance		Recipient: Petersburg Area	
FTA 5307	700	925	925	925	FTA 5307	3,475
Other Federal					Other Federal	-
State	639	639	639	639	State	2,556
Local	740	740	740	740	Local	2,960
Revenues	394	394	394	394	Revenues	1,576
Year Total:	2,473	2,698	2,698	2,698	Total Funds:	10,567
Description:						
STIP ID:	PAT0013		Title: Purchase Replacement Buses <30 ft (7 total)		Recipient: Petersburg Area	
FTA 5339	-	13			FTA 5339	13
State	-	31			State	31
Local	-	2			Local	2
Year Total:	-	200			Total Funds:	200
Description:						
STIP ID:	PAT0018		Title: Purchase Radios (13)		Recipient: Petersburg Area	
FTA 5339	7				FTA 5339	14
State	16				State	32
Local	1				Local	2
Year Total:	24				Total Funds:	48
Description:						
STIP ID:	PAT0019		Title: Purchase Support Vehicles /Golf Carts		Recipient: Petersburg Area	
FTA 5339	13				FTA 5339	61
State	31				State	147
Local	2				Local	9
Year Total:	45				Total Funds:	217
Description:						
STIP ID:	PAT0021		Title: Rehab/Renov Admin Bldg		Recipient: Petersburg Area	
FTA 5339	56				FTA 5339	140
State	136				State	340
Local	8				Local	20
Year Total:	200				Total Funds:	500
Description:						

STIP ID: PAT0023		Title: Design & Engineering Mtc Facility			Recipient: Petersburg Area	
FTA 5339	140				FTA 5339	280
State	340				State	680
Local	20				Local	40
Year Total:	500				Total Funds:	1,000
Description:						
STIP ID: PAT0035		Title: Preventive Maintenance			Recipient: Petersburg Area	
FTA 5307	740	740	740	740	FTA 5307	2,960
State	-	-	-	-	State	-
Local	185	185	185	185	Local	740
Year Total:	925	925	925	925	Total Funds:	3,700
Description:						
STIP ID: PAT0044		Title: Replace Vehicles (7)			Recipient: Petersburg Area	
FTA 5339		1400			FTA 5339	1,400
State	-	280			State	280
Local		70			Local	70
Year Total:		1750			Total Funds:	1,750
Description:						
STIP ID: PAT0045		Title: Construct Maintenance Facility			Recipient: Petersburg Area	
FTA 5339		2400			FTA 5339	2,400
State	-	480			State	480
Local		120			Local	120
Year Total:		3000			Total Funds:	3,000
Description:						
STIP ID: PAT0046		Title: Purchas Shop Equipment			Recipient: Petersburg Area Transit	
FTA 5339		7			FTA 5339	7
State	-	1			State	1
Local		0			Local	0
Year Total:		9			Total Funds:	9
Description:						
STIP ID: PAT0047		Title: Replace Fixed Route Vehicles (5)			Recipient: Petersburg Area	
FTA 5339			640		FTA 5339	640
State	-		128		State	128
Local			32		Local	32
Year Total:			800		Total Funds:	800
Description:						
STIP ID: PAT0048		Title: Replace 1 Support Vehicle			Recipient: Petersburg Area Transit	
FTA 5339			34		FTA 5339	34
State	-		7		State	7
Local			2		Local	2
Year Total:			43		Total Funds:	43
Description:						
STIP ID: PAT0049		Title: Replace Fixed Route Vehicles (2)			Recipient: Petersburg Area	
FTA 5339			640		FTA 5339	640
State	-		128		State	128
Local			32		Local	32
Year Total:			800		Total Funds:	800
Description:						

STIP ID: PAT0050		Title: Replace Paratransit Vehicles (2)			Recipient: Petersburg Area	
FTA 5339				240	FTA 5339	240
State	-			48	State	48
Local				12	Local	12
Year Total:				300	Total Funds:	300
Description:						
STIP ID: PAT0051		Title: Replace 1 Support Vehicle			Recipient: Petersburg Area Transit	
FTA 5339				34	FTA 5339	34
State	-			7	State	7
Local				2	Local	2
Year Total:				43	Total Funds:	43
Description:						
STIP ID: PAT0052		Title: ADP Hardware			Recipient: Petersburg Area Transit	
FTA 5339		0		24	FTA 5339	24
State	-	0		5	State	5
Local		0		1	Local	1
Year Total:		0		30	Total Funds:	30
Description:						
STIP ID: CDAA001		Title: Purchase Paratransit Vehicles			Recipient: Crater District Area Agency on	
FTA 5310					FTA 5310	316
State					State	0
Local					Local	79
Year Total:					Total Funds:	395
Description:						

Fiscal Constraint

Obligation authority is the ceiling or total commitments of federal apportionment that can be made in a year. Congress sets this ceiling in the federal appropriation bills. In turn the commonwealth distributes the available obligations by program among its jurisdictions. This process is discussed in a VDOT memorandum included as Appendix E.

The Obligation Authority Table C, provided by the Virginia Department of Transportation, compares the obligation authority available for projects in the Tri-Cities MPO with the Planned Obligations of Federal Aid, and matching funds, in the Tri-Cities MPO.

Table D is developed by the MPO with PAT and DRPT, and also compares the obligation authority available for projects in the Tri-Cities MPO with the Planned Obligations of Federal Aid, and matching funds, in the Tri-Cities MPO.

Tables C and D show that planned obligations are at or below projected obligations for each year of the MTIP.

Table C: Fiscal Constraint by Year (Highway)

1/26/2023 9:17:19 AM

FFY 24-27 Working STIP

TABLE C : Tri-Cities MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR

Highway Projects
FFY 2024 - 2027

Fund Source	FFY 2024		FFY 2025		FFY 2026		FFY 2027		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
CMAQ (2)	\$607,164	\$607,164	\$268,000	\$268,000	\$708,738	\$708,738	\$283,129	\$283,129	\$1,877,031	\$1,877,031
HIP/F	\$800,000	\$800,000	\$0	\$0	\$1,800,000	\$1,800,000	\$0	\$0	\$2,400,000	\$2,400,000
HSIP	\$87,957	\$87,957	\$0	\$0	\$376,155	\$376,155	\$0	\$0	\$464,112	\$464,112
NHPP/E	\$0	\$0	\$321,887	\$321,887	\$0	\$0	\$0	\$0	\$321,887	\$321,887
NHS/NHPP	\$805,832	\$805,832	\$486,822	\$486,822	(\$32,065)	(\$32,065)	\$2,566,428	\$2,566,428	\$3,935,087	\$3,935,087
RSTP (2)	\$662,917	\$662,917	\$661,513	\$661,513	\$278,880	\$278,880	\$3,249,099	\$3,249,099	\$4,752,409	\$4,752,409
STP/STBG	\$1,115,227	\$1,115,227	\$1,812,316	\$1,812,316	\$941,448	\$941,448	\$0	\$0	\$3,868,991	\$3,868,991
TAP	\$362,053	\$362,053	\$337,721	\$337,721	\$318,102	\$318,102	\$0	\$0	\$1,048,876	\$1,048,876
Subtotal – Federal	\$4,571,250	\$4,571,250	\$3,797,259	\$3,797,259	\$4,192,228	\$4,192,228	\$6,107,656	\$6,107,656	\$18,668,393	\$18,668,393
Other										
State Match	\$1,131,035	\$1,131,035	\$649,314	\$649,314	\$1,003,838	\$1,003,838	\$1,526,914	\$1,526,914	\$4,611,101	\$4,611,101
Subtotal – Other	\$1,131,035	\$1,131,035	\$949,314	\$949,314	\$1,003,838	\$1,003,838	\$1,526,914	\$1,526,914	\$4,611,101	\$4,611,101
Total	\$5,702,285	\$5,702,285	\$4,746,573	\$4,746,573	\$5,196,066	\$5,196,066	\$7,634,570	\$7,634,570	\$23,279,494	\$23,279,494
Federal - ACC (1)										
CMAQ (2)	\$0	\$0	\$0	\$0	\$0	\$0	\$87,261	\$87,261	\$87,261	\$87,261
HSIP	\$135,513	\$135,513	\$160,530	\$160,530	\$0	\$0	\$0	\$0	\$326,043	\$326,043
NHS/NHPP	\$0	\$0	\$80,357	\$80,357	\$0	\$0	\$0	\$0	\$80,357	\$80,357
RSTP (2)	\$1,341,768	\$1,341,768	\$1,430,687	\$1,430,687	\$1,309,739	\$1,309,739	\$382,884	\$382,884	\$4,465,078	\$4,465,078
Subtotal – Federal - ACC (1)	\$1,477,281	\$1,477,281	\$1,701,574	\$1,701,574	\$1,309,739	\$1,309,739	\$470,145	\$470,145	\$4,958,739	\$4,958,739
Statewide and/or Multiple MPO - Federal (3)										
CMAQ (2)	\$5,229,927	\$5,229,927	\$0	\$0	\$0	\$0	\$0	\$0	\$5,229,927	\$5,229,927
NHS/NHPP	\$17,308,956	\$17,308,956	\$7,864,709	\$7,864,709	\$7,863,525	\$7,863,525	\$7,863,845	\$7,863,845	\$40,901,035	\$40,901,035
Subtotal – Statewide and/or Multiple MPO - Federal (3)	\$22,538,883	\$22,538,883	\$7,864,709	\$7,864,709	\$7,863,525	\$7,863,525	\$7,863,845	\$7,863,845	\$46,130,962	\$46,130,962
Maintenance - Federal (4)										
BR	\$364,545	\$364,545	\$50,000	\$50,000	\$1,237,719	\$1,237,719	\$0	\$0	\$1,642,264	\$1,642,264
CMAQ (2)	\$0	\$0	\$8,360,000	\$8,360,000	\$0	\$0	\$0	\$0	\$8,360,000	\$8,360,000
HSIP	\$6,000,000	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000

Table D: Fiscal Constraint by Year (Transit)

PAT	FFY 2024	FFY2025	FFY2026	FFY2027	Total FY 2024-2027	
FTA 5307	1,440	1,665	1,665	1,665	FTA 5307	6,435
FTA 5309	-				FTA 5309	-
FTA 5310	-				FTA 5310	-
FTA 5311	-				FTA 5311	-
FTA 5314	-				FTA 5314	-
FTA 5337	-				FTA 5337	-
FTA 5339	216	3,820	674	938	FTA 5339	5,649
FTA ADTAP	-				FTA ADTAP	-
FTA DPF	-				FTA DPF	-
FTA TIGER	-				FTA TIGER	-
FBD	-				FBD	-
Flexible STP	-				Flexible STP	-
CMAQ	-				CMAQ	-
RSTP	-				RSTP	-
FHWA TAP	-				FHWA TAP	-
TIFIA	-				TIFIA	-
Other Federal	-				Other Federal	-
State	1,162	1,400	774	827	State	4,163
Local	956	1,115	959	972	Local	4,002
Revenues	394	394	394	394	Revenues	1,576
Totals	4,168	8,395	4,466	4,796		21,825
Human Service	FY 2024				Total FY 2021-2024	
FTA 5307	-				FTA 5307	-
FTA 5309	-				FTA 5309	-
FTA 5310	-				FTA 5310	-
FTA 5311	-				FTA 5311	-
FTA 5314	-				FTA 5314	-
FTA 5337	-				FTA 5337	-
FTA 5339	-				FTA 5339	-
FTA ADTAP	-				FTA ADTAP	-
FTA DPF	-				FTA DPF	-
FTA TIGER	-				FTA TIGER	-
FBD	-				FBD	-
Flexible STP	-				Flexible STP	-
CMAQ	-				CMAQ	-
RSTP	-				RSTP	-
FHWA TAP	-				FHWA TAP	-
TIFIA	-				TIFIA	-
Other Federal	-				Other Federal	-
State	-				State	-
Local	-				Local	-
Revenues	-				Revenues	-
Totals	-					-

TRI-CITIES METROPOLITAN PLANNING ORGANIZATION					
Tri-Cities MPO	FY 2024				Total FY 2021-2024
FTA 5307	1,440	1,665	1,665	1,665	FTA 5307 6,435
FTA 5309	-				FTA 5309 -
FTA 5310	-				FTA 5310 0
FTA 5311	-				FTA 5311 -
FTA 5314	-				FTA 5314 -
FTA 5337	-				FTA 5337 -
FTA 5339	216	3,820	674	938	FTA 5339 5,649
FTA ADTAP	-				FTA ADTAP -
FTA DPF	-				FTA DPF -
FTA TIGER	-				FTA TIGER -
FBD	-				FBD -
Flexible STP	-				Flexible STP -
CMAQ	-				CMAQ -
RSTP	-				RSTP -
FHWA TAP	-				FHWA TAP -
TIFIA	-				TIFIA -
Other Federal	-				Other Federal -
State	1,162	1,400	774	827	State 4,163
Local	956	1,115	959	972	Local 4,002
Revenues	394	394	394	394	Revenues 1,976
Totals	4,168	8,395	4,466	4,796	21,825

Appendix A: Highway Projects by Grouping

Appendix A Projects by Grouping

Tri-Cities MPO				
Construction : Bridge Rehabilitation/Replacement/Reconstruction				
	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T18973	Richmond District-wide	0000	\$0
		BRIDGE REHABILITATION/REPLACEMENT		
Secondary	T26697	Chesterfield County	ENON CHURCH ROAD (0746)	\$5,794,950
		#SGR23VB - RTE 746 ENON CHURCH RD (FED 5341) CR FROM: 0.05 miles FR 726 TO: 0.05 miles TO 10		
Secondary	103469	Chesterfield County	NASH ROAD (0636)	\$2,362,671
		RTE 636 - BRIDGE REPLACEMENT (FED ID 5271) FROM: 0.625 MI S RTE 635 (REEDY BRANCH RD) TO: 0.529 MI S RTE 635 (REEDY BRANCH RD)		(0.0960 MI)
Secondary	122638	Dinwiddie County	BAIN ROAD (0659)	\$7,797,145
		#BF - RTE 659 - BRIDGE REPLACEMENT (OFF-SYSTEM) FROM: .26 MILES TO RTE 619 TO: 1.14 MILES TO RTE 736 (0.5000 MI)		
Secondary	111275	Dinwiddie County	CARSON RD (0703)	\$2,500,000
		#SGR18VB - RT. 703 OVER CSX ROW BRIDGE REHABILITATION FROM: .20 mi. Fr Rte1 TO: 0.8 mi. To I-85 (0.2000 MI)		
Urban	105109	Colonial Heights	VARIOUS (9999)	\$1,237,840
		REHABILITATE BRIDGES -VARIOUS LOCATIONS FROM: VARIOUS LOCATIONS TO: VARIOUS LOCATIONS		
Urban	113481	Petersburg	SYCAMORE STREET (0301)	\$727,999
		#SGR19LB - Sycamore St over Lieutenant Run - Rehab culvert FROM: Sycamore Street @ Lieutenant Run TO: Sycamore Street @ Lieutenant Run		
Construction : Bridge Rehabilitation/Replacement/Reconstruction Total				\$20,420,605
Construction : Safety/ITS/Operational Improvements				
	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119446	Statewide	0064	\$0
		I64CIP - PUBLIC SAFETY ADVISORY POINTS INTEGRATIONS FROM: various TO: various		
Interstate	120386	Statewide	0064	\$282,535
		#I64CIP - SSP TECHNOLOGY ADVANCEMENTS FROM: Various TO: Various		
Interstate	117790	Statewide	0081	\$382,000
		#ITTF21 STUDY OF ADVANCED TECHNOLOGIES -I-81 FROM: various TO: various		
Interstate	120382	Richmond District-wide	I-85 (0085)	\$240,000
		#OtherInt - I-85 - SSP ROUTE FROM: VA/NC State Line TO: I-95		
Interstate	120468	Richmond District-wide	0085	\$140,000
		#OTHERINT - I-85 - PORTABLE CMS FROM: VA/NC State Line TO: I-95		

Appendix A is for informational purposes only

Tri-Cities MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	120442	Chesterfield County	0095		\$7,645,827
			#I95CIP - I-95 N/S EXIT 58 WOODS EDGE - NEW PARK & RIDE LOT		
			FROM: MM 58 TO: MM 58		
Interstate	120440	Colonial Heights	0095		\$4,805,506
			#I95CIP - I-95 SB - EXIT 53 - EXTEND ACCELERATION LANE		
			FROM: MM 53 TO: MM 53		
Interstate	118193	Statewide	0095		\$5,744,292
			#I95CIP CRO SSP FY23-26		
			FROM: I95 Various TO: I-95 Various		
Interstate	118225	Statewide	0095		\$3,109,932
			#I95CIP CRO TRIP TOWING FY21-27		
			FROM: Various TO: Various		
Interstate	119154	Statewide	0095		\$900,000
			#I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE		
			FROM: Various TO: Various		
Interstate	119155	Statewide	0095		\$0
			#I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT		
			FROM: various TO: various		
Interstate	110551	Statewide	9999		\$307,192
			TRAFFIC VIDEO EXPANSION (PSAP) - STATEWIDE		
			FROM: Various TO: Various		
Interstate	110912	Statewide	9999		\$813,019
			Statewide Truck Parking Management System - Phase 1		
			FROM: Various TO: Various		
Interstate	111613	Statewide	9999		\$1,807,000
			STATEWIDE TRUCK PARKING MANAGEMENT SYSTEM - PHASE 2		
			FROM: Various TO: Various		
Interstate	111892	Statewide	9999		\$0
			ATMS - PHASE 1, 2, 3, 4		
			FROM: Various TO: Various		
Interstate	115854	Statewide	9999		\$0
			#ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD		
			FROM: n/a TO: n/a		
Interstate	115856	Statewide	9999		\$1,950,000
			#ITTF20 PARKING DEMAND MANAGEMENT SYSTEM		
			FROM: Various TO: Various		
Interstate	119197	Statewide	9999		\$1,500,000
			#ITTF22 OSPREY FIBER CONNECTIONS - STATEWIDE		
			FROM: Various TO: Various		
Interstate	119198	Statewide	9999		\$25,040
			#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS (PHASE II)		
			FROM: Various TO: Various		
Interstate	119199	Statewide	9999		\$500,000
			#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		
			FROM: Various TO: Various		

Tri-Cities MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	119332	Statewide	9999		\$300,000
			#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING		
			FROM: Various TO: Various		
Interstate	119379	Statewide	9999		\$0
			#ITTF22 CONNECTED WORK ZONES PROGRAM STATEWIDE		
			FROM: Various TO: Various		
Interstate	119401	Statewide	9999		\$250,000
			#ITTF22 PROJECT EVALUATIONS STATEWIDE		
			FROM: Various TO: Various		
Interstate	119402	Statewide	9999		\$1,030,000
			#ITTF22 INCIDENT RESPONSE OPTIMIZATION -STATEWIDE		
			FROM: Various TO: Various		
Interstate	119404	Statewide	9999		\$1,000,000
			#ITTF22 GUIDE LIGHTS FOR SPEED MANAGEMENT STATEWIDE		
			FROM: various TO: various		
Interstate	119406	Statewide	9999		\$0
			#ITTF22 AUTOMATED SPEED ENFORCEMENT PILOT STATEWIDE		
			FROM: Various TO: Various		
Interstate	121564	Statewide	9999		\$350,000
			#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
			FROM: Various TO: Various		
Interstate	121653	Statewide	9999		\$3,000,000
			#ITTF23 - COOPERATIVE FREEWAY MANAGEMENT STUDY- NOVA/FRED		
			FROM: Various TO: Various		
Interstate	121654	Statewide	9999		\$1,000,000
			#ITTF23 OPERATIONALIZE TRAFFIC OPERATIONS SUPPORT CENTER		
			FROM: Various TO: Various		
Interstate	121655	Statewide	9999		\$500,000
			#ITTF23 IMPLEMENT AI-BASED INTEGRATED SECURITY PREDICTION		
			FROM: Various TO: Various		
Interstate	121666	Statewide	9999		\$500,000
			#ITTF23 ITTF PROJECT EVALUATIONS		
			FROM: Various TO: Various		
Interstate	121667	Statewide	9999		\$3,575,000
			#ITTF23 RM3P DEP Data Services		
			FROM: Various TO: Various		
Interstate	121668	Statewide	9999		\$1,000,000
			#ITTF23 REAL-TIME INFORMATION DISSEMINATION FOR CMVs		
			FROM: Various TO: Various		
Interstate	121670	Statewide	9999		\$500,000
			#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
			FROM: VARIOUS TO: VARIOUS		
Interstate	121712	Statewide	9999		\$650,000
			NETWORK OPERATIONS CENTER IMPLEMENTATION		
			FROM: Various TO: Various		

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Tri-Cities MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121776	Statewide	9999		\$1,000,000
			HARD SHOULDER RUNNING FEASIBILITY STUDY-Technology component		
			FROM: Various TO: Various		
Interstate	121822	Statewide	9999		\$5,000,000
			#ITTF23 STATEWIDE FIBER NETWORK ENHANCEMENTS		
			FROM: Various TO: Various		
Interstate	122048	Statewide	VARIOUS (9999)		\$500,000
			#ITTF23 - RM3P EVALUATION		
			FROM: various TO: various		
Interstate	118961	Richmond District-wide	I-295 (PM4S)		\$6,579,700
			#SGR21VP F21 SGR Plant Mix Interstate PM4S-964-F21		
			FROM: GORE AT EXIT 1 OFF RAMP TO: 1.11 Mi S. of S. End Bridge over RTE. 36 (Beg. CRCP) (7.5600 MI)		
Miscellaneous	T18970	Richmond District-wide	0000		\$0
			CN: SAFETY/ITS/OPERATIONAL/IMPROVEMENTS		
Miscellaneous	109628	Richmond District-wide	ROUTE 460 CORRIDOR (9999)		\$601,532
			SYSTEMIC ROADWAY DEPARTURE TREATMENTS - RTE 460 CORRIDOR		
			FROM: Various TO: Various (21.0300 MI)		
Miscellaneous	121643	Statewide	9999		\$1,000,000
			#ITTF23 SMART INTERSECTIONS DEPLOYMENT SUPPORT		
			FROM: Various TO: Various		
Primary	109264	Colonial Heights	ROUTE 1 (0001)		\$1,644,944
			TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT		
			FROM: 0.125 miles north of Temple Avenue TO: 0.125 miles south of Temple Avenue ()		
Primary	104697	Prince George County	OAKLAWN BOULEVARD (0036)		\$600,000
			RTE 36 - IMPROVEMENTS AT FT. LEE ENTRANCE		
			FROM: 1.53 MI W RTE 144 TO: 1.03 MI W RTE 144 (0.5000 MI)		
Primary	107926	Prince George County	OAKLAWN BOULEVARD (0036)		\$3,200,000
			RTE 36 - IMPROVEMENT AT FT LEE ENTRANCE		
			FROM: 1.53 MI W RTE 144 TO: 1.03 MI W RTE 144 (0.5000 MI)		
Primary	111635	Prince George County	COURTHOUSE ROAD (0106)		\$5,755,853
			#SMART18 - RT 106 & RT 630 INTERSECTION SAFETY PROJECT		
			FROM: 0.036 mile west of Rt 630 S TO: 0.042 mile east of Rt 630 N (0.1230 MI)		
Primary	115413	Prince George County	US-460 (0460)		\$3,469,550
			#SMART20 - Intersection Improvements at Route 460 & Queen St		
			FROM: 0.151 miles west of Rte. 618 (Queen St.) TO: 0.085 miles East of Rte. 618 (Queen St.) ()		
Secondary	121734	Chesterfield County	BESSIE LANE (1121)		\$4,075,000
			BESSIE LANE RECONSTRUCTION		
			FROM: INT WITH RTE 1107 (E RIVER RD) TO: 0.11 MI W OF RTE 1107 (E RIVER RD)		
Secondary	109229	Chesterfield County	BRANDERS BRIDGE RD (0625)		\$5,387,413
			LAKEVIEW RD AND BRANDERS BRIDGE RD INTERSECTION IMPROVEMENTS		
			FROM: 0.080 miles South of Route 626 TO: 0.091 miles North of Route 626 (0.1770 MI)		
Secondary	115785	Chesterfield County	WOODPECKER RD (0626)		\$387,000
			Woodpecker Rd Safety Improvements Cattail Rd to Matoaca Rd		
			FROM: Matoaca Rd TO: Cattail Rd		

Tri-Cities MPO

Construction : Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Secondary	109230	Dinwiddie County DUNCAN ROAD (0670) ROUTE 670 (DUNCAN ROAD) CURVE REALIGNMENT FROM: 0.123 MI S OF INTX ELMWOOD DR TO: 0.077 MI N OF INTX ELMWOOD DR (0.2000 MI)		\$3,945,343
Secondary	115407	Dinwiddie County FERNDAL ROAD (0600) #SMART20 - Route 600/ Route 601 Roundabout FROM: 0.035 miles West of Route 600/601 Intersection TO: 0.046 miles East of Route 600/601 Intersection (0.0810 MI)		\$4,896,135
Secondary	82849	Prince George County BULL HILL ROAD (0630) #HB2.FY17 RTE 460 AND RTE 629/630 INTERSECTION PROJECT FROM: 0.090 MI S RTE 460 TO: 0.110 MI N RTE 460 (0.2100 MI)		\$2,560,877
Secondary	111704	Prince George County JEFFERSON PARK ROAD (0646) Construct Roundabout FROM: 500 ft South of INTX with Middle Road TO: 500 ft North of INTX with Middle Road (0.2000 MI)		\$6,575,432
Urban	99194	Colonial Heights BRANDERS BRIDGE ROAD (9026) Branders Bridge Road and Route 1 - intersection improvement FROM: west of Route 1 TO: Route 1 (0.1000 MI)		\$629,328
Urban	101288	Colonial Heights LAKEVIEW AVENUE (9030) LAKEVIEW AVE - MINOR WIDENING FROM: BRIJDAN LN TO: RTE 1 (BOULEVARD) (0.4000 MI)		\$8,162,999
Urban	98883	Colonial Heights TEMPLE AVENUE (0144) RTE 144 (TEMPLE AVE) - SIGNAL COORDINATION FROM: RTE 1 TO: ECL COLONIAL HEIGHTS (2.0000 MI)		\$554,018
Urban	105233	Colonial Heights VARIOUS (0004) CITY OF COLONIAL HEIGHTS - SRTS - NORTH ES - SIDEWALKS FROM: ELLERSLIE TO: EASTMAN AVE		\$436,350
Urban	100501	Colonial Heights WESTOVER AVENUE (9024) Route 1 and Westover Avenue intersection FROM: Route 1 TO: .2 miles east of Route 1 (0.2000 MI)		\$1,183,738
Urban	110840	Hopewell ARLINGTON RD (0156) RTE 156 - INTERSECTION IMPROVEMENTS AT BERRY ST FROM: HIGH AVE TO: BERRY ST		\$376,540
Urban	110846	Hopewell ARLINGTON RD (0156) RTE 156 - INTERSECTION IMPROVEMENTS FROM: BERRY ST TO: FREEMAN ST		\$540,100
Urban	109265	Hopewell ASHLAND STREET (U000) ASHLAND ST EXTENSION FROM: COURTHOUSE RD TO: COLONIAL DRIVE (0.2500 MI)		\$16,699,187
Urban	110842	Hopewell SOUTH MESA DR (0000) SOUTH MESA DR - IMPROVE PEDESTRIAN ACCOMMODATIONS FROM: 0.02 MI S ATLANTIC ST TO: 0.02 MI N ATLANTIC ST		\$325,860
Urban	101039	Petersburg SOUTH CRATER ROAD (0301) SOUTH CRATER ROAD AREA - SIGNAL COORDINATION FROM: FLANK RD TO: RIVES RD (1.4000 MI)		\$2,166,155
Construction : Safety/ITS/Operational Improvements Total				\$132,060,397

Tri-Cities MPO

Construction : Transportation Alternatives/Byway/Non-Traditional

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	121417	Colonial Heights	0001		\$540,588
			APPOMATTOX GREENWAY TRAIL BOULEVARD SPUR		
			FROM: Boulevard (Rte 1) TO: Boulevard (Rte 1)		
Enhancement	121409	Chesterfield County	9999		\$349,889
			FLT (W. WESTOVER - FAIRFAX)		
			FROM: West Westover Avenue TO: Fairfax Avenue		
Enhancement	115182	Colonial Heights	VARIOUS (9999)		\$533,537
			Appomattox River Trail, Phase IV		
			FROM: Boulevard TO: Appomattock Park (0.3400 MI)		
Enhancement	107533	Colonial Heights	EN15		\$1,274,816
			TAP - APPOMATTOX RIVER TRAIL - Phase 5		
			FROM: ROSLYN LANDING PARK TO: RTE 144 (TEMPLE AVE)		
Miscellaneous	T18963	Richmond District-wide	0000		\$0
			CN: TRANSPORTATION ENHANCEMENT/BYWAY/OTHER NON-TRADITIONAL		
Miscellaneous	121511	Multi-jurisdictional: Tri-Cities MPO	FALL LINE TRAIL SOUTHERN SEGMENT (0001)		\$31,402,640
			#FLT - SOUTHERN SECTION PATTON PARK TO W HUNDRED RD		
			FROM: PATTON PARK TO: WEST HUNDRED ROAD		
Primary	115208	Chesterfield County	HARROWGATE ROAD (0144)		\$1,055,939
			Harrowgate Road Sidewalk, Dogwood Ave to South St		
			FROM: Dogwood Ave TO: 0.055 MI N of South Street (0.1680 MI)		
Primary	18795	Chesterfield County	EN98		\$615,000
			VSU/ETTRICK RIVERFRONT TRAIL		
			FROM: CONSTRUCT TRAIL ALONG THE APPOMATTOX RIVER TO: AT VSU		
Secondary	118951	Chesterfield County	ENON CHURCH ROAD (0746)		\$976,100
			Enon Church Road at Bermuda Orchard Road - Ped Improvements		
			FROM: Enon Church Road TO: Bermuda Crossing Drive		
Secondary	118966	Chesterfield County	OAKLAND AVENUE (U000)		\$1,416,444
			Fall Line Trail - Dupuy Road to Westover Avenue #FLT		
			FROM: Dupuy Ave TO: W Westover Ave		
Secondary	115783	Chesterfield County	RIVERMONT ROAD (0726)		\$1,152,000
			Rivemont Road Sidewalk		
			FROM: Enon Church Rd TO: Walnut Drive (0.2200 MI)		
Urban	108887	Chesterfield County	HARROGATE ROAD (0144)		\$2,525,792
			#SMART18 - HARROWGATE ROAD/COUGAR TRAIL - PEDESTRIAN IMPROVE		
			FROM: 0.116 MI South of Rte. 1177 (Cougar Trail) TO: 0.098 MI North of Rte. 1177 (Cougar Trail (0.2650 MI)		
Urban	118071	Colonial Heights	CONDUIT ROAD (EN20)		\$710,844
			Colonial Heights High School Sidewalks		
			FROM: Riveroaks Dr TO: School Ave (0.2500 MI)		
Urban	106188	Colonial Heights	VARIOUS (0004)		\$1,080,344
			NORTH ES - SIDEWALKS		
			FROM: .03 MI East of Boulevard TO: Ross Avenue (0.1800 MI)		
Urban	113448	Hopewell	VARIOUS (EN18)		\$948,024
			BICYCLE LANE CONNECTIONS (MULTIPLE ROUTES) - TAP		
			FROM: ATWATER RD/RIVER RD INTERSECTION TO: CITY POINT- PECAN AVE/WATER STREET		

Tri-Cities MPO**Construction : Transportation Alternatives/Byway/Non-Traditional**

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	118948	Petersburg	CHESTERFIELD AVE / UNIVERSITY BLVD (0036) ART - Patton Park at the Southern End of Fall Line Trail FROM: VARIOUS TO: VARIOUS		\$557,450
Urban	118949	Petersburg	MCKENZIE STREET (0036) Appomattox River Trail (ART) - Western Extension FROM: VARIOUS TO: VARIOUS		\$682,000
Urban	115402	Prince George County	VARIOUS (0010) #SMART20 - Lower Appomattox River Trail FROM: various TO: various		\$44,000
Construction : Transportation Alternatives/Byway/Non-Traditional Total					\$45,865,407

Maintenance : Preventive Maintenance and System Preservation

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14699	Richmond District-wide	0000 STIP-MN Richmond: Preventive MN and System Preservation		\$134,737,913
Urban	121275	Hopewell	OAKLAWN BLVD (0036) #SGR23LP - Oaklawn Blvd FROM: 12.52 TO: 12.992 (0.4720 MI)		\$0
Urban	121277	Hopewell	OAKLAWN BOULEVARD (0036) #SGR23LP - Oaklawn Blvd FROM: 12 TO: 12.52 (0.5200 MI)		\$0
Urban	121276	Hopewell	OAKLAWN BVD (0036) #SGR23LP - Oaklawn Blvd FROM: 13.17 TO: 13.856 (0.6860 MI)		\$0
Maintenance : Preventive Maintenance and System Preservation Total					\$134,737,913

Maintenance : Preventive Maintenance for Bridges

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14700	Richmond District-wide	0000 STIP-MN Richmond: Preventive MN for Bridges		\$93,219,475
Urban	113390	Petersburg	FORT LEE ROAD (0000) #SGR19VB - REPLACE SUPERSTRUCTURE FORT LEE ROAD OVER I-85 FROM: 0.13 Mi N. of Boynton Plank Rd TO: 0.50 Mi S. of Dupuy Rd		\$0
Maintenance : Preventive Maintenance for Bridges Total					\$93,219,475

Maintenance : Traffic and Safety Operations

	System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14701	Richmond District-wide	0000 STIP-MN Richmond: Traffic and Safety Operations		\$32,977,411
Maintenance : Traffic and Safety Operations Total					\$32,977,411

Tri-Cities MPO Total	\$459,281,208
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Appendix B: Comment Log

This comment log provides a summary of comments received by the MPO during development of the TIP.

Source	Summary of Comment	MPO Response

Appendix C: Copies of Media Advertising & Social Media Posts

RideFinder Facebook Page



TCAMPO Facebook Ad



Desktop Feed



Tri-Cities Area MPO

Sponsored ·



The Tri-Cities Area Metropolitan Planning Organization (MPO) provides area citizens an opportunity to review and comment on the Draft FFY 2024-27 Metropolitan Transportation Improvement Program (MTIP) and its accompanying Draft Regional Conformity Assessment during a 30-day public review period beginning March 20, 2023 and ending April 19, 2023. Copies of these draft documents are available in electronic format at <https://craterpdc.org/.../transport.../transportation-about/...> See more

Tri-Cities Area
MPO

Close

Tri-Cities Area **MPO** PUBLIC NOTICE

Pursuant to 23 U.S.C. 134 and 135; 49 U.S.C 5303 and 5304, the Tri-Cities Area Metropolitan Planning Organization (MPO) hereby provides area citizens an opportunity to review and comment on the *Draft FFY 2024-27 Metropolitan Transportation Improvement Program (MTIP)* and its accompanying *Draft Regional Conformity Assessment*. These draft documents have been developed by local and State agencies represented on the Tri-Cities Area MPO and the *Draft MTIP* recommends highway and transit improvements for the Tri-Cities Area. Copies of these draft documents have been made available for public viewing during regular visiting hours at public libraries in the Tri-Cities Area during a 30-day public review period beginning March 20, 2023 and ending April 19, 2023.

One public meeting will be scheduled to receive comments on these draft documents on Monday, March 27, 2023 from 5:00 p.m. to 6:30 p.m. in the Conference Room of the Petersburg Public Library located at 201 W. Washington St, Petersburg, VA. Persons in need of special accommodations to participate in this public meeting are requested to forward this information either by contacting the Crater Planning District Commission at 804-861-1666 or by email using the address listed below one week prior to the meeting date.

Persons with a hearing impairment may contact the Virginia Relay Center at 1-800-828-1120 to forward information to the Crater Planning District Commission and Tri-Cities Area MPO. A copy of these draft documents and other information related to the Tri-Cities Area MPO have been made available in electronic format located at <https://craterpdc.org/our-works/transportation/transportation-about/>.

The Crater Planning District Commission and the Tri-Cities Area MPO assure that no person shall, on the grounds of race, color, national origin, handicap, sex, age or income status, as provided by Title VI of the Civil Rights Act of 1964 and subsequent nondiscrimination laws, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Written comments on the *FFY 2024-27 Metropolitan Transportation Improvement Program* and/or *Draft Regional Conformity Assessment* should be addressed to: Crater Planning District Commission, P.O. Box 1808, Petersburg, Virginia 23805, and/or send an email to rsvejkovsky@craterpdc.org and received within the review period ending April 19, 2023.

Los comentarios escritos sobre el Proyecto de FFY 2024-27 Programa de Mejora del Transporte Metropolitano y/o Proyecto de Informe de Conformidad deben dirigirse a: Comisión del Distrito de Planificación de Cráteres, P.O. Box 1808, Petersburg, Virginia 23805 y/o enviar un correo electrónico a rsvejkovsky@craterpdc.org y recibido dentro del período de revisión que termina el 18 de marzo de 2020.

Progress Index Proof of Advertisement Purchase

LOCALiQ

The Progress-Index

Order Confirmation**Not an Invoice**

Account Number:	686314
Customer Name:	Crater Planning District Commission
Customer Address:	Crater Planning District Commission PO BOX 1808 PETERSBURG VA 23805
Contact Name:	Ronald Sveikovsky
Contact Phone:	8048611666
Contact Email:	
PO Number:	MPO Draft FFY 2024

Date:	03/10/2023
Order Number:	8567259
Prepayment Amount:	\$ 0.00

Column Count:	1.0000
Line Count:	117.0000
Height In Inches:	0.0000

Print

Product	#insertions	Start - End	Category
PTR The Progress-Index	2	03/14/2023 - 03/21/2023	Public Notices
PTR progress-index.com	2	03/14/2023 - 03/21/2023	Public Notices

Total Order Confirmation	\$585.66
---------------------------------	-----------------

1/2

Richmond Times Dispatch Proof of Advertisement Purchase

Richmond Times-Dispatch

Order Confirmation

Order# 0001408443

Client: CRATER PLANNING DISTRICT
Phone: 8048611666

Payer : CRATER PLANNING DISTRICT
Phone: 8048611666

Account: 3014793
Address: COMMISSION
PETERSBURG VA 23805

Account: 3014793
Address: COMMISSION
PETERSBURG VA 23805

Sales Rep **Accnt Rep** **Ordered By**
MCoover MCoover Ronald

Fax:
Email:

Total Amount **\$939.00**
Payment Amount **\$0.00**

Amount Due **\$939.00**

Tax Amount: 0.00

Payment Meth: Invoice - Statement

Order Notes: 3/15 & 3/22

Tear Sheets **Proofs** **Affidavits** **PO Number:**
0 0 0

Ad Number **Ad Type** **Ad Size** **Color**
0001408443-01 CLS 8 Col Legal 2 X 50 li \$0.00

Production Method **Production Notes** **Pick Up Number**
AdBooker (liner) 0001060219-01

Product and Zone **Placement** **Position** **# Inserts**
RTD Times-Dispatch C-Legal Ads Meetings and Events 2

Run Schedule Invoice Text: Tri-Cities Area MPO Public Notice Pursuant to 23 U.S.C.

Run Dates 3/15/2023, 3/22/2023

Product and Zone **Placement** **Position** **# Inserts**
RTD Richmond.com C-Legal Ads Meetings and Events 17

Run Schedule Invoice Text: Tri-Cities Area MPO Public Notice Pursuant to 23 U.S.C.

Run Dates 3/15/2023, 3/16/2023, 3/17/2023, 3/18/2023, 3/19/2023, 3/20/2023, 3/21/2023, 3/22/2023, 3/23/2023, 3/24/2023,
3/25/2023, 3/26/2023, 3/27/2023, 3/28/2023, 3/29/2023, 3/30/2023, 3/31/2023

TagLine: TRICITIESAREAMPOPUBLICNOTICEPURSUANTTO23USC134AND13549USC5303AND5304THETRICITIESA
REAMETROPOLITANPLANNINGORGANIZATIONMPOHEREB

Richmond Free Press Proof of Advertisement Purchase

Richmond Free Press

A Paradigm Communications, Inc. Publication

422 East Franklin Street, 2nd Floor • Richmond, VA 23219

Mailing: P.O. Box 27709 • Richmond, VA 23261

Telephone: (804) 644-0496 • Fax: (804) 643-5436

INVOICE

00100279

3/16/2023

Crafter Planning District Commission
Attn: Accounts Payable
1964 Wakefield Street
Petersburg, VA 23805

PURCHASE ORDER NUMBER		MEMO	
Tri-Cities Area MPO-Public Notice			
AD DATE	DESCRIPTION	RATE	AMOUNT
3/16/2023	Classified Advertising: 3c x 6.5"	\$32.92	\$641.94
APPROVED FOR PAYMENT APPROVED BY: <u>[Signature]</u> DATE: <u>4/10/23</u> Acct # 5570			
Remit payment to: PO Box 27709 Richmond, VA 23261			
Our Federal ID # is 54-1607207		INVOICE	Total Amount: \$641.94
For your convenience, we accept Mastercard, Visa and American Express.		00100279	Amount Paid: \$0.00
			Balance Due: \$641.94
PAST DUE ACCOUNTS SUBJECT TO A 2% PER MONTH SERVICE CHARGE.			
PLEASE PAY FROM INVOICE			

TO REPORTER CALL (804) 644-0496 • FAX (804) 643-5436 • sales@richmondffp.com • www.richmondffp.com • (804) 644-0496 • CC 02/00

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Telephone: (804) 644-0496 • Fax: (804) 643-5436

INVOICE

00100316

3/23/2023

Crater Planning District Commission
Attn: Accounts Payable
1964 Wakefield Street
Petersburg, VA 23805

PURCHASE ORDER NUMBER		MEMO	
Tri-Cities Area MPO Public Notice			
AD DATE	DESCRIPTION	RATE	AMOUNT
3/23/2023	Classified Advertising: 3c x 6.5"	\$32.92	\$641.94
APPROVED FOR PAYMENT APPROVED BY: _____ DATE: _____ <i>Acct # 5570</i>			
Remit payment to: PO Box 27709 Richmond, VA 23261			
Our Federal ID # is 54-1607207		INVOICE	Total Amount: \$641.94
For your convenience, we accept Mastercard, Visa and American Express.		00100316	Amount Paid: \$0.00
			Balance Due: \$641.94
PAST DUE ACCOUNTS SUBJECT TO A 2% PER MONTH SERVICE CHARGE.			
PLEASE PAY FROM INVOICE			

TO REORDER CALL (804) 644-0496 • FAX (804) 643-5436 • safeguardrichmond@gmail.com • www.safeguardrichmond.com • L05F002116M CC 02/20

DUE UPON RECEIPT

Draft FFY 2024-27 MTIP & Conformity Assessment

Mar 15, 2023 | All News, Transportation



The Tri-Cities Area Metropolitan Planning Organization (MPO) hereby provides area citizens an opportunity to review and comment on the *Draft FFY 2024-27 Metropolitan Transportation Improvement Program* (MTIP) and its accompanying *Draft Regional Conformity Assessment* during a 30-day public review period beginning March 20, 2023 and ending April 19, 2023. Copies of these draft documents are available in electronic format at <https://craterpdc.org/our-works/transportation/transportation-about/>. Written comments on these draft documents should be addressed to: Crater Planning District Commission, P.O. Box 1808, Petersburg, Virginia 23805, or comment sent via email to rsvejkovsky@craterpdc.org by April 19, 2023.

February 27, 2023 Meeting Sign-In Sheet

Note: one attended

Appendix D: Glossary of Transportation Acronyms

Acronym	Definition
AADT	Average Annual Daily Traffic
AC	Advanced construction funding (fund type TBD)
ADA	The Americans with Disabilities Act
ARRA	The American Recovery and Reinvestment Act (Economic Stimulus Act) Signed on February 17, 2009.
BOM	State bond match
BR	Bridge funds (BR/BROS)
BRAC	Base Realignment and Closing Commission
BROS	Off-system bridge
BST	State bonds
BTU	The British thermal unit (Btu or BTU) is a traditional unit of work equal to about 1055 joules. It is the amount of work needed to raise the temperature of one pound of water by one-degree Fahrenheit.
CENTERLINE MILE(S)	A centerline mile is a measure of the total length (in miles) of highway facility in-place or proposed, as measured along the highway centerline
CCALS	Commonwealth Center for Advanced Logistics Systems
CCAM	Commonwealth Center for Advanced Manufacturing
CLASS I RAILROAD	A railroad with annual operating revenue greater than \$250,000,000
CLASS II RAILROAD	A railroad with revenues between those of a Class I and a Class III Railroad.
CLASS III RAILROAD	A railroad with annual operating revenue less than \$20,000,000
CM	CMAQ funds
CMAQ CONVERSION	CMAQ planned to be converted
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CSX	CSX Transportation a Class I Railroad serving the TriCities Area
CTB	Commonwealth Transportation Board
)	Demonstration Project Funds
DRPT	The Virginia Department of Rail and Public Transportation
EB	Equity Bonus (Minimum Guarantee) Funds

Acronym	Definition
EJ	Environmental Justice as described in Executive Order 12898 and federal guidance derived from that executive order
EN	Enhancement
EQMG	Equity Bonus (Minimum Guarantee)
FALL LINE	The edge of the Piedmont/Coastal Plain, where various rivers cross from hard bedrock to soft sediments, is marked by a line of rapids and waterfalls called the Fall Line
FARE	The money a passenger on public transportation has to pay
FARE BOX	The total revenue derived from passenger fares
FAST ACT	Fixing America's Surface Transportation Act- The Transportation Authorization Bill signed into law on December 4, 2015
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FSM	GARVEE Soft Match
FTA	Federal Transit Administration
FY	Fiscal Year
GARVEE	Grants Anticipation Revenue Vehicle – Bonds secured by the expected federal transportation funds in future years.
GRV	GARVEE Bonds- Grant Anticipation Revenue Vehicle Bonds secured with future federal aid revenues.
HABITAT BUFFER	
HPD	High Priority Demo funds
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance
IM AC CONVERSION	Interstate Maintenance planned to be converted
INT	Interest Income
ISTEA	The Intermodal Surface Transportation Efficiency Act of 1991. The Federal Transportation Authorization Bill signed on December 18, 1991.
ITS	Intelligent Transportation Systems-Transportation Management System and Technologies intended to improve the performance of the transportation system.
LANE MILE(S)	Lane-mile is a measure of the total length of traveled pavement surface. Lane-miles is the centerline length (in miles) multiplied by the number of lanes.
LCB	Lower Control Bound – In statistical process control the upper control bound represents a highest level of variance from the average that is expected. 99% of measured values should be below the UCB. (See UCB)
LEP	Limited English Proficiency
LOAD FACTOR	The number of passengers divided by the number of seats
LOC	Local funds

Acronym	Definition
LOM	Local match
LOS	Level of Service: A qualitative measure of service
LRP	Long Range Plan
LTO	Landing/Take Off Operations
MAP 21	Moving Ahead for Progress in the 21st Century. The Federal Transportation Authorization Bill signed on June 29, 2012
MG/EB AC CONVERSION	Equity Bonus (Minimum Guarantee) planned to be converted
MGEB	Equity Bonus (Minimum Guarantee)
MIX	Mix of federal (STP/MG/BR/BROS) and state funds
MM	Mile Marker
NEPA	The National Environmental Policy Act of 1970.
NH	National Highway funds
NH AC CONVERSION	National Highway planned to be converted
NHPP	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
NHS	The National Highway System
NOVA	Northern Virginia
NO _x	Oxides of Nitrogen – a chemical compound that contributes to the formation of ground level ozone. NO _x is usually a product of high temperature high pressure combustion (for example jet engines or diesel engines)
OBLIGATION AUTHORITY (OA)	The ceiling or total amount of commitments of federal apportionment that can be made within a year. Congress sets this ceiling or limit as part of the federal appropriation bills to control federal expenditures annually.
OC	Open Container
OPR	Operating Revenue
OTHER	Other funds (state, local, etc.)
PE	Preliminary Engineering - Preliminary engineering is the location, design, and related work needed to advance a project to physical construction. Preliminary engineering includes preliminary and final design; both defined in 23 CFR 636.103, and other project-related work leading to physical construction. This includes costs to perform studies needed to address requirements of the National Environmental Policy Act (NEPA) and other environmental laws. It may include advertising and other pre-award work such as bid

Acronym	Definition
	analysis, although it is also acceptable to include this work as construction engineering costs.
PPT	TIFIA (Public/Private Partnership)
RSTP	The portion of STP funds allocated to urban areas over 200,000 in population See STP
RSTP AC CONVERSION	Regional STP planned to be converted
RTE.	Route
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users: The Federal Transportation Authorization Bill Signed into law on August 10, 2005. In some contexts it indicates Congressionally earmarked funding.
SEHSR	Southeast High-Speed Rail
SRS	Safe Routes to School funds
STF	State funds
STM	State match
STP	The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.
STP AC CONVERSION	STP planned to be converted
STP/EN	Enhancement funds
STP/HES	Highway Safety funds
STP/RR	Rail Safety funds
STP/SRS	Safe Routes to School funds
TBD	Fund source to be determined
TEA 21	Transportation Equity Act for the 21 st Century the Federal Transportation Authorization Bill Enacted on June 9, 1998.
TEU	Twenty Foot Equivalent Unit (the basic measure of shipping containers)
TIP	Transportation Improvement Program
TITLE VI	Title VI of the Civil Rights Act of 1964
TOL	Tolls
TOLL	Tolls
TRAN	DRPT Equity Bonus
TSM	Transportation Systems Management
UCB	Upper Control Bound – In statistical process control the upper control bound represents a highest level of variance from the average that is expected. 99% of measured values should be below the UCB. (See LCB)
VDOT	The Virginia Department of Transportation
VDRPT	See DRPT
VMT	Vehicle Miles of Travel (1 car driving 1 mile is 1 VMT. 20 cars driving 10 miles each is 200 VMT.

Acronym	Definition
VOC	Volatile Organic Compound – a chemical compound that contributes to the formation of ground level ozone. These may be naturally occurring or the result of industrial processes.

Appendix E: Financial Assumptions for the FFY 2024-27 MTIP

(Prepared by VDOT)

Virginia Department of Transportation

Financial Planning Division

Constrained Long-Range Plan (CLRP)

CLRP FY 2014 – 2045

Based on FY 2014 – 2019 Six-Year Financial Plan (SYFP) and Six-Year Improvement Program (SYIP) adopted by the CTB in June 2013

The 2014-2045 CLRP is based on the FY2014-2019 SYFP and SYIP. The out years are based on the trends in the current plans and as detailed below.

Revenue

The total value of the CLRP is \$219 billion.

State Revenue

- The average state revenue growth for FY2014-2019 is 5%.
- For years 2020 and beyond, growth rates have been determined for each revenue source with recent consultation with the Department of Taxation and average 2.1%.
- Federal Revenue
- Based on the current federal program. Does not consider potential reduction due to lack of funding or potential increased program.
- There is no growth estimated for federal revenues. The status of the funding provided by the federal Highway Trust Fund (HTF) is not set beyond federal fiscal year 2014 and current funding levels are unsustainable without funding assistance. In recent years, Congress has avoided shortfalls by transferring funds from the general fund of the Treasury to the HTF. Lawmakers may choose to continue to make additional transfers or address the revenue dedicated to the Highway Trust Fund. This uncertainty does not allow for projecting a growing source of funding.

Allocation to Districts and to MPOs

□ Other Administrative Programs includes the following:

- 699 – Administrative and Support Services
- 514 – Environmental Monitoring and Evaluation
- 60315 – Construction Management
- 602 – Ground Transportation Planning and Research

□ Maintenance allocations include Highway System Maintenance and Operations for VDOT-maintained roads and Financial Assistance for City and County Road Maintenance. These funds are divided amongst the districts based on the district's six year average share (2007-2013)

□ Once districts amounts for Maintenance are obtained, population percentages are applied to determine MPO amounts.

Assumptions – Constrained Long Range Plan

Based on FY 2014-2019 SYFP/SYIP – November 2013 Page 2

□ Construction allocations are distributed according to the SYFP for FY2014-2019 after that funds are allocated thusly:

- o Bridge needs of the districts were provided by Structure & Bridge Division

- o Interstate needs of the districts provided by Transportation and Mobility Planning Division
- o Interstate and Primary needs with the allocation distribution from the end of the six-year improvement program were used to determine the distribution of the federal discretionary funding to the MPOs through the life of the CLRP. No determination is applied as to what highway system to which the funds should be allocated.
 - VDOT specific programs were held as statewide amounts and not distributed to the MPOs
 - Construction Formula Allocations – represents the total distribution to the highway systems
 - o Primary – The estimated amounts to the urbanized areas of these program funds are developed utilizing the share of the urbanized area’s population of the respective construction districts where these areas reside.
 - o Secondary – Secondary system construction allocations are, as per the code of Virginia, developed to the county level. These county amounts include construction, unpaved road funds and telecommunication fees. The estimated amounts of these funds to the urbanized areas are based on the urbanized area’s share of the respective county population that lies within the specific area.
 - o Urban – The Urban system construction allocations are, as per the code of Virginia, allocated to the municipalities based on populations. The estimated amounts to the urbanized areas are the allocations to the cities and towns that are within the respective urbanized area boundaries.

Assumptions – *Constrained Long Range Plan* Based on FY 2014-2019 SYFP/SYIP – November 2013 Page 3

Comparison to previous Constrained Long Range Plan (CLRP)

The comparison provided below represents the same fiscal year spans that were in the previous CLRP that are also in the current CLRP. These are fiscal years 2014-2040. This comparison does not include funds that are not directly tied to an MPO for this analysis. The total CLRP does contain funds that are not affiliated with an MPO and extends to fiscal year 2045.

There are significant reductions to the Construction allocations while the Construction – Formula funding is not provided for in the CLRP update. The reduction in Construction from the previous CLRP is primarily due to the removal of any planned growth in federal funding. The estimates provided in the Construction – Formula allocation are relying on growth in state revenue from the new and continuing sources of funding.

Statewide

	FY 2012 - FY 2040 CLRP (2014-2040)	FY 2014 - FY 2040 CLRP (2014-2040)	Difference
Maintenance -VDOT	\$30,676.4	\$31,395.7	\$719.2
Maintenance -Localities	11,183.0	12,767.0	1,584.0
Admin and Other Areas	2,076.2	2,157.2	81.1
Construction	14,263.8	8,199.2	(6,064.6)
Construction-Formula	-	9,416.9	9,416.9
HB 2313 Regional Funds		12,517.9	12,517.9
Total	\$58,199.5	\$76,454.0	\$18,254.5

APPENDIX F: The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The Tri-Cities Metropolitan Planning Organization (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through Federal Highway Administration, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Transportation Planning Program

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Transportation Planning Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The Tri-Cities Metropolitan Planning Organization, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the

Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, Tri-Cities Metropolitan Planning Organization also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the Federal Highway Administration access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the Federal Highway Administration. You must keep records, reports, and submit the material for review upon request to the Federal Highway Administration, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Tri-Cities Metropolitan Planning Organization gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Transportation Planning Program. This ASSURANCE is binding on Virginia, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Transportation Planning Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Tri-Cities Metropolitan Planning Organization
(Name of Recipient)

BY: Ronald Svejksky

DATED: May 11, 2023

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the Tri-Cities Metropolitan Planning Organization will accept title to the lands and maintain the project constructed thereon in accordance with **(Name of Appropriate Legislative Authority)**, the Regulations for the Administration of Transportation Planning Program, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Tri-Cities Metropolitan Planning Organization all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Tri-Cities Metropolitan Planning Organization and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Tri-Cities Metropolitan Planning Organization, its successors and assigns.

The Tri-Cities Metropolitan Planning Organization, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits

of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Tri-Cities Metropolitan Planning Organization will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Tri-Cities Metropolitan Planning Organization pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Tri-Cities Metropolitan Planning Organization will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Tri-Cities Metropolitan Planning Organization will have the right to enter

or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Tri-Cities Metropolitan Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by Tri-Cities Metropolitan Planning Organization pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Tri-Cities Metropolitan Planning Organization will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Tri-Cities Metropolitan Planning Organization will there upon revert to and vest in and become the absolute property of Tri-Cities Metropolitan Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Appendix G: Self-Certification Questionnaire

SELF-CERTIFICATION QUESTIONS

ORGANIZATION AND STRUCTURE

1. Is the TCAMPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law?
 - *Yes, by a continuing agreement in 1974 between the Commonwealth of Virginia Department of Highways and the Crater Planning District Commission. In 1979, the Secretary of Transportation designated the Tri-Cities Area policy Committee as the Metropolitan Planning Area (MPO) for the Tri-Cities Area.*
2. Does the TCAMPO Policy Committee include elected officials, providers of major modes of transportation, and appropriate state officials?
 - *Yes, 6 locality-elected officials, 1 transit provider, and 2 agencies*
3. Is training about the transportation planning process provided for the TCAMPO Policy Committee and TAC?
 - *Informal training is provided by the MPO Director.*
4. Does the TCAMPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?
 - *The TCAMPO boundary encompasses existing urbanized area plus contiguous area expected to become urbanized within the 20-year forecast period. Portions of the MPO boundary were formally established by agreement between RRTPO and TCAMPO in 2014.*

TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

1. Is the transportation planning process continuous, cooperative, and comprehensive?
 - *Yes, the UPWP, LRTP, and MTIP show the programs, plan, and projects that demonstrate the MPO's planning process is continuous, cooperative, and comprehensive.*
2. Is there a currently adopted Unified Planning Work Program (UPWP)? Yes, [FY23 UPWP](#)
3. Are tasks and products clearly outlined?
 - *Yes, see FY23 UPWP*
4. Does the UPWP include sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding, and a summary of the total amounts of federal and matching funds?
 - *Yes, see FY23 UPWP*
5. Is the work identified in the UPWP completed in a timely fashion?
 - *FY22 tasks were completed in a timely fashion (ex: Plan2045)*
3. Is there a valid Long Range Transportation Plan (LRTP)? Yes, [Plan2045](#)
 - a. Does the LRTP have at least a 20-year horizon at the time of adoption? Yes
 - b. Does it address the ten planning factors? Yes

- c. Does it cover all modes applicable to the area? *Yes*
 - d. Does the LRTP specify the TCAMPO's project selection methodology? *Yes*
 - e. Is it financially constrained? *Yes*
 - f. Does it include funding for the maintenance and operation of the system? *Yes*
 - g. Is it updated/reevaluated in a timely fashion (at least every four or five years)?
Yes, these plans are updated every 5 years
 - h. Does the area have a process for including environmental mitigation discussions in the planning process? *Yes*
4. Is there a valid Transportation Improvement Program (TIP)? *Yes, [FFY 2021-24 MTIP](#)*
- a. Is it consistent with the LRTP? *Yes*
 - b. Is it fiscally constrained? *Yes*
 - c. Is it developed cooperatively with the state and local transit operators? *Yes*
- d. Is it updated at least every four years and adopted by the TCAMPO and submitted to the Governor? *Yes*
5. Does the area have a valid Congestion Management Process? *Yes, [link](#)*
- a. Is it consistent with the LRTP? *Yes*
 - b. Is it used for the development of the TIP? *Yes*
 - c. Is it monitored and reevaluated to meet the needs of the area? *Yes*
6. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?
Yes

TITLE VI AND RELATED AUTHORITIES

1. Does the planning process meet the following requirements of federal law? *Yes, [link](#)*
- a. Title VI: Are there procedures in place to address complaints related to Title VI of the Civil Rights Act of 1964 and related statutes and do they comply with federal regulation? *Yes, [link](#)*
 - b. American Disabilities Act (ADA): Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation? *Yes, [Page 66 of FFY 2021-24 MTIP \(Appendix F\)](#)*
 - c. Disadvantaged Business Enterprises (DBE): Does the TCAMPO have a DBE policy statement that expresses commitment to the DBE program? *Yes, [Page 67 of FFY 2021-24 MTIP \(Appendix F\)](#)*
2. Environmental Justice: Has the TCAMPO identified low-income and minority populations within the planning area and considered the effects in the planning process? *Yes, is identified and discussed in [Plan2045](#) and its [Technical Appendices](#)*

PUBLIC PARTICIPATION PLAN

1. Does the area have an adopted Public Participation Plan (PPP)? *Yes, adopted in 2016, [link](#)*
- a. Did the public participate in the development of the PPP? *Yes*
 - b. Was the PPP made available for public review for at least 45-days prior to

adoption? *Yes*

- c. Is adequate notice provided for public meetings? *Yes*
 - d. What sources does TCAMPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)? *Website, TCAMPO Facebook page, Facebook Groups, Instagram*
 - e. Are meetings held at convenient times and at accessible locations? *Yes, the TAC meets at the Colonial Heights Public Library and the Policy Committee meets at the PAT Multimodal Center in Petersburg. The public also can participate via Zoom.*
 - f. Is the public given an opportunity to provide oral and/or written comments on the planning process? *Yes, via comment periods, surveys, etc. throughout the planning, TIP, and LRTP processes and our public meetings*
 - g. Does TCAMPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households? *Yes, we have been able to better reach them via Facebook Groups, Instagram, our website, and online survey; and are developing additional methods.*
 - h. Is the PPP periodically reviewed and updated to ensure its effectiveness? *Yes, particularly during plan development*
 - i. Are plans/program documents available in an electronic accessible format? *Yes, our plans/program document (in PDF format) are on our website*
2. Does the area participate in an interagency process designed to facilitate communication among involved agencies and make decisions on the transportation conformity process and air quality improvement matters? *Various interagency processes include PHOPs, FOLAR, Crater PDC committees, etc.*

DOCUMENTATION AND REPORTING

1. What supporting documentation/information is provided to the TCAMPO Board when the self-certification is approved? *This document with the links*
2. How is the self-certification provided to the Federal agencies? *Sent draft self-certification to federal and state agencies first for review and approval, then is sent to the TAC and Policy Committee for review and approval for public review, then after public review the self-certification is approved by the TAC and Policy Committee (signed by the MPO, VDOT, and DRPT) at time of MTIP adoption.*
3. Is there continuity and consistency between the self-certification and quadrennial Federal Certification? *While we try to coordinate these, VDOT and DRPT are also trying to get these better coordinated with their processes.*

Appendix H: Performance Based Planning and Programming

Addendum 1: Safety Performance Measures

Safety Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established safety performance objectives as published in [Virginia's 2022-2026 Strategic Highway Safety Plan \(SHSP\)](#) and, starting in 2017, annual targets in the Highway Safety Improvement Program (HSIP) Annual Report. The SHSP performance measure objectives are indicated in Table 8 below.

Table 2: 2017 - 2021 SHSP Safety Performance Objectives

	Performance Target	Per Year Reduction
1	Number of Fatalities	2%
2	Rate of Fatalities per 100 Million Vehicle Miles Travelled	3%
3	Number of Serious Injuries	5%
4	Rate Serious Injury Million Vehicle Miles Travelled	7%
5	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	4%

For safety performance measures 1, 2, and 3, annual targets are developed collaboratively by the Department of Motor Vehicles (DMV) Highway Safety Office (HSO) and VDOT HSIP staff.¹ The DMV HSO includes these measures in their Highway Safety Plan submitted to the National Highway Traffic Safety Administration (NHTSA) every June.

The Commonwealth Transportation Board approves all five annual targets and VDOT includes these in the HSIP Annual Report submitted to FHWA every August. Within 180 days of VDOT's annual report submission to FHWA, MPOs must indicate their support of the state targets or submit their unique regional targets for one or more of the safety measures.

¹ It is a federal requirement that safety performance measures 1, 2, and 3 are identical targets for NHTSA's Highway Safety Grants Program and FHWA's Highway Safety Improvement Program. This requirement allows States to align their safety performance targets and work collaboratively to achieve them.

TCAMPO Safety Targets and Actual Performance

Safety Targets and Performance, 2018-2020

	2018 Target	2018 Actual	2019 Target	2019 Actual	2020 Target	2020 Actual	2021 Target	2021 Actual	2022 Target
Fatalities	14	15	16	16	19	19	15		16
Fatality Rate	0.59	0.74	0.85	0.76	0.90	0.79	0.73		0.79
Serious Injuries	151	159	130	177	153	184	172		175
Serious Injury Rate	6.500	8.044	6.450	8.811	7.367	9.464	8.585		8.705
Non-Motorized Fatalities and Serious Injuries	N/A	14	N/A	15	13	13	14		14

Note: Actual based on Fatalities and Serious Injury 5-year average

Connection to Other Performance Based Planning Documents

The federally required SHSP, a five-year multi-agency comprehensive plan focused on reducing fatalities and serious injuries on all public roads, serves as the coordinating document for other plans and programs that involve traffic safety. This coordination involves the long-range statewide transportation plan (LRSTP), the metropolitan transportation plans (MTP), and three plans that implement parts of the SHSP – the Highway Safety Plan (HSP), the HSIP, and the Commercial Vehicle Safety Plan (CVSP). This integration is important for improving overall safety coordination amongst various partners and leads to more comprehensive transportation safety planning.

The LRSTP, VTrans2040, guides the state's investment decisions for transportation improvements. Safety and performance management is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles:

- Guiding Principle 2: Ensure Safety, Security, and Resiliency – Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.
- Guiding Principle 5: Ensure Transparency and Accountability and Promote Performance Management – work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- Goal C: Safety for All Users – provide a safe transportation system for passengers and goods on all travel modes.
 - o Objectives:
 - Reduce the number and rate of motorized fatalities and serious injuries.
 - Reduce the number of non-motorized fatalities and injuries.

MTPs are similar to the LRSTP however a MTP covers a specific metropolitan planning area. MTPs include goals and objectives for their respective areas/regions and identify strategies for advancing long-term transportation investments in a specific region.

The HSP is an annual plan to address highway user behaviors that will improve safety through education and enforcement campaigns. The HSP and associated NHTSA grants are administered through the Highway Safety Office at the DMV. Furthermore, each year Virginia State Police (VSP) submits a Commercial Vehicles Safety Plan (CVSP) to Federal Motor Carrier Safety Administration as a requirement of obtaining related enforcement grants.

The relationship between the various plans and programs is shown below:

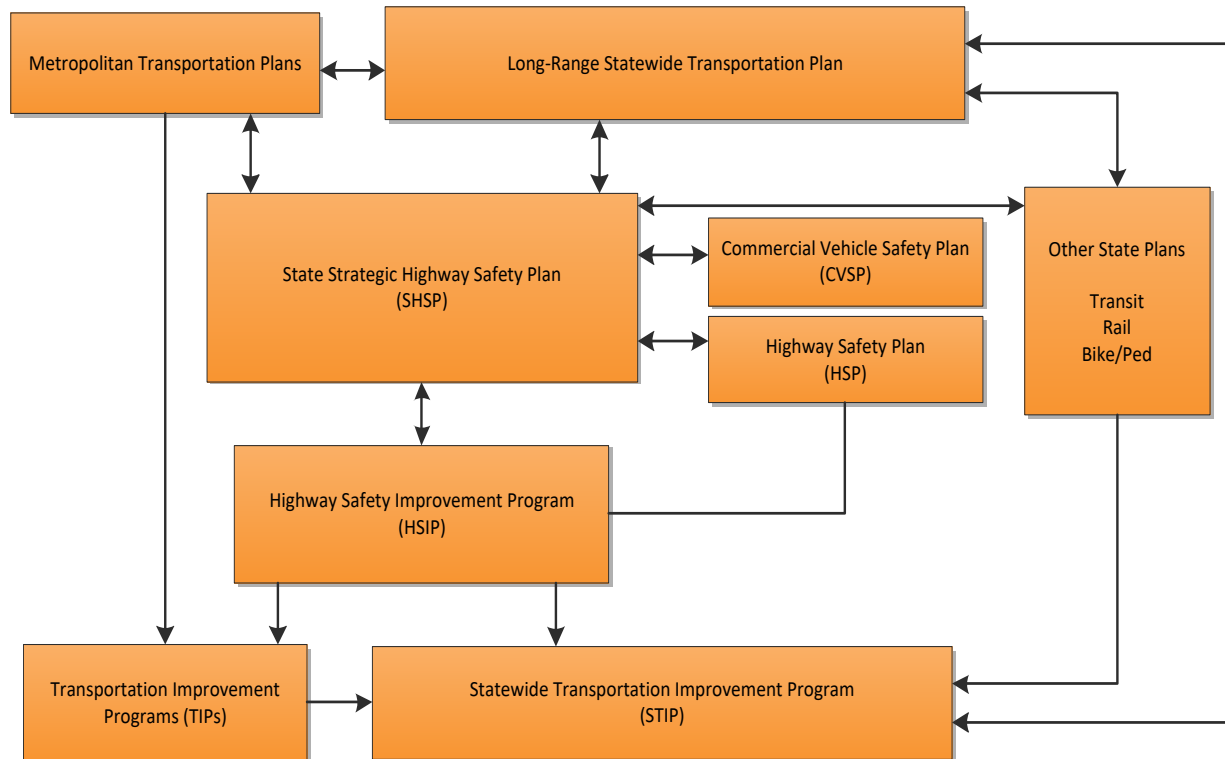


Figure 3: Program Relationships

Projects in the STIP are directly linked to the safety objectives outlined in the SHSP through the strategies and actions that are priorities in Virginia.

Funding for Safety Projects

Safety targeted improvements are implemented through HSIP projects. Each year Virginia is allocated ~\$55 Million for HSIP and \$5 Million for Railway Grade Crossing improvements. Virginia is also subject to a Penalty Transfer provision, Section 154 “Open Container”, such that 2.5% of NHPP funds are reserved for either NHTSA Alcohol-Impaired Driving or HSIP projects. The State determines what proportion goes to each program. Of the HSIP funds, about 10 percent is set aside for non-motorized safety projects and 20 percent of the remainder for improvements on locally-maintained roadways.

How do Safety Projects get selected for Inclusion in the STIP?

The HSIP project planning and delivery follows these steps:

- Each year highway segment and intersection locations that have the highest potential for safety improvement are identified based on the previous five years of traffic crash and volume data. These above average crash locations are provided to the VDOT Districts to determine appropriate locations and countermeasures for HSIP funding. The potential for vehicle-train crashes at each at-grade railroad crossing is also distributed.
- HSIP project proposals are submitted through the SMART Portal for the appropriate safety program.
- VDOT and locality submitted HSIP proposals are reviewed and prioritized based on the number of targeted crashes and the benefit to cost ratio or the potential risk reduction for non-motorized and rail highway grade crossing improvements.
- Projects are selected and programmed for the last two or three years of the SYIP. At present there are over \$100 million of safety improvement proposals, with an expected benefit, that remain unfunded.

In recent years, programmed priority HSIP projects have shifted from being higher cost spot intersection and segment improvements to lower cost systemic improvements that target specific crash types and/or roadway characteristics that are factors in crashes across the network. Examples of systemic improvements include traffic signal devices and timing at intersections and curve signing, higher friction surfaces and rumble strips on segments.

Safety improvements are also included within projects funded with non-HSIP funds. The SMART SCALE scoring and prioritization process for inclusion of projects in the SYIP, considers safety benefits from improvements addressing travel of all modes. Many of the large SMART SCALE projects, upon completion, will have distinct impacts on safety performance in the Commonwealth. In addition, projects funded through other state and federal sources in the SYIP, such as the Transportation Alternatives Program, including Safe Routes to School grants, Revenue Sharing, and even some CMAQ and maintenance projects, will also have crash reduction benefits that contribute to improved safety performance.

Thus, the funding to meet Virginia's safety objectives and targets is allocated to projects in the CTB approved SYIP and is consistent with VTrans2040. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's safety performance objectives and targets and is consistent with Virginia's SHSP and the HSIP.

2023 Safety Performance Measures Submittal Letter

CRATER PLANNING DISTRICT COMMISSION

Monument Professional Building • 1964 Wakefield Street • Post Office Box 1808 • Petersburg, Virginia 23805
PHONE: (804) 861-1666 • FAX: 804-732-8972 • E-MAIL: info@craterpdc.org • WEBSITE: www.craterpdc.org

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.

County of Charles City • County of Chesterfield • City of Colonial Heights • County of Dinwiddie • City of Emporia
County of Greenville • City of Hopewell • City of Petersburg • County of Prince George • County of Surry • County of Sussex

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 Svejksky, Director
TCAMPO

Addendum 2: Performance Based Planning & Programming – Performance Measures for Bridge & Pavement Condition and System Performance

Bridge & Pavement Condition Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established pavement and bridge condition performance targets as reported in Virginia's Baseline Performance Period Report for 2018-2021¹. This report, submitted to FHWA in October 2018, satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. Performance measures for pavement condition are required for the National Highway System (NHS), while bridge condition requirements relate to structures identified as part of the National Bridge Inventory on the NHS. The pavement condition measures and established performance targets for the 2018- 2021 performance period are indicated in Table 1 below.

Table 1: Pavement Condition Measures and Performance Targets

Interstate Pavement Condition Measures²	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percentage of Pavements in Good Condition	N/A ³	45.0%
Percentage of Pavements in Poor Condition	N/A ³	3.0%
Non-Interstate NHS Pavement Condition Measures⁴	2018-2019 Two Year Target	2018-2021 Four Year Target
Percentage of Non-Interstate Pavements in Good Condition	25.0%	25.0%
Percentage of Non-Interstate Pavements in Poor Condition	5%	5.0%

Bridge condition measures and established performance targets for the 2018-2021 performance period are indicated in Table 2 below.

¹ Virginia's Baseline Performance Period Report data is through December 2017.

² Interstate condition measures are based on four distresses: International Roughness Index (IRI), cracking, rutting, and faulting.

³ During this first performance period, States are not required to establish 2-year targets for interstate pavements; however, Virginia has chosen to establish performance targets and are 45.0% and 3.0% for percentage of pavements in good and poor condition, respectively.

⁴ During this first performance period, Federal requirements for Non-Interstate NHS pavement condition and performance targets are based on a single distress, IRI. However, Federal guidance outlined in a September 27, 2018 Memorandum on State DOT Targets for Non-Interstate NHS Pavement Measures allows for the use of full distress data when reporting Non-Interstate NHS performance targets. Given the availability of full distress data, Virginia has chosen this approach and reported performance targets for Non-Interstate NHS pavements based on all four distresses. This allows for consistency in assessing the condition and setting performance targets for both Interstate and Non-Interstate NHS pavements.

Table 2: NHS Bridge Condition Measures and Performance Targets

NHS Bridge Condition Measures	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percentage of Deck Area of NBI Bridges on the NHS in Good Condition	33.5%	33.0%
Percentage of Deck Area of NBI Bridges on the NHS in Poor Condition	3.5%	3.0%

TCAMPO Pavement and Bridge Targets and Actual Performance

Table 6-7: Pavement Performance

Selected Performance Target	4-year Target	2017 Actual	2018 Actual	2019 Actual	2020 Actual	Meets Target?
Percentage of Pavement in Good Condition (Interstate)	45%	47.7%	55.5%	58.8%	62.9%	YES
Percentage of Pavement in Poor Condition (Interstate)	<3%	0.7%	0.4%	0.7%	0.6%	YES
Percentage of Pavement in Good Condition (Non-Interstate NHS)	25%	13.6%	16.7%	16.7%	16.3%	NO
Percentage of Pavement in Poor Condition (Non-Interstate NHS)	<5%	3.1%	3.2%	2.3%	2.7%	YES

Table 6-8: Bridge Deck Performance

Selected Performance Target	4-year Target	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	Meets Target?
Percentage of Deck Area of Bridges in Good Condition (NBI on NHS)	30.5%	10.8%	10.6%	10.4%	9.4%	9.1%	NO
Percentage of Deck Area of Bridges in Poor Condition (NBI on NHS)	<3%	4.3%	4.1%	0.8%	0.8%	0.8%	YES

Background/History

Virginia's history of monitoring asset conditions and utilizing performance information to determine investment strategies based on available funding levels spans over 10 years for pavements and bridges.

VDOT maintains a comprehensive inventory of all pavement and bridges on the state-maintained network. This inventory, which includes location, maintenance responsibility, ownership, and current condition or inspection information, serves as the foundation for life cycle planning, performance forecasting, maintenance and rehabilitation needs estimation, as well as prioritization of work to maximize asset life given available funding. Condition information is also important for communicating with external stakeholders, including the general public.

VDOT's commitment to responsible Transportation Asset Management (TAM) practice is demonstrated through VDOT's annual condition data collection programs and its establishment and publication of network level pavement and bridge performance goals. VDOT's current condition measures and performance goals have been in place for many years and are fully integrated into VDOT's budgeting process and investment strategies.

The federal pavement and bridge performance measures apply to a limited portion of the network for which VDOT is responsible (less than 15% of all lane miles and 18% of the bridge inventory).

Connection to Other Performance Based Planning Documents

VTrans, the state's long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia's future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long-range multimodal plan is VTrans2040.

Performance management, specifically as it relates to pavements and bridges, is included in the VTrans2040 Vision, Goals & Objectives, and Guiding Principles as noted below:

- Guiding Principle 5: Ensure Transparency and Accountability, and Promote Performance Management - Work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, and to adjust programs and policies as necessary to achieve the established targets.
- Goal D: Proactive System Management - maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.
 - o Objectives:
 - Improve the condition of all bridges based on deck area.
 - Increase the lane miles of pavement in good or fair condition.

Virginia's federally required Transportation Asset Management Plan (TAMP) presents pavement and bridge inventory and conditions, along with the Commonwealth's performance objectives, measures, and associated risks as they relate to the federal requirements. Asset funding, investment strategies, forecasts, goals, and gaps are also included. The TAMP is specific to the NHS and provides the Commonwealth's Transportation Asset Management (TAM) processes and methodology to meet federal requirements. Pavement and bridge projects included in the STIP are consistent with Virginia's reported TAM processes and methodology.

The program of projects in the STIP are directly linked to the pavement and bridge objectives outlined in VTrans2040 and the TAMP through the strategies and actions that are priorities in Virginia.

Funding for Pavement and Bridge Projects

There are two key funding sources for pavement and bridge projects, the Highway Maintenance and Operations Fund (HMOF) and State of Good Repair (SGR) program

funds. The pavement and bridge funding is used for differing projects from routine maintenance to reconstructive work. Funds are allocated to pavement and bridge projects based on an annual needs assessment process supported by a data-driven prioritization and selection process. The prioritization process is the same for the various funding sources; however, the [State of Good Repair](#) program funds are designated for deteriorated pavements and structurally deficient bridges.

The SGR program requires funds be distributed proportionally between VDOT and localities, based on assessed needs. More details, including the requirements for pavements and bridges, and the SGR prioritization process methodology, can be found at: [State of Good Repair for Bridges](#) and [Local Assistance Funding Programs](#).

VDOT has developed a robust asset management program, placing maintenance of the transportation network at the forefront of VDOT's investment decisions. This commitment to responsible asset management practice is demonstrated through VDOT's annual collection of condition data on pavements and bridges along with its establishment and publication of network-level pavement and bridge performance targets. For more than a decade, VDOT has monitored pavement and bridge conditions using performance information (measures and targets) to determine investment strategies based on available funding levels.

In the annual needs assessment process, VDOT assesses 100% of the pavement network on Virginia's Interstate and Primary systems and approximately 20% of the Secondary system. In 2016, VDOT assessed 100% of the Secondary pavement network to create a condition baseline. The pavement condition data is compiled, analyzed and reviewed to report the optimized needs at a roadway system and district level. VDOT's pavement program selects resurfacing projects, in relation to needs, and optimizes the timing of projects through a data-driven pavement management system.

For bridges, VDOT follows national standards in performing safety inspections and determining general condition of the structures. Condition assessments are performed by certified safety inspection personnel. The inspection program requires a qualified inspector to complete a "hands-on" review of the structure or bridge during each inspection. By federal regulation, VDOT is required to conduct detailed inspections of NBI structures at intervals not to exceed 24 months. VDOT uses BrM software to store bridge condition and inventory data for each structure and to program, schedule, and track bridge and structure inspections. The data collected during inspections allows VDOT to use a proactive approach to maintenance.

Preventive maintenance and timely intervention repairs are performed to avoid and slow deterioration that leads to greater rehabilitation or replacement cost. Virginia's bridge maintenance program is large and complex, so in order to direct its efforts more easily, performance targets have been developed.

VDOT uses a prioritization process when determining funding for the pavement and bridge programs and prioritizes work ranging from preventative maintenance to replacement. The prioritization processes take into account similar factors such as condition, cost effectiveness, maintenance history, and traffic volumes. While the systematic prioritization processes are a guide to assist in funding projects, districts direct the work performed as the local experts.

How do Pavement and Bridge Projects get selected for Inclusion in the STIP?

As noted above, the funding to meet Virginia's pavement and bridge objectives and targets is allocated to projects in the CTB-approved SYIP and is consistent with VTrans2040. Each spring, the public is invited to comment on projects included in the draft SYIP prior to CTB approval. Since the SYIP is the foundation for the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's pavement and bridge performance objectives and targets and is consistent with Virginia's TAMP.

System Performance Targets

In accordance with the requirements of MAP-21 and the FAST Act, Virginia has established performance targets for three reliability performance measures to assess the Highway System Performance. All three measures are included in Virginia's Baseline Performance Period Report for 2018-2021 which was submitted to FHWA in October 2018. This report satisfies the federal requirement that State DOTs submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period and establishes baseline performance as of December 31, 2017.

Performance of the NHS is measured by the level of travel time reliability. The travel time reliability performance measures and performance targets for the 2018-2021 performance period are indicated in Table 10 below.

Table 3: National Highway System Travel Time Reliability Performance Measures and Targets

NHS Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Percent of Person Miles Traveled on the Interstate That Are Reliable	82.2%	82.0%
Percent of Person Miles Traveled on the Non-Interstate NHS That Are Reliable	N/A ²	82.5%

The assessment for freight reliability is based on the truck travel time reliability index. The truck travel time reliability performance measure and performance targets for the 2018-2021 performance period are indicated in Table 11 below.

² During this first performance period, States are not required to establish 2-year targets for the Non-Interstate NHS reliability measure.

Table 4: Freight Reliability Performance Measure and Targets

Truck Travel Time Reliability Performance	CY 2018-2019 Two Year Target	CY 2018-2021 Four Year Target
Truck Travel Time Reliability Index	1.53	1.56

TCAMPO System Performance – Target and Actual Performance

System Performance

Below are the 4-year targets for system performance with the actual 2017-2020 performance results (Table 6-9):

Table 6-9: System Performance

Selected Performance Target	4-year Target	2016 Actual	2017 Actual	2018 Actual	2019 Actual	2020 Actual	Meets Target?
Percentage of Person-Miles Traveled that are Reliable (Interstate)	82.0%		100%	99.9%	100%	100%	YES
Percentage of Person-Miles Traveled that are Reliable (Non-Interstate NHS)	82.5%		77.2%	80.8%	85.6%	89.1%	YES
Truck Travel Time Reliability Index	1.56	1.12	1.14	1.12	1.13	1.1	YES

The Commonwealth Transportation Board (CTB) approves the performance measures and targets developed for Virginia’s surface transportation network. Such targets, including those for Highway System Performance, are linked to the goals and objectives in Virginia’s long-range transportation plan, or VTrans.

Connection to Other Performance Based Planning Documents

VTrans, the state’s long-range multimodal plan, provides the overarching vision and goals for transportation in the Commonwealth. The long-range plan provides a vision for Virginia’s future transportation system and defines goals, objectives, and guiding principles to achieve the vision. It also provides direction to state and regional transportation agencies on strategies and policies to be incorporated into their plans and programs. The most recent approved long range multimodal plan is VTrans2040.

VTrans2040 identifies the most critical transportation needs in Virginia to ensure the overarching transportation goals in the long-range plan are achieved. The screening process was informed by a data-driven approach that considers highway system performance measures and targets in addition to other performance indicators.

Performance management, as it relates to the reliability of the NHS and freight, is included in the VTrans2040Vision, Goals & Objectives, and Guiding Principles as noted below:

- Guiding Principle 4: Consider Operational Improvements and Demand Management First – Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.
- Goal A – Economic Competitiveness and Prosperity: invest in a transportation system that supports a robust, diverse, and competitive economy.

- o Objectives:
 - Reduce the amount of travel that takes place in severe congestion.
 - Reduce the number and severity of freight bottlenecks.
 - Improve reliability on key corridors for all modes.
- Goal B – Accessible and Connected Places: increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.
- o Objectives:
 - Reduce average peak-period travel times in metropolitan areas.
 - Reduce average daily trip lengths in metropolitan areas.
- Increase the accessibility to jobs via transit, walking and driving in metropolitan areas.

Additionally, the Virginia Freight Element (VFE), a component of VTrans2040, discusses freight system trends, needs, and issues. The VFE also includes freight policies, strategies, and performance measures that guide Virginia’s freight-related investment decisions.

Projects included in the STIP are directly linked to the Highway System Performance objectives outlined in VTrans2040 and associated needs analysis, and the VFE through the strategies and actions that are priorities in Virginia.

Funding for Highway System Performance Projects

SMART SCALE, Virginia’s data-driven prioritization process for funding transportation projects, considers the potential of a project to improve reliability. In order to be considered for SMART SCALE, a project must first meet a need identified in VTrans2040, thus strengthening the connection between the planning and programming processes. Congestion mitigation, safety, accessibility, economic development, environment, and land use are the factors used to score SMART SCALE projects. Freight considerations are included in the economic development factor.

The FAST Act established a National Highway Freight Program, including a freight-specific funding program to highlight the focus on freight transportation needs. Projects eligible for National Highway Freight Program (NHFP) funding must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and be included in the VFE. VDOT uses NHFP funding to construct freight beneficial projects identified through the SMART SCALE process.

SMART SCALE screening and scoring results, along with public feedback and CTB guidance, are used to develop the SYIP.

Other projects selected for funding are subject to program specific prioritization processes approved by the CTB. All funding (federal, state, and other sources) for transportation projects are allocated to projects in the CTB approved SYIP.

How Do Highway System Performance Projects Get Selected for Inclusion in the STIP?

As noted above, the funding for all transportation projects, including funding for projects to meet Virginia's NHS system performance and freight movement targets is allocated to projects in the CTB approved SYIP, and is consistent with VTrans2040 and the VFE. Since the SYIP is the foundation of the STIP, the program of projects in the STIP demonstrates support to achieve Virginia's NHS and Freight Reliability performance objectives and targets.

Bridge & Pavement Condition and System Performance Targets Letter

CRATER PLANNING DISTRICT COMMISSION

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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.

County of Charles City • County of Chesterfield • City of Colonial Heights • County of Dinwiddie • City of Emporia
County of Greenville • City of Hopewell • City of Petersburg • County of Prince George • County of Surry • County of Sussex

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

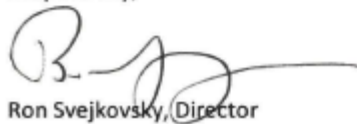
Selected Targets (default is State target)

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

Addendum 3: Performance Based Planning and Programming for Transit Asset Management

Transit Asset Management System (TAMS)

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 less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group Plan. The Tri-Cities Area MPO programs federal transportation funds for Petersburg Area Transit. Petersburg Area Transit 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 [Virginia Group Tier II Transit Asset Management Plan FFY 2022 through 2025](#) into the MPO's planning and programming process specific targets for the Tier II Group TAM Plan are included in the table below.

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

Asset Category - Performance Measure	Asset Class	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%

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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

Addendum 4: Public Transit Agency Safety Plan

The Department of Rail and Public Transportation (DRPT) is the sponsor for the Statewide Tier II Group PTASP Plan. The TCAMPO programs federal transportation funds for Petersburg Area Transit (PAT). Petersburg Area Transit is a Tier II agency participating in the DRPT sponsored group PTASP Plan. The TCAMPO has adopted the [Tier II PTASP](#) into its MTIP by reference and integrated the goals measures and targets described in the 2020 Commonwealth of Virginia Tier II Group Transit Asset Management Plan, August 11, 2020 into the MPO's planning and programming process. Specific targets for the Tier II Group PTASP Plan are included in the table below.

Table 1: Tier II Transit Agency PTASP Performance Targets by Mode:

Performance Measures	Targets by Mode	
	Fixed Route	Paratransit/ Demand Response
Fatalities (total number of reportable fatalities per year)	0	0
Fatalities (rate per total vehicle revenue miles by mode)	0	0
Injuries (total number of reportable injuries per year)	3	0
Injuries (rate per total vehicle revenue miles by mode)	Less than .5 injuries per 100,000 vehicle revenue miles	Less than .5 injuries per 100,000 vehicle revenue miles
Safety events (total number of safety events per year)	6	1
Safety events (rate per total vehicle revenue miles by mode)	Less than 1 reportable event per 100,000 vehicle revenue miles	Less than 1 reportable event per 100,000 vehicle revenue miles
Distance between Major Failures	10,000 miles	10,000 miles
Distance between Minor Failures	3,200 miles	3,200 miles

Appendix I: TIP Amendments and Revisions History

Revision #	Date	Action	Revision Notes
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