FFY 2027-FFY 2030 Metropolitan Transportation Improvement Program

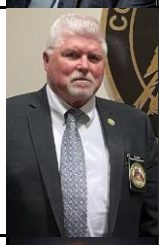
Tri-Cities Area MPO

Approved May 7, 2026
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 (Chair)	
City of Colonial Heights	Mr. John Wood (Vice Chair)	
Dinwiddie County	Mr. Casey Dooley	
City of Hopewell	Vacant	
City of Petersburg	Mayor Samuel Parham	
Prince George County	Mr. T.J. Webb	
For the Secretary of Transportation	Mr. Dale Totten	
Petersburg Area Transit	Mr. Darius Mason	
Crater Planning District Commission	Mr. Jay Ellington	

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 statues 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 este público 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 zmumuni@craterpdc.org

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

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USDOT Approval Letter

Tri-Cities Area MPO 2026 Self-Certification Resolution

TRI-CITIES AREA METROPOLITAN PLNNING 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	Virginia Department of Transportation	Virginia Department of Rail & Public Transportation
E. Jay Ellington	McAdory Liz a#k37876	DocuSigned by: Tiffany Dubinsky C73SEFD08112450...
Signature	*Signature*	*Signature*
E. JAY Ellington	Liz McAdory	Tiffany Dubinsky
Printed Name	*Printed Name*	*Printed Name*
Executive Director	VDOT Richmond District Planning Mgr	Director of Transit Planning
Title	*Title*	*Title*
3/3/26	3.19.2026	3/3/2026
Date	*Date*	*Date*

Adoption Resolution For the 2027 to 2030 Metropolitan Transportation Improvement Program and Conformity Report

RESOLUTION OF THE TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION APPROVING THE FFY 2027-30 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 12, 2026, the MPO Policy Committee reviewed information on the Draft FFY 2027-30 MTIP provided by Petersburg Area Transit, the Virginia Department of Transportation and the Crater Planning District Commission; and

WHEREAS, on March 12, 2026, the MPO Policy Committee reviewed information on the Draft Conformity Report provided by the Virginia Department of Transportation for public review; and

WHEREAS, on May 7, 2026, the MPO was provided and considered information from the Crater Planning District Commission staff on results of public comments on the Draft FFY 2027-30 MTIP and Draft Conformity Report in accordance with the adopted MPO Public Participation Procedures; and

WHEREAS, on May 7, 2026, the Tri-Cities Area MPO - Policy Committee received a recommendation from the MPO - Technical Advisory Committee supporting approval of the FY27-30 MTIP and Conformity Report.

NOW, THEREFORE, BE IT RESOLVED that the Tri-Cities Area MPO - Policy Committee adopts the FFY 2027-30 MTIP and approve the Conformity Report as presented during the May 7, 2026, meeting.

Upon a motion by Ms. Ellington (CPDC) and seconded by Mayor Parham (City of Petersburg) and carried by voice vote a motion was adopted to approve the FFY 2027-30 MTIP and Conformity Report as presented during the May 7, 2026, meeting with 5 members voting aye, 0 members voting nay, and 0 members abstaining.

for Chair

Honorable Kevin Carroll, Chair,
Tri-Cities Area Metropolitan Planning Organization

May 7, 2026

Zak Mumuni, Secretary
Tri-Cities Area Metropolitan Planning Organization

May 7, 2026

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 containing 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.

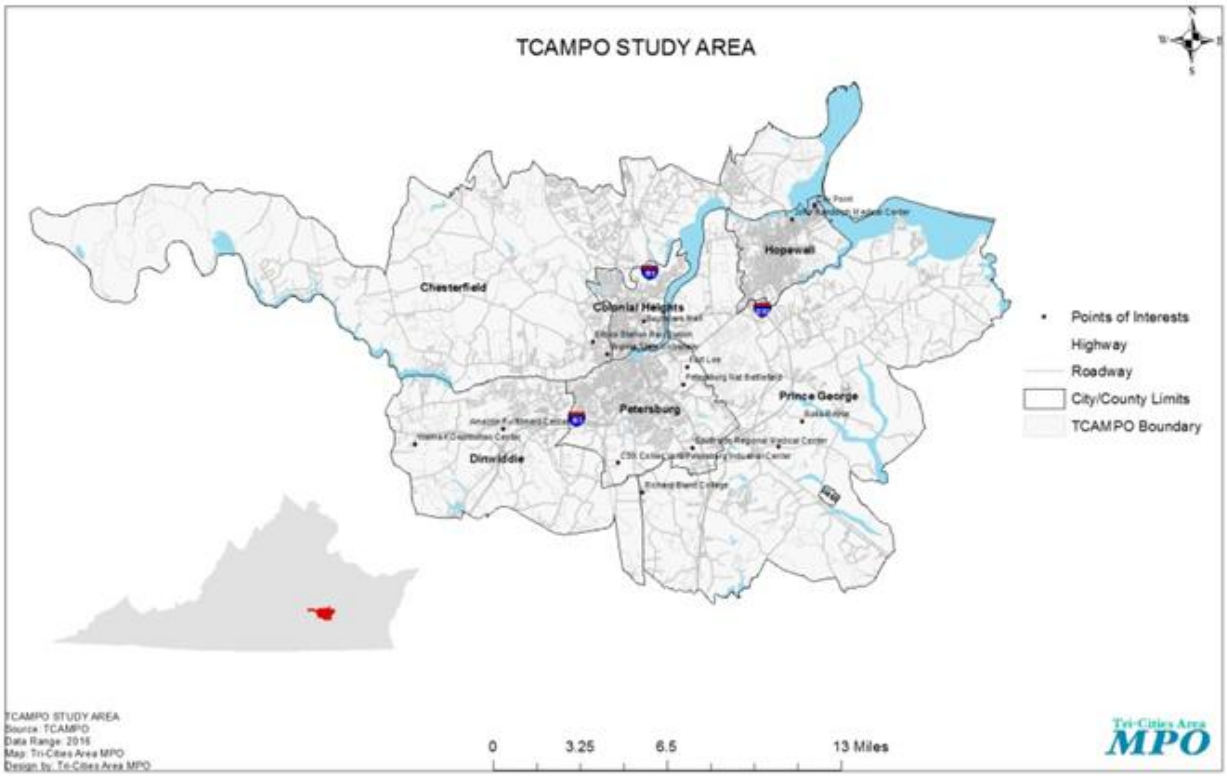

Figure 1: Tri-Cities MPO Boundary and Service Area

The purpose of this document is 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 2027 – FY 2030 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, 2026, Federal Fiscal Year 2027. 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 *2024 FINAL Title VI Nondiscrimination Plan approved* by the MPO's Policy Committee in September 2024. The Technical Advisory Committee and the Policy Committee meet at the Crater PDC office. 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 2027-30 Metropolitan Transportation Improvement Program* was available to the public for a 30-day public comment period beginning March 13, 2026, and ended April 12, 2026. Physical copies of the draft document were placed in public libraries,

member jurisdiction planning departments, and the Crater Planning District Commission Office. TCAMPO staff held a public meeting on Monday, April 6 at the Petersburg Public Library from 5:00 pm to 6:30 pm. One member of the community attended with no comments. Electronic notification of the MTIP were provided on TCAMPO's Facebook Page, Instagram, area Facebook Groups pages, and on the Crater PDC 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 will be included in Appendix C. Also, the *Progress Index and Richmond Times Dispatch* received electronic meeting notifications that will include copies of the draft MTIP.

Developing the Transportation Improvement Program

Figure 2 shows the development schedule for the *FFY 2027 to 2030 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 13, 2026, supervised by the MPO;
2) A public meeting with the MPO Policy Committee; and
3) The Public Period on the STIP supervised by the Commonwealth Transportation Board.

	Major Tasks	Completion Date/Schedule																	Owner/Priority				
		June-25	July-25	August-25	September-25	October-25	November-25	December-25	January-26	February-26	March-26	April-26	May-26	June-26	July-26	August-26	September-26	October-26	VDOT/FPMD	USDOT	DRPT	District Planners	MPO's
1	Kick-off Virtual Meeting for the FFY 2027 – 2030 STIP Development	☑																	A				
2	High-Level Milestones to all stakeholders	☑	☑																A		C	C	C
3	Establishment of the FFY 2027 – 2030 folder structure and permissions on the STIP Workflow site for information sharing among VDOT and external partners	☑																	A			C	C
4	Project lists for data quality review		☑																A				
5	Communicate with relevant transit and human service agencies High-Level Milestones to assist in populating project lists for the TIPs		☑																		A		C
6	Schedule data quality review meetings with VDOT Districts Planners and MPOs			☑																		A	A
7	Conclude data quality review and coordination to finalize draft projects lists			☑															A		A	A	A
8	Creation of working STIP scenario in STIP database			☑															A				
9	Requests maintenance grouping information from VDOT Asset Management Division				☑														A				
10	Begin review of fiscal constraint data					☑													A				
11	Planned obligation data for Hampton Roads, NOVA, Richmond, and Tri-Cities MPOs					☑	☑												A				B
12	Coordination with Human Service and Transit agencies on their planned obligations for TIPs							☑													A		C
13	Produce draft TIPs								☑														A
14	Coordination with MPOs on draft TIPs and notify VDOT- FPMD via STIP Workflow of any revisions needed and made in Project Pool								☑										A		A		A
15	Coordinate with MPOs on draft TIPs and work with DRPT Financial Programming on revisions								☑												A		B
16	Coordinate with VDOT-Civil Rights on an accomplishments report for inclusion as an Appendix to the STIP								☑										A				
17	Public involvement efforts on draft TIPs									☑	☐												A
18	Prepare how to read the STIP document										☐										A		
19	Conformity determination initiated in orphan maintenance areas										☐										A		
20	Approve TIP and submit to VDOT-FPMD/DRPT for draft STIP preparation											☐	☐						C				A
21	Conformity determination submitted to FHWA for approval in orphan maintenance areas											☐							A				B
22	Provide VDOT-FPMD with transit project list and fiscal constraint table												☐								A		
23	Prepare draft STIP												☐								A		
24	Joint FHWA/FTA/EPA announce conformity finding for orphan maintenance areas													☐						A			C
25	Finalize STIP fiscal constraint information													☐					A				
26	Finalize and compile draft STIP													☐					A		B		
27	VDOT-FPMD shares draft STIP with FHWA/FTA for comment													☐					A	C			
28	Address public comments														☐				A				
29	Compile final STIP and submit to FHWA/FTA for approval (7/31)														☐				A	C	A		
30	STIP rollover process and project list															☐			A				B
31	Approval of FFY 2027-2030 STIP																☐			A			
32	Post approved STIP/TIP on website																	☐	A				B
33	Submitting of STIP Rollover amendment(s) to FHWA																	☐	A	B			C

Notes
This Chart is derived from VDOTs FFY 2027- 2030 TIP/STIP Table of High Level Milestones.
Letters indicate level of ownership (A =Primary, B = Secondary, C = Interest)

Figure 2: MTIP Development Schedule

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 FY2026 – 2031 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 FFY2023) 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 G (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 includes 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, 2026, Federal Fiscal Year 2027.

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. 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 F.

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 §s 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 2027 through 2030 (as of January 21, 2026, TIP Report and tables dated 1/21/2026). The jurisdictions shown are Chesterfield County, Colonial Heights, Dinwiddie County, Hopewell, MPO Wide, Petersburg Area Transit, Prince George County, 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. Transit projects are also listed by project and planned obligation year.

MTIP Individual Highway Projects (1/21/26)

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					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	I-85 (0085)				TOTAL COST	$250,000
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
		$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)					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	TEMPLE AVE (0095)				TOTAL COST	$20,191,409
FUND SOURCE		MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$0	$0

UPC NO	128132	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Petersburg		OVERSIGHT	NFO
PROJECT	#SMART26 I-85/95 INTERCHANGE IMPROVEMENTS				ADMIN BY	VDOT
DESCRIPTION	FROM: I-95 Ramp 50A TO: I-85 ramp (1.3900 MI)					
ROUTE/STREET	I-95 (0095)				TOTAL COST	$45,990,644
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	$0	$0	$0	$3,468,701	$0
PE AC	Federal - AC	$0	$3,468,701	$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	$7,034,630
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHS/NHPP	$0	$2,043,049	$0	$0	$0
	Federal - NHS/NHPP	$0	$2,043,049	$0	$0	$0
	Other	$0	$4,991,581	$0	$0	$0
	Other	$0	$4,991,581	$0	$0	$0
PE TOTAL		$0	$14,069,260	$0	$0	$0

UPC NO	116658	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#I95CIP GEOFENCED EMERGENCY NOTIFICATIONS				ADMIN BY	VDOT

DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	0095				TOTAL COST	$233,739
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Other	$0	$233,739	$0	$0	$0
	Other	$0	$233,739	$0	$0	$0
PE TOTAL		$0	$467,478	$0	$0	$0

UPC NO	116661	SCOPE	Safety			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#OTHER INTERSTATE TECHNOLOGY IMPROVEMENTS - PROGRAM UPC				ADMIN BY	VDOT
DESCRIPTION	FROM: Various TO: Various					
ROUTE/STREET	9999				TOTAL COST	$3,202,500
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Other	$0	$3,202,500	$0	$0	$0
	Other	$0	$3,202,500	$0	$0	$0
PE TOTAL		$0	$6,405,000	$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	$152,554,811
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	$0	$0	$7,862,444	$0	$0

	Federal - NHS/NHPP	$0	$7,863,845	$0	$0	$0
PE TOTAL		$0	$7,863,845	$7,862,444	$0	$0
PE AC	Federal - AC	$0	$7,862,444	$0	$0	$0

Tri-Cities MPO
Urban Projects

UPC NO	117838	SCOPE	Reconstruction W/ Added Capacity			
SYSTEM	Urban	JURISDICTION	Petersburg		OVERSIGHT	NFO
PROJECT	US ARMY PROJ FT PICKETT/DSCR/FT LEE -- RICHMOND				ADMIN BY	Other
DESCRIPTION	FROM: VARIOUS TO: VARIOUS					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	HICKORY HILL (0109)				TOTAL COST	$127,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$0	$0

Tri-Cities MPO
Miscellaneous Projects

UPC NO	T30760	SCOPE	Facilities For Pedestrians And Bicycles			
SYSTEM	Miscellaneous	JURISDICTION	Petersburg		OVERSIGHT	NFO
PROJECT	APPOMATTOX RIVER TRAIL - GROVE AVE (SQUAW TO PETER JONES)				ADMIN BY	Locally
DESCRIPTION	FROM: Grove Ave TO: Patton Park (0.0700 MI)					
ROUTE/STREET	GROVE AVE (0010)				TOTAL COST	$4,350,134
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - RSTP	$120,681	$482,724	$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 - FY26/FY27				ADMIN BY	Locally
DESCRIPTION						
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	$90,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$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-FY28/FY29				ADMIN BY	Locally
DESCRIPTION						
ROUTE/STREET	VARIOUS (9999)				TOTAL COST	$90,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	$9,000	$0	$36,000	$0	$0

UPC NO	120532	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	#SMART22 #I81CIP - INTERCITY RAIL SERVICE EXPANSION				ADMIN BY	VPRA
DESCRIPTION	FROM: Western Rail Initative: Rte 46 DC TO: Roanoke					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	NA (9999)				TOTAL COST	$257,200,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$0	$0

UPC NO	T20741	SCOPE				
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	VEHICLE FUEL CONVERSION PROGRAM MARKETING				ADMIN BY	Other
DESCRIPTION						
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999				TOTAL COST	$360,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$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					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999				TOTAL COST	$8,640,000
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$0	$0

UPC NO	T29917	SCOPE	Other			
SYSTEM	Miscellaneous	JURISDICTION	Statewide		OVERSIGHT	NFO
PROJECT	TRANSFORMING RAIL IN VIRGINIA / VPRA				ADMIN BY	VPRA
DESCRIPTION	FROM: DC Rte 47, and Rte 51 TO: Newport News, Richmond					
PROGRAM NOTE	Child UPC of Parent UPC 124309 All funds obligated based on current allocations/estimate.					
ROUTE/STREET	9999				TOTAL COST	$117,574,889

	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$0	$0

UPC NO	124309	SCOPE	Other		
SYSTEM	Miscellaneous	JURISDICTION	Statewide	OVERSIGHT	NFO
PROJECT	Transforming Rail in Virginia - VRE Operations Costs / VPRA			ADMIN BY	VPRA
DESCRIPTION	FROM: DC Rte 46 and Rte 50 TO: Roanoke, Newport News, Norfolk and Richmond				
ROUTE/STREET	9999			TOTAL COST	$42,750,000

	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	$3,711,302	$9,852,982	$4,992,225	$0	$0

UPC NO	124075	SCOPE			
SYSTEM	Miscellaneous	JURISDICTION	Petersburg	OVERSIGHT	NFO
PROJECT	RIDEFINDERS - CARPOOL AND VANPOOL ENCOURAGEMENT PROGRAM			ADMIN BY	DRPT
DESCRIPTION					
PROGRAM NOTE	All funds obligated based on current allocations/estimate.				
ROUTE/STREET	U000			TOTAL COST	$250,000

	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$0	$0

Tri-Cities MPO

Project Groupings

GROUPING	Construction: Bridge Rehabilitation/Replacement/Reconstruction					
ROUTE/STREET					TOTAL COST	$52,420,733
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
RW	Federal - PROTECTPRGM	$0	$0	$819,350	$0	$0
CN	Federal - BR	$0	($334,746)	$0	$0	$0
	Federal - PROTECTPRGM	$0	$0	$0	$42,729	$0
	Federal - STP/STBG	$0	$0	$0	$5,143,389	$0
CN TOTAL		$0	($334,746)	$0	$5,186,118	$0
GROUPING	Construction: Rail					
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
		$0	$0	$0	$0	$0

GROUPING	Construction: Safety/ITS/Operational Improvements					
ROUTE/STREET					TOTAL COST	$192,962,719
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - HSIP	$0	$100,402	$527,084	$0	$0
	Federal - NHS/NHPP	$0	$0	$0	$0	$3,069,006
	Federal - RSTP	$90,000	$360,000	$0	$0	$0
PE TOTAL		$90,000	$460,402	$527,084	$0	$3,069,006
RW	Federal - HSIP	$0	($249,097)	$0	$0	$100,000
	Federal - RSTP	$121,235	$484,939	$0	$0	$0

RW TOTAL		$121,235	$235,842	$0	$0	$100,000
CN	Federal - HSIP	$0	$1,017,954	$1,419,579	$322,163	$621,964
	Federal - RSTP	$0	$0	$566,236	$0	$0
CN TOTAL		$0	$1,017,954	$1,985,815	$322,163	$621,964

GROUPING	Construction: Transportation Alternatives/Byway/Non-Traditional					
ROUTE/STREET					TOTAL COST	$122,523,884
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	$130,800	$523,199	$0	$0	$0
	Federal - CRP/F	$0	$189,747	$0	($32,268)	$0
	Federal - HSIP	$0	$0	$57,750	$0	$0
	Federal - RSTP	$9,886	$39,543	$0	$0	$0
	Federal - TAP/F	$0	$177,957	$0	$0	$0
PE TOTAL		$140,686	$930,446	$57,750	($32,268)	$0
RW	Federal - CMAQ	$425,503	$523,516	$480,000	$698,494	$0
	Federal - CRP/F	$0	($323,042)	$0	$301,506	$0
	Federal - HSIP	$0	$0	$0	$0	$115,500
	Federal - RSTP	$0	$240,000	$0	$0	$0
	Federal - TAP/F	$0	$856,310	$0	$0	$0
RW TOTAL		$425,503	$1,296,784	$480,000	$1,000,000	$115,500
CN	Federal - CMAQ	$310,450	$314,266	$0	$69,534	$858,000
	Federal - CRP/F	$0	$6,462,768	$667,854	$903,223	$0
	Federal - DEMO	$0	$1,750,627	$0	$0	$0

	Federal - RSTP	$265,995	$736,023	$327,957	$0	$0
	Federal - TAP/F	$0	$697,787	$0	$0	$0
CN TOTAL		$576,445	$9,961,471	$995,811	$972,757	$858,000

GROUPING	Maintenance: Preventive Maintenance and System Preservation					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	$157,126,178
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - NHFP	$0	$2,258,000	$2,264,000	$6,401,000	$2,278,000
	Federal - NHS/NHPP	$0	$17,764,193	$14,601,000	$14,625,000	$14,688,000
	Federal - STP/STBG	$0	$22,914,861	$20,082,708	$19,886,708	$19,362,708
PE TOTAL		$0	$42,937,054	$36,947,708	$40,912,708	$36,328,708

GROUPING	Maintenance: Preventive Maintenance for Bridges					
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.					
ROUTE/STREET					TOTAL COST	$27,838,494
	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - AC CONVERSION	$0	$0	$0	$0	$4,500,000
	Federal - NHS/NHPP	$0	$413,824	$274,000	$275,000	$276,000
	Federal - STP/STBG	$0	$4,907,000	$4,920,000	$4,928,000	$4,949,000
PE TOTAL		$0	$5,320,824	$5,194,000	$5,203,000	$9,725,000
CN	Federal - NHS/NHPP	$0	$2,395,670	$0	$0	$0

GROUPING	Maintenance: Traffic and Safety Operations		
PROGRAM NOTE	Funding identified to be obligated districtwide as projects are identified.		
ROUTE/STREET		TOTAL COST	$5,702,369

	FUND SOURCE	MATCH	FY27	FY28	FY29	FY30
PE	Federal - CMAQ	$0	$430,385	$0	$0	$0
	Federal - HSIP	$0	$322,984	$0	$0	$0
	Federal - STP/STBG	$0	$1,232,000	$1,236,000	$1,238,000	$1,243,000
PE TOTAL		$0	$1,985,369	$1,236,000	$1,238,000	$1,243,000

MTIP Individual Transit Projects

STIP_ID	Project Title	Fund	2027	2028	2029	2030	Sum of Years
DRPT1009	Acquisition of Accessible Vehicles	FTA 5310	23	25	28	31	107
		Local	5	6	7	8	26
DRPT1009 Total			**28**	**31**	**35**	**39**	**133**
PAT0001	Operating Assistance	FTA 5307	1330	1343	1383	1425	5481
		Local	1330	1343	1382	1385	5440
		Revenue	394	406	418	418	1636
		State	1330	1372	1412	1414	5527
PAT0001 Total			**4384**	**4464**	**4595**	**4642**	**18085**
PAT1001	Revenue Vehicles-Replacement	Local	1440	672	115		2227
		State	3030	1428	245		4703
PAT1001 Total			**4470**	**2100**	**360**		**6930**
PAT4001	Design and Construct Maintenance Facility	FTA 5339	700			28	728
		Local	100	504	500	4	1108
		Other Federal		10028	10000		20028
		State	1700	2068	2000	68	5836
PAT4001 Total			**2500**	**12600**	**12500**	**100**	**27700**
PAT4002	Rehab/Renovate Station	FTA 5339		4			4
		Local		1			1
		State		11			11
PAT4002 Total				**16**			**16**
PAT5001	Support Vehicles-Replacement	FTA 5339	17	18			35
		Local	2	3			5
		State	41	44			85
PAT5001 Total			**60**	**65**			**125**
PAT6001	ADP Hardware-Replacement	FTA 5339		241	3	23	267
		Local		35	4	3	42
		State		586	8	57	651
PAT6001 Total				**862**	**15**	**83**	**960**
PAT7001	ADP Software	FTA 5339		21			21
		Local		3			3
		State		51			51
PAT7001 Total				**75**			**75**
Grand Total			**11442**	**20213**	**17505**	**4864**	**54024**

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.

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)

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

Highway Projects
FFY 2027 - 2030

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		TOTAL	
	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation	Projected Obligation Authority	Planned Obligation
Federal										
BR	($334,746)	($334,746)	$0	$0	$0	$0	$0	$0	($334,746)	($334,746)
CMAQ (2)	$1,360,981	$1,360,981	$480,000	$480,000	$768,028	$768,028	$858,000	$858,000	$3,467,009	$3,467,009
CRP/F	$6,329,473	$6,329,473	$667,854	$667,854	$1,172,461	$1,172,461	$0	$0	$8,169,788	$8,169,788
DEMO	$1,750,627	$1,750,627	$0	$0	$0	$0	$0	$0	$1,750,627	$1,750,627
HSIP	$869,259	$869,259	$2,004,413	$2,004,413	$322,163	$322,163	$837,464	$837,464	$4,033,299	$4,033,299
NHS/NHPP	$0	$0	$0	$0	$0	$0	$3,069,006	$3,069,006	$3,069,006	$3,069,006
PROTECTPRGM	$0	$0	$819,350	$819,350	$42,729	$42,729	$0	$0	$862,079	$862,079
RSTP (2)	$2,343,229	$2,343,229	$894,193	$894,193	$0	$0	$0	$0	$3,237,422	$3,237,422
STP/STBG	$0	$0	$0	$0	$5,143,389	$5,143,389	$0	$0	$5,143,389	$5,143,389
TAP	$1,732,054	$1,732,054	$0	$0	$0	$0	$0	$0	$1,732,054	$1,732,054
Subtotal -- Federal	**$14,050,877**	**$14,050,877**	**$4,865,810**	**$4,865,810**	**$7,448,770**	**$7,448,770**	**$4,764,470**	**$4,764,470**	**$31,129,927**	**$31,129,927**
Other										
State Match	$866,052	$866,052	$201,989	$201,989	$192,007	$192,007	$214,500	$214,500	$1,474,548	$1,474,548
Subtotal -- Other	**$866,052**	**$866,052**	**$201,989**	**$201,989**	**$192,007**	**$192,007**	**$214,500**	**$214,500**	**$1,474,548**	**$1,474,548**
Total	**$14,916,929**	**$14,916,929**	**$5,067,799**	**$5,067,799**	**$7,640,777**	**$7,640,777**	**$4,978,970**	**$4,978,970**	**$32,604,475**	**$32,604,475**
Federal - ACC (1)										
NHS/NHPP	$0	$0	$0	$0	$3,468,701	$3,468,701	$0	$0	$3,468,701	$3,468,701
RSTP (2)	$0	$0	$36,000	$36,000	$0	$0	$0	$0	$36,000	$36,000
Subtotal -- Federal - ACC (1)	**$0**	**$0**	**$36,000**	**$36,000**	**$3,468,701**	**$3,468,701**	**$0**	**$0**	**$3,504,701**	**$3,504,701**
Statewide and/or Multiple MPO - Federal (3)										
CMAQ (2)	$9,852,982	$9,852,982	$4,992,225	$4,992,225	$0	$0	$0	$0	$14,845,207	$14,845,207
NHS/NHPP	$9,906,894	$9,906,894	$7,862,444	$7,862,444	$0	$0	$0	$0	$17,769,338	$17,769,338
Non-Federal	$8,427,820	$8,427,820	$0	$0	$0	$0	$0	$0	$8,427,820	$8,427,820
Subtotal -- Statewide and/or Multiple MPO - Federal (3)	**$28,187,696**	**$28,187,696**	**$12,854,669**	**$12,854,669**	**$0**	**$0**	**$0**	**$0**	**$41,042,365**	**$41,042,365**
Maintenance - Federal (4)										
CMAQ (2)	$430,385	$430,385	$0	$0	$0	$0	$0	$0	$430,385	$430,385
HSIP	$322,984	$322,984	$0	$0	$0	$0	$0	$0	$322,984	$322,984

FFY 2027 - 2030

Fund Source	FFY 2027		FFY 2028		FFY 2029		FFY 2030		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
NHFP	$2,258,000	$2,258,000	$2,264,000	$2,264,000	$6,401,000	$6,401,000	$2,278,000	$2,278,000	$13,201,000	$13,201,000
NHS/NHPP	$20,573,687	$20,573,687	$14,875,000	$14,875,000	$14,900,000	$14,900,000	$19,464,000	$19,464,000	$69,812,687	$69,812,687
STP/STBG	$29,053,861	$29,053,861	$26,238,708	$26,238,708	$26,052,708	$26,052,708	$25,554,708	$25,554,708	$106,899,985	$106,899,985
Subtotal -- Maintenance - Federal (4)	**$52,638,917**	**$52,638,917**	**$43,377,708**	**$43,377,708**	**$47,353,708**	**$47,353,708**	**$47,296,708**	**$47,296,708**	**$190,667,041**	**$190,667,041**

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

(2) CMAQ/RSTP includes funds for TRANSIT projects

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

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

Table D: Fiscal Constraint by Year (Transit)[1]

Obligation Summary by Transit Agency - TCAMPO						
Transit Agency	**Fund**	**2027**	**2028**	**2029**	**2030**	**Sum of Years**
Department of Rail and Public Transportation	FTA 5310	23	25	28	31	107
	Local	5	6	7	8	26
Department of Rail and Public Transportation Total		28	31	35	39	133
Petersburg Area Transit (PAT)	FTA 5307	1330	1343	1383	1425	5481
	FTA 5339	717	284	3	51	1055
	Local	2872	2561	2001	1392	8826
	Other Federal		10028	10000		20028
	Revenue	394	406	418	418	1636
	State	6101	5560	3665	1539	16864
Petersburg Area Transit (PAT) Total		11414	20182	17470	4825	53891
Grand Total		**11442**	**20213**	**17505**	**4864**	**54024**

[1] Please note that the amounts shown in Table D: Fiscal Constraint by Year (Transit) are expressed in thousands of dollars.

Appendix A: Highway Projects by Grouping

Tri-Cities MPO

Construction: Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	122214	Petersburg	I-95 (0095)	$1,948,045
		#BF - RICHMOND YEAR 1 DECK & SUPERSTRUCTURE - STR 21167		
		FROM: STR 21167 TO: STR 21167 (0.0900 MI)		
Interstate	124570	Petersburg	I-95 (0095)	$10,241,427
		#BF - RICHMOND DECK AND SUPERSTRUCTURE - #3		
		FROM: Str 21151 NBL OVER MINGEA ST. 1.0 mi S. of N.C.L. Petersburg TO: Str 21171 SBL OVER MINGEA ST.1.0 mi S. of N.C.L. Petersburg (0.0300 MI)		
Interstate	124573	Petersburg	I-95 (0095)	$4,956,888
		#BF - RICHMOND DECK AND SUPERSTRUCTURE - #5		
		FROM: STR 21161 RAMP H OVER MINGEA ST 1.0 MI S OF N.C.L PETERSBURG TO: STR 21163 RAMP E OVER MINGEA ST 1.0 MI S OF N.C.L PETERSBURG		
Interstate	T29102	Prince George County	INTERSTATE - 95 NBL (0095)	$17,723,608
		#SGR25VB INTERSTATE 95 NBL OVER NS RAILWAY (STR. 21149) - DE		
		FROM: 1.00 MI FR WAGNER RD TO: 1.64 miles TO RTE 460		
Miscellaneous	T18973	Richmond District-wide	0000	$0
		BRIDGE REHABILITATION/REPLACEMENT		
Secondary	124677	Chesterfield County	ENON CHURCH ROAD (0746)	$7,568,389
		#SGR23VB - RTE 746 ENON CHURCH RD (FED 5341) CR		
		FROM: 0.05 miles FR 726 TO: 0.05 miles TO 10 (0.0580 MI)		
Urban	113390	Petersburg	FORT LEE ROAD (0123)	$6,358,484
		#SGR19VB - REPLACE SUPERSTRUCTURE FORT LEE ROAD OVER I-85		
		FROM: 0.13 Mi N. of Boydton Plank Rd TO: 0.50 Mi S. of Dupuy Rd (0.0075 MI)		
Urban	T29104	Petersburg	OAK HILL ROAD (9999)	$2,895,893
		#SGR25LB OAK HILL RD OVER UNNAMED TRIBUTARY (STR. 23760) - C		
		FROM: 0.01 MILES FR AMHERST DR TO: 0.05 MILES TO PARK AVE		
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				$52,420,733

Construction: Rail

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T18968	Richmond District-wide	0000	$0
		CN: RAIL		
Construction : Rail Total				$0

Construction: Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	120386	Statewide #I64CIP - SSP TECHNOLOGY ADVANCEMENTS FROM: Various TO: Various	0064	$70,634
Interstate	126122	Petersburg I-85 - REPLACE BOX GUARDRAIL FROM: MM 64.6 TO: MM 68.14 (3.5400 MI)	I-85 (0085)	$5,749,365
Interstate	120458	Prince George County #OTHERINT - I-85 - CMS FROM: Dupuy Road TO: 500 FT N of Dupuy Road (0.0900 MI)	INTERSTATE 85 (0085)	$974,614
Interstate	120468	Richmond District-wide #OTHERINT - I-85 - PORTABLE CMS FROM: VA/NC State Line TO: I-95	0085	$184,656
Interstate	120440	Colonial Heights #I95CIP - I-95 SB - EXIT 53 - EXTEND ACCELERATION LANE	RICHMOND-PETERSBURG TURNPIKE (0095)	$1,676,353
Interstate	127921	Petersburg #SMART26 I-95 AT RIVES RD EXIT ROUNDABOUTS	I-95N (0095)	$20,995,240
Interstate	118193	Statewide #I95CIP SSP RICHMOND DISTRICT FY23-26 FROM: I95 Various TO: I-95 Various	0095	$0
Interstate	118225	Statewide #I95CIP TRIP TOWING RICHMOND DISTRICT FY21-27 FROM: Various TO: Various	0095	$56,166
Interstate	119154	Statewide #I95CIP PUBLIC SERVICE ADVISORY(PSAP) INTEGRATIONS STATEWIDE FROM: Various TO: Various	0095	$455,240
Interstate	119155	Statewide #I95CIP WORK ZONE DEMONSTRATION SAFETY GRANT FROM: various TO: various	0095	$0
Interstate	111892	Statewide #ITTF - ATMS - PHASE 1, 2, 3, 4 FROM: Various TO: Various	9999	$0
Interstate	115854	Statewide #ITTF20 ARTERIAL OPERATIONS PROGRAM DASHBOARD FROM: n/a TO: n/a	9999	$0

Interstate	119199	Statewide	9999	$500,000
		#ITTF22 STUDY FOR SMARTER LIGHTING INITIATIVE STATEWIDE		
		FROM: Various TO: Various		
Interstate	119332	Statewide	9999	$300,000
		#ITTF22 DATA-DRIVEN MGMT PROGRAM FOR PAVEMENT MARKING		
		FROM: Various TO: Various		
Interstate	121564	Statewide	9999	$0
		#ITTF23 LEVERAGING CONNECTED CAR DATA FOR IMPROVED SAFETY		
		FROM: Various TO: Various		

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Construction: Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Interstate	121667	Statewide	9999	$0
		#ITTF23 RM3P DEP Data Services		
		FROM: Various TO: Various		
Interstate	121670	Statewide	9999	$500,000
		#ITTF23 ADVANCED ROAD WEATHER INFORMATION SYSTEMS STUDY		
		FROM: VARIOUS TO: VARIOUS		
Interstate	122048	Statewide	VARIOUS (9999)	$500,000
		#ITTF23 - RM3P SYSTEM MONITORING & ENHANCEMENTS		
		FROM: various TO: various		
Interstate	116961	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)	$317,508
		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)	$3,568,400
		TEMPLE AVE AND ROUTE 1 SIGNAL REPLACEMENT		
Primary	125653	Hopewell	OAKLAWN BLVD (0036)	$616,999
		RT 36/OAKLAWN BLVD SIGNALIZATION IMPROVEMENTS		
Primary	127925	Hopewell	WINSTON CHURCHHILL DRIVE (0036)	$42,654,365
		#SMART26 WINSTON CHURCHILL DRIVE CORRIDOR IMPROVEMENTS		
		FROM: Terrace Ave TO: .2 miles W of Pine Ave (0.5260 MI)		

Primary	104697	Prince George County	OAKLAWN BOULEVARD (0036)	$583,103
		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)	$6,162,171
		#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)	$3,954,644
		#SMART20 - Intersection Improvements at Route 460 & Queen St		
Primary	127004	Statewide	VARIOUS (9999)	$350,000
		#ITTF25 - STATEWIDE SIDEWALK AND CROSSWALK MANAGEMENT TOOL		
		FROM: VARIOUS TO: VARIOUS		

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Construction: Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Primary	128354	Statewide	9999	$0
		Modernizing Oper. for VA's Evacuation Resilience (MOVER)		
Secondary	109229	Chesterfield County	BRANDERS BRIDGE RD (0625)	$5,601,000
		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	109230	Dinwiddie County	DUNCAN ROAD (0670)	$5,001,180
		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)		
Secondary	115407	Dinwiddie County	FERNDALE ROAD (0600)	$6,331,040
		#SMART20 - Route 600/ Route 601 Roundabout		
		FROM: 0.044 miles West of Route 600\601 Intersection TO: 0.054 miles East of Route 600\601 Intersection ( ).0980 MI)		
Secondary	123762	Prince George County	PRINCE GEORGE DRIVE (0156)	$8,250,341
		#SMART24 - ROUNDABOUT AT MIDDLE RD AND PRINCE GEORGE DRIVE		
		FROM: 300' North of INTX with MIDDLE ROAD TO: 300' South of INTX with MIDDLE ROAD (0.1980 MI)		
Urban	101288	Colonial Heights	LAKEVIEW AVENUE (9030)	$8,163,292
		LAKEVIEW AVE - MINOR WIDENING		
		FROM: BRIJIDAN LN TO: RTE 1 (BOULEVARD) (0.4000 MI)		
Urban	127581	Colonial Heights	VARIOUS (9999)	$394,163
		COLONIAL HEIGHTS HI-VIS SIGNAL BACKPLATES		
		FROM: VARIOUS TO: VARIOUS		
Urban	100501	Colonial Heights	WESTOVER AVENUE (9024)	$1,376,434
		Route 1 and Westover Avenue intersection		
		FROM: Route 1 TO: .2 miles east of Route 1 (0.2000 MI)		

Urban	110840	Hopewell	ARLINGTON RD (0156)	$736,986
		RTE 156 - INTERSECTION IMPROVEMENTS AT BERRY ST		
Urban	110846	Hopewell	ARLINGTON RD (0156)	$2,038,810
		RTE 156 - INTERSECTION IMPROVEMENTS		
		FROM: 0.082 MI North of High Ave/Arlington Rd Int. TO: 0.027 MI South of High Ave/Arlington Rd Int. (0.1080 MI)		
Urban	109265	Hopewell	ASHLAND STREET (U000)	$3,425,819
		ASHLAND STREET IMPROVEMENTS - PHASE I		
		FROM: 0.048 Mi. West of Ashland/Courthouse Intersection TO: 0.035 Mi. East of Boston/Courthouse Intersection (0.2282 MI)		
Urban	123291	Hopewell	COURTHOUSE RD (U000)	$6,445,486
		COURTHOUSE ROAD PEDESTRIAN IMPROVEMENTS		
		FROM: Boston Street/Courthouse Road Intersection TO: 0.008 Miles East of Davis Lane/Courthouse Road Intersection (0.3250 MI)		
Urban	110842	Hopewell	SOUTH MESA DR (9047)	$480,000
		SOUTH MESA DR - IMPROVE PEDESTRIAN ACCOMMODATIONS		
		FROM: 0.04 MI S ATLANTIC ST TO: 0.02 MI N ATLANTIC ST (0.0400 MI)		
Urban	125532	Hopewell	VARIOUS (9999)	$353,193
		HOPEWELL HIGH VISIBILITY BACKPLATE UPGRADES		
		FROM: VAROUS TO: VARIOUS		

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Construction: Safety/ITS/Operational Improvements

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	T29857	Petersburg	RIVES RD (U000)	$25,428,050
		I-95 & RIVES RD - INTERCHANGE IMPROVEMENTS		
		FROM: I-95 SB Ramp Terminal TO: I-95 NB Ramp Terminal (0.0800 MI)		
Urban	101039	Petersburg	SOUTH CRATER ROAD (0301)	$3,268,895
		SOUTH CRATER ROAD AREA - SIGNAL COORDINATION		
		FROM: FLANK RD TO: RIVES RD (1.4000 MI)		
Urban	125537	Petersburg	VARIOUS (9999)	$2,306,066
		PEDESTRIAN CROSSINGS		
		FROM: Various TO: Various		
Urban	125538	Petersburg	VARIOUS (9999)	$449,945
		INSTALL HIGH VISIBILITY BACKPLATES		
		FROM: Various TO: Various		
Urban	127585	Petersburg	VARIOUS (9999)	$146,446
		PETERSBURG CURVE IMPROVEMENTS		
		FROM: VARIOUS TO: VARIOUS		
Urban	127586	Petersburg	VARIOUS (9999)	$399,768
		PETERSBURG FLASHING YELLOW ARROW		
		FROM: VARIOUS TO: VARIOUS		

Urban	127588	Petersburg	VARIOUS (9999)	$1,040,297
		PETERSBURG PEDESTRIAN CROSSINGS		
		FROM: VARIOUS TO: VARIOUS		
Urban	127589	Petersburg	VARIOUS (9999)	$108,991
		PETERSBURG UNSIGNALIZED INTERSECTION IMPROVEMENTS		
		FROM: VARIOUS TO: VARIOUS		
Urban	111704	Prince George County	MIDDLE ROAD (0646)	$10,267,359
		ROUNDABOUT AT MIDDLE RD & JEFFERSON PARK RD		
		FROM: 0.086 Miles East of Route 630 (Jefferson Park Rd.) TO: 0.310 Miles North of Route 646 (Middle Rd.)		
Construction : Safety/ITS/Operational Improvements Total				$192,962,719

Construction: Transportation Alternatives/Byway/Non-Traditional

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement	125348	Chesterfield County	WOODS EDGE ROAD (0001)	$740,784
		WOODS EDGE RD/RTE 1 PEDESTRIAN CROSSING		
		FROM: WOODS EDGE ROAD AT ROUTE 1 TO: WOODS EDGE ROAD AT HAPPY HILL RD		
Enhancement	121417	Colonial Heights	0001	$1,134,569
		#SMART24 - APPOMATTOX GREENWAY TRAIL BOULEVARD SPUR		
		FROM: Boulevard (Rte 1) TO: Appomattox River Greenway Trail (0.0300 MI)		
Enhancement	121409	Colonial Heights	9999	$749,205
		#FLT (W. WESTOVER - FAIRFAX)		
		FROM: West Westover Avenue TO: Fairfax Avenue		
Enhancement	107533	Colonial Heights	EN15	$2,996,766
		TAP - APPOMATTOX RIVER TRAIL - Phase 5		
		FROM: ROSLYN LANDING PARK TO: RTE 144 (TEMPLE AVE)		

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Construction: Transportation Alternatives/Byway/Non-Traditional

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
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)	$74,951,825
		#FLT - SOUTHERN SECTION PATTON PARK TO W HUNDRED RD		
		FROM: PATTON PARK TO: WEST HUNDRED ROAD		
Miscellaneous	126157	Hopewell	5103 PLAZA DRIVE (0036)	$986,130
		I-295-A EXIT 9 EV CHARGING STATION INSTALLATION		
		FROM: Plaza Drive TO: Plaza Drive		
Miscellaneous	126143	Dinwiddie County	23002 AIRPORT STREET (0460)	$744,582
		I-85-B EXIT 61 EV CHARGING STATION INSTALLATION		
		FROM: Airport Street TO: Airport Street		

Miscellaneous	118966	Chesterfield County	FALL LINE TRAIL (U000)	$1,409,345
		#FLT - Dupuy Road to Westover Avenue		
		FROM: Dupuy Ave TO: W Westover Ave (0.4000 MI)		
Primary	124340	Chesterfield County	ROUTE 1 (0001)	$1,405,000
		RTE 1 (WHITEHOUSE RD - HARROWGATE RD)SIDEWALK/PED CROSSING		
		FROM: WHITE HOUSE RD TO: HARROWGATE RD (0.0123 MI)		
Secondary	118951	Chesterfield County	ENON CHURCH ROAD (0746)	$1,106,665
		Enon Church Road at Bermuda Orchard Road - Ped Improvements		
Secondary	124274	Chesterfield County	ENON CHURCH ROAD (0746)	$1,550,000
		ENON CHURCH RD (DODD PARK-RIVERVIEW DR) BIKE/PED IMPROVEMENT		
		FROM: DODD PARK TO: RIVERVIEW DRIVE		
Secondary	124337	Chesterfield County	RIVER ROAD (0602)	$2,210,000
		RIVER ROAD (BRICKHOUSE DR - LIBRARY) TRAIL		
		FROM: BRICKHOUSE DRIVE TO: LIBRARY		
Secondary	115783	Chesterfield County	RIVERMONT ROAD (0726)	$1,124,554
		Rivermont Road Sidewalk		
		FROM: Enon Church Rd TO: Walnut Drive (0.2200 MI)		
Secondary	126141	Colonial Heights	401 EAST ROSLYN ROAD (0910)	$984,050
		I-95-B EXIT 53 EV CHARGING STATION INSTALLATION		
		FROM: East Roslyn Road TO: East Roslyn Road (0.0500 MI)		
Secondary	124601	Colonial Heights	BOULEVARD (0001)	$3,918,645
		BOULEVARD MODERNIZATION (TEMPLE AVE TO ESSEX ROAD)		
		FROM: TEMPLE AVENUE TO: ESSEX ROAD		
Urban	108887	Chesterfield County	HARROGATE ROAD (0144)	$2,027,974
		#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	124715	Colonial Heights	APPOMATTOX TRAIL PARK (9999)	$3,807,235
		#SMART24 - APPOMATTOX RIVER GREENWAY TRAIL PHASE 6		
		FROM: APPOMATTOX TRAIL PARK TO: APPOMATTOX TRAIL PARK		
Urban	122282	Colonial Heights	CONDUIT RD, COLONIAL/LAFAYETTE/ELKO AVES (9035)	$216,781
		SRTS PHASE III MIDDLE SCHOOL SIDEWALKS		
		FROM: CENTER AVENUE TO: LYNCHBURG AVENUE (0.2300 MI)		

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Construction: Transportation Alternatives/Byway/Non-Traditional

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Urban	118071	Colonial Heights	CONDUIT ROAD (EN20)	$1,105,715
		Colonial Heights High School Sidewalks		
		FROM: Riveroaks Dr TO: School Ave (0.2500 MI)		
Urban	106188	Colonial Heights	VARIOUS (0004)	$1,099,606
		NORTH ES - SIDEWALKS		
		FROM: .03 MI East of Boulevard TO: Ross Avenue (0.1800 MI)		

Urban	113448	Hopewell	VARIOUS (EN18)	$629,211
		BICYCLE LANE CONNECTIONS (MULTIPLE ROUTES) - TAP		
		FROM: ATWATER RD/RIVER RD INTERSECTION TO: CITY POINT- PECAN AVE/WATER STREET		
Urban	125533	Hopewell	VARIOUS (9999)	$477,913
		HOPEWELL PEDESTRIAN CROSSING IMPROVEMENTS		
		FROM: VARIOUS TO: VARIOUS		
Urban	122203	Hopewell	W RANDOLPH ROAD (EN22)	$6,429,727
		#SMART24 - W RANDOLPH ROAD SHARED USE PATH		
		FROM: 0.051 MI. WEST OF N 6th AVE AND FREEMONT ST TO: 0.378 MI. EAST OF N 6th AVE AND FREE MONT ST (0.4300 MI)		
Urban	118949	Petersburg	MCKENZIE STREET (0036)	$1,130,892
		Appomattox River Trail (ART) - Western Extension		
		FROM: VARIOUS TO: VARIOUS		
Urban	124714	Petersburg	ROUTE 1 (0001)	$3,922,527
		#SMART24 - ART RT1 TO COLONIAL HEIGHTS AND I-95		
		FROM: COLONIAL HEIGHTS TO: I-95		
Urban	123580	Petersburg	U000	$1,700,180
		#SMART24 - ART OLD TOWNE PETERSBURG (GROVE AVE TO RIVER RD)		
		FROM: GROVE AVE TO: RIVER ROAD		
Urban	123581	Petersburg	U000	$3,964,003
		#SMART24 - FLT/ART TRAILHEAD/PARKING LOT		
		FROM: UNIVERSITY BOULEVARD TO: FALL LINE TRAIL		
Construction : Transportation Alternatives/Byway/Non-Traditional Total				$122,523,884

Maintenance: Preventive Maintenance and System Preservation

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14699	Richmond District-wide	0000	$157,126,178
		STIP-MN Richmond: Preventive MN and System Preservation		
Maintenance : Preventive Maintenance and System Preservation Total				$157,126,178

Maintenance: Preventive Maintenance for Bridges

	System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous	T14700	Richmond District-wide	0000	$27,838,494
		STIP-MN Richmond: Preventive MN for Bridges		
Maintenance : Preventive Maintenance for Bridges Total				$27,838,494

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Maintenance: Traffic and Safety Operations

System	UPC Jurisdiction / Name / Description	Street(Route)	Estimate

Miscellaneous	T14701 Richmond District-wide		0000	$5,702,369
		STIP-MN Richmond: Traffic and Safety Operations		
Maintenance : Traffic and Safety Operations Total				$5,702,369
Tri-Cities MPO Total				**$558,574,377**

Appendix B: Comment Log

The comment log below provides a summary of comments and TCAMPO staff responses during the development of the MTIP. All comments were collected through the TCAMPO public input portal during the public comment period (March 13, 2026 – April 12, 2026).

#	Jurisdiction	UPC	Description/Facility/Location	Comments	Staff Feedback
1	Petersburg	-30760	APPOMATTOX RIVER TRAIL - GROVE AVE (SQUAW TO PETER JONES)	Very excited to be connecting up trail sections all the way through Petersburg. This makes it safer and more accessible for pedestrians to take in the city's history, and get downtown. Strongly support! | I wish this section of trail could get fully funded - this is the connection from the Fall Line to downtown Petersburg and is very important	
2	Colonial Heights	106188	NORTH ES - SIDEWALKS	It is great to see all these sidewalk projects around schools in Colonial Heights	
3	Colonial Heights	107533	TAP - APPOMATTOX RIVER TRAIL - Phase 5	Wonderful trail that will soon be connected up with projects through Petersburg, along with the already contiguous stretch through Colonial Heights. | Supportive of expanding the length and connectivity of bike/ped facilities in the region	
4	Chesterfield	108887	#SMART18 - HARROWGATE ROAD/COUGAR TRAIL - PEDESTRIAN IMPROVE	Supportive of bike walk projects like this	
5	Dinwiddie	109230	ROUTE 670 (DUNCAN ROAD) CURVE REALIGNMENT	This is much needed. That curve is very dangerous	
6	Hopewell	110842	SOUTH MESA DR - IMPROVE PEDESTRIAN ACCOMMODATIONS	Love any and all improvements for pedestrians in Hopewell. Much needed. | Support pedestrian improvements, but will the bike lanes be added to this street to complete the network between River and Boulevard?	This project specifically does not include the addition of bike lanes. This project will improve pedestrian safety at Hopewell High School by adding a curb to close access to Atlantic Street. This project also adds three crosswalks and pedestrian signals on South Mesa Drive
7	Dinwiddie	115407	#SMART20 - Route 600/ Route 601 Roundabout	Attempting a left turn is difficult. This should allow for better traffic flow	
8	Chesterfield	115783	Rivermont Road Sidewalk	It is so good see all these sidewalk projects in neighborhoods and near schools	
9	Colonial Heights	118071	Colonial Heights High School Sidewalks	Very excited about improved safety for pedestrians through this project. | It is great to see that the areas around schools are getting sidewalks	
10	Petersburg	118949	Appomattox River Trail (ART) - Western Extension	This project will greatly improve access to the Appomattox River and make the West side more walkable, safe, and pleasant. I strongly support this project! | Supportive of more bike and pedestrian facilities	
11	Chesterfield	118951	Enon Church Road at Bermuda Orchard Road - Ped Improvements	This is an important safety improvement at the park	

12	Chesterfield	118966	#FLT - Dupuy Road to Westover Avenue	I support the Fall Line trail and all new bike/ped projects in this region	
13	Colonial Heights	121409	#FLT (W. WESTOVER - FAIRFAX)	I support the Fall Line trail and expanding safety for people who walk and bicycle	
14	Colonial Heights	121417	#SMART24 - APPOMATTOX GREENWAY TRAIL BOULEVARD SPUR	Isn't this project in Colonial Heights? It will be awesome to not have to walk on the dirt path to connect from the sidewalk on the MLK bridge to the ART	This project is located in Colonial Heights
15	Hopewell	122203	#SMART24 - W RANDOLPH ROAD SHARED USE PATH	A great start making Hopewell more bike and pedestrian friendly. Will all the assets along the river, people need to be able to get there! | I support this new bike/ped facility and excited for connections from downtown to the rest of the city	
16	Colonial Heights	122282	SRTS PHASE III MIDDLE SCHOOL SIDEWALKS	I love seeing better bike/ped in the vicinity of schools	
17	Hopewell	123291	COURTHOUSE ROAD PEDESTRIAN IMPROVEMENTS	Love any and all improvements for pedestrians in Hopewell. Much needed. | Glad to see pedestrian improvement here	
18	Petersburg	123580	#SMART24 - ART OLD TOWNE PETERSBURG (GROVE AVE TO RIVER RD)	A huge thing for downtown Petersburg to have the trail going all the way through, connecting kayak access points on Pocahontas Island with downtown, and up to VSU and the Fall Line / University Boulevard trailhead. Will pull together alot of past work and make it more usable! | Really excited for the Appomattox River Trail to go thru Old Town and historic sites!	
19	Petersburg	123581	#SMART24 - FLT/ART TRAILHEAD/PARKING LOT	This improves an already well-used and appreciated feature in the city, and helps Petersburg become more of a destination for trail-users. Strong support! | It's great to see the ART and Fall Line get connected and a new parking lot. Will the rest of the park be improved?	This project will improve the current parking to include a total of 27 parking spaces and to add connection to the proposed Fall Line Trail
20	Chesterfield	124337	RIVER ROAD (BRICKHOUSE DR - LIBRARY) TRAIL	Exciting! | Good to see safe bike/ped projects connecting to public facilities	
21	Petersburg	124714	#SMART24 - ART RT1 TO COLONIAL HEIGHTS AND I-95	I am very excited for the Fall Line trail in this region and how it will connect to the Appomattox River Trail	
22	Colonial Heights	124715	#SMART24 - APPOMATTOX RIVER GREENWAY TRAIL PHASE 6	Really excited the ART will connect to the Fall Line on the north bank	
23	Chesterfield	125348	WOODS EDGE RD/RTE 1 PEDESTRIAN CROSSING	Supportive of new safety features for biking and walking	

24	Colonial Heights	126141	I-95-B EXIT 53 EV CHARGING STATION INSTALLATION	I drive an EV and this is MUCH needed. Will draw a ton of people EV-ing up 95 or making a final charge before the stretch to North Carolina. MUCH NEEDED! | Exciting to see new EV charging stations coming to the region	
25	Dinwiddie	126143	I-85-B EXIT 61 EV CHARGING STATION INSTALLATION	Very much needed! Pburg will be a major stop for EV drivers who find very little between North Carolina and Richmond!	
26	Hopewell	126157	I-295-A EXIT 9 EV CHARGING STATION INSTALLATION	VERY much needed! There aren't alot south of here, and I imagine this will get a ton of use by people headed North, as well as those heading south where there are fewer charging stations. | Glad to see so many EV projects in the MTIP	

Appendix C: Media Advertising & Social Media Posts

RideFinder Facebook Page

RideFinders, Central Virginia
March 18 ·

Share your input with our partners at the Tri-Cities Metropolitan Planning Organization. The Metropolitan Transportation Improvement Program project list and the Region... See more

Tri-Cities Area MPO
CRATER PLANNING DISTRICT COMMISSION

Interactive Comment Portal

Public Comment: FFY 2027-30 Metropolitan Transportation Improvement Program (MTIP) and Draft Regional Conformity Assessment

The Tri-Cities Area Metropolitan Planning Organization (TCAMPO) develops and updates two major plans that guide regional investments in transportation, multi-modal mobility, freight movement, and road safety projects:

Metropolitan Transportation Improvement Program (MTIP) – A short-range list of projects planned for the Tri-Cities area over the next four years (FY 2027–2030).

Long-Range Transportation Plan (LRTP) – The region's transportation vision through 2045.

Importance of the MTIP

The MTIP is required by federal law for the region to receive funding. This action plan lists highway, transit, bicycle, pedestrian, and safety improvements that are expected to receive federal transportation dollars in the short term.

How the MTIP Connects to the STIP

Besides implementing our current LRTP—Plan2045—the Tri-Cities MTIP is part of the larger **Statewide Transportation Improvement Program (STIP)**. The Virginia STIP is a four-year program that includes projects from every MPO in the state and documents the allocation and obligation of federal transportation funding. This ensures that the state has one coordinated list of transportation priorities.

The Regional Conformity Report

Because our region must meet federal air quality standards, we perform a thorough analysis and produce a **Conformity Report**. This report shows that the projects listed in our plans will not exceed vehicle emission limits set by the Clean Air Act.

Your Voice Matters

We invite you to provide feedback on our updated MTIP and Draft Regional Conformity Report. Your input ensures that regional investments reflect real-world community priorities.

How to Participate

The public review and comment period will be open from **March 13 to April 12, 2026.**

Review the FFY 2027-2030 MTIP and the Draft Regional Conformity Report online, in the Interactive Comment Portal, or request physical copies at:

- **Libraries:** Petersburg, Colonial Heights, Hopewell, Ettrick-Matoaca, Rohoic, and Prince George.
- **Local Planning and Transportation Departments' Offices:** Chesterfield County, Dinwiddie County, Prince George County, City of Petersburg, City of Colonial Heights, City of Hopewell, and the Crater PDC.

Share your feedback:

- Visit the Interactive Comment Portal and submit input on specific projects.
- Message us via our social media pages:
  -Instagram: tri_cities_area_mpo
  -Facebook: Tri-Cities Area Metropolitan Planning Organization.
- Submit questions or comments via email to Zakari Mumuni, TCAMPO's Assistant Director of Transportation, at **zmumuni@craterpdc.org**
- Share your thoughts via mail or ask questions via phone: Crater PDC Post Office Box 1808, Petersburg, VA 23805. Phone number: 804 - 861 - 1666.

Join Us at Our Public Meeting

Monday, April 6, from 5:00 to 6:30 p.m. at the Petersburg Public Library Conference Room, located at 201 W. Washington St.

Tri-Cities Area Metropolitan Planning Organization
Published by Marian Kamatchi · March 13 ·

TCAMPO Facebook Page

Tri-Cities Area Metropolitan Planning Organization
Published by Marian Kamatchi · March 13 ·

Tri-Cities Area MPO

CRATER PLANNING DISTRICT COMMISSION

Interactive Comment Portal

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Monday, April 6, from 5:00 to 6:30 p.m. at the Petersburg Public Library Conference Room, located at 201 W. Washington St.

See insights and ads | Boost post

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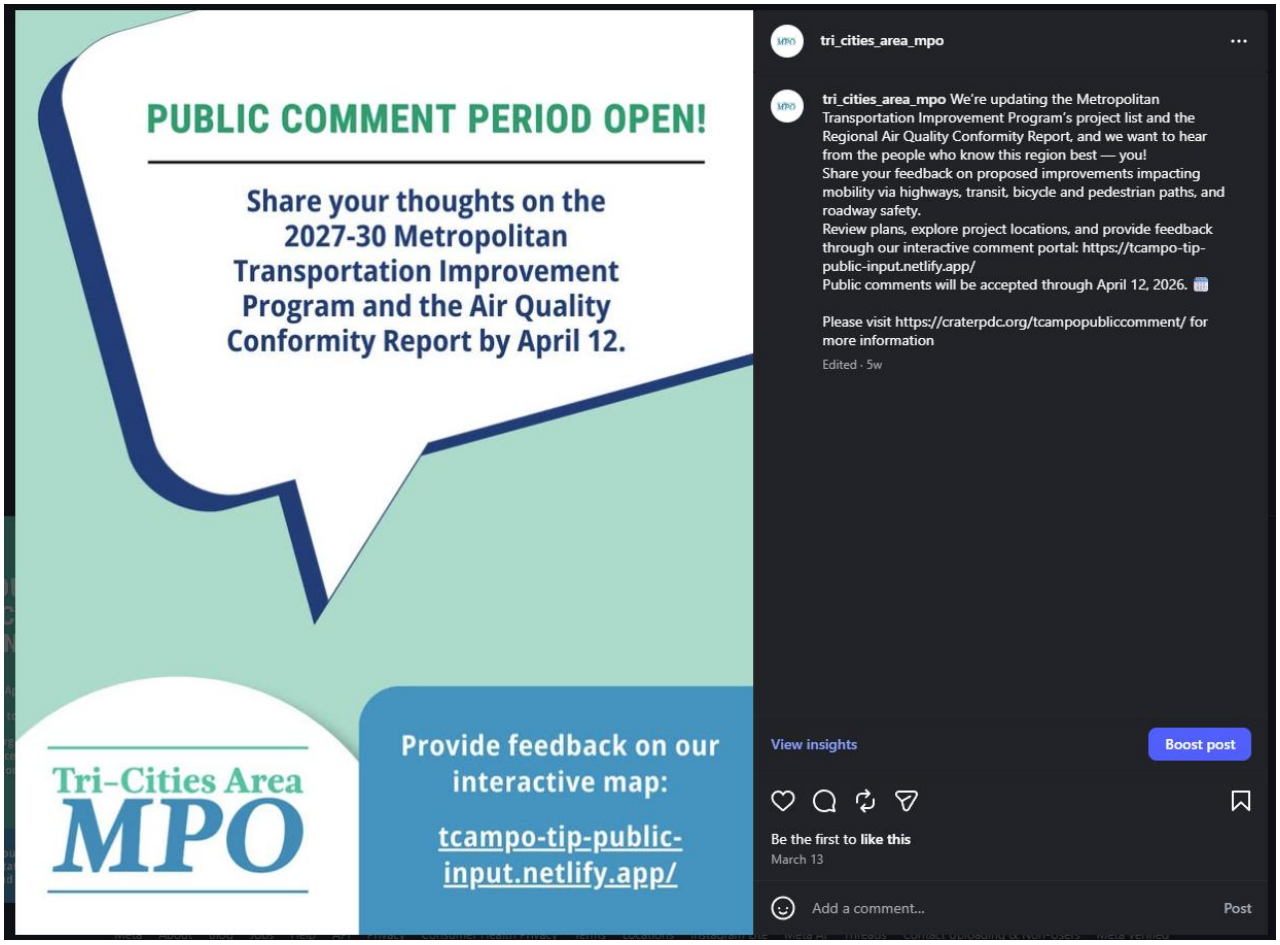
Like | Comment | Share

TCAMPO Instagram Page



Advertisement in Richmond Times-Dispatch

PUBLIC NOTICE

Tri-Cities Area MPO

Pursuant to 23 U.S.C. 134 and 135; 49 U.S.C 5303 and 5304, the Tri-Cities Area Metropolitan Planning Organization (TCAMPO) hereby provides area citizens an opportunity to review and comment on the Draft FFY 2027-2030 Metropolitan Transportation Improvement Program (MTIP) and its accompanying Draft Regional Conformity Report. 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 13, 2026, and ending April 12, 2026.

One public meeting will be scheduled to receive comments on these draft documents on Monday, April 6, 2026 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 emailing the Assistant Director of Transportation, Zak Mumuni at zmumuni@craterpdc.org 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. The draft documents are available on the Crater PDC Webpage (https://craterpdc.org/our- works/transportation/transportation-about/) and on the TCAMPO Interactive Public Input Portal (https://tcampo-tip-public-input.netlify.app/).

The Crater Planning District Commission assures that no person shall on the grounds of race, color, sex, disability, or national origin, as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency sponsored program or activity. For more information on or to obtain a Title VI Complaint Form, see www.craterpdc.org or call the CPDC Title VI Coordinator at 804-861-1666.

Written comments on the FFY 2027-2030 Metropolitan Transportation Improvement Program and/or Draft Regional Conformity Report should be addressed to: Crater Planning District Commission, P.O. Box 1808, Petersburg, Virginia 23805, and/or send an email to zmumuni@craterpdc.org and received within the review period ending April 12, 2026.

Los comentarios escritos sobre el Proyecto de FFY 2027-30 Programa de Mejora del Transporte Metropolitano y/o Borrador del Informe de Cumplimiento Regional deben dirigirse a: Comisión del Distrito de Planificación de Cráteres, P.O. Box 1808, Petersburg, Virginia 23805 y/oenviar un correo electrónico a zmumuni@craterpdc.org y recibido dentro del periodo de revisión que finaliza el 12 de abril de 2026.
COL-7006290

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Invoice number	HII73BDB-0001
Notice ID	kCLyZ9PgBXva8tiPGKq0
Publisher	Richmond Times Dispatch
Date of issue	Mar 9, 2026
Date due	Apr 9, 2026
Amount due	**$716.15**

Description	Qty	Unit price	Amount
03/13/2026: General Legal Notice	1	671.15	671.15
Legal Processing Fee	1	20.00	20.00
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=== Notes ===
Notice Name: TCAMPO Public Notice - 03.13.2026
Order Number: COL-7006290

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Column Software PBC accepts online payment via credit or debit card, or ACH bank transfers. Please click here to pay online:
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Advertisement in Progress Index

Tri-Cities Area
MPO

Pursuant to 23 U.S.C. 134 and 135; 49 U.S.C 5303 and 5304, the Tri-Cities Area Metropolitan Planning Organization (TCAMPO) hereby provides area citizens an opportunity to review and comment on the Draft FFY 2027-2030 Metropolitan Transportation Improvement Program (MTIP) and its accompanying Draft Regional Conformity Report. 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 13, 2026, and ending April 12, 2026.

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March 13 2026
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804-861-1661
lbridges@craterpdc.org
Crater PDC / Tri-Cities Area MPO
Credit Card - visa **********0740

Schedule for ad number LPTR04758900

Fri Mar 13, 2026
Petersburg Progress-Index *All Zones*

Crater PDC Webpage

CRATER PLANNING DISTRICT COMMISSION

Tri-Cities Area Metropolitan Planning Organization MTIP and Draft Regional Conformity Assessment Public Comment Period Fact Sheet

Mar 13, 2026 | All News, Economic Development, Transportation

From March 13, 2026, through April 12, 2026, TCAMPO will hold a Public Comment Period for the FFY227-30 Metropolitan Transportation Improvement Program (MTIP) and the Draft Regional Conformity Report.

Please review the TCAMPO Public Comment Period Fact Sheet for a brief overview of the process, available documents, and how to participate.

Public Meeting Sign-In Sheet

Note: There was no Sign-In Sheet, but one member of the community attended, Mr. Tyler J. Park.

Appendix D: Glossary of Transportation Terms

Term	Definition
AADT	Average Annual Daily Traffic
DEM	Demonstration Project Funds
AC	Advanced construction funding (fund type TBD)
ADA	The Americans with Disabilities Act
Admin By	Entity responsible for the project
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.
CCALS	Commonwealth Center for Advanced Logistics Systems
CCAM	Commonwealth Center for Advanced Manufacturing
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
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	Congestion Mitigation Air Quality
CMAQ CONVERSION	CMAQ planned to be converted
CMP	Congestion Management Process
CSX	CSX Transportation a Class I Railroad serving the Tri-Cities Area
CTB	Commonwealth Transportation Board

Current and Future Obligations	The amount of funding which is obligated for the indicated phase of work. An obligation represents a commitment from the Federal government to reimburse the state for the Federal share (e.g. 80%) of a project's eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement. The funding obligation listed is the dollar amount that a state may spend and expect reimbursement for during each Federal fiscal year.	
Description	Limits of the project	
DRPT	The Virginia Department of Rail and Public Transportation	
EB	Equity Bonus (Minimum Guarantee) Funds	
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	
Federal Oversight Indicator (FO or NFO)	FO: Indicates Federal Oversight in the project construction, contracting, and management. NFO: Indicates No Federal Oversight in the construction, contracting, and management issues, and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether there is federal oversight required.	
FHWA	Federal Highway Administration	
FRA	Federal Rail Administration	
FSM	GARVEE Soft Match	
FTA	Federal Transit Administration	
Fund Source All designations except "State" indicate that federal funds	FHWA funding sources are described below:	
	APD Appalachian Development	HPD TEA-21 Priority
	APL Appalachian Local Access	I Interstate

are to be used for at least a portion of the project.	BH Bridge Rehabilitation	IM Interstate Maintenance
	BOND Bonds/Interest	NHS National Highway System
	BR Bridge Replacement	OC Open Container
	CMAQ Congestion Mitigation & Air Quality	OT Off the Top
	DEMO Federal Demonstration	RO Repeat Offender
	DT Dulles Toll Facilities	RPT Richmond-Petersburg Turnpike Tolls
	EN Enhancement	RS Rail Safety (100% Federal)
	FH Forest Highway	RSTP Regional Surface Transportation Program
	FRAN Federal Reimbursement Anticipation Notes	S State
	FTA Federal Transit Authority Grant	STP Surface Transportation
	HES Hazard Elimination Safety (Sec. 152)	TFRA Toll Facilities Revolving Doo
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.
Jurisdiction	The jurisdiction (City of Charlottesville or Albemarle County) in which the project will occur.
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
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 j21st Century. The Federal Transportation Authorization Bill signed on June 29, 2012
Match	Dollar amount matched to federally funded project. Most federal fund sources require a match of some sort; most often 20% of the total cost. The match is included in the obligations section for informational purposes. The match can come from local, state or other sources.
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 con-

	struction 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 analysis, although it is also acceptable to include this work as construction engineering costs.
PPT	TIFIA (Public/Private Partnership)
Project/Project Phase	Name of the Project and Phase (i.e. PE: Preliminary Engineering - Preliminary field survey, utility location, environmental or historical studies, design drawings, final field inspections and public hearings will be done. This process can take several months to years to complete; RW: Right of Way - Negotiations with property owners take place, payments are made, and arrangements with utility companies are finalized to obtain the land necessary for the project; or CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.)
Route/Street	Local street name
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.
Scope	Includes notes about the work to be covered by the project.
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
System	Indicates which system, program, or mode of transportation the project falls within. E.g. Interstate, Primary, Secondary, Urban, Rail, Transportation Enhancements, or Miscellaneous.
TBD	Fund source to be determined
TEA 21	Transportation Equity Act for the 21st 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
Total Cost	The total estimated cost (TO) reflecting the best overall estimate available at the time. Estimated costs begin as rough estimates, usually based on historical data, and are updated at critical stages (e.g. the final field inspection), as plans are more defined.
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)
Universal Project Code (UPC) Number	Number assigned to each project at its conception, remaining with the project until completion.
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.
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: USDOT Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

The Tri-Cities Area 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. S 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);

0 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 1 964);

- 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 1 987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1 975, and Section 504 of the Rehabilitation Act of 1 973), 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

l . The Recipient agrees that each "activity," "facility," or "program," as defined in SS 21 .23(b) and 21.23(e) of 49 C.F.R. S 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 Area 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. SS 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, sub-contractors, 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.

1 0. 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 Area 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 Area 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 Area Metropolitan Planning Organization (Name of Recipient)

BY:

DATED: October 25 2024

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 F : 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 are 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,* FY26 UPWP
3. Are tasks and products clearly outlined?
    - *Yes, see the FY26 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 FY26 UPWP.*
5. Is the work identified in the UPWP completed in a timely fashion?
    - *FY25 tasks were completed in a timely fashion.*
6. 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. MPO staff are currently working on PLAN2050.

h. Does the area have a process for including environmental mitigation discussions in the planning process? Yes.

7. Is there a valid Transportation Improvement Program (TIP)? *Yes, FFY 2024-27 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, MPO staff is currently working on the development of the FFY 2027 – FFY2030 MTIP.

8. Does the area have a valid Congestion Management Process? *Yes, link*. MPO staff are currently working to update the CMP.
   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.

9. 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, Final Title VI Non-discrimination Plan.

   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, Title VI Discrimination Complaint Procedures*.
   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 61 of FFY 2024-27 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 62 of FFY 2024-27 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 2024,* 2024 Public Participation Plan Update.

   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.*
   e. Are meetings held at convenient times and at accessible locations? *Both the Policy Committee and the TAC meet at the Crater PDC Office. The public also can participate via Teams.*

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, our website, and online surveys; and are developing additional methods.*

h. Is the PPP periodically reviewed and updated to ensure its effectiveness? *Yes, the PPP was updated in September of 2024.*

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? *Will send draft self-certification 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 G: Performance Based Planning and Programming

Addendum 1: Safety Performance Measures

Safety Performance Targets

In accordance with the requirements of MAP-21, FAST Act, and IIJA, 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.

There are five measures that make up the safety category. These measures include the number of fatalities, fatality rate, the number of serious injuries, serious injury rate, and the number of crashes involving bike/ped.

The 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.

After reviewing the state targets and performance trends for the MPO area, the MPO adopted the state targets (Table 2).

Table 2: State and MPO Safety Trend and Targets

Measures	2018	2019	2020	2021	2022	2023	2024	2025	State Targets	MPO Targets
Fatalities	10	15	18	31	22	19	21	20	882	22
Fatalities Rate	0.499	0.75	1.019	1.757	1.563	1.173	1.239	1.193	1	0.91
Number of Serious Injuries	204	233	194	213	283	207	254	227	6,424.00	206.40
Serious Injuries Rate	10.172	11.657	10.981	12.073	19.974	12.785	14.144	13.251	7.29	9.20
Non-Motorized Fatalities & Serious Injuries	17	14	13	19	21	8	15	15	604	15

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.

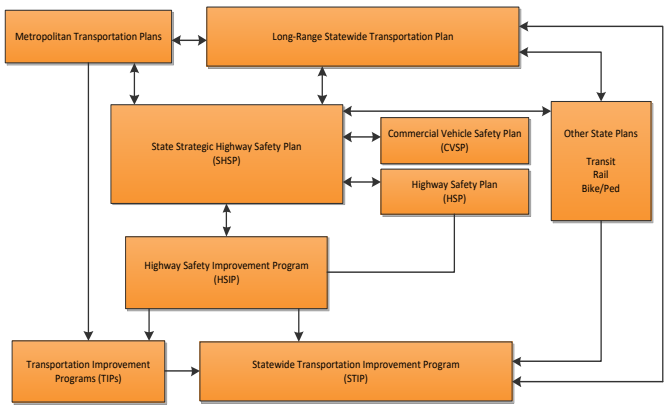
- Guiding Principle 5: Ensure Transparency and Accountability and Promote Performance Management – work openly with partners and engage stakeholders in project development and implementation, and establish performance targets that consider the needs of all communities, measure progress towards targets, 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.
    - 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.

Addendum 2: Bridge & Pavement Condition and System Performance

Bridge & Pavement Condition Performance Targets

There are three measures that make up the pavement and bridge condition category. These measures include:

- 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 (NHS); and
- percentage of deck area of bridges in poor condition (NHS).

The TCAMPO approved the state targets (Table 3).

Table 3: Bridge & Pavement Targets

Performance Measure	2021	2022	MPO 2022-2025 (4-Yr Target)
Percent of Interstate Pavement in Good condition	57.30%	58.20%	45%
Percent of Interstate Pavements in Poor condition	0.10%	0.10%	3%
Percent of non-Interstate NHS pavements in Good condition	33.50%	36.50%	25%
Percent of non-interstate NHS pavements in Poor condition	0.50%	0.40%	5%
Percent of NHS bridges classified as in Good condition	29.80%	29.20%	25.1%
Percent of NHS bridge classified as in Poor condition	3%	2.80%	3.6%

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 VTrans2040Vision, 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.

- 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 proportionality 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, FAST Act, and IIJA, Virginia has established performance targets for three reliability performance measures to assess the Highway System Performance. These measures include; the percentage of person-miles traveled that are reliable (Interstates), Percentage of person-miles traveled that are reliable (National Highway System non-interstates), and truck travel times reliability index (Interstates).

All three measures are included in Virginia's Second Performance Period (2022-2025). The MPO adopted MPO-specific targets for these three performance measures (see Table 4).

Table 3: System Performance Measures and Targets

Performance Measure	2021	2022	MPO 2022-2025 (4-Yr Target)
Interstate Highway Reliable Person-Miles Traveled	86.30%	85.50%	99.53%
Non-Interstate NHS Reliable Person-Miles Traveled	95%	95.20%	90.15%
Truck Travel Time Reliability (TTTR) Index	1.49	1.45	1.14

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.
  - 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.
  - 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.

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

Transit Asset Management (TAM)

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%

Addendum 4: Public Transit Agency Safety Plan

The Department of Rail and Public Transportation (DRPT) sponsored the development of the initial Public Transportation Agency Safety Plan (PTASP) for eligible Tier II transit agencies. This plan was adopted by participating urban transit agencies in July 2020. Since adoption, participating Tier II agencies have been responsible for implementing and maintaining their own Agency Safety Plans (ASP). Petersburg Area Transit has since maintained its own ASP and related transit safety performance measures that support the National Public Transportation Safety Plan. Petersburg Area Transit's Safety Performance Measures are adopted into the MTIP by reference. The most recently available safety targets 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 H: TIP Amendments and Revisions History

Revision #	Date	Action	Revision Notes